

LATROBE CITY COUNCIL

AGENDA FOR THE ORDINARY COUNCIL MEETING

TO BE HELD IN THE NAMBUR WARIGA MEETING ROOM, CORPORATE HEADQUARTERS, MORWELL AT 5:30 PM ON 17 DECEMBER 2012

CM396

Latrobe Community Vision

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

Council Mission

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

Council Values

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

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

LatrobeCity
a new energy

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NOTICE OF MEETING

13 December 2012
Our Ref: CA

Dear Councillor,

Please be advised that the next Ordinary Meeting of Council is to be held in the Nambur Wariga Meeting Room, Corporate Headquarters, Morwell at 5:30 PM on 17 December 2012.

Business for the Ordinary Meeting is as follows:

1. Opening Prayer

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

AMEN

Recognition of Traditional Land Holders

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

2. Apologies for Absence

3. Declaration of Interests

Direct and indirect interests - Section 77A(1) Local Government Act 1989

A relevant person has a conflict of interest in respect of a matter if the relevant person has a direct interest or indirect interest in the matter.

4. Adoption of Minutes

RECOMMENDATION

That Council adopts the Minutes of the Ordinary Council Meeting held on 3 December 2012 (CM 395), relating to those items discussed in open Council.

5. Public Question Time

Suspension of Standing Orders for Members of the Public to Address Council

6. Notices of Motion

7. Items Referred by the Council to this Meeting for consideration

8. Items Held Over for report and/or consideration

Council Meeting Date	Item	Status	Responsible Officer
19/09/11	Traralgon Activity Centre Plan Key Directions Report	That having considered all submissions received in respect to the Stage 2 Key Directions Report September 2011, Council resolves the following: 1. To defer the endorsement of the Stage 2 Key Directions Report September 2011 until: (a) Council has been presented with the Traralgon Growth Area Review (b) Council has received information on the results of the Latrobe Valley Bus Review 2. That Council writes to the State Government asking them what their commitment to Latrobe City in respect to providing an efficient public transport system and that the response be tabled at a Council Meeting. 3. That Council proceeds with the Parking Precinct Plan and investigate integrated public parking solutions. 4. That the Communication Strategy be amended to take into consideration that the November/December timelines are inappropriate to concerned stakeholders and that the revised Communication Strategy be presented to Council for approval. 5. That in recognition of community concern regarding car parking in Traralgon the Chief Executive Officer establish a Traralgon Parking Precinct Plan Working Party comprising key stakeholders and to be chaired by the Dunbar Ward Councillor. Activities of the Traralgon Parking Precinct Plan Working Party to be informed by the Communication Strategy for the Traralgon Activity Centre Plan Stage 2 Final Reports (Attachment 3).	General Manager Governance
5/12/11	Investigation into Mechanisms Restricting the sale of Hubert Osborne Park Traralgon	That a draft policy be prepared relating to Hubert Osborne Park and be presented to Council for consideration	General Manager Governance

Council Meeting Date	Item	Status	Responsible Officer
19/12/11	Traralgon Greyhound Racing Club – Proposed Development and Request for Alterations to Lease	That a further report be presented to Council following negotiations with the Latrobe Valley Racing Club, Robert Lont and the Traralgon Greyhound Club seeking Council approval to the new lease arrangements at Glenview Park.	General Manager Recreational, Culture & Community Infrastructure
18/06/12	7.2 Traffic Investigation – Roundabout at the corner of Market Street and Albert Street, Moe	1. That Council notes this report. 2. That a further report on the request for a roundabout at the intersection of Albert Street and Market Street, Moe be presented to the Ordinary Council meeting in February 2013. 3. That the head petitioner be advised of Council's decision in relation to the petition requesting a roundabout at the intersection of Albert Street and Market Street, Moe.	General Manager Recreational, Culture & Community Infrastructure
20/8/12	Item 7.2 – Proposed Sale of Land – Franklin Street, Traralgon	1. That the former Traralgon Early Learning Centre site at 196 Franklin Street, Traralgon, be placed on the market for sale with a further report to be presented to Council should an offer to purchase the property be received. 2. That a further report be presented to Council by 31 March 2013 if no offers to purchase the former Traralgon Early Learning Centre site at 196 Franklin Street, Traralgon, are received.	General Manager Governance
3/9/12	Traralgon East Community Centre Advisory Committee Terms of Reference	1. That Council endorses the establishment of a Traralgon East Community Centre Advisory Committee. 2. That Council adopts the Traralgon East Community Centre Terms of Reference. 3. That the establishment of the Traralgon East Community Centre Advisory Committee and adoption of the Traralgon East Community Centre Terms of Reference be reflected in Instrument of Delegation 2012-2013 Council Delegates and Committees [12 DEL-6]. 4. That Council seek expressions of interest during November 2012 for representatives to join the Traralgon East Community Centre Advisory Committee. 5. That following the Expression of Interest process, a further report be presented to Council to consider the responses received.	General Manager Community Liveability

Council Meeting Date	Item	Status	Responsible Officer
17/09/12	Planning Permit Application 2011/294 - Use and Development of a Single Dwelling and Associated Outbuilding, Deys Road Tyers	1. That Council note this report. 2. That once an assessment of the amended plans has been undertaken by the CFA, a further report be presented to Council for consideration.	General Manager Governance
17/09/12	Draft Public Open Space Strategy	1. That Council releases the draft *Public Open Space Strategy Volume 1: Strategy and Recommendations August 2012* and draft *Public Open Space Strategy Volume 2: Appendices and Supporting Information July 2012* for community consultation for a period of 6 weeks from 30 October 2012 to 14 December 2012. 2. That a further report be presented to Council on the results of the community consultation process.	General Manager Recreation, Culture & Community Infrastructure
3/12/12	Proposed Feature Naming – Alexandra Park, Morwell	1. That Council gives public notice of its intention to consider the proposal to register the following features located in Commercial Road Morwell: • Alexandra Park • Bus and Taxi Interchange / Public Toilets, • Morwell Skate Park and invite comment on the proposal. 2. That Council considers any submissions regarding the proposal to register the above features located in Commercial Road Morwell as official feature names at the Ordinary Council Meeting to be held the 4 March 2013. 3. That the Morwell Historical Society be advised of the above action.	General Manager Governance

Council Meeting Date	Item	Status	Responsible Officer
3/12/12	Public Highway Declaration – Verey Lane, Morwell	1. That Council write to Jammat Pty Ltd and Nestlan Pty Ltd requesting that they remove all obstructions from the road reserve contained in Certificate of Title Volume 9732 Folio 422, being part of Verey Lane, Morwell, pursuant to Schedule 11, Clause 5 of the *Local Government Act* 1989. 2. That Council approach Jammat Pty Ltd and Nestlan Pty Ltd regarding the possible transfer of the road reserve contained in Certificate of Title Volume 9732 Folio 422, being the road created on LP 33695, being part of Verey Lane, Morwell. 3. That Council obtain an independent valuation of the road reserve contained in Certificate of Title Volume 9732 Folio 422, being the road created on LP 33695, owned by Jammat Pty Ltd and Nestlan Pty Ltd as a basis for negotiations. 4. That Council seek agreement from the owners of the properties at 24-28 Buckley Street, Morwell, to contribute towards the costs of acquiring the road reserve contained in Certificate of Title Volume 9732 Folio 422, being the road created on LP 33695, from Jammat Pty Ltd and Nestlan Pty Ltd. 5. That Council write to Simon Parsons & Co. requesting that the temporary access to 24-28 Buckley Street, Morwell, be extended past 31 December 2012. 6. That a further report be presented to Council detailing the outcomes of discussions with Jammat Pty Ltd and Nestlan Pty Ltd and the owners of the properties at 24-28 Buckley Street, Morwell.	General Manager Governance

Council Meeting Date	Item	Status	Responsible Officer
3/12/12	Proposed Special Charge Scheme to Seal Austin Street, Boolarra	1. That in accordance with section 163 of the *Local Government Act* 1989: I. Council declares its intentions to levy a Special Charge Scheme at the Ordinary Council Meeting on 3 December 2012 for funding expenses for the construction of a sealed roadway in Austin Street, Boolarra; and II. Council gives public notice of its intention to make a declaration of a Special Charge Scheme; and III. Council notifies persons liable to pay the $5000 special charge by sending a notice. 2. That Council, in accordance with section 223 of the *Local Government Act* 1989 consider any submissions received in relation to the declaration of its intention to levy a Special Charge Scheme to seal Austin Street, Boolarra at the Ordinary Council Meeting on 4 March 2013.	General Manager Recreation, Culture & Community Infrastructure
3/12/12	Potential Road Discontinuance and Sale of Land part Catterick Lane, Traralgon	That Council: I. Gives public notice of its intention to consider the proposed discontinuance and sale by private treaty of part of Catterick Lane, Traralgon pursuant to Section 206 and Schedule 10 Clause 3 of the Local Government Act 1989. II. Consider any submissions received in relation to the proposed discontinuance of part of Catterick Lane, Traralgon at the Ordinary Council Meeting to be held Monday 4 February 2013.	General Manager Governance

Council Meeting Date	Item	Status	Responsible Officer
3/12/12	Proposed Road Discontinuance and Sale of Lane – Donaldson Lane and Fleming Street, Morwell	1. That Council gives public notice of its intention to consider the proposed discontinuance and transfer of part of the unnamed laneway off Church Street, Morwell, together with the transfer by private treaty of two parcels of land in Fleming Street, Morwell, pursuant to Section 189 and Section 206 and Schedule 10 Clause 3 of the Local Government Act 1989. 2. That Council considers any submissions received in relation to the proposed discontinuance and transfer of part of the unnamed laneway off Church Street, Morwell, together with the transfer by private treaty of two parcels of land in Fleming Street, Morwell, at the Ordinary Council Meeting to be held on 17 February 2013.	General Manager Governance
3/12/12	Setting of Mayoral and Councillor Allowances 2012 to 2016	1. That Council in accordance with Section 74 of the Local Government Act 1989 give public notice of its intention to set the Mayoral and Councillor allowances for the next four financial years at the same level as the 2012 allowances, that being; Mayoral $67,634 per annum Councillor $21,859 per annum 2. That Council consider submissions received in accordance with Section 223 of the Act at the Ordinary Council Meeting to be held on 4 February 2013	General Manager Governance

Council Meeting Date	Item	Status	Responsible Officer
3/12/12	Geotechnical Investigation and Detailed Design Remediation Treatments of Landslips	1. That Council resolve that the geotechnical investigations and detailed design for the remediation treatment of landslips meets the requirements of Section 186 of the *Local Government Act 1989* and that the contract must be entered into because of an emergency. 2. That Council resolves to enter into a schedule of rates contract with GHD Pty Ltd for the geotechnical investigations and detailed design for the remediation treatment of landslips due to it being an emergency. 3. That a report be presented to a future Council meeting at the completion of the geotechnical investigations and detailed design for the remediation treatment of landslips outlining the actual costs incurred. 4. That Council authorise the Chief Executive Officer to advise those residents impacted by landslips of Council's process and timelines for remediating landslips throughout the municipality.	General Manager Recreation, Culture & Community Infrastructure

9. Correspondence

10. Presentation of Petitions

11. Officers' Reports:

11.1 Reports by the Chief Executive Officer
11.2 Reports by the General Manager Economic Sustainability
11.3 Reports by the General Manager Built and Natural Environment
11.4 Reports by the General Manager Recreation, Culture and Community Infrastructure
11.5 Reports by the General Manager Community Liveability
11.6 Reports by the General Manager Governance
11.7 Reports by the General Manager Organisational Excellence

12. Urgent Business

13. Meeting Closed to the Public

14. Tea Break

The Meeting is adjourned and members of the public are invited to join the Mayor and Councillors for light refreshments.

15. Items Closed To The Public

Section 89(2) of the *Local Government Act* 1989 enables the Council to close the meeting to the public if the meeting is discussing any of the following:

(a) Personnel matters;
(b) The personal hardship of any resident or ratepayer;
(c) Industrial matters;
(d) Contractual matters;
(e) Proposed developments;
(f) Legal advice;
(g) Matters affecting the security of Council property;
(h) Any other matter which the Council or Special Committee considers would prejudice the Council or any person;
(i) A resolution to close the meeting to members of the public.

RECOMMENDATION

That this meeting now be closed to the public to consider the following items which are of a confidential nature.

	ITEMS	NATURE OF ITEM
15.1	ADOPTION OF MINUTES	**(h) other**
15.2	CONFIDENTIAL ITEMS	**(h) other**
15.3	CITY IMAGE STRATEGY RESEARCH FINDINGS	**(h) other**
15.4	ITT 13131 - TELECOMMUNICATIONS SOLUTION REPLACEMENT	**(d) contractual matters**
15.5	LCC-12 CURVE WIDENING WORKS AT JUMBUK ROAD, JUMBUK - STAGE 1	**(d) contractual matters**



PAUL BUCKLEY
Chief Executive Officer

THESE PAPERS ARE RELEASED TO THE MEDIA ON THE BASIS THAT THEY ARE EMBARGOED UNTIL THE TIME OF FINAL RESOLUTION BY THE COUNCIL.

NOTICES OF MOTION

6.1 2012/34 - LAND USE FOR MINING PURPOSES

CR GIBSON

MOTION

That the Mayor write to the Minister for Local Government and the Minister for Energy and Resources requesting that mining areas (i.e. land used for mining purposes) be treated as rateable land under the Local Government Act 1989, and/or that royalties currently collected by the State Government for resources mined, be returned to the local community through the host municipality.

6.2 2012/35 - COUNCILLOR ACCESS TO INFORMATION

CR HARRIMAN

MOTION

That the CEO organises that all Councillors be granted access (without exception) to all information that they deem necessary and are legally entitled to assist them in formulating an informed and independent position on matters both past and present relating to the Latrobe City Council.

6.3 2012/36 - IMPLEMENTATION PLAN FOR REVIEW PROCESSES

CR HARRIMAN

MOTION

That in accordance with the adopted Council Plan 2012-2016, Council commence a review process of all its Policies, Plans, Strategies, Programs, Procedures, Delegations and Meeting procedure local law and that the CEO have an implementation process ready to present to Council at it's first meeting in February 2013.

6.4 2012/37 - EMPLOYEE COSTS

CR HARRIMAN

MOTION

1. **That a report be presented to Council showing the increase in employee costs from 2006-2007 including projected figures to 2015-2016.**
2. **That a copy of the last approved Enterprise Bargaining Agreement covering Council Employees be presented to Council for information.**
3. **That the report be presented to Council by the first Council meeting in February 2013.**

6.5 2012/38 - TRARALGON EARLY LEARNING CENTRE

CR HARRIMAN

MOTION

1. **That Council seek the advice of the State Attorney General's Office on the legality of the notice of a Special Council Meeting in regard to the Traralgon Early Learning Centre held on Tuesday 10th of April 2012 and called by Cr Ed Vermeulen.**
2. **That Council refrain from any activity with regard to the sale of the land and building at the former Traralgon Early Learning Centre until such time as a report or response is received from the State Attorney General's Office.**

6.6 2012/39 - MOE RAILWAY PRECINCT REVITALISATION PROJECT

CR GIBBONS

MOTION

That the Moe Railway Revitalisation Project – Moe Activity Centre Plan (MRPRP – MACP) be brought back to Council for a full review and that no further works be commenced, external funding sought and/or Council funding allocated until such time as Council completes the review, with the exception of those projects already approved by Council and funded, namely the underground placement of powerlines, construction of public toilets and the clocktower.

ITEMS REFERRED BY THE COUNCIL

7.1 PETITION FOR THE MAINTENANCE OF THE ROADSIDE AT OLD SALE ROAD, NEWBOROUGH

AUTHOR: General Manager Community Liveability
(ATTACHMENT - YES)

1. PURPOSE

This report deals with the Petition that was laid on the table at the Ordinary Council Meeting of 3 December 2012.

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 2012-2016.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives – Regulation and Accountability

In 2026, Latrobe Valley demonstrates respect for the importance of rules and laws to protect people's right, outline obligations and support community values and cohesion.

Latrobe City Council Plan 2012 - 2016

Shaping Our Future

An active connected and caring community
Supporting all

Strategic Direction – Regulation and Accountability

Plan and respond to emergency management needs of our community in accordance with legislative requirements.

Service Provision – Local Laws

Deliver a fire prevention inspection program in accordance with Municipal Fire Prevention Plan.

Legislation –

Country Fire Authority Act 1958 – Section 41

41. Fire prevention notices

(1) In the country area of Victoria, the fire prevention officer of a municipal council may serve a fire prevention notice on the owner or occupier of land in the municipal district of that council (other than a public authority) in respect of anything—
  (a) on that land, other than a building or in a building;
  (b) on the adjacent half width of any private street that abuts that land—(other than a prescribed thing or class of things) that by its nature, composition, condition or location constitutes or may constitute a danger to life or property from the threat of fire.

(2) A fire prevention notice may be served only if the fire prevention officer forms the opinion—
  (a) that it is necessary, or may become necessary, to do so to protect life or property from the threat of fire; and
  (b) that there is no procedure under any other Act or regulations made under any Act that is more appropriate in the circumstances to address that threat.

(3) A fire prevention notice—
  (a) must be in the prescribed form;
  (b) may require the owner or occupier to take the steps specified in the notice to remove or minimise the threat of fire;
  (c) must specify the time (not less than 7 days) within which the owner or occupier must comply with the notice;
  (d) must contain any prescribed information.

4. BACKGROUND

On 19 November 2012, a petition containing 52 signatures was received from the residents and surrounding neighbours from Old Sale Road, Newborough.

Prior to receiving the petition, Latrobe City's Assistant Municipal Fire Prevention Officer (AMFPO) inspected the area at the request of the Head Petitioner and advised that this section of Old Sale Road is the responsibility of VicRoads.

The AMFPO formed the opinion that the site did constitute a fire hazard. The Officer then contacted the complainant as well as officers from VicRoads to advise them of the issues raised.

The Head Petitioner was advised that this matter should be directed to VicRoads as the responsible authority.

The petition was presented to Council at its Ordinary Council Meeting of 3 December 2012. Council resolved to lay the petition on the table until its Ordinary Council Meeting of 17 December 2012. Council resolved the following:

1. Council agrees to lay the petition opposing VicRoads decision to maintain only three metres of the 12 metre road verge along a section of Old Sale road, Newborough and suggesting that the entire nature trip should be slashed on an annual basis or one to two times per year, particularly during the spring/summer season on the table until the Ordinary Council Meeting to be held on 17 December 2012.
2. That the Mayor facilitates a meeting with VicRoads as soon as possible to discuss a solution to this matter.
3. That the head petitioner be advised of Council's decision in relation to the petition.

As a result of the resolution the issue of roadside slashing was raised and discussed with local politicians, Russell Northe MP and Gary Blackwood MP at the joint Council and Local Politicians regular meeting which was held on Tuesday, 4 December 2012.

5. ISSUES

The roadside in question is managed by VicRoads a State Government Authority and Council has no authority or current capacity to maintain.

Identified below are roads that are the responsibility of VicRoads in Latrobe City which are included in Latrobe City's Municipal Fire Prevention Plan and the draft Municipal Fire Management Plan:

- Boolarra South - Mirboo North Road
- Boolarra - Churchill Road – (Monash Way)
- Boolarra - Mirboo North Road
- Brodribb Road – (Monash Way to Power station)
- Churchill - Traralgon Road – (Hazelwood Road)
- Loy Yang - Morwell Road – (Firmins Lane, Sanders Road,
- Mattingley Hill Rd, Barton's Lane)

- Maryvale Road – (Alexander's Road, Old Melbourne Road, Tanjil East Road)
- Moe North Road – (Thompson's Road)
- Moe - Glengarry Road
- Moe - Rawson Road – (Walhalla Road)
- Monash Way Road
- Morwell - Thorpdale Road
- Morwell - Traralgon Road – (Princes Highway)
- Morwell - Yallourn North Road – (Latrobe Road)
- Morwell - Yallourn Road – (Decampo Drive)
- Traralgon Creek Road – (Ends at Koornalla Road & Balook Tourist Road)
- Traralgon West Road – (Grey Street to Maryvale Road)
- Traralgon - Maffra Road
- Tyers Road – (Traralgon –Tyres Road)

It is important to note that Section 41, Clause 1 of the Country Fire Authority Act 1958 does not allow Council's Municipal Fire Prevention Officer to serve a Fire Prevention Notice on State Government agencies or their authorities.

VicRoads standard for roadside slashing is to cut three metres behind the guide posts where practicable. Due to seasonal issues the VicRoads roadside slashing program has been delayed.

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.

There are no financial implications in regard to preparing this report. Reputational risks have been addressed by acknowledging the receipt of the Petition and providing updates to the Head Petitioner.

7. INTERNAL / EXTERNAL CONSULTATION

Engagement Method Used:

Council Officers have met with the Head Petitioner and informed her that the roadside in question is the responsibility of VicRoads.

Council Officers have remained in contact with the Head Petitioner by telephone and email to advise her of the status of the petition.

Details of Community Consultation:

A site meeting was held on 16 November 2012 with the Head Petitioner and Council Officers have remained in contact via telephone and emails.

8. OPTIONS

1. That the petition remains on the table so that further information can be presented to Council.
2. That Council recommends the Head Petitioner forward the Petition to VicRoads and/or Representatives of the Victorian Parliament.

9. CONCLUSION

Officers have inspected the area relating to the Petition and while the roadside is considered to be a fire hazard, the CFA Act 1958 does not allow Council to issue a Fire Prevention Notice to a Public Authority.

10. RECOMMENDATION

1. That Council recommends that the Head Petitioner forward the Petition to VicRoads and/or Representatives of the Victorian Parliament.
2. That Council continue to advocate on behalf of residents to local authorities to address the issue of roadside slashing.
3. That the Head Petitioner be contacted and informed of Council's decision in relation to the petition.

ATTACHMENT

We are concerned residents & surrounding neighbors from OLD SALE ROAD, Newborough 3825

Who have come together to sign this petition to raise the issue that we are unsatisfied with the maintenance of our nature strips…

In its current condition it is; a significant fire danger risk due to the length of the grass and the fallen trees & branches, the area is over-run with blackberries and snakes, it is visually unappealing in a newly developing area (with a new housing estate opposite) and it is a potential road hazard for residents as it impedes our vision in some areas as we exit from our driveways…

We oppose Vic Roads' decision to maintain 3 meters from the roadside as this is less than appropriate management for a 12 meter area. The entire nature-strip should be slashed at the least <u>on an annual basis or 1-2 times per year, particularly during the spring/summer season</u>. This will provide Old Sale Road residents a chance to be able to maintain this area themselves on a more permanent basis.

145 Old Sale Rd, Newborough.	ANITA RAYMOND
145 Old Sale Rd, Newborough	LEILA RAYMOND
149 Old Sale Rd Newborough	Anya Hankinson
135 OLD SALE RD NEWBOROUGH	KATHLEEN BAJADA
135 OLD SALE RD NEWBOROUGH	CHARLES BAJADA
171 OLD SALE RD NEWBOROUGH	Val Massey
171 Old SALE RD NEWBOROUGH	Gill Massey
236 Old Sale Rd Newborough	V. Smith-Stevens.
236 old Sale Rd Newborough	A Smith-Stevens
30 Comans Way. MOE	L. Weir
11 Hasthorpe Ct Tanjil South	K Davis
11 Mardan St Newborough	A Jeffs
27 Koornalla St Newborough	Steeden
46 Newark Av Newborough PO Box 136 Newb	J Kerr
7 Furnell St Newborough	Petrina Abbott
60 NORTHERN AVE NEWBOROUGH	Jen Webber.
15 William St Newborough	Bianca Celima
46 Summerlea St Trafalgar	Amanda Guthrie

Parrott st Moe	R Belinda Sweeney
5 General Ave Newb	Brett Patrick
5 Central Ave Newb	Sarah.
145 OLD SALE ROAD NEWBOROUGH	GB RAYMOND
9 Harrison Blvd, Newborough	Richard Price Richard Price
9 Harrison Blvd, Newborough	Taryn Price Taryn Price
225 Murray way Street Moe	Buffy Devine
1055 ~~Pt. Box 56~~ P.O. Box Mo	
15 ~~Commons~~ Way Moe	
6 THOMPSONS ROAD, MOE	
125 Old Sale Rd. Newb	PETER PROCAK
125 OLD SALE RD, NEWB.	HELEN PROCAK.
105 OLD SALE RD. NEWB.	J. Mallia M. Mallia.
105 OLD SALE RD NEWB	
115 Old Sale Rd Newb	G Gale Geoffrey Gale
125 Old Sale Rd Newb	Sam Viney
125 old SALE RD Newborough	Dean Procak
115 old Sale Rd. Moe	Angeline Gale
115 Old Sale Rd. Moe.	BARRY GALE
2 Montane Blvd Newborough	Carol Odlum
5 Harrison Boulevard, Newborough	Michelle Armstrong
5 Harrison Boulevard, Newborough	Rob Armstrong
LOT 7 OLD SALE RD MOE	ADRIAN LINE
Lot 7 OLD SALE RD MOE	Eden Harley
Lot 7 OLD SALE RD MOE	Karen Harley
LOT 7 OLD SALE RD MOE	Jack Bunting
Lot 7 OLD SALE RD MOE	Damon Harley
73 The Boulevard Morwell	Julie Madden
73 The Boulevard Morwell	Brett Patrick.
73 The Boulevard Morwell	Casey Lovell
50 Switchback Rd Churchill	Shannon Lovell
50 Switchback Rd Churchill	Michael Lovell
149 Old Sale Road Newborough	D. Hankinson

If you need any further information or details about this petition please contact Anita Raymond 0417 262 162.

7.2 PROPOSED REMOVAL OF TREES SURROUNDING TRARALGON TENNIS COURTS

AUTHOR: General Manager Recreation Culture and Community Infrastructure
(ATTACHMENT – YES)

1. PURPOSE

The purpose of this report is to provide Council with the results of the call for public submissions on the proposed removal of trees surrounding the Traralgon Tennis Centre and to consider the removal of the trees in this area.

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 2012-2016.

Latrobe 2026: The Community Vision for Latrobe Valley
Strategic Objectives – Built Environment

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

Latrobe City Council Plan 2012 – 2016

- *Shaping Our Future*
- An active connected and caring community
- *Supporting all*
- *Strategic Direction –Built Environment*
- *Enhance the quality and sustainability of streetscapes and parks across the municipality through the provision and maintenance of the trees that are appropriate to their surroundings.*
- *Ensure public infrastructure is maintained in accordance with community aspirations.*

Service Provision –Infrastructure Maintenance

Provide maintenance services for Latrobe City's road, drainage, signage, footpath and tree networks

Policy – Tree Work Notification Policy 11 POL-4
The purpose of this policy is to detail processes for the notification of significant tree works prior to the works being undertaken.

4. BACKGROUND

The Traralgon Tennis Association (TTA) submitted a letter dated 26 October 2011 (attachment 1) requesting the removal of 14 trees surrounding the Tennis Centre. There were several concerns raised in the letter regarding damage to the new plexi cushion courts, as outlined below:

- The roots cause the ground to dry out and as a result the tennis courts distort and crack.
- The trees litter causing scratching and dents when walked on, with the leaves causing permanent stains to the soft plexi cushion surface.
- Shade from the trees situated to the north is causing algae growth on the courts surface this is making the courts slippery. Should the trees remain, repairing the damage will be very costly.
- The tree roots ingress and leaf litter is causing damage to the pavilion.

As per Councils Tree Work Notification Policy, a council resolution is required prior to the removal of inappropriate trees, unless they are dead, dying or dangerous in which case immediate removal is required.

A report was presented to Council at its ordinary meeting on 17 September 2012 detailing the proposed tree removals and at this meeting Council resolved the following:

- *That council note the arborist report regarding the removal of trees 1-11 at the Traralgon tennis courts.*
- *That council provides public notice of its intent to consider removal of the trees and provides the community with the opportunity to make submissions for councils consideration.*
- *That a further report be presented to Council in December 2012.*

Following this resolution of Council officers arranged for over fifty letters to be sent in early November to residents who live in the Traralgon Tennis Centre locality in relation to the tree removals asking them for if they wished to make a submission. A call for public submissions on the proposed tree removals was also placed on the Council Noticeboard in the Latrobe Valley Express from 2 November 2012 until 29 November 2012 as well as Council's website.

As at the closing date for public submissions of 29 November 2012 a total of four public submissions were received (Attachments 3, 4, 5 and 6)

Submitter	Issue	Officer Comments
Mr Ken Skinner	Assumed trees proposed to be removed were on Franklin street, Traralgon (Attachment 4).	Officers attended an onsite meeting at Traralgon Tennis Centre (with a representative of the club) to discuss resident concerns and details of actual trees proposed to be removed were provided. Resident was happy to agree to proposed removals.
Mr Graham Matthews	Assumed trees proposed to be removed were on Franklin street, Traralgon (Attachment 5).	Officers attended an onsite meeting at Traralgon Tennis Centre (with a representative of the club) to discuss resident concerns and details of actual trees proposed to be removed were provided. Resident was happy to agree to proposed removals.
Mr Matt Campbell, Gippsland Wildlife	Various issues with the proposed tree removal at Traralgon Tennis Club and Council's general work on tree removals and replacement (Attachment 6 Part A)	Answer provided via email (Attachment 6 Part B) with provision of the arborist's report prepared for the proposed tree removals.
Mr David Langmore	Various issues with the proposed tree removal at Traralgon Tennis Club and proposed replacement species (Attachment 7 Part A)	Answer provided via email (Attachment 7 Part B) with provision of the arborist's report prepared for the proposed tree removals and positional evidence of trees proposed to be removed.

5. ISSUES

In line with the Tree Work Notification Policy, an arborist's report has been completed (attachment 2), which has assessed all trees surrounding the tennis courts.

The report identified 14 trees (attachment 3) which posed a current/future issue for the courts. Three trees were identified as dangerous (numbers 12, 13,14 in attachment 3), and as such were removed immediately.

The report considers the following criteria when developing a recommendation:

- The trees health
- Branch formation
- Site suitability
- Insect/fungal/bacterial attack
- Useful life expectancy
- Hazard rating
- Maintenance requirements
- Reason for the report

In addition to the concerns raised by the TTA last year, it has also been brought to Council's attention that six courts were unable to be used at a recent tournament due to the impact these trees were having on some of the courts.

It is proposed that the trees to be removed are replaced with Canadian Maples (Acer Rubrum). This species is not an indigenous or native variety - it is an exotic species. The Canadian Maples have been chosen as replacement in this instance as they are not an evergreen species (as opposed to all native trees which would shade the courts) and the tennis courts in question need winter sun and air movement to stop the growth of mould on the court. Council arborists do their utmost to ensure a balance of native and exotic planting every year across the municipality. Native species are the preference however it needs to be recognised that they are not suitable for certain environments.

6. FINANCIAL, RISK AND RESOURCES IMPLICATIONS

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

The trees currently present a slip hazard for tennis court users through algae growth and fallen debris.

The work is able to be undertaken within the recurrent tree budget allocation for 2012/13.

The Traralgon Tennis Association incur significant costs in cleaning algae growth and leaf litter off the courts and it has been deemed that the removal of these trees will assist in reducing this expense.

7. INTERNAL / EXTERNAL CONSULTATION

Engagement Method Used:

Letter received from the Traralgon Tennis Association Inc expressing their desire to have the trees surrounding the tennis courts removed due to damages being incurred. The Traralgon Tennis Association advised that the trees are causing damage to the new plexi cushion courts and pavilion as a result of leaf and twig litter and algae growth.

Council officers met with TTA official to follow up this issue in August 2012.

Further to the alternate motion a letter drop was carried out for 50 residents in the vicinity of the Traralgon Tennis Club on 1 November 2012 and the placement of a call for public submissions on Council's Notice board was carried out from 2 November 2012 until 29 November 2012.

Officers also attended an onsite meeting at the Traralgon Tennis Centre (with a representative of the club) on 21 November 2012 to hold discussions with two local residents concerns in relation to the proposed tree removals. After this meeting both residents acknowledged the requirement to remove the trees in question.

8. OPTIONS

1. Remove the discussed trees surrounding the Traralgon Tennis Centre.
2. Take no action in regards to the existing trees surrounding the Traralgon Tennis Centre.

9. CONCLUSION

A qualified arborist has completed a report recommending trees be removed as they pose a safety risk to tennis court users and are causing damage to the courts surface and the pavillion.

Four public submissions were received with two of these being dealt with as part of an onsite meeting with the concerned residents approval providing their consent for the tree removals to proceed. Latrobe City Council officers have spoken with the other two individuals who gave a submission in opposition to the proposed tree removal and have noted their concerns.

10. RECOMMENDATION

1. **That Council note the Public Submissions received in relation to the proposed tree removals at the Traralgon Tennis Centre**
2. **That council authorise the removal of trees 1-11 at the Traralgon Tennis Centre as per the advice contained in the arborist report.**

ATTACHMENT ONE

TRARALGON TENNIS ASSOCIATION INC

REGIONAL TENNIS CENTRE

"The Best Tennis Address in the Valley"

INFORMATION MANAGEMENT
RECEIVED
28 OCT 2011
F/O: Doc No:
Comments/Copies Circulated to:
☐ Copy registered in DataWorks ☐ Invoice forwarded to accounts

26 October 2011

Mr Richard Brammall
Latrobe City

Dear Richard

I am writing to you to ask that some of the trees around the brand new plexi cusion courts be taken down as soon as possible.

The leaves, twigs and gum nuts that these trees drop causes a great deal of damage to the soft plexi cushion courts and can also permanently mark and stain the courts. There are three trees opposite court 8 which are already damaging the court with the amount of leaf litter being dropped onto the brand new courts. There is also a tree overhanging on court 13 which is dropping large amounts of leaf litter onto the plexicusion. This tree is also causing damage to the courts from the tree roots. These trees need to be removed immediately.

We also have a row of paperbark trees which run along the back bank of courts. These trees shade the courts and cause algae growth, which in turn makes the courts extremely slippery and very dangerous. The tree roots dry out the ground and then cause the tennis courts to distort and crack.

There is also a tree down the front of the courts, next to court 1, which continually drops berries. This court will be a plexicushion court as well and will be marked and stained if the tree is not removed.

There is also an American Ash Tree at the back of the Club rooms. This tree is very problematic for a number of reasons
*it is too close to the clubhouse
*it is a constant cost for the Latrobe City for repairing roof leaks and painting
* due to leaf blockage one of our light fittings filled with water
*there is a constant dropping of twigs and branches in the courtyard
*there are concerns of the tree roots, cracking the concrete and damaging the building
*there is also a great deal of hazardous dead wood at the top of the tree

I trust you will act on this problem promptly, our new courts are costing a great deal of money and are looking fantastic. It would be a great shame if they were damaged in no time due to some problematic trees.

Should you have any queries please do not hesitate to contact me on 0448 551 610.

Yours sincerely
SUSIE GRUMLEY
TRARALGON TENNIS ASSOCIATION MANAGER

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R. A. Caffry Pty Ltd
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Premier Sponsor

LOY YANG power

Traralgon Tennis Association Inc,Cnr. Franklin & Davidson Streets Traralgon, P.O. Box 728 Traralgon Vic 3844
www.traralgontennis.com.au, ABN 16 912 167 233, ACN A0004203Y
Telephone (03) 51744626 **Facsimile** (03) 51748843 **email** sec@traralgontennis.com

ATTACHMENT TWO

TREEMENDOUS LANDSCAPES
RMB 3154, Traralgon South, VIC, 3844
Office - 03 51 955 099
Fax - 03 51 955 077
Mobile - 0437791099

TREE ASSESSMENT & CONDITION REPORT

Client: Latrobe City Council – Richard Brammall.

Date & Time of Inspection: 10.00am, 31st of October 2011.

Address/Location: Around the Tennis Sporting Complex at Franklin Street, Traralgon. Outside of Court 1, on the south/west corner. Tree 1.

Botanical Name: Melia azedarach

Common Name: White Cedar

Tree Details: 7 meters **tall,** 10 meters **wide,**

20 years **age (estimate),**

Tree Health/Condition:

Excellent **Good** **Average** **Poor**

Comments: Both the annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercormic growth evident throughout the canopy. The callous tissue appears in average health forming on old pruning wounds. The health factors are likely to decline as the tree is being heavily shaded by nearby trees.

Branch formation:

Excellent ***Good*** ***Average*** ***Poor***

Comments: The tree is multi-stemmed from near the base with no obvious included bark observed. The weight distribution throughout the canopy is uneven.

Site Suitability:

Excellent ***Good*** ***Average*** ***Poor***

Comments: The tree is located on the south/west corner outside of court number 1. There is a sealed public walking path under the canopy of this tree. The tree does drop a large amount of seed pods on both the tennis court surface and walking path which increase the slip potential for users.

Insect-Fungal-Bacterial attack: Yes/No

Comments: None were observed during the inspection period.

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Useful Life Expectancy: 0 **years.**

Hazard rating: 5/12 Low Hazard Rating
(refer to attachment)

Maintenance Requirements:

Comments: None.

Reason for this Report:

Comments: Council staff requires an arborist to assess the condition and hazard potential of the tree and recommend appropriate works.

RECOMMENDATIONS:

1. **That the White Cedar tree be removed as soon as can be practicably arranged for the following reasons:**

    - **The tree will continue to increase the amount of berries and debris on both the tennis court area and walking path.**

    - **The tree is being shaded out by a nearby large trees and will continue to decline in health in the future.**

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White Cedar tree

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APPENDIX

HAZARD RATING SYSTEM/FORMULA EXPLATATION

This hazard rating system is endorsed by the International Society of Arboriculture from *Evaluation of Hazard Trees in Urban Areas, 2nd edition,* Matheny & Clark, 1994. The scoring system is listed below by category that best fits the tree being assessed.

Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch.
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

The hazard evaluation system provides a simple process for Arborists to assess/process the danger and risks associated with trees. This includes death/injury to people and damage to infrastructure from falling branches. The rating system does not define danger. It provides a system for managing trees that could present high risk of failure.

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TREE ASSESSMENT & CONDITION REPORT

Client: Latrobe City Council – Richard Brammall.

Date & Time of Inspection: 10.15am, 31st of October 2011.

Address/Location: Around the Tennis Sporting Complex at Franklin Street, Traralgon. Outside of Court 13, on the south/east corner. Tree 2.

Botanical Name: Eucalyptus nicholii

Common Name: Willow-leafed Peppermint Gum

Tree Details: 15 meters **tall,** 14 meters **wide,**

40 years **age (estimate),**

Tree Health/Condition:

Excellent **Good** **Average** **Poor**

Comments: Both the annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercormic growth evident throughout the canopy. The callous tissue appears in average health forming on old pruning wounds. The trees have some surface root damage with sign of decay.

Branch formation:

Excellent ***Good*** ***Average*** ***Poor***

Comments: The tree is multi-stemmed from just above the base with obvious included bark observed. The weight distribution throughout the canopy is uneven. This species of tree is known have poor branch formation and is more likely to shed limb during periods of high winds than most other gum trees.

Site Suitability:

Excellent ***Good*** ***Average*** ***Poor***

Comments: The tree is located on the south/east corner outside of court number 13. There is a sealed public walking path under the canopy of this tree. The tree does drop a large amount of seed pods on both the tennis court surface and walking path which increase the slip potential for users. There is a busy roadway within the likely fall zone of the tree.

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Insect-Fungal-Bacterial attack: **Yes/No**

Comments: Some minor decay was observed during the inspection period on some surface roots.

Useful Life Expectancy: 0 **years.**

Hazard rating: 8/12 High Hazard Rating
(refer to attachment)

Maintenance Requirements:

Comments: None.

Reason for this Report:

Comments: Council staff requires an arborist to assess the condition and hazard potential of the tree and recommend appropriate works.

RECOMMENDATIONS:

1. **That the Willow-leafed Peppermint Gum tree be removed as soon as can be practicably arranged for the following reasons:**

    - **The tree will continue to increase the amount of seed pods and debris on both the tennis court area and walking path.**
    - **The tree has poor branch structure and is likely to shed medium to large limbs in the near future.**

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Willow-leafed Peppermint Gum tree

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Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch.
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

The hazard evaluation system provides a simple process for Arborists to assess/process the danger and risks associated with trees. This includes death/injury to people and damage to infrastructure from falling branches. The rating system does not define danger. It provides a system for managing trees that could present high risk of failure.

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TREE ASSESSMENT & CONDITION REPORT

Client: Latrobe City Council – Richard Brammall.

Date & Time of Inspection: 10.30am, 31st of October 2011.

Address/Location: Around the Tennis Sporting Complex at Franklin Street, Traralgon. Outside of Court 23, on the north side. Tree 3.

Botanical Name: Melaleuca linariifolia

Common Name: Snow in Summer

Tree Details: 9 meters **tall,** 6 meters **wide,**

15 years **age (estimate),**

Tree Health/Condition:

Excellent **Good** **Average** **Poor**

Comments: Both the annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercormic growth evident throughout the canopy. The callous tissue appears in average health forming on old pruning wounds.

Branch formation:

Excellent ***Good*** ***Average*** ***Poor***

Comments: The tree is multi-stemmed from just above the base with obvious included bark observed. The weight distribution throughout the canopy is uneven. This species of tree is known have poor branch formation and is more likely to shed limb during periods of high winds than most other gum trees.

Site Suitability:

Excellent ***Good*** ***Average*** ***Poor***

Comments: The tree is located on the north side of court number 23. The tree does drop a large amount of seed pods and shades (encourage moss) the tennis court surface which increase the slip potential for users.

Insect-Fungal-Bacterial attack: **Yes/No**

Comments: None were observed during the inspection period.

Useful Life Expectancy: 0 **years.**

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Hazard rating: 6/12 Medium Hazard Rating
(refer to attachment)

Maintenance Requirements:

Comments: None.

Reason for this Report:

Comments: Council staff requires an arborist to assess the condition and hazard potential of the tree and recommend appropriate works.

RECOMMENDATIONS:

1. **That the Snow in Summer tree be removed as soon as can be practicably arranged for the following reasons:**

    - **The tree will continue to increase the amount of seed pods and shade on the tennis court area which will increase the slip potential for users.**

    - **The tree has poor branch structure and is likely to shed medium to small sized limbs in the near future.**

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Snow in Summer tree

APPENDIX

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Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch.
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
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TREE ASSESSMENT & CONDITION REPORT

Client: Latrobe City Council – Richard Brammall.

Date & Time of Inspection: 10.45am, 31st of October 2011.

Address/Location: Around the Tennis Sporting Complex at Franklin Street, Traralgon. Between Courts 23 and 24, on the north side. Tree 4.

Botanical Name: Melaleuca linariifolia

Common Name: Snow in Summer

Tree Details: 13 meters **tall,** 8 meters **wide,**

15 years **age (estimate),**

Tree Health/Condition:

Excellent Good Average Poor
Comments: Both the annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercormic growth evident throughout the canopy. The callous tissue appears in average health forming on old pruning wounds.

Branch formation:

Excellent Good Average Poor
Comments: The tree is multi-stemmed from just above the base with obvious included bark observed. The weight distribution throughout the canopy is uneven. This species of tree is known have poor branch formation and is more likely to shed limb during periods of high winds.

Site Suitability:

Excellent Good Average Poor
Comments: The tree is located on the north side of court number 23 and 24. The tree does drop a large amount of seed pods and shades (encourage moss) the tennis court surface which increase the slip potential for users.

Insect-Fungal-Bacterial attack: **Yes/No**

Comments: None were observed during the inspection period.

Useful Life Expectancy: 0 **years.**

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Hazard rating: 6/12 Medium Hazard Rating
(refer to attachment)

Maintenance Requirements:

Comments: None.

Reason for this Report:

Comments: Council staff requires an arborist to assess the condition and hazard potential of the tree and recommend appropriate works.

RECOMMENDATIONS:

1. **That the Snow in Summer tree be removed as soon as can be practicably arranged for the following reasons:**

    - **The tree will continue to increase the amount of seed pods and shade on the tennis court area which will increase the slip potential for users.**

    - **The tree has poor branch structure and is likely to shed medium to small sized limbs in the near future.**

TREEMENDOUS LANDSCAPES
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Snow in Summer tree

APPENDIX

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HAZARD RATING SYSTEM/FORMULA EXPLATATION

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Size of Defective Part

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Target Rating

1. occasional use (e.g. Open parkland, etc)
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The hazard evaluation system provides a simple process for Arborists to assess/process the danger and risks associated with trees. This includes death/injury to people and damage to infrastructure from falling branches. The rating system does not define danger. It provides a system for managing trees that could present high risk of failure.

TREEMENDOUS LANDSCAPES
RMB 3154, Traralgon South, VIC, 3844
Office - 03 51 955 099
Fax - 03 51 955 077
Mobile - 0437791099

TREE ASSESSMENT & CONDITION REPORT

Client: Latrobe City Council – Richard Brammall.

Date & Time of Inspection: 11.00am, 31st of October 2011.

Address/Location: Around the Tennis Sporting Complex at Franklin Street, Traralgon. Outside of Court 24, on the north side. Tree 5.

Botanical Name: Pittosporum undulatum

Common Name: Sweet Pittosporum

Tree Details: 5 meters **tall,** 4 meters **wide,**

15 years **age (estimate),**

Tree Health/Condition:

Excellent **Good** **Average** **Poor**

Comments: Both the annual growth extension and foliage density factors are good for this species. There is a small amount of deadwood and epercormic growth evident throughout the canopy. The callous tissue appears in good health forming on old pruning wounds.

Branch formation:

Excellent ***Good*** ***Average*** ***Poor***

Comments: The tree is multi-stemmed from just above the base with no obvious included bark observed. The weight distribution throughout the canopy is slightly uneven.

Site Suitability:

Excellent ***Good*** ***Average*** ***Poor***

Comments: The tree is located on the north side of court number 23. The tree does drop a large amount of berries and shades (encourage moss) the tennis court surface which increase the slip potential for users.

Insect-Fungal-Bacterial attack: **Yes/No**

Comments: None were observed during the inspection period.

Useful Life Expectancy: 0 **years.**

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Hazard rating: 3/12 Low Hazard Rating
(refer to attachment)

Maintenance Requirements:

Comments: None.

Reason for this Report:

Comments: Council staff requires an arborist to assess the condition and hazard potential of the tree and recommend appropriate works.

RECOMMENDATIONS:

1. **That the Sweet Pittosporum tree be removed as soon as can be practicably arranged for the following reasons:**

    - **The tree will continue to increase the amount of berries and shade on the tennis court area which will increase the slip potential for users.**

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Sweet Pittosporum

APPENDIX

HAZARD RATING SYSTEM/FORMULA EXPLATATION

TREEMENDOUS LANDSCAPES
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This hazard rating system is endorsed by the International Society of Arboriculture from *Evaluation of Hazard Trees in Urban Areas, 2nd edition,* Matheny & Clark, 1994. The scoring system is listed below by category that best fits the tree being assessed.

Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch.
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

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TREE ASSESSMENT & CONDITION REPORT

Client: Latrobe City Council – Richard Brammall.

Date & Time of Inspection: 11.15am, 31st of October 2011.

Address/Location: Around the Tennis Sporting Complex at Franklin Street, Traralgon. Between Court 22, on the north side. Tree 6.

Botanical Name: Melaleuca linariifolia

Common Name: Snow in Summer

Tree Details: 13 meters **tall,** 8 meters **wide,**

15 years **age (estimate),**

Tree Health/Condition:

Excellent Good Average Poor
Comments: Both the annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercormic growth evident throughout the canopy. The callous tissue appears in average health forming on old pruning wounds.

Branch formation:

Excellent Good Average Poor
Comments: The tree is multi-stemmed from just above the base with obvious included bark observed. The weight distribution throughout the canopy is uneven. This species of tree is known have poor branch formation and is more likely to shed limb during periods of high winds.

Site Suitability:

Excellent Good Average Poor
Comments: The tree is located on the north side of court number 23 and 24. The tree does drop a large amount of seed pods and shades (encourage moss) the tennis court surface which increase the slip potential for users.

Insect-Fungal-Bacterial attack: **Yes/No**

Comments: None were observed during the inspection period.

Useful Life Expectancy: 0 **years.**

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Hazard rating: 6/12 Medium Hazard Rating
(refer to attachment)

Maintenance Requirements:

Comments: None.

Reason for this Report:

Comments: Council staff requires an arborist to assess the condition and hazard potential of the tree and recommend appropriate works.

RECOMMENDATIONS:

1. **That the Snow in Summer tree be removed as soon as can be practicably arranged for the following reasons:**

    - **The tree will continue to increase the amount of seed pods and shade on the tennis court area which will increase the slip potential for users.**

    - **The tree has poor branch structure and is likely to shed medium to small sized limbs in the near future.**

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Snow in Summer tree

TREEMENDOUS LANDSCAPES
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APPENDIX

HAZARD RATING SYSTEM/FORMULA EXPLATATION

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Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch.
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

The hazard evaluation system provides a simple process for Arborists to assess/process the danger and risks associated with trees. This includes death/injury to people and damage to infrastructure from falling branches. The rating system does not define danger. It provides a system for managing trees that could present high risk of failure.

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TREE ASSESSMENT & CONDITION REPORT

Client: Latrobe City Council – Richard Brammall.

Date & Time of Inspection: 11.30am, 31st of October 2011.

Address/Location: Around the Tennis Sporting Complex at Franklin Street, Traralgon. Outside of Court 22, on the north side. Tree 7.

Botanical Name: Melaleuca linariifolia

Common Name: Snow in Summer

Tree Details: 10 meters **tall,** 9 meters **wide,**

15 years **age (estimate),**

Tree Health/Condition:

Excellent **Good** **Average** **Poor**

Comments: Both the annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercormic growth evident throughout the canopy. The callous tissue appears in average health forming on old pruning wounds.

Branch formation:

Excellent ***Good*** ***Average*** ***Poor***

Comments: The tree is multi-stemmed from just above the base with obvious included bark observed. The weight distribution throughout the canopy is uneven. This species of tree is known have poor branch formation and is more likely to shed limb during periods of high winds.

Site Suitability:

Excellent ***Good*** ***Average*** ***Poor***

Comments: The tree is located on the north side of court number 23 and 24. The tree does drop a large amount of seed pods and shades (encourage moss) the tennis court surface which increase the slip potential for users.

Insect-Fungal-Bacterial attack: **Yes/No**

Comments: None were observed during the inspection period.

Useful Life Expectancy: 0 **years.**

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Hazard rating: 6/12 Medium Hazard Rating
(refer to attachment)

Maintenance Requirements:

Comments: None.

Reason for this Report:

Comments: Council staff requires an arborist to assess the condition and hazard potential of the tree and recommend appropriate works.

RECOMMENDATIONS:

1. **That the Snow in Summer tree be removed as soon as can be practicably arranged for the following reasons:**

    - **The tree will continue to increase the amount of seed pods and shade on the tennis court area which will increase the slip potential for users.**

    - **The tree has poor branch structure and is likely to shed medium to small sized limbs in the near future.**

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Snow in Summer tree

TREEMENDOUS LANDSCAPES
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APPENDIX

HAZARD RATING SYSTEM/FORMULA EXPLATATION

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Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch.
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

The hazard evaluation system provides a simple process for Arborists to assess/process the danger and risks associated with trees. This includes death/injury to people and damage to infrastructure from falling branches. The rating system does not define danger. It provides a system for managing trees that could present high risk of failure.

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TREE ASSESSMENT & CONDITION REPORT

Client: Latrobe City Council – Richard Brammall.

Date & Time of Inspection: 11.45am, 31st of October 2011.

Address/Location: Around the Tennis Sporting Complex at Franklin Street, Traralgon. Outside of Court 22, on the north side. Tree 8.

Botanical Name: Melaleuca armillaris

Common Name: Bracelet Honey Myrtle

Tree Details: 9 meters **tall,** 7 meters **wide,**

15 years **age (estimate),**

Tree Health/Condition:

Excellent Good Average Poor

Comments: Both the annual growth extension and foliage density factors are average to poor for this species. There is a small amount of deadwood and epercormic growth evident throughout the canopy. The callous tissue appears in average health forming on old pruning wounds.

Branch formation:

Excellent Good Average Poor

Comments: The tree is multi-stemmed from just above the base with obvious included bark observed. The weight distribution throughout the canopy is uneven. This species of tree is known have poor branch formation and is more likely to shed limb during periods of high winds. There is a large wound on the south side of the trunk.

Site Suitability:

Excellent Good Average Poor

Comments: The tree is located on the north side of court number 23 and 24. The tree does drop a large amount of debris and shades (encourage moss) the tennis court surface which increase the slip potential for users.

Insect-Fungal-Bacterial attack: Yes/No

Comments: None were observed during the inspection period.

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Useful Life Expectancy: 0 **years.**

Hazard rating: 6/12 Medium Hazard Rating
(refer to attachment)

Maintenance Requirements:

Comments: None.

Reason for this Report:

Comments: Council staff requires an arborist to assess the condition and hazard potential of the tree and recommend appropriate works.

RECOMMENDATIONS:

1. **That the Bracelet Honey Myrtle tree be removed as soon as can be practicably arranged for the following reasons:**

    - **The tree will continue to increase the amount of debris and shade on the tennis court area which will increase the slip potential for users.**

    - **The tree has poor branch structure and is likely to shed medium to small sized limbs in the near future.**

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Bracelet Honey Myrtle tree

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APPENDIX

HAZARD RATING SYSTEM/FORMULA EXPLATATION

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Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch.
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

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TREE ASSESSMENT & CONDITION REPORT

Client: Latrobe City Council – Richard Brammall.

Date & Time of Inspection: 12.00noon, 31st of October 2011.

Address/Location: Around the Tennis Sporting Complex at Franklin Street, Traralgon. Outside of Court 21, on the north side. Tree 9.

Botanical Name: Melaleuca linariifolia

Common Name: Snow in Summer

Tree Details: 10 meters **tall,** 9 meters **wide,**

15 years **age (estimate),**

Tree Health/Condition:

Excellent Good Average Poor
Comments: Both the annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercormic growth evident throughout the canopy. The callous tissue appears in average health forming on old pruning wounds.

Branch formation:

Excellent Good Average Poor
Comments: The tree is multi-stemmed from just above the base with obvious included bark observed. The weight distribution throughout the canopy is uneven. This species of tree is known have poor branch formation and is more likely to shed limb during periods of high winds.

Site Suitability:

Excellent Good Average Poor
Comments: The tree is located on the north side of court number 21. The tree does drop a large amount of seed pods and shades (encourage moss) the tennis court surface which increase the slip potential for users.

Insect-Fungal-Bacterial attack: Yes/No

Comments: None were observed during the inspection period.

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Useful Life Expectancy: 0 **years.**

Hazard rating: 6/12 Medium Hazard Rating
(refer to attachment)

Maintenance Requirements:

Comments: None.

Reason for this Report:

Comments: Council staff requires an arborist to assess the condition and hazard potential of the tree and recommend appropriate works.

RECOMMENDATIONS:

1. **That the Snow in Summer tree be removed as soon as can be practicably arranged for the following reasons:**

    - **The tree will continue to increase the amount of seed pods and shade on the tennis court area which will increase the slip potential for users.**

    - **The tree has poor branch structure and is likely to shed medium to small sized limbs in the near future.**

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Snow in Summer tree

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APPENDIX

HAZARD RATING SYSTEM/FORMULA EXPLATATION

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Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch.
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

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TREEMENDOUS LANDSCAPES
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TREE ASSESSMENT & CONDITION REPORT

Client: Latrobe City Council – Richard Brammall.

Date & Time of Inspection: 12.15pm, 31st of October 2011.

Address/Location: Around the Tennis Sporting Complex at Franklin Street, Traralgon. Outside of Court 20, on the north side. Tree 10.

Botanical Name: Melaleuca linariifolia

Common Name: Snow in Summer

Tree Details: 5 meters **tall,** 5 meters **wide,**

15 years **age (estimate),**

Tree Health/Condition:

Excellent **Good** **Average** **Poor**

Comments: Both the annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercormic growth evident throughout the canopy. The callous tissue appears in average health forming on old pruning wounds.

Branch formation:

Excellent ***Good*** ***Average*** ***Poor***

Comments: The tree is multi-stemmed from just above the base with obvious included bark observed. The weight distribution throughout the canopy is uneven. This species of tree is known have poor branch formation and is more likely to shed limb during periods of high winds.

Site Suitability:

Excellent ***Good*** ***Average*** ***Poor***

Comments: The tree is located on the north side of court number 20. The tree does drop a large amount of seed pods and shades (encourage moss) the tennis court surface which increase the slip potential for users.

Insect-Fungal-Bacterial attack: **Yes/No**

Comments: None were observed during the inspection period.

Useful Life Expectancy: 0 **years.**

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Hazard rating: 3/12 Low Hazard Rating
(refer to attachment)

Maintenance Requirements:

Comments: None.

Reason for this Report:

Comments: Council staff requires an arborist to assess the condition and hazard potential of the tree and recommend appropriate works.

RECOMMENDATIONS:

1. **That the Snow in Summer tree be removed as soon as can be practicably arranged for the following reasons:**

    - **The tree will continue to increase the amount of seed pods and shade on the tennis court area which will increase the slip potential for users.**

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Snow in Summer tree

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HAZARD RATING SYSTEM/FORMULA EXPLATATION

This hazard rating system is endorsed by the International Society of Arboriculture from *Evaluation of Hazard Trees in Urban Areas, 2nd edition,* Matheny & Clark, 1994. The scoring system is listed below by category that best fits the tree being assessed.

Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch.
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

The hazard evaluation system provides a simple process for Arborists to assess/process the danger and risks associated with trees. This includes death/injury to people and damage to infrastructure from falling branches. The rating system does not define danger. It provides a system for managing trees that could present high risk of failure.

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TREE ASSESSMENT & CONDITION REPORT

Client: Latrobe City Council – Richard Brammall.

Date & Time of Inspection: 12.30pm, 31st of October 2011.

Address/Location: Around the Tennis Sporting Complex at Franklin Street, Traralgon. Outside the main building on the east side. Tree 11.

Botanical Name: Fraxinus excelsior

Common Name: Common Ash

Tree Details: 23 meters **tall,** 18 meters **wide,**

50 years **age (estimate),**

Tree Health/Condition:

Excellent Good Average Poor

Comments: Both the annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercormic growth evident throughout the canopy. The callous tissue appears in average health forming on old pruning wounds.

Branch formation:

Excellent Good Average Poor

Comments: The tree is multi-stemmed from just above the base with obvious included bark observed. The weight distribution throughout the canopy is uneven. This species of tree is known have poor branch formation and is more likely to shed limb during periods of high winds.

Site Suitability:

Excellent Good Average Poor

Comments: The tree is located on the east side of the main building. The tree does drop a large amount of seed pods and shades (encourage moss) the outdoor entertainment area which increase the slip potential for users.

Insect-Fungal-Bacterial attack: **Yes/No**

Comments: None were observed during the inspection period.

Useful Life Expectancy: 0 **years.**

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Hazard rating: 8/12 High Hazard Rating
(refer to attachment)

Maintenance Requirements:

Comments: None.

Reason for this Report:

Comments: Council staff requires an arborist to assess the condition and hazard potential of the tree and recommend appropriate works.

RECOMMENDATIONS:

1. **That the Common Ash tree be removed as soon as can be practicably arranged for the following reasons:**

    - **The tree will continue to increase the amount of seed pods and shade on the tennis court area which will increase the slip potential for users.**

    - **The tree has poor branch structure and is likely to shed medium to small sized limbs in the near future.**

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Common Ash tree

TREEMENDOUS LANDSCAPES
RMB 3154, Traralgon South, VIC, 3844
Office - 03 51 955 099
Fax - 03 51 955 077
Mobile - 0437791099

APPENDIX

HAZARD RATING SYSTEM/FORMULA EXPLATATION

This hazard rating system is endorsed by the International Society of Arboriculture from *Evaluation of Hazard Trees in Urban Areas, 2nd edition,* Matheny & Clark, 1994. The scoring system is listed below by category that best fits the tree being assessed.

Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch.
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

The hazard evaluation system provides a simple process for Arborists to assess/process the danger and risks associated with trees. This includes death/injury to people and damage to infrastructure from falling branches. The rating system does not define danger. It provides a system for managing trees that could present high risk of failure.

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TREE ASSESSMENT & CONDITION REPORT

Client: Latrobe City Council – Richard Brammall.

Date & Time of Inspection: 12.45pm, 31st of October 2011.

Address/Location: Around the Tennis Sporting Complex at Franklin Street, Traralgon. Outside the main building on the south side. Tree 12.

Botanical Name: Eucalyptus nicholii

Common Name: Willow-leafed Peppermint Gum

Tree Details: 12 meters **tall,** 10 meters **wide,**

30 years **age (estimate),**

Tree Health/Condition:

Excellent Good Average Poor

Comments: Both the annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercormic growth evident throughout the canopy. The callous tissue appears in average health forming on old pruning wounds. There is some minor decay observed in the surface roots.

Branch formation:

Excellent Good Average Poor

Comments: The tree is multi-stemmed from just above the base with obvious included bark observed. The weight distribution throughout the canopy is uneven. This species of tree is known have poor branch formation and is more likely to shed limb during periods of high winds. The tree is being shaded out by nearby trees.

Site Suitability:

Excellent Good Average Poor

Comments: The tree is located on the south side of the main building. The tree does drop a large amount of seed pods and shades (encourage moss) the tennis courts and walking path which increase the slip potential for users.

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Insect-Fungal-Bacterial attack: **Yes/No**

Comments: A small amount of decay was observed during the inspection period in the surface roots.

Useful Life Expectancy: 0 **years.**

Hazard rating: 6/12 Medium Hazard Rating
(refer to attachment)

Maintenance Requirements:

Comments: None.

Reason for this Report:

Comments: Council staff requires an arborist to assess the condition and hazard potential of the tree and recommend appropriate works.

RECOMMENDATIONS:

1. **That the Willow-leafed Peppermint Gum tree be removed as soon as can be practicably arranged for the following reasons:**

    - **The tree will continue to increase the amount of seed pods and shade on the tennis court area which will increase the slip potential for users.**

    - **The tree has poor branch structure and is likely to shed medium to small sized limbs in the near future.**

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Willow-leafed Peppermint Gum tree

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3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch.
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

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TREEMENDOUS LANDSCAPES
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Mobile - 0437791099

TREE ASSESSMENT & CONDITION REPORT

Client: Latrobe City Council – Richard Brammall.

Date & Time of Inspection: 1.00pm, 31st of October 2011.

Address/Location: Around the Tennis Sporting Complex at Franklin Street, Traralgon. Outside the main building on the south side. Tree 13.

Botanical Name: Corymbia maculata

Common Name: Spotted Gum

Tree Details: 14 meters **tall,** 11 meters **wide,**

30 years **age (estimate),**

Tree Health/Condition:

Excellent Good Average Poor

Comments: Both the annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercormic growth evident throughout the canopy. The callous tissue appears in average health forming on old pruning wounds.

Branch formation:

Excellent Good Average Poor

Comments: The tree is multi-stemmed from just above the base with obvious included bark observed. The weight distribution throughout the canopy is uneven. This species of tree is known have poor branch formation and is more likely to shed limb during periods of high winds. The tree is being shaded out by nearby trees.

Site Suitability:

Excellent Good Average Poor

Comments: The tree is located on the south side of the main building. The tree does drop a large amount of seed pods and shades (encourage moss) the tennis courts and walking path which increase the slip potential for users.

Insect-Fungal-Bacterial attack: Yes/No

Comments: None were observed during the inspection period.

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Useful Life Expectancy: 0 **years.**

Hazard rating: 6/12 Medium Hazard Rating
(refer to attachment)

Maintenance Requirements:

Comments: None.

Reason for this Report:

Comments: Council staff requires an arborist to assess the condition and hazard potential of the tree and recommend appropriate works.

RECOMMENDATIONS:

1. **That the Spotted Gum tree be removed as soon as can be practicably arranged for the following reasons:**

    - **The tree will continue to increase the amount of seed pods and shade on the tennis court area which will increase the slip potential for users.**

    - **The tree has poor branch structure and is likely to shed medium to small sized limbs in the near future.**

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Spotted Gum tree

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3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch.
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
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TREE ASSESSMENT & CONDITION REPORT

Client: Latrobe City Council – Richard Brammall.

Date & Time of Inspection: 1.15pm, 31st of October 2011.

Address/Location: Around the Tennis Sporting Complex at Franklin Street, Traralgon. Outside the main building on the south side. Tree 14.

Botanical Name: Corymbia maculata

Common Name: Spotted Gum

Tree Details: 14 meters **tall,** 11 meters **wide,**

30 years **age (estimate),**

Tree Health/Condition:

Excellent **Good** **Average** **Poor**

Comments: Both the annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercormic growth evident throughout the canopy. The callous tissue appears in average health forming on old pruning wounds.

Branch formation:

Excellent ***Good*** ***Average*** ***Poor***

Comments: The tree single trunked with obvious no included bark observed. The weight distribution throughout the canopy is slightly uneven. This species of tree is known have poor branch formation and is more likely to shed limb during periods of high winds. The tree is being shaded out by nearby trees.

Site Suitability:

Excellent ***Good*** ***Average*** ***Poor***

Comments: The tree is located on the south side of the main building. The tree does drop a large amount of seed pods and shades (encourage moss) the tennis courts and walking path which increase the slip potential for users.

Insect-Fungal-Bacterial attack: **Yes/No**

Comments: None were observed during the inspection period.

Useful Life Expectancy: 0 **years.**

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Hazard rating: 6/12 Medium Hazard Rating
(refer to attachment)

Maintenance Requirements:

Comments: None.

Reason for this Report:

Comments: Council staff requires an arborist to assess the condition and hazard potential of the tree and recommend appropriate works.

RECOMMENDATIONS:

1. **That the Spotted Gum tree be removed as soon as can be practicably arranged for the following reasons:**

    - **The tree will continue to increase the amount of seed pods and shade on the tennis court area which will increase the slip potential for users.**

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Spotted Gum tree

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4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

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ATTACHMENT THREE

1:612.256


PHELAN ST
Legend
Tree to be removed
10
9
8
7
6
5
4
3
1
PT2
ROAD CLOSED BY SHIRE
11
LP4864
14
13
12
C
LP4864
2
PT19
20
FRANKLIN ST
PT18
1
1C
PT19
N
0 10 20 30 40 50 60 70 80 90 100
m

ATTACHMENT FOUR

From: skinnk [mailto:skinnk@netspace.net.au]
Sent: Friday, 16 November 2012 9:44 PM
To: Jody O'Kane
Cc: Graham Matthews; Kellie O'Callaghan; Chris Dash
Subject: Tree Removal At Tennis Courts

Tennis Court Tree Removal.

Jody, as a resident next to the tennis courts for the last 35 years, I read with interest the discussion on tree removal.
Firstly it would help if the trees to be removed were identified so that the public could provide informed feedback, is there any chance that the trees to be removed could be marked with ribbon?
I have seen some of the damage by leaf litter that is of concern to the Tennis Association and agree that some trees may need to be removed.
I have also seen the cracking of the courts that I think you will find is mostly caused by subsidence after the lighting upgrade rather than the tree roots.
I believe a staged approach at tree removal and replacement is more desirable rather than denuding the area in one foul swoop.
We need to know what the trees will be replaced with, keeping in mind that birds use these tree lines as corridors for flight. The trees also soak moisture from the ground that allows car parking on the grass during large tournaments.
I would love to meet with someone on site to review the decision to remove 14 trees.

Regards
Ken Skinner
250 Franklin Street
Traralgon, Vic. 3844
Mob 0427744346

ATTACHMENT FIVE

From: Graham Matthews [mailto:Graham.Matthews@lendlease.com]
Sent: Monday, 19 November 2012 9:12 AM
To: Jody O'Kane
Cc: Kellie O'Callaghan; Chris Dash; skinnk
Subject: Tree removal at the Traralgon Tennis complex

Good morning Jody

I read with interest the letter from LCC that there is an intention to remove trees from around the tennis complex.
I have walked the area to try and identify the tree that may be of contention, but failed to find the amount of trees identified in the letter.

Would it be possible to identify the tree in question with a marker, so all residents of the area will have an idea of the impact, and blight on the view of the area this will have.

I believe that a stage approach should be taken to this program, with consultation with the local community on the location of the tree or trees to be removed, the type and location of the intended replacement trees, to ensure all parties are informed and can provided feedback.

I think to have an approach of taking all tree at the one time, is short sighted, and far from community's expectations of council, to demolish a fine avenue of trees as they are, that have taken 30+ years to establish without some sort of restraint is far from the mark.

I would appreciate some feedback or onsite visit with you to discuss this issue.

Regards

Graham Matthews
249 Franklin St
0402 850 451

ATTACHMENT SIX

From: Matt Campbell [mailto:sooty@netspace.net.au]
Sent: Sunday, 25 November 2012 11:51 AM
To: Jody O'Kane
Subject: Traralgon Tennis Court Trees

dear Jody, I am writing to express my opposition to the removal of 14 trees at the Traralgon Tennis Courts. The reasons listed for the removal are:

Roots causing courts to crack – This is a blatant and obvious lie as there are no trees (save for a few exotics at the South end) that are even close enough to do so.

Tree litter causing dents to the surface – Once again, lies and mere excuses being made to make someone's application for tree removal seem more credible. Not trees are close enough to drop anything more than the odd leaf onto the courts. Leaves do not dent tennis courts.

Shade causing algae growth. – Please go and look at the courts. In the absolute height of Summer some of the trees MAY cast a shadow at dusk and dawn. For the rest of the day the courts are bathed in sunshine. Not only that but no trees are close enough to the North of the courts to cause shadows. A cheaper option would be for the courts to be covered in wet weather.

Leaf litter causing damage to the pavilion - Sadly I know many business owners in Morwell and Traralgon that want the exotic Plane Trees removed due to the time and expense incurred in cleaning up the mess these trees cause. No action has been taken by Latrobe City.

The reasons for the tree removal are bogus at best. I strongly oppose to these being removed and would be extremely upset as a resident and rate payer if they were indeed removed. And if they are removed, they should be replaced in double with suitable native trees as Traralgon is now almost bereft of natives due to Latrobe City's aggressive native removal program whereby streets are stripped of natives and replaced with exotics. Latrobe City does not plant 50/50 as they claim, in fact our numbers show it to be closer to 80/20 in favour of exotics and in this day and age that is a disgraceful situation.

regards

Matt Campbell
Gippsland Wildlife

From: Jody O'Kane
Sent: Wednesday, 28 November 2012 2:23 PM
To: Matt Campbell
Cc: Chris Dash; Ian Smith
Subject: RE: Traralgon Tennis Court Trees

Dear Mr Campbell

FEEDBACK ON THE REMOVAL OF FOURTEEN TREES AROUND TRARALGON TENNIS CENTRE COMPLEX

Thank you for your email dated 27 November 2012 concerning the tree removals around Traralgon Tennis Centre Complex.

Traralgon Tennis Association has requested that Latrobe City Council remove fourteen trees surrounding the tennis courts due to concerns of damage to the courts plexicushion surfacing.

The main issues listed in the arborists report (attached) are:

- Roots causing cracking;
- Tree litter causing dents and stains to the soft surface;
- Shade causing algae growth making the courts slippery;
- Tree litter causing tripping/sliding hazards on the courts.

Some trees which were growing around the tennis courts had previously caused damage to the surface of the courts. This was as a result of the trees root systems. In one area, it was found that the tree root barriers installed to stop tree root invasion had failed.

Tree litter falling onto the tennis courts has been an on-going issue for many years. This does cause trip and slip hazards for the tennis players and is a major concern.

The trees shading and algae growing on the north side tennis courts has been an on-going issue and major safety concern to the tennis club and players. This is a very costly and time consuming issue that the tennis club must address every winter.

The ten trees on the northern side of the courts, if removed, will be replaced with a row of fifteen Maple species. They will be planted closer to the road and will allow the winter sun and air movement across these court.

Latrobe City Council endeavours to maintain a mix of native and exotics tree planting in all its parkland and street scapes.

For replacement tree plantings across the municipality, and as part of the

Council's community consultation process, residents are given the opportunity to select their preference from a selection of tree species. There are very strong and diverse views in the community on whether to plant native or exotics tree species. In all instances, Council's aim is to maintain a balance in the planting of native and exotic trees whilst also considering local residents' wishes.

If you have any further queries relating to this matter please contact Chris Dash, Supervisor Arborist on 0408 598 112.

Regards

Jody.

Jody O'Kane

Manager Infrastructure Operations
Latrobe City Council

mailto: Jody.O'Kane@latrobe.vic.gov.au
Direct: 03 5128 5521
Mobile: 0429 850 710
Fax: (03) 5128 5672

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

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

From: Matt Campbell [mailto:sooty@netspace.net.au]
Sent: Sunday, 25 November 2012 11:51 AM
To: Jody O'Kane
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Leaf litter causing damage to the pavilion - Sadly I know many business owners in Morwell and Traralgon that want the exotic Plane Trees removed due to the time and expense incurred in cleaning up the mess these trees cause. No action has been taken by Latrobe City.

The reasons for the tree removal are bogus at best. I strongly oppose to these being removed and would be extremely upset as a resident and rate payer if they were indeed removed. And if they are removed, they should be replaced in double with suitable native trees as Traralgon is now almost bereft of natives due to Latrobe City's aggressive native removal program whereby streets are stripped of natives and replaced with exotics. Latrobe City does not plant 50/50 as they claim, in fact our numbers show it to be closer to 80/20 in favour of exotics and in this day and age that is a disgraceful situation.

regards

Matt Campbell
Gippsland Wildlife

ATTACHMENT SEVEN

From: David & Rosemary L [mailto:dlangmore@westnet.com.au]
Sent: Wednesday, 14 November 2012 4:06 PM
To: 'jody.oâ€™kane@latrobe.vic.gov.au'
Subject: Re Trees at Traralgon Tennis Centre

Dear Jody

I am wishing to comment about the proposal to remove 14 trees located around the Traralgon Tennis Courts. Unfortunately, I have been unable to find any information about which particular trees are being requested to be removed. Are you able to forward that information to me or to let me know where I may be able to find that information?

I am not necessarily opposed to the removal of some trees, provided that at least some of them are replaced with some other trees which may be more appropriate, and possibly better located, than some of the existing trees. However, I would be strongly opposed to a proposal to remove any of the large existing trees bordering the entrance from Davidson St to the tennis centre carpark. I believe that these trees are deodor cedar trees, Cedrus deodara. These are particularly fine specimen trees. Traralgon is very fortunate to have a short avenue of these significant trees. They are not commonly cultivated in Victoria and they make a very interesting, valuable and distinctive contribution to the townscape of this important part of central Traralgon. Of course, their existence would have substantially pre-dated the development of the tennis centre, and therefore it would have been expected that the retention of those trees would have been carefully taken into account in the planning and development of the tennis centre.

My address is: 9 Michael Court, Traralgon and my tel. no.: 5174 5327.

Yours sincerely

David Langmore

From: David & Rosemary L [mailto:dlangmore@westnet.com.au] **On Behalf Of** David & Rosemary Langmore
Sent: Wednesday, 28 November 2012 12:31 PM
To: Jody O'Kane
Subject: Re Traralgon Tennis Centre trees

Jody

Thank you for forwarding the information about the trees adjacent to the Traralgon Tennis Centre for which an application has been lodged to have removed. Having regard to the information provided, I wish to indicate that I do not have any objection to the removal of any of the identified trees.

Thank you for providing the opportunity to make comments on the proposed tree removals.

Yours sincerely

David Langmore

7.3 TRAFFIC INVESTIGATION AT FINLAYSON CRESCENT, TRARALGON

AUTHOR: General Manager Recreation Culture And Community Infrastructure
(ATTACHMENT – YES)

1. PURPOSE

The purpose of this report is to present the findings of a traffic investigation responding to a petition requesting the installation of traffic calming devices (Speed Humps) in Finlayson Crescent, Traralgon.

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 2012-2016.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives – Built Environment

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

Community Outcome – Built Environment

Ensure public infrastructure is maintained in accordance with community aspirations.

Strategic Action – Infrastructure development

Ensure integration of roads, bike paths, footpaths and public transport options.

4. BACKGROUND

A petition was received on 14th June 2012 containing 18 signatures (attachment 1) requesting that traffic calming devices (Speed Humps) be installed in Finlayson Crescent, Traralgon as a permanent solution to address the speeding of vehicles in this street.

There are 35 households along Finlayson Crescent and Pollock Street deemed to be impacted by traffic in Finlayson Crescent, 11 of these households were party to the petition.

At its 16 July 2012 Ordinary Council Meeting Council resolved the following:

1. *That Council agrees to lay the petition requesting the installation of speed humps in Finlayson Street Traralgon, on the table until an Ordinary Council Meeting to be held no later than 17th December 2012.*
2. *That the head petitioner Mrs Maree Lee be advised of Council's decision in relation to the petition requesting the installation of speed humps in Finlayson Street Traralgon.*

The traffic investigation and public consultation has been completed.

5. ISSUES

Finlayson Crescent is classified as a Major Access Street, that being a street providing local residential access where local amenity is given a higher priority than that of the traffic. The current speed limit in Finlayson Crescent is the default 50 km/hr.

Traffic investigations show that on average of 278 vehicles per day travel along Finlayson Crescent which is within the volume capacity of the street.

The traffic investigation showed that the 85th percentile speed of vehicles travelling along Finlayson Crescent was 52 km/hr.

The "85th percentile speed" is the accepted traffic engineering statistic used to represent the upper limit of the speed of the significant majority of vehicles using a segment of road. Though a small number of drivers may exceed the 85th percentile speed their decision to do so is not deemed to be as a result of the design of the road.

The petition states that vehicles using Finlayson Cresent to link between Kay Street and Grey Street are exceeding the speed limit, which in turn causes distress to residents.

The traffic count and speed analysis undertaken demonstrates that there is not a significant speed issue in Finlayson Crescent, but there may be isolated hoon behaviour which is impacting residents in the street. The traffic investigation results have been presented to the Traralgon Police for their information and action.

Of the 35 letters sent to residents requesting feedback on this issue, only 8 responses were received, with 6 property owners supporting the installation of traffic calming devices, and 2 property owners objecting to the installation of traffic calming devices.

6. FINANCIAL, RISK AND RESOURCES IMPLICATIONS

The preliminary estimates of the financial cost to Latrobe City for the installation of traffic calming in Finlayson Crescent ranges between $10,000 to $15,000 depending upon the design of the devices installed.

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

7. INTERNAL / EXTERNAL CONSULTATION

Engagement Method Used:

Council Officers held discussions with the head petitioner to discuss the outcome of the traffic investigations and to discuss the content of a letter drop to be undertaken to canvass resident support for the installation of traffic calming devices. A letter canvassing resident opinion with respect to the installation of traffic calming devices was delivered to 35 households along Finlayson Crescent and Pollock Street.

The original petition represented 1 in 3 of the potentially impacted households while the response to the letter drop was lower at 1 in 4 of the potentially impacted households.

Latrobe City received 8 responses to the letter drop with 6 households supporting the installation of traffic calming and 2 households objecting. Of the 35 households surveyed 27 households did not respond to the letter drop.

Details of Community Consultation / Results of Engagement:

The community consultation undertaken aligns with Council's adopted community engagement principles.

The response to the resident survey was:

	Households Surveyed	Households that did not respond	Households favouring speed humps	Households not favouring speed humps
#	35	27	6	2
%	100%	77%	17%	6%

8. OPTIONS

The following options are available to Council:

1) Install traffic calming devices in Finlayson Crescent;

2) Not install traffic calming devices in Finlayson Crescent and refer any future occurrences of speeding to Victoria Police.

9. CONCLUSION

A traffic investigation has been completed in Finlayson Crescent Traralgon that demonstrates that on average 278 vehicles per day travel along Finlayson Crescent which is within the volume capacity of the street. The 85th percentile speed of vehicles travelling along Finlayson Crescent was 52 km/hr which does not support the claim of a significant issue relating to speeding vehicles in Finlayson Crescent Traralgon.

There may be isolated hoon behaviour in Finlayson Crescent, Traralgon which is an issue for Victoria Police. The results of the traffic investigation have been presented to the Traralgon Police.

Of the 35 letters delivered to residents requesting feedback on this issue, only 8 responses were received, of which 6 supported the installation of traffic calming devices, and 2 objected to the installation of traffic calming devices.

10. RECOMMENDATION

That Council:

1) **Not install traffic calming devices in Finlayson Crescent, Traralgon and that occurrences of speeding continue to be referred to Victoria Police.**
2) **Write to the head petitioner and all other residents who were invited to express their views on the installation of traffic calming devices in Finlayson Crescent informing them of Council's decision.**

ATTACHMENT

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

R511151_0005VirtWeeklyVehicle198 -- English (ENA)

Datasets:

Site: **[R511151_0005] Finlayson Crescent, Traralgon - 50m North of Kay Street (Opp.#3)**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 11:17 Monday, 13 August 2012 => 10:05 Monday, 27 August 2012
File: R511151_000527Aug2012.EC0 (Plus)
Identifier: CZ84J2H0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, 14 August 2012 => 0:00 Monday, 27 August 2012**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 5 - 160 km/h.
Direction: North (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 4415 / 8617 (51.24%)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	0.0	2.5	2.5	4.0	2.5	5.5	5.5	2.6	3.5
0100-0200	0.0	0.0	2.0	0.5	1.5	3.5	3.5	0.9	1.7
0200-0300	0.0	1.0	1.0	0.0	0.5	1.5	1.0	0.6	0.8
0300-0400	0.0	0.0	0.5	0.0	0.0	3.0	2.5	0.1	0.9
0400-0500	1.0	1.5	2.0	2.5	1.0	1.0	2.0	1.7	1.6
0500-0600	0.0	0.0	0.0	2.5	1.5	1.0	2.5	0.9	1.2
0600-0700	4.0	2.5	1.0	4.0	4.0	0.5	0.5	3.0	2.2
0700-0800	6.0	11.0	11.0	9.5	12.5	3.5	1.5	10.4	8.0
0800-0900	**36.0<**	**47.0<**	**45.5<**	**44.5<**	**41.5<**	4.0	3.5	**43.7<**	**31.4<**
0900-1000	18.0	20.0	15.0	18.5	22.5	19.5	5.0	18.9	16.8
1000-1100	16.0	12.5	13.0	20.5	21.0	22.5	**16.0<**	16.7	17.5
1100-1200	21.0	17.0	19.0	18.0	17.0	**26.5<**	14.0	18.1	18.8
1200-1300	23.0	19.5	16.0	23.5	23.0	**27.0<**	21.5	20.8	21.8
1300-1400	20.0	22.0	21.5	22.5	20.5	23.0	21.0	21.4	21.6
1400-1500	30.0	18.5	25.0	22.0	21.5	21.5	19.5	22.7	22.0
1500-1600	**38.0<**	**44.0<**	**53.5<**	**45.0<**	**50.0<**	20.5	21.0	**47.0<**	**38.9<**
1600-1700	25.0	32.0	35.0	34.5	25.0	23.0	21.0	30.9	28.2
1700-1800	32.0	42.5	44.0	43.5	40.5	26.5	**24.5<**	41.4	36.5
1800-1900	25.0	25.0	32.5	21.0	23.0	25.5	18.0	25.3	24.2
1900-2000	17.0	18.5	16.0	18.5	13.5	14.0	12.5	16.7	15.6
2000-2100	8.0	9.0	16.0	10.5	10.5	10.5	7.0	11.1	10.4
2100-2200	6.0	5.5	12.5	12.0	8.0	8.0	1.0	9.1	7.7
2200-2300	3.0	4.5	5.0	3.5	6.0	6.5	4.5	4.6	4.8
2300-2400	1.0	2.5	2.5	3.5	7.0	4.5	2.0	3.6	3.5
Totals									
0700-1900	290.0	311.0	331.0	323.0	318.0	243.0	186.5	317.3	285.8
0600-2200	325.0	346.5	376.5	368.0	354.0	276.0	207.5	357.2	321.7
0600-0000	329.0	353.5	384.0	375.0	367.0	287.0	214.0	365.3	330.0
0000-0000	330.0	358.5	392.0	384.5	374.0	302.5	231.0	372.0	339.6
AM Peak	0800	0800	0800	0800	0800	1100	1000		
	36.0	47.0	45.5	44.5	41.5	26.5	16.0		
PM Peak	1500	1500	1500	1500	1500	1200	1700		
	38.0	44.0	53.5	45.0	50.0	27.0	24.5		

*** - No data.**

MetroCount Traffic Executive
speed 50

R511151_0005CustomList182 -- English (ENA)

Datasets:

Site:	**[R511151_0005] Finlayson Crescent, Traralgon - 50m North of Kay Street (Opp.#3)**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	11:17 Monday, 13 August 2012 => 10:05 Monday, 27 August 2012
File:	R511151_000527Aug2012.EC0 (Plus)
Identifier:	CZ84J2H0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Tuesday, 14 August 2012 => 0:00 Monday, 27 August 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	5 - 160 km/h.
Direction:	North (bound)
Separation:	Greater than 4.00 seconds. - (Headway)
Name:	speed 50
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

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

*** Tuesday, 14 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	2	0	0	1	0	1	0	0	0	0	0	0	0	0	44.0	48.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	43.6	43.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	1	0	0	1	0	0	0	0	0	0	0	0	41.9	48.8	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	2	1	0	1	0	0	0	0	0	0	0	0	0	0	33.2	36.5	-
0700	11	2	2	1	3	0	3	0	0	0	0	0	0	3	39.7	54.1	51.8
0800	41	3	1	4	13	12	6	2	0	0	0	0	0	8	43.8	58.9	51.1
0900	24	1	1	4	3	7	6	2	0	0	0	0	0	8	46.3	56.8	52.2
1000	16	0	2	2	3	7	2	0	0	0	0	0	0	2	43.8	52.4	49.3
1100	16	1	2	2	4	4	2	0	1	0	0	0	0	3	43.3	60.0	53.6
1200	12	2	1	3	2	2	1	1	0	0	0	0	0	2	40.5	57.7	49.0
1300	18	1	1	6	4	3	3	0	0	0	0	0	0	3	42.2	54.9	49.7
1400	15	1	0	3	4	4	3	0	0	0	0	0	0	3	43.9	53.2	51.8
1500	34	7	1	10	9	5	2	0	0	0	0	0	0	2	37.8	52.9	46.8
1600	27	1	2	8	8	5	1	1	1	0	0	0	0	3	42.1	60.7	48.2
1700	40	6	3	5	13	9	4	0	0	0	0	0	0	4	40.8	53.9	47.2
1800	21	2	0	6	5	5	3	0	0	0	0	0	0	3	41.6	53.1	49.3
1900	19	0	1	2	4	4	7	0	1	0	0	0	0	8	47.2	61.1	51.5
2000	7	0	0	0	3	1	2	1	0	0	0	0	0	3	48.7	59.5	-
2100	6	0	1	0	2	2	0	1	0	0	0	0	0	1	45.4	57.1	-
2200	3	0	2	0	0	0	1	0	0	0	0	0	0	1	39.4	51.6	-
2300	2	0	0	0	0	1	0	1	0	0	0	0	0	1	51.0	55.1	-
07-19	**275**	**27**	**16**	**54**	**71**	**63**	**36**	**6**	**2**	**0**	**0**	**0**	**0**	**44**	**42.1**	**60.7**	**50.4**
06-22	**309**	**28**	**18**	**57**	**80**	**70**	**45**	**8**	**3**	**0**	**0**	**0**	**0**	**56**	**42.6**	**61.1**	**51.1**
06-00	**314**	**28**	**20**	**57**	**80**	**71**	**46**	**9**	**3**	**0**	**0**	**0**	**0**	**58**	**42.6**	**61.1**	**51.1**
00-00	**319**	**28**	**21**	**58**	**81**	**73**	**46**	**9**	**3**	**0**	**0**	**0**	**0**	**58**	**42.6**	**61.1**	**51.1**

Vehicles = 319
Posted speed limit = 50 km/h, Exceeding = 58 (18.18%), Mean Exceeding = 53.41 km/h
Maximum = 61.1 km/h, **Minimum** = 16.0 km/h, **Mean** = 42.6 km/h
85% Speed = 51.1 km/h, **95% Speed** = 54.0 km/h, **Median** = 42.8 km/h
20 km/h Pace = 33 - 53, **Number in Pace** = 262 (82.13%)
Variance = 70.12, **Standard Deviation** = 8.37 km/h

*** Wednesday, 15 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	38.4	38.4	-
0100	3	1	0	1	0	1	0	0	0	0	0	0	0	0	36.5	45.4	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	31.1	31.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	1	0	0	1	0	0	0	0	0	0	0	0	39.3	45.7	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	1	0	0	0	0	0	1	0	0	0	0	0	0	1	52.7	52.7	-
0700	9	1	1	1	0	2	3	1	0	0	0	0	0	4	44.3	58.0	-
0800	40	1	3	8	13	10	5	0	0	0	0	0	0	5	42.4	53.7	47.9
0900	13	1	1	4	4	3	0	0	0	0	0	0	0	0	39.8	46.7	45.4
1000	14	0	2	4	5	1	2	0	0	0	0	0	0	2	40.9	51.5	45.0
1100	19	3	0	8	3	2	1	1	0	0	0	0	1	3	41.4	83.1	48.2
1200	14	1	1	4	4	1	2	1	0	0	0	0	0	3	41.8	56.2	51.1
1300	25	3	0	6	3	8	3	2	0	0	0	0	0	5	43.5	58.7	52.9
1400	22	0	2	2	6	5	3	2	2	0	0	0	0	7	46.4	60.9	55.8
1500	51	4	3	10	15	13	4	0	1	0	1	0	0	6	42.3	74.7	47.9
1600	33	4	2	5	7	7	7	1	0	0	0	0	0	8	42.1	55.3	51.1
1700	40	8	3	5	9	10	4	0	0	0	1	0	0	5	39.7	71.0	47.5
1800	35	3	2	12	12	5	0	0	0	0	1	0	0	1	40.0	70.9	45.0
1900	13	2	2	4	2	2	1	0	0	0	0	0	0	1	37.4	53.3	46.1
2000	14	0	0	1	4	7	2	0	0	0	0	0	0	2	46.1	53.8	47.5
2100	10	0	1	1	2	2	2	0	2	0	0	0	0	4	48.9	63.2	-
2200	5	0	1	2	1	0	1	0	0	0	0	0	0	1	41.4	53.2	-
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	49.4	49.4	-
07-19	**315**	**29**	**20**	**69**	**81**	**67**	**34**	**8**	**3**	**0**	**3**	**0**	**1**	**49**	**41.9**	**83.1**	**50.0**
06-22	**353**	**31**	**23**	**75**	**89**	**78**	**40**	**8**	**5**	**0**	**3**	**0**	**1**	**57**	**42.1**	**83.1**	**50.0**
06-00	**359**	**31**	**24**	**77**	**90**	**79**	**41**	**8**	**5**	**0**	**3**	**0**	**1**	**58**	**42.2**	**83.1**	**50.0**
00-00	**366**	**32**	**26**	**79**	**90**	**81**	**41**	**8**	**5**	**0**	**3**	**0**	**1**	**58**	**42.1**	**83.1**	**50.0**

Vehicles = 366
Posted speed limit = 50 km/h, Exceeding = 58 (15.85%), Mean Exceeding = 55.38 km/h
Maximum = 83.1 km/h, **Minimum** = 9.6 km/h, **Mean** = 42.1 km/h
85% Speed = 50.0 km/h, **95% Speed** = 54.7 km/h, **Median** = 42.1 km/h
20 km/h Pace = 34 - 54, **Number in Pace** = 295 (80.60%)
Variance = 84.99, **Standard Deviation** = 9.22 km/h

*** Thursday, 16 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	6	0	0	1	2	1	0	2	0	0	0	0	0	2	47.0	57.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	1	1	0	0	0	0	0	0	0	0	0	0	35.4	37.1	-
0500	2	0	0	1	0	1	0	0	0	0	0	0	0	0	41.0	46.1	-
0600	6	1	1	1	1	0	1	1	0	0	0	0	0	2	40.7	55.3	-
0700	9	2	1	2	0	2	2	0	0	0	0	0	0	2	37.5	51.0	-
0800	43	2	2	7	15	11	4	2	0	0	0	0	0	6	43.2	58.9	49.3
0900	15	0	0	1	5	6	1	2	0	0	0	0	0	3	46.8	56.3	51.1
1000	18	0	1	2	3	7	2	2	0	0	1	0	0	5	47.5	71.4	54.4
1100	17	2	2	5	2	1	3	2	0	0	0	0	0	5	41.2	58.1	50.4
1200	22	1	0	2	9	6	3	1	0	0	0	0	0	4	44.2	57.0	50.8
1300	17	2	2	2	5	4	1	0	0	1	0	0	0	2	41.9	67.4	47.2
1400	20	1	0	3	6	8	1	1	0	0	0	0	0	2	43.9	55.2	49.3
1500	45	6	1	10	15	10	2	0	1	0	0	0	0	3	40.9	60.8	47.9
1600	31	3	5	10	6	5	0	2	0	0	0	0	0	2	39.6	58.8	45.4
1700	45	10	3	9	15	7	0	1	0	0	0	0	0	1	37.8	56.3	46.1
1800	22	0	2	4	5	5	2	2	0	2	0	0	0	6	46.6	66.2	58.0
1900	20	2	1	5	4	3	3	2	0	0	0	0	0	5	42.6	58.8	51.1
2000	14	1	1	3	2	3	4	0	0	0	0	0	0	4	42.7	53.7	51.1
2100	8	2	0	3	1	0	0	1	1	0	0	0	0	2	39.8	61.7	-
2200	5	1	0	0	1	2	1	0	0	0	0	0	0	1	42.9	51.1	-
2300	3	0	2	1	0	0	0	0	0	0	0	0	0	0	34.1	39.0	-
07-19	**304**	**29**	**19**	**57**	**86**	**72**	**21**	**15**	**1**	**3**	**1**	**0**	**0**	**41**	**42.1**	**71.4**	**49.3**
06-22	**352**	**35**	**22**	**69**	**94**	**78**	**29**	**19**	**2**	**3**	**1**	**0**	**0**	**54**	**42.1**	**71.4**	**50.0**
06-00	**360**	**36**	**24**	**70**	**95**	**80**	**30**	**19**	**2**	**3**	**1**	**0**	**0**	**55**	**42.0**	**71.4**	**50.0**
00-00	**370**	**36**	**25**	**73**	**97**	**82**	**30**	**21**	**2**	**3**	**1**	**0**	**0**	**57**	**42.1**	**71.4**	**50.0**

Vehicles = 370
Posted speed limit = 50 km/h, Exceeding = 57 (15.41%), Mean Exceeding = 55.25 km/h
Maximum = 71.4 km/h, **Minimum** = 15.2 km/h, **Mean** = 42.1 km/h
85% Speed = 50.0 km/h, **95% Speed** = 56.2 km/h, **Median** = 42.5 km/h
20 km/h Pace = 31 - 51, **Number in Pace** = 288 (77.84%)
Variance = 80.39, **Standard Deviation** = 8.97 km/h

*** Friday, 17 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	4	0	0	0	1	1	0	1	1	0	0	0	0	2	53.5	60.6	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	41.8	41.8	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	20.9	20.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	2	0	0	1	0	0	1	0	0	0	0	0	0	1	45.4	53.2	-
0600	3	1	0	1	0	1	0	0	0	0	0	0	0	0	36.4	45.8	-
0700	11	2	1	2	1	1	3	0	1	0	0	0	0	4	42.7	62.9	53.6
0800	48	5	3	7	20	10	2	1	0	0	0	0	0	3	40.9	55.5	46.8
0900	19	0	4	3	6	4	2	0	0	0	0	0	0	2	41.9	53.1	47.5
1000	22	1	2	2	6	6	3	2	0	0	0	0	0	5	44.8	56.0	52.9
1100	22	5	3	2	4	4	3	0	1	0	0	0	0	4	39.7	61.0	50.0
1200	23	1	6	6	7	1	1	0	1	0	0	0	0	2	39.7	64.6	43.9
1300	13	1	3	1	3	3	2	0	0	0	0	0	0	2	40.9	50.5	49.0
1400	24	1	1	2	5	10	2	3	0	0	0	0	0	5	45.2	56.4	51.8
1500	48	1	6	10	20	5	1	5	0	0	0	0	0	6	42.0	59.3	47.9
1600	23	0	2	6	6	5	4	0	0	0	0	0	0	4	42.9	54.3	50.4
1700	42	5	6	12	7	4	4	4	0	0	0	0	0	8	40.2	59.0	50.4
1800	28	2	1	4	5	8	5	1	2	0	0	0	0	8	45.3	63.5	53.6
1900	14	2	0	3	1	5	2	0	0	0	0	1	0	3	44.8	76.9	52.9
2000	9	0	1	1	0	3	2	1	1	0	0	0	0	4	48.0	61.3	-
2100	7	0	0	2	4	0	0	1	0	0	0	0	0	1	43.0	55.5	-
2200	6	0	0	0	1	4	0	1	0	0	0	0	0	1	47.9	59.4	-
2300	5	0	1	0	2	1	0	1	0	0	0	0	0	1	44.7	55.3	-
07-19	**323**	**24**	**38**	**57**	**90**	**61**	**32**	**16**	**5**	**0**	**0**	**0**	**0**	**53**	**42.0**	**64.6**	**50.0**
06-22	**356**	**27**	**39**	**64**	**95**	**70**	**36**	**18**	**6**	**0**	**0**	**1**	**0**	**61**	**42.3**	**76.9**	**50.4**
06-00	**367**	**27**	**40**	**64**	**98**	**75**	**36**	**20**	**6**	**0**	**0**	**1**	**0**	**63**	**42.4**	**76.9**	**50.4**
00-00	**375**	**28**	**40**	**65**	**100**	**76**	**37**	**21**	**7**	**0**	**0**	**1**	**0**	**66**	**42.5**	**76.9**	**50.4**

Vehicles = 375
Posted speed limit = 50 km/h, Exceeding = 66 (17.60%), Mean Exceeding = 55.08 km/h
Maximum = 76.9 km/h, **Minimum** = 17.5 km/h, **Mean** = 42.5 km/h
85% Speed = 50.4 km/h, **95% Speed** = 55.8 km/h, **Median** = 42.8 km/h
20 km/h Pace = 31 - 51, **Number in Pace** = 290 (77.33%)
Variance = 77.88, **Standard Deviation** = 8.82 km/h

*** Saturday, 18 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	4	0	0	0	4	0	0	0	0	0	0	0	0	0	42.1	43.4	-
0100	3	0	0	1	2	0	0	0	0	0	0	0	0	0	41.5	43.3	-
0200	2	0	0	1	1	0	0	0	0	0	0	0	0	0	40.7	41.8	-
0300	3	0	0	0	1	1	1	0	0	0	0	0	0	1	46.4	50.3	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.5	34.5	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	39.3	39.3	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	5	1	0	3	1	0	0	0	0	0	0	0	0	0	36.9	44.7	-
0800	3	0	1	1	0	0	1	0	0	0	0	0	0	1	41.6	52.4	-
0900	17	2	4	3	3	3	2	0	0	0	0	0	0	2	39.1	54.6	45.4
1000	18	3	1	3	5	3	1	1	1	0	0	0	0	3	41.7	61.1	49.3
1100	27	3	3	2	6	9	3	1	0	0	0	0	0	4	42.6	55.0	49.7
1200	23	2	4	8	3	4	0	1	1	0	0	0	0	2	39.1	62.3	47.9
1300	25	2	2	9	6	6	0	0	0	0	0	0	0	0	39.5	48.2	45.0
1400	21	9	0	3	5	1	0	2	0	1	0	0	0	3	37.0	68.9	45.7
1500	22	4	2	5	6	3	2	0	0	0	0	0	0	2	39.0	52.8	47.2
1600	28	5	5	8	6	0	3	1	0	0	0	0	0	4	37.3	58.7	42.5
1700	22	4	2	3	8	3	1	1	0	0	0	0	0	2	39.5	58.4	45.7
1800	32	7	2	4	7	4	5	2	0	1	0	0	0	8	40.7	68.4	51.1
1900	11	0	1	3	2	3	0	1	1	0	0	0	0	2	44.1	61.6	47.2
2000	11	1	0	4	6	0	0	0	0	0	0	0	0	0	39.1	44.9	43.2
2100	7	0	1	2	2	1	0	0	1	0	0	0	0	1	42.8	62.7	-
2200	10	1	1	2	3	2	0	0	0	1	0	0	0	1	43.2	69.8	-
2300	3	0	0	1	0	0	2	0	0	0	0	0	0	2	47.7	53.1	-
07-19	**243**	**42**	**26**	**52**	**56**	**36**	**18**	**9**	**2**	**2**	**0**	**0**	**0**	**31**	**39.6**	**68.9**	**48.2**
06-22	**272**	**43**	**28**	**61**	**66**	**40**	**18**	**10**	**4**	**2**	**0**	**0**	**0**	**34**	**39.8**	**68.9**	**47.9**
06-00	**285**	**44**	**29**	**64**	**69**	**42**	**20**	**10**	**4**	**3**	**0**	**0**	**0**	**37**	**40.0**	**69.8**	**48.2**
00-00	**299**	**44**	**30**	**67**	**77**	**43**	**21**	**10**	**4**	**3**	**0**	**0**	**0**	**38**	**40.1**	**69.8**	**47.9**

Vehicles = 299
Posted speed limit = 50 km/h, Exceeding = 38 (12.71%), Mean Exceeding = 55.67 km/h
Maximum = 69.8 km/h, **Minimum** = 10.7 km/h, **Mean** = 40.1 km/h
85% Speed = 47.9 km/h, **95% Speed** = 55.1 km/h, **Median** = 40.7 km/h
20 km/h Pace = 28 - 48, **Number in Pace** = 223 (74.58%)
Variance = 91.17, **Standard Deviation** = 9.55 km/h

*** Sunday, 19 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	6	0	1	1	2	1	0	1	0	0	0	0	0	1	44.0	58.2	-
0100	4	1	0	1	0	0	1	1	0	0	0	0	0	2	43.1	59.0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	4	0	0	3	1	0	0	0	0	0	0	0	0	0	39.5	41.9	-
0500	4	0	2	2	0	0	0	0	0	0	0	0	0	0	35.8	39.3	-
0600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	46.8	46.8	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.2	34.2	-
0800	5	2	0	1	1	0	1	0	0	0	0	0	0	1	37.0	54.6	-
0900	5	0	2	2	0	1	0	0	0	0	0	0	0	0	37.2	48.8	-
1000	13	2	1	3	3	2	0	1	0	1	0	0	0	2	42.5	65.4	46.1
1100	11	2	1	2	3	0	3	0	0	0	0	0	0	3	39.4	51.9	50.8
1200	21	0	2	2	7	7	2	0	1	0	0	0	0	3	44.4	60.9	48.2
1300	19	2	1	3	6	4	1	1	1	0	0	0	0	3	42.6	60.0	47.5
1400	16	1	2	5	2	4	2	0	0	0	0	0	0	2	41.6	53.4	48.2
1500	15	2	0	3	2	4	2	1	0	0	0	1	0	4	44.3	76.7	50.4
1600	20	2	2	6	1	3	4	2	0	0	0	0	0	6	42.4	59.6	54.0
1700	18	4	0	2	7	2	2	1	0	0	0	0	0	3	40.3	58.2	47.2
1800	20	1	2	6	4	4	2	1	0	0	0	0	0	3	41.7	56.9	49.3
1900	5	0	1	0	2	2	0	0	0	0	0	0	0	0	43.2	49.3	-
2000	7	0	0	0	3	2	2	0	0	0	0	0	0	2	45.7	53.0	-
2100	2	0	1	0	0	0	1	0	0	0	0	0	0	1	44.8	54.9	-
2200	4	0	0	0	1	2	1	0	0	0	0	0	0	1	46.8	51.1	-
2300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	26.2	37.7	-
07-19	**164**	**18**	**14**	**35**	**36**	**31**	**19**	**7**	**2**	**1**	**0**	**1**	**0**	**30**	**41.9**	**76.7**	**50.8**
06-22	**179**	**18**	**16**	**35**	**41**	**36**	**22**	**7**	**2**	**1**	**0**	**1**	**0**	**33**	**42.1**	**76.7**	**51.1**
06-00	**185**	**19**	**16**	**36**	**42**	**38**	**23**	**7**	**2**	**1**	**0**	**1**	**0**	**34**	**42.1**	**76.7**	**50.8**
00-00	**203**	**20**	**19**	**43**	**45**	**39**	**24**	**9**	**2**	**1**	**0**	**1**	**0**	**37**	**42.0**	**76.7**	**51.1**

Vehicles = 203
Posted speed limit = 50 km/h, Exceeding = 37 (18.23%), Mean Exceeding = 55.09 km/h
Maximum = 76.7 km/h, **Minimum** = 14.6 km/h, **Mean** = 42.0 km/h
85% Speed = 51.1 km/h, **95% Speed** = 56.5 km/h, **Median** = 41.8 km/h
20 km/h Pace = 34 - 54, **Number in Pace** = 156 (76.85%)
Variance = 85.94, **Standard Deviation** = 9.27 km/h

*** Monday, 20 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	30.2	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	4	1	0	1	1	1	0	0	0	0	0	0	0	0	36.4	48.0	-
0700	6	0	0	1	1	1	1	1	1	0	0	0	0	3	48.9	60.1	-
0800	31	1	1	6	6	8	6	3	0	0	0	0	0	9	45.1	59.5	52.6
0900	18	1	1	2	8	4	1	0	0	1	0	0	0	2	44.2	66.2	47.2
1000	16	3	1	4	2	4	1	1	0	0	0	0	0	2	40.4	56.7	46.4
1100	21	5	4	6	3	3	0	0	0	0	0	0	0	0	35.3	49.5	44.6
1200	23	3	2	9	3	3	3	0	0	0	0	0	0	3	39.9	53.1	49.3
1300	20	1	2	1	5	6	3	2	0	0	0	0	0	5	44.6	57.3	52.2
1400	30	5	3	3	9	6	3	1	0	0	0	0	0	4	40.4	58.6	49.3
1500	37	3	2	6	15	10	0	0	1	0	0	0	0	1	41.5	61.4	46.8
1600	25	4	3	3	7	6	2	0	0	0	0	0	0	2	39.3	53.0	46.4
1700	32	4	3	4	9	8	2	1	1	0	0	0	0	4	41.8	60.1	48.2
1800	24	0	1	3	9	4	5	0	2	0	0	0	0	7	45.6	63.8	51.5
1900	17	2	0	3	5	2	1	2	1	1	0	0	0	5	45.1	69.2	56.2
2000	8	2	0	1	1	2	2	0	0	0	0	0	0	2	39.6	51.1	-
2100	6	1	0	2	0	1	2	0	0	0	0	0	0	2	41.0	54.8	-
2200	3	0	0	0	0	2	0	1	0	0	0	0	0	1	49.1	55.3	-
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	44.3	44.3	-
07-19	**283**	**30**	**23**	**48**	**77**	**63**	**27**	**9**	**5**	**1**	**0**	**0**	**0**	**42**	**41.9**	**66.2**	**49.7**
06-22	**318**	**36**	**23**	**55**	**84**	**69**	**32**	**11**	**6**	**2**	**0**	**0**	**0**	**51**	**41.9**	**69.2**	**50.0**
06-00	**322**	**36**	**23**	**55**	**85**	**71**	**32**	**12**	**6**	**2**	**0**	**0**	**0**	**52**	**42.0**	**69.2**	**50.0**
00-00	**323**	**36**	**24**	**55**	**85**	**71**	**32**	**12**	**6**	**2**	**0**	**0**	**0**	**52**	**41.9**	**69.2**	**50.0**

Vehicles = 323
Posted speed limit = 50 km/h, Exceeding = 52 (16.10%), Mean Exceeding = 54.78 km/h
Maximum = 69.2 km/h, **Minimum** = 15.5 km/h, **Mean** = 41.9 km/h
85% Speed = 50.0 km/h, **95% Speed** = 55.8 km/h, **Median** = 42.8 km/h
20 km/h Pace = 34 - 54, **Number in Pace** = 247 (76.47%)
Variance = 84.19, **Standard Deviation** = 9.18 km/h

*** Tuesday, 21 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	3	0	0	1	1	1	0	0	0	0	0	0	0	0	43.6	49.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	40.2	40.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.9	33.9	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	3	1	0	1	0	0	1	0	0	0	0	0	0	1	40.6	54.7	-
0700	11	1	1	0	2	4	2	1	0	0	0	0	0	3	45.2	55.3	50.8
0800	44	3	0	3	11	17	5	4	1	0	0	0	0	10	45.6	64.2	53.3
0900	15	0	0	3	5	4	1	1	0	0	1	0	0	3	46.6	71.5	54.4
1000	9	1	0	1	0	5	1	1	0	0	0	0	0	2	45.6	55.6	-
1100	17	2	4	2	2	4	1	1	1	0	0	0	0	3	41.8	64.9	48.6
1200	25	1	2	3	9	7	3	0	0	0	0	0	0	3	43.5	53.0	49.3
1300	25	1	3	6	3	4	5	2	1	0	0	0	0	8	44.3	64.9	51.8
1400	21	0	4	2	6	8	0	1	0	0	0	0	0	1	43.4	56.7	48.6
1500	49	7	3	12	18	8	1	0	0	0	0	0	0	1	39.2	51.3	45.4
1600	35	2	3	5	13	5	6	1	0	0	0	0	0	7	42.2	58.1	50.0
1700	38	7	5	10	9	4	3	0	0	0	0	0	0	3	37.9	54.5	45.0
1800	25	1	2	8	9	3	2	0	0	0	0	0	0	2	40.7	53.7	45.4
1900	17	3	1	3	4	5	0	1	0	0	0	0	0	1	38.7	57.7	47.9
2000	10	2	1	5	1	1	0	0	0	0	0	0	0	0	34.8	46.6	-
2100	5	0	1	2	0	1	1	0	0	0	0	0	0	1	42.0	52.9	-
2200	6	1	2	0	2	0	1	0	0	0	0	0	0	1	38.1	53.9	-
2300	3	0	1	2	0	0	0	0	0	0	0	0	0	0	35.5	37.2	-
07-19	**314**	**26**	**27**	**55**	**87**	**73**	**30**	**12**	**3**	**0**	**1**	**0**	**0**	**46**	**42.3**	**71.5**	**49.7**
06-22	**349**	**32**	**30**	**66**	**92**	**80**	**32**	**13**	**3**	**0**	**1**	**0**	**0**	**49**	**41.9**	**71.5**	**49.7**
06-00	**358**	**33**	**33**	**68**	**94**	**80**	**33**	**13**	**3**	**0**	**1**	**0**	**0**	**50**	**41.8**	**71.5**	**49.7**
00-00	**363**	**33**	**34**	**69**	**96**	**81**	**33**	**13**	**3**	**0**	**1**	**0**	**0**	**50**	**41.8**	**71.5**	**49.7**

Vehicles = 363
Posted speed limit = 50 km/h, Exceeding = 50 (13.77%), Mean Exceeding = 54.66 km/h
Maximum = 71.5 km/h, **Minimum** = 7.7 km/h, **Mean** = 41.8 km/h
85% Speed = 49.7 km/h, **95% Speed** = 54.4 km/h, **Median** = 42.5 km/h
20 km/h Pace = 33 - 53, **Number in Pace** = 289 (79.61%)
Variance = 77.27, **Standard Deviation** = 8.79 km/h

*** Wednesday, 22 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	4	1	1	1	0	1	0	0	0	0	0	0	0	0	35.6	46.6	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	27.6	27.6	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	41.1	41.1	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	44.4	44.4	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	33.0	33.5	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	1	0	0	0	0	0	1	0	0	0	0	0	0	1	50.0	50.0	-
0700	12	1	2	1	3	4	1	0	0	0	0	0	0	1	40.7	50.4	46.4
0800	42	1	4	6	8	17	4	1	0	1	0	0	0	6	44.0	67.5	49.7
0900	17	2	0	2	5	4	2	2	0	0	0	0	0	4	44.0	57.0	50.0
1000	12	0	0	4	3	2	3	0	0	0	0	0	0	3	45.0	55.0	52.6
1100	18	3	1	2	3	5	3	1	0	0	0	0	0	4	43.4	57.9	51.8
1200	18	5	1	4	1	2	3	1	1	0	0	0	0	5	40.0	64.7	50.0
1300	17	0	1	3	5	3	4	1	0	0	0	0	0	5	45.1	56.2	52.9
1400	25	1	2	6	9	3	4	0	0	0	0	0	0	4	41.6	52.5	46.8
1500	52	4	2	10	13	12	9	1	0	1	0	0	0	11	43.6	65.3	51.8
1600	32	0	3	5	12	6	4	2	0	0	0	0	0	6	44.4	59.2	52.9
1700	44	4	1	6	10	16	1	6	0	0	0	0	0	7	43.7	57.3	49.7
1800	28	5	1	4	7	7	3	1	0	0	0	0	0	4	40.3	56.5	49.7
1900	18	2	0	4	6	3	1	1	1	0	0	0	0	3	42.0	63.2	47.2
2000	18	2	1	2	4	6	0	2	1	0	0	0	0	3	43.9	64.0	48.6
2100	15	0	0	3	6	3	2	1	0	0	0	0	0	3	44.8	56.9	54.4
2200	5	0	0	1	2	2	0	0	0	0	0	0	0	0	43.1	49.4	-
2300	4	0	0	1	2	0	1	0	0	0	0	0	0	1	44.0	50.4	-
07-19	**317**	**26**	**18**	**53**	**79**	**81**	**41**	**16**	**1**	**2**	**0**	**0**	**0**	**60**	**43.1**	**67.5**	**51.1**
06-22	**369**	**30**	**19**	**62**	**95**	**93**	**45**	**20**	**3**	**2**	**0**	**0**	**0**	**70**	**43.2**	**67.5**	**51.8**
06-00	**378**	**30**	**19**	**64**	**99**	**95**	**46**	**20**	**3**	**2**	**0**	**0**	**0**	**71**	**43.2**	**67.5**	**51.1**
00-00	**387**	**32**	**22**	**65**	**101**	**96**	**46**	**20**	**3**	**2**	**0**	**0**	**0**	**71**	**43.0**	**67.5**	**51.1**

Vehicles = 387
Posted speed limit = 50 km/h, Exceeding = 71 (18.35%), Mean Exceeding = 54.52 km/h
Maximum = 67.5 km/h, **Minimum** = 10.2 km/h, **Mean** = 43.0 km/h
85% Speed = 51.1 km/h, **95% Speed** = 56.2 km/h, **Median** = 43.6 km/h
20 km/h Pace = 33 - 53, **Number in Pace** = 310 (80.10%)
Variance = 75.50, **Standard Deviation** = 8.69 km/h

*** Thursday, 23 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	2	1	0	0	0	1	0	0	0	0	0	0	0	0	34.9	45.5	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	41.5	41.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	3	0	1	1	0	0	0	0	0	1	0	0	0	1	44.7	65.3	-
0500	3	0	1	0	0	1	0	0	0	1	0	0	0	1	49.0	65.4	-
0600	2	0	0	1	1	0	0	0	0	0	0	0	0	0	39.9	42.6	-
0700	9	1	0	0	0	4	2	2	0	0	0	0	0	4	47.2	56.5	-
0800	39	2	1	8	11	7	9	0	1	0	0	0	0	10	44.1	63.6	50.8
0900	21	3	1	5	6	4	1	1	0	0	0	0	0	2	40.9	57.1	45.7
1000	22	3	2	1	12	2	1	1	0	0	0	0	0	2	40.4	55.3	46.8
1100	18	2	1	8	3	2	0	2	0	0	0	0	0	2	40.4	57.5	45.7
1200	24	3	4	6	4	5	1	1	0	0	0	0	0	2	38.8	59.9	47.9
1300	26	2	2	1	8	8	3	1	1	0	0	0	0	5	43.6	61.6	50.8
1400	23	1	3	3	7	3	3	2	1	0	0	0	0	6	44.4	60.3	51.8
1500	39	5	2	8	8	12	3	1	0	0	0	0	0	4	41.3	59.6	48.2
1600	36	2	3	4	12	8	3	1	2	0	1	0	0	7	44.5	72.8	51.5
1700	35	4	1	7	9	10	4	0	0	0	0	0	0	4	41.9	54.7	48.6
1800	19	3	1	5	5	4	1	0	0	0	0	0	0	1	39.4	51.9	46.8
1900	16	3	2	3	3	2	2	0	1	0	0	0	0	3	39.9	62.2	50.0
2000	7	2	1	1	1	1	0	0	1	0	0	0	0	1	36.5	63.8	-
2100	16	0	4	6	4	0	1	0	1	0	0	0	0	2	40.4	63.9	44.3
2200	2	0	1	0	1	0	0	0	0	0	0	0	0	0	38.4	42.6	-
2300	4	0	0	0	1	2	1	0	0	0	0	0	0	1	47.8	54.6	-
07-19	**311**	**31**	**21**	**56**	**85**	**69**	**31**	**12**	**5**	**0**	**1**	**0**	**0**	**49**	**42.2**	**72.8**	**50.0**
06-22	**352**	**36**	**28**	**67**	**94**	**72**	**34**	**12**	**8**	**0**	**1**	**0**	**0**	**55**	**41.9**	**72.8**	**50.0**
06-00	**358**	**36**	**29**	**67**	**96**	**74**	**35**	**12**	**8**	**0**	**1**	**0**	**0**	**56**	**42.0**	**72.8**	**50.0**
00-00	**367**	**37**	**31**	**68**	**97**	**76**	**35**	**12**	**8**	**2**	**1**	**0**	**0**	**58**	**42.0**	**72.8**	**50.0**

Vehicles = 367
Posted speed limit = 50 km/h, Exceeding = 58 (15.80%), Mean Exceeding = 55.55 km/h
Maximum = 72.8 km/h, **Minimum** = 13.0 km/h, **Mean** = 42.0 km/h
85% Speed = 50.0 km/h, **95% Speed** = 56.2 km/h, **Median** = 42.1 km/h
20 km/h Pace = 32 - 52, **Number in Pace** = 286 (77.93%)
Variance = 82.71, **Standard Deviation** = 9.09 km/h

*** Friday, 24 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	25.2	25.2	-
0100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	42.5	43.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	0	0	0	2	0	0	0	0	0	0	2	53.2	54.0	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	31.6	31.6	-
0600	5	0	1	0	0	1	2	1	0	0	0	0	0	3	49.3	55.9	-
0700	13	0	1	3	2	4	2	1	0	0	0	0	0	3	44.7	55.7	50.8
0800	30	3	2	3	9	6	5	2	0	0	0	0	0	7	43.0	58.1	52.6
0900	23	0	1	6	2	9	2	3	0	0	0	0	0	5	45.5	59.7	54.7
1000	18	2	0	3	6	4	2	0	1	0	0	0	0	3	43.3	63.7	48.2
1100	10	1	0	3	5	0	0	0	0	1	0	0	0	1	42.5	67.4	-
1200	21	2	0	4	3	5	5	1	0	0	0	1	0	7	46.1	77.4	53.3
1300	27	2	2	6	7	5	3	1	0	0	0	1	0	5	43.5	78.2	51.8
1400	18	1	2	3	5	3	3	1	0	0	0	0	0	4	42.9	59.2	50.8
1500	43	7	5	10	10	4	5	2	0	0	0	0	0	7	39.3	57.9	49.7
1600	27	3	4	3	5	7	2	2	0	1	0	0	0	5	42.2	65.8	50.4
1700	36	1	3	4	10	6	10	2	0	0	0	0	0	12	45.0	56.7	52.9
1800	17	2	0	4	6	1	2	1	0	1	0	0	0	4	43.2	65.1	51.5
1900	13	0	2	2	1	3	2	2	0	0	1	0	0	5	47.7	70.1	56.5
2000	11	2	3	2	3	1	0	0	0	0	0	0	0	0	35.0	47.8	41.4
2100	9	1	0	2	1	2	3	0	0	0	0	0	0	3	43.2	53.4	-
2200	6	0	0	1	2	1	0	1	0	0	0	0	1	2	52.8	89.9	-
2300	8	1	1	1	3	1	0	1	0	0	0	0	0	1	40.4	55.4	-
07-19	**283**	**24**	**20**	**52**	**70**	**54**	**41**	**16**	**1**	**3**	**0**	**2**	**0**	**63**	**43.2**	**78.2**	**51.8**
06-22	**321**	**27**	**26**	**58**	**75**	**61**	**48**	**19**	**1**	**3**	**1**	**2**	**0**	**74**	**43.2**	**78.2**	**52.2**
06-00	**335**	**28**	**27**	**60**	**80**	**63**	**48**	**21**	**1**	**3**	**1**	**2**	**1**	**77**	**43.3**	**89.9**	**52.2**
00-00	**341**	**29**	**28**	**60**	**82**	**63**	**50**	**21**	**1**	**3**	**1**	**2**	**1**	**79**	**43.2**	**89.9**	**52.2**

Vehicles = 341
Posted speed limit = 50 km/h, Exceeding = 79 (23.17%), Mean Exceeding = 55.65 km/h
Maximum = 89.9 km/h, **Minimum** = 13.1 km/h, **Mean** = 43.2 km/h
85% Speed = 52.2 km/h, **95% Speed** = 57.6 km/h, **Median** = 42.8 km/h
20 km/h Pace = 35 - 55, **Number in Pace** = 256 (75.07%)
Variance = 96.30, **Standard Deviation** = 9.81 km/h

*** Saturday, 25 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	7	0	2	2	2	0	1	0	0	0	0	0	0	1	39.1	50.7	-
0100	4	0	0	0	1	1	1	0	1	0	0	0	0	2	50.4	60.6	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	36.8	36.8	-
0300	3	0	0	1	2	0	0	0	0	0	0	0	0	0	41.3	44.2	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	49.6	49.6	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.3	34.3	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22.0	22.0	-
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	38.2	38.2	-
0800	5	0	0	2	1	1	1	0	0	0	0	0	0	1	42.7	51.3	-
0900	21	1	0	2	6	7	3	1	1	0	0	0	0	5	45.1	60.2	51.5
1000	26	3	1	1	10	5	4	1	0	1	0	0	0	6	44.3	69.8	50.0
1100	23	5	3	5	4	4	1	0	1	0	0	0	0	2	38.1	60.8	46.8
1200	30	3	1	7	7	8	3	1	0	0	0	0	0	4	42.2	55.6	49.3
1300	18	0	1	2	8	3	2	2	0	0	0	0	0	4	45.0	59.0	50.0
1400	21	2	0	2	5	5	5	2	0	0	0	0	0	7	44.9	58.4	53.3
1500	19	2	1	1	6	5	3	1	0	0	0	0	0	4	43.7	55.3	52.2
1600	17	1	1	2	4	5	4	0	0	0	0	0	0	4	44.1	53.6	50.4
1700	28	4	3	4	11	3	1	2	0	0	0	0	0	3	40.4	56.0	47.9
1800	19	0	2	5	7	2	3	0	0	0	0	0	0	3	42.3	51.5	46.4
1900	16	1	4	1	3	4	3	0	0	0	0	0	0	3	42.3	54.4	50.4
2000	9	2	0	0	4	1	1	1	0	0	0	0	0	2	42.1	58.3	-
2100	9	1	0	0	3	5	0	0	0	0	0	0	0	0	43.4	49.4	-
2200	3	1	0	1	0	0	1	0	0	0	0	0	0	1	37.8	52.2	-
2300	6	0	1	1	1	2	1	0	0	0	0	0	0	1	42.1	51.7	-
07-19	**228**	**21**	**13**	**34**	**69**	**48**	**30**	**10**	**2**	**1**	**0**	**0**	**0**	**43**	**42.8**	**69.8**	**50.4**
06-22	**263**	**26**	**17**	**35**	**79**	**58**	**34**	**11**	**2**	**1**	**0**	**0**	**0**	**48**	**42.7**	**69.8**	**50.4**
06-00	**272**	**27**	**18**	**37**	**80**	**60**	**36**	**11**	**2**	**1**	**0**	**0**	**0**	**50**	**42.6**	**69.8**	**50.4**
00-00	**289**	**27**	**21**	**41**	**85**	**62**	**38**	**11**	**3**	**1**	**0**	**0**	**0**	**53**	**42.6**	**69.8**	**50.4**

Vehicles = 289
Posted speed limit = 50 km/h, Exceeding = 53 (18.34%), Mean Exceeding = 53.63 km/h
Maximum = 69.8 km/h, **Minimum** = 18.7 km/h, **Mean** = 42.6 km/h
85% Speed = 50.4 km/h, **95% Speed** = 55.1 km/h, **Median** = 43.2 km/h
20 km/h Pace = 33 - 53, **Number in Pace** = 234 (80.97%)
Variance = 69.14, **Standard Deviation** = 8.32 km/h

*** Sunday, 26 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	5	0	0	1	1	2	0	1	0	0	0	0	0	1	47.0	57.0	-
0100	3	0	0	0	1	0	2	0	0	0	0	0	0	2	50.2	53.5	-
0200	2	1	0	0	0	1	0	0	0	0	0	0	0	0	35.4	48.7	-
0300	5	0	2	1	0	2	0	0	0	0	0	0	0	0	39.1	49.7	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.8	34.8	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	2	0	0	0	0	1	0	1	0	0	0	0	0	1	51.5	55.3	-
0800	2	1	0	1	0	0	0	0	0	0	0	0	0	0	30.1	38.0	-
0900	5	1	0	1	2	0	0	1	0	0	0	0	0	1	40.0	58.1	-
1000	18	1	2	4	6	3	2	0	0	0	0	0	0	2	41.2	54.8	46.1
1100	15	2	1	2	3	3	2	2	0	0	0	0	0	4	43.0	56.7	52.2
1200	18	0	0	3	2	6	5	1	1	0	0	0	0	7	47.9	62.7	52.6
1300	23	2	8	3	4	4	1	0	1	0	0	0	0	2	38.6	61.7	46.8
1400	21	1	0	3	4	7	4	1	1	0	0	0	0	6	46.4	60.1	52.2
1500	24	4	2	2	7	4	4	0	1	0	0	0	0	5	41.3	60.5	50.4
1600	21	3	3	4	4	3	2	1	1	0	0	0	0	4	40.4	60.3	51.8
1700	29	2	5	5	7	4	4	0	1	0	1	0	0	6	42.6	70.8	53.6
1800	16	4	2	5	3	2	0	0	0	0	0	0	0	0	35.0	49.7	42.5
1900	19	0	0	6	6	4	3	0	0	0	0	0	0	3	43.4	54.0	47.5
2000	7	3	2	0	1	1	0	0	0	0	0	0	0	0	31.7	48.8	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	5	0	0	0	2	2	1	0	0	0	0	0	0	1	46.8	51.3	-
2300	2	0	0	0	0	0	0	0	1	1	0	0	0	2	65.4	68.6	-
07-19	**194**	**21**	**23**	**33**	**42**	**37**	**24**	**7**	**6**	**0**	**1**	**0**	**0**	**38**	**41.8**	**70.8**	**51.8**
06-22	**220**	**24**	**25**	**39**	**49**	**42**	**27**	**7**	**6**	**0**	**1**	**0**	**0**	**41**	**41.6**	**70.8**	**51.1**
06-00	**227**	**24**	**25**	**39**	**51**	**44**	**28**	**7**	**7**	**1**	**1**	**0**	**0**	**44**	**41.9**	**70.8**	**51.1**
00-00	**243**	**25**	**28**	**41**	**53**	**49**	**30**	**8**	**7**	**1**	**1**	**0**	**0**	**47**	**42.0**	**70.8**	**51.8**

Vehicles = 243
Posted speed limit = 50 km/h, Exceeding = 47 (19.34%), Mean Exceeding = 55.34 km/h
Maximum = 70.8 km/h, **Minimum** = 13.0 km/h, **Mean** = 42.0 km/h
85% Speed = 51.8 km/h, **95% Speed** = 56.5 km/h, **Median** = 42.5 km/h
20 km/h Pace = 32 - 52, **Number in Pace** = 177 (72.84%)
Variance = 100.70, **Standard Deviation** = 10.03 km/h

*** Virtual Day (13)**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	3	0	0	1	1	1	0	0	0	0	0	0	0	1	42.9	60.6	-
0100	2	0	0	0	1	0	0	0	0	0	0	0	0	0	43.4	60.6	-
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	48.7	-
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.9	50.3	-
0400	2	0	1	0	0	0	0	0	0	0	0	0	0	0	40.3	65.3	-
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	65.4	-
0600	2	0	0	0	0	0	0	0	0	0	0	0	0	1	40.9	55.9	-
0700	8	1	1	1	1	2	1	1	0	0	0	0	0	2	42.9	62.9	-
0800	29	2	1	4	8	8	4	1	0	0	0	0	0	5	43.3	67.5	50.8
0900	16	1	1	3	4	4	2	1	0	0	0	0	0	3	43.5	71.5	50.8
1000	17	1	1	3	5	4	2	1	0	0	0	0	0	3	43.1	71.4	50.4
1100	18	3	2	4	3	3	2	1	0	0	0	0	0	3	40.8	83.1	50.0
1200	21	2	2	5	5	4	2	1	0	0	0	0	0	4	42.1	77.4	50.4
1300	21	1	2	4	5	5	2	1	0	0	0	0	0	4	42.7	78.2	51.1
1400	21	2	1	3	6	5	3	1	0	0	0	0	0	4	43.2	68.9	51.1
1500	37	4	2	7	11	7	3	1	0	0	0	0	0	4	41.1	76.7	48.6
1600	27	2	3	5	7	5	3	1	0	0	0	0	0	5	41.8	72.8	50.4
1700	35	5	3	6	10	7	3	1	0	0	0	0	0	5	40.9	71.0	49.3
1800	24	2	1	5	6	4	3	1	0	0	0	0	0	4	41.8	70.9	50.0
1900	15	1	1	3	3	3	2	1	0	0	0	0	0	3	42.9	76.9	51.8
2000	10	1	1	2	3	2	1	0	0	0	0	0	0	2	41.4	64.0	50.8
2100	8	0	1	2	2	1	1	0	0	0	0	0	0	2	43.2	63.9	-
2200	5	0	1	1	1	1	1	0	0	0	0	0	0	1	44.1	89.9	-
2300	3	0	0	1	1	1	0	0	0	0	0	0	0	1	43.1	68.6	-
07-19	**273**	**27**	**21**	**50**	**71**	**58**	**30**	**11**	**3**	**1**	**1**	**0**	**0**	**45**	**42.1**	**83.1**	**50.4**
06-22	**309**	**30**	**24**	**57**	**79**	**65**	**34**	**13**	**4**	**1**	**1**	**0**	**0**	**53**	**42.1**	**83.1**	**50.4**
06-00	**317**	**31**	**25**	**58**	**81**	**67**	**35**	**13**	**4**	**1**	**1**	**0**	**0**	**54**	**42.2**	**89.9**	**50.4**
00-00	**327**	**31**	**27**	**60**	**84**	**69**	**36**	**13**	**4**	**1**	**1**	**0**	**0**	**56**	**42.2**	**89.9**	**50.4**

Vehicles = 4245
Posted speed limit = 50 km/h, Exceeding = 724 (17.06%), Mean Exceeding = 54.92 km/h
Maximum = 89.9 km/h, **Minimum** = 7.7 km/h, **Mean** = 42.2 km/h
85% Speed = 50.4 km/h, **95% Speed** = 55.8 km/h, **Median** = 42.5 km/h
20 km/h Pace = 33 - 53, **Number in Pace** = 3273 (77.10%)
Variance = 82.56, **Standard Deviation** = 9.09 km/h

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

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
Mon	323	36	24	55	85	71	32	12	6	2	0	0	0	52	41.9	69.2	50.0
Tue	341	31	28	64	89	77	40	11	3	0	1	0	0	54	42.2	71.5	50.0
Wed	377	32	24	72	96	89	44	14	4	1	2	0	1	65	42.6	83.1	50.4
Thu	369	37	28	71	97	79	33	17	5	3	1	0	0	58	42.0	72.8	50.0
Fri	358	29	34	63	91	70	44	21	4	2	1	2	1	73	42.8	89.9	51.5
|Sat	294	36	26	54	81	53	30	11	4	2	0	0	0	46	41.3	69.8	50.0
|Sun	223	23	24	42	49	44	27	9	5	1	1	1	0	42	42.0	76.7	51.1

Vehicles = 4245
Posted speed limit = 50 km/h, Exceeding = 724 (17.06%), Mean Exceeding = 54.92 km/h
Maximum = 89.9 km/h, **Minimum** = 7.7 km/h, **Mean** = 42.2 km/h
85% Speed = 50.4 km/h, **95% Speed** = 55.8 km/h, **Median** = 42.5 km/h
20 km/h Pace = 33 - 53, **Number in Pace** = 3273 (77.10%)
Variance = 82.56, **Standard Deviation** = 9.09 km/h

In profile: Vehicles = 4245 / 8488 (50.01%)

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

R511151_0005VirtWeeklyVehicle199 -- English (ENA)

Datasets:

Site: **[R511151_0005] Finlayson Crescent, Traralgon - 50m North of Kay Street (Opp.#3)**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 11:17 Monday, 13 August 2012 => 10:05 Monday, 27 August 2012
File: R511151_000527Aug2012.EC0 (Plus)
Identifier: CZ84J2H0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, 14 August 2012 => 0:00 Monday, 27 August 2012**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 5 - 160 km/h.
Direction: South (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 3621 / 8617 (42.02%)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	2.0	1.0	1.5	1.5	1.0	3.0	4.5	1.3	2.1
0100-0200	0.0	0.5	1.0	0.0	1.0	1.5	3.0	0.6	1.1
0200-0300	0.0	0.5	1.0	0.5	1.0	0.5	2.0	0.7	0.8
0300-0400	0.0	0.0	0.0	0.0	0.5	2.0	1.0	0.1	0.5
0400-0500	2.0	2.5	4.0	1.5	2.0	1.0	1.0	2.4	2.0
0500-0600	0.0	0.0	0.5	3.5	2.5	2.0	2.0	1.4	1.6
0600-0700	7.0	7.0	8.5	10.0	4.5	3.0	2.0	7.4	5.9
0700-0800	10.0	12.5	13.0	12.5	10.5	5.5	3.0	11.9	9.5
0800-0900	**45.0<**	**43.5<**	**44.5<**	**51.0<**	**45.5<**	7.0	7.5	**46.0<**	**34.1<**
0900-1000	18.0	22.5	14.5	12.0	16.5	13.0	10.5	16.6	15.1
1000-1100	18.0	10.5	11.5	15.5	12.0	13.0	**18.5<**	13.0	13.8
1100-1200	15.0	12.0	17.0	16.0	15.0	**22.5<**	12.5	15.0	15.8
1200-1300	13.0	19.0	16.5	17.5	19.5	17.0	11.0	17.6	16.5
1300-1400	18.0	17.0	15.5	20.5	15.0	17.0	10.5	17.1	16.1
1400-1500	25.0	15.0	15.0	20.0	14.0	17.5	12.0	17.0	16.3
1500-1600	**42.0<**	**39.5<**	**42.5<**	**50.0<**	**51.0<**	19.5	14.0	**45.3<**	**36.5<**
1600-1700	30.0	21.5	24.0	25.0	19.5	14.0	**14.5<**	23.3	20.5
1700-1800	14.0	18.0	22.5	26.5	20.5	17.0	12.5	21.0	19.1
1800-1900	8.0	23.0	20.0	14.0	13.5	**19.5<**	10.0	16.6	16.0
1900-2000	10.0	13.5	17.5	15.5	9.5	14.5	9.0	13.6	13.0
2000-2100	4.0	8.0	10.0	6.5	12.5	8.0	4.5	8.7	7.9
2100-2200	7.0	6.0	7.5	10.0	6.5	8.0	1.5	7.4	6.6
2200-2300	1.0	5.5	4.5	6.5	3.0	5.0	3.0	4.4	4.3
2300-2400	2.0	3.0	3.5	1.5	3.5	6.0	3.0	2.8	3.3
Totals									
0700-1900	256.0	254.0	256.5	280.5	252.5	182.5	136.5	260.3	229.3
0600-2200	284.0	288.5	300.0	322.5	285.5	216.0	153.5	297.4	262.8
0600-0000	287.0	297.0	308.0	330.5	292.0	227.0	159.5	304.7	270.4
0000-0000	291.0	301.5	316.0	337.5	300.0	237.0	173.0	311.2	278.5
AM Peak	0800	0800	0800	0800	0800	1100	1000		
	45.0	43.5	44.5	51.0	45.5	22.5	18.5		
PM Peak	1500	1500	1500	1500	1500	1800	1600		
	42.0	39.5	42.5	50.0	51.0	19.5	14.5		

*** - No data.**

MetroCount Traffic Executive
speed 50

R511151_0005CustomList183 -- English (ENA)

Datasets:

Site:	**[R511151_0005] Finlayson Crescent, Traralgon - 50m North of Kay Street (Opp.#3)**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	11:17 Monday, 13 August 2012 => 10:05 Monday, 27 August 2012
File:	R511151_000527Aug2012.EC0 (Plus)
Identifier:	CZ84J2H0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Tuesday, 14 August 2012 => 0:00 Monday, 27 August 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	5 - 160 km/h.
Direction:	South (bound)
Separation:	Greater than 4.00 seconds. - (Headway)
Name:	speed 50
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

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

*** Tuesday, 14 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	2	0	0	2	0	0	0	0	0	0	0	0	0	0	39.3	39.4	-
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	37.0	37.0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	3	0	2	0	1	0	0	0	0	0	0	0	0	0	36.5	42.6	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	8	3	0	2	1	1	0	0	0	0	1	0	0	1	36.7	73.8	-
0700	17	2	1	3	7	3	1	0	0	0	0	0	0	1	40.7	51.7	47.9
0800	43	2	3	14	11	9	3	1	0	0	0	0	0	4	41.1	58.0	48.6
0900	19	0	1	5	5	7	1	0	0	0	0	0	0	1	43.4	50.9	47.2
1000	11	1	2	2	2	2	2	0	0	0	0	0	0	2	40.9	51.3	48.2
1100	14	1	1	5	3	3	0	1	0	0	0	0	0	1	41.2	55.2	48.6
1200	23	4	4	2	7	6	0	0	0	0	0	0	0	0	38.1	49.7	46.8
1300	17	3	4	3	4	2	1	0	0	0	0	0	0	1	37.4	51.5	43.9
1400	12	2	1	3	4	2	0	0	0	0	0	0	0	0	39.1	48.9	43.6
1500	40	4	5	14	10	6	1	0	0	0	0	0	0	1	38.8	51.8	45.4
1600	25	3	2	5	8	6	1	0	0	0	0	0	0	1	39.9	52.1	46.1
1700	15	3	3	4	4	1	0	0	0	0	0	0	0	0	35.4	45.2	41.4
1800	21	1	2	2	8	5	2	0	1	0	0	0	0	3	42.7	61.8	49.7
1900	13	1	4	2	2	4	0	0	0	0	0	0	0	0	38.4	47.0	45.7
2000	5	0	2	0	2	1	0	0	0	0	0	0	0	0	40.8	48.6	-
2100	6	0	0	2	2	0	2	0	0	0	0	0	0	2	43.6	52.7	-
2200	7	1	0	2	2	2	0	0	0	0	0	0	0	0	38.6	47.5	-
2300	3	1	1	0	1	0	0	0	0	0	0	0	0	0	30.6	44.9	-
07-19	**257**	**26**	**29**	**62**	**73**	**52**	**12**	**2**	**1**	**0**	**0**	**0**	**0**	**15**	**39.9**	**61.8**	**47.2**
06-22	**289**	**30**	**35**	**68**	**80**	**58**	**14**	**2**	**1**	**0**	**1**	**0**	**0**	**18**	**39.9**	**73.8**	**47.2**
06-00	**299**	**32**	**36**	**70**	**83**	**60**	**14**	**2**	**1**	**0**	**1**	**0**	**0**	**18**	**39.8**	**73.8**	**47.2**
00-00	**305**	**32**	**38**	**73**	**84**	**60**	**14**	**2**	**1**	**0**	**1**	**0**	**0**	**18**	**39.7**	**73.8**	**46.8**

Vehicles = 305
Posted speed limit = 50 km/h, Exceeding = 18 (5.90%), Mean Exceeding = 54.11 km/h
Maximum = 73.8 km/h, **Minimum** = 12.7 km/h, **Mean** = 39.7 km/h
85% Speed = 46.8 km/h, **95% Speed** = 50.8 km/h, **Median** = 40.7 km/h
20 km/h Pace = 30 - 50, **Number in Pace** = 257 (84.26%)
Variance = 69.91, **Standard Deviation** = 8.36 km/h

*** Wednesday, 15 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	2	1	0	0	0	1	0	0	0	0	0	0	0	0	39.5	49.5	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	1	52.2	52.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	4	1	1	2	0	0	0	0	0	0	0	0	0	0	32.9	39.2	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	25.3	25.3	-
0600	9	3	2	1	1	1	0	0	0	1	0	0	0	1	37.5	68.8	-
0700	12	3	0	0	3	3	2	0	1	0	0	0	0	3	42.4	63.4	51.1
0800	38	5	1	6	16	7	3	0	0	0	0	0	0	3	40.9	54.4	46.4
0900	13	1	1	4	2	2	2	1	0	0	0	0	0	3	41.9	57.1	50.0
1000	10	1	1	2	2	4	0	0	0	0	0	0	0	0	41.3	49.2	-
1100	17	3	1	4	5	2	2	0	0	0	0	0	0	2	38.4	51.8	45.0
1200	18	3	1	3	6	4	1	0	0	0	0	0	0	1	40.3	52.1	47.9
1300	12	3	1	3	2	1	1	0	1	0	0	0	0	2	37.2	61.4	47.2
1400	13	0	1	5	2	2	3	0	0	0	0	0	0	3	42.6	52.2	51.1
1500	31	3	3	12	9	1	2	1	0	0	0	0	0	3	38.7	55.5	44.3
1600	30	6	3	6	7	8	0	0	0	0	0	0	0	0	37.8	48.5	45.4
1700	21	3	3	8	4	2	1	0	0	0	0	0	0	1	36.3	51.9	41.8
1800	18	2	4	5	4	3	0	0	0	0	0	0	0	0	37.4	46.7	43.9
1900	17	2	0	6	2	4	2	1	0	0	0	0	0	3	42.0	57.1	47.9
2000	9	1	0	1	3	3	1	0	0	0	0	0	0	1	40.7	54.5	-
2100	6	2	1	0	1	0	2	0	0	0	0	0	0	2	39.5	53.9	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	27.4	27.4	-
2300	4	0	1	0	1	1	0	1	0	0	0	0	0	1	44.6	56.6	-
07-19	**233**	**33**	**20**	**58**	**62**	**39**	**17**	**2**	**2**	**0**	**0**	**0**	**0**	**21**	**39.4**	**63.4**	**47.2**
06-22	**274**	**41**	**23**	**66**	**69**	**47**	**22**	**3**	**2**	**1**	**0**	**0**	**0**	**28**	**39.5**	**68.8**	**47.9**
06-00	**279**	**42**	**24**	**66**	**70**	**48**	**22**	**4**	**2**	**1**	**0**	**0**	**0**	**29**	**39.5**	**68.8**	**47.9**
00-00	**287**	**45**	**25**	**68**	**70**	**49**	**23**	**4**	**2**	**1**	**0**	**0**	**0**	**30**	**39.4**	**68.8**	**47.9**

Vehicles = 287
Posted speed limit = 50 km/h, Exceeding = 30 (10.45%), Mean Exceeding = 53.96 km/h
Maximum = 68.8 km/h, **Minimum** = 7.0 km/h, **Mean** = 39.4 km/h
85% Speed = 47.9 km/h, **95% Speed** = 52.2 km/h, **Median** = 40.3 km/h
20 km/h Pace = 32 - 52, **Number in Pace** = 222 (77.35%)
Variance = 89.71, **Standard Deviation** = 9.47 km/h

*** Thursday, 16 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	44.8	44.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	28.0	28.0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	1	0	1	0	0	0	0	0	0	0	0	0	37.2	42.9	-
0500	5	1	1	2	0	0	0	0	1	0	0	0	0	1	39.4	60.9	-
0600	11	5	1	1	1	2	1	0	0	0	0	0	0	1	32.8	53.0	48.2
0700	13	0	3	3	3	0	2	2	0	0	0	0	0	4	42.5	55.6	54.0
0800	45	4	1	9	17	12	2	0	0	0	0	0	0	2	41.1	50.6	48.2
0900	13	0	2	2	4	5	0	0	0	0	0	0	0	0	42.5	49.2	48.2
1000	13	1	3	4	3	1	0	1	0	0	0	0	0	1	38.2	57.0	43.6
1100	18	2	0	4	3	3	3	2	0	1	0	0	0	6	44.9	66.0	52.2
1200	14	1	2	4	2	3	2	0	0	0	0	0	0	2	40.4	50.7	47.5
1300	20	2	3	5	7	2	0	0	1	0	0	0	0	1	39.3	60.6	43.9
1400	21	2	2	7	6	3	1	0	0	0	0	0	0	1	38.8	52.9	45.0
1500	53	6	5	15	17	8	2	0	0	0	0	0	0	2	39.0	53.0	45.4
1600	21	3	2	4	9	2	1	0	0	0	0	0	0	1	38.3	50.9	44.6
1700	30	2	7	8	7	6	0	0	0	0	0	0	0	0	38.3	49.8	46.1
1800	13	1	2	4	5	1	0	0	0	0	0	0	0	0	38.1	48.1	42.5
1900	17	1	2	4	5	3	1	1	0	0	0	0	0	2	40.4	56.9	46.1
2000	7	1	1	2	1	0	1	1	0	0	0	0	0	2	38.9	56.7	-
2100	11	2	0	2	2	5	0	0	0	0	0	0	0	0	41.2	49.4	46.1
2200	5	1	0	2	2	0	0	0	0	0	0	0	0	0	37.2	41.7	-
2300	3	1	1	0	1	0	0	0	0	0	0	0	0	0	31.1	42.4	-
07-19	**274**	**24**	**32**	**69**	**83**	**46**	**13**	**5**	**1**	**1**	**0**	**0**	**0**	**20**	**39.9**	**66.0**	**47.5**
06-22	**320**	**33**	**36**	**78**	**92**	**56**	**16**	**7**	**1**	**1**	**0**	**0**	**0**	**25**	**39.7**	**66.0**	**47.9**
06-00	**328**	**35**	**37**	**80**	**95**	**56**	**16**	**7**	**1**	**1**	**0**	**0**	**0**	**25**	**39.6**	**66.0**	**47.9**
00-00	**337**	**37**	**39**	**82**	**97**	**56**	**16**	**7**	**2**	**1**	**0**	**0**	**0**	**26**	**39.6**	**66.0**	**47.9**

Vehicles = 337
Posted speed limit = 50 km/h, Exceeding = 26 (7.72%), Mean Exceeding = 54.54 km/h
Maximum = 66.0 km/h, **Minimum** = 10.4 km/h, **Mean** = 39.6 km/h
85% Speed = 47.9 km/h, **95% Speed** = 51.5 km/h, **Median** = 40.3 km/h
20 km/h Pace = 31 - 51, **Number in Pace** = 277 (82.20%)
Variance = 78.38, **Standard Deviation** = 8.85 km/h

*** Friday, 17 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	0	0	0	0	0	0	1	0	0	0	1	65.7	65.7	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	1	54.3	54.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	1	56.0	56.0	-
0400	3	0	0	1	2	0	0	0	0	0	0	0	0	0	39.7	43.3	-
0500	3	1	0	1	0	1	0	0	0	0	0	0	0	0	37.7	46.9	-
0600	4	2	1	0	0	1	0	0	0	0	0	0	0	0	31.9	48.6	-
0700	13	3	1	0	3	3	1	2	0	0	0	0	0	3	40.0	58.4	50.0
0800	43	1	8	9	11	12	2	0	0	0	0	0	0	2	40.8	51.6	47.9
0900	19	1	2	2	5	6	2	1	0	0	0	0	0	3	42.9	55.1	49.3
1000	10	0	3	2	1	4	0	0	0	0	0	0	0	0	40.8	49.6	-
1100	19	4	4	2	5	2	0	2	0	0	0	0	0	2	36.9	59.7	46.1
1200	18	4	4	1	2	6	1	0	0	0	0	0	0	1	36.7	51.1	47.5
1300	13	2	0	1	5	5	0	0	0	0	0	0	0	0	41.4	48.7	45.7
1400	11	2	1	1	4	1	2	0	0	0	0	0	0	2	39.5	54.1	47.2
1500	47	4	1	13	17	7	4	1	0	0	0	0	0	5	40.8	55.3	48.2
1600	21	2	0	6	9	3	1	0	0	0	0	0	0	1	39.3	51.8	45.0
1700	17	3	2	3	4	4	1	0	0	0	0	0	0	1	38.0	50.4	45.7
1800	14	0	1	4	4	3	2	0	0	0	0	0	0	2	43.4	52.1	49.0
1900	8	0	2	0	1	4	1	0	0	0	0	0	0	1	43.0	50.3	-
2000	11	0	2	2	1	4	2	0	0	0	0	0	0	2	43.7	53.4	49.7
2100	9	0	0	3	3	3	0	0	0	0	0	0	0	0	42.3	48.1	-
2200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	43.2	43.2	-
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	49.8	49.8	-
07-19	**245**	**26**	**27**	**44**	**70**	**56**	**16**	**6**	**0**	**0**	**0**	**0**	**0**	**22**	**40.1**	**59.7**	**47.9**
06-22	**277**	**28**	**32**	**49**	**75**	**68**	**19**	**6**	**0**	**0**	**0**	**0**	**0**	**25**	**40.3**	**59.7**	**48.2**
06-00	**279**	**28**	**32**	**49**	**76**	**69**	**19**	**6**	**0**	**0**	**0**	**0**	**0**	**25**	**40.3**	**59.7**	**48.2**
00-00	**288**	**29**	**32**	**51**	**78**	**70**	**20**	**7**	**0**	**1**	**0**	**0**	**0**	**28**	**40.5**	**65.7**	**48.2**

Vehicles = 288
Posted speed limit = 50 km/h, Exceeding = 28 (9.72%), Mean Exceeding = 53.25 km/h
Maximum = 65.7 km/h, **Minimum** = 10.4 km/h, **Mean** = 40.5 km/h
85% Speed = 48.2 km/h, **95% Speed** = 51.5 km/h, **Median** = 41.8 km/h
20 km/h Pace = 31 - 51, **Number in Pace** = 235 (81.60%)
Variance = 80.12, **Standard Deviation** = 8.95 km/h

*** Saturday, 18 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	3	0	0	0	2	0	1	0	0	0	0	0	0	1	46.3	51.6	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	46.9	46.9	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	49.0	49.0	-
0300	2	0	0	0	1	0	1	0	0	0	0	0	0	1	48.3	54.8	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	37.6	37.6	-
0500	2	0	0	1	0	0	1	0	0	0	0	0	0	1	45.6	52.0	-
0600	3	0	1	1	1	0	0	0	0	0	0	0	0	0	37.2	40.8	-
0700	8	2	0	4	2	0	0	0	0	0	0	0	0	0	33.3	41.8	-
0800	6	2	0	1	1	1	1	0	0	0	0	0	0	1	36.8	50.7	-
0900	11	3	4	0	1	3	0	0	0	0	0	0	0	0	34.7	48.9	45.4
1000	12	3	1	2	3	2	1	0	0	0	0	0	0	1	36.5	52.4	45.4
1100	25	2	1	4	8	6	3	1	0	0	0	0	0	4	42.9	55.4	49.0
1200	15	4	1	2	4	2	1	1	0	0	0	0	0	2	37.6	55.3	47.5
1300	17	2	2	2	7	2	2	0	0	0	0	0	0	2	40.5	55.0	46.1
1400	19	5	3	6	4	1	0	0	0	0	0	0	0	0	35.2	47.1	40.7
1500	18	3	2	5	7	1	0	0	0	0	0	0	0	0	37.7	49.7	43.6
1600	9	3	1	2	1	1	1	0	0	0	0	0	0	1	35.5	50.8	-
1700	16	4	4	3	5	0	0	0	0	0	0	0	0	0	35.8	44.9	43.9
1800	24	6	3	4	5	3	2	1	0	0	0	0	0	3	37.5	55.1	47.2
1900	16	2	1	1	4	4	1	1	2	0	0	0	0	4	44.4	61.6	59.8
2000	8	2	1	1	1	1	2	0	0	0	0	0	0	2	39.9	53.0	-
2100	8	2	1	1	2	2	0	0	0	0	0	0	0	0	36.2	47.5	-
2200	5	0	0	2	1	1	1	0	0	0	0	0	0	1	42.6	52.1	-
2300	4	1	0	1	1	1	0	0	0	0	0	0	0	0	39.6	48.9	-
07-19	**180**	**39**	**22**	**35**	**48**	**22**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**14**	**37.6**	**55.4**	**46.8**
06-22	**215**	**45**	**26**	**39**	**56**	**29**	**14**	**4**	**2**	**0**	**0**	**0**	**0**	**20**	**38.2**	**61.6**	**47.2**
06-00	**224**	**46**	**26**	**42**	**58**	**31**	**15**	**4**	**2**	**0**	**0**	**0**	**0**	**21**	**38.3**	**61.6**	**47.2**
00-00	**234**	**46**	**26**	**44**	**61**	**33**	**18**	**4**	**2**	**0**	**0**	**0**	**0**	**24**	**38.6**	**61.6**	**47.2**

Vehicles = 234
Posted speed limit = 50 km/h, Exceeding = 24 (10.26%), Mean Exceeding = 53.70 km/h
Maximum = 61.6 km/h, **Minimum** = 15.6 km/h, **Mean** = 38.6 km/h
85% Speed = 47.2 km/h, **95% Speed** = 52.2 km/h, **Median** = 40.0 km/h
20 km/h Pace = 33 - 53, **Number in Pace** = 167 (71.37%)
Variance = 90.66, **Standard Deviation** = 9.52 km/h

*** Sunday, 19 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	5	0	0	1	1	0	3	0	0	0	0	0	0	3	46.9	52.3	-
0100	5	1	1	1	2	0	0	0	0	0	0	0	0	0	36.1	44.5	-
0200	2	0	0	0	0	1	1	0	0	0	0	0	0	1	48.8	51.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	1	1	0	0	0	0	0	0	0	0	0	39.2	41.6	-
0500	3	1	0	1	0	0	1	0	0	0	0	0	0	1	35.6	51.3	-
0600	2	1	0	0	1	0	0	0	0	0	0	0	0	0	29.2	41.0	-
0700	4	0	2	0	1	0	1	0	0	0	0	0	0	1	40.2	54.9	-
0800	5	1	3	0	0	0	0	0	0	1	0	0	0	1	35.6	65.3	-
0900	11	3	1	3	1	3	0	0	0	0	0	0	0	0	38.2	48.1	46.1
1000	15	5	2	2	5	1	0	0	0	0	0	0	0	0	34.2	47.5	43.9
1100	10	0	2	3	2	2	1	0	0	0	0	0	0	1	41.4	52.8	-
1200	11	2	0	3	1	1	2	2	0	0	0	0	0	4	41.4	56.3	51.5
1300	11	2	0	5	2	1	1	0	0	0	0	0	0	1	38.2	50.7	42.1
1400	11	3	1	2	2	1	2	0	0	0	0	0	0	2	38.3	52.7	46.8
1500	16	3	2	4	3	1	2	1	0	0	0	0	0	3	38.6	58.7	53.3
1600	12	2	1	0	5	4	0	0	0	0	0	0	0	0	39.1	49.9	47.5
1700	16	1	3	4	2	2	3	1	0	0	0	0	0	4	42.1	56.3	50.0
1800	9	1	1	2	1	3	1	0	0	0	0	0	0	1	40.0	52.8	-
1900	11	3	1	1	2	2	1	1	0	0	0	0	0	2	40.2	58.3	46.4
2000	2	0	0	0	0	1	1	0	0	0	0	0	0	1	49.9	51.1	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	33.1	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	3	0	0	2	0	1	0	0	0	0	0	0	0	0	41.1	46.1	-
07-19	**131**	**23**	**18**	**28**	**25**	**19**	**13**	**4**	**0**	**1**	**0**	**0**	**0**	**18**	**39.0**	**65.3**	**48.6**
06-22	**147**	**27**	**20**	**29**	**28**	**22**	**15**	**5**	**0**	**1**	**0**	**0**	**0**	**21**	**39.0**	**65.3**	**49.3**
06-00	**150**	**27**	**20**	**31**	**28**	**23**	**15**	**5**	**0**	**1**	**0**	**0**	**0**	**21**	**39.1**	**65.3**	**49.3**
00-00	**167**	**29**	**21**	**35**	**32**	**24**	**20**	**5**	**0**	**1**	**0**	**0**	**0**	**26**	**39.3**	**65.3**	**50.0**

Vehicles = 167
Posted speed limit = 50 km/h, Exceeding = 26 (15.57%), Mean Exceeding = 53.29 km/h
Maximum = 65.3 km/h, **Minimum** = 14.5 km/h, **Mean** = 39.3 km/h
85% Speed = 50.0 km/h, **95% Speed** = 53.3 km/h, **Median** = 39.6 km/h
20 km/h Pace = 31 - 51, **Number in Pace** = 120 (71.86%)
Variance = 101.94, **Standard Deviation** = 10.10 km/h

*** Monday, 20 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	2	1	0	0	1	0	0	0	0	0	0	0	0	0	35.1	43.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	1	1	0	0	0	0	0	0	0	0	0	41.4	44.4	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	7	1	1	1	0	2	1	1	0	0	0	0	0	2	41.2	56.1	-
0700	10	1	0	2	1	3	2	1	0	0	0	0	0	3	43.2	56.3	-
0800	41	3	2	7	16	9	3	1	0	0	0	0	0	4	41.6	56.7	48.2
0900	18	2	1	4	3	5	1	1	1	0	0	0	0	3	41.9	60.6	48.6
1000	17	3	1	6	2	2	1	1	0	1	0	0	0	3	40.1	66.5	46.8
1100	15	5	1	3	4	1	1	0	0	0	0	0	0	1	34.8	52.4	42.5
1200	13	1	0	2	7	1	2	0	0	0	0	0	0	2	42.1	54.1	46.4
1300	17	3	2	1	7	3	1	0	0	0	0	0	0	1	38.4	51.9	45.4
1400	25	1	3	3	8	6	4	0	0	0	0	0	0	4	42.2	53.9	49.3
1500	40	5	5	14	6	7	2	1	0	0	0	0	0	3	39.6	59.3	47.9
1600	29	3	4	8	5	4	5	0	0	0	0	0	0	5	39.4	54.4	50.4
1700	14	2	0	4	4	3	1	0	0	0	0	0	0	1	39.9	50.1	48.6
1800	8	0	5	1	1	0	0	1	0	0	0	0	0	1	37.9	56.5	-
1900	10	2	1	2	4	0	1	0	0	0	0	0	0	1	37.4	52.6	-
2000	4	0	1	1	1	0	1	0	0	0	0	0	0	1	41.3	52.1	-
2100	7	0	0	3	2	0	1	1	0	0	0	0	0	2	44.2	59.8	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	32.3	32.3	-
2300	2	0	0	0	0	1	0	1	0	0	0	0	0	1	54.0	59.1	-
07-19	**247**	**29**	**24**	**55**	**64**	**44**	**23**	**6**	**1**	**1**	**0**	**0**	**0**	**31**	**40.2**	**66.5**	**49.0**
06-22	**275**	**32**	**27**	**62**	**71**	**46**	**27**	**8**	**1**	**1**	**0**	**0**	**0**	**37**	**40.3**	**66.5**	**49.3**
06-00	**278**	**32**	**28**	**62**	**71**	**47**	**27**	**9**	**1**	**1**	**0**	**0**	**0**	**38**	**40.3**	**66.5**	**49.3**
00-00	**282**	**33**	**28**	**63**	**73**	**47**	**27**	**9**	**1**	**1**	**0**	**0**	**0**	**38**	**40.3**	**66.5**	**49.3**

Vehicles = 282
Posted speed limit = 50 km/h, Exceeding = 38 (13.48%), Mean Exceeding = 54.08 km/h
Maximum = 66.5 km/h, **Minimum** = 12.1 km/h, **Mean** = 40.3 km/h
85% Speed = 49.3 km/h, **95% Speed** = 54.0 km/h, **Median** = 41.0 km/h
20 km/h Pace = 32 - 52, **Number in Pace** = 218 (77.30%)
Variance = 89.00, **Standard Deviation** = 9.43 km/h

*** Tuesday, 21 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	44.1	44.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	1	1	0	0	0	0	0	0	0	0	0	40.0	44.1	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	6	2	1	0	0	0	1	1	0	1	0	0	0	3	42.6	65.6	-
0700	8	2	0	3	0	0	2	0	0	1	0	0	0	3	42.5	66.6	-
0800	42	4	4	5	18	10	1	0	0	0	0	0	0	1	40.2	52.3	47.2
0900	24	2	0	2	5	8	6	0	1	0	0	0	0	7	45.6	65.0	51.1
1000	9	1	2	1	2	1	1	0	1	0	0	0	0	2	41.7	60.1	-
1100	9	1	0	2	4	1	1	0	0	0	0	0	0	1	40.1	53.7	-
1200	15	2	1	1	5	4	2	0	0	0	0	0	0	2	41.9	54.2	49.7
1300	17	3	0	3	3	3	4	1	0	0	0	0	0	5	42.1	56.9	50.0
1400	17	2	1	4	6	3	1	0	0	0	0	0	0	1	40.3	50.8	45.4
1500	36	4	7	11	8	5	1	0	0	0	0	0	0	1	37.9	53.5	46.8
1600	17	2	1	5	4	2	2	0	1	0	0	0	0	3	40.1	60.5	47.9
1700	21	3	5	8	3	1	1	0	0	0	0	0	0	1	36.3	54.2	41.4
1800	24	8	2	8	4	2	0	0	0	0	0	0	0	0	34.7	49.8	42.5
1900	13	3	1	4	3	2	0	0	0	0	0	0	0	0	37.2	48.3	42.8
2000	11	0	2	5	0	2	2	0	0	0	0	0	0	2	41.6	55.0	48.6
2100	6	2	1	2	0	1	0	0	0	0	0	0	0	0	35.2	48.4	-
2200	4	1	1	1	1	0	0	0	0	0	0	0	0	0	35.1	44.1	-
2300	3	2	0	0	1	0	0	0	0	0	0	0	0	0	30.5	43.8	-
07-19	**239**	**34**	**23**	**53**	**62**	**40**	**22**	**1**	**3**	**1**	**0**	**0**	**0**	**27**	**39.9**	**66.6**	**48.6**
06-22	**275**	**41**	**28**	**64**	**65**	**45**	**25**	**2**	**3**	**2**	**0**	**0**	**0**	**32**	**39.8**	**66.6**	**48.6**
06-00	**282**	**44**	**29**	**65**	**67**	**45**	**25**	**2**	**3**	**2**	**0**	**0**	**0**	**32**	**39.6**	**66.6**	**48.6**
00-00	**285**	**44**	**29**	**66**	**69**	**45**	**25**	**2**	**3**	**2**	**0**	**0**	**0**	**32**	**39.6**	**66.6**	**48.2**

Vehicles = 285
Posted speed limit = 50 km/h, Exceeding = 32 (11.23%), Mean Exceeding = 54.42 km/h
Maximum = 66.6 km/h, **Minimum** = 13.4 km/h, **Mean** = 39.6 km/h
85% Speed = 48.2 km/h, **95% Speed** = 53.6 km/h, **Median** = 40.3 km/h
20 km/h Pace = 32 - 52, **Number in Pace** = 214 (75.09%)
Variance = 91.02, **Standard Deviation** = 9.54 km/h

*** Wednesday, 22 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	3	1	0	1	1	0	0	0	0	0	0	0	0	0	36.3	40.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	30.7	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	4	0	1	2	0	1	0	0	0	0	0	0	0	0	39.0	45.4	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	8	3	1	2	0	0	1	0	0	1	0	0	0	2	35.4	65.7	-
0700	14	5	0	1	1	2	3	2	0	0	0	0	0	5	39.1	57.9	53.3
0800	47	4	5	12	17	7	2	0	0	0	0	0	0	2	40.2	51.4	45.0
0900	16	3	3	0	3	4	3	0	0	0	0	0	0	3	40.5	52.2	50.8
1000	12	0	1	6	1	3	0	0	1	0	0	0	0	1	42.5	63.5	45.4
1100	17	3	2	1	3	6	2	0	0	0	0	0	0	2	40.5	52.6	48.6
1200	15	2	3	4	5	1	0	0	0	0	0	0	0	0	36.9	46.6	43.9
1300	17	2	4	1	3	4	1	2	0	0	0	0	0	3	40.7	56.6	49.3
1400	17	2	4	2	5	3	1	0	0	0	0	0	0	1	38.6	53.6	45.0
1500	50	6	2	13	12	12	4	0	1	0	0	0	0	5	40.4	60.5	47.5
1600	18	1	0	2	5	5	5	0	0	0	0	0	0	5	44.5	53.3	51.1
1700	22	2	0	8	7	3	2	0	0	0	0	0	0	2	39.9	52.1	45.4
1800	22	4	4	2	9	2	1	0	0	0	0	0	0	1	37.0	51.0	44.6
1900	18	2	1	3	7	4	1	0	0	0	0	0	0	1	39.5	53.3	45.0
2000	10	0	3	2	4	1	0	0	0	0	0	0	0	0	39.4	49.0	-
2100	8	1	3	1	2	0	1	0	0	0	0	0	0	1	38.3	50.9	-
2200	8	1	0	1	3	0	3	0	0	0	0	0	0	3	43.3	54.4	-
2300	3	0	0	1	1	1	0	0	0	0	0	0	0	0	43.1	48.9	-
07-19	**267**	**34**	**28**	**52**	**71**	**52**	**24**	**4**	**2**	**0**	**0**	**0**	**0**	**30**	**40.1**	**63.5**	**48.6**
06-22	**311**	**40**	**36**	**60**	**84**	**57**	**27**	**4**	**2**	**1**	**0**	**0**	**0**	**34**	**39.8**	**65.7**	**48.2**
06-00	**322**	**41**	**36**	**62**	**88**	**58**	**30**	**4**	**2**	**1**	**0**	**0**	**0**	**37**	**40.0**	**65.7**	**48.6**
00-00	**330**	**42**	**38**	**65**	**89**	**59**	**30**	**4**	**2**	**1**	**0**	**0**	**0**	**37**	**39.9**	**65.7**	**48.6**

Vehicles = 330
Posted speed limit = 50 km/h, Exceeding = 37 (11.21%), Mean Exceeding = 53.54 km/h
Maximum = 65.7 km/h, **Minimum** = 14.9 km/h, **Mean** = 39.9 km/h
85% Speed = 48.6 km/h, **95% Speed** = 52.6 km/h, **Median** = 40.7 km/h
20 km/h Pace = 32 - 52, **Number in Pace** = 259 (78.48%)
Variance = 83.84, **Standard Deviation** = 9.16 km/h

*** Thursday, 23 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	2	0	0	0	2	0	0	0	0	0	0	0	0	0	41.8	41.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	44.6	44.6	-
0500	2	0	0	1	0	0	1	0	0	0	0	0	0	1	45.7	53.5	-
0600	9	2	2	0	0	1	2	1	0	0	0	1	0	4	42.6	78.7	-
0700	12	2	0	4	2	3	1	0	0	0	0	0	0	1	39.7	50.2	48.2
0800	52	4	7	14	14	11	0	1	1	0	0	0	0	2	40.2	60.7	46.1
0900	11	1	1	1	3	3	1	1	0	0	0	0	0	2	42.9	56.2	49.3
1000	16	0	1	5	5	3	2	0	0	0	0	0	0	2	42.7	52.6	48.2
1100	14	4	1	2	3	3	1	0	0	0	0	0	0	1	37.4	50.8	47.5
1200	20	2	2	4	5	5	2	0	0	0	0	0	0	2	40.9	53.3	46.8
1300	21	4	1	5	5	4	1	0	0	0	1	0	0	2	39.2	70.7	46.4
1400	18	2	2	4	8	2	0	0	0	0	0	0	0	0	38.9	49.5	43.6
1500	39	3	7	10	12	6	0	1	0	0	0	0	0	1	39.0	55.4	45.0
1600	27	4	1	6	7	6	2	1	0	0	0	0	0	3	39.7	56.8	47.2
1700	20	5	3	5	1	5	0	1	0	0	0	0	0	1	37.0	56.6	47.9
1800	15	2	3	3	4	2	0	1	0	0	0	0	0	1	39.0	58.0	49.3
1900	14	2	3	3	4	2	0	0	0	0	0	0	0	0	37.7	48.2	43.2
2000	6	0	1	1	2	2	0	0	0	0	0	0	0	0	41.8	47.4	-
2100	9	3	2	2	1	1	0	0	0	0	0	0	0	0	32.5	45.3	-
2200	8	0	1	2	5	0	0	0	0	0	0	0	0	0	40.1	44.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	**265**	**33**	**29**	**63**	**69**	**53**	**10**	**6**	**1**	**0**	**1**	**0**	**0**	**18**	**39.6**	**70.7**	**47.2**
06-22	**303**	**40**	**37**	**69**	**76**	**59**	**12**	**7**	**1**	**0**	**1**	**1**	**0**	**22**	**39.5**	**78.7**	**47.2**
06-00	**311**	**40**	**38**	**71**	**81**	**59**	**12**	**7**	**1**	**0**	**1**	**1**	**0**	**22**	**39.5**	**78.7**	**47.2**
00-00	**316**	**40**	**38**	**72**	**84**	**59**	**13**	**7**	**1**	**0**	**1**	**1**	**0**	**23**	**39.6**	**78.7**	**47.2**

Vehicles = 316
Posted speed limit = 50 km/h, Exceeding = 23 (7.28%), Mean Exceeding = 56.00 km/h
Maximum = 78.7 km/h, **Minimum** = 12.1 km/h, **Mean** = 39.6 km/h
85% Speed = 47.2 km/h, **95% Speed** = 52.6 km/h, **Median** = 40.3 km/h
20 km/h Pace = 30 - 50, **Number in Pace** = 254 (80.38%)
Variance = 84.22, **Standard Deviation** = 9.18 km/h

*** Friday, 24 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	40.6	40.6	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	28.5	28.5	-
0200	2	0	0	0	0	1	1	0	0	0	0	0	0	1	50.6	51.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	43.3	43.3	-
0500	2	0	0	1	0	0	0	1	0	0	0	0	0	1	47.1	56.7	-
0600	5	1	1	1	1	0	0	0	1	0	0	0	0	1	39.1	63.9	-
0700	8	2	0	0	3	1	2	0	0	0	0	0	0	2	40.1	50.3	-
0800	46	5	5	6	15	11	2	2	0	0	0	0	0	4	41.0	56.0	47.5
0900	13	2	0	2	2	4	2	1	0	0	0	0	0	3	43.8	57.1	52.6
1000	14	2	2	3	2	5	0	0	0	0	0	0	0	0	39.2	48.7	46.4
1100	11	4	0	3	3	1	0	0	0	0	0	0	0	0	33.4	46.8	41.0
1200	20	2	3	1	7	3	3	1	0	0	0	0	0	4	41.8	57.5	50.8
1300	17	0	1	2	7	5	2	0	0	0	0	0	0	2	44.1	53.8	49.0
1400	17	3	4	2	3	3	2	0	0	0	0	0	0	2	37.9	51.4	45.4
1500	47	4	5	11	15	7	4	1	0	0	0	0	0	5	40.5	57.4	45.7
1600	18	4	0	4	7	2	1	0	0	0	0	0	0	1	37.5	52.5	43.6
1700	22	0	3	4	7	5	2	1	0	0	0	0	0	3	43.4	56.9	49.3
1800	13	1	1	4	4	3	0	0	0	0	0	0	0	0	40.9	49.6	45.0
1900	11	1	1	4	3	2	0	0	0	0	0	0	0	0	39.6	48.8	41.8
2000	14	0	5	3	3	3	0	0	0	0	0	0	0	0	39.1	46.9	45.7
2100	3	0	0	1	1	0	0	1	0	0	0	0	0	1	46.9	57.4	-
2200	5	0	2	1	0	1	1	0	0	0	0	0	0	1	41.2	51.2	-
2300	6	0	1	1	2	2	0	0	0	0	0	0	0	0	41.0	45.5	-
07-19	**246**	**29**	**24**	**42**	**75**	**50**	**20**	**6**	**0**	**0**	**0**	**0**	**0**	**26**	**40.6**	**57.5**	**48.6**
06-22	**279**	**31**	**31**	**51**	**83**	**55**	**20**	**7**	**1**	**0**	**0**	**0**	**0**	**28**	**40.5**	**63.9**	**48.6**
06-00	**290**	**31**	**34**	**53**	**85**	**58**	**21**	**7**	**1**	**0**	**0**	**0**	**0**	**29**	**40.5**	**63.9**	**48.6**
00-00	**297**	**32**	**34**	**54**	**87**	**59**	**22**	**8**	**1**	**0**	**0**	**0**	**0**	**31**	**40.6**	**63.9**	**48.6**

Vehicles = 297
Posted speed limit = 50 km/h, Exceeding = 31 (10.44%), Mean Exceeding = 53.75 km/h
Maximum = 63.9 km/h, **Minimum** = 13.7 km/h, **Mean** = 40.6 km/h
85% Speed = 48.6 km/h, **95% Speed** = 52.6 km/h, **Median** = 41.4 km/h
20 km/h Pace = 33 - 53, **Number in Pace** = 241 (81.14%)
Variance = 75.06, **Standard Deviation** = 8.66 km/h

*** Saturday, 25 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	3	1	0	0	2	0	0	0	0	0	0	0	0	0	32.6	40.7	-
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0	36.0	39.9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	2	0	0	0	2	0	0	0	0	0	0	0	0	0	42.4	42.4	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	45.6	45.6	-
0500	2	0	0	2	0	0	0	0	0	0	0	0	0	0	37.0	37.6	-
0600	3	1	1	1	0	0	0	0	0	0	0	0	0	0	28.6	35.3	-
0700	3	1	0	2	0	0	0	0	0	0	0	0	0	0	29.6	38.4	-
0800	8	1	0	3	2	2	0	0	0	0	0	0	0	0	39.1	47.9	-
0900	15	2	1	3	2	5	2	0	0	0	0	0	0	2	41.6	54.0	49.3
1000	14	1	1	1	7	3	0	0	1	0	0	0	0	1	42.7	62.6	47.9
1100	20	4	4	3	1	4	3	0	1	0	0	0	0	4	38.9	60.4	50.4
1200	19	3	1	3	7	2	2	1	0	0	0	0	0	3	40.2	56.8	46.1
1300	16	3	1	4	3	4	1	0	0	0	0	0	0	1	38.3	52.9	46.8
1400	15	1	2	5	3	4	0	0	0	0	0	0	0	0	39.4	49.3	47.2
1500	19	2	2	4	6	3	2	0	0	0	0	0	0	2	39.9	53.3	47.5
1600	19	2	4	3	6	1	2	1	0	0	0	0	0	3	39.4	56.4	47.9
1700	14	3	4	2	3	1	0	0	1	0	0	0	0	1	37.1	61.3	43.6
1800	14	0	1	4	2	4	3	0	0	0	0	0	0	3	44.3	52.2	50.8
1900	13	2	2	4	4	1	0	0	0	0	0	0	0	0	37.2	48.3	44.3
2000	8	0	3	1	0	4	0	0	0	0	0	0	0	0	40.2	48.1	-
2100	8	1	1	3	1	1	0	1	0	0	0	0	0	1	40.9	58.4	-
2200	5	0	0	3	0	2	0	0	0	0	0	0	0	0	40.2	47.3	-
2300	8	0	1	3	1	3	0	0	0	0	0	0	0	0	41.0	47.9	-
07-19	**176**	**23**	**21**	**37**	**42**	**33**	**15**	**2**	**3**	**0**	**0**	**0**	**0**	**20**	**39.9**	**62.6**	**48.6**
06-22	**208**	**27**	**28**	**46**	**47**	**39**	**15**	**3**	**3**	**0**	**0**	**0**	**0**	**21**	**39.6**	**62.6**	**48.2**
06-00	**221**	**27**	**29**	**52**	**48**	**44**	**15**	**3**	**3**	**0**	**0**	**0**	**0**	**21**	**39.6**	**62.6**	**47.9**
00-00	**231**	**28**	**30**	**55**	**52**	**45**	**15**	**3**	**3**	**0**	**0**	**0**	**0**	**21**	**39.5**	**62.6**	**47.9**

Vehicles = 231
Posted speed limit = 50 km/h, Exceeding = 21 (9.09%), Mean Exceeding = 54.15 km/h
Maximum = 62.6 km/h, **Minimum** = 5.4 km/h, **Mean** = 39.5 km/h
85% Speed = 47.9 km/h, **95% Speed** = 51.8 km/h, **Median** = 40.0 km/h
20 km/h Pace = 31 - 51, **Number in Pace** = 184 (79.65%)
Variance = 83.78, **Standard Deviation** = 9.15 km/h

*** Sunday, 26 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	4	0	0	1	1	1	1	0	0	0	0	0	0	1	43.9	50.1	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	45.7	45.7	-
0200	2	0	0	0	1	0	0	0	1	0	0	0	0	1	51.8	61.4	-
0300	2	0	0	1	0	1	0	0	0	0	0	0	0	0	41.1	45.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	41.9	41.9	-
0600	2	0	0	0	0	2	0	0	0	0	0	0	0	0	45.2	45.3	-
0700	2	0	0	2	0	0	0	0	0	0	0	0	0	0	36.7	37.2	-
0800	10	3	0	1	3	3	0	0	0	0	0	0	0	0	35.9	49.0	-
0900	10	2	3	1	2	0	2	0	0	0	0	0	0	2	36.8	52.1	-
1000	21	4	4	7	4	2	0	0	0	0	0	0	0	0	36.1	45.3	42.1
1100	15	4	0	2	6	1	2	0	0	0	0	0	0	2	38.0	54.0	45.4
1200	11	0	1	3	4	3	0	0	0	0	0	0	0	0	41.5	47.7	46.1
1300	10	3	4	0	2	1	0	0	0	0	0	0	0	0	31.2	46.6	-
1400	12	1	0	5	3	3	0	0	0	0	0	0	0	0	39.7	49.7	45.7
1500	12	2	1	0	6	1	2	0	0	0	0	0	0	2	40.9	51.7	45.0
1600	16	1	0	1	5	5	2	2	0	0	0	0	0	4	44.4	59.4	52.9
1700	9	1	1	2	2	1	1	1	0	0	0	0	0	2	41.2	57.1	-
1800	11	2	0	4	4	0	1	0	0	0	0	0	0	1	38.3	52.8	42.1
1900	6	0	2	2	1	1	0	0	0	0	0	0	0	0	38.7	47.2	-
2000	7	2	2	1	2	0	0	0	0	0	0	0	0	0	35.8	44.9	-
2100	2	0	1	0	0	0	0	0	1	0	0	0	0	1	47.6	62.2	-
2200	6	0	0	2	3	1	0	0	0	0	0	0	0	0	40.7	47.6	-
2300	3	0	0	0	1	1	1	0	0	0	0	0	0	1	48.6	54.4	-
07-19	**139**	**23**	**14**	**28**	**41**	**20**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**13**	**38.6**	**59.4**	**46.4**
06-22	**156**	**25**	**19**	**31**	**44**	**23**	**10**	**3**	**1**	**0**	**0**	**0**	**0**	**14**	**38.7**	**62.2**	**46.4**
06-00	**165**	**25**	**19**	**33**	**48**	**25**	**11**	**3**	**1**	**0**	**0**	**0**	**0**	**15**	**38.9**	**62.2**	**47.2**
00-00	**175**	**25**	**19**	**35**	**51**	**28**	**12**	**3**	**2**	**0**	**0**	**0**	**0**	**17**	**39.3**	**62.2**	**47.2**

Vehicles = 175
Posted speed limit = 50 km/h, Exceeding = 17 (9.71%), Mean Exceeding = 54.29 km/h
Maximum = 62.2 km/h, **Minimum** = 6.8 km/h, **Mean** = 39.3 km/h
85% Speed = 47.2 km/h, **95% Speed** = 52.6 km/h, **Median** = 40.3 km/h
20 km/h Pace = 31 - 51, **Number in Pace** = 136 (77.71%)
Variance = 90.04, **Standard Deviation** = 9.49 km/h

*** Virtual Day (13)**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	2	0	0	0	1	0	0	0	0	0	0	0	0	0	42.2	65.7	-
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	54.3	-
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.0	61.4	-
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45.7	56.0	-
0400	2	0	0	1	1	0	0	0	0	0	0	0	0	0	38.6	45.6	-
0500	2	0	0	1	0	0	0	0	0	0	0	0	0	0	39.7	60.9	-
0600	6	2	1	1	0	1	0	0	0	0	0	0	0	1	37.3	78.7	-
0700	10	2	1	2	2	1	1	1	0	0	0	0	0	2	40.2	66.6	-
0800	33	3	3	7	11	7	1	0	0	0	0	0	0	2	40.5	65.3	47.5
0900	15	2	2	2	3	4	2	0	0	0	0	0	0	2	41.8	65.0	49.7
1000	13	2	2	3	3	3	1	0	0	0	0	0	0	1	39.5	66.5	47.5
1100	16	3	1	3	4	3	1	0	0	0	0	0	0	2	39.4	66.0	49.0
1200	16	2	2	3	5	3	1	0	0	0	0	0	0	2	39.9	57.5	48.2
1300	16	2	2	3	4	3	1	0	0	0	0	0	0	2	39.4	70.7	47.9
1400	16	2	2	4	4	3	1	0	0	0	0	0	0	1	39.3	54.1	47.5
1500	34	4	4	10	10	5	2	0	0	0	0	0	0	3	39.4	60.5	46.4
1600	20	3	1	4	6	4	2	0	0	0	0	0	0	2	39.6	60.5	47.5
1700	18	2	3	5	4	3	1	0	0	0	0	0	0	1	38.5	61.3	46.8
1800	16	2	2	4	4	2	1	0	0	0	0	0	0	1	39.0	61.8	47.2
1900	13	2	2	3	3	3	1	0	0	0	0	0	0	1	39.8	61.6	46.8
2000	8	0	2	2	2	2	1	0	0	0	0	0	0	1	40.5	56.7	-
2100	6	1	1	2	1	1	0	0	0	0	0	0	0	1	39.7	62.2	-
2200	4	0	0	1	1	1	0	0	0	0	0	0	0	0	39.8	54.4	-
2300	3	0	0	1	1	1	0	0	0	0	0	0	0	0	40.5	59.1	-
07-19	**223**	**29**	**24**	**48**	**60**	**40**	**16**	**4**	**1**	**0**	**0**	**0**	**0**	**21**	**39.7**	**70.7**	**47.9**
06-22	**256**	**34**	**29**	**55**	**67**	**46**	**18**	**5**	**1**	**1**	**0**	**0**	**0**	**25**	**39.7**	**78.7**	**47.9**
06-00	**264**	**35**	**30**	**57**	**69**	**48**	**19**	**5**	**1**	**1**	**0**	**0**	**0**	**26**	**39.7**	**78.7**	**47.9**
00-00	**272**	**36**	**31**	**59**	**71**	**49**	**20**	**5**	**2**	**1**	**0**	**0**	**0**	**27**	**39.7**	**78.7**	**48.2**

Vehicles = 3534
Posted speed limit = 50 km/h, Exceeding = 351 (9.93%), Mean Exceeding = 54.04 km/h
Maximum = 78.7 km/h, **Minimum** = 5.4 km/h, **Mean** = 39.7 km/h
85% Speed = 48.2 km/h, **95% Speed** = 52.6 km/h, **Median** = 40.7 km/h
20 km/h Pace = 31 - 51, **Number in Pace** = 2753 (77.90%)
Variance = 84.16, **Standard Deviation** = 9.17 km/h

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

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
Mon	282	33	28	63	73	47	27	9	1	1	0	0	0	38	40.3	66.5	49.3
Tue	295	38	34	70	77	53	20	2	2	1	1	0	0	25	39.7	73.8	47.9
Wed	309	44	32	67	80	54	27	4	2	1	0	0	0	34	39.7	68.8	48.2
Thu	327	39	39	77	91	58	15	7	2	1	1	1	0	25	39.6	78.7	47.5
Fri	293	31	33	53	83	65	21	8	1	1	0	0	0	30	40.6	65.7	48.2
|Sat	233	37	28	50	57	39	17	4	3	0	0	0	0	23	39.1	62.6	47.9
|Sun	171	27	20	35	42	26	16	4	1	1	0	0	0	22	39.3	65.3	48.2

Vehicles = 3534
Posted speed limit = 50 km/h, Exceeding = 351 (9.93%), Mean Exceeding = 54.04 km/h
Maximum = 78.7 km/h, **Minimum** = 5.4 km/h, **Mean** = 39.7 km/h
85% Speed = 48.2 km/h, **95% Speed** = 52.6 km/h, **Median** = 40.7 km/h
20 km/h Pace = 31 - 51, **Number in Pace** = 2753 (77.90%)
Variance = 84.16, **Standard Deviation** = 9.17 km/h

In profile: Vehicles = 3534 / 8488 (41.64%)

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

R511151_0014VirtWeeklyVehicle201 -- English (ENA)

Datasets:

Site: **[R511151_0014] Finlayson Crescent, Traralgon - 140m of Kay Street (Opp.#16)**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 11:30 Monday, 13 August 2012 => 10:11 Monday, 27 August 2012
File: R511151_001427Aug2012.EC0 (Plus)
Identifier: A658MXYK MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, 14 August 2012 => 0:00 Monday, 27 August 2012**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 5 - 160 km/h.
Direction: North (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 3493 / 6994 (49.94%)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	0.0	1.5	2.0	3.5	2.5	4.5	5.0	2.1	2.9
0100-0200	0.0	0.0	1.5	0.0	0.5	3.5	3.0	0.4	1.3
0200-0300	0.0	1.0	0.5	0.0	0.5	1.0	0.5	0.4	0.5
0300-0400	0.0	0.0	0.5	0.0	0.0	2.5	1.5	0.1	0.7
0400-0500	1.0	1.5	1.5	2.5	1.0	1.0	1.5	1.6	1.5
0500-0600	0.0	1.0	1.0	3.0	1.5	1.0	3.0	1.4	1.6
0600-0700	3.0	3.5	1.5	4.0	4.5	0.0	0.5	3.3	2.4
0700-0800	8.0	10.5	11.5	6.5	11.5	2.0	1.5	9.8	7.3
0800-0900	**32.0<**	**39.5<**	**40.5<**	**38.0<**	**35.0<**	5.0	1.5	**37.6<**	**27.0<**
0900-1000	16.0	15.5	13.0	16.0	17.5	15.0	2.0	15.6	13.4
1000-1100	10.0	10.5	8.5	17.0	19.5	19.0	**11.0<**	13.4	13.9
1100-1200	19.0	13.5	12.5	15.0	13.5	**23.5<**	10.5	14.2	15.1
1200-1300	18.0	15.5	13.5	18.0	20.0	**22.0<**	16.0	16.9	17.5
1300-1400	13.0	17.5	18.5	18.5	13.5	17.0	15.5	16.6	16.5
1400-1500	21.0	13.0	20.5	14.5	17.0	12.5	15.0	16.8	15.8
1500-1600	**28.0<**	**35.5<**	**39.5<**	**34.0<**	**34.0<**	16.0	17.0	**34.9<**	**29.2<**
1600-1700	20.0	24.5	27.5	27.5	20.0	18.0	**17.5<**	24.3	22.3
1700-1800	26.0	31.5	31.5	30.0	32.0	18.5	15.0	30.7	26.4
1800-1900	23.0	21.5	25.0	15.5	21.5	20.5	13.5	21.1	19.8
1900-2000	15.0	16.5	13.5	14.5	9.5	12.5	9.5	13.7	12.8
2000-2100	4.0	5.0	12.0	8.0	6.0	8.0	5.0	7.3	7.1
2100-2200	5.0	4.0	11.5	11.0	7.0	6.0	1.0	8.0	6.6
2200-2300	3.0	3.0	4.0	2.5	6.0	5.5	3.5	3.8	4.0
2300-2400	1.0	2.5	2.0	2.5	6.5	3.5	1.5	3.1	2.9
Totals									
0700-1900	234.0	248.5	262.0	250.5	255.0	189.0	136.0	251.8	224.3
0600-2200	261.0	277.5	300.5	288.0	282.0	215.5	152.0	284.1	253.2
0600-0000	265.0	283.0	306.5	293.0	294.5	224.5	157.0	291.0	260.2
0000-0000	266.0	288.0	313.5	302.0	300.5	238.0	171.5	297.1	268.7
AM Peak	0800	0800	0800	0800	0800	1100	1000		
	32.0	39.5	40.5	38.0	35.0	23.5	11.0		
PM Peak	1500	1500	1500	1500	1500	1200	1600		
	28.0	35.5	39.5	34.0	34.0	22.0	17.5		

*** - No data.**

MetroCount Traffic Executive
speed 50

R511151_0014CustomList185 -- English (ENA)

Datasets:

Site:	**[R511151_0014] Finlayson Crescent, Traralgon - 140m of Kay Street (Opp.#16)**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	11:30 Monday, 13 August 2012 => 10:11 Monday, 27 August 2012
File:	R511151_001427Aug2012.EC0 (Plus)
Identifier:	A658MXYK MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Tuesday, 14 August 2012 => 0:00 Monday, 27 August 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	5 - 160 km/h.
Direction:	North (bound)
Separation:	Greater than 4.00 seconds. - (Headway)
Name:	speed 50
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

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

*** Tuesday, 14 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	24.7	24.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	49.9	49.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	0	0	1	1	0	0	0	0	0	0	1	50.2	54.6	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	41.0	41.0	-
0600	2	0	0	1	0	1	0	0	0	0	0	0	0	0	42.1	47.5	-
0700	11	2	0	0	4	2	1	1	1	0	0	0	0	3	43.0	60.5	54.4
0800	35	0	0	1	7	10	10	5	2	0	0	0	0	17	50.0	63.9	55.8
0900	19	1	0	2	1	6	5	3	0	0	1	0	0	9	49.7	71.4	56.9
1000	12	1	1	2	1	2	4	1	0	0	0	0	0	5	45.6	58.3	53.6
1100	14	1	0	1	5	3	2	0	1	1	0	0	0	4	46.5	66.2	54.4
1200	9	1	1	0	0	2	3	2	0	0	0	0	0	5	47.2	59.7	-
1300	14	3	0	1	4	3	2	0	0	1	0	0	0	3	41.6	67.2	50.8
1400	9	0	2	0	4	1	2	0	0	0	0	0	0	2	42.6	51.1	-
1500	32	5	3	1	5	8	6	4	0	0	0	0	0	10	43.8	59.8	54.0
1600	18	1	0	2	4	4	5	2	0	0	0	0	0	7	46.3	58.4	53.3
1700	30	1	3	3	6	5	5	6	0	0	1	0	0	12	46.7	70.3	55.8
1800	21	1	1	2	4	4	4	2	3	0	0	0	0	9	47.4	61.4	59.4
1900	15	0	1	0	0	5	4	3	1	1	0	0	0	9	52.5	66.4	58.7
2000	4	0	0	0	0	1	2	1	0	0	0	0	0	3	52.6	56.4	-
2100	3	0	0	0	0	2	0	0	1	0	0	0	0	1	52.9	64.0	-
2200	2	1	0	0	0	0	0	0	0	1	0	0	0	1	45.3	65.1	-
2300	2	0	0	0	0	1	1	0	0	0	0	0	0	1	49.7	51.4	-
07-19	**224**	**17**	**11**	**15**	**45**	**50**	**49**	**26**	**7**	**2**	**2**	**0**	**0**	**86**	**46.4**	**71.4**	**55.1**
06-22	**248**	**17**	**12**	**16**	**45**	**59**	**55**	**30**	**9**	**3**	**2**	**0**	**0**	**99**	**46.9**	**71.4**	**55.8**
06-00	**252**	**18**	**12**	**16**	**45**	**60**	**56**	**30**	**9**	**4**	**2**	**0**	**0**	**101**	**46.9**	**71.4**	**55.8**
00-00	**257**	**19**	**12**	**16**	**46**	**62**	**57**	**30**	**9**	**4**	**2**	**0**	**0**	**102**	**46.8**	**71.4**	**55.8**

Vehicles = 257
Posted speed limit = 50 km/h, Exceeding = 102 (39.69%), Mean Exceeding = 55.73 km/h
Maximum = 71.4 km/h, **Minimum** = 10.8 km/h, **Mean** = 46.8 km/h
85% Speed = 55.8 km/h, **95% Speed** = 60.8 km/h, **Median** = 48.2 km/h
20 km/h Pace = 40 - 60, **Number in Pace** = 200 (77.82%)
Variance = 103.87, **Standard Deviation** = 10.19 km/h

*** Wednesday, 15 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	39.7	39.7	-
0100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	43.0	44.6	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	41.1	41.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	0	0	1	1	0	0	0	0	0	0	1	49.7	50.0	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	41.4	41.4	-
0600	2	1	0	0	0	0	0	0	0	1	0	0	0	1	45.2	66.4	-
0700	10	0	0	1	2	1	3	3	0	0	0	0	0	6	49.4	58.0	-
0800	35	0	0	2	13	11	8	1	0	0	0	0	0	9	46.9	58.8	52.6
0900	9	0	1	1	1	2	3	1	0	0	0	0	0	4	46.6	55.7	-
1000	12	0	0	0	8	2	1	1	0	0	0	0	0	2	45.3	60.0	48.6
1100	13	0	0	0	6	3	3	0	0	0	1	0	0	4	47.7	72.8	52.9
1200	11	2	0	2	1	2	2	2	0	0	0	0	0	4	44.6	59.9	54.4
1300	18	0	2	1	1	5	4	5	0	0	0	0	0	9	49.1	58.7	55.8
1400	19	0	2	2	1	4	5	2	3	0	0	0	0	10	48.5	64.5	56.2
1500	33	2	2	1	3	16	6	3	0	0	0	0	0	9	46.6	59.1	52.6
1600	27	2	1	5	4	7	5	2	1	0	0	0	0	8	45.1	62.2	53.3
1700	31	1	3	5	3	4	7	3	5	0	0	0	0	15	47.3	64.8	59.0
1800	28	3	0	1	4	10	6	2	0	2	0	0	0	10	47.0	67.7	54.7
1900	10	3	0	0	2	1	3	1	0	0	0	0	0	4	41.9	56.7	-
2000	11	0	0	0	1	4	5	1	0	0	0	0	0	6	50.4	58.3	52.9
2100	10	1	0	0	1	2	1	2	1	1	1	0	0	6	52.5	74.3	-
2200	5	0	1	0	2	1	0	0	1	0	0	0	0	1	46.2	64.6	-
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	1	53.7	53.7	-
07-19	**246**	**10**	**11**	**21**	**47**	**67**	**53**	**25**	**9**	**2**	**1**	**0**	**0**	**90**	**47.0**	**72.8**	**54.7**
06-22	**279**	**15**	**11**	**21**	**51**	**74**	**62**	**29**	**10**	**4**	**2**	**0**	**0**	**107**	**47.1**	**74.3**	**55.1**
06-00	**285**	**15**	**12**	**21**	**53**	**75**	**63**	**29**	**11**	**4**	**2**	**0**	**0**	**109**	**47.1**	**74.3**	**55.1**
00-00	**292**	**15**	**12**	**22**	**57**	**76**	**64**	**29**	**11**	**4**	**2**	**0**	**0**	**110**	**47.0**	**74.3**	**55.1**

Vehicles = 292
Posted speed limit = 50 km/h, Exceeding = 110 (37.67%), Mean Exceeding = 55.42 km/h
Maximum = 74.3 km/h, **Minimum** = 18.6 km/h, **Mean** = 47.0 km/h
85% Speed = 55.1 km/h, **95% Speed** = 60.1 km/h, **Median** = 47.5 km/h
20 km/h Pace = 36 - 56, **Number in Pace** = 232 (79.45%)
Variance = 81.16, **Standard Deviation** = 9.01 km/h

*** Thursday, 16 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	5	0	0	1	1	0	2	0	0	1	0	0	0	3	50.8	65.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	1	1	0	0	0	0	0	0	0	0	0	40.9	42.7	-
0500	3	0	0	0	1	0	1	1	0	0	0	0	0	2	50.2	57.0	-
0600	6	0	0	0	2	1	1	0	1	1	0	0	0	3	52.6	66.3	-
0700	6	1	0	1	2	0	1	1	0	0	0	0	0	2	42.9	57.9	-
0800	38	1	2	0	9	8	10	6	1	0	1	0	0	18	48.8	72.7	55.4
0900	13	1	0	0	2	2	5	1	1	0	1	0	0	8	51.4	72.4	57.6
1000	14	2	0	1	1	4	3	2	1	0	0	0	0	6	46.6	61.0	58.0
1100	12	0	0	3	3	1	3	0	2	0	0	0	0	5	47.2	61.9	51.5
1200	15	1	1	1	3	5	2	2	0	0	0	0	0	4	45.6	59.3	52.9
1300	16	1	1	1	3	4	3	1	1	1	0	0	0	6	47.0	68.0	55.1
1400	11	0	0	1	4	3	3	0	0	0	0	0	0	3	46.7	54.9	51.1
1500	33	1	3	2	6	11	7	2	1	0	0	0	0	10	46.1	61.7	51.8
1600	24	1	1	4	5	6	4	2	0	1	0	0	0	7	46.5	66.5	52.6
1700	31	1	4	3	10	6	5	0	2	0	0	0	0	7	43.9	62.9	50.0
1800	13	0	0	0	1	5	5	2	0	0	0	0	0	7	51.2	57.8	54.7
1900	16	2	1	1	6	1	3	2	0	0	0	0	0	5	43.7	56.3	54.4
2000	10	0	0	2	1	2	3	2	0	0	0	0	0	5	48.0	57.6	-
2100	9	1	1	2	2	1	0	0	1	1	0	0	0	2	44.4	69.8	-
2200	4	0	0	1	0	0	2	1	0	0	0	0	0	3	50.6	55.1	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	29.6	29.9	-
07-19	**226**	**10**	**12**	**17**	**49**	**55**	**51**	**19**	**9**	**2**	**2**	**0**	**0**	**83**	**47.0**	**72.7**	**54.7**
06-22	**267**	**13**	**14**	**22**	**60**	**60**	**58**	**23**	**11**	**4**	**2**	**0**	**0**	**98**	**46.8**	**72.7**	**54.7**
06-00	**273**	**15**	**14**	**23**	**60**	**60**	**60**	**24**	**11**	**4**	**2**	**0**	**0**	**101**	**46.8**	**72.7**	**54.7**
00-00	**283**	**15**	**14**	**25**	**63**	**60**	**63**	**25**	**11**	**5**	**2**	**0**	**0**	**106**	**46.8**	**72.7**	**54.7**

Vehicles = 283
Posted speed limit = 50 km/h, Exceeding = 106 (37.46%), Mean Exceeding = 55.45 km/h
Maximum = 72.7 km/h, **Minimum** = 21.4 km/h, **Mean** = 46.8 km/h
85% Speed = 54.7 km/h, **95% Speed** = 61.6 km/h, **Median** = 47.2 km/h
20 km/h Pace = 38 - 58, **Number in Pace** = 223 (78.80%)
Variance = 80.39, **Standard Deviation** = 8.97 km/h

*** Friday, 17 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	4	0	0	0	1	0	0	1	1	0	1	0	0	3	59.5	74.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	32.0	32.0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	2	0	0	0	0	0	2	0	0	0	0	0	0	2	52.9	54.5	-
0600	3	0	0	1	0	2	0	0	0	0	0	0	0	0	44.3	48.1	-
0700	11	1	0	2	1	2	2	1	2	0	0	0	0	5	47.3	63.6	55.1
0800	41	1	3	2	10	13	7	3	2	0	0	0	0	12	46.7	64.9	54.4
0900	18	0	3	2	3	3	5	1	0	1	0	0	0	7	46.3	66.5	53.3
1000	23	1	2	3	3	6	5	3	0	0	0	0	0	8	45.7	58.0	54.0
1100	19	2	1	0	7	5	3	0	0	1	0	0	0	4	44.3	65.7	51.1
1200	21	2	1	3	6	5	3	0	0	1	0	0	0	4	43.3	68.4	50.0
1300	12	3	1	1	2	4	1	0	0	0	0	0	0	1	40.0	51.8	48.2
1400	19	3	0	1	2	7	5	1	0	0	0	0	0	6	45.0	56.5	50.8
1500	37	2	3	5	2	9	8	7	0	1	0	0	0	16	47.2	67.7	56.2
1600	17	2	1	1	3	2	2	5	0	1	0	0	0	8	47.3	68.5	56.2
1700	34	3	4	5	6	5	3	5	3	0	0	0	0	11	44.5	63.2	56.5
1800	25	2	1	2	3	5	6	3	2	1	0	0	0	12	48.1	65.4	55.4
1900	10	0	0	0	0	5	2	0	1	1	0	1	0	5	54.1	77.7	-
2000	6	1	0	0	1	0	0	3	0	0	1	0	0	4	53.3	72.3	-
2100	7	1	1	1	2	1	0	0	1	0	0	0	0	1	40.7	60.6	-
2200	6	2	0	0	1	2	0	0	1	0	0	0	0	1	41.0	63.6	-
2300	5	0	0	0	1	1	2	0	1	0	0	0	0	3	51.7	60.2	-
07-19	**277**	**22**	**20**	**27**	**48**	**66**	**50**	**29**	**9**	**6**	**0**	**0**	**0**	**94**	**45.8**	**68.5**	**55.1**
06-22	**303**	**24**	**21**	**29**	**51**	**74**	**52**	**32**	**11**	**7**	**1**	**1**	**0**	**104**	**46.0**	**77.7**	**55.4**
06-00	**314**	**26**	**21**	**29**	**53**	**77**	**54**	**32**	**13**	**7**	**1**	**1**	**0**	**108**	**46.0**	**77.7**	**55.4**
00-00	**321**	**26**	**22**	**29**	**54**	**77**	**56**	**33**	**14**	**7**	**2**	**1**	**0**	**113**	**46.2**	**77.7**	**55.4**

Vehicles = 321
Posted speed limit = 50 km/h, Exceeding = 113 (35.20%), Mean Exceeding = 56.56 km/h
Maximum = 77.7 km/h, **Minimum** = 18.6 km/h, **Mean** = 46.2 km/h
85% Speed = 55.4 km/h, **95% Speed** = 62.6 km/h, **Median** = 46.4 km/h
20 km/h Pace = 37 - 57, **Number in Pace** = 227 (70.72%)
Variance = 106.67, **Standard Deviation** = 10.33 km/h

*** Saturday, 18 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	4	1	0	0	2	0	1	0	0	0	0	0	0	1	41.7	52.2	-
0100	3	0	0	1	1	1	0	0	0	0	0	0	0	0	42.9	47.2	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	38.1	38.1	-
0300	3	1	0	0	0	0	1	0	1	0	0	0	0	2	45.1	61.4	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	30.5	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	41.2	41.2	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	3	0	1	0	1	0	1	0	0	0	0	0	0	1	41.6	51.1	-
0800	4	0	1	1	0	1	0	1	0	0	0	0	0	1	43.7	56.9	-
0900	13	0	1	3	2	3	3	1	0	0	0	0	0	4	44.6	55.9	50.8
1000	15	3	1	1	1	3	4	0	0	1	1	0	0	6	45.4	70.5	54.4
1100	25	2	1	3	3	5	9	1	1	0	0	0	0	11	46.4	62.1	52.6
1200	20	1	3	1	4	5	3	2	1	0	0	0	0	6	45.3	60.8	54.0
1300	21	1	3	3	3	3	5	3	0	0	0	0	0	8	44.5	56.1	54.0
1400	11	0	1	1	2	2	3	1	1	0	0	0	0	5	47.7	64.1	53.3
1500	19	0	3	3	4	3	1	4	1	0	0	0	0	6	45.4	62.2	55.1
1600	20	3	1	1	4	8	1	1	1	0	0	0	0	3	43.5	60.3	49.7
1700	17	0	1	2	2	2	4	4	1	1	0	0	0	10	50.5	67.1	57.6
1800	28	3	3	5	4	5	4	0	4	0	0	0	0	8	44.4	63.4	54.7
1900	11	1	0	1	4	2	1	0	2	0	0	0	0	3	45.7	62.5	50.4
2000	9	0	1	2	3	1	1	0	1	0	0	0	0	2	44.9	61.7	-
2100	6	0	1	1	1	0	2	0	0	1	0	0	0	3	46.7	68.9	-
2200	9	1	1	1	1	2	2	0	1	0	0	0	0	3	44.7	63.0	-
2300	3	0	0	0	0	1	1	1	0	0	0	0	0	2	53.0	58.9	-
07-19	**196**	**13**	**20**	**24**	**30**	**40**	**38**	**18**	**10**	**2**	**1**	**0**	**0**	**69**	**45.5**	**70.5**	**55.1**
06-22	**222**	**14**	**22**	**28**	**38**	**43**	**42**	**18**	**13**	**3**	**1**	**0**	**0**	**77**	**45.5**	**70.5**	**55.1**
06-00	**234**	**15**	**23**	**29**	**39**	**46**	**45**	**19**	**14**	**3**	**1**	**0**	**0**	**82**	**45.6**	**70.5**	**55.1**
00-00	**247**	**17**	**24**	**31**	**43**	**47**	**47**	**19**	**15**	**3**	**1**	**0**	**0**	**85**	**45.4**	**70.5**	**55.1**

Vehicles = 247
Posted speed limit = 50 km/h, Exceeding = 85 (34.41%), Mean Exceeding = 55.82 km/h
Maximum = 70.5 km/h, **Minimum** = 18.8 km/h, **Mean** = 45.4 km/h
85% Speed = 55.1 km/h, **95% Speed** = 61.9 km/h, **Median** = 45.7 km/h
20 km/h Pace = 34 - 54, **Number in Pace** = 170 (68.83%)
Variance = 100.42, **Standard Deviation** = 10.02 km/h

*** Sunday, 19 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	5	0	0	1	1	2	0	1	0	0	0	0	0	1	45.8	55.3	-
0100	2	0	0	1	0	0	0	0	0	0	1	0	0	1	54.9	70.0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	3	0	0	0	1	2	0	0	0	0	0	0	0	0	46.2	47.5	-
0500	4	1	0	1	1	1	0	0	0	0	0	0	0	0	37.3	48.5	-
0600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	48.6	48.6	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	27.9	27.9	-
0800	2	0	1	0	0	0	1	0	0	0	0	0	0	1	42.7	54.3	-
0900	3	1	0	2	0	0	0	0	0	0	0	0	0	0	33.3	38.5	-
1000	10	0	0	2	2	1	3	0	1	0	1	0	0	5	50.1	70.0	-
1100	8	3	0	1	0	0	1	3	0	0	0	0	0	4	42.9	59.9	-
1200	14	1	0	3	0	5	2	2	1	0	0	0	0	5	47.0	64.9	55.8
1300	13	1	1	3	2	3	1	1	0	1	0	0	0	3	44.0	66.6	52.6
1400	11	0	1	2	1	4	2	1	0	0	0	0	0	3	46.3	56.2	52.2
1500	13	1	2	0	4	2	0	3	0	1	0	0	0	4	46.7	68.3	58.7
1600	19	2	1	2	1	6	2	2	3	0	0	0	0	7	46.3	64.7	58.7
1700	7	2	1	0	1	0	2	1	0	0	0	0	0	3	41.9	56.7	-
1800	14	0	2	0	4	5	1	2	0	0	0	0	0	3	45.6	58.8	53.3
1900	3	0	0	1	0	2	0	0	0	0	0	0	0	0	44.4	50.0	-
2000	7	0	0	0	2	1	2	0	2	0	0	0	0	4	51.9	62.6	-
2100	2	0	1	0	0	0	0	1	0	0	0	0	0	1	45.0	59.1	-
2200	4	0	0	0	0	4	0	0	0	0	0	0	0	0	46.6	47.5	-
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	41.0	41.0	-
07-19	**115**	**12**	**9**	**15**	**15**	**26**	**15**	**15**	**5**	**2**	**1**	**0**	**0**	**38**	**45.3**	**70.0**	**56.2**
06-22	**128**	**12**	**10**	**16**	**17**	**30**	**17**	**16**	**7**	**2**	**1**	**0**	**0**	**43**	**45.7**	**70.0**	**56.2**
06-00	**133**	**12**	**10**	**16**	**18**	**34**	**17**	**16**	**7**	**2**	**1**	**0**	**0**	**43**	**45.7**	**70.0**	**56.2**
00-00	**147**	**13**	**10**	**19**	**21**	**39**	**17**	**17**	**7**	**2**	**2**	**0**	**0**	**45**	**45.6**	**70.0**	**55.8**

Vehicles = 147
Posted speed limit = 50 km/h, Exceeding = 45 (30.61%), Mean Exceeding = 57.44 km/h
Maximum = 70.0 km/h, **Minimum** = 14.6 km/h, **Mean** = 45.6 km/h
85% Speed = 55.8 km/h, **95% Speed** = 62.3 km/h, **Median** = 45.7 km/h
20 km/h Pace = 36 - 56, **Number in Pace** = 102 (69.39%)
Variance = 114.22, **Standard Deviation** = 10.69 km/h

*** Monday, 20 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	44.8	44.8	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	3	0	0	1	1	1	0	0	0	0	0	0	0	0	42.2	45.9	-
0700	8	0	1	2	1	0	2	1	1	0	0	0	0	4	45.9	60.8	-
0800	28	2	0	1	4	6	12	3	0	0	0	0	0	15	47.8	56.5	54.0
0900	16	1	0	1	3	5	5	0	0	0	0	1	0	6	47.4	77.0	51.8
1000	10	1	1	2	2	3	0	1	0	0	0	0	0	1	41.8	59.8	-
1100	19	0	0	6	4	5	3	0	0	1	0	0	0	4	45.0	66.4	50.0
1200	18	2	1	1	4	2	6	2	0	0	0	0	0	8	45.7	56.4	54.4
1300	13	1	1	1	1	2	4	3	0	0	0	0	0	7	47.4	57.3	55.1
1400	21	2	2	2	2	2	9	1	1	0	0	0	0	11	45.8	60.2	53.3
1500	28	0	0	0	8	10	8	2	0	0	0	0	0	10	48.0	56.3	53.3
1600	20	3	1	1	3	3	4	5	0	0	0	0	0	9	45.4	59.7	56.2
1700	26	3	1	1	3	6	7	3	1	1	0	0	0	12	47.2	69.9	55.4
1800	22	0	1	1	3	6	6	4	0	1	0	0	0	11	49.7	67.2	56.9
1900	15	1	1	1	2	3	4	0	2	0	1	0	0	7	48.4	70.3	61.2
2000	4	2	0	0	1	0	1	0	0	0	0	0	0	1	36.4	52.2	-
2100	5	0	0	1	0	2	0	0	0	1	0	1	0	2	54.6	78.8	-
2200	3	0	0	0	0	1	0	2	0	0	0	0	0	2	53.6	58.1	-
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	1	54.6	54.6	-
07-19	**229**	**15**	**9**	**19**	**38**	**50**	**66**	**25**	**3**	**3**	**0**	**1**	**0**	**98**	**46.8**	**77.0**	**54.7**
06-22	**256**	**18**	**10**	**22**	**42**	**56**	**71**	**25**	**5**	**4**	**1**	**2**	**0**	**108**	**46.8**	**78.8**	**54.7**
06-00	**260**	**18**	**10**	**22**	**42**	**57**	**72**	**27**	**5**	**4**	**1**	**2**	**0**	**111**	**46.9**	**78.8**	**54.7**
00-00	**261**	**18**	**10**	**22**	**43**	**57**	**72**	**27**	**5**	**4**	**1**	**2**	**0**	**111**	**46.9**	**78.8**	**54.7**

Vehicles = 261
Posted speed limit = 50 km/h, Exceeding = 111 (42.53%), Mean Exceeding = 54.92 km/h
Maximum = 78.8 km/h, **Minimum** = 20.2 km/h, **Mean** = 46.9 km/h
85% Speed = 54.7 km/h, **95% Speed** = 59.4 km/h, **Median** = 48.2 km/h
20 km/h Pace = 37 - 57, **Number in Pace** = 202 (77.39%)
Variance = 89.54, **Standard Deviation** = 9.46 km/h

*** Tuesday, 21 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	2	0	0	0	1	0	0	1	0	0	0	0	0	1	49.6	58.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	35.9	35.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	43.6	43.6	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	42.1	42.1	-
0600	5	0	1	2	0	1	0	0	1	0	0	0	0	1	43.6	61.8	-
0700	10	0	0	1	1	1	2	4	1	0	0	0	0	7	52.8	60.2	-
0800	37	2	1	0	4	8	12	6	3	1	0	0	0	22	50.2	67.3	58.3
0900	11	0	1	0	1	2	2	3	2	0	0	0	0	7	51.8	64.0	56.9
1000	9	3	1	0	0	0	3	1	1	0	0	0	0	5	43.3	61.3	-
1100	12	1	1	2	1	3	1	1	2	0	0	0	0	4	46.2	64.2	55.8
1200	22	5	0	1	3	4	6	2	1	0	0	0	0	9	44.5	60.7	54.4
1300	18	0	2	2	2	2	3	3	4	0	0	0	0	10	50.0	64.2	60.5
1400	17	3	1	1	2	3	6	1	0	0	0	0	0	7	44.2	55.6	52.9
1500	36	1	0	3	6	12	11	2	1	0	0	0	0	14	47.9	61.1	53.6
1600	30	1	2	2	5	11	5	2	2	0	0	0	0	9	46.8	64.5	53.3
1700	30	2	0	3	3	10	7	4	0	1	0	0	0	12	47.7	65.9	55.4
1800	19	0	0	0	4	6	7	2	0	0	0	0	0	9	49.4	59.9	52.6
1900	17	3	1	0	3	3	3	0	3	1	0	0	0	7	46.7	68.1	61.6
2000	5	0	1	0	2	1	1	0	0	0	0	0	0	1	43.4	54.5	-
2100	5	2	0	1	0	1	0	0	1	0	0	0	0	1	40.0	60.8	-
2200	4	0	1	0	1	0	1	1	0	0	0	0	0	2	47.4	56.2	-
2300	3	0	0	0	0	1	1	1	0	0	0	0	0	2	52.2	56.6	-
07-19	**251**	**18**	**9**	**15**	**32**	**62**	**65**	**31**	**17**	**2**	**0**	**0**	**0**	**115**	**47.9**	**67.3**	**56.2**
06-22	**283**	**23**	**12**	**18**	**37**	**68**	**69**	**31**	**22**	**3**	**0**	**0**	**0**	**125**	**47.5**	**68.1**	**56.2**
06-00	**290**	**23**	**13**	**18**	**38**	**69**	**71**	**33**	**22**	**3**	**0**	**0**	**0**	**129**	**47.6**	**68.1**	**56.2**
00-00	**295**	**23**	**13**	**19**	**41**	**69**	**71**	**34**	**22**	**3**	**0**	**0**	**0**	**130**	**47.5**	**68.1**	**56.2**

Vehicles = 295
Posted speed limit = 50 km/h, Exceeding = 130 (44.07%), Mean Exceeding = 55.68 km/h
Maximum = 68.1 km/h, **Minimum** = 18.2 km/h, **Mean** = 47.5 km/h
85% Speed = 56.2 km/h, **95% Speed** = 61.2 km/h, **Median** = 49.0 km/h
20 km/h Pace = 42 - 62, **Number in Pace** = 221 (74.92%)
Variance = 94.22, **Standard Deviation** = 9.71 km/h

*** Wednesday, 22 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	3	1	0	0	0	0	1	1	0	0	0	0	0	2	46.5	57.5	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	26.1	26.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	49.1	49.1	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	39.9	39.9	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	37.5	37.5	-
0600	1	0	0	0	0	0	1	0	0	0	0	0	0	1	52.4	52.4	-
0700	12	0	1	3	1	2	4	1	0	0	0	0	0	5	45.6	56.0	52.6
0800	38	1	0	2	11	11	8	5	0	0	0	0	0	13	46.9	58.5	52.6
0900	17	2	0	0	4	2	7	0	2	0	0	0	0	9	47.3	63.0	52.9
1000	5	0	1	0	0	2	1	1	0	0	0	0	0	2	48.3	57.4	-
1100	11	1	0	1	2	4	2	1	0	0	0	0	0	3	44.8	59.8	50.8
1200	15	1	2	5	0	1	4	1	1	0	0	0	0	6	43.6	64.2	52.9
1300	18	2	3	2	3	2	4	1	1	0	0	0	0	6	42.8	62.0	54.0
1400	20	4	3	3	1	2	6	0	1	0	0	0	0	7	41.4	60.7	52.9
1500	41	1	1	5	7	15	7	4	1	0	0	0	0	12	46.7	60.7	52.6
1600	27	2	0	2	7	7	4	3	2	0	0	0	0	9	47.0	62.8	56.2
1700	31	0	0	2	1	8	12	6	2	0	0	0	0	20	51.4	60.3	55.8
1800	21	3	1	1	6	4	4	2	0	0	0	0	0	6	43.1	56.9	54.4
1900	16	3	1	1	0	5	2	3	1	0	0	0	0	6	45.5	61.2	58.3
2000	13	0	0	0	0	5	5	3	0	0	0	0	0	8	51.9	58.7	55.1
2100	13	1	0	2	2	3	1	3	1	0	0	0	0	5	47.2	63.5	55.8
2200	3	0	0	0	2	0	0	0	1	0	0	0	0	1	50.2	63.6	-
2300	3	1	0	0	0	0	2	0	0	0	0	0	0	2	43.1	52.3	-
07-19	**256**	**17**	**12**	**26**	**43**	**60**	**63**	**25**	**10**	**0**	**0**	**0**	**0**	**98**	**46.1**	**64.2**	**54.4**
06-22	**299**	**21**	**13**	**29**	**45**	**73**	**72**	**34**	**12**	**0**	**0**	**0**	**0**	**118**	**46.4**	**64.2**	**55.1**
06-00	**305**	**22**	**13**	**29**	**47**	**73**	**74**	**34**	**13**	**0**	**0**	**0**	**0**	**121**	**46.4**	**64.2**	**55.1**
00-00	**312**	**24**	**13**	**31**	**47**	**74**	**75**	**35**	**13**	**0**	**0**	**0**	**0**	**123**	**46.3**	**64.2**	**55.1**

Vehicles = 312
Posted speed limit = 50 km/h, Exceeding = 123 (39.42%), Mean Exceeding = 54.73 km/h
Maximum = 64.2 km/h, **Minimum** = 12.1 km/h, **Mean** = 46.3 km/h
85% Speed = 55.1 km/h, **95% Speed** = 58.7 km/h, **Median** = 47.5 km/h
20 km/h Pace = 36 - 56, **Number in Pace** = 240 (76.92%)
Variance = 88.32, **Standard Deviation** = 9.40 km/h

*** Thursday, 23 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	2	1	0	0	0	0	1	0	0	0	0	0	0	1	39.9	50.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	3	0	0	1	0	1	0	0	0	1	0	0	0	1	49.5	65.1	-
0500	3	0	0	1	0	1	0	0	0	1	0	0	0	1	50.9	66.8	-
0600	2	0	0	0	0	0	2	0	0	0	0	0	0	2	51.6	53.0	-
0700	7	0	0	0	0	4	1	1	0	1	0	0	0	3	52.1	66.3	-
0800	34	1	2	2	5	12	9	2	0	1	0	0	0	12	47.3	68.7	53.3
0900	19	3	1	1	3	2	5	1	3	0	0	0	0	9	45.5	63.7	55.4
1000	19	1	3	6	1	5	2	1	0	0	0	0	0	3	41.9	55.3	47.9
1100	18	5	2	3	5	1	0	2	0	0	0	0	0	2	37.2	57.5	43.6
1200	20	3	0	1	6	6	4	0	0	0	0	0	0	4	42.7	53.8	51.1
1300	20	0	1	1	4	5	6	1	1	1	0	0	0	9	48.9	66.9	54.4
1400	18	1	2	2	4	5	0	2	2	0	0	0	0	4	45.3	63.2	54.7
1500	30	2	3	3	4	8	6	4	0	0	0	0	0	10	45.4	59.4	53.6
1600	30	3	4	1	5	5	5	4	1	0	2	0	0	12	46.5	74.5	56.9
1700	26	1	0	2	5	6	8	3	0	1	0	0	0	12	48.3	66.4	54.7
1800	16	3	0	1	3	5	3	0	1	0	0	0	0	4	43.9	62.1	53.3
1900	13	2	0	1	1	3	3	2	1	0	0	0	0	6	46.6	61.5	56.2
2000	6	0	0	0	0	3	1	1	1	0	0	0	0	3	52.2	61.1	-
2100	13	1	1	3	1	3	3	1	0	0	0	0	0	4	44.5	59.9	53.6
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	31.5	31.5	-
2300	3	0	0	0	0	1	2	0	0	0	0	0	0	2	50.5	52.9	-
07-19	**257**	**23**	**18**	**23**	**45**	**64**	**49**	**21**	**8**	**4**	**2**	**0**	**0**	**84**	**45.4**	**74.5**	**54.4**
06-22	**291**	**26**	**19**	**27**	**47**	**73**	**58**	**25**	**10**	**4**	**2**	**0**	**0**	**99**	**45.6**	**74.5**	**54.4**
06-00	**295**	**26**	**20**	**27**	**47**	**74**	**60**	**25**	**10**	**4**	**2**	**0**	**0**	**101**	**45.6**	**74.5**	**54.4**
00-00	**303**	**27**	**20**	**29**	**47**	**76**	**61**	**25**	**10**	**6**	**2**	**0**	**0**	**104**	**45.6**	**74.5**	**54.7**

Vehicles = 303
Posted speed limit = 50 km/h, Exceeding = 104 (34.32%), Mean Exceeding = 55.51 km/h
Maximum = 74.5 km/h, **Minimum** = 11.4 km/h, **Mean** = 45.6 km/h
85% Speed = 54.7 km/h, **95% Speed** = 60.8 km/h, **Median** = 46.8 km/h
20 km/h Pace = 37 - 57, **Number in Pace** = 222 (73.27%)
Variance = 100.92, **Standard Deviation** = 10.05 km/h

*** Friday, 24 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	26.8	26.8	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13.8	13.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	0	0	0	0	2	0	0	0	0	0	2	55.9	56.0	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	45.4	45.4	-
0600	6	0	0	0	1	1	1	1	1	0	0	1	0	4	56.6	79.4	-
0700	12	0	0	0	4	2	4	1	1	0	0	0	0	6	49.4	63.1	54.7
0800	24	1	0	1	3	9	5	4	1	0	0	0	0	10	49.2	61.1	56.2
0900	15	0	1	0	3	4	4	2	1	0	0	0	0	7	49.4	63.6	55.8
1000	15	1	0	3	5	4	1	0	0	1	0	0	0	2	43.7	65.6	48.6
1100	7	2	0	1	2	0	0	1	1	0	0	0	0	2	40.6	61.3	-
1200	18	0	1	0	2	6	4	2	1	2	0	0	0	9	51.5	69.0	58.3
1300	15	1	1	1	4	3	3	1	1	0	0	0	0	5	46.3	63.3	54.4
1400	15	0	1	1	2	4	3	3	1	0	0	0	0	7	48.5	61.0	55.4
1500	27	2	0	2	7	8	4	4	0	0	0	0	0	8	46.6	59.8	52.9
1600	23	1	2	3	2	4	5	3	1	1	1	0	0	11	48.4	70.8	56.9
1700	26	2	2	2	1	6	9	3	1	0	0	0	0	13	47.3	62.1	54.4
1800	18	1	1	2	1	5	5	0	3	0	0	0	0	8	47.5	64.7	53.6
1900	9	0	1	0	1	1	2	2	0	2	0	0	0	6	52.7	68.1	-
2000	6	2	0	0	2	1	1	0	0	0	0	0	0	1	39.6	50.9	-
2100	7	0	0	0	1	2	1	2	1	0	0	0	0	4	52.7	60.3	-
2200	6	0	0	1	0	4	0	0	0	0	0	0	1	1	53.4	94.0	-
2300	8	0	0	1	2	3	1	0	0	1	0	0	0	2	47.6	68.5	-
07-19	**215**	**11**	**9**	**16**	**36**	**55**	**47**	**24**	**12**	**4**	**1**	**0**	**0**	**88**	**47.7**	**70.8**	**56.5**
06-22	**243**	**13**	**10**	**16**	**41**	**60**	**52**	**29**	**14**	**6**	**1**	**1**	**0**	**103**	**48.1**	**79.4**	**56.9**
06-00	**257**	**13**	**10**	**18**	**43**	**67**	**53**	**29**	**14**	**7**	**1**	**1**	**1**	**106**	**48.2**	**94.0**	**56.9**
00-00	**262**	**15**	**10**	**18**	**43**	**68**	**53**	**31**	**14**	**7**	**1**	**1**	**1**	**108**	**48.0**	**94.0**	**56.9**

Vehicles = 262
Posted speed limit = 50 km/h, Exceeding = 108 (41.22%), Mean Exceeding = 56.89 km/h
Maximum = 94.0 km/h, **Minimum** = 13.8 km/h, **Mean** = 48.0 km/h
85% Speed = 56.9 km/h, **95% Speed** = 63.0 km/h, **Median** = 47.9 km/h
20 km/h Pace = 39 - 59, **Number in Pace** = 199 (75.95%)
Variance = 104.83, **Standard Deviation** = 10.24 km/h

*** Saturday, 25 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	5	2	0	0	0	1	2	0	0	0	0	0	0	2	41.1	54.6	-
0100	4	0	0	0	0	1	2	1	0	0	0	0	0	3	52.4	59.4	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	26.5	26.5	-
0300	2	0	0	0	1	0	1	0	0	0	0	0	0	1	46.2	51.1	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	40.8	40.8	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	48.8	48.8	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	1	0	0	0	0	1	0	0	0	0	0	0	0	0	47.6	47.6	-
0800	6	0	2	1	0	1	1	1	0	0	0	0	0	2	42.4	57.8	-
0900	16	0	1	1	5	4	4	1	0	0	0	0	0	5	46.0	57.9	52.2
1000	21	0	1	3	6	6	4	0	0	0	1	0	0	5	46.1	72.2	51.8
1100	19	3	2	2	4	4	2	1	0	1	0	0	0	4	42.9	66.6	50.4
1200	23	1	4	0	3	6	7	2	0	0	0	0	0	9	45.8	58.3	54.7
1300	11	0	1	1	1	4	0	3	1	0	0	0	0	4	48.4	61.6	55.8
1400	14	2	0	2	3	3	1	2	0	1	0	0	0	4	44.6	65.1	55.4
1500	13	0	0	0	3	3	5	2	0	0	0	0	0	7	50.4	59.4	54.7
1600	15	1	1	0	2	4	4	3	0	0	0	0	0	7	47.8	59.6	54.7
1700	19	2	1	4	3	1	5	2	1	0	0	0	0	8	44.9	61.3	54.7
1800	13	1	1	3	2	3	1	2	0	0	0	0	0	3	42.9	58.4	51.8
1900	14	2	0	1	3	4	2	1	1	0	0	0	0	4	45.6	60.2	54.4
2000	6	0	1	0	1	1	2	0	1	0	0	0	0	3	48.3	62.0	-
2100	6	0	1	0	1	1	2	1	0	0	0	0	0	3	47.4	55.4	-
2200	2	1	0	0	0	0	0	0	1	0	0	0	0	1	44.1	63.6	-
2300	4	1	0	0	1	0	2	0	0	0	0	0	0	2	43.6	50.9	-
07-19	**171**	**10**	**14**	**17**	**32**	**40**	**34**	**19**	**2**	**2**	**1**	**0**	**0**	**58**	**45.7**	**72.2**	**54.7**
06-22	**197**	**12**	**16**	**18**	**37**	**46**	**40**	**21**	**4**	**2**	**1**	**0**	**0**	**68**	**45.8**	**72.2**	**54.7**
06-00	**203**	**14**	**16**	**18**	**38**	**46**	**42**	**21**	**5**	**2**	**1**	**0**	**0**	**71**	**45.8**	**72.2**	**54.7**
00-00	**217**	**17**	**16**	**18**	**40**	**49**	**47**	**22**	**5**	**2**	**1**	**0**	**0**	**77**	**45.7**	**72.2**	**54.7**

Vehicles = 217
Posted speed limit = 50 km/h, Exceeding = 77 (35.48%), Mean Exceeding = 54.95 km/h
Maximum = 72.2 km/h, **Minimum** = 22.2 km/h, **Mean** = 45.7 km/h
85% Speed = 54.7 km/h, **95% Speed** = 59.0 km/h, **Median** = 46.4 km/h
20 km/h Pace = 37 - 57, **Number in Pace** = 159 (73.27%)
Variance = 87.21, **Standard Deviation** = 9.34 km/h

*** Sunday, 26 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	5	0	0	0	2	1	1	1	0	0	0	0	0	2	47.7	59.0	-
0100	4	1	0	0	0	0	2	1	0	0	0	0	0	3	46.1	57.1	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	1	50.9	50.9	-
0300	3	0	2	0	0	0	1	0	0	0	0	0	0	1	40.6	54.2	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	2	0	0	0	1	1	0	0	0	0	0	0	0	0	45.0	47.6	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	2	0	0	0	0	1	0	0	1	0	0	0	0	1	54.0	60.9	-
0800	1	0	0	0	1	0	0	0	0	0	0	0	0	0	40.4	40.4	-
0900	1	0	0	0	0	0	0	0	0	1	0	0	0	1	65.5	65.5	-
1000	12	2	0	2	1	4	2	0	0	0	1	0	0	3	44.9	71.9	51.8
1100	11	0	0	2	1	2	3	2	1	0	0	0	0	6	49.7	63.2	56.5
1200	14	0	0	1	1	2	3	6	1	0	0	0	0	10	53.1	60.3	58.3
1300	18	2	1	4	2	3	2	3	0	0	1	0	0	6	45.5	72.3	56.5
1400	18	1	0	2	0	7	5	2	0	0	1	0	0	8	48.7	71.1	54.4
1500	19	2	0	2	3	4	1	3	2	2	0	0	0	8	48.8	68.2	60.8
1600	16	1	0	2	3	4	2	0	3	0	1	0	0	6	48.9	71.8	62.6
1700	23	2	3	0	4	5	3	3	2	1	0	0	0	9	46.4	68.0	58.3
1800	13	0	0	3	3	3	3	1	0	0	0	0	0	4	45.8	56.8	52.9
1900	16	2	1	0	0	5	6	0	0	2	0	0	0	8	48.1	67.1	54.0
2000	3	1	0	1	0	1	0	0	0	0	0	0	0	0	35.7	47.9	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	3	0	0	0	1	0	0	0	1	1	0	0	0	2	57.8	69.3	-
2300	2	0	0	0	0	0	0	0	0	0	1	0	1	2	79.1	84.1	-
07-19	**148**	**10**	**4**	**18**	**19**	**35**	**24**	**20**	**10**	**4**	**4**	**0**	**0**	**62**	**48.0**	**72.3**	**58.3**
06-22	**167**	**13**	**5**	**19**	**19**	**41**	**30**	**20**	**10**	**6**	**4**	**0**	**0**	**70**	**47.8**	**72.3**	**58.3**
06-00	**172**	**13**	**5**	**19**	**20**	**41**	**30**	**20**	**11**	**7**	**5**	**0**	**1**	**74**	**48.4**	**84.1**	**59.0**
00-00	**187**	**14**	**7**	**19**	**23**	**43**	**35**	**22**	**11**	**7**	**5**	**0**	**1**	**81**	**48.2**	**84.1**	**58.7**

Vehicles = 187
Posted speed limit = 50 km/h, Exceeding = 81 (43.32%), Mean Exceeding = 57.95 km/h
Maximum = 84.1 km/h, **Minimum** = 20.4 km/h, **Mean** = 48.2 km/h
85% Speed = 58.7 km/h, **95% Speed** = 67.0 km/h, **Median** = 47.9 km/h
20 km/h Pace = 35 - 55, **Number in Pace** = 125 (66.84%)
Variance = 125.74, **Standard Deviation** = 11.21 km/h

*** Virtual Day (13)**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	3	1	0	0	1	0	1	0	0	0	0	0	0	1	45.8	74.5	-
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	1	44.6	70.0	-
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	50.9	-
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	44.3	61.4	-
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.3	65.1	-
0500	2	0	0	0	1	0	0	0	0	0	0	0	0	0	45.0	66.8	-
0600	2	0	0	0	0	1	0	0	0	0	0	0	0	1	48.8	79.4	-
0700	7	0	0	1	1	1	2	1	1	0	0	0	0	3	47.4	66.3	-
0800	25	1	1	1	5	7	6	3	1	0	0	0	0	10	47.9	72.7	54.7
0900	13	1	1	1	2	3	4	1	1	0	0	0	0	6	47.5	77.0	55.4
1000	14	1	1	2	2	3	3	1	0	0	0	0	0	4	45.1	72.2	53.6
1100	14	2	1	2	3	3	2	1	1	0	0	0	0	4	44.7	72.8	54.4
1200	17	2	1	1	3	4	4	2	0	0	0	0	0	6	45.9	69.0	54.7
1300	16	1	1	2	2	3	3	2	1	0	0	0	0	6	46.0	72.3	55.8
1400	16	1	1	2	2	4	4	1	1	0	0	0	0	6	45.8	71.1	54.4
1500	28	1	2	2	5	8	5	3	0	0	0	0	0	10	46.7	68.3	54.7
1600	22	2	1	2	4	5	4	3	1	0	0	0	0	8	46.5	74.5	55.8
1700	25	2	2	2	4	5	6	3	1	0	0	0	0	11	47.0	70.3	56.5
1800	19	1	1	2	3	5	4	2	1	0	0	0	0	7	46.6	67.7	55.1
1900	13	1	1	1	2	3	3	1	1	1	0	0	0	5	47.4	77.7	57.6
2000	7	0	0	0	1	2	2	1	0	0	0	0	0	3	47.9	72.3	-
2100	7	1	0	1	1	1	1	1	1	0	0	0	0	3	47.2	78.8	-
2200	4	0	0	0	1	1	0	0	0	0	0	0	0	1	47.6	94.0	-
2300	3	0	0	0	0	1	1	0	0	0	0	0	0	2	49.4	84.1	-
07-19	**216**	**14**	**12**	**19**	**37**	**52**	**46**	**23**	**9**	**3**	**1**	**0**	**0**	**82**	**46.5**	**77.0**	**55.1**
06-22	**245**	**17**	**13**	**22**	**41**	**58**	**52**	**26**	**11**	**4**	**1**	**0**	**0**	**94**	**46.6**	**79.4**	**55.4**
06-00	**252**	**18**	**14**	**22**	**42**	**60**	**54**	**26**	**11**	**4**	**1**	**0**	**0**	**97**	**46.7**	**94.0**	**55.4**
00-00	**260**	**19**	**14**	**23**	**44**	**61**	**55**	**27**	**11**	**4**	**2**	**0**	**0**	**100**	**46.6**	**94.0**	**55.4**

Vehicles = 3384
Posted speed limit = 50 km/h, Exceeding = 1295 (38.27%), Mean Exceeding = 55.82 km/h
Maximum = 94.0 km/h, **Minimum** = 10.8 km/h, **Mean** = 46.6 km/h
85% Speed = 55.4 km/h, **95% Speed** = 61.2 km/h, **Median** = 47.5 km/h
20 km/h Pace = 37 - 57, **Number in Pace** = 2487 (73.49%)
Variance = 97.34, **Standard Deviation** = 9.87 km/h

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

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
Mon	261	18	10	22	43	57	72	27	5	4	1	2	0	111	46.9	78.8	54.7
Tue	276	21	13	18	44	66	64	32	16	4	1	0	0	116	47.2	71.4	56.2
Wed	302	20	13	27	52	75	70	32	12	2	1	0	0	117	46.6	74.3	55.1
Thu	293	21	17	27	55	68	62	25	11	6	2	0	0	105	46.2	74.5	54.7
Fri	292	21	16	24	49	73	55	32	14	7	2	1	1	111	47.0	94.0	56.2
|Sat	232	17	20	25	42	48	47	21	10	3	1	0	0	81	45.5	72.2	54.7
|Sun	167	14	9	19	22	41	26	20	9	5	4	0	1	63	47.0	84.1	58.3

Vehicles = 3384
Posted speed limit = 50 km/h, Exceeding = 1295 (38.27%), Mean Exceeding = 55.82 km/h
Maximum = 94.0 km/h, **Minimum** = 10.8 km/h, **Mean** = 46.6 km/h
85% Speed = 55.4 km/h, **95% Speed** = 61.2 km/h, **Median** = 47.5 km/h
20 km/h Pace = 37 - 57, **Number in Pace** = 2487 (73.49%)
Variance = 97.34, **Standard Deviation** = 9.87 km/h

In profile: Vehicles = 3384 / 6878 (49.20%)

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

R511151_0014VirtWeeklyVehicle200 -- English (ENA)

Datasets:

Site: **[R511151_0014] Finlayson Crescent, Traralgon - 140m of Kay Street (Opp.#16)**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 11:30 Monday, 13 August 2012 => 10:11 Monday, 27 August 2012
File: R511151_001427Aug2012.EC0 (Plus)
Identifier: A658MXYK MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, 14 August 2012 => 0:00 Monday, 27 August 2012**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 5 - 160 km/h.
Direction: South (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 3044 / 6994 (43.52%)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	1.0	1.5	1.0	1.0	1.0	2.5	3.5	1.1	1.7
0100-0200	1.0	0.5	1.0	0.0	0.5	2.0	1.5	0.6	0.9
0200-0300	0.0	0.5	0.5	0.5	1.0	0.5	2.5	0.6	0.8
0300-0400	0.0	0.0	0.0	0.0	0.5	2.0	0.0	0.1	0.4
0400-0500	1.0	1.5	2.0	1.5	2.0	2.0	1.0	1.7	1.6
0500-0600	0.0	0.0	0.0	2.0	1.0	1.5	0.5	0.7	0.8
0600-0700	3.0	3.0	4.0	5.0	1.5	1.0	2.0	3.3	2.8
0700-0800	10.0	10.5	10.0	11.0	8.0	3.5	2.5	9.9	7.8
0800-0900	**42.0<**	**37.0<**	**40.5<**	**46.0<**	**40.5<**	6.0	2.5	**41.1<**	**29.8<**
0900-1000	19.0	22.0	12.0	11.0	14.5	8.5	7.0	15.3	13.0
1000-1100	13.0	7.5	9.0	13.5	11.0	13.0	**10.5<**	10.6	10.9
1100-1200	11.0	10.0	14.0	15.0	13.0	**21.0<**	9.5	12.8	13.5
1200-1300	9.0	16.0	14.5	16.5	17.0	13.0	7.5	15.2	13.7
1300-1400	14.0	15.0	11.0	15.5	12.5	18.5	8.0	13.6	13.5
1400-1500	18.0	13.5	13.0	18.5	12.0	12.0	9.0	14.7	13.4
1500-1600	**36.0<**	**34.0<**	**37.0<**	**45.0<**	**43.5<**	**18.5<**	12.0	**39.4<**	**32.0<**
1600-1700	35.0	18.0	19.0	18.0	16.5	9.5	**15.0<**	19.8	17.5
1700-1800	12.0	16.0	16.5	22.0	17.5	14.5	13.5	17.3	16.3
1800-1900	6.0	20.5	17.5	12.0	11.5	18.0	7.5	14.3	13.8
1900-2000	7.0	11.0	13.0	14.0	10.0	12.0	7.0	11.4	10.8
2000-2100	2.0	6.0	9.5	4.5	10.0	6.0	4.0	6.9	6.3
2100-2200	6.0	6.5	7.0	6.5	6.0	7.0	1.0	6.4	5.7
2200-2300	1.0	5.5	5.0	5.5	3.5	5.0	3.0	4.4	4.3
2300-2400	2.0	3.0	3.5	0.5	3.0	4.5	3.0	2.4	2.8
Totals									
0700-1900	225.0	220.0	214.0	244.0	217.5	156.0	104.5	224.0	195.2
0600-2200	243.0	246.5	247.5	274.0	245.0	182.0	118.5	252.1	220.8
0600-0000	246.0	255.0	256.0	280.0	251.5	191.5	124.5	259.0	227.9
0000-0000	249.0	259.0	260.5	285.0	257.5	202.0	133.5	263.7	234.2
AM Peak	0800	0800	0800	0800	0800	1100	1000		
	42.0	37.0	40.5	46.0	40.5	21.0	10.5		
PM Peak	1500	1500	1500	1500	1500	1500	1600		
	36.0	34.0	37.0	45.0	43.5	18.5	15.0		

*** - No data.**

MetroCount Traffic Executive
speed 50

R511151_0014CustomList184 -- English (ENA)

Datasets:

Site:	**[R511151_0014] Finlayson Crescent, Traralgon - 140m of Kay Street (Opp.#16)**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	11:30 Monday, 13 August 2012 => 10:11 Monday, 27 August 2012
File:	R511151_001427Aug2012.EC0 (Plus)
Identifier:	A658MXYK MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Tuesday, 14 August 2012 => 0:00 Monday, 27 August 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	5 - 160 km/h.
Direction:	South (bound)
Separation:	Greater than 4.00 seconds. - (Headway)
Name:	speed 50
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

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

*** Tuesday, 14 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	2	0	0	0	2	0	0	0	0	0	0	0	0	0	43.4	44.7	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	41.6	41.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	1	0	0	1	0	0	0	0	0	0	0	0	41.1	49.2	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	3	1	0	0	0	1	0	0	0	0	0	1	0	1	51.2	76.4	-
0700	14	2	2	0	5	3	1	1	0	0	0	0	0	2	40.6	57.3	47.5
0800	36	5	3	5	5	10	4	3	1	0	0	0	0	8	43.0	64.8	51.8
0900	17	1	1	1	3	6	3	2	0	0	0	0	0	5	46.2	58.1	51.8
1000	9	1	0	2	2	2	2	0	0	0	0	0	0	2	43.3	54.9	-
1100	12	3	0	1	1	2	3	2	0	0	0	0	0	5	43.3	57.8	53.6
1200	17	3	1	2	3	5	2	0	1	0	0	0	0	3	42.7	62.2	49.7
1300	11	0	1	1	6	2	1	0	0	0	0	0	0	1	43.2	50.4	45.7
1400	11	0	2	1	3	2	2	1	0	0	0	0	0	3	44.0	55.2	51.1
1500	37	2	3	15	9	5	3	0	0	0	0	0	0	3	40.0	54.1	45.0
1600	21	3	1	0	4	7	5	0	1	0	0	0	0	6	44.6	60.7	50.8
1700	12	1	0	4	3	3	1	0	0	0	0	0	0	1	41.7	52.6	46.8
1800	20	1	1	2	2	6	4	2	1	1	0	0	0	8	47.4	65.0	55.4
1900	11	0	1	3	1	3	3	0	0	0	0	0	0	3	44.6	54.2	51.1
2000	4	1	0	2	0	0	1	0	0	0	0	0	0	1	38.9	51.6	-
2100	6	0	0	2	0	1	2	1	0	0	0	0	0	3	47.4	58.6	-
2200	6	0	0	2	0	3	0	0	1	0	0	0	0	1	46.8	62.2	-
2300	3	1	0	1	1	0	0	0	0	0	0	0	0	0	34.0	41.1	-
07-19	**217**	**22**	**15**	**34**	**46**	**53**	**31**	**11**	**4**	**1**	**0**	**0**	**0**	**47**	**43.1**	**65.0**	**51.8**
06-22	**241**	**24**	**16**	**41**	**47**	**58**	**37**	**12**	**4**	**1**	**0**	**1**	**0**	**55**	**43.3**	**76.4**	**51.8**
06-00	**250**	**25**	**16**	**44**	**48**	**61**	**37**	**12**	**5**	**1**	**0**	**1**	**0**	**56**	**43.3**	**76.4**	**51.8**
00-00	**255**	**25**	**17**	**44**	**51**	**62**	**37**	**12**	**5**	**1**	**0**	**1**	**0**	**56**	**43.3**	**76.4**	**51.8**

Vehicles = 255
Posted speed limit = 50 km/h, Exceeding = 56 (21.96%), Mean Exceeding = 54.91 km/h
Maximum = 76.4 km/h, **Minimum** = 19.0 km/h, **Mean** = 43.3 km/h
85% Speed = 51.8 km/h, **95% Speed** = 56.2 km/h, **Median** = 43.6 km/h
20 km/h Pace = 35 - 55, **Number in Pace** = 196 (76.86%)
Variance = 84.03, **Standard Deviation** = 9.17 km/h

*** Wednesday, 15 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	1	48.8	50.9	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	1	53.4	53.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	1	0	0	1	0	0	0	0	0	0	0	0	39.2	45.2	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	5	1	0	0	1	0	1	1	0	0	0	1	0	3	51.7	77.4	-
0700	10	1	0	1	2	2	2	0	0	2	0	0	0	4	48.5	69.7	-
0800	33	1	1	1	8	13	8	1	0	0	0	0	0	9	46.1	57.4	52.9
0900	12	3	1	1	1	2	3	0	1	0	0	0	0	4	42.1	62.4	52.9
1000	8	1	1	0	1	4	1	0	0	0	0	0	0	1	43.6	52.4	-
1100	14	3	2	1	3	1	4	0	0	0	0	0	0	4	40.9	52.9	51.8
1200	13	2	1	0	2	5	2	1	0	0	0	0	0	3	44.0	56.0	50.0
1300	10	1	2	1	2	2	1	0	0	1	0	0	0	2	42.6	68.4	-
1400	11	0	2	3	2	1	1	1	1	0	0	0	0	3	44.0	61.8	52.2
1500	28	5	2	9	6	4	0	1	1	0	0	0	0	2	38.9	60.3	46.1
1600	21	1	2	1	4	10	3	0	0	0	0	0	0	3	44.3	54.5	49.3
1700	16	1	0	2	4	3	4	0	2	0	0	0	0	6	46.3	63.8	53.6
1800	14	1	2	0	3	5	2	1	0	0	0	0	0	3	44.3	56.7	50.0
1900	13	0	1	1	1	1	5	3	0	1	0	0	0	9	51.4	65.9	56.9
2000	9	1	1	0	1	2	2	1	0	1	0	0	0	4	46.6	69.8	-
2100	6	0	0	3	0	1	0	2	0	0	0	0	0	2	46.1	57.1	-
2200	2	0	1	0	1	0	0	0	0	0	0	0	0	0	36.5	42.3	-
2300	4	1	0	0	1	1	1	0	0	0	0	0	0	1	42.8	51.2	-
07-19	**190**	**20**	**16**	**20**	**38**	**52**	**31**	**5**	**5**	**3**	**0**	**0**	**0**	**44**	**43.6**	**69.7**	**52.6**
06-22	**223**	**22**	**18**	**24**	**41**	**56**	**39**	**12**	**5**	**5**	**0**	**1**	**0**	**62**	**44.5**	**77.4**	**52.9**
06-00	**229**	**23**	**19**	**24**	**43**	**57**	**40**	**12**	**5**	**5**	**0**	**1**	**0**	**63**	**44.4**	**77.4**	**52.9**
00-00	**234**	**23**	**20**	**24**	**43**	**59**	**42**	**12**	**5**	**5**	**0**	**1**	**0**	**65**	**44.4**	**77.4**	**52.9**

Vehicles = 234
Posted speed limit = 50 km/h, Exceeding = 65 (27.78%), Mean Exceeding = 55.56 km/h
Maximum = 77.4 km/h, **Minimum** = 19.6 km/h, **Mean** = 44.4 km/h
85% Speed = 52.9 km/h, **95% Speed** = 59.4 km/h, **Median** = 45.4 km/h
20 km/h Pace = 36 - 56, **Number in Pace** = 171 (73.08%)
Variance = 97.02, **Standard Deviation** = 9.85 km/h

*** Thursday, 16 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	1	55.1	55.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.2	34.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	1	1	0	0	0	0	0	0	0	0	0	40.4	43.8	-
0500	3	0	1	1	0	0	0	0	0	0	1	0	0	1	47.1	71.0	-
0600	6	1	0	0	1	1	0	2	0	0	0	1	0	3	52.6	78.1	-
0700	11	1	1	1	2	2	1	1	1	1	0	0	0	4	46.3	65.3	57.6
0800	40	5	2	2	8	12	11	0	0	0	0	0	0	11	43.7	54.7	51.5
0900	14	1	2	1	0	4	6	0	0	0	0	0	0	6	45.0	54.7	52.6
1000	10	0	0	2	4	2	1	1	0	0	0	0	0	2	44.3	59.4	-
1100	16	2	1	0	2	2	4	2	0	1	2	0	0	9	49.8	74.9	65.2
1200	14	2	1	2	1	3	2	3	0	0	0	0	0	5	44.5	59.2	57.2
1300	14	2	1	1	2	6	0	1	1	0	0	0	0	2	43.1	60.9	49.7
1400	18	3	2	1	5	5	1	1	0	0	0	0	0	2	41.2	55.2	48.2
1500	46	5	2	9	13	11	5	1	0	0	0	0	0	6	41.6	57.3	48.2
1600	16	2	1	1	3	4	3	2	0	0	0	0	0	5	44.4	58.3	53.6
1700	24	4	3	1	2	7	4	2	1	0	0	0	0	7	43.3	62.8	52.9
1800	10	1	2	1	3	3	0	0	0	0	0	0	0	0	40.7	47.6	-
1900	17	2	2	3	4	5	0	0	1	0	0	0	0	1	41.4	64.4	49.3
2000	4	0	1	1	0	0	0	1	1	0	0	0	0	2	48.7	63.2	-
2100	9	0	0	1	0	2	4	2	0	0	0	0	0	6	50.5	58.8	-
2200	4	0	2	0	0	2	0	0	0	0	0	0	0	0	39.6	49.8	-
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	48.1	48.1	-
07-19	**233**	**28**	**18**	**22**	**45**	**61**	**38**	**14**	**3**	**2**	**2**	**0**	**0**	**59**	**43.6**	**74.9**	**52.9**
06-22	**269**	**31**	**21**	**27**	**50**	**69**	**42**	**19**	**5**	**2**	**2**	**1**	**0**	**71**	**44.0**	**78.1**	**53.3**
06-00	**274**	**31**	**23**	**27**	**50**	**72**	**42**	**19**	**5**	**2**	**2**	**1**	**0**	**71**	**43.9**	**78.1**	**53.3**
00-00	**281**	**31**	**25**	**29**	**51**	**72**	**42**	**20**	**5**	**2**	**3**	**1**	**0**	**73**	**43.9**	**78.1**	**53.3**

Vehicles = 281
Posted speed limit = 50 km/h, Exceeding = 73 (25.98%), Mean Exceeding = 56.07 km/h
Maximum = 78.1 km/h, **Minimum** = 6.1 km/h, **Mean** = 43.9 km/h
85% Speed = 53.3 km/h, **95% Speed** = 59.0 km/h, **Median** = 45.0 km/h
20 km/h Pace = 34 - 54, **Number in Pace** = 197 (70.11%)
Variance = 111.07, **Standard Deviation** = 10.54 km/h

*** Friday, 17 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	0	0	0	0	0	0	0	1	0	0	1	71.0	71.0	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	32.5	32.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	1	61.4	61.4	-
0400	3	0	1	1	0	1	0	0	0	0	0	0	0	0	38.7	46.6	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	24.0	24.0	-
0600	1	0	0	0	0	0	1	0	0	0	0	0	0	1	53.0	53.0	-
0700	10	0	0	0	1	3	4	1	1	0	0	0	0	6	51.7	61.7	-
0800	39	4	3	3	12	7	5	4	1	0	0	0	0	10	44.3	60.4	52.2
0900	18	1	2	1	4	5	4	1	0	0	0	0	0	5	44.4	58.1	51.1
1000	10	0	3	1	1	3	2	0	0	0	0	0	0	2	42.2	52.0	-
1100	15	2	1	2	6	0	1	2	0	1	0	0	0	4	42.7	67.3	55.4
1200	17	1	1	1	2	5	4	3	0	0	0	0	0	7	46.6	58.9	52.6
1300	10	0	0	0	0	7	2	1	0	0	0	0	0	3	48.5	57.2	-
1400	9	1	0	0	2	2	2	1	1	0	0	0	0	4	47.3	62.3	-
1500	40	4	5	3	11	8	5	3	1	0	0	0	0	9	42.9	61.0	51.1
1600	19	1	1	4	7	4	2	0	0	0	0	0	0	2	42.1	51.9	48.2
1700	14	2	0	0	3	3	6	0	0	0	0	0	0	6	44.3	54.2	51.1
1800	11	0	2	0	6	1	1	1	0	0	0	0	0	2	43.5	57.7	45.4
1900	9	0	2	3	1	0	1	2	0	0	0	0	0	3	44.0	59.9	-
2000	10	1	0	1	1	1	1	3	1	0	1	0	0	6	51.2	74.5	-
2100	8	1	1	1	1	2	1	1	0	0	0	0	0	2	42.8	56.6	-
2200	2	1	0	0	0	1	0	0	0	0	0	0	0	0	36.9	45.3	-
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	49.9	49.9	-
07-19	**212**	**16**	**18**	**15**	**55**	**48**	**38**	**17**	**4**	**1**	**0**	**0**	**0**	**60**	**44.5**	**67.3**	**52.2**
06-22	**240**	**18**	**21**	**20**	**58**	**51**	**42**	**23**	**5**	**1**	**1**	**0**	**0**	**72**	**44.7**	**74.5**	**53.6**
06-00	**243**	**19**	**21**	**20**	**58**	**53**	**42**	**23**	**5**	**1**	**1**	**0**	**0**	**72**	**44.7**	**74.5**	**53.6**
00-00	**250**	**20**	**23**	**21**	**58**	**54**	**42**	**23**	**6**	**1**	**2**	**0**	**0**	**74**	**44.6**	**74.5**	**53.6**

Vehicles = 250
Posted speed limit = 50 km/h, Exceeding = 74 (29.60%), Mean Exceeding = 55.08 km/h
Maximum = 74.5 km/h, **Minimum** = 19.5 km/h, **Mean** = 44.6 km/h
85% Speed = 53.6 km/h, **95% Speed** = 58.7 km/h, **Median** = 45.0 km/h
20 km/h Pace = 36 - 56, **Number in Pace** = 181 (72.40%)
Variance = 90.54, **Standard Deviation** = 9.52 km/h

*** Saturday, 18 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	3	0	0	1	0	1	0	1	0	0	0	0	0	1	47.9	55.2	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	1	56.9	56.9	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	1	51.2	51.2	-
0300	2	0	0	0	1	0	0	1	0	0	0	0	0	1	50.0	58.6	-
0400	2	1	0	1	0	0	0	0	0	0	0	0	0	0	32.2	38.3	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	42.4	42.4	-
0600	1	0	0	0	1	0	0	0	0	0	0	0	0	0	42.9	42.9	-
0700	4	0	0	0	2	2	0	0	0	0	0	0	0	0	44.4	47.6	-
0800	5	0	0	1	1	2	0	0	1	0	0	0	0	1	46.5	61.5	-
0900	5	1	1	0	1	0	2	0	0	0	0	0	0	2	41.8	53.7	-
1000	13	7	1	1	2	1	1	0	0	0	0	0	0	1	32.9	54.4	43.9
1100	25	0	4	2	4	3	6	6	0	0	0	0	0	12	47.2	59.6	55.1
1200	13	3	1	0	3	1	2	1	1	1	0	0	0	5	43.8	67.5	55.4
1300	21	4	2	2	5	2	4	2	0	0	0	0	0	6	41.8	58.9	52.6
1400	13	2	1	0	6	4	0	0	0	0	0	0	0	0	40.8	49.3	47.9
1500	19	7	2	2	1	2	4	1	0	0	0	0	0	5	38.2	58.6	51.1
1600	9	3	2	1	0	1	2	0	0	0	0	0	0	2	37.3	55.0	-
1700	16	6	1	2	3	2	1	1	0	0	0	0	0	2	37.6	55.4	49.0
1800	21	6	1	3	4	2	4	1	0	0	0	0	0	5	40.1	55.2	51.5
1900	15	1	0	4	1	4	1	2	1	0	1	0	0	5	48.0	74.0	58.3
2000	6	1	0	1	1	1	2	0	0	0	0	0	0	2	42.5	51.6	-
2100	7	0	0	1	3	1	0	1	1	0	0	0	0	2	47.9	61.5	-
2200	5	1	1	1	1	0	1	0	0	0	0	0	0	1	37.0	50.2	-
2300	4	0	1	1	0	2	0	0	0	0	0	0	0	0	41.5	49.2	-
07-19	**164**	**39**	**16**	**14**	**32**	**22**	**26**	**12**	**2**	**1**	**0**	**0**	**0**	**41**	**40.9**	**67.5**	**52.6**
06-22	**193**	**41**	**16**	**20**	**38**	**28**	**29**	**15**	**4**	**1**	**1**	**0**	**0**	**50**	**41.8**	**74.0**	**52.9**
06-00	**202**	**42**	**18**	**22**	**39**	**30**	**30**	**15**	**4**	**1**	**1**	**0**	**0**	**51**	**41.7**	**74.0**	**52.9**
00-00	**212**	**43**	**18**	**24**	**41**	**31**	**31**	**18**	**4**	**1**	**1**	**0**	**0**	**55**	**41.9**	**74.0**	**52.9**

Vehicles = 212
Posted speed limit = 50 km/h, Exceeding = 55 (25.94%), Mean Exceeding = 55.20 km/h
Maximum = 74.0 km/h, **Minimum** = 17.3 km/h, **Mean** = 41.9 km/h
85% Speed = 52.9 km/h, **95% Speed** = 58.3 km/h, **Median** = 42.5 km/h
20 km/h Pace = 36 - 56, **Number in Pace** = 133 (62.74%)
Variance = 119.75, **Standard Deviation** = 10.94 km/h

*** Sunday, 19 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	3	0	0	0	1	0	1	1	0	0	0	0	0	2	51.4	56.3	-
0100	2	0	0	1	1	0	0	0	0	0	0	0	0	0	40.8	41.9	-
0200	2	0	0	0	0	1	1	0	0	0	0	0	0	1	52.0	54.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	0	1	1	0	0	0	0	0	0	0	0	44.1	45.8	-
0500	1	0	0	0	0	0	0	1	0	0	0	0	0	1	57.4	57.4	-
0600	2	0	0	1	0	1	0	0	0	0	0	0	0	0	42.6	46.8	-
0700	3	1	0	0	0	1	0	0	0	1	0	0	0	1	45.8	67.2	-
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	31.3	31.3	-
0900	9	2	2	1	0	2	2	0	0	0	0	0	0	2	38.5	50.3	-
1000	9	0	2	2	2	2	1	0	0	0	0	0	0	1	40.9	53.3	-
1100	5	0	0	1	1	1	0	2	0	0	0	0	0	2	48.0	58.8	-
1200	7	1	1	1	2	0	0	1	0	0	1	0	0	2	44.9	74.3	-
1300	9	1	1	1	0	3	1	2	0	0	0	0	0	3	45.2	57.6	-
1400	10	1	1	3	2	1	1	1	0	0	0	0	0	2	40.8	56.0	-
1500	11	3	1	2	1	1	1	0	2	0	0	0	0	3	40.8	64.1	53.3
1600	12	2	2	0	2	3	1	0	2	0	0	0	0	3	43.4	64.2	50.0
1700	13	2	1	0	3	2	2	2	0	1	0	0	0	5	44.9	68.6	56.9
1800	7	1	0	0	1	3	2	0	0	0	0	0	0	2	45.3	53.8	-
1900	10	0	1	1	3	3	1	0	1	0	0	0	0	2	46.0	62.3	-
2000	2	0	0	0	0	0	1	1	0	0	0	0	0	2	53.7	55.1	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	25.0	25.0	-
2200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	43.9	43.9	-
2300	3	0	1	0	1	1	0	0	0	0	0	0	0	0	40.4	45.6	-
07-19	**96**	**14**	**12**	**11**	**14**	**19**	**11**	**8**	**4**	**2**	**1**	**0**	**0**	**26**	**43.0**	**74.3**	**55.4**
06-22	**111**	**15**	**13**	**13**	**17**	**23**	**13**	**9**	**5**	**2**	**1**	**0**	**0**	**30**	**43.2**	**74.3**	**53.6**
06-00	**115**	**15**	**14**	**13**	**19**	**24**	**13**	**9**	**5**	**2**	**1**	**0**	**0**	**30**	**43.2**	**74.3**	**53.6**
00-00	**125**	**15**	**14**	**14**	**22**	**26**	**15**	**11**	**5**	**2**	**1**	**0**	**0**	**34**	**43.6**	**74.3**	**54.4**

Vehicles = 125
Posted speed limit = 50 km/h, Exceeding = 34 (27.20%), Mean Exceeding = 56.94 km/h
Maximum = 74.3 km/h, **Minimum** = 22.5 km/h, **Mean** = 43.6 km/h
85% Speed = 54.4 km/h, **95% Speed** = 60.8 km/h, **Median** = 43.9 km/h
20 km/h Pace = 35 - 55, **Number in Pace** = 80 (64.00%)
Variance = 120.70, **Standard Deviation** = 10.99 km/h

*** Monday, 20 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	1	54.6	54.6	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	48.5	48.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	48.0	48.0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	3	0	0	0	0	2	0	0	0	1	0	0	0	1	54.7	66.7	-
0700	10	3	1	0	1	2	1	0	2	0	0	0	0	3	42.6	65.0	-
0800	39	2	4	2	8	10	9	3	1	0	0	0	0	13	44.9	60.9	52.6
0900	18	1	2	4	1	2	7	1	0	0	0	0	0	8	44.3	55.4	53.3
1000	13	0	0	3	2	2	3	1	1	0	0	1	0	6	50.0	76.4	58.3
1100	11	2	2	0	3	1	2	0	1	0	0	0	0	3	40.5	60.1	50.0
1200	9	0	0	1	0	5	1	1	1	0	0	0	0	3	49.5	64.2	-
1300	14	3	2	0	4	2	3	0	0	0	0	0	0	3	40.3	50.8	50.0
1400	17	4	0	2	2	7	2	0	0	0	0	0	0	2	41.0	50.6	47.5
1500	36	4	4	7	7	6	3	4	0	0	1	0	0	8	42.7	74.3	54.0
1600	34	9	2	3	5	7	6	1	1	0	0	0	0	8	41.1	60.5	51.1
1700	12	0	2	0	3	3	2	1	1	0	0	0	0	4	46.2	63.1	52.2
1800	6	2	1	1	1	0	1	0	0	0	0	0	0	1	35.9	51.7	-
1900	7	0	1	1	2	2	0	1	0	0	0	0	0	1	43.8	55.4	-
2000	2	0	0	0	1	1	0	0	0	0	0	0	0	0	44.0	46.0	-
2100	6	1	0	1	0	1	1	0	1	1	0	0	0	3	48.8	68.4	-
2200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	41.5	41.5	-
2300	2	0	0	0	0	0	1	1	0	0	0	0	0	2	55.1	58.2	-
07-19	**219**	**30**	**20**	**23**	**37**	**47**	**40**	**12**	**8**	**0**	**1**	**1**	**0**	**62**	**43.3**	**76.4**	**52.9**
06-22	**237**	**31**	**21**	**25**	**40**	**53**	**41**	**13**	**9**	**2**	**1**	**1**	**0**	**67**	**43.6**	**76.4**	**52.9**
06-00	**240**	**31**	**21**	**25**	**41**	**53**	**42**	**14**	**9**	**2**	**1**	**1**	**0**	**69**	**43.7**	**76.4**	**53.3**
00-00	**243**	**31**	**21**	**25**	**41**	**55**	**43**	**14**	**9**	**2**	**1**	**1**	**0**	**70**	**43.8**	**76.4**	**53.3**

Vehicles = 243
Posted speed limit = 50 km/h, Exceeding = 70 (28.81%), Mean Exceeding = 55.46 km/h
Maximum = 76.4 km/h, **Minimum** = 19.8 km/h, **Mean** = 43.8 km/h
85% Speed = 53.3 km/h, **95% Speed** = 60.1 km/h, **Median** = 45.0 km/h
20 km/h Pace = 35 - 55, **Number in Pace** = 167 (68.72%)
Variance = 111.00, **Standard Deviation** = 10.54 km/h

*** Tuesday, 21 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	30.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	37.8	37.8	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	45.5	45.5	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	3	0	0	0	0	1	0	1	0	0	0	1	0	2	60.4	75.1	-
0700	6	2	0	1	1	0	0	0	1	1	0	0	0	2	41.9	65.1	-
0800	35	3	3	2	4	14	5	3	1	0	0	0	0	9	45.0	62.0	52.9
0900	24	1	2	2	3	8	3	5	0	0	0	0	0	8	46.8	59.9	55.8
1000	6	1	0	1	0	2	1	0	1	0	0	0	0	2	44.4	60.6	-
1100	8	4	1	0	1	1	0	1	0	0	0	0	0	1	36.3	57.8	-
1200	14	5	2	0	2	2	2	1	0	0	0	0	0	3	38.7	55.9	52.2
1300	19	5	2	2	1	3	3	1	1	1	0	0	0	6	42.0	68.1	53.6
1400	14	3	2	2	2	1	2	2	0	0	0	0	0	4	40.1	57.4	51.8
1500	29	3	1	8	7	3	4	2	1	0	0	0	0	7	43.0	63.3	52.6
1600	15	1	1	2	2	4	4	1	0	0	0	0	0	5	44.4	56.7	53.3
1700	20	0	4	2	5	6	1	1	0	1	0	0	0	3	43.8	65.3	49.7
1800	21	4	1	2	3	7	2	1	1	0	0	0	0	4	42.9	63.9	51.5
1900	11	1	1	2	2	1	2	2	0	0	0	0	0	4	44.2	56.1	52.9
2000	8	0	0	0	0	3	3	1	0	1	0	0	0	5	54.0	68.7	-
2100	7	1	1	3	0	0	0	2	0	0	0	0	0	2	40.4	58.9	-
2200	5	1	1	1	0	2	0	0	0	0	0	0	0	0	38.6	49.8	-
2300	3	0	1	0	0	1	1	0	0	0	0	0	0	1	44.9	54.8	-
07-19	**211**	**32**	**19**	**24**	**31**	**51**	**27**	**18**	**6**	**3**	**0**	**0**	**0**	**54**	**43.1**	**68.1**	**53.6**
06-22	**240**	**34**	**21**	**29**	**33**	**56**	**32**	**24**	**6**	**4**	**0**	**1**	**0**	**67**	**43.7**	**75.1**	**54.4**
06-00	**248**	**35**	**23**	**30**	**33**	**59**	**33**	**24**	**6**	**4**	**0**	**1**	**0**	**68**	**43.6**	**75.1**	**54.4**
00-00	**251**	**35**	**24**	**31**	**33**	**60**	**33**	**24**	**6**	**4**	**0**	**1**	**0**	**68**	**43.5**	**75.1**	**54.0**

Vehicles = 251
Posted speed limit = 50 km/h, Exceeding = 68 (27.09%), Mean Exceeding = 56.31 km/h
Maximum = 75.1 km/h, **Minimum** = 18.5 km/h, **Mean** = 43.5 km/h
85% Speed = 54.0 km/h, **95% Speed** = 59.4 km/h, **Median** = 45.0 km/h
20 km/h Pace = 36 - 56, **Number in Pace** = 163 (64.94%)
Variance = 117.74, **Standard Deviation** = 10.85 km/h

*** Wednesday, 22 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	2	0	0	0	0	2	0	0	0	0	0	0	0	0	48.3	48.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	0	0	0	1	1	0	0	0	0	0	2	55.1	56.4	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	3	1	0	0	0	1	0	0	0	1	0	0	0	1	47.9	69.8	-
0700	10	2	1	0	2	0	1	0	3	1	0	0	0	5	45.6	66.2	-
0800	46	3	5	6	13	10	7	1	0	0	0	0	1	9	43.2	83.2	51.1
0900	12	1	1	2	2	3	1	2	0	0	0	0	0	3	43.8	56.8	50.4
1000	10	1	0	2	0	3	3	0	0	0	1	0	0	4	45.9	72.2	-
1100	14	3	2	0	0	3	4	2	0	0	0	0	0	6	44.1	59.3	54.4
1200	15	5	0	3	3	3	1	0	0	0	0	0	0	1	36.4	50.6	47.9
1300	12	2	1	2	1	0	4	1	0	1	0	0	0	6	43.9	65.9	51.8
1400	14	0	4	1	3	3	1	1	1	0	0	0	0	3	43.5	62.4	54.4
1500	42	5	1	7	9	13	4	2	0	1	0	0	0	7	43.2	67.8	52.2
1600	17	1	1	2	4	2	3	4	0	0	0	0	0	7	45.6	58.8	56.2
1700	17	1	1	1	5	3	3	3	0	0	0	0	0	6	45.8	59.2	51.5
1800	20	3	3	4	3	2	4	1	0	0	0	0	0	5	41.1	59.6	50.0
1900	13	1	2	1	1	6	2	0	0	0	0	0	0	2	43.1	55.0	47.9
2000	9	0	1	4	1	2	1	0	0	0	0	0	0	1	41.6	54.6	-
2100	6	0	0	3	2	0	0	1	0	0	0	0	0	1	42.0	55.1	-
2200	7	0	1	0	1	1	2	2	0	0	0	0	0	4	49.4	58.4	-
2300	3	0	0	0	0	2	0	1	0	0	0	0	0	1	49.9	57.7	-
07-19	**229**	**27**	**20**	**30**	**45**	**45**	**36**	**17**	**4**	**3**	**1**	**0**	**1**	**62**	**43.3**	**83.2**	**53.3**
06-22	**260**	**29**	**23**	**38**	**49**	**54**	**39**	**18**	**4**	**4**	**1**	**0**	**1**	**67**	**43.3**	**83.2**	**53.3**
06-00	**270**	**29**	**24**	**38**	**50**	**57**	**41**	**21**	**4**	**4**	**1**	**0**	**1**	**72**	**43.5**	**83.2**	**54.0**
00-00	**274**	**29**	**24**	**38**	**50**	**59**	**42**	**22**	**4**	**4**	**1**	**0**	**1**	**74**	**43.6**	**83.2**	**54.0**

Vehicles = 274
Posted speed limit = 50 km/h, Exceeding = 74 (27.01%), Mean Exceeding = 55.78 km/h
Maximum = 83.2 km/h, **Minimum** = 15.1 km/h, **Mean** = 43.6 km/h
85% Speed = 54.0 km/h, **95% Speed** = 58.7 km/h, **Median** = 43.9 km/h
20 km/h Pace = 37 - 57, **Number in Pace** = 194 (70.80%)
Variance = 109.78, **Standard Deviation** = 10.48 km/h

*** Thursday, 23 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	26.8	26.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	45.3	45.3	-
0500	1	0	0	0	0	0	0	0	1	0	0	0	0	1	63.1	63.1	-
0600	4	0	0	0	0	0	1	1	0	0	1	1	0	4	64.7	78.0	-
0700	11	2	1	0	1	1	5	1	0	0	0	0	0	6	44.7	55.9	52.6
0800	48	7	1	9	9	14	5	1	2	0	0	0	0	8	42.6	63.7	50.0
0900	8	0	2	1	0	1	3	1	0	0	0	0	0	4	45.2	56.0	-
1000	16	1	1	2	6	1	3	1	1	0	0	0	0	5	44.5	61.1	53.3
1100	13	4	2	1	2	3	1	0	0	0	0	0	0	1	37.3	50.0	47.2
1200	17	1	0	1	0	6	7	2	0	0	0	0	0	9	49.3	59.8	53.3
1300	16	3	1	2	3	4	2	1	0	0	0	0	0	3	41.7	59.2	53.3
1400	18	5	0	2	4	6	1	0	0	0	0	0	0	1	39.6	50.1	46.1
1500	38	4	2	9	12	6	3	1	1	0	0	0	0	5	40.9	61.3	47.5
1600	20	2	1	1	2	7	4	2	0	0	1	0	0	7	46.9	70.5	53.3
1700	19	5	0	2	1	3	5	1	1	1	0	0	0	8	43.3	69.0	53.6
1800	14	0	0	4	2	2	4	1	0	0	0	0	1	6	48.1	80.8	54.0
1900	11	3	2	0	0	3	2	1	0	0	0	0	0	3	41.2	55.7	50.8
2000	5	0	0	2	0	2	0	1	0	0	0	0	0	1	45.6	55.5	-
2100	4	1	1	0	1	1	0	0	0	0	0	0	0	0	35.1	46.5	-
2200	7	1	1	2	0	2	1	0	0	0	0	0	0	1	40.9	51.0	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	**238**	**34**	**11**	**34**	**42**	**54**	**43**	**12**	**5**	**1**	**1**	**0**	**1**	**63**	**43.3**	**80.8**	**52.6**
06-22	**262**	**38**	**14**	**36**	**43**	**60**	**46**	**15**	**5**	**1**	**2**	**1**	**1**	**71**	**43.4**	**80.8**	**52.6**
06-00	**269**	**39**	**15**	**38**	**43**	**62**	**47**	**15**	**5**	**1**	**2**	**1**	**1**	**72**	**43.4**	**80.8**	**52.6**
00-00	**272**	**40**	**15**	**38**	**43**	**63**	**47**	**15**	**6**	**1**	**2**	**1**	**1**	**73**	**43.4**	**80.8**	**52.6**

Vehicles = 272
Posted speed limit = 50 km/h, Exceeding = 73 (26.84%), Mean Exceeding = 55.35 km/h
Maximum = 80.8 km/h, **Minimum** = 20.2 km/h, **Mean** = 43.4 km/h
85% Speed = 52.6 km/h, **95% Speed** = 56.9 km/h, **Median** = 44.6 km/h
20 km/h Pace = 34 - 54, **Number in Pace** = 193 (70.96%)
Variance = 111.46, **Standard Deviation** = 10.56 km/h

*** Friday, 24 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	36.1	36.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	2	0	0	0	0	0	2	0	0	0	0	0	0	2	53.4	53.7	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	1	51.7	51.7	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	47.3	47.3	-
0600	2	0	0	0	0	1	0	0	0	0	0	0	1	1	64.0	80.6	-
0700	6	0	0	0	2	1	1	2	0	0	0	0	0	3	51.0	59.8	-
0800	40	4	1	5	7	12	7	2	2	0	0	0	0	11	44.5	61.2	50.4
0900	10	0	1	1	0	3	4	0	1	0	0	0	0	5	48.9	60.3	-
1000	12	3	3	0	2	2	2	0	0	0	0	0	0	2	38.6	54.2	49.3
1100	10	2	2	1	2	0	3	0	0	0	0	0	0	3	39.7	53.8	-
1200	16	2	2	1	1	2	4	3	1	0	0	0	0	8	46.0	64.9	58.7
1300	13	1	0	0	2	4	4	1	1	0	0	0	0	6	48.0	62.6	52.9
1400	15	1	4	2	2	0	4	2	0	0	0	0	0	6	42.8	59.8	54.7
1500	40	5	2	4	12	7	3	7	0	0	0	0	0	10	43.5	58.3	54.7
1600	14	3	0	1	3	5	1	1	0	0	0	0	0	2	43.1	56.4	49.7
1700	20	1	3	2	1	4	3	2	1	2	1	0	0	9	48.8	70.2	64.4
1800	12	3	0	1	3	2	3	0	0	0	0	0	0	3	41.8	53.3	52.2
1900	11	2	0	5	0	2	2	0	0	0	0	0	0	2	40.1	53.9	49.3
2000	10	1	1	2	3	2	1	0	0	0	0	0	0	1	41.3	53.4	-
2100	3	0	0	0	0	0	1	1	1	0	0	0	0	3	57.1	61.3	-
2200	5	0	1	1	0	2	1	0	0	0	0	0	0	1	43.2	54.9	-
2300	4	1	0	1	1	1	0	0	0	0	0	0	0	0	39.5	46.9	-
07-19	**208**	**25**	**18**	**18**	**37**	**42**	**39**	**20**	**6**	**2**	**1**	**0**	**0**	**68**	**44.5**	**70.2**	**54.4**
06-22	**234**	**28**	**19**	**25**	**40**	**47**	**43**	**21**	**7**	**2**	**1**	**0**	**1**	**75**	**44.5**	**80.6**	**54.0**
06-00	**243**	**29**	**20**	**27**	**41**	**50**	**44**	**21**	**7**	**2**	**1**	**0**	**1**	**76**	**44.4**	**80.6**	**54.0**
00-00	**248**	**29**	**20**	**28**	**41**	**51**	**47**	**21**	**7**	**2**	**1**	**0**	**1**	**79**	**44.5**	**80.6**	**54.0**

Vehicles = 248
Posted speed limit = 50 km/h, Exceeding = 79 (31.85%), Mean Exceeding = 55.45 km/h
Maximum = 80.6 km/h, **Minimum** = 15.4 km/h, **Mean** = 44.5 km/h
85% Speed = 54.0 km/h, **95% Speed** = 59.8 km/h, **Median** = 45.7 km/h
20 km/h Pace = 38 - 58, **Number in Pace** = 172 (69.35%)
Variance = 110.90, **Standard Deviation** = 10.53 km/h

*** Saturday, 25 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	2	0	0	1	1	0	0	0	0	0	0	0	0	0	40.7	41.8	-
0100	3	0	1	1	0	0	1	0	0	0	0	0	0	1	42.5	53.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	43.2	45.7	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	28.3	28.4	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	25.3	26.2	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	21.3	21.3	-
0700	3	0	2	1	0	0	0	0	0	0	0	0	0	0	33.6	38.6	-
0800	7	2	1	0	2	2	0	0	0	0	0	0	0	0	37.4	48.9	-
0900	12	4	0	0	1	4	2	1	0	0	0	0	0	3	41.2	58.3	51.5
1000	13	2	1	1	3	4	1	0	0	0	1	0	0	2	43.5	71.8	49.7
1100	16	2	3	3	2	1	2	2	1	0	0	0	0	5	42.2	61.6	56.9
1200	13	5	0	0	0	3	3	2	0	0	0	0	0	5	42.7	59.7	54.0
1300	16	3	3	2	2	3	1	2	0	0	0	0	0	3	39.9	58.2	50.4
1400	10	2	3	1	0	4	0	0	0	0	0	0	0	0	36.7	47.9	-
1500	18	3	1	1	3	3	3	2	2	0	0	0	0	7	45.3	60.5	55.1
1600	10	2	1	2	2	1	2	0	0	0	0	0	0	2	39.5	54.1	-
1700	13	4	3	0	3	3	0	0	0	0	0	0	0	0	35.6	49.2	45.7
1800	14	2	0	1	2	3	5	0	0	0	1	0	0	6	46.7	74.3	53.6
1900	9	1	1	1	3	2	1	0	0	0	0	0	0	1	41.1	52.4	-
2000	6	0	1	0	3	0	2	0	0	0	0	0	0	2	44.4	54.2	-
2100	7	0	0	1	1	3	0	1	0	1	0	0	0	2	49.4	69.7	-
2200	5	1	0	1	0	1	2	0	0	0	0	0	0	2	43.2	54.1	-
2300	5	0	2	0	0	1	1	1	0	0	0	0	0	2	43.3	55.4	-
07-19	**145**	**31**	**18**	**12**	**20**	**31**	**19**	**9**	**3**	**0**	**2**	**0**	**0**	**33**	**41.3**	**74.3**	**51.5**
06-22	**168**	**33**	**20**	**14**	**27**	**36**	**22**	**10**	**3**	**1**	**2**	**0**	**0**	**38**	**41.6**	**74.3**	**52.2**
06-00	**178**	**34**	**22**	**15**	**27**	**38**	**25**	**11**	**3**	**1**	**2**	**0**	**0**	**42**	**41.7**	**74.3**	**52.2**
00-00	**189**	**38**	**23**	**17**	**29**	**39**	**26**	**11**	**3**	**1**	**2**	**0**	**0**	**43**	**41.4**	**74.3**	**52.2**

Vehicles = 189
Posted speed limit = 50 km/h, Exceeding = 43 (22.75%), Mean Exceeding = 55.53 km/h
Maximum = 74.3 km/h, **Minimum** = 20.2 km/h, **Mean** = 41.4 km/h
85% Speed = 52.2 km/h, **95% Speed** = 58.0 km/h, **Median** = 42.1 km/h
20 km/h Pace = 34 - 54, **Number in Pace** = 116 (61.38%)
Variance = 126.48, **Standard Deviation** = 11.25 km/h

*** Sunday, 26 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	4	0	0	1	1	0	1	1	0	0	0	0	0	2	47.2	57.7	-
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	38.9	38.9	-
0200	3	1	0	0	1	0	0	0	0	1	0	0	0	1	46.4	65.7	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	2	0	0	0	1	1	0	0	0	0	0	0	0	0	46.5	48.7	-
0700	2	0	1	0	1	0	0	0	0	0	0	0	0	0	36.3	40.2	-
0800	4	0	0	0	1	1	1	0	1	0	0	0	0	2	50.3	61.6	-
0900	5	1	0	0	0	2	1	1	0	0	0	0	0	2	44.0	55.0	-
1000	12	2	1	1	3	5	0	0	0	0	0	0	0	0	40.5	48.5	47.9
1100	14	4	1	1	4	0	2	1	0	1	0	0	0	4	41.1	68.9	51.8
1200	8	2	1	0	0	3	2	0	0	0	0	0	0	2	41.5	53.8	-
1300	7	1	1	2	1	0	1	1	0	0	0	0	0	2	40.4	55.0	-
1400	8	0	0	0	3	3	1	0	1	0	0	0	0	2	48.8	63.7	-
1500	13	4	2	1	1	1	2	1	1	0	0	0	0	4	40.0	62.8	51.5
1600	17	1	1	1	2	5	3	3	1	0	0	0	0	7	47.9	64.8	55.1
1700	13	4	2	0	2	2	0	1	0	1	1	0	0	3	41.2	73.5	58.3
1800	8	1	0	1	1	3	1	1	0	0	0	0	0	2	44.9	59.3	-
1900	4	0	1	1	0	1	0	1	0	0	0	0	0	1	43.8	57.4	-
2000	6	2	0	0	2	2	0	0	0	0	0	0	0	0	38.5	49.9	-
2100	1	0	0	0	0	0	0	1	0	0	0	0	0	1	60.0	60.0	-
2200	5	0	1	1	0	1	1	0	1	0	0	0	0	2	46.8	61.4	-
2300	3	0	1	0	0	0	0	1	1	0	0	0	0	2	49.5	62.0	-
07-19	**111**	**20**	**10**	**7**	**19**	**25**	**14**	**9**	**4**	**2**	**1**	**0**	**0**	**30**	**43.1**	**73.5**	**53.6**
06-22	**124**	**22**	**11**	**8**	**22**	**29**	**14**	**11**	**4**	**2**	**1**	**0**	**0**	**32**	**43.1**	**73.5**	**53.6**
06-00	**132**	**22**	**13**	**9**	**22**	**30**	**15**	**12**	**6**	**2**	**1**	**0**	**0**	**36**	**43.4**	**73.5**	**54.7**
00-00	**140**	**23**	**13**	**11**	**24**	**30**	**16**	**13**	**6**	**3**	**1**	**0**	**0**	**39**	**43.5**	**73.5**	**54.7**

Vehicles = 140
Posted speed limit = 50 km/h, Exceeding = 39 (27.86%), Mean Exceeding = 57.00 km/h
Maximum = 73.5 km/h, **Minimum** = 14.4 km/h, **Mean** = 43.5 km/h
85% Speed = 54.7 km/h, **95% Speed** = 61.9 km/h, **Median** = 44.3 km/h
20 km/h Pace = 37 - 57, **Number in Pace** = 87 (62.14%)
Variance = 133.88, **Standard Deviation** = 11.57 km/h

*** Virtual Day (13)**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	2	0	0	0	0	0	0	0	0	0	0	0	0	1	46.6	71.0	-
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43.7	56.9	-
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47.9	65.7	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.6	61.4	-
0400	2	0	0	0	0	1	0	0	0	0	0	0	0	0	41.3	56.4	-
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.6	71.0	-
0600	3	0	0	0	0	1	0	0	0	0	0	0	0	1	52.7	80.6	-
0700	8	1	1	0	2	1	1	0	1	0	0	0	0	3	45.0	69.7	-
0800	29	3	2	3	6	8	5	1	1	0	0	0	0	7	44.0	83.2	52.2
0900	13	1	1	1	1	3	3	1	0	0	0	0	0	4	44.4	62.4	53.3
1000	11	1	1	1	2	3	2	0	0	0	0	0	0	2	42.6	76.4	52.2
1100	13	2	2	1	2	1	2	2	0	0	0	0	0	5	43.0	74.9	55.1
1200	13	2	1	1	1	3	2	1	0	0	0	0	0	4	43.9	74.3	54.0
1300	13	2	1	1	2	3	2	1	0	0	0	0	0	4	42.9	68.4	52.6
1400	13	2	2	1	3	3	1	1	0	0	0	0	0	2	42.0	63.7	51.1
1500	31	4	2	6	7	5	3	2	1	0	0	0	0	6	41.8	74.3	51.1
1600	17	2	1	1	3	5	3	1	0	0	0	0	0	5	43.6	70.5	53.3
1700	16	2	2	1	3	3	2	1	0	0	0	0	0	5	43.5	73.5	53.6
1800	14	2	1	2	3	3	3	1	0	0	0	0	0	4	43.5	80.8	52.6
1900	11	1	1	2	1	3	2	1	0	0	0	0	0	3	44.2	74.0	53.6
2000	6	1	0	1	1	1	1	1	0	0	0	0	0	2	45.4	74.5	-
2100	5	0	0	1	1	1	1	1	0	0	0	0	0	2	46.0	69.7	-
2200	4	0	1	1	0	1	1	0	0	0	0	0	0	1	42.7	62.2	-
2300	3	0	0	0	0	1	0	0	0	0	0	0	0	1	43.8	62.0	-
07-19	**190**	**26**	**16**	**20**	**35**	**42**	**30**	**13**	**4**	**2**	**1**	**0**	**0**	**50**	**43.2**	**83.2**	**52.9**
06-22	**216**	**28**	**18**	**25**	**39**	**48**	**34**	**16**	**5**	**2**	**1**	**0**	**0**	**58**	**43.5**	**83.2**	**53.3**
06-00	**223**	**29**	**19**	**26**	**40**	**50**	**35**	**16**	**5**	**2**	**1**	**0**	**0**	**60**	**43.5**	**83.2**	**53.3**
00-00	**229**	**29**	**20**	**26**	**41**	**51**	**36**	**17**	**5**	**2**	**1**	**0**	**0**	**62**	**43.5**	**83.2**	**53.3**

Vehicles = 2974
Posted speed limit = 50 km/h, Exceeding = 803 (27.00%), Mean Exceeding = 55.66 km/h
Maximum = 83.2 km/h, **Minimum** = 6.1 km/h, **Mean** = 43.5 km/h
85% Speed = 53.3 km/h, **95% Speed** = 59.0 km/h, **Median** = 44.6 km/h
20 km/h Pace = 35 - 55, **Number in Pace** = 2023 (68.02%)
Variance = 109.76, **Standard Deviation** = 10.48 km/h

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

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
Mon	243	31	21	25	41	55	43	14	9	2	1	1	0	70	43.8	76.4	53.3
Tue	253	30	21	38	42	61	35	18	6	3	0	1	0	62	43.4	76.4	53.3
Wed	254	26	22	31	47	59	42	17	5	5	1	1	1	70	44.0	83.2	53.3
Thu	277	36	20	34	47	68	45	18	6	2	3	1	1	73	43.7	80.8	53.3
Fri	249	25	22	25	50	53	45	22	7	2	2	0	1	77	44.5	80.6	53.6
|Sat	201	41	21	21	35	35	29	15	4	1	2	0	0	49	41.6	74.3	52.9
|Sun	133	19	14	13	23	28	16	12	6	3	1	0	0	37	43.6	74.3	54.7

Vehicles = 2974
Posted speed limit = 50 km/h, Exceeding = 803 (27.00%), Mean Exceeding = 55.66 km/h
Maximum = 83.2 km/h, **Minimum** = 6.1 km/h, **Mean** = 43.5 km/h
85% Speed = 53.3 km/h, **95% Speed** = 59.0 km/h, **Median** = 44.6 km/h
20 km/h Pace = 35 - 55, **Number in Pace** = 2023 (68.02%)
Variance = 109.76, **Standard Deviation** = 10.48 km/h

In profile: Vehicles = 2974 / 6878 (43.24%)

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

R511151_0026VirtWeeklyVehicle204 -- English (ENA)

Datasets:

Site: **[R511151_0026] Finlayson Crescent, Traralgon - 70m South of Grey Street (Opp.#15)**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 11:42 Monday, 13 August 2012 => 10:21 Monday, 27 August 2012
File: R511151_002627Aug2012.EC0 (Plus)
Identifier: DS77W1ZV MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, 14 August 2012 => 0:00 Monday, 27 August 2012**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 5 - 160 km/h.
Direction: North (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 3669 / 7211 (50.88%)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	0.0	1.0	2.0	4.0	2.5	3.0	4.0	2.1	2.5
0100-0200	0.0	0.0	1.0	0.0	0.0	4.5	4.0	0.2	1.5
0200-0300	0.0	1.0	0.5	0.0	1.0	1.5	1.0	0.6	0.8
0300-0400	0.0	0.0	0.5	0.0	0.0	3.0	1.5	0.1	0.8
0400-0500	1.0	1.5	1.0	1.5	1.0	0.5	1.5	1.2	1.2
0500-0600	0.0	1.0	1.0	3.0	1.5	1.0	3.0	1.4	1.6
0600-0700	5.0	5.0	1.5	4.5	6.5	0.5	0.5	4.4	3.2
0700-0800	8.0	11.5	13.0	8.0	12.5	1.5	1.0	10.9	7.9
0800-0900	**32.0<**	**40.0<**	**42.5<**	**41.0<**	**37.0<**	7.5	2.0	**39.2<**	**28.6<**
0900-1000	18.0	17.0	14.5	19.0	18.0	18.0	4.0	17.2	15.3
1000-1100	11.0	10.5	9.0	15.0	19.0	20.5	13.0	13.1	14.2
1100-1200	24.0	13.0	15.5	18.0	16.5	**27.5<**	**13.5<**	16.7	17.8
1200-1300	20.0	17.5	14.5	19.0	22.0	**22.5<**	16.5	18.4	18.8
1300-1400	15.0	18.5	20.0	19.0	14.0	17.0	15.5	17.6	17.2
1400-1500	18.0	13.5	20.5	16.5	18.0	11.5	18.5	17.2	16.5
1500-1600	**30.0<**	**37.5<**	**42.0<**	**35.0<**	**33.5<**	19.5	19.5	**36.2<**	**31.1<**
1600-1700	19.0	24.5	26.5	26.5	19.0	19.5	**20.0<**	23.6	22.4
1700-1800	27.0	31.5	32.5	31.0	31.0	16.5	18.0	31.0	26.8
1800-1900	25.0	24.0	26.5	15.5	22.0	19.0	15.5	22.3	20.8
1900-2000	16.0	16.5	13.0	13.0	11.0	14.0	8.0	13.7	12.8
2000-2100	4.0	7.0	13.0	9.0	6.0	4.0	5.0	8.2	7.1
2100-2200	5.0	4.5	12.0	9.5	7.5	3.0	0.5	8.0	6.1
2200-2300	4.0	3.0	4.5	3.0	8.0	4.0	3.5	4.6	4.3
2300-2400	1.0	3.0	1.5	1.5	9.0	2.5	1.5	3.4	3.0
Totals									
0700-1900	247.0	259.0	277.0	263.5	262.5	200.5	157.0	263.4	237.4
0600-2200	277.0	292.0	316.5	299.5	293.5	222.0	171.0	297.8	266.6
0600-0000	282.0	298.0	322.5	304.0	310.5	228.5	176.0	305.8	273.9
0000-0000	283.0	302.5	328.5	312.5	316.5	242.0	191.0	311.4	282.2
AM Peak	0800	0800	0800	0800	0800	1100	1100		
	32.0	40.0	42.5	41.0	37.0	27.5	13.5		
PM Peak	1500	1500	1500	1500	1500	1200	1600		
	30.0	37.5	42.0	35.0	33.5	22.5	20.0		

*** - No data.**

MetroCount Traffic Executive
speed 50

R511151_0026CustomList186 -- English (ENA)

Datasets:

Site:	**[R511151_0026] Finlayson Crescent, Traralgon - 70m South of Grey Street (Opp.#15)**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	11:42 Monday, 13 August 2012 => 10:21 Monday, 27 August 2012
File:	R511151_002627Aug2012.EC0 (Plus)
Identifier:	DS77W1ZV MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Tuesday, 14 August 2012 => 0:00 Monday, 27 August 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	5 - 160 km/h.
Direction:	North (bound)
Separation:	Greater than 4.00 seconds. - (Headway)
Name:	speed 50
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

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

*** Tuesday, 14 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	49.4	49.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	1	53.9	53.9	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	46.9	46.9	-
0600	4	0	1	0	2	0	0	1	0	0	0	0	0	1	44.8	55.1	-
0700	12	0	1	2	3	3	2	1	0	0	0	0	0	3	45.1	55.9	51.8
0800	38	2	0	4	9	11	7	3	2	0	0	0	0	12	46.4	61.6	53.6
0900	20	1	0	0	4	6	6	2	0	0	1	0	0	9	49.2	72.2	53.6
1000	11	1	1	0	3	3	3	0	0	0	0	0	0	3	43.4	55.0	51.1
1100	15	1	0	1	3	4	3	2	1	0	0	0	0	6	46.6	62.6	56.9
1200	13	5	0	0	3	2	2	1	0	0	0	0	0	3	39.2	56.3	52.6
1300	16	2	2	1	4	4	1	1	0	1	0	0	0	3	43.2	67.5	51.5
1400	9	0	1	0	4	0	3	1	0	0	0	0	0	4	46.3	55.0	-
1500	34	3	1	5	6	8	9	1	1	0	0	0	0	11	44.8	61.1	53.3
1600	20	2	2	5	3	1	6	1	0	0	0	0	0	7	41.6	58.5	52.2
1700	30	1	2	2	8	6	6	3	2	0	0	0	0	11	47.1	65.0	54.7
1800	22	0	0	2	6	5	5	3	1	0	0	0	0	9	48.0	63.1	55.4
1900	14	0	1	0	1	4	4	3	1	0	0	0	0	8	50.4	63.3	55.8
2000	8	1	0	3	1	1	2	0	0	0	0	0	0	2	42.2	52.8	-
2100	4	0	0	0	1	2	0	0	1	0	0	0	0	1	50.7	64.5	-
2200	2	0	0	0	1	0	0	0	1	0	0	0	0	1	52.3	61.3	-
2300	2	0	0	0	0	2	0	0	0	0	0	0	0	0	47.5	49.8	-
07-19	**240**	**18**	**10**	**22**	**56**	**53**	**53**	**19**	**7**	**1**	**1**	**0**	**0**	**81**	**45.4**	**72.2**	**54.0**
06-22	**270**	**19**	**12**	**25**	**61**	**60**	**59**	**23**	**9**	**1**	**1**	**0**	**0**	**93**	**45.7**	**72.2**	**54.0**
06-00	**274**	**19**	**12**	**25**	**62**	**62**	**59**	**23**	**10**	**1**	**1**	**0**	**0**	**94**	**45.7**	**72.2**	**54.0**
00-00	**277**	**19**	**12**	**25**	**62**	**64**	**60**	**23**	**10**	**1**	**1**	**0**	**0**	**95**	**45.8**	**72.2**	**54.0**

Vehicles = 277
Posted speed limit = 50 km/h, Exceeding = 95 (34.30%), Mean Exceeding = 54.82 km/h
Maximum = 72.2 km/h, **Minimum** = 11.6 km/h, **Mean** = 45.8 km/h
85% Speed = 54.0 km/h, **95% Speed** = 57.6 km/h, **Median** = 46.8 km/h
20 km/h Pace = 38 - 58, **Number in Pace** = 221 (79.78%)
Variance = 89.24, **Standard Deviation** = 9.45 km/h

*** Wednesday, 15 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	41.2	41.2	-
0100	2	1	0	0	1	0	0	0	0	0	0	0	0	0	34.5	43.1	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	41.5	41.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	1	50.2	50.2	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	47.1	47.1	-
0600	2	0	0	0	0	0	1	1	0	0	0	0	0	2	54.4	57.5	-
0700	12	1	0	1	2	4	4	0	0	0	0	0	0	4	46.2	54.5	52.6
0800	37	0	1	5	13	11	7	0	0	0	0	0	0	7	44.9	54.2	50.4
0900	10	0	0	2	3	4	1	0	0	0	0	0	0	1	44.8	53.6	-
1000	12	0	0	2	4	5	0	1	0	0	0	0	0	1	45.4	57.0	48.6
1100	15	0	1	2	4	4	3	1	0	0	0	0	0	4	45.3	57.9	51.8
1200	11	1	0	1	3	1	2	3	0	0	0	0	0	5	45.9	58.0	55.1
1300	18	0	0	1	5	5	4	3	0	0	0	0	0	7	48.0	56.4	54.7
1400	19	1	1	3	3	5	4	0	2	0	0	0	0	6	46.1	62.4	52.2
1500	33	2	2	1	10	9	7	2	0	0	0	0	0	9	45.0	58.8	50.4
1600	27	0	1	5	6	7	5	3	0	0	0	0	0	8	46.2	58.7	51.8
1700	30	1	2	3	4	9	7	3	1	0	0	0	0	11	46.8	62.3	54.4
1800	28	0	2	1	5	9	9	1	0	1	0	0	0	11	47.5	66.5	54.0
1900	11	2	0	1	2	3	3	0	0	0	0	0	0	3	42.6	54.1	51.5
2000	11	1	0	0	1	4	5	0	0	0	0	0	0	5	47.2	54.6	53.3
2100	10	0	1	0	3	1	2	2	1	0	0	0	0	5	48.7	62.8	-
2200	5	0	0	0	3	0	0	1	0	1	0	0	0	2	49.8	65.7	-
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	49.3	49.3	-
07-19	**252**	**6**	**10**	**27**	**62**	**73**	**53**	**17**	**3**	**1**	**0**	**0**	**0**	**74**	**46.0**	**66.5**	**52.9**
06-22	**286**	**9**	**11**	**28**	**68**	**81**	**64**	**20**	**4**	**1**	**0**	**0**	**0**	**89**	**46.1**	**66.5**	**53.3**
06-00	**292**	**9**	**11**	**28**	**71**	**82**	**64**	**21**	**4**	**2**	**0**	**0**	**0**	**91**	**46.2**	**66.5**	**53.3**
00-00	**298**	**10**	**11**	**28**	**74**	**83**	**65**	**21**	**4**	**2**	**0**	**0**	**0**	**92**	**46.1**	**66.5**	**53.3**

Vehicles = 298
Posted speed limit = 50 km/h, Exceeding = 92 (30.87%), Mean Exceeding = 54.08 km/h
Maximum = 66.5 km/h, **Minimum** = 17.1 km/h, **Mean** = 46.1 km/h
85% Speed = 53.3 km/h, **95% Speed** = 56.9 km/h, **Median** = 46.8 km/h
20 km/h Pace = 37 - 57, **Number in Pace** = 255 (85.57%)
Variance = 58.25, **Standard Deviation** = 7.63 km/h

*** Thursday, 16 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	6	1	0	0	1	1	2	1	0	0	0	0	0	3	45.2	56.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	38.3	38.3	-
0500	3	0	0	0	1	1	0	1	0	0	0	0	0	1	50.5	57.4	-
0600	7	0	0	1	0	2	2	1	1	0	0	0	0	4	49.9	60.0	-
0700	7	0	0	3	2	1	0	1	0	0	0	0	0	1	43.5	55.5	-
0800	39	1	2	4	5	15	8	3	0	1	0	0	0	12	46.3	67.5	53.6
0900	16	2	0	0	3	5	3	1	1	0	1	0	0	6	47.2	71.9	55.8
1000	13	1	1	2	1	4	1	3	0	0	0	0	0	4	45.6	57.5	56.2
1100	16	4	2	2	2	2	2	2	0	0	0	0	0	4	38.7	59.1	51.8
1200	16	0	1	3	2	6	3	1	0	0	0	0	0	4	46.1	55.3	52.2
1300	17	0	1	3	4	6	1	0	1	1	0	0	0	3	46.7	69.9	49.7
1400	13	2	0	2	4	2	3	0	0	0	0	0	0	3	40.7	53.1	50.0
1500	34	3	2	2	17	6	3	0	0	1	0	0	0	4	42.7	66.3	47.2
1600	23	2	0	2	4	9	4	1	1	0	0	0	0	6	46.1	60.6	53.6
1700	33	1	4	3	8	11	4	1	1	0	0	0	0	6	43.9	60.5	51.1
1800	14	0	0	0	1	6	2	5	0	0	0	0	0	7	51.2	56.8	55.8
1900	13	2	0	2	2	3	4	0	0	0	0	0	0	4	43.5	53.8	51.1
2000	12	1	0	1	1	4	2	3	0	0	0	0	0	5	47.9	59.8	56.9
2100	8	1	0	1	2	1	1	1	1	0	0	0	0	3	46.2	63.7	-
2200	4	0	0	0	1	0	2	1	0	0	0	0	0	3	51.8	56.8	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	**241**	**16**	**13**	**26**	**53**	**73**	**34**	**18**	**4**	**3**	**1**	**0**	**0**	**60**	**44.9**	**71.9**	**52.9**
06-22	**281**	**20**	**13**	**31**	**58**	**83**	**43**	**23**	**6**	**3**	**1**	**0**	**0**	**76**	**45.1**	**71.9**	**53.3**
06-00	**285**	**20**	**13**	**31**	**59**	**83**	**45**	**24**	**6**	**3**	**1**	**0**	**0**	**79**	**45.2**	**71.9**	**53.3**
00-00	**295**	**21**	**13**	**32**	**61**	**85**	**47**	**26**	**6**	**3**	**1**	**0**	**0**	**83**	**45.2**	**71.9**	**53.6**

Vehicles = 295
Posted speed limit = 50 km/h, Exceeding = 83 (28.14%), Mean Exceeding = 55.12 km/h
Maximum = 71.9 km/h, **Minimum** = 10.0 km/h, **Mean** = 45.2 km/h
85% Speed = 53.6 km/h, **95% Speed** = 57.2 km/h, **Median** = 46.4 km/h
20 km/h Pace = 37 - 57, **Number in Pace** = 239 (81.02%)
Variance = 90.88, **Standard Deviation** = 9.53 km/h

*** Friday, 17 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	4	0	0	0	1	0	1	0	0	2	0	0	0	3	56.9	67.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	43.2	43.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	2	0	0	0	0	0	1	1	0	0	0	0	0	2	54.6	55.0	-
0600	5	1	0	0	1	3	0	0	0	0	0	0	0	0	41.3	46.9	-
0700	12	1	0	1	2	3	3	0	2	0	0	0	0	5	47.2	63.9	53.6
0800	43	2	1	7	12	11	6	1	3	0	0	0	0	10	45.1	64.9	52.9
0900	18	2	1	2	3	6	3	0	1	0	0	0	0	4	44.1	61.0	51.5
1000	23	1	2	3	3	6	7	0	1	0	0	0	0	8	45.2	63.6	52.2
1100	21	2	2	1	6	6	3	1	0	0	0	0	0	4	43.6	57.9	51.1
1200	21	1	2	2	5	6	4	0	0	1	0	0	0	5	44.0	65.9	50.4
1300	12	0	1	1	3	4	2	0	1	0	0	0	0	3	46.1	60.3	50.4
1400	18	0	1	2	2	7	5	1	0	0	0	0	0	6	47.1	56.9	51.1
1500	36	2	3	4	3	8	7	7	2	0	0	0	0	16	47.6	64.9	56.5
1600	14	1	0	1	2	2	3	4	0	1	0	0	0	8	49.0	67.9	56.5
1700	34	3	2	8	5	4	7	4	1	0	0	0	0	12	44.6	63.1	54.4
1800	24	3	0	3	2	7	5	2	2	0	0	0	0	9	46.0	64.3	54.4
1900	12	2	0	1	4	2	2	1	0	0	0	0	0	3	41.5	55.7	50.8
2000	6	0	0	1	1	0	1	1	2	0	0	0	0	4	52.4	60.8	-
2100	6	1	0	3	1	0	1	0	0	0	0	0	0	1	36.6	50.9	-
2200	9	0	0	2	4	2	0	0	1	0	0	0	0	1	44.3	61.6	-
2300	9	2	0	3	0	2	1	1	0	0	0	0	0	2	39.5	57.3	-
07-19	**276**	**18**	**15**	**35**	**48**	**70**	**55**	**20**	**13**	**2**	**0**	**0**	**0**	**90**	**45.7**	**67.9**	**54.0**
06-22	**305**	**22**	**15**	**40**	**55**	**75**	**59**	**22**	**15**	**2**	**0**	**0**	**0**	**98**	**45.4**	**67.9**	**54.0**
06-00	**323**	**24**	**15**	**45**	**59**	**79**	**60**	**23**	**16**	**2**	**0**	**0**	**0**	**101**	**45.2**	**67.9**	**54.0**
00-00	**330**	**24**	**15**	**45**	**61**	**79**	**62**	**24**	**16**	**4**	**0**	**0**	**0**	**106**	**45.4**	**67.9**	**54.4**

Vehicles = 330
Posted speed limit = 50 km/h, Exceeding = 106 (32.12%), Mean Exceeding = 55.26 km/h
Maximum = 67.9 km/h, **Minimum** = 9.3 km/h, **Mean** = 45.4 km/h
85% Speed = 54.4 km/h, **95% Speed** = 60.5 km/h, **Median** = 46.1 km/h
20 km/h Pace = 38 - 58, **Number in Pace** = 252 (76.36%)
Variance = 93.52, **Standard Deviation** = 9.67 km/h

*** Saturday, 18 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 50	>PSL 160	Mean	Vmax	Vpp 85
0000	3	0	1	1	1	0	0	0	0	0	0	0	0	0	38.7	44.1	-
0100	3	2	0	0	1	0	0	0	0	0	0	0	0	0	29.8	40.9	-
0200	3	0	2	0	1	0	0	0	0	0	0	0	0	0	36.9	41.1	-
0300	3	0	1	0	0	0	1	1	0	0	0	0	0	2	48.0	58.0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	49.8	49.8	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	16.1	16.1	-
0700	2	0	0	0	0	2	0	0	0	0	0	0	0	0	47.5	47.9	-
0800	6	0	1	2	1	1	1	0	0	0	0	0	0	1	41.8	50.9	-
0900	13	0	2	1	3	4	3	0	0	0	0	0	0	3	44.8	52.9	50.4
1000	15	0	0	3	3	5	2	0	1	1	0	0	0	4	46.7	66.8	51.8
1100	28	4	3	4	5	8	2	2	0	0	0	0	0	4	41.8	59.9	49.3
1200	23	1	4	1	11	2	3	1	0	0	0	0	0	4	41.9	57.0	50.4
1300	20	4	2	2	2	5	4	1	0	0	0	0	0	5	41.6	57.4	51.1
1400	11	0	0	1	2	3	2	2	1	0	0	0	0	5	49.5	61.7	55.1
1500	20	2	1	3	4	7	0	3	0	0	0	0	0	3	43.7	59.7	49.7
1600	23	2	0	3	8	5	2	3	0	0	0	0	0	5	44.1	57.4	52.2
1700	16	2	1	0	3	2	6	1	1	0	0	0	0	8	46.0	63.7	53.6
1800	25	0	2	4	5	7	3	3	1	0	0	0	0	7	46.3	63.9	54.0
1900	12	0	0	1	6	2	2	1	0	0	0	0	0	3	46.2	57.8	51.5
2000	7	2	1	0	0	2	1	1	0	0	0	0	0	2	40.0	56.0	-
2100	6	0	1	1	1	1	1	0	0	1	0	0	0	2	46.6	67.2	-
2200	8	3	1	1	1	0	2	0	0	0	0	0	0	2	37.1	50.9	-
2300	3	0	0	0	0	1	2	0	0	0	0	0	0	2	50.4	52.0	-
07-19	**202**	**15**	**16**	**24**	**47**	**51**	**28**	**16**	**4**	**1**	**0**	**0**	**0**	**49**	**44.2**	**66.8**	**52.2**
06-22	**228**	**18**	**18**	**26**	**54**	**56**	**32**	**18**	**4**	**2**	**0**	**0**	**0**	**56**	**44.1**	**67.2**	**52.2**
06-00	**239**	**21**	**19**	**27**	**55**	**57**	**36**	**18**	**4**	**2**	**0**	**0**	**0**	**60**	**43.9**	**67.2**	**52.2**
00-00	**252**	**23**	**23**	**28**	**58**	**58**	**37**	**19**	**4**	**2**	**0**	**0**	**0**	**62**	**43.7**	**67.2**	**51.8**

Vehicles = 252
Posted speed limit = 50 km/h, Exceeding = 62 (24.60%), Mean Exceeding = 54.80 km/h
Maximum = 67.2 km/h, **Minimum** = 15.9 km/h, **Mean** = 43.7 km/h
85% Speed = 51.8 km/h, **95% Speed** = 58.0 km/h, **Median** = 44.3 km/h
20 km/h Pace = 33 - 53, **Number in Pace** = 190 (75.40%)
Variance = 89.76, **Standard Deviation** = 9.47 km/h

*** Sunday, 19 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 50	>PSL 160	Mean	Vmax	Vpp 85
0000	3	0	0	1	1	0	0	0	1	0	0	0	0	1	48.3	64.5	-
0100	4	0	0	1	1	1	0	0	1	0	0	0	0	1	47.6	60.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	3	0	0	0	1	2	0	0	0	0	0	0	0	0	45.4	46.7	-
0500	4	0	0	2	0	2	0	0	0	0	0	0	0	0	42.2	47.6	-
0600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	48.3	48.3	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	3	0	1	0	0	1	1	0	0	0	0	0	0	1	44.7	54.2	-
0900	4	0	0	2	1	0	0	1	0	0	0	0	0	1	43.4	55.7	-
1000	14	0	0	2	3	3	4	1	1	0	0	0	0	6	48.5	61.2	53.3
1100	10	2	1	2	0	2	3	0	0	0	0	0	0	3	40.1	54.8	-
1200	15	1	0	4	2	4	1	3	0	0	0	0	0	4	45.6	57.6	55.1
1300	11	0	0	4	2	2	1	2	0	0	0	0	0	3	45.6	58.5	50.4
1400	16	1	4	1	5	4	0	0	0	1	0	0	0	1	41.9	65.7	47.9
1500	12	0	1	1	2	4	2	1	1	0	0	0	0	4	47.6	61.3	54.0
1600	20	4	1	1	3	3	2	3	2	0	1	0	0	8	44.6	72.1	55.8
1700	10	1	0	2	2	3	2	0	0	0	0	0	0	2	43.7	54.8	-
1800	17	1	2	5	2	4	2	1	0	0	0	0	0	3	42.1	55.1	49.7
1900	3	1	0	0	1	1	0	0	0	0	0	0	0	0	38.1	46.1	-
2000	6	0	0	0	2	1	1	0	1	1	0	0	0	3	51.6	65.2	-
2100	1	0	0	0	0	0	0	1	0	0	0	0	0	1	59.3	59.3	-
2200	4	2	0	0	0	2	0	0	0	0	0	0	0	0	37.1	49.0	-
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	40.7	40.7	-
07-19	**132**	**10**	**10**	**24**	**22**	**30**	**18**	**12**	**4**	**1**	**1**	**0**	**0**	**36**	**44.4**	**72.1**	**54.7**
06-22	**143**	**11**	**10**	**24**	**25**	**33**	**19**	**13**	**5**	**2**	**1**	**0**	**0**	**40**	**44.7**	**72.1**	**54.7**
06-00	**148**	**13**	**10**	**24**	**26**	**35**	**19**	**13**	**5**	**2**	**1**	**0**	**0**	**40**	**44.5**	**72.1**	**54.7**
00-00	**162**	**13**	**10**	**28**	**29**	**40**	**19**	**13**	**7**	**2**	**1**	**0**	**0**	**42**	**44.6**	**72.1**	**54.7**

Vehicles = 162
Posted speed limit = 50 km/h, Exceeding = 42 (25.93%), Mean Exceeding = 56.56 km/h
Maximum = 72.1 km/h, **Minimum** = 12.6 km/h, **Mean** = 44.6 km/h
85% Speed = 54.7 km/h, **95% Speed** = 60.5 km/h, **Median** = 45.4 km/h
20 km/h Pace = 36 - 56, **Number in Pace** = 121 (74.69%)
Variance = 100.61, **Standard Deviation** = 10.03 km/h

*** Monday, 20 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	0	0	0	1	0	0	0	0	0	1	57.1	57.1	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	5	2	0	0	2	1	0	0	0	0	0	0	0	0	35.5	45.8	-
0700	8	0	1	0	2	3	2	0	0	0	0	0	0	2	46.3	53.9	-
0800	29	1	1	3	4	13	6	1	0	0	0	0	0	7	46.2	56.3	51.5
0900	18	3	0	1	7	3	3	0	0	1	0	0	0	4	43.0	68.3	50.8
1000	11	0	3	1	2	4	0	1	0	0	0	0	0	1	42.6	55.1	47.9
1100	22	2	1	3	8	4	3	0	0	1	0	0	0	4	42.8	68.4	50.4
1200	20	2	2	1	5	4	4	2	0	0	0	0	0	6	44.0	57.8	53.6
1300	15	0	1	1	3	6	3	1	0	0	0	0	0	4	47.0	56.5	53.3
1400	18	0	2	1	3	5	5	2	0	0	0	0	0	7	47.2	58.0	53.6
1500	30	1	0	3	8	9	7	2	0	0	0	0	0	9	46.4	57.1	51.5
1600	19	2	0	1	4	0	7	4	1	0	0	0	0	12	47.7	62.0	56.5
1700	27	2	2	5	3	6	8	0	0	1	0	0	0	9	44.9	69.1	52.2
1800	24	0	0	2	5	8	5	3	1	0	0	0	0	9	48.8	64.1	53.3
1900	16	1	3	0	1	5	3	2	1	0	0	0	0	6	46.3	60.4	57.2
2000	4	0	0	0	0	2	1	1	0	0	0	0	0	2	51.1	55.0	-
2100	5	0	0	1	1	1	0	0	2	0	0	0	0	2	50.4	63.1	-
2200	4	1	0	0	1	0	2	0	0	0	0	0	0	2	43.7	54.6	-
2300	1	0	0	0	0	0	0	1	0	0	0	0	0	1	57.0	57.0	-
07-19	**241**	**13**	**13**	**22**	**54**	**65**	**53**	**16**	**2**	**3**	**0**	**0**	**0**	**74**	**45.7**	**69.1**	**53.3**
06-22	**271**	**16**	**16**	**23**	**58**	**74**	**57**	**19**	**5**	**3**	**0**	**0**	**0**	**84**	**45.7**	**69.1**	**53.3**
06-00	**276**	**17**	**16**	**23**	**59**	**74**	**59**	**20**	**5**	**3**	**0**	**0**	**0**	**87**	**45.7**	**69.1**	**53.3**
00-00	**277**	**17**	**16**	**23**	**59**	**74**	**59**	**21**	**5**	**3**	**0**	**0**	**0**	**88**	**45.7**	**69.1**	**53.3**

Vehicles = 277
Posted speed limit = 50 km/h, Exceeding = 88 (31.77%), Mean Exceeding = 54.59 km/h
Maximum = 69.1 km/h, **Minimum** = 16.2 km/h, **Mean** = 45.7 km/h
85% Speed = 53.3 km/h, **95% Speed** = 57.2 km/h, **Median** = 46.4 km/h
20 km/h Pace = 37 - 57, **Number in Pace** = 224 (80.87%)
Variance = 78.88, **Standard Deviation** = 8.88 km/h

*** Tuesday, 21 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	2	1	0	0	0	0	0	0	1	0	0	0	0	1	36.8	61.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.0	33.0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	0	1	0	1	0	0	0	0	0	0	1	47.4	52.5	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	45.1	45.1	-
0600	6	0	1	1	1	2	0	0	0	1	0	0	0	1	46.1	65.2	-
0700	10	0	0	1	1	1	4	2	1	0	0	0	0	7	51.5	62.9	-
0800	35	1	0	0	5	12	11	4	1	1	0	0	0	17	50.0	67.2	55.8
0900	13	2	0	0	3	1	4	0	3	0	0	0	0	7	47.4	62.9	61.2
1000	10	0	0	1	1	1	4	1	2	0	0	0	0	7	51.2	60.8	-
1100	10	0	1	1	1	2	3	1	1	0	0	0	0	5	48.5	63.8	-
1200	22	2	3	2	0	9	4	2	0	0	0	0	0	6	44.4	58.1	53.6
1300	18	0	0	2	4	3	4	2	3	0	0	0	0	9	50.2	64.7	55.4
1400	17	2	2	1	3	4	3	2	0	0	0	0	0	5	42.2	56.9	51.8
1500	36	3	1	2	5	11	9	3	2	0	0	0	0	14	47.0	64.3	54.7
1600	28	1	1	1	6	8	5	5	1	0	0	0	0	11	48.1	60.4	55.8
1700	30	0	2	2	4	8	9	4	1	0	0	0	0	14	48.4	64.2	56.2
1800	22	2	1	1	5	8	3	1	1	0	0	0	0	5	45.1	64.3	50.4
1900	19	3	0	2	2	5	2	3	1	1	0	0	0	7	46.1	65.8	56.9
2000	6	0	0	1	1	3	0	1	0	0	0	0	0	1	47.3	58.9	-
2100	5	1	0	0	0	3	0	1	0	0	0	0	0	1	44.5	58.7	-
2200	3	1	0	0	1	0	1	0	0	0	0	0	0	1	42.1	53.2	-
2300	4	0	0	0	1	0	2	0	1	0	0	0	0	3	51.6	60.6	-
07-19	**251**	**13**	**11**	**14**	**38**	**68**	**63**	**27**	**16**	**1**	**0**	**0**	**0**	**107**	**47.6**	**67.2**	**55.4**
06-22	**287**	**17**	**12**	**18**	**42**	**81**	**65**	**32**	**17**	**3**	**0**	**0**	**0**	**117**	**47.4**	**67.2**	**55.8**
06-00	**294**	**18**	**12**	**18**	**44**	**81**	**68**	**32**	**18**	**3**	**0**	**0**	**0**	**121**	**47.4**	**67.2**	**55.8**
00-00	**300**	**19**	**13**	**18**	**45**	**82**	**69**	**32**	**19**	**3**	**0**	**0**	**0**	**123**	**47.3**	**67.2**	**55.8**

Vehicles = 300
Posted speed limit = 50 km/h, Exceeding = 123 (41.00%), Mean Exceeding = 55.42 km/h
Maximum = 67.2 km/h, **Minimum** = 12.1 km/h, **Mean** = 47.3 km/h
85% Speed = 55.8 km/h, **95% Speed** = 61.2 km/h, **Median** = 48.6 km/h
20 km/h Pace = 39 - 59, **Number in Pace** = 233 (77.67%)
Variance = 94.13, **Standard Deviation** = 9.70 km/h

*** Wednesday, 22 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	3	0	0	0	0	1	2	0	0	0	0	0	0	2	51.8	55.0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	48.8	48.8	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	44.2	44.2	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	43.3	43.3	-
0600	1	0	0	0	1	0	0	0	0	0	0	0	0	0	41.6	41.6	-
0700	13	0	1	4	2	4	1	0	1	0	0	0	0	2	44.1	64.8	48.6
0800	39	1	1	6	9	12	8	1	1	0	0	0	0	10	45.9	61.2	52.9
0900	18	2	0	1	3	5	4	2	1	0	0	0	0	7	45.4	60.6	51.5
1000	6	0	0	0	1	2	1	2	0	0	0	0	0	3	50.1	57.7	-
1100	14	1	1	1	2	4	3	2	0	0	0	0	0	5	45.2	57.9	50.4
1200	17	1	3	2	4	3	2	2	0	0	0	0	0	4	43.2	58.4	50.4
1300	21	4	1	3	3	5	3	1	1	0	0	0	0	5	42.6	60.9	50.8
1400	20	2	3	2	4	3	5	1	0	0	0	0	0	6	42.2	56.4	51.5
1500	42	1	2	5	9	12	9	4	0	0	0	0	0	13	45.9	59.8	51.8
1600	26	1	1	2	8	4	5	5	0	0	0	0	0	10	46.9	59.5	55.8
1700	32	2	1	2	4	7	8	7	1	0	0	0	0	16	48.6	62.4	56.9
1800	23	5	3	3	3	5	4	0	0	0	0	0	0	4	40.0	53.9	49.7
1900	15	1	1	0	3	3	4	3	0	0	0	0	0	7	46.3	57.5	55.8
2000	14	1	0	1	0	6	4	1	0	0	1	0	0	6	49.7	74.3	54.0
2100	14	2	0	0	3	5	2	1	1	0	0	0	0	4	45.7	61.7	54.0
2200	4	0	1	0	1	1	0	0	1	0	0	0	0	1	45.1	63.2	-
2300	2	0	0	0	0	2	0	0	0	0	0	0	0	0	47.8	47.9	-
07-19	**271**	**20**	**17**	**31**	**52**	**66**	**53**	**27**	**5**	**0**	**0**	**0**	**0**	**85**	**45.0**	**64.8**	**53.3**
06-22	**315**	**24**	**18**	**32**	**59**	**80**	**63**	**32**	**6**	**0**	**1**	**0**	**0**	**102**	**45.3**	**74.3**	**53.6**
06-00	**321**	**24**	**19**	**32**	**60**	**83**	**63**	**32**	**7**	**0**	**1**	**0**	**0**	**103**	**45.3**	**74.3**	**53.6**
00-00	**327**	**24**	**19**	**32**	**62**	**85**	**65**	**32**	**7**	**0**	**1**	**0**	**0**	**105**	**45.4**	**74.3**	**53.6**

Vehicles = 327
Posted speed limit = 50 km/h, Exceeding = 105 (32.11%), Mean Exceeding = 54.46 km/h
Maximum = 74.3 km/h, **Minimum** = 13.7 km/h, **Mean** = 45.4 km/h
85% Speed = 53.6 km/h, **95% Speed** = 57.6 km/h, **Median** = 46.4 km/h
20 km/h Pace = 38 - 58, **Number in Pace** = 257 (78.59%)
Variance = 82.00, **Standard Deviation** = 9.06 km/h

*** Thursday, 23 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	2	0	1	0	0	1	0	0	0	0	0	0	0	0	40.4	46.0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	1	0	0	0	0	0	1	0	0	0	1	53.7	68.0	-
0500	3	0	0	0	0	1	1	0	0	1	0	0	0	2	55.7	67.5	-
0600	2	0	0	0	0	0	1	1	0	0	0	0	0	2	53.1	55.2	-
0700	8	0	0	0	5	0	1	2	0	0	0	0	0	3	47.6	57.8	-
0800	35	1	2	4	8	10	6	2	2	0	0	0	0	10	46.0	63.1	53.6
0900	22	5	0	3	5	3	2	2	1	1	0	0	0	6	42.3	68.4	56.9
1000	16	1	0	4	6	3	1	1	0	0	0	0	0	2	42.2	55.4	45.4
1100	20	2	4	3	6	2	2	1	0	0	0	0	0	3	40.0	56.8	45.0
1200	21	3	2	0	7	8	1	0	0	0	0	0	0	1	41.5	53.5	47.5
1300	21	2	3	0	3	7	4	0	1	1	0	0	0	6	44.7	68.2	50.8
1400	20	2	0	2	5	8	2	1	0	0	0	0	0	3	43.7	59.1	49.7
1500	31	1	2	7	4	8	5	4	0	0	0	0	0	9	44.8	56.6	51.1
1600	29	2	1	5	8	3	4	4	1	0	1	0	0	10	46.0	70.4	55.4
1700	28	3	2	1	4	8	8	1	0	1	0	0	0	10	44.5	65.6	53.6
1800	15	3	0	3	1	4	3	0	1	0	0	0	0	4	43.0	62.8	52.6
1900	13	1	0	1	3	2	5	1	0	0	0	0	0	6	46.9	56.2	54.0
2000	6	1	0	0	1	2	1	1	0	0	0	0	0	2	46.4	58.1	-
2100	11	0	0	3	1	5	1	1	0	0	0	0	0	2	45.0	56.4	48.2
2200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	26.2	36.7	-
2300	3	0	0	0	0	3	0	0	0	0	0	0	0	0	47.1	48.2	-
07-19	**266**	**25**	**16**	**32**	**62**	**64**	**39**	**18**	**6**	**3**	**1**	**0**	**0**	**67**	**44.0**	**70.4**	**53.3**
06-22	**298**	**27**	**16**	**36**	**67**	**73**	**47**	**22**	**6**	**3**	**1**	**0**	**0**	**79**	**44.2**	**70.4**	**53.3**
06-00	**303**	**28**	**16**	**37**	**67**	**76**	**47**	**22**	**6**	**3**	**1**	**0**	**0**	**79**	**44.2**	**70.4**	**53.3**
00-00	**310**	**28**	**17**	**38**	**67**	**78**	**48**	**22**	**6**	**5**	**1**	**0**	**0**	**82**	**44.3**	**70.4**	**53.6**

Vehicles = 310
Posted speed limit = 50 km/h, Exceeding = 82 (26.45%), Mean Exceeding = 55.52 km/h
Maximum = 70.4 km/h, **Minimum** = 10.8 km/h, **Mean** = 44.3 km/h
85% Speed = 53.6 km/h, **95% Speed** = 58.0 km/h, **Median** = 45.0 km/h
20 km/h Pace = 36 - 56, **Number in Pace** = 239 (77.10%)
Variance = 100.08, **Standard Deviation** = 10.00 km/h

*** Friday, 24 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	45.7	45.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	26.1	26.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	0	0	0	2	0	0	0	0	0	0	2	52.0	52.6	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	48.1	48.1	-
0600	8	1	0	1	0	2	1	2	0	0	1	0	0	4	49.6	74.1	-
0700	13	0	0	3	3	3	2	1	1	0	0	0	0	4	46.7	61.2	54.0
0800	26	2	0	1	7	9	4	3	0	0	0	0	0	7	45.8	56.7	53.3
0900	16	1	1	1	3	4	3	1	2	0	0	0	0	6	47.0	64.6	56.2
1000	14	0	1	2	2	6	2	0	1	0	0	0	0	3	45.7	60.1	51.1
1100	11	3	2	1	3	1	0	1	0	0	0	0	0	1	35.7	55.6	42.1
1200	21	1	0	2	3	4	7	2	0	1	1	0	0	11	49.0	70.9	55.4
1300	15	0	2	1	3	5	2	1	1	0	0	0	0	4	45.9	61.9	53.6
1400	16	0	0	1	2	7	3	2	1	0	0	0	0	6	49.1	64.8	55.1
1500	26	1	0	1	5	10	6	2	1	0	0	0	0	9	47.8	60.6	54.4
1600	24	2	1	4	3	6	5	1	1	1	0	0	0	8	45.6	69.7	51.5
1700	26	0	0	3	3	9	8	2	1	0	0	0	0	11	48.5	60.9	53.6
1800	20	2	0	2	6	3	5	1	1	0	0	0	0	7	44.4	61.0	52.9
1900	10	1	0	1	2	2	1	1	2	0	0	0	0	4	47.2	62.8	-
2000	6	1	0	1	2	1	1	0	0	0	0	0	0	1	41.5	52.2	-
2100	9	0	0	1	1	3	3	1	0	0	0	0	0	4	48.7	56.3	-
2200	6	2	0	0	1	2	0	0	0	0	1	0	0	1	43.5	73.3	-
2300	9	0	2	0	4	1	1	0	0	1	0	0	0	2	44.9	65.7	-
07-19	**228**	**12**	**7**	**22**	**43**	**67**	**47**	**17**	**10**	**2**	**1**	**0**	**0**	**77**	**46.4**	**70.9**	**54.0**
06-22	**261**	**15**	**7**	**26**	**48**	**75**	**53**	**21**	**12**	**2**	**2**	**0**	**0**	**90**	**46.5**	**74.1**	**54.4**
06-00	**276**	**17**	**9**	**26**	**53**	**78**	**54**	**21**	**12**	**3**	**3**	**0**	**0**	**93**	**46.3**	**74.1**	**54.4**
00-00	**281**	**18**	**9**	**26**	**53**	**80**	**56**	**21**	**12**	**3**	**3**	**0**	**0**	**95**	**46.3**	**74.1**	**54.0**

Vehicles = 281
Posted speed limit = 50 km/h, Exceeding = 95 (33.81%), Mean Exceeding = 55.69 km/h
Maximum = 74.1 km/h, **Minimum** = 9.7 km/h, **Mean** = 46.3 km/h
85% Speed = 54.0 km/h, **95% Speed** = 60.8 km/h, **Median** = 47.2 km/h
20 km/h Pace = 36 - 56, **Number in Pace** = 220 (78.29%)
Variance = 96.35, **Standard Deviation** = 9.82 km/h

*** Saturday, 25 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	3	1	0	0	0	1	1	0	0	0	0	0	0	1	41.0	51.8	-
0100	5	0	1	0	1	2	0	1	0	0	0	0	0	1	45.0	55.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	2	1	0	0	1	0	0	0	0	0	0	0	0	0	27.4	41.9	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	38.5	38.5	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	44.1	44.1	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	1	0	0	0	1	0	0	0	0	0	0	0	0	0	43.2	43.2	-
0800	9	1	1	1	2	3	0	1	0	0	0	0	0	1	41.0	57.9	-
0900	20	4	0	3	3	7	2	1	0	0	0	0	0	3	40.8	56.5	49.0
1000	24	1	0	3	11	5	4	0	0	0	0	0	0	4	43.5	52.5	47.5
1100	22	3	1	6	3	6	2	0	1	0	0	0	0	3	40.9	62.5	49.7
1200	22	0	0	5	1	8	7	1	0	0	0	0	0	8	46.5	55.5	52.2
1300	13	0	1	1	5	2	1	3	0	0	0	0	0	4	46.3	59.2	55.4
1400	12	1	0	1	2	3	3	0	2	0	0	0	0	5	46.5	61.4	53.3
1500	19	1	0	3	5	4	3	2	1	0	0	0	0	6	45.6	62.0	50.8
1600	16	1	0	1	2	6	5	1	0	0	0	0	0	6	47.2	57.7	52.9
1700	17	1	1	2	3	1	7	2	0	0	0	0	0	9	46.7	56.3	52.6
1800	13	0	0	3	3	4	2	1	0	0	0	0	0	3	45.7	56.4	51.5
1900	16	0	2	0	5	2	6	1	0	0	0	0	0	7	46.4	56.5	52.9
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	2	0	0	0	0	1	1	0	0	0	0	0	0	1	51.8	54.0	-
07-19	**188**	**13**	**4**	**29**	**41**	**49**	**36**	**12**	**4**	**0**	**0**	**0**	**0**	**52**	**44.5**	**62.5**	**52.2**
06-22	**204**	**13**	**6**	**29**	**46**	**51**	**42**	**13**	**4**	**0**	**0**	**0**	**0**	**59**	**44.6**	**62.5**	**52.2**
06-00	**206**	**13**	**6**	**29**	**46**	**52**	**43**	**13**	**4**	**0**	**0**	**0**	**0**	**60**	**44.7**	**62.5**	**52.2**
00-00	**218**	**15**	**7**	**30**	**49**	**55**	**44**	**14**	**4**	**0**	**0**	**0**	**0**	**62**	**44.5**	**62.5**	**52.2**

Vehicles = 218
Posted speed limit = 50 km/h, Exceeding = 62 (28.44%), Mean Exceeding = 53.66 km/h
Maximum = 62.5 km/h, **Minimum** = 9.1 km/h, **Mean** = 44.5 km/h
85% Speed = 52.2 km/h, **95% Speed** = 56.5 km/h, **Median** = 45.4 km/h
20 km/h Pace = 35 - 55, **Number in Pace** = 180 (82.57%)
Variance = 84.64, **Standard Deviation** = 9.20 km/h

*** Sunday, 26 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	5	1	0	0	1	1	2	0	0	0	0	0	0	2	42.8	53.3	-
0100	4	0	0	1	0	0	2	1	0	0	0	0	0	3	49.7	58.0	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	22.6	24.3	-
0300	3	0	1	1	0	0	1	0	0	0	0	0	0	1	41.4	53.4	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	2	0	0	0	1	1	0	0	0	0	0	0	0	0	46.5	48.1	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	2	0	0	0	0	0	2	0	0	0	0	0	0	2	53.6	54.8	-
0800	1	0	0	0	1	0	0	0	0	0	0	0	0	0	41.2	41.2	-
0900	4	0	2	0	1	0	0	0	1	0	0	0	0	1	41.8	60.8	-
1000	12	0	1	2	4	3	1	0	0	1	0	0	0	2	44.4	65.4	47.5
1100	15	1	0	1	5	3	3	1	1	0	0	0	0	5	45.4	60.5	52.6
1200	14	1	0	0	1	4	2	4	2	0	0	0	0	8	51.8	61.3	59.8
1300	19	0	0	2	5	7	3	1	1	0	0	0	0	5	47.0	63.8	53.6
1400	19	0	0	0	4	5	8	1	0	1	0	0	0	10	50.2	69.3	52.9
1500	26	2	2	4	5	4	2	3	2	2	0	0	0	9	46.4	66.2	56.5
1600	20	2	0	3	4	5	1	3	1	1	0	0	0	6	46.2	69.3	56.9
1700	26	2	2	1	3	10	6	2	0	0	0	0	0	8	45.5	57.3	53.6
1800	14	1	0	3	2	3	1	4	0	0	0	0	0	5	45.9	59.4	55.1
1900	13	2	0	1	0	5	3	1	1	0	0	0	0	5	46.4	63.1	52.9
2000	4	0	1	0	2	1	0	0	0	0	0	0	0	0	40.8	47.1	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	3	0	0	0	0	1	0	2	0	0	0	0	0	2	53.2	58.5	-
2300	2	0	0	1	0	0	1	0	0	0	0	0	0	1	45.5	51.2	-
07-19	**172**	**9**	**7**	**16**	**35**	**44**	**29**	**19**	**8**	**5**	**0**	**0**	**0**	**61**	**46.8**	**69.3**	**55.8**
06-22	**189**	**11**	**8**	**17**	**37**	**50**	**32**	**20**	**9**	**5**	**0**	**0**	**0**	**66**	**46.7**	**69.3**	**55.8**
06-00	**194**	**11**	**8**	**18**	**37**	**51**	**33**	**22**	**9**	**5**	**0**	**0**	**0**	**69**	**46.8**	**69.3**	**55.8**
00-00	**210**	**14**	**9**	**20**	**39**	**53**	**38**	**23**	**9**	**5**	**0**	**0**	**0**	**75**	**46.4**	**69.3**	**55.4**

Vehicles = 210
Posted speed limit = 50 km/h, Exceeding = 75 (35.71%), Mean Exceeding = 55.93 km/h
Maximum = 69.3 km/h, **Minimum** = 17.2 km/h, **Mean** = 46.4 km/h
85% Speed = 55.4 km/h, **95% Speed** = 60.5 km/h, **Median** = 46.8 km/h
20 km/h Pace = 37 - 57, **Number in Pace** = 160 (76.19%)
Variance = 95.90, **Standard Deviation** = 9.79 km/h

*** Virtual Day (13)**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	3	0	0	0	0	0	1	0	0	0	0	0	0	1	45.2	67.4	-
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	60.6	-
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	49.4	-
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	58.0	-
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	1	48.3	68.0	-
0500	2	0	0	0	0	1	0	0	0	0	0	0	0	0	48.3	67.5	-
0600	3	0	0	0	1	1	0	0	0	0	0	0	0	1	45.4	74.1	-
0700	8	0	0	1	2	2	2	1	0	0	0	0	0	3	46.6	64.8	-
0800	26	1	1	3	6	8	5	1	1	0	0	0	0	7	46.0	67.5	53.3
0900	15	2	0	1	3	4	3	1	1	0	0	0	0	4	44.8	72.2	54.0
1000	14	0	1	2	3	4	2	1	0	0	0	0	0	4	45.3	66.8	52.9
1100	17	2	1	2	4	4	2	1	0	0	0	0	0	4	42.6	68.4	52.2
1200	18	1	1	2	4	5	3	2	0	0	0	0	0	5	44.8	70.9	53.6
1300	17	1	1	2	4	5	3	1	1	0	0	0	0	5	45.7	69.9	54.0
1400	16	1	1	1	3	4	4	1	0	0	0	0	0	5	45.5	69.3	52.9
1500	29	2	1	3	6	8	5	3	1	0	0	0	0	9	45.7	66.3	53.6
1600	22	2	1	3	5	5	4	3	1	0	0	0	0	8	46.1	72.1	55.4
1700	26	1	2	3	4	6	7	2	1	0	0	0	0	10	46.2	69.1	54.0
1800	20	1	1	2	4	6	4	2	1	0	0	0	0	6	45.7	66.5	54.0
1900	13	1	1	1	2	3	3	1	0	0	0	0	0	5	45.8	65.8	54.0
2000	7	1	0	1	1	2	1	1	0	0	0	0	0	3	46.8	74.3	-
2100	6	0	0	1	1	2	1	1	0	0	0	0	0	2	46.4	67.2	-
2200	4	1	0	0	1	1	1	0	0	0	0	0	0	1	43.7	73.3	-
2300	3	0	0	0	0	1	1	0	0	0	0	0	0	1	45.9	65.7	-
07-19	**228**	**14**	**11**	**25**	**47**	**59**	**43**	**18**	**7**	**2**	**0**	**0**	**0**	**70**	**45.5**	**72.2**	**53.6**
06-22	**257**	**17**	**12**	**27**	**52**	**67**	**49**	**21**	**8**	**2**	**1**	**0**	**0**	**81**	**45.5**	**74.3**	**54.0**
06-00	**264**	**18**	**13**	**28**	**54**	**69**	**50**	**22**	**8**	**2**	**1**	**0**	**0**	**83**	**45.5**	**74.3**	**54.0**
00-00	**272**	**19**	**13**	**29**	**55**	**70**	**51**	**22**	**8**	**3**	**1**	**0**	**0**	**85**	**45.5**	**74.3**	**54.0**

Vehicles = 3537
Posted speed limit = 50 km/h, Exceeding = 1110 (31.38%), Mean Exceeding = 55.04 km/h
Maximum = 74.3 km/h, **Minimum** = 9.1 km/h, **Mean** = 45.5 km/h
85% Speed = 54.0 km/h, **95% Speed** = 58.7 km/h, **Median** = 46.4 km/h
20 km/h Pace = 37 - 57, **Number in Pace** = 2758 (77.98%)
Variance = 88.87, **Standard Deviation** = 9.43 km/h

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

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
Mon	277	17	16	23	59	74	59	21	5	3	0	0	0	88	45.7	69.1	53.3
Tue	289	19	13	22	54	73	65	28	15	2	1	0	0	109	46.6	72.2	54.7
Wed	313	17	15	30	68	84	65	27	6	1	1	0	0	99	45.7	74.3	53.3
Thu	303	25	15	35	64	82	48	24	6	4	1	0	0	83	44.8	71.9	53.6
Fri	306	21	12	36	57	80	59	23	14	4	2	0	0	101	45.8	74.1	54.0
|Sat	235	19	15	29	54	57	41	17	4	1	0	0	0	62	44.1	67.2	52.2
|Sun	186	14	10	24	34	47	29	18	8	4	1	0	0	59	45.6	72.1	55.1

Vehicles = 3537
Posted speed limit = 50 km/h, Exceeding = 1110 (31.38%), Mean Exceeding = 55.04 km/h
Maximum = 74.3 km/h, **Minimum** = 9.1 km/h, **Mean** = 45.5 km/h
85% Speed = 54.0 km/h, **95% Speed** = 58.7 km/h, **Median** = 46.4 km/h
20 km/h Pace = 37 - 57, **Number in Pace** = 2758 (77.98%)
Variance = 88.87, **Standard Deviation** = 9.43 km/h

In profile: Vehicles = 3537 / 7093 (49.87%)

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

R511151_0026VirtWeeklyVehicle203 -- English (ENA)

Datasets:

Site: **[R511151_0026] Finlayson Crescent, Traralgon - 70m South of Grey Street (Opp.#15)**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 11:42 Monday, 13 August 2012 => 10:21 Monday, 27 August 2012
File: R511151_002627Aug2012.EC0 (Plus)
Identifier: DS77W1ZV MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, 14 August 2012 => 0:00 Monday, 27 August 2012**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 5 - 160 km/h.
Direction: South (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 3064 / 7211 (42.49%)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	1.0	1.5	1.0	1.0	0.5	3.5	5.0	1.0	2.0
0100-0200	1.0	1.0	1.5	0.5	0.0	2.5	2.5	0.8	1.3
0200-0300	0.0	0.5	0.5	0.5	1.0	1.5	2.5	0.6	1.0
0300-0400	0.0	0.0	0.0	0.5	1.0	2.5	0.0	0.3	0.6
0400-0500	2.0	2.5	3.0	1.5	1.5	1.0	1.5	2.1	1.8
0500-0600	1.0	1.0	1.0	4.0	2.5	2.0	2.0	2.0	2.0
0600-0700	2.0	3.0	2.0	3.5	1.5	0.5	2.0	2.4	2.1
0700-0800	6.0	9.0	8.5	9.0	8.5	4.0	2.0	8.4	6.8
0800-0900	**42.0<**	**34.5<**	**37.0<**	**42.5<**	**37.5<**	5.5	3.0	**38.3<**	**27.8<**
0900-1000	20.0	22.5	11.5	10.5	12.0	7.0	6.0	14.8	12.2
1000-1100	14.0	7.5	8.0	14.5	11.0	12.0	**12.0<**	10.7	11.1
1100-1200	12.0	8.0	12.0	15.0	14.5	**23.5<**	9.0	12.3	13.5
1200-1300	12.0	15.0	14.0	17.0	16.0	14.0	7.5	15.1	13.8
1300-1400	13.0	15.0	12.5	13.5	14.5	**19.0<**	6.5	13.8	13.5
1400-1500	18.0	14.0	14.5	18.5	11.5	10.5	13.0	15.0	14.0
1500-1600	**36.0<**	**35.0<**	**34.0<**	**41.0<**	**41.0<**	16.0	14.0	**37.6<**	**30.6<**
1600-1700	32.0	20.5	19.5	19.0	18.5	10.5	**14.5<**	20.8	18.2
1700-1800	14.0	18.0	16.5	21.0	21.5	15.0	13.0	18.7	17.2
1800-1900	8.0	19.0	18.0	13.0	14.0	16.0	9.0	15.1	14.3
1900-2000	8.0	9.5	13.0	11.0	10.0	10.0	7.5	10.6	10.0
2000-2100	1.0	8.0	11.0	7.5	12.5	2.5	3.5	8.8	7.0
2100-2200	7.0	8.0	9.0	10.0	6.0	3.5	1.5	8.1	6.4
2200-2300	4.0	7.5	6.0	6.5	5.5	4.5	3.0	6.1	5.4
2300-2400	3.0	3.0	3.0	1.0	3.5	5.0	2.5	2.7	3.0
Totals									
0700-1900	227.0	218.0	206.0	234.5	220.5	153.0	109.5	220.6	193.1
0600-2200	245.0	246.5	241.0	266.5	250.5	169.5	124.0	250.4	218.5
0600-0000	252.0	257.0	250.0	274.0	259.5	179.0	129.5	259.2	226.9
0000-0000	257.0	263.5	257.0	282.0	266.0	192.0	143.0	266.0	235.7
AM Peak	0800	0800	0800	0800	0800	1100	1000		
	42.0	34.5	37.0	42.5	37.5	23.5	12.0		
PM Peak	1500	1500	1500	1500	1500	1300	1600		
	36.0	35.0	34.0	41.0	41.0	19.0	14.5		

*** - No data.**

MetroCount Traffic Executive
speed 50

R511151_0026CustomList187 -- English (ENA)

Datasets:

Site:	**[R511151_0026] Finlayson Crescent, Traralgon - 70m South of Grey Street (Opp.#15)**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	11:42 Monday, 13 August 2012 => 10:21 Monday, 27 August 2012
File:	R511151_002627Aug2012.EC0 (Plus)
Identifier:	DS77W1ZV MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Tuesday, 14 August 2012 => 0:00 Monday, 27 August 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	5 - 160 km/h.
Direction:	South (bound)
Separation:	Greater than 4.00 seconds. - (Headway)
Name:	speed 50
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

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

*** Tuesday, 14 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0	35.9	39.5	-
0100	2	0	1	0	0	1	0	0	0	0	0	0	0	0	41.5	48.0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	3	0	0	0	1	2	0	0	0	0	0	0	0	0	46.1	47.1	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	37.5	37.5	-
0600	2	0	0	0	0	1	0	0	1	0	0	0	0	1	54.2	62.7	-
0700	13	2	0	3	3	3	1	1	0	0	0	0	0	2	41.1	55.0	47.9
0800	34	1	4	7	12	8	1	1	0	0	0	0	0	2	42.0	57.6	47.2
0900	20	0	3	3	4	8	2	0	0	0	0	0	0	2	43.1	52.2	48.2
1000	8	0	0	1	4	3	0	0	0	0	0	0	0	0	43.4	47.1	-
1100	11	0	1	3	3	1	2	1	0	0	0	0	0	3	43.6	55.5	50.0
1200	17	4	0	3	5	3	1	1	0	0	0	0	0	2	38.7	55.2	46.4
1300	14	0	1	5	2	3	2	1	0	0	0	0	0	3	43.7	56.5	51.1
1400	12	3	1	1	2	4	1	0	0	0	0	0	0	1	39.0	50.5	47.9
1500	41	3	4	13	13	6	2	0	0	0	0	0	0	2	40.2	52.3	47.5
1600	23	4	0	3	6	7	2	1	0	0	0	0	0	3	41.6	58.7	48.2
1700	16	1	2	6	2	5	0	0	0	0	0	0	0	0	41.1	49.9	47.2
1800	19	2	1	1	5	2	5	3	0	0	0	0	0	8	44.8	56.7	54.4
1900	8	0	0	0	2	4	1	1	0	0	0	0	0	2	47.8	57.3	-
2000	3	0	1	1	1	0	0	0	0	0	0	0	0	0	38.3	42.0	-
2100	6	0	0	2	2	0	2	0	0	0	0	0	0	2	44.6	53.4	-
2200	9	1	0	2	2	1	2	0	0	1	0	0	0	3	45.1	67.8	-
2300	3	0	1	2	0	0	0	0	0	0	0	0	0	0	35.9	38.5	-
07-19	**228**	**20**	**17**	**49**	**61**	**53**	**19**	**9**	**0**	**0**	**0**	**0**	**0**	**28**	**41.7**	**58.7**	**49.0**
06-22	**247**	**20**	**18**	**52**	**66**	**58**	**22**	**10**	**1**	**0**	**0**	**0**	**0**	**33**	**42.0**	**62.7**	**49.7**
06-00	**259**	**21**	**19**	**56**	**68**	**59**	**24**	**10**	**1**	**1**	**0**	**0**	**0**	**36**	**42.0**	**67.8**	**49.7**
00-00	**267**	**21**	**21**	**58**	**69**	**62**	**24**	**10**	**1**	**1**	**0**	**0**	**0**	**36**	**42.0**	**67.8**	**49.7**

Vehicles = 267
Posted speed limit = 50 km/h, Exceeding = 36 (13.48%), Mean Exceeding = 54.01 km/h
Maximum = 67.8 km/h, **Minimum** = 16.6 km/h, **Mean** = 42.0 km/h
85% Speed = 49.7 km/h, **95% Speed** = 54.4 km/h, **Median** = 42.8 km/h
20 km/h Pace = 32 - 52, **Number in Pace** = 218 (81.65%)
Variance = 69.20, **Standard Deviation** = 8.32 km/h

*** Wednesday, 15 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	2	0	0	0	0	2	0	0	0	0	0	0	0	0	47.6	47.9	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	1	52.7	52.7	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	3	0	0	1	1	1	0	0	0	0	0	0	0	0	42.7	46.9	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	38.0	38.0	-
0600	3	1	0	0	0	1	0	0	1	0	0	0	0	1	45.5	60.1	-
0700	8	1	0	1	2	1	1	2	0	0	0	0	0	3	45.7	57.5	-
0800	30	0	0	6	8	11	5	0	0	0	0	0	0	5	44.5	53.7	50.0
0900	12	0	2	0	5	4	0	1	0	0	0	0	0	1	43.6	57.2	47.2
1000	6	0	0	1	1	4	0	0	0	0	0	0	0	0	45.1	49.4	-
1100	12	1	1	2	4	2	1	1	0	0	0	0	0	2	42.1	59.6	48.6
1200	13	2	1	3	1	4	2	0	0	0	0	0	0	2	41.2	54.7	49.7
1300	10	0	0	1	5	2	1	1	0	0	0	0	0	2	45.3	58.6	-
1400	12	1	0	4	3	2	2	0	0	0	0	0	0	2	41.7	52.7	47.9
1500	22	1	4	4	8	4	1	0	0	0	0	0	0	1	39.9	51.1	45.7
1600	21	2	1	1	8	7	2	0	0	0	0	0	0	2	43.0	52.0	48.6
1700	17	0	0	4	7	1	4	1	0	0	0	0	0	5	44.5	59.2	51.5
1800	13	2	0	0	1	7	2	0	0	0	0	0	1	3	46.6	81.8	50.0
1900	12	0	0	0	3	4	3	2	0	0	0	0	0	5	50.1	59.2	54.7
2000	10	1	0	2	2	0	4	1	0	0	0	0	0	5	45.6	57.6	-
2100	8	1	0	1	4	0	1	1	0	0	0	0	0	2	42.0	58.5	-
2200	3	0	0	1	0	1	1	0	0	0	0	0	0	1	46.0	51.6	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	19.7	24.0	-
07-19	**176**	**10**	**9**	**27**	**53**	**49**	**21**	**6**	**0**	**0**	**0**	**0**	**1**	**28**	**43.4**	**81.8**	**50.0**
06-22	**209**	**13**	**9**	**30**	**62**	**54**	**29**	**10**	**1**	**0**	**0**	**0**	**1**	**41**	**43.8**	**81.8**	**50.8**
06-00	**214**	**15**	**9**	**31**	**62**	**55**	**30**	**10**	**1**	**0**	**0**	**0**	**1**	**42**	**43.6**	**81.8**	**50.8**
00-00	**221**	**15**	**9**	**33**	**63**	**58**	**31**	**10**	**1**	**0**	**0**	**0**	**1**	**43**	**43.7**	**81.8**	**50.8**

Vehicles = 221
Posted speed limit = 50 km/h, Exceeding = 43 (19.46%), Mean Exceeding = 54.29 km/h
Maximum = 81.8 km/h, **Minimum** = 15.5 km/h, **Mean** = 43.7 km/h
85% Speed = 50.8 km/h, **95% Speed** = 56.2 km/h, **Median** = 44.3 km/h
20 km/h Pace = 35 - 55, **Number in Pace** = 185 (83.71%)
Variance = 70.29, **Standard Deviation** = 8.38 km/h

*** Thursday, 16 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	2	0	0	1	0	0	0	1	0	0	0	0	0	1	47.0	58.2	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	43.8	43.8	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	24.5	24.5	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12.3	12.3	-
0400	2	1	0	1	0	0	0	0	0	0	0	0	0	0	33.3	36.6	-
0500	5	1	0	2	1	0	0	0	0	1	0	0	0	1	40.2	66.8	-
0600	4	0	0	0	1	1	1	0	1	0	0	0	0	2	52.4	62.8	-
0700	9	0	0	1	2	5	0	1	0	0	0	0	0	1	46.5	55.6	-
0800	36	2	0	9	10	9	6	0	0	0	0	0	0	6	43.3	54.0	50.0
0900	14	0	0	2	6	3	3	0	0	0	0	0	0	3	44.7	53.2	50.0
1000	11	2	2	2	3	1	1	0	0	0	0	0	0	1	37.9	54.5	43.6
1100	15	0	1	4	2	3	2	2	1	0	0	0	0	5	46.5	64.6	55.1
1200	14	0	1	2	3	4	4	0	0	0	0	0	0	4	45.7	53.7	52.6
1300	13	0	0	5	4	4	0	0	0	0	0	0	0	0	41.9	48.6	46.8
1400	19	2	3	5	5	1	3	0	0	0	0	0	0	3	39.1	54.1	48.2
1500	41	3	7	7	11	11	2	0	0	0	0	0	0	2	40.0	51.6	46.8
1600	17	4	1	0	3	5	4	0	0	0	0	0	0	4	39.5	53.3	50.0
1700	24	2	3	3	5	7	3	1	0	0	0	0	0	4	42.9	58.2	49.7
1800	9	2	0	1	5	0	1	0	0	0	0	0	0	1	37.7	50.3	-
1900	13	0	0	3	3	5	1	0	1	0	0	0	0	2	45.0	60.0	49.0
2000	8	2	0	1	3	1	1	0	0	0	0	0	0	1	40.0	50.6	-
2100	11	0	1	2	1	6	0	1	0	0	0	0	0	1	45.0	55.8	47.9
2200	4	0	1	0	0	3	0	0	0	0	0	0	0	0	43.7	47.9	-
2300	2	0	1	0	0	1	0	0	0	0	0	0	0	0	37.7	45.3	-
07-19	**222**	**17**	**18**	**41**	**59**	**53**	**29**	**4**	**1**	**0**	**0**	**0**	**0**	**34**	**42.0**	**64.6**	**50.0**
06-22	**258**	**19**	**19**	**47**	**67**	**66**	**32**	**5**	**3**	**0**	**0**	**0**	**0**	**40**	**42.4**	**64.6**	**50.0**
06-00	**264**	**19**	**21**	**47**	**67**	**70**	**32**	**5**	**3**	**0**	**0**	**0**	**0**	**40**	**42.4**	**64.6**	**49.7**
00-00	**276**	**23**	**21**	**51**	**69**	**70**	**32**	**6**	**3**	**1**	**0**	**0**	**0**	**42**	**42.1**	**66.8**	**50.0**

Vehicles = 276
Posted speed limit = 50 km/h, Exceeding = 42 (15.22%), Mean Exceeding = 53.92 km/h
Maximum = 66.8 km/h, **Minimum** = 12.3 km/h, **Mean** = 42.1 km/h
85% Speed = 50.0 km/h, **95% Speed** = 53.6 km/h, **Median** = 43.2 km/h
20 km/h Pace = 34 - 54, **Number in Pace** = 225 (81.52%)
Variance = 79.73, **Standard Deviation** = 8.93 km/h

*** Friday, 17 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	1	54.3	54.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	1	57.5	57.5	-
0400	2	0	0	1	1	0	0	0	0	0	0	0	0	0	40.1	44.0	-
0500	3	0	0	2	0	0	1	0	0	0	0	0	0	1	42.9	50.8	-
0600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	47.2	47.2	-
0700	10	1	0	1	1	4	2	1	0	0	0	0	0	3	45.7	59.5	-
0800	37	2	5	5	11	7	4	2	1	0	0	0	0	7	42.5	61.0	49.7
0900	15	1	2	0	6	4	2	0	0	0	0	0	0	2	42.9	50.4	48.2
1000	10	2	0	2	4	1	1	0	0	0	0	0	0	1	39.0	52.0	-
1100	15	1	4	4	2	1	2	1	0	0	0	0	0	3	39.5	55.7	50.8
1200	17	1	1	2	3	4	4	1	1	0	0	0	0	6	45.7	60.7	53.3
1300	13	0	0	2	3	6	2	0	0	0	0	0	0	2	45.9	53.6	49.0
1400	9	0	0	0	2	5	1	0	1	0	0	0	0	2	48.0	60.4	-
1500	37	1	5	7	13	6	4	0	1	0	0	0	0	5	42.3	61.8	48.6
1600	22	2	1	5	8	3	1	2	0	0	0	0	0	3	42.0	58.7	49.0
1700	19	0	1	4	5	6	3	0	0	0	0	0	0	3	44.0	51.9	47.9
1800	12	1	1	1	6	1	2	0	0	0	0	0	0	2	40.9	51.4	47.2
1900	9	3	2	0	2	0	1	1	0	0	0	0	0	2	36.7	58.1	-
2000	14	3	1	1	3	2	3	1	0	0	0	0	0	4	40.1	55.1	50.4
2100	8	2	0	1	2	1	1	0	1	0	0	0	0	2	38.7	60.2	-
2200	6	2	1	1	2	0	0	0	0	0	0	0	0	0	31.4	45.0	-
2300	2	1	0	0	1	0	0	0	0	0	0	0	0	0	27.0	42.9	-
07-19	**216**	**12**	**20**	**33**	**64**	**48**	**28**	**7**	**4**	**0**	**0**	**0**	**0**	**39**	**43.0**	**61.8**	**50.4**
06-22	**248**	**20**	**23**	**35**	**71**	**52**	**33**	**9**	**5**	**0**	**0**	**0**	**0**	**47**	**42.4**	**61.8**	**50.8**
06-00	**256**	**23**	**24**	**36**	**74**	**52**	**33**	**9**	**5**	**0**	**0**	**0**	**0**	**47**	**42.1**	**61.8**	**50.4**
00-00	**263**	**23**	**24**	**39**	**75**	**52**	**35**	**10**	**5**	**0**	**0**	**0**	**0**	**50**	**42.2**	**61.8**	**50.8**

Vehicles = 263
Posted speed limit = 50 km/h, Exceeding = 50 (19.01%), Mean Exceeding = 54.02 km/h
Maximum = 61.8 km/h, **Minimum** = 8.4 km/h, **Mean** = 42.2 km/h
85% Speed = 50.8 km/h, **95% Speed** = 55.4 km/h, **Median** = 43.2 km/h
20 km/h Pace = 34 - 54, **Number in Pace** = 207 (78.71%)
Variance = 90.40, **Standard Deviation** = 9.51 km/h

*** Saturday, 18 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	4	2	0	0	1	0	1	0	0	0	0	0	0	1	36.9	52.2	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	31.9	32.1	-
0200	3	1	0	1	1	0	0	0	0	0	0	0	0	0	29.4	43.0	-
0300	2	1	0	0	0	0	0	1	0	0	0	0	0	1	39.3	56.1	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	47.3	47.3	-
0500	2	0	0	0	1	1	0	0	0	0	0	0	0	0	45.9	47.1	-
0600	1	0	0	0	1	0	0	0	0	0	0	0	0	0	41.3	41.3	-
0700	4	1	0	1	2	0	0	0	0	0	0	0	0	0	38.7	43.8	-
0800	5	1	0	1	1	0	0	2	0	0	0	0	0	2	40.8	57.7	-
0900	5	0	0	0	3	2	0	0	0	0	0	0	0	0	44.8	50.0	-
1000	8	2	1	1	0	4	0	0	0	0	0	0	0	0	37.3	48.6	-
1100	25	6	4	2	4	4	4	1	0	0	0	0	0	5	39.5	55.2	50.8
1200	16	2	2	6	1	3	2	0	0	0	0	0	0	2	38.5	53.7	49.0
1300	20	1	2	1	8	5	3	0	0	0	0	0	0	3	42.5	52.4	47.9
1400	10	1	0	1	4	4	0	0	0	0	0	0	0	0	41.5	46.7	-
1500	16	0	0	4	3	7	1	1	0	0	0	0	0	2	45.0	58.4	48.2
1600	10	2	4	0	3	0	1	0	0	0	0	0	0	1	36.8	51.1	-
1700	18	4	3	2	4	2	3	0	0	0	0	0	0	3	37.8	52.8	49.0
1800	19	2	1	4	6	3	2	1	0	0	0	0	0	3	41.8	56.5	46.8
1900	14	2	0	2	3	3	1	3	0	0	0	0	0	4	44.1	59.7	55.1
2000	5	1	0	0	3	0	1	0	0	0	0	0	0	1	40.0	50.7	-
2100	7	2	0	2	1	1	1	0	0	0	0	0	0	1	37.8	54.0	-
2200	6	0	2	2	1	1	0	0	0	0	0	0	0	0	37.5	45.7	-
2300	5	1	1	0	1	2	0	0	0	0	0	0	0	0	39.9	49.1	-
07-19	**156**	**22**	**17**	**23**	**39**	**34**	**16**	**5**	**0**	**0**	**0**	**0**	**0**	**21**	**40.5**	**58.4**	**49.7**
06-22	**183**	**27**	**17**	**27**	**47**	**38**	**19**	**8**	**0**	**0**	**0**	**0**	**0**	**27**	**40.6**	**59.7**	**49.7**
06-00	**194**	**28**	**20**	**29**	**49**	**41**	**19**	**8**	**0**	**0**	**0**	**0**	**0**	**27**	**40.5**	**59.7**	**49.7**
00-00	**208**	**32**	**22**	**30**	**52**	**43**	**20**	**9**	**0**	**0**	**0**	**0**	**0**	**29**	**40.3**	**59.7**	**49.7**

Vehicles = 208
Posted speed limit = 50 km/h, Exceeding = 29 (13.94%), Mean Exceeding = 53.34 km/h
Maximum = 59.7 km/h, **Minimum** = 6.0 km/h, **Mean** = 40.3 km/h
85% Speed = 49.7 km/h, **95% Speed** = 53.6 km/h, **Median** = 41.8 km/h
20 km/h Pace = 32 - 52, **Number in Pace** = 157 (75.48%)
Variance = 96.39, **Standard Deviation** = 9.82 km/h

*** Sunday, 19 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	6	0	0	1	3	0	2	0	0	0	0	0	0	2	44.1	51.1	-
0100	4	1	1	2	0	0	0	0	0	0	0	0	0	0	31.7	38.2	-
0200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	45.1	45.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	1	1	0	0	0	0	0	0	0	0	0	39.6	42.7	-
0500	3	0	0	1	0	1	1	0	0	0	0	0	0	1	45.4	51.2	-
0600	2	0	0	1	1	0	0	0	0	0	0	0	0	0	41.2	42.8	-
0700	2	0	0	0	1	0	0	1	0	0	0	0	0	1	50.6	59.7	-
0800	2	0	1	0	1	0	0	0	0	0	0	0	0	0	35.5	40.2	-
0900	8	1	3	1	3	0	0	0	0	0	0	0	0	0	36.0	43.5	-
1000	10	1	2	3	1	1	2	0	0	0	0	0	0	2	38.5	53.2	-
1100	5	1	0	1	2	1	0	0	0	0	0	0	0	0	39.4	49.7	-
1200	7	0	0	1	2	1	2	0	1	0	0	0	0	3	47.7	64.4	-
1300	9	0	1	3	0	3	2	0	0	0	0	0	0	2	44.0	52.9	-
1400	11	1	1	3	2	4	0	0	0	0	0	0	0	0	40.1	48.3	46.4
1500	13	4	1	1	2	3	0	2	0	0	0	0	0	2	40.2	58.0	49.7
1600	11	0	0	1	5	4	1	0	0	0	0	0	0	1	44.7	52.0	46.1
1700	11	1	1	3	1	2	1	1	0	0	0	1	0	3	44.4	78.9	52.6
1800	8	0	0	1	5	1	1	0	0	0	0	0	0	1	43.3	50.7	-
1900	10	1	0	4	2	2	1	0	0	0	0	0	0	1	41.0	51.3	-
2000	2	0	0	1	0	0	1	0	0	0	0	0	0	1	45.6	51.9	-
2100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	48.1	48.1	-
2200	2	0	0	1	0	1	0	0	0	0	0	0	0	0	41.9	46.2	-
2300	2	0	1	0	1	0	0	0	0	0	0	0	0	0	38.5	42.3	-
07-19	**97**	**9**	**10**	**18**	**25**	**20**	**9**	**4**	**1**	**0**	**0**	**1**	**0**	**15**	**41.9**	**78.9**	**49.7**
06-22	**112**	**10**	**10**	**24**	**28**	**23**	**11**	**4**	**1**	**0**	**0**	**1**	**0**	**17**	**41.9**	**78.9**	**49.7**
06-00	**116**	**10**	**11**	**25**	**29**	**24**	**11**	**4**	**1**	**0**	**0**	**1**	**0**	**17**	**41.9**	**78.9**	**49.7**
00-00	**133**	**11**	**12**	**30**	**34**	**26**	**14**	**4**	**1**	**0**	**0**	**1**	**0**	**20**	**41.7**	**78.9**	**49.7**

Vehicles = 133
Posted speed limit = 50 km/h, Exceeding = 20 (15.04%), Mean Exceeding = 55.00 km/h
Maximum = 78.9 km/h, **Minimum** = 14.1 km/h, **Mean** = 41.7 km/h
85% Speed = 49.7 km/h, **95% Speed** = 52.9 km/h, **Median** = 41.8 km/h
20 km/h Pace = 33 - 53, **Number in Pace** = 111 (83.46%)
Variance = 84.12, **Standard Deviation** = 9.17 km/h

*** Monday, 20 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	47.4	47.4	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.4	34.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	1	0	0	1	0	0	0	0	0	0	1	44.1	50.6	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	38.0	38.0	-
0600	2	0	0	0	0	1	0	1	0	0	0	0	0	1	52.8	57.5	-
0700	6	0	0	1	0	3	1	1	0	0	0	0	0	2	48.1	56.3	-
0800	41	3	1	6	16	9	5	1	0	0	0	0	0	6	42.9	59.4	48.6
0900	20	1	0	5	4	7	2	1	0	0	0	0	0	3	43.9	57.4	49.3
1000	14	1	1	3	2	1	5	0	1	0	0	0	0	6	43.4	61.7	53.3
1100	12	0	0	0	6	3	2	1	0	0	0	0	0	3	46.9	55.8	52.9
1200	12	1	0	0	4	5	2	0	0	0	0	0	0	2	44.2	53.7	49.7
1300	11	0	0	3	2	4	2	0	0	0	0	0	0	2	45.0	51.9	47.5
1400	17	2	1	1	10	2	1	0	0	0	0	0	0	1	41.1	52.4	44.6
1500	33	1	2	10	9	6	3	0	1	0	1	0	0	5	43.3	70.6	49.7
1600	31	1	1	10	9	8	1	1	0	0	0	0	0	2	42.3	55.8	47.9
1700	14	1	0	3	4	2	2	1	1	0	0	0	0	4	44.9	61.4	52.2
1800	7	0	0	3	1	1	1	0	1	0	0	0	0	2	44.5	64.1	-
1900	8	0	2	0	3	3	0	0	0	0	0	0	0	0	42.5	49.0	-
2000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	48.0	48.0	-
2100	7	0	0	1	2	1	1	1	1	0	0	0	0	3	49.6	63.6	-
2200	4	1	0	2	1	0	0	0	0	0	0	0	0	0	35.3	44.7	-
2300	3	0	0	1	1	1	0	0	0	0	0	0	0	0	42.5	47.1	-
07-19	**218**	**11**	**6**	**45**	**67**	**51**	**27**	**6**	**4**	**0**	**1**	**0**	**0**	**38**	**43.6**	**70.6**	**51.1**
06-22	**236**	**11**	**8**	**46**	**72**	**57**	**28**	**8**	**5**	**0**	**1**	**0**	**0**	**42**	**43.8**	**70.6**	**51.5**
06-00	**243**	**12**	**8**	**49**	**74**	**58**	**28**	**8**	**5**	**0**	**1**	**0**	**0**	**42**	**43.7**	**70.6**	**51.1**
00-00	**248**	**12**	**9**	**51**	**74**	**59**	**29**	**8**	**5**	**0**	**1**	**0**	**0**	**43**	**43.6**	**70.6**	**51.1**

Vehicles = 248
Posted speed limit = 50 km/h, Exceeding = 43 (17.34%), Mean Exceeding = 55.04 km/h
Maximum = 70.6 km/h, **Minimum** = 13.4 km/h, **Mean** = 43.6 km/h
85% Speed = 51.1 km/h, **95% Speed** = 55.8 km/h, **Median** = 43.9 km/h
20 km/h Pace = 34 - 54, **Number in Pace** = 214 (86.29%)
Variance = 67.16, **Standard Deviation** = 8.20 km/h

*** Tuesday, 21 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	1	53.5	53.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	39.9	39.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	1	1	0	0	0	0	0	0	0	0	0	39.2	40.9	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	37.6	37.6	-
0600	4	1	1	0	0	0	1	0	1	0	0	0	0	2	42.9	63.6	-
0700	5	2	0	0	1	0	0	1	0	0	1	0	0	2	43.5	71.4	-
0800	33	2	0	3	13	11	2	2	0	0	0	0	0	4	44.0	59.2	48.2
0900	23	1	0	2	9	7	3	0	1	0	0	0	0	4	44.5	60.5	51.5
1000	7	0	0	2	2	2	0	1	0	0	0	0	0	1	45.0	57.7	-
1100	5	1	1	1	1	1	0	0	0	0	0	0	0	0	36.4	48.8	-
1200	12	1	2	0	4	4	1	0	0	0	0	0	0	1	40.7	50.9	47.9
1300	16	0	0	3	4	4	2	3	0	0	0	0	0	5	47.1	58.6	55.8
1400	14	2	1	2	6	2	0	1	0	0	0	0	0	1	40.3	56.9	48.2
1500	26	2	0	5	11	3	5	0	0	0	0	0	0	5	42.9	53.6	51.1
1600	18	3	1	4	4	3	3	0	0	0	0	0	0	3	40.1	52.9	49.7
1700	20	3	0	2	4	8	2	0	0	1	0	0	0	3	43.6	69.7	49.7
1800	19	1	1	4	4	5	3	1	0	0	0	0	0	4	43.8	56.8	50.4
1900	11	0	0	3	3	2	2	1	0	0	0	0	0	3	45.1	58.5	50.4
2000	13	5	0	2	1	3	1	1	0	0	0	0	0	2	37.2	58.3	49.0
2100	10	1	0	3	2	2	1	1	0	0	0	0	0	2	42.3	59.1	-
2200	6	1	0	1	1	1	2	0	0	0	0	0	0	2	42.2	52.1	-
2300	3	0	2	0	0	0	1	0	0	0	0	0	0	1	37.5	50.4	-
07-19	**198**	**18**	**6**	**28**	**63**	**50**	**21**	**9**	**1**	**1**	**1**	**0**	**0**	**33**	**43.1**	**71.4**	**50.4**
06-22	**236**	**25**	**7**	**36**	**69**	**57**	**26**	**12**	**2**	**1**	**1**	**0**	**0**	**42**	**42.8**	**71.4**	**51.1**
06-00	**245**	**26**	**9**	**37**	**70**	**58**	**29**	**12**	**2**	**1**	**1**	**0**	**0**	**45**	**42.8**	**71.4**	**51.1**
00-00	**250**	**26**	**9**	**40**	**71**	**58**	**30**	**12**	**2**	**1**	**1**	**0**	**0**	**46**	**42.7**	**71.4**	**51.1**

Vehicles = 250
Posted speed limit = 50 km/h, Exceeding = 46 (18.40%), Mean Exceeding = 54.94 km/h
Maximum = 71.4 km/h, **Minimum** = 6.8 km/h, **Mean** = 42.7 km/h
85% Speed = 51.1 km/h, **95% Speed** = 56.5 km/h, **Median** = 43.6 km/h
20 km/h Pace = 33 - 53, **Number in Pace** = 199 (79.60%)
Variance = 93.85, **Standard Deviation** = 9.69 km/h

*** Wednesday, 22 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	2	0	0	0	1	1	0	0	0	0	0	0	0	0	44.9	46.4	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	45.4	45.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	3	0	0	0	1	1	1	0	0	0	0	0	0	1	48.7	53.5	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	35.3	35.3	-
0600	1	0	0	0	0	0	0	0	1	0	0	0	0	1	61.8	61.8	-
0700	9	3	1	0	1	1	2	0	1	0	0	0	0	3	40.4	61.3	-
0800	41	4	0	10	13	11	2	0	1	0	0	0	0	3	42.0	64.3	48.2
0900	11	0	1	0	5	4	0	1	0	0	0	0	0	1	45.0	56.3	49.0
1000	10	1	2	2	1	2	1	1	0	0	0	0	0	2	41.0	56.6	-
1100	12	1	0	1	3	4	3	0	0	0	0	0	0	3	44.6	51.3	50.8
1200	14	2	2	1	4	4	1	0	0	0	0	0	0	1	40.3	50.1	47.9
1300	15	4	1	1	4	2	2	0	0	1	0	0	0	3	39.9	66.2	51.8
1400	16	2	1	3	4	3	2	1	0	0	0	0	0	3	41.7	56.1	50.0
1500	41	5	3	11	7	10	4	0	1	0	0	0	0	5	40.7	60.5	47.9
1600	18	0	0	6	2	5	4	1	0	0	0	0	0	5	45.4	56.1	51.5
1700	16	2	0	0	7	3	2	1	1	0	0	0	0	4	43.2	62.1	53.6
1800	22	1	2	2	8	7	2	0	0	0	0	0	0	2	43.0	50.9	48.2
1900	13	3	0	2	2	5	1	0	0	0	0	0	0	1	38.2	53.1	47.2
2000	11	3	1	3	2	0	2	0	0	0	0	0	0	2	36.3	51.2	41.0
2100	9	1	1	3	3	0	1	0	0	0	0	0	0	1	38.3	51.3	-
2200	9	2	0	1	1	1	2	2	0	0	0	0	0	4	42.1	58.1	-
2300	4	0	0	1	1	2	0	0	0	0	0	0	0	0	44.9	49.6	-
07-19	**225**	**25**	**13**	**37**	**59**	**56**	**25**	**5**	**4**	**1**	**0**	**0**	**0**	**35**	**42.1**	**66.2**	**49.7**
06-22	**259**	**32**	**15**	**45**	**66**	**61**	**29**	**5**	**5**	**1**	**0**	**0**	**0**	**40**	**41.6**	**66.2**	**49.7**
06-00	**272**	**34**	**15**	**47**	**68**	**64**	**31**	**7**	**5**	**1**	**0**	**0**	**0**	**44**	**41.7**	**66.2**	**50.0**
00-00	**279**	**34**	**15**	**48**	**70**	**67**	**32**	**7**	**5**	**1**	**0**	**0**	**0**	**45**	**41.8**	**66.2**	**50.0**

Vehicles = 279
Posted speed limit = 50 km/h, Exceeding = 45 (16.13%), Mean Exceeding = 53.94 km/h
Maximum = 66.2 km/h, **Minimum** = 11.8 km/h, **Mean** = 41.8 km/h
85% Speed = 50.0 km/h, **95% Speed** = 53.6 km/h, **Median** = 42.8 km/h
20 km/h Pace = 34 - 54, **Number in Pace** = 222 (79.57%)
Variance = 92.90, **Standard Deviation** = 9.64 km/h

*** Thursday, 23 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	37.9	37.9	-
0500	3	0	0	1	0	1	0	1	0	0	0	0	0	1	48.3	58.2	-
0600	3	0	0	0	0	0	2	0	1	0	0	0	0	3	56.7	63.5	-
0700	9	1	1	1	1	2	2	0	1	0	0	0	0	3	43.6	60.6	-
0800	46	3	5	8	11	13	4	2	0	0	0	0	0	6	42.4	59.8	49.0
0900	7	0	0	1	0	4	2	0	0	0	0	0	0	2	47.9	51.7	-
1000	17	2	1	7	1	5	1	0	0	0	0	0	0	1	39.4	54.5	46.8
1100	15	3	3	3	3	2	1	0	0	0	0	0	0	1	37.4	51.3	47.5
1200	18	1	0	5	3	8	0	1	0	0	0	0	0	1	43.4	59.1	48.2
1300	14	1	2	5	2	2	2	0	0	0	0	0	0	2	39.4	55.0	47.5
1400	17	2	2	9	3	1	0	0	0	0	0	0	0	0	35.2	45.4	43.2
1500	36	4	7	14	4	6	1	0	0	0	0	0	0	1	38.0	53.4	46.1
1600	21	4	2	3	4	6	1	1	0	0	0	0	0	2	38.7	57.2	48.2
1700	17	1	3	2	4	3	2	1	1	0	0	0	0	4	43.1	63.4	51.5
1800	17	3	1	2	7	2	1	0	0	0	0	0	1	2	40.5	83.1	46.4
1900	9	1	1	0	3	1	2	1	0	0	0	0	0	3	44.6	55.6	-
2000	7	2	0	1	3	1	0	0	0	0	0	0	0	0	36.7	48.4	-
2100	9	4	1	3	1	0	0	0	0	0	0	0	0	0	31.0	42.9	-
2200	9	3	2	3	0	0	1	0	0	0	0	0	0	1	34.6	50.4	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	**234**	**25**	**27**	**60**	**43**	**54**	**17**	**5**	**2**	**0**	**0**	**0**	**1**	**25**	**40.4**	**83.1**	**48.6**
06-22	**262**	**32**	**29**	**64**	**50**	**56**	**21**	**6**	**3**	**0**	**0**	**0**	**1**	**31**	**40.3**	**83.1**	**49.0**
06-00	**271**	**35**	**31**	**67**	**50**	**56**	**22**	**6**	**3**	**0**	**0**	**0**	**1**	**32**	**40.1**	**83.1**	**49.0**
00-00	**275**	**35**	**31**	**69**	**50**	**57**	**22**	**7**	**3**	**0**	**0**	**0**	**1**	**33**	**40.2**	**83.1**	**49.0**

Vehicles = 275
Posted speed limit = 50 km/h, Exceeding = 33 (12.00%), Mean Exceeding = 55.38 km/h
Maximum = 83.1 km/h, **Minimum** = 8.5 km/h, **Mean** = 40.2 km/h
85% Speed = 49.0 km/h, **95% Speed** = 54.4 km/h, **Median** = 40.0 km/h
20 km/h Pace = 31 - 51, **Number in Pace** = 212 (77.09%)
Variance = 99.40, **Standard Deviation** = 9.97 km/h

*** Friday, 24 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	2	0	0	0	0	1	1	0	0	0	0	0	0	1	51.3	53.4	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	42.9	42.9	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	40.0	40.0	-
0500	2	0	0	1	0	1	0	0	0	0	0	0	0	0	41.7	47.9	-
0600	2	0	0	0	0	1	0	0	1	0	0	0	0	1	55.4	64.4	-
0700	7	2	0	0	2	0	3	0	0	0	0	0	0	3	39.8	54.9	-
0800	35	0	1	4	11	14	5	0	0	0	0	0	0	5	45.1	54.2	49.0
0900	7	0	0	0	3	4	0	0	0	0	0	0	0	0	45.2	49.5	-
1000	12	0	2	3	4	3	0	0	0	0	0	0	0	0	41.5	49.4	47.2
1100	13	2	1	2	6	0	1	1	0	0	0	0	0	2	39.7	55.0	42.8
1200	15	3	0	1	2	2	5	1	1	0	0	0	0	7	44.6	60.7	54.0
1300	16	3	0	0	4	5	3	0	0	1	0	0	0	4	44.1	67.4	51.1
1400	14	1	0	5	2	3	2	1	0	0	0	0	0	3	42.7	57.5	52.6
1500	35	3	0	12	8	8	2	2	0	0	0	0	0	4	42.2	56.8	49.7
1600	15	2	0	2	7	3	0	1	0	0	0	0	0	1	41.5	58.8	47.5
1700	23	3	1	1	6	7	2	1	1	0	1	0	0	5	45.3	74.4	54.0
1800	16	2	1	2	7	2	2	0	0	0	0	0	0	2	40.3	53.8	45.4
1900	9	2	0	0	3	1	3	0	0	0	0	0	0	3	42.8	52.4	-
2000	11	2	0	2	5	1	0	1	0	0	0	0	0	1	39.1	56.3	43.9
2100	3	0	0	0	0	1	0	0	2	0	0	0	0	2	56.2	60.8	-
2200	5	2	0	1	1	1	0	0	0	0	0	0	0	0	32.7	46.7	-
2300	4	2	0	0	1	1	0	0	0	0	0	0	0	0	33.7	47.9	-
07-19	**208**	**21**	**6**	**32**	**62**	**51**	**25**	**7**	**2**	**1**	**1**	**0**	**0**	**36**	**43.0**	**74.4**	**50.8**
06-22	**233**	**25**	**6**	**34**	**70**	**55**	**28**	**8**	**5**	**1**	**1**	**0**	**0**	**43**	**43.1**	**74.4**	**50.8**
06-00	**242**	**29**	**6**	**35**	**72**	**57**	**28**	**8**	**5**	**1**	**1**	**0**	**0**	**43**	**42.7**	**74.4**	**50.8**
00-00	**248**	**29**	**6**	**36**	**74**	**59**	**29**	**8**	**5**	**1**	**1**	**0**	**0**	**44**	**42.8**	**74.4**	**50.8**

Vehicles = 248
Posted speed limit = 50 km/h, Exceeding = 44 (17.74%), Mean Exceeding = 55.22 km/h
Maximum = 74.4 km/h, **Minimum** = 10.2 km/h, **Mean** = 42.8 km/h
85% Speed = 50.8 km/h, **95% Speed** = 56.2 km/h, **Median** = 43.2 km/h
20 km/h Pace = 34 - 54, **Number in Pace** = 200 (80.65%)
Variance = 94.64, **Standard Deviation** = 9.73 km/h

*** Saturday, 25 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	3	1	0	1	1	0	0	0	0	0	0	0	0	0	32.1	40.2	-
0100	3	1	1	0	0	1	0	0	0	0	0	0	0	0	36.0	47.0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	2	1	0	0	1	0	0	0	0	0	0	0	0	0	28.9	42.1	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	46.1	46.1	-
0500	2	0	0	2	0	0	0	0	0	0	0	0	0	0	37.5	38.6	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	4	0	2	1	1	0	0	0	0	0	0	0	0	0	37.3	43.7	-
0800	6	1	1	1	2	1	0	0	0	0	0	0	0	0	37.7	47.4	-
0900	9	1	1	1	3	2	0	1	0	0	0	0	0	1	39.2	55.0	-
1000	15	1	3	5	2	2	2	0	0	0	0	0	0	2	40.1	54.1	45.7
1100	20	4	1	8	3	2	2	0	0	0	0	0	0	2	37.2	53.0	46.4
1200	11	2	0	2	1	6	0	0	0	0	0	0	0	0	38.7	48.1	47.2
1300	16	1	3	2	5	3	1	0	0	1	0	0	0	2	42.0	67.2	48.6
1400	11	0	0	4	5	2	0	0	0	0	0	0	0	0	41.5	48.9	44.6
1500	16	1	1	2	1	6	4	0	1	0	0	0	0	5	46.0	61.4	52.6
1600	11	2	1	2	1	3	2	0	0	0	0	0	0	2	39.0	51.9	46.8
1700	12	1	3	2	5	0	1	0	0	0	0	0	0	1	38.7	51.8	43.6
1800	12	1	1	2	2	4	1	1	0	0	0	0	0	2	42.8	58.3	49.3
1900	6	1	0	1	2	2	0	0	0	0	0	0	0	0	39.5	46.0	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	3	0	1	0	0	0	2	0	0	0	0	0	0	2	45.6	53.0	-
2300	5	0	1	0	1	3	0	0	0	0	0	0	0	0	43.0	47.5	-
07-19	**143**	**15**	**17**	**32**	**31**	**31**	**13**	**2**	**1**	**1**	**0**	**0**	**0**	**17**	**40.3**	**67.2**	**48.6**
06-22	**149**	**16**	**17**	**33**	**33**	**33**	**13**	**2**	**1**	**1**	**0**	**0**	**0**	**17**	**40.3**	**67.2**	**48.6**
06-00	**157**	**16**	**19**	**33**	**34**	**36**	**15**	**2**	**1**	**1**	**0**	**0**	**0**	**19**	**40.5**	**67.2**	**48.6**
00-00	**168**	**19**	**20**	**36**	**36**	**38**	**15**	**2**	**1**	**1**	**0**	**0**	**0**	**19**	**40.1**	**67.2**	**48.2**

Vehicles = 168
Posted speed limit = 50 km/h, Exceeding = 19 (11.31%), Mean Exceeding = 53.90 km/h
Maximum = 67.2 km/h, **Minimum** = 5.0 km/h, **Mean** = 40.1 km/h
85% Speed = 48.2 km/h, **95% Speed** = 52.6 km/h, **Median** = 41.4 km/h
20 km/h Pace = 33 - 53, **Number in Pace** = 133 (79.17%)
Variance = 93.84, **Standard Deviation** = 9.69 km/h

*** Sunday, 26 August 2012**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	4	1	0	0	1	0	1	1	0	0	0	0	0	2	43.9	56.6	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	18.8	18.8	-
0200	3	2	0	0	0	1	0	0	0	0	0	0	0	0	28.8	45.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	39.4	39.4	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	45.8	45.8	-
0600	2	0	0	0	1	1	0	0	0	0	0	0	0	0	42.7	45.3	-
0700	2	0	0	1	0	1	0	0	0	0	0	0	0	0	42.3	45.8	-
0800	4	0	0	1	1	0	1	1	0	0	0	0	0	2	47.6	56.9	-
0900	4	0	0	1	0	1	2	0	0	0	0	0	0	2	46.2	52.4	-
1000	14	1	2	5	3	3	0	0	0	0	0	0	0	0	38.9	48.9	45.4
1100	13	2	0	3	3	2	1	0	1	0	0	0	1	3	44.8	81.0	54.7
1200	8	1	0	1	3	3	0	0	0	0	0	0	0	0	41.9	46.9	-
1300	4	0	0	1	1	1	1	0	0	0	0	0	0	1	44.4	50.6	-
1400	15	2	1	2	6	1	2	1	0	0	0	0	0	3	40.0	58.5	51.1
1500	15	1	0	2	4	5	2	0	0	0	1	0	0	3	44.8	71.9	51.1
1600	18	1	2	2	2	6	2	3	0	0	0	0	0	5	45.1	60.0	53.6
1700	14	1	2	0	2	5	2	2	0	0	0	0	0	4	45.3	59.4	53.3
1800	9	0	1	0	1	4	3	0	0	0	0	0	0	3	46.5	51.8	-
1900	5	3	0	0	2	0	0	0	0	0	0	0	0	0	32.0	44.6	-
2000	5	0	0	2	2	1	0	0	0	0	0	0	0	0	41.1	47.1	-
2100	2	0	0	0	1	0	1	0	0	0	0	0	0	1	46.6	51.4	-
2200	4	0	1	0	1	1	0	1	0	0	0	0	0	1	45.7	56.9	-
2300	3	1	0	0	0	0	2	0	0	0	0	0	0	2	45.7	55.0	-
07-19	**120**	**9**	**8**	**19**	**26**	**32**	**16**	**7**	**1**	**0**	**1**	**0**	**1**	**26**	**43.6**	**81.0**	**51.5**
06-22	**134**	**12**	**8**	**21**	**32**	**34**	**17**	**7**	**1**	**0**	**1**	**0**	**1**	**27**	**43.1**	**81.0**	**51.1**
06-00	**141**	**13**	**9**	**21**	**33**	**35**	**19**	**8**	**1**	**0**	**1**	**0**	**1**	**30**	**43.3**	**81.0**	**51.5**
00-00	**151**	**17**	**9**	**22**	**34**	**37**	**20**	**9**	**1**	**0**	**1**	**0**	**1**	**32**	**42.8**	**81.0**	**51.5**

Vehicles = 151
Posted speed limit = 50 km/h, Exceeding = 32 (21.19%), Mean Exceeding = 55.69 km/h
Maximum = 81.0 km/h, **Minimum** = 9.8 km/h, **Mean** = 42.8 km/h
85% Speed = 51.5 km/h, **95% Speed** = 56.9 km/h, **Median** = 43.9 km/h
20 km/h Pace = 37 - 57, **Number in Pace** = 114 (75.50%)
Variance = 118.97, **Standard Deviation** = 10.91 km/h

*** Virtual Day (13)**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	2	0	0	0	1	0	0	0	0	0	0	0	0	1	42.1	58.2	-
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	48.0	-
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	53.4	-
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	57.5	-
0400	2	0	0	1	1	0	0	0	0	0	0	0	0	0	42.3	53.5	-
0500	2	0	0	1	0	0	0	0	0	0	0	0	0	0	42.1	66.8	-
0600	2	0	0	0	0	1	0	0	1	0	0	0	0	1	49.3	64.4	-
0700	7	1	0	1	1	2	1	1	0	0	0	0	0	2	43.2	71.4	-
0800	27	1	1	5	8	7	3	1	0	0	0	0	0	4	43.0	64.3	49.0
0900	12	0	1	1	4	4	1	0	0	0	0	0	0	2	43.6	60.5	49.7
1000	11	1	1	3	2	2	1	0	0	0	0	0	0	1	40.5	61.7	48.2
1100	13	2	1	3	3	2	2	1	0	0	0	0	0	2	41.3	81.0	50.8
1200	13	2	1	2	3	4	2	0	0	0	0	0	0	2	42.3	64.4	50.4
1300	13	1	1	2	3	3	2	0	0	0	0	0	0	2	43.3	67.4	50.8
1400	14	1	1	3	4	3	1	0	0	0	0	0	0	1	40.6	60.4	48.2
1500	29	2	3	7	7	6	2	0	0	0	0	0	0	3	41.5	71.9	48.6
1600	18	2	1	3	5	5	2	1	0	0	0	0	0	3	41.7	60.0	49.7
1700	17	2	1	2	4	4	2	1	0	0	0	0	0	3	43.0	78.9	51.5
1800	14	1	1	2	4	3	2	0	0	0	0	0	0	3	42.8	83.1	50.4
1900	10	1	0	1	3	2	1	1	0	0	0	0	0	2	42.9	60.0	-
2000	7	1	0	1	2	1	1	0	0	0	0	0	0	1	39.6	58.3	-
2100	6	1	0	1	1	1	1	0	0	0	0	0	0	1	41.7	63.6	-
2200	5	1	1	1	1	1	1	0	0	0	0	0	0	1	39.8	67.8	-
2300	3	1	1	0	1	1	0	0	0	0	0	0	0	0	38.4	55.0	-
07-19	**188**	**16**	**13**	**34**	**50**	**45**	**20**	**6**	**2**	**0**	**0**	**0**	**0**	**29**	**42.2**	**83.1**	**50.0**
06-22	**213**	**20**	**14**	**38**	**56**	**50**	**24**	**7**	**3**	**0**	**0**	**0**	**0**	**34**	**42.2**	**83.1**	**50.0**
06-00	**221**	**22**	**15**	**39**	**58**	**51**	**25**	**7**	**3**	**0**	**0**	**0**	**0**	**36**	**42.1**	**83.1**	**50.0**
00-00	**230**	**23**	**16**	**42**	**59**	**53**	**26**	**8**	**3**	**0**	**0**	**0**	**0**	**37**	**42.0**	**83.1**	**50.0**

Vehicles = 2987
Posted speed limit = 50 km/h, Exceeding = 482 (16.14%), Mean Exceeding = 54.51 km/h
Maximum = 83.1 km/h, **Minimum** = 5.0 km/h, **Mean** = 42.0 km/h
85% Speed = 50.0 km/h, **95% Speed** = 54.7 km/h, **Median** = 42.8 km/h
20 km/h Pace = 34 - 54, **Number in Pace** = 2356 (78.88%)
Variance = 88.51, **Standard Deviation** = 9.41 km/h

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

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
Mon	248	12	9	51	74	59	29	8	5	0	1	0	0	43	43.6	70.6	51.1
Tue	259	24	15	49	70	60	27	11	2	1	1	0	0	41	42.4	71.4	50.0
Wed	250	25	12	41	67	63	32	9	3	1	0	0	1	44	42.6	81.8	50.4
Thu	276	29	26	60	60	64	27	7	3	1	0	0	1	38	41.1	83.1	49.3
Fri	256	26	15	38	75	56	32	9	5	1	1	0	0	47	42.5	74.4	50.8
|Sat	188	26	21	33	44	41	18	6	1	1	0	0	0	24	40.2	67.2	49.0
|Sun	142	14	11	26	34	32	17	7	1	0	1	1	1	26	42.3	81.0	50.8

Vehicles = 2987
Posted speed limit = 50 km/h, Exceeding = 482 (16.14%), Mean Exceeding = 54.51 km/h
Maximum = 83.1 km/h, **Minimum** = 5.0 km/h, **Mean** = 42.0 km/h
85% Speed = 50.0 km/h, **95% Speed** = 54.7 km/h, **Median** = 42.8 km/h
20 km/h Pace = 34 - 54, **Number in Pace** = 2356 (78.88%)
Variance = 88.51, **Standard Deviation** = 9.41 km/h

In profile: Vehicles = 2987 / 7093 (42.11%)

ECONOMIC SUSTAINABILITY

11.2.1 LATROBE REGIONAL AIRPORT 2011/2012 ANNUAL REPORT

AUTHOR: General Manager Economic Sustainability
(ATTACHMENT – YES)

1. PURPOSE

The purpose of this report is to request Council to note the Latrobe Regional Airport Annual Report 2011-2012 on the operations for the year ended 30 June 2012.

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 2012-2016 in that it provides information on the activities of the Latrobe Regional Airport which achieve the following objectives.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives - Economy

In 2026, Latrobe Valley has a strong and diverse economy built on innovative and sustainable enterprise. As the vibrant business centre of Gippsland, it contributes to the regional and broader economies, whilst providing opportunities and prosperity for our local community.

Latrobe City Council Plan 2012 - 2016

Shaping Our Future

Gippsland's Regional City
Strengthening our profile

Positioned for a Low Carbon Future
Advancing industry and innovation

Attract, retain, support
Enhancing opportunity, learning and lifestyles

Strategic Direction 1– Facilitate investment attraction of new firms to contribute to economic diversification, employment creation and to meeting the challenges of a carbon constrained economy.

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

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

Service Provision – Latrobe Regional Airport

Maintain, develop and operate Latrobe Regional Airport in accordance with Civil Aviation Safety Authority regulations and the Latrobe Regional Airport Masterplan.

Major Initiative – Implement the Latrobe Regional Airport Master Plan to effectively develop the airport and to facilitate investment and jobs growth.

Strategy – Latrobe Regional Airport Master Plan

4. BACKGROUND

The Latrobe Regional Airport Board operates as a special committee of Council under Section 86 of the *Local Government Act* 1989.

Under Section 4(b) of the Deed of Delegation from Latrobe City Council, under which the Latrobe Regional Airport Board operates, an Annual Report must be provided to Council.

The Annual Report provides an account of the Latrobe Regional Airport's operations and performance against plans and targets identified in the budget, the business plan and Master Plan, and any other significant matters.

On 3 December 2012 the Latrobe Regional Airport Board resolved the following:

That the Latrobe Regional Airport Annual Report for 2011/2012 as presented be adopted.

As a result the Latrobe Regional Airport Annual Report is now presented to Council for noting.

5. ISSUES

The significant activities undertaken during the year are outlined below.

Grant Funds

Over the past year, Latrobe Regional Airport has been successful in attracting Victorian and Australian Government grants to enable the continued development of the airport in line with the Airport Master Plan 2009.

To date a total of $6.24 million in grants has been attracted which will go towards the upgrade and further development of the airports infrastructure. These works have been divided into two stages.

Stage one, announced in November 2011 includes State Government funding of $1.5 million as part of the Latrobe Industry and Infrastructure Fund and a Latrobe City Council contribution of $500,000. The works for this stage are underway and include a new 50 space car park adjacent to GippsAero, construction of a prototyping facility for the GippsAero GA18 twin engined aircraft, upgrading the Helimed/GippsAero taxiway to code B, and construction of a multipurpose concrete pad available for fire and emergency helicopters.

The funding for stage two is made up of $3 million from the Federal Government as part of the Regional Development Australia Fund (RDAF) grants and a commitment of $1.24 million from the Regional Airport Fund Victoria. The works specified in this latest $4.24 million grants will include servicing 5 hectares of land fronting Valley Drive ready for development, new runway lights and a Precision Approach Position Indicator (PAPI) system, relocation of the radio navigation beacon, reseal of the main runway and various other infrastructure upgrades.

Department of Sustainability and Environment (DSE) Airbase

The Department of Sustainability & Environment (DSE) has continued to develop the Regional Fire Base at Latrobe Regional Airport with the construction of a crew rest and ready room during the year.

The facility is now complete and houses crew amenities, a lounge and a fully equipped briefing area. The completion of the facility makes it one of the best fire alert bases in Victoria.

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GippsAero

During the year, the GippsAero facility has been expanded with additional hanger space to accommodate the production of the new GA10 aircraft which made its maiden flight on 1 May 2012. This aircraft is now progressing through its flight trials prior to obtaining the Civil Aviation Safety Authority type certification and going into production at Latrobe Regional Airport.

The company is rapidly expanding its world network with the appointment of new dealerships in the USA and pursuing opportunities to market into the Asia/Pacific area.

The GA8 Airvan production is now geared to 24 aircraft per year and employment levels have now reached over 170.

Civil Aviation Safety Authority (CASA) Annual Airport Inspection

The CASA annual aerodrome safety audit was undertaken during February 2012. This is a very comprehensive audit carried out over two days and examining all of the physical aspects of the airport as well as all management and operational systems.

The Latrobe Regional Airport must meet all the physical requirements laid down in the CASA Manual of Standards (MOS 139).

The audit also examines Airport Emergency Procedures, the Airport Emergency Plan, physical inspection regimes and records, Aerodrome Manual and all other records pertinent to the safe operation of the Airport.

The final report stated that, *"it was evident that Council has suitable systems in place to ensure ongoing safe operation of the aerodrome. At the time of the audit, and where inspected, Latrobe Valley Aerodrome was found to be in a safe and well maintained condition."*

6. FINANCIAL, RISK AND RESOURCES IMPLICATIONS

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

The Airport was operated in line with the 2011/12 adopted recurrent budget of $493,167 as detailed in the finance report attached, with a minor favourable variance of $12,959.

7. INTERNAL / EXTERNAL CONSULTATION

There is no consultation required as this is an Annual Report on activities, as required by the Latrobe Regional Airport Deed of Delegation from Council.

8. OPTIONS

Council may choose to:

1. Note the Latrobe Regional Airport Board annual report; or
2. Seek further clarification in respect to the Latrobe Regional Airport Board annual report.

9. CONCLUSION

This year Latrobe Regional Airport has continued to strengthen its position as a significant contributor to the Latrobe, Gippsland and Victorian economy. The Airport is a catalyst for significant employment with more than 200 jobs on site. It is home to Australia's only commercial aircraft manufacturer and exporter, and it is developing as a hub in the aerospace industry in Victoria.

The 2011/2012 financial year finished in line with the adopted budget.

All statutory requirements have been met, and through the Board's maintenance and upgrade programs, the Latrobe Regional Airport continues to provide the Gippsland community with a strategic asset and an industrial hub which is operated both safely and securely, and is positioned well for the future.

10. RECOMMENDATION

That Council notes the Latrobe Regional Airport Annual Report 2011-2012.

ATTACHMENT

LATROBE REGIONAL AIRPORT

ANNUAL REPORT 2011-2012



LatrobeCity
a new energy

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Chair's Message



As Chair of the Latrobe Regional Airport Board, I am pleased to report that the Latrobe Regional Airport has finished the 2011/2012 year on a positive note both in terms of financial viability and continued growth.

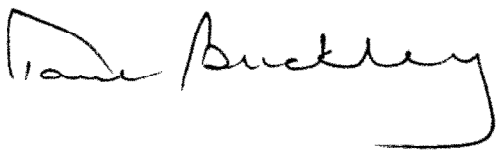
The Airport is on the cusp of an extensive infrastructure upgrade made possible by the partnership between the Federal, State and Latrobe City Council.

Grants from these authorities totalling $6.24 million for infrastructure development and upgrade were approved during the year. This infrastructure improvement will ensure that Latrobe Regional Airport remains the aviation hub for the Gippsland region into the future.

In recent years the Latrobe Regional Airport has become a significant employer in the Latrobe Valley employment landscape. There are now over 200 jobs on the airport and this number will continue to grow as the leading tenant GippsAero grows its manufacturing capacity and attracts other aviation/aerospace businesses around it.

The emergency services providers continue to be of major importance to airport operations and their benefit to the greater community should not be underestimated. The Latrobe Regional Airport hosts the regional bases for the Department of Sustainability & Environment aerial fire operations and Helimed 1 Ambulance/Rescue helicopter service which are fantastic assets for the Gippsland Region.

To my fellow Board members, I thank you for your commitment and expert input over the past 12 months and I look forward to meeting the challenges in growing our vital community asset into the future.



PAUL BUCKLEY PSM
Chair
Latrobe Regional Airport Board

The Latrobe Regional Airport Board

The members of the Latrobe Regional Airport Board are:


Mr Paul Buckley (Chair)


Cr Graeme Middlemiss


Mr Graham Talmage


Mrs May Sennett


Mr Gerard Lappin


Mr Barry Richards

The Latrobe Regional Airport Board is comprised of six members, two of whom represent Council and four who are appointed from community nominations. The community members are selected on the basis of qualification/experience relevant to business development and airport operations. Members of the Board are Mr Paul Buckley (Chair), Cr Graeme Middlemiss, Ms May Sennett, Mr Graham Talmage, Mr Barry Richards and Mr Gerard Lappin.

The Latrobe Regional Airport Board continues to be pro-active in developing its vision for the Latrobe Regional Airport in line with the Master Plan 2009 and associated documents, and ensuring that this vital community asset and developing employment hub continues to develop and grow for future generations.

Latrobe Regional Airport Development

Over the past year, Latrobe Regional Airport has been successful in attracting Victorian and Australian Government grants to enable the continued development of the airport in line with the Airport Master Plan 2009.

To date a total of $6.24 million in grants has been attracted which will go towards the upgrade and further development of the airports infrastructure. These works have been divided into two stages.

Stage one, announced in November 2011 includes State Government funding of $1.5 million as part of the Latrobe Industry and Infrastructure Fund and a Latrobe City Council contribution of $500,000. The works for this stage are underway and include a new 50 space car park adjacent to GippsAero, construction of a prototyping facility for the GippsAero GA18 twin engined aircraft, upgrading the Helimed/GippsAero taxiway to code B, and construction of a multipurpose concrete pad available for fire and emergency helicopters.

The funding for stage two is made up of $3 million from the Federal Government as part of the Regional Development Australia Fund (RDAF) grants and the provision of $1.24 million from the Regional Airport Fund Victoria. The works specified in this latest $4.24 million grant will include servicing 5 hectares of land fronting Valley Drive ready for development, new runway lights and a Precision Approach Position Indicator (PAPI) system, relocation of the radio navigation beacon, reseal of the main runway and various other infrastructure upgrades.



CIVIL AVIATION SAFETY AUTHORITY (CASA) ANNUAL REPORT

The CASA annual aerodrome safety audit was undertaken during February 2012. This is a very comprehensive audit carried out over two days and examining all of the physical aspects of the airport as well as all management and operational systems.

The Latrobe Regional Airport must meet all the physical requirements laid down in the CASA Manual of Standards (MOS 139).

The audit also examines Airport Emergency Procedures, the Airport Emergency Plan, physical inspection regimes and records, Aerodrome Manual and all other records pertinent to the safe operation of the Airport.

The final report stated that, *"it was evident that Council has suitable systems in place to ensure ongoing safe operation of the aerodrome. At the time of the audit, and where inspected, Latrobe Valley Aerodrome was found to be in a safe and well maintained condition."*



Illuminated Wind Sock and Automatic Weather Information Service

Emergency Services

Further Development at DSE Fire Base

The Department of Sustainability & Environment (DSE) has continued to develop the Regional Fire Base at Latrobe Regional Airport with the construction of a crew rest and ready room during the year.

The facility is now complete and houses crew amenities, a lounge and a fully equipped briefing area. The completion of the facility makes it one of the best fire alert bases in Victoria.

In addition to the DSE fire base upgrade, a new multi purpose concrete pad is planned to be built in 2012/13, which can be utilised as a facility for the large Skycrane Helicopter should it be deployed at Latrobe Regional Airport in the future.

The importance of the Latrobe Regional Airport as the strategic centre of emergency services for the Gippsland region continues to be recognised by all levels of Government.



Medical Emergency Operations

Every year more than 500 Gippslanders would face potentially life threatening delays in search and rescue and medical evacuation if it were not for the Helimed 1 operations based at Latrobe Regional Airport.

Operating from their new state-of-the-art facility, Helimed 1 continues to provide its life saving services from Latrobe Regional Airport.

The familiar red and white livery of the Bell 412 helicopters can be seen around the region both in their rescue and transportation role, and in the continued and intensive training of their highly skilled team.

Latrobe Regional Airport is also used extensively for patient transfer by a fleet of fixed wing aircraft operated by Pel-Air under contract to Ambulance Victoria.



Beechcraft Kingair 200 aircraft during patient transfer at Latrobe Regional Airport.

Major Tenant - GippsAero

Manufacturing the Airvan Family

During the year, the GippsAero facility has been expanded with additional hanger space to accommodate the production of the new GA10 aircraft which made its maiden flight on 1 May 2012. This aircraft is now progressing through its flight trials prior to obtaining the CASA type certification and going into production at Latrobe Regional Airport.

The company is rapidly expanding its world network with the appointment of new dealerships in the USA and pursuing opportunities to market into the Asia/Pacific area.

The GA8 Airvan production is now geared to 24 aircraft per year and employment levels have now reached over 170.

GippsAero is a significant aerospace, manufacturing and export business for Gippsland, Victoria and Australia, and one which is fast becoming a known brand in the world of aviation/aerospace.

The Latrobe Regional Airport Board maintains a close working relationship with GippsAero and its parent company Mahindra Aerospace.



GA10 Airvan



Expanded Production Facility

Financial Statement *FOR YEAR ENDED 30 JUNE 2012*

The year ended generally in line with the adopted budget with a minor surplus carried forward.

	Actuals	Adopted Budget
Net Results by Cost Centre		
Latrobe Regional Airport Management	170,250	195,600
Latrobe Regional Airport - LANDSIDE	(279,993)	(297,800)
Latrobe Regional Airport - AIRSIDE	4,647	8,300
Latrobe Regional Airport - General Mainte	92,137	93,900
Net Result	**(12,959)**	**0**
Net Results by Account Group		
Income:		
Other	(62,683)	(60,786)
Residence	(13,000)	(13,085)
Terminal Building	(907)	(907)
Commercial	(406,537)	(324,172)
Trading / Light Commercial	(34,756)	(34,755)
Recreational / Non-Trading	(42,550)	(41,752)
Community Group/Service	(150)	(150)
Farm / Agistment	(17,562)	(17,560)
Total Income	**(578,145)**	**(493,167)**
Expenditure:		
Salaries Wages & Oncosts	172,082	176,543
Other Employee Costs	13,238	14,538
Materials & Contracts	111,001	120,586
Internal Charge Costs	181,525	181,500
Transfer to reserves	87,340	0
Total Expenditure	**565,186**	**493,167**
Net Result - Recurrent	**(12,959)**	**0**

	Actuals	Adopted Budget
Construct Production Hangar at Gipps Aero C0494	479,212	479,212
Latrobe Regional Airport Facilities Expansion C0534/C0573	200,000	200,000
Total Capital Expenditure	**679,212**	**679,212**

Key Statistics

The Latrobe Regional Airport operates with an unconditional Civil Aviation Safety Authority Licence V007 and currently has approximately 26,000 aircraft movements a year excluding fire events.

Physical attributes of Latrobe Regional Airport include:

- Two all-weather runways - 03/21:1430 metres sealed to 23 metres wide and 09/27: gravel, 919 metres and 18 metres wide, and a grass strip 03L/21R 537 metres
- Pilot activated lighting (PAL) on 03/21
- Radio Navigation Aid, Non Directional Beacon
- Fully sealed apron
- Automatic Weather Information Service (AWIS)
- AFRU Beep Back
- Aviation Fuel, AVGAS and JET A1
- Modern air-conditioned terminal building
- Sealed public car-park
- On-site aircraft construction and maintenance facilities
- Emergency facilities including State Emergency Services, Country Fire Authority, Department of Sustainability & Environment fire bomber base and Helimed helicopter ambulance and Rescue
- Charter flights available
- Serviced land available with direct access to runways for aviation-related business activities



GA18 Airvan

The Year Ahead

Each year the Latrobe Regional Airport is presented with exciting challenges and opportunities, and the coming year will be no exception.

Creating and maintaining job opportunities in industries outside the traditional electricity and coal industries continues to be a major focus for Board activities. The development of a major regional aviation hub in line with the 2009 Airport Master Plan is vital to achieving this goal. An Airport marketing plan will be developed during 2012/2013 aimed increasing the number of commercial/industrial tenants and employment levels at Latrobe Regional Airport

The approval of the $6.24 million in grant funding from all tiers of Government recognises the importance of diversifying the industry base in the Latrobe Valley as it transitions toward a lower carbon future.



Aircraft Maintenance Operations

11.2.2 OPERATIONS OF THE LATROBE CITY COUNCIL HYLAND HIGHWAY MUNICIPAL LANDFILL CONSULTATIVE COMMITTEE, DECEMBER 2012

AUTHOR: General Manager Economic Sustainability
(ATTACHMENT – YES)

1. PURPOSE

The purpose of this report is to inform Council on the overall operations of the Latrobe City Hyland Highway Municipal Landfill Consultative Committee (the Committee) from 4 June 2012 to 17 December 2012, in accordance with the objectives contained within the Committee's Terms of Reference.

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 2012-2016.

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.

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 2012 - 2016

Shaping Our Future

Gippsland's Regional City
Strengthening our profile

Positioned for a Low Carbon Future
Advancing industry and innovation

Strategic Direction – Natural Environment

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

Strategic Direction – Governance

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

Service Provision – Landfill Services

Operate and maintain the Latrobe City Hyland Highway Municipal Landfill facility in accordance with Environment Protection Authority licence conditions.

Strategy – Waste Management

Latrobe City Council Waste Management Strategy 2010-17

Legislation

Environmental Protection Act 1970

4. BACKGROUND

The Environment Protection Authority (EPA) Works Approval (WA61581, 4 March 2008) issued for construction of the Latrobe City Hyland Highway Landfill requires Latrobe City Council to:

'…. establish a community consultative committee ("the Committee")…before commencement of works on the premises.'

The Committee was established in April 2008.

The role of the Committee is to:

- act as a sounding board and advocate for the community and other stakeholders over any issues of concern;
- to act as a channel of communication between the community, stakeholders and Latrobe City Council;
- to review reports and investigations; to assist in the development and review of the environmental improvement plan;

- to advise on the re-vegetation plan for the balance of the land; and to advise on the rehabilitation and after use of the landfill itself.

The Committee Terms of Reference (TOR) requires a report to Council each six months, in June and December of each year, on the overall operations of the Committee. The Committee Terms of Reference are attached to this report.

A report was prepared and provided to Council on the operations of the Latrobe City Hyland Highway Municipal Landfill Consultative Committee for the period from 20 December 2011 to 4 June 2012. At the 4 June 2012 Ordinary Council Meeting, Council resolved:

That Council notes the report on the overall operations of the Latrobe City Hyland Highway Municipal Landfill Consultative Committee from 19 December 2011 to 4 June 2012.

5. ISSUES

Since 4 June 2012, the Committee has convened on two occasions:

- 13 June 2012; and
- 15 August 2012.

At the 13 June 2012 meetings a quorum was not present and the meeting proceeded with the common understanding that notes of the discussion would be taken, not minutes.

Minutes and notes of the Committee meetings are attached to this report for information.

The Committee meetings have been held at the Latrobe City Council Traralgon Service Centre and chaired by the then Gunyah Ward Councillor, Cr Ed Vermeulen.

There has been no change in composition of the committee during this reporting period.

Members and officers over this period of the Committee operations were:

1. Cr Ed Vermeulen (Gunyah Ward Councillor)
2. Cr Bruce Lougheed (Delegate Councillor)
3. Ms Deirdre Griepsma (LCC Officer)
4. Dr Chandana Vidanaarachchi (LCC Officer)
5. Mr Garry Kay (EPA) / Ms Sarah Cumming (EPA)
6. Mr Matthew Peake (GRWMG) / Ms Karen Humphries (GRWMG)
7. Mr Paul Barrand (Loy Yang Power)
8. Mr David Mackenzie (WGCMA)
9. Dr Dilip Nag (Technical Rep)
10. Mr Ian Ewart (Community Rep)
11. Ms Lynette Van Vondel (Community Rep)
12. Mr Ted Addison (Community Rep)
13. Mr Chris Madsen (Community Rep)

The following table details attendance of members at meetings of the Committee:

Date of Meeting	13/6/12	15/8/12	Total
Member/Representative			
Gunyah Ward Councillor	✓	✓	2/2
Delegate Latrobe City Councillor	✓	Apology	1/2
Manager Natural Environment Sustainability	✓	✓	2/2
Co-ordinator landfill Services	Apology	✓	1/2
West Gippsland Catchment Management Association	✓	✓	2/2
Loy Yang Power	✓	✓	2/2
Gippsland Regional Waste Management Group	Apology	✓	1/2
Environment Protection Authority	✓	Apology	1/2
Technical Representative			
Dr Dilip Nag	Apology	Apology	0/2
Community Member			
Mr Ian Ewart	Apology	✓	1/2
Mr Ted Addison	Apology	✓	1/2
Mr Chris Madsen	Apology	✓	1/2
Ms Lynette Van Vondel	Apology	✓	1/2
No. Members in Attendance	6/13	10/13	

Through the recent meeting process the Committee has been, and continues to be consulted, advised and receive updates for comment and discussion regarding:

- Member attendance at meetings
- EPA compliance auditing
- OH&S at the landfill
- Website and newsletter
- Cell 3 construction
- Leachate pond construction
- EPA licencing approval process
- Landfill airspace
- Commercial waste contractors
- Revegetation Plan
- Council procurement process
- Odour complaints and investigation
- Rehabilitation Plans
- Gas capture
- Landfill operations
- Regional landfill resources
- Recycling
- Carbon Tax
- Organics diversion
- EPA restructure
- Impact of weather conditions on the landfill operations

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.

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

7. INTERNAL / EXTERNAL CONSULTATION

Engagement Method Used:

Latrobe City Hyland Highway Municipal Landfill Consultative Committee.

Details of Community Consultation / Results of Engagement:

The Committee is a mechanism for consultation with the community regarding issues in relation to the Hyland Highway Municipal Landfill.

8. OPTIONS

Options available to Council include:

1. Accept the report as presented;
2. Request further information regarding the overall operations of the Committee;
3. Not accept the report as presented.

9. CONCLUSION

The Latrobe City Hyland Highway Municipal Landfill Consultative Committee has convened on two occasions during the period from 4 June 2012 to 17 December 2012.

Through the meeting process the Committee has been, and continues to be consulted, advised and receive updates for comment and discussion in accordance with its Terms of Reference.

The Committee continues to operate effectively in accordance with the Terms of Reference.

10. RECOMMENDATION

That Council notes the report on the overall operations of the Latrobe City Hyland Highway Municipal Landfill Consultative Committee from 4 June 2012 to 17 December 2012.

ATTACHMENT ONE
COMMITTEE TERMS OF REFERENCE

ATTACHMENT 1

Latrobe City Hyland Highway Municipal Landfill Consultative Committee

TERMS OF REFERENCE
9 March 2010

Contents:

1. OBJECTIVES
2. MEMBERSHIP
3. RESIGNATIONS
4. PROCEEDINGS
    - 4.1 Meetings
    - 4.2 Quorum
    - 4.3 Voting
    - 4.4 Recording of Meetings
5. AUTHORITY LEVELS AND REPORTING
6. FINANCE & ADMINISTRATION
7. APPOINTMENT OF ADDITIONAL MEMBERS

1. OBJECTIVES

a) To act as an advocate and sounding board for the community and other stakeholders bringing to the attention of Latrobe City any issues of concern that may arise during the construction of works and in the operation of the premises.

b) To act as a channel of communication between the community, stakeholders and Latrobe City.

c) To review environmental reporting documentation including reports, investigations and studies into aspects of the development and operation of the premises.

d) To assist Latrobe City and participate in the development and review of an Environment Improvement Plan for the Latrobe City Municipal Landfill Facility.

e) To provide advice to Latrobe City in the development of a harvesting and re-vegetation plan for the balance of the property not utilised for landfill activities.

f) To provide advice on the rehabilitation and proposed after use of the entire site.

g) To report to Council each six months in June and December of each year on the overall operations of the Consultative Committee.

2. MEMBERSHIP

a) The Latrobe City Municipal Landfill Consultative Committee will comprise of a maximum of fifteen (15) representatives and will be provided with administrative support by Latrobe City.

- The Gunyah Ward Councillor plus one (1) additional Latrobe City Councillor delegate.
- One (1) representative form the Environment Protection Authority Victoria
- One (1) representative from the West Gippsland Catchment Management Authority
- One (1) representative from the Gippsland Regional Waste Management Group
- One (1) representative from Loy Yang Power
- One (1) representative from the Department of Sustainability and Environment
- Up to five (5) Community Members

- Up to three (3) other members with specialist skills and/or industry experience

The Manager Natural Environmental Sustainability and the Co-ordinator Landfill Services will be present at all meetings to provide feedback, advice and identify issues and how such issues are proposed to be addressed.

b) Members of the Community will be selected based on expressions of interest received. Latrobe City through consultation with local stakeholders and community groups in areas adjacent to the landfill locality shall determine membership of the Committee to the satisfaction of the Environment Protection Authority Victoria (EPA).

c) Whilst the Consultative Committee will be in place throughout the life of the landfill facility the appointment of members to Latrobe City Municipal Landfill Consultative Committee will be for a term of three (3) years. Prior to the expiration or each three year term, nominations will be called for the next three year term. Current Consultative Committee members are able to renominate.

d) The Gunyah ward Councillor will Chair the meetings. If the ward councillor is unavailable he/she will delegate a replacement Councillor for purposes of chairing the meeting.

e) Members will be appointed for a three year term. In the case of casual vacancies, members shall be appointed for a period as determined by Latrobe City, with advice from the committee. The term shall not exceed the date set down for the expiry of the term of office of the retiring member.

f) A member who misses two consecutive meetings without a formal apology may have their term of office revoked if requested to do so by Latrobe City Council.

g) Organisational representatives are able to co-opt a temporary member to fulfil their duties and attend meetings after gaining approval from the Chair.

3. RESIGNATIONS

All resignations from members of the Community Consultative Committee are to be submitted in writing to the General Manager, Built and Natural Sustainability Latrobe City Council, PO Box 264, Morwell VIC 3840.

4. PROCEEDINGS

4.1 Meetings

a) Each forum will determine its meeting schedule. The meetings will be held at the Traralgon Civic Centre, Kay Street, Traralgon, unless otherwise decided by the committee. Meetings will begin at 6.00pm. Light Refreshments will be provided.

b) The duration of each forum should not generally exceed two hours.

c) A record of each meeting will be taken by Latrobe City staff servicing the forum.

d) Meetings will follow standard meeting procedures.

e) Meetings of the Committee will be held bi-monthly initially or as may be deemed necessary to fulfil the objectives of the Consultative Committee.

f) Special meetings may be held on an as needs basis.

g) Meetings will be open to the public however those non-members in attendance have observer rights only.

4.2 Quorum

a) A majority of the members constitutes a quorum.

b) If at any meeting of the Latrobe City Municipal Landfill Consultative Committee a quorum is not present within 30 minutes after the time appointed for the meeting, the meeting shall be deemed adjourned.

4.3 Voting

a) There will be no official voting process. Majority and minority opinions will be presented to Latrobe City Council in all reports.

4.4 Record of Meeting

a) A Latrobe City Officer will record the meeting notes and store them on the DataWorks file Landfill Sites that shall state the names of the members present.

b) A copy of the meeting notes will be distributed to all Committee members.

c) A copy of the meeting notes are to be provided to all Latrobe City Councillors.

d) If so needed, the Committee can provide formal reports for Council if agreed to by the Chair.

5. AUTHORITY LEVELS AND REPORTING

a) The Committee is a consultative committee only and has no delegated decision making authority.

b) Reports to the Latrobe City Council should reflect a consensus of view. Where consensus cannot be reached, the report should clearly outline any differing points of view.

c) Recommendations, proposals, media releases and other advice must be directed through the Chair.

d) Reports to the Latrobe City Council will be co-ordinated through the General Manager – Built and Natural Environmental Sustainability.

6. FINANCE & ADMINISTRATION

a) Latrobe City will provide a Secretariat for the Committee who shall arrange for the preparation and distribution of meeting agendas and meeting notes.

7. APPOINTMENT OF ADDITIONAL MEMBERS

Following the initial appointments of Latrobe City Municipal Landfill Consultative Committee Members, the filling of vacancies that may occur will be subject to the approval of the Chief Executive Officer and the Latrobe City Council.

ATTACHMENT TWO
COMMITTEE MINUTES AND MEETING NOTES

Details

Name of Project	Latrobe City Landfill Consultative Committee Notes
Date of Meeting	Wednesday, 13 June 2012
Meeting Times	5.30 pm – 6.30 pm
Venue	MacFarlane Burnet Room, Traralgon Service Centre

Attendees

Cr Ed Vermulen		Deirdre Griepsma
Cr Bruce Lougheed		
Sarah Cumming (EPA)		
Paul Barrand (Loy Yang Power)		
David Mackenzie (WGCMA)		

Apologies

Dilip Nag (Monash Uni)	Chris Madsen	Chandana Vidanaarachchi
Matthew Peake/Karen Humphries (GRWMG)	Lynette Van Vondel	
	Ian Ewert	
	Ted Addison	

Welcome
Cr Ed Vermeulen chaired the meeting. He welcomed the committee members who attended the meeting. A quorum was not present; however those in attendance chose to continue with notes being taken.

Minutes of the previous meeting

The minutes from the previous meeting were not discussed due to a quorum not being present.

Environmental Protection Authority Report
Two odour complaints had been reported to the EPA Gippsland office; 21 May and 1 June 2012. These events coincided with foggy mornings and were investigated by EPA. No further action is required.

OH&S at landfill
There have not been any OH&S incidents, accidents, near misses or hazard reports from the time of the previous meeting.

Communication – Website and News Letter
The May 2012 landfill newsletter was distributed to Councillors, Committee members, placed on the Latrobe City website and copies provided at the Traralgon South General Store for the community.

Construction of Cell 3 – update

- Cell 3A and the leachate pond construction are complete. Auditor is completing his report today for Cell 3A. This report will then be submitted to EPA. A management plan has been written to make sure waste is only placed in the licenced area and buffers are left to mange risk to the environment. . Waste tipping can commence into cell 3A once the EPA has given approval.

- Work on landfill cell 3B will recommence once the winter weather eases, anticipated being September 2012. The contractor has demobilized today.

- The auditor and his team are currently reviewing the leachate pond GITA and TPCC supervisor's reports to complete his report. This report will then be submitted to EPA.

Other Items

Cell 1&2 activities
Daily operations continue in line with the licence conditions. Challenges working with increased rainfall events for leachate management and new infrastructure. Drains have silted up and require cleaning out. Rubble has been bought in to put on roadway.

Revegetation Plan
Council is waiting on the consultant for the final revegetation plan. The works will go to public tender.

Other business

- Carbon Tax – Latrobe City Council has not been named as a liable entity under the clean energy bill, despite some media to the contry. Council is working to full cost waste recovery and speaking with consultants regarding options to deal with the carbon tax.
- Council report – A report was presented to Council at its 4 June 2012 meeting regarding the operations of the landfill committee. This is a requirement in the Committee's Terms of Reference.
- EPA has had some negative feedback from the community in regard to its new direction of high regulatory focus, particularly in the area of strong compliance.

Next Meeting

Next meeting will be held on 15 August 2012, Traralgon Service Centre, 5.30pm.
Meeting closed at 6.05 pm.

ATTACHMENT THREE

Details

Name of Project	Latrobe City Landfill Consultative Committee Minutes
Date of Meeting	Wednesday, 15 August 2012
Meeting Times	5.30 pm – 6.30 pm
Venue	Latrobe Room, Traralgon Service Centre

Attendees

Cr Ed Vermulen	Chris Madsen	Deirdre Griepsma
Matthew Peake/Karen Humphries (GRWMG)	Lynette Van Vondel	Peter Quigley
Paul Barrand (Loy Yang Power)	Ted Addison	
David Mackenzie (WGCMA)	Ian Ewert	

Apologies

Cr Bruce Lougheed	Dilip Nag (Monash Uni)	Chandana Vidanaarachchi
Sarah Cumming (EPA)		

Welcome
Cr Ed Vermeulen chaired the meeting. He welcomed the committee members who attended the meeting. A quorum was present.

Minutes of the previous meeting

The notes from the previous meeting were discussed.

Environmental Protection Authority Report

There was not a representative of the EPA present. Deirdre Griepsma spoke on the matters that she was aware of and thought EPA would mention:

Two odour complaints had been reported to the EPA Gippsland office, again on foggy mornings as previously experienced. No action is being undertaken at the moment in relation to these events as the odour should no longer be an issue once cell 1&2 are capped.

The EPA licence for Cell 3A was issued on the 26 June 2012. This licence allows council to tip waste in cell 1&2 to reach the final profile and tip in Cell 3A.

OH&S at landfill
There have not been any OH&S incidents, accidents, near misses or hazard reports from the time of the previous meeting.

Communication – Website and News Letter
The September 2012 landfill newsletter is being written currently.

Construction of Cell 3 – update

- Cell 3A and the leachate pond construction are complete. The Auditor completed his report for Cell 3A which was provided to the EPA. Waste tipping has commenced into cell 3A.

- The auditor and his team are currently reviewing the leachate pond GITA and TPCC supervisor's reports to complete his report. This report will then be submitted to EPA.

- There is a list of available EPA Approved Auditor's for landfill construction auditing. There is good availability in the market. Tenders have been advertised for Auditing and GITA/TPCC services for Cell 3B. There has been a good response to the tenders. Other councils and businesses are experiencing the same problems as Latrobe City with long timeframes, cost and scope ambiguity under the guidelines within the new EPA BPEM. This continues to be discussed with EPA Vic.

- Work on landfill Cell 3B will recommence once the winter weather eases, anticipated being September 2012.

Other Items

Cell activities
Tipping has ceased in cells 1&2. Design will commence for rehabilitation (capping) of cell 1&2. This process required EPA guidelines to be followed and approval gateways to be crossed.

Tipping commenced in cell 3A in July 2012.

Other business

- Recycling of waste received at Hyland Highway landfill was discussed, particularly for items received that can be recycled (e.g. glass bottles & cans) from commercial businesses. There are no plans to mine the landfill waste at present. Council is always open to approach from the commercial sector to set up alternate technologies to address these issues. The current approach is via education.
- Baw Baw Shire Council waste is not being tipped at the Hyland Highway landfill. Activation of the arrangement made when Latrobe used the Trafalgar landfill is still under discussion.
- Latrobe City officers will provide information regarding the odour complaints for inclusion in the TSDA newsletter.
- Loy Yang Power staff have observed trucks coming into the landfill with loads not properly covered and litter blowing out.
- Loy Yang Power staff were locked in the landfill premises whilst undertaking works on the gasline. Discussions will be held with the Gatehouse staff regarding this.
- Sand on the Traralgon Sth road from the motorcycle track is causing concern to the residents using this road. VicRaods have been notified by Council. TSDA need to contact VicRoads directly regarding this matter.

Next Meeting

Next meeting will be held on 17 October 2012, Traralgon Service Centre, 5.30pm.
Meeting closed at 6.15 pm.

11.2.3 POSITIONING LATROBE CITY FOR A LOW CARBON EMISSION FUTURE: UPDATE ON IMPLEMENTATION OF POLICY ACTIONS.

AUTHOR: General Manager Economic Sustainability
(ATTACHMENT – YES)

1. PURPOSE

The purpose of this report is to provide Council with an update on the implementation of the policy '*Positioning Latrobe City for a Low Carbon Emission Future'.*

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 2012-2016.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives - Economy

In 2026, Latrobe Valley has a strong and diverse economy built on innovative and sustainable enterprise. As the vibrant business centre of Gippsland, it contributes to the regional and broader economies, whilst providing opportunities and prosperity for our local community.

Latrobe City Council Plan 2012-2016

Shaping Our Future

Gippsland's Regional City
Strengthening our profile

Positioned for a Low Carbon Future
Advancing industry and innovation

Attract, retain, support
Enhancing opportunity, learning and lifestyles

Strategic Direction 1– Facilitate investment attraction of new firms to contribute to economic diversification, employment creation and to meeting the challenges of a carbon constrained economy.

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

Strategic Direction 6 – Support the skill development requirements of local industry.

Strategic Direction 7 – Develop and implement economic development actions to encourage business retention and growth.

Strategic Direction 8 – Strengthen the economic sustainability of the region by actively encouraging partnerships with other local governments, industry and with community agencies.

Major Initiative 1 – Deliver 'Positioning Latrobe City for a Low Carbon Emission Future' to maximise the opportunities for alternative technologies and non traditional uses for coal, through support of the Low Carbon Emissions Future Transition Committee.

Major Initiative 2 – Support the implementation of the Latrobe Valley Advantage Fund and its three themes of Skilling the Valley, Attracting New Industries and Jobs and Sustainable Energy Research and Development.

Major Initiative 3 – Advocate for the development of the Centre for Sustainable Technologies at Monash University Gippsland Campus Churchill, to undertake research and development in new technologies that support sustainable resource use and strengthen the resilience and diversity of the regional economy (Supporting the Gippsland Regional Plan).

Service Provision 1 – REGIONAL PARTNERSHIPS

Provide regional leadership and facilitate a successful transition for Latrobe City to a low carbon future

Service Provision 2 – ECONOMIC DEVELOPMENT

In conjunction with the Victorian and Federal Governments, facilitate the attraction of large investments to Latrobe City for the creation of sustainable jobs.

Strategy 1 – Positioning Latrobe City for a Low Carbon Emission Future

Strategy 2 – Latrobe City Council Low Carbon Transitional Immediate Opportunities

Strategy 3 – Economic Sustainability Strategy

Key Strategic Actions

Deliver 'Positioning Latrobe City for a Low Carbon Emission Future' to maximise the opportunities for alternative technologies and non traditional uses for coal, through support of the Low Carbon Emissions Transitions Committee.

Policy - Economic Development Assistance Policy 11 POL-6 Major Initiatives – Deliver 'Positioning Latrobe City for a Low Carbon Emission Future' to maximise the opportunities for alternative technologies and non traditional uses for coal, through support of the Low Carbon Emissions Future Transition Committee.

Advocate for the development of the Centre for Sustainable Technologies at Monash University Gippsland Campus Churchill, to undertake research and development in new technologies that support sustainable resource use and strengthen the resilience and diversity of the regional economy (Supporting the Gippsland Regional Plan).

Gippsland Regional Plan (2010)

This plan recognises the importance of planning for a changing environment to ensure we can improve the quality of life, sustainability and productivity of our region. The plan provides a strategic framework for the justification of funding for regional and local priorities.

4. BACKGROUND

In April 2010, Latrobe City Council adopted its policy, *Positioning Latrobe City for a Low Carbon Emission Future* (attachment 1). The intent of the policy is to provide Council with an overarching framework to overcome challenges and maximise opportunities that may be presented by a carbon constrained economy in the future.

The policy is the first of its kind in Australia and was named as a finalist in the Victorian Premier's 2011 Sustainability Awards. The policy contains 30 policy actions, most of which have commenced implementation or have been completed.

The Policy Progress and Achievements document (attachment 2) provides an overview of the progress that was made on the implementation of the policy between 1 October 2011 and 1 October 2012.

The implementation of *Positioning Latrobe City for a Low Carbon Emissions Future* is a key strategic activity of Council and is required to be reported on annually.

5. ISSUES

Significant activities were undertaken between 1 October 2011 and 1 October 2012. These are outlined below.

Pursuing and Realising Opportunities

A key achievement in this area has been strengthening our relationships with the Australian Government, to enable ongoing direct communication about the concerns of our community.

Because of Council's proactive and ongoing work in pursuing opportunities to develop relationships with key government Ministers and senior departmental officers, we were able to host a number of high level meetings with key Ministers and others, to discuss Council's activities and the support required by our community. In addition, we met with stakeholders in Canberra on numerous occasions.

Latrobe City Council was also successful in securing State Government funding for a second year, through the Higher Education and Skills Group's (formerly Skills Victoria) Industry Link program. This funding continues to contribute to Latrobe City Council's Manager Regional Partnerships position, responsible for the implementation of the transition policy.

Contingency Planning

The policy identifies the need for a Social Impact Analysis of the Latrobe Valley, aimed at assisting in planning for the future.

Following a Request for Quote process that drew a great deal of interest from a number of national consultancies, SGS Economics and Planning was appointed to draft a project brief that would serve two purposes: to inform a full Social Impact Analysis project in the future, and be a document with which to lobby government for funding for the project.

SGS consulted a number of key stakeholders during the process, including Council, before producing a comprehensive project brief consistent with Council's requirements.

Both the Australian and Victorian governments expressed a keen interest in the outcome of this process, and Council had started discussion with the Australian Government about options for funding a full Social Impact Analysis. However, indications are that no financial support is available due to budget constraints in the current financial year.

Regional Partnerships

Latrobe City Council is committed to working collaboratively with neighbouring councils and other stakeholders to progress implementation of our policy actions.

Latrobe City Council was an active member of the joint state and federal Latrobe Valley Transition Committee, Mayoral Reference Group and Senior Officers Group. Through the work of these groups, a Report to Government was submitted in June 2011. The Australian Government has not yet responded formally to this report.

Latrobe City Council also contributed to the work of the Victorian State Government's Latrobe Valley Industry and Employment Roadmap (LVIER, attachment 3), a $35M strategy designed to address the likely impacts of the national carbon price on energy intensive businesses in the region. The LVIER contains numerous actions and initiatives to assist the region, including those designed to assist business access funding opportunities. Council continues to engage with departmental officers about the progress of implementing the recommendations in the Roadmap.

Council's Low Carbon Emissions Future Transition Committee also continued to meet in late 2011 and throughout 2012, indicating in early 2012 that it wished to meet more frequently. During the year, it met with Australian Government Ministers and senior departmental officers.

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.

7. INTERNAL / EXTERNAL CONSULTATION

There is no consultation required as this is a report on activities undertaken.

8. OPTIONS

Council may choose to:

1. Note the update on the implementation of *Positioning Latrobe City for a Low Carbon Emission Future*; or
2. Seek further information in respect to the implementation of the policy.

9. CONCLUSION

During the period 1 October 2011 to 1 October 2012, Latrobe City Council continued to make progress in implementing its policy, *Positioning Latrobe City for a Low Carbon Emission Future*.

During this time, Council has undertaken a great deal of lobbying and advocacy work, and has continued to develop important stakeholder relationships. In a government context, this work has largely focussed on accessing structural adjustment and other streams of funding for important initiatives that will benefit our community. Council will continue to pursue funding opportunities and work towards strengthening existing stakeholder relationships, as well as pursuing new ones.

The transition policy will continue to underpin the work that Council does in transitioning the Latrobe Valley to a low carbon economy in the future.

10. RECOMMENDATION

That Council notes the update on the implementation of *Positioning Latrobe City for a Low Carbon Emission Future.*

ATTACHMENT ONE

Positioning Latrobe City for a Low Carbon Emission Future

6 April 2010







LatrobeCity
a new energy

BACKGROUND

Latrobe City Council has recognised that international and Australian policies are being developed to reduce greenhouse gas emissions in response to growing concern about climate change. These policies, and the likely future constraints on carbon based emissions that will arise from their implementation, potentially have significant implications for the ongoing sustainability, vitality and well being of the Latrobe City community.

Latrobe City supports international and Australian efforts to address climate change. Latrobe City seeks to ensure that its economy and community continue to prosper and, with the appropriate transition mechanisms in place, it believes that both climate change mitigation and economic growth can be achieved.

Latrobe City Council has developed this policy in order to position and prepare the Latrobe City municipality to prosper in a low carbon emissions future. The policy identifies the expected implications of Government greenhouse gas emission mitigation policies on the City and proposes transition arrangements, including interventions and support mechanisms, to enable Latrobe City to optimise its transition under future Government greenhouse gas mitigation schemes. Latrobe City Council intends to provide leadership for its community by instigating and facilitating the actions identified in this policy document, thereby positioning Latrobe City to build on its strengths, capture opportunities and proactively address any negative impacts that arise as a consequence of the introduction of Government greenhouse gas mitigation policies.
While the policy was initially developed in response to the Australian Government's proposed Carbon Pollution Reduction Scheme (CPRS), which is yet to be legislated, the policy framework is generic and would remain relevant under an altered or alternative scheme. The policy position has been developed to allow Latrobe City to proactively prepare for a low carbon emissions future, while allowing scope for the policy to be refined once the Australian Government program is defined and in place.

POLICY CONTEXT

Latrobe City is home to approximately 72,900 people largely residing in the four major population centres of Moe-Newborough, Morwell, Traralgon and Churchill. Following an extended period of population decline in the 1990s, over the last five years the Latrobe City population has been growing steadily.

Latrobe City is the most populated local government area within the broader Gippsland region, which is also demonstrating strong population growth. Latrobe City has become a significant service centre for the Gippsland region, particularly in provision of education and health services. This is reflected in employment statistics, which show that a number of service sectors are significant contributors to local employment including (ABS 2006 Census data):

- Public and community services – 32%;
- Retailing, wholesaling and transport – 18%;
- Manufacturing – 7%;
- Construction – 6%;
- Tourism – 6%;
- Business services – 5%;
- Paper and forestry – 4%.

The broader Gippsland region is rich in natural resources, including forests, fertile land for agriculture, water and fossil fuels, particularly gas and brown coal.

Latrobe City offers new investors: a skilled labour force, strong road and rail transport links, established electricity transmission and generation infrastructure, locally based educational institutions and affordable land prices. A number of capital projects have been announced or are currently underway in Latrobe City, including:

- International Power Hazelwood Mine Extension $400 million
- Gippsland Water Factory $174 million;
- International Power Coal Drying Retrofit $80 million;
- ACE Latrobe Urea Project $2 billion;
- HRL Clean Coal Power Station $750 million; and
- Latrobe Community Health Redevelopment $21 million

In socio-economic terms, the population of the Latrobe City is relatively disadvantaged compared to Australia as a whole with a comparatively high level of unemployment and lower than average median incomes (ABS 2006 Census data).

Latrobe City currently supplies over 90% of Victoria's electricity generation requirements and extensive electricity distribution infrastructure links the existing generation facilities to Melbourne. The low cost electricity generated in the Latrobe Valley from brown coal resources has contributed to Victoria's economic prosperity over the last 90 years. However, the high moisture content of brown coal means that the greenhouse gas emissions produced per unit of electricity produced are high relative to other forms of electricity generation.

Given the long history of electricity generation in the region, it is not surprising that this sector dominates the economic profile of Latrobe City. A recent study by Compelling Economics (2008) found that electricity generation accounted for around 21% of Latrobe City Gross Regional Product (GRP). Other major contributors included the coal mining sector (including services to mining) which accounts for 2.5% of GRP and water, sewer and drainage services which contribute 1.4% of GRP.

Employment in Latrobe City is heavily reliant upon the income obtained from electricity generation and coal mining activities, with about 3,100 (or 11%) jobs linked directly to these sectors (ABS 2006 Census data). Furthermore, an additional 8 jobs were found to be sustained in the local economy for every 10 jobs in the electricity sector (Compelling Economics 2008). Therefore, there are approximately 2,500 additional jobs sustained due to electricity sector activities giving a total of 5,600 (approximately 20%) jobs related to the sector.

The brown coal electricity generation industries in the Latrobe Valley have been identified as particularly vulnerable under the emissions reduction policies due to their high emissions intensity. The Latrobe Valley underwent a difficult structural adjustment process following the privatisation of the electricity sector in Victoria during the 1990s. Once the social and economic impacts that arose as a consequence of electricity sector privatisation became evident, the State Government established the Latrobe Valley Ministerial Taskforce. The Taskforce has subsequently worked in partnership with local government and the community to improve the economic prospects of the Latrobe Valley. However, it is recognised that the detrimental impacts on the community following electricity sector privatisation may have been lessened or avoided by earlier, co-ordinated intervention.

Having taken on board the lessons learnt from the electricity sector privatisation experience, Latrobe City Council is seeking to engage with its community, as well as neighbouring municipalities and the State and Federal Governments, ahead of any structural adjustment arising from the introduction of policies and programs to reduce carbon emissions. The intention is to develop and implement a comprehensive transition strategy for the municipality, which allows Latrobe City to position itself to prosper in a low carbon emissions future.

AUSTRALIAN GOVERNMENT GREENHOUSE GAS MITIGATION POLICIES AND LATROBE CITY

Latrobe City has been identified as a community likely to be exposed to significant structural adjustment pressures as a result of the introduction of greenhouse gas mitigation schemes, such as the Australian Government's proposed CPRS. It is anticipated that the introduction of these schemes will decrease the competitiveness of the brown coal fired generators that are located within the Latrobe Valley, which would then impact on the local economy and employment growth.

The potential impact of a CPRS on the Latrobe Valley is recognised in the CPRS White Paper in a section entitled "Assistance to workers, communities and regions". The White Paper states *"The Australian Government is aware of stakeholder concerns in relation to particular regions and stands ready to provide assistance through the Climate Change Action Fund to any region Where a clear, identifiable and significant impact arises, or is likely to arise, as a direct result of the Scheme".*

The introduction of greenhouse gas mitigation schemes will also provide new opportunities for Latrobe City. There is considerable research underway examining alternative uses for brown coal as well as technologies to improve the efficiency of brown coal fired electricity generation and reduce the emissions of greenhouse gases. Schemes such as the CPRS would introduce a carbon price and this, combined with increasing world prices for energy sources (such as oil and gas), will improve the commercial viability of such opportunities.

In addition, projected population growth, and the associated growth in demand for low emission service based industries, such as health and education, provides an opportunity to further enhance Latrobe City's reputation as the service hub for Gippsland.

Opportunities exist to reduce electricity transmission losses, and generate new employment opportunities in the Latrobe Valley, by co-locating intensive energy users with electricity generation facilities. However, it is recognised that the current electricity transmission regulatory pricing does not provide a commercial signal to support location of energy intensive industries closer to electricity generators as real distribution losses are not reflected in the pricing structure. Some limited opportunities to co-locate energy intensive industries directly connected to generation (thereby bypassing the grid and related pricing structure) also exist.

Electricity generators in Latrobe City have access to natural gas supplies from the Gippsland Basin and an opportunity exists to locate future low emissions natural gas fired electricity generation facilities in Latrobe, utilising the existing transmission infrastructure and reducing reliance on brown coal.

The existence of specialist electricity sector skills in Latrobe City provides an opportunity for local businesses to market this knowledge to interstate and overseas clients. An example of this opportunity would be using local industry knowledge to improve electricity generation in a

developing country, thereby generating carbon credits under the Kyoto Protocol's Clean Development (CDM) or similar mechanism.

Forestry and agricultural sectors are likely to be included in the Australian Government's CPRS scheme, and alternative schemes proposed by the Coalition, on a voluntary basis and this would allow forestry and agricultural projects to generate carbon credits and sell those into the carbon market. Policies to reduce carbon emissions may also present significant opportunities for the development of facilities to generate renewable energy (e.g. wind or biomass). While these offset and renewable energy schemes may be located in neighbouring municipalities, opportunities exist to co-locate the manufacturing and service based industries that support these sectors within Latrobe City.

LATROBE CITY COUNCIL'S POLICY FRAMEWORK

Latrobe City Council supports international and Australian efforts to address climate change. Latrobe City Council seeks to ensure that its economy and community continue to prosper in a low carbon emissions future and, with the appropriate transition mechanisms in place, it believes that both climate change mitigation and economic growth can be achieved.

Latrobe City Council's policy framework has been developed to enable Latrobe City to capitalise on its strengths, while capturing opportunities that arise from Australian Government policy (such as the introduction of a CPRS or alternative scheme), address weaknesses and proactively managing threats. The framework describes measures that will allow Latrobe City Council to anticipate and plan responses to structural adjustment impacts and make the most of the new market opportunities that will arise in a carbon constrained economy.

Latrobe City Council has identified three themes that underpin its planned policy approach:

- Pursuing and realising opportunities - A smooth and successful transition to a low carbon emissions future will require Latrobe City and the broader Gippsland region to continue to grow and develop existing business as well as harness new opportunities, which arise as a consequence of Government emission reduction schemes. In this policy theme, actions are identified that will allow Latrobe City Council to capture opportunities and enable business innovation and growth.
- Contingency planning - Contingency planning involves identifying threats along with possible outcomes and identifying measures to avoid or manage detrimental impacts. The policy actions proposed in this theme will allow Council, Governments and other stakeholders to put in place the necessary safeguards and plans to ensure that they are able to respond quickly and provide support to the community during the transition period.
- Working together - Latrobe City Council recognises that the scope of the adjustment task is beyond the capacity of Council acting alone. It intends to work in partnership with its community, businesses, industry, neighbouring municipalities, State and Federal Governments, and others to proactively plan for the smooth and successful transition of the Latrobe Valley region to a low carbon economy.

The policy intent and key policy actions relating to each of the three themes are described in the following sections. The policy actions have been divided into two groups based on their primary focus. The first group of policy actions are those with a regional focus. Latrobe City Council will seek to initiate and facilitate these actions in collaboration with other Councils and regional organisations. The second group of policy actions are locally based and Latrobe City Council will lead the delivery of these actions.

For each of the policy actions listed, an indication has been provided of the possible timeframe to commence implementation and also whether the policy action is independent of Australian Government policy. This guidance is provided to identify those actions that can be undertaken immediately and independently of outcomes from the parliamentary and political processes at the Federal level. The actual implementation of policy actions will depend on the outcomes of prioritisation and implementation planning processes.

PURSUING AND REALISING OPPORTUNITIES

The pursuit and realisation of opportunities at the regional level (Gippsland region and the broader Latrobe Valley) as well as the local level (Latrobe City) will require planning and action to capture opportunities and to facilitate innovation and growth.

The box below outlines the policy intent related to this theme and the following text describes the policy and related actions in detail.

Box 1: Policy Intent

At a regional level, Latrobe City Council will:

- Support the development of commercially viable low emissions coal technologies;
- Support the development of alternative uses and markets for coal;
- Promote the capacity of the region to accommodate alternative energy solutions;
- Work with industry, and educational institutions (e.g. TAFE and universities) to evaluate future regional skill needs and to attract relevant courses to local institutions;
- Work with State and Federal Governments to raise community awareness of the details, likely impacts and available support mechanisms related to emissions reduction policies; and
- Advocate for and support the business community to enable it to respond effectively to the CPRS or alternative scheme and to capture relevant opportunities.

At a local level, Latrobe City Council will:

- Seek to attract regional industry administration, training and research centres to Latrobe City;
- Promote the development of its economy based on sustainable use of natural resources (for example, water, agricultural land, forests, wind, solar, geothermal energy);
- Encourage sustainable business growth, diversification and private industry investment in Latrobe City;
- Implement communication strategies to ensure investor confidence is maintained throughout the transition period and to build business confidence in medium and long term prospects for economic growth in Latrobe;
- Work to lift the profile of the Latrobe Valley in the broader community;
- Build on the existing programs to attract new residents to Latrobe City;
- Implement strategies and planning schemes that support development while maintaining a unique regional lifestyle;
- Work with State Government and other stakeholders to improve the breadth and quality of education, transport, health and recreational services and infrastructure; and
- Progress infrastructure projects and investments in Latrobe City.

CAPTURING OPPORTUNITIES

OPPORTUNITIES IN NATURAL RESOURCES

Latrobe City Council is committed to the sustainability objective “To promote the responsible and sustainable care of our diverse built and natural environment for the use and enjoyment of the people who make up the vibrant community of Latrobe Valley.”

The Gippsland region is rich in many natural resources. Managing these resources for the long term benefit of the region and the community will provide opportunities for economic development and employment. For example, a CPRS would provide opportunities for the creation of income from carbon credits through forestry and agricultural projects (e.g. soil biosequestration or biomass production). Similarly, the Federal Opposition’s policy would also provide a form of incentive for these activities. Given the diversity of land use across Gippsland, a collaborative approach across local governments in the region will be required and the existing Gippsland Local Government Network (GLGN) provides a mechanism to progress new initiatives at a regional level in association with other Councils. While the operational component of many of these opportunities will be located in neighbouring Councils, there is a potential role for supporting services such as administration, aggregation, research and education programs to be located in Latrobe City.

The Gippsland Regional Strategic Planning Initiative (GRSPI) project has identified an opportunity for establishment of a Centre of Excellence for Sustainable Technologies (CEST) in the region and Latrobe City Council supports this proposal. The Centre will work to ensure that the region’s current reliance on its extensive natural resources (timber, biodiversity, water, agriculture and fishing) can continue, enabling Gippsland to adjust to an economy in transition in a time of climate change. The Centre will focus on regional innovation, diversification of skills, research and development capability and commercial enterprise and will greatly assist businesses to capture opportunities that arise in a carbon constrained world.

The Gippsland Region Sustainable Water Strategy Discussion Paper identified that the Gippsland Region is one of the few areas in Victoria where the available water resources have not been fully allocated. This available water could be used to support additional development and activity in the region. Latrobe City Council will work closely with DSE to ensure that allocation of water supplies balances the needs of both the local and the broader Victorian communities.

Education and engagement of land owners and managers will be critical to establish and support bio-sequestration and biomass production activities. Education programs will be needed to outline the risks and benefits of such schemes and to provide pragmatic advice on how to progress forward (e.g equipment requirements, financing, servicing, and maintenance needs). Latrobe City Council will seek a regional Department of Primary Industry resource to assist land owners and managers to implement bio-sequestration and biomass production activities.

Latrobe City Council will work with State Government to further advance the research agenda in environmental and natural resource management and to lobby for a larger State Government presence in the region through regional offices, particularly for the Department of Sustainability and Environment (DSE) and/or the Department of Primary Industries (DPI.) However, it is noted that the potential for an increased State Government presence in the region is likely to occur through an increase in the size or number of personnel at existing offices as many Departments have recently gone through a period of consolidating the number of offices in which they operate.

The significant natural assets and biodiversity of the Gippsland region also present tourism opportunities that can serve to further enhance the profile of the region in the broader community. Latrobe City Council will continue to work with Destination Gippsland and Tourism Victoria to progress regional tourism initiatives.

OPPORTUNITIES IN ENERGY

Latrobe City Council supports the balanced use of brown coal as an energy source and it will work with researchers and government agencies to support low emissions coal technology research efforts and to encourage the development of pilot plants and research facilities in the Latrobe Valley. Latrobe City will seek membership to the Global Carbon Capture and Storage Institute (GCCSI) and will monitor, and support where possible, the progress of the institute's research programs. Latrobe City will lobby State and Federal Governments to link funding of research grants to location of research facilities in Latrobe City.

The Latrobe Valley economy is heavily dependent on revenue and employment from coal fired electricity generation and associated industries, with over 20% of Gross Regional Product being derived from this industry (Compelling Economics 2008). While Latrobe City supports the balanced use of the coal resource, it will maintain a strategic focus on transitioning to an economy that is not reliant on one coal end use. The Council supports the retention of existing brown coal related jobs within the municipality and will work to encourage investment in alternative uses and markets for coal.

Latrobe City Council will work closely with DPI, through Clean Coal Victoria, to ensure that any future development of the currently unallocated coal resource is undertaken with due consideration of social, environmental and financial factors.

Latrobe City currently supplies over 90% of Victoria's electricity generation requirements and extensive electricity distribution infrastructure links the existing generation facilities to Melbourne. Latrobe City is, and will continue to be, an important source of Victoria's electricity needs. Wind, solar, geothermal and hydro renewable energy resources in the Latrobe City municipality are not of a high quality and the municipality is therefore at a disadvantage compared to other areas which have better renewable energy resources (e.g. coastal areas with strong/consistent wind resources). However, there are significant renewable energy generation opportunities in the broader Gippsland region. There is potential for Latrobe City to become a manufacturing or development hub for low emissions electricity generation technology even if the generation plants themselves are in neighbouring areas.

Potential also exists for electricity generators in Latrobe to access low emissions natural gas supplies from the Gippsland Basin so that they do not have to be entirely reliant on brown coal.

The highly specialist skills of the electricity workforce in Latrobe offer opportunities for the region to export this knowledge to interstate and overseas clients (subject to workforce availability). An example of this opportunity could be using Latrobe industry knowledge to improve electricity generation in a developing country thereby generating carbon credits under the Kyoto Protocol's Clean Development Mechanism (CDM).

Latrobe City Council will seek to form partnerships with proponents for funding under State and Federal Government schemes at an early stage in the funding process to facilitate the development of research projects in Latrobe City (e.g. advertising support services through DPI ETIS website).

BUSINESS AND INDUSTRY DEVELOPMENT OPPORTUNITIES

A carbon constrained world presents opportunities for Latrobe City to diversify its economy by attracting new industries as well as capitalising on existing businesses, services and skills in the region. Low emission service based industries such as health and education provide opportunities to enhance Latrobe City's reputation as the service hub for Gippsland. The presence of electricity generation also offers opportunities to co-locate intensive energy users with generators, so that direct connections can be made to power supplies, to minimise transmission losses and generate new employment opportunities.

ENABLING INNOVATION AND GROWTH

The Economic Development Strategy for Latrobe City will be revised in 2010. The Strategy review process will examine the opportunities arising from Australian Government policies, along with existing and new opportunities unrelated to the scheme, and will detail a plan for facilitating investment and developing a "climate" conducive to investment growth. The Economic Development Strategy review will be informed by this policy.

Latrobe City Council will act as a broker between industry, new investors, skills providers and educators to facilitate expansion and growth of the industry base. Latrobe City Council recognises that considerable effort will be required to support the business growth and diversification effort during the transition to a low carbon emissions future and it intends to review the priorities, processes and level of resourcing allocated to its economic sustainability activities to ensure that it can effectively meet the anticipated requirement for business development services.

Latrobe City Council will work with the Department of Innovation, Industry and Regional Development (Skills Victoria) and Gippsland Regional Skills Forum to identify future regional skills needs. Council will also work with local educational institutions such as GippsTAFE and Monash University to tailor educational courses on offer according to identified skills needs.

Based on anecdotal evidence, it was identified that the current image of the Latrobe Valley in the broader Victorian community is poor and this can confound efforts to develop partnerships with industry, government and research institutions to further the development of innovative technologies. Further market research is required to confirm that there is a poor external perception of the region and to identify specific strategies and actions to improve the image of the Latrobe Valley.

Latrobe City will investigate opportunities to collaborate with neighbouring municipalities, other Government agencies, industry and academics to promote the region in the broader Victorian and Australian communities. At present, a Gippsland Regional Marketing and Branding project is planned for the 2010/11 financial year. This project will provide consistent branding for the region.

In addition, Latrobe City Council will play its role in promoting green "success stories" as they happen and will expand the existing program of road-shows offered to Victorian Government officers to improve understanding and familiarity with Latrobe City. The Gippsland Water Factory project is a good example.

Latrobe City will work to attract new residents by building on the success of existing Latrobe City and regional advertising campaigns, such as the regional cities program, and will seek funding (e.g. CPRS Climate Change Action Fund funding) to sustain these programs if necessary.

Latrobe City Council will continue to support regional planning projects, particularly the development of the Gippsland Regional Development Plan, through the GLGN, and will seek to include relevant regional policy actions in the plan. This will enable Latrobe City to have influence in the development of strategic plans and platforms across the region and to ensure that regional and local plans are consistent and complementary. Latrobe City Council will also contribute to regional initiatives such as the Gippsland Local Government Network (GLGN) initiative, through the “Invest in Gippsland” regional investment prospectus.

PLANNING FOR THE FUTURE

Following the privatisation of the electricity sector in the 1990s, local government spending and planning programs were wound back. Latrobe City Council recognises, with the benefit of hindsight, that this did not help the structural adjustment process as it added to the downward economic trend and reduced community confidence in the region’s future. Council currently has a program of planned upgrades of recreational and community facilities and will continue to work to implement these improvements throughout the transition period.

In enhancing infrastructure and services, Council intends to continue to plan strategically and to implement strategies and planning schemes that support development while maintaining a unique rural lifestyle. One key area of focus is the review and renewal of planning schemes (such as Latrobe Planning Scheme Amendment C62) so that land use is thoughtfully planned for the future.

Latrobe City Council will continue to engage with Government, industry and other stakeholders at a local and regional level to improve the breadth and quality of education, transport, health and recreational services and infrastructure in Latrobe City. Melbourne’s population is projected to grow significantly over the next 20 years, and with thoughtful and integrated planning, this population growth could provide significant opportunities for Latrobe City to enlarge its population and diversify its economic base.

In order to promote local and regional opportunities in transport, Latrobe City Council will continue to advance the development of the Gippsland Logistics Precinct. This facility will improve opportunities for development of export industries in Latrobe City and the broader region.

Similarly, Council will move to engage with the Federal Government on the timing of the rollout of the National Broadband Network (NBN). So far the Federal Government has announced the NBN rollout will start in Tasmania and that in addition, construction of new fibre-optic network backbones will commence shortly. One backbone project is in South West Gippsland. The NBN has the potential to transform communications in the region and provide new business and employment opportunities for residents of Latrobe City. This is a specific one-off opportunity to proactively diversify the Latrobe City economy.

PREPARING PEOPLE FOR CHANGE

At present there is a variable level of awareness and understanding across the community of the potential implications of policies to reduce carbon emissions and the need to plan for the transition. The stakeholder consultation process for this project was an important first step in engaging with the Community on this issue. Latrobe City Council will lobby for the delivery of an ongoing community awareness program using Australian Government funds where Australian Government policies directly impact on the Latrobe City community.

The extent to which businesses will be able to minimise costs, identify opportunities that flow from the Australian policies to reduce carbon emissions and implement these opportunities will depend on their understanding of the workings of the scheme and their capacity to respond. A well informed, well resourced business community is a necessary precursor to delivery of business innovation in the context of a carbon constrained economy.

Funding will be sought for a number of full time “Carbon Assist” positions over three years, and located in the Latrobe City Council offices to provide support for businesses under a CPRS or alternative scheme. The proposed model is similar to that used to manage the GST transition process and Latrobe City could potentially support an early pilot of the concept prior to a broader roll-out of the scheme. The Carbon Assist positions could focus specifically on households, community groups, and small to medium enterprises. The positions would work with local households and industries to:

- Keep them up to date with developments in the roll-out of Australian Government emissions reduction policies as well as new policy initiatives;
- Provide training on energy and carbon management and methods to minimise their costs; and
- Assist businesses and individuals to identify and capture opportunities arising from Australian Government emissions reduction policies

Latrobe City Council will implement communication strategies to ensure investor confidence is maintained throughout the transition period and to build business confidence in medium and long term prospects for economic growth in Latrobe. Council will maintain regular communication with identified future investors to ensure that Council’s response to Australian Government policies is well understood and Latrobe City Council infrastructure development plans and other investment activity is well publicised.

The policy actions related to the theme of pursuing and realising opportunities are summarised in the box below.

Box 2: Policy Actions

Regionally Based Policy Actions	**Possible timeframe to commence implementation**	**Independent of Australian Government policy**
Lead the formation of a GLGN sub-committee to develop and implement activities requiring GLGN involvement	Within 12 months	Yes
Support proposal for establishment of the Centre of Excellence for Sustainable Technologies	Within 12 months	Yes
Liaise with Department of Primary Industries to ensure the balanced development of coal resources and with Department of Sustainability and Environment that needs of local community are considered in allocation of water supplies	Within 12 months	Yes

Regionally Based Policy Actions	Possible timeframe to commence implementation	Independent of Australian Government policy
Work with the GLGN and Department of Primary Industries to assist land owners and managers to implement bio-sequestration and biomass production activities	1 to 3 years	No
Advocate for and support the expansion of State Government regional offices	Within 12 months	Yes
Work with Destination Gippsland and Tourism Victoria to progress regional tourism initiatives	Within 12 months	Yes
Investigate opportunities for early National Broadband Network rollout in Gippsland	Within 12 months	Yes
Work with DIIRD (Skills Victoria) and Gippsland Regional Skills Forum to identify future regional skills needs and to tailor courses accordingly	1 to 3 years	Yes

Locally Based Policy Actions	Possible timeframe to commence implementation	Independent of Australian Government policy
Become a member of the Global Carbon Capture and Storage Institute (GCCSI)	Within 12 months	Yes
Lobby Government to establish low emissions coal research projects in Latrobe City	Within 12 months	Yes
Review the Latrobe City Council Economic Development Strategy (2007), related priorities and resourcing. This includes developing priorities and implementation plans for policy actions, including for example, timing, partners, responsibilities, resource requirements and finance sources	Within 12 months	Yes
Promote “good news” stories and conduct Latrobe City “road shows” for key Government agencies	Within 12 months	Yes

Locally Based Policy Actions	Possible timeframe to commence implementation	Independent of Australian Government policy
Commission market research to ascertain information on external perceptions of Latrobe City and barriers to investment in the City. This includes sharing the results with local stakeholders and implementing effective follow up actions	Within 12 months	Yes
Work to attract new residents and business through delivery of advertising campaigns	1 to 3 years	Yes
Progress planned infrastructure programs including identified upgrades to town centres, community facilities and the Gippsland Logistics Precinct development	1 to 3 years	Yes
Seek Australian Government Funding for “Carbon Assist” positions located in Council offices	1 to 3 years	No
Implement communication strategies to maintain investor confidence during the transition period	1 to 3 years	Yes
Lead and assist local groups to obtain funding under the Victorian Government’s Climate Communities Program	Within 12 months	Yes

CONTINGENCY PLANNING

Managing risk is one of the most significant and potentially difficult aspects of facilitating a successful transition to a low carbon economy. There is significant uncertainty around the timing, magnitude and exact nature of potential opportunities and the extent of the impacts of current and future Australian Government emissions reduction policies on Latrobe City, the Latrobe Valley and the broader Gippsland region. This uncertainty is magnified by the lack of clarity on the final design and implementation schedule for such policies.

Following the privatisation of the electricity sector in the 1990s, the Latrobe Valley faced substantial adjustment issues and experienced severe economic decline. Although assistance was ultimately provided through the Latrobe Valley Ministerial Taskforce process, the provision of this assistance earlier in the transition would likely have reduced the economic and social toll and shortened the transition period.

Thus contingency planning plays an important role in building community resilience and facilitating a smooth transition process by enabling a rapid and considered response to unexpected or potentially “catastrophic” outcomes.

Box 3: Policy Intent

Latrobe City Council will:

- Advocate for and actively participate in the development of holistic contingency plans for the Gippsland region and Latrobe City municipality as part of the implementation of Australian Government policies;
- Lobby for independent social impact analysis of regional impacts of Australian Government policies on emissions reductions; and
- Contribute to formulation and delivery of a proactive transition response commensurate with expected social impacts.

The proposed CPRS legislative framework includes support mechanisms for the electricity sector to enable an ordered adjustment over time to low emissions generation. These mechanisms would limit the likelihood of closure of generation facilities in the short term, although in the medium to long term closures are likely. However, it is possible that secondary factors, for example companies being unable to secure refinancing, could increase the risk of early and unexpected closures.

One of the specific threats for the region is that Australian Government policies may compound the existing level of social disadvantage that is present in Latrobe City. Low skilled workers and low income households are likely to be disproportionately affected.

However, at present, there is a lack of detailed information on the likely impacts of a CPRS and alternative emissions reduction policies on the Latrobe municipality and the Gippsland region. Some economic modelling work has been undertaken, but this work needs to be updated to reflect the final scheme design (once it is known). One of the short-comings of economic modelling is that it is very narrow in focus and scope (usually focusing on employment, economic output and household income or expenditure). What is needed to inform the contingency planning process is a broader social impact assessment that provides detailed information on projected impacts across a number of social and wellbeing indicators.

To enable this, Latrobe City Council is working with the Coal Council's Alliance to jointly advocate for a social impact analysis study for the member Councils. The social impact analysis will identify a number of possible scenarios and the flow-on impacts that could result in each municipality from the introduction of greenhouse gas mitigation policies. This work will assist all member Councils to identify priorities and establish transition and contingency planning measures to effectively manage the adjustment to a carbon constrained economy. It is recommended that the Coal Council's Alliance seek Department of Climate Change input and endorsement of the terms of reference for the social impact analysis as this will provide some assurance that the results of the study will be accepted by decision makers.

Latrobe City Council will advocate for the formation of a multi-agency regional body to oversee the preparation of plans to address any potential negative economic and social impacts identified for each scenario in the social impact analysis study. The scenario planning approach will enable robust contingency plans to be developed ahead of any impacts on its community.

Council has experience in bushfire emergency response and contingency planning and it can build on this capability to assist in the facilitation of a multi-agency risk assessment and development of support plans that can be activated with a short lead time.

Under the Government's proposed CPRS, funding has been set aside through the Climate Change Action Fund (CCAF) to support specific workers, regions and communities that may

experience a concentrated impact flowing from the implementation of a CPRS. It is unclear whether this funding would be sufficient to support all the communities affected by the introduction of a CPRS to make a smooth adjustment. It is proposed that a high level budget estimate for implementation of the risk mitigation actions identified in the contingency planning process would be developed to help assess whether the funding Government makes available under its greenhouse gas mitigation schemes is sufficient and to strengthen future applications for funding to the region.

In order for Latrobe City Council to be in a strong position to advocate for funding and access grants as they become available, it is important that the potential risk mitigation costs are understood as early as possible. Accordingly, the social impact analysis study and the contingency planning process have been identified as priority actions and Latrobe City Council will aim to progress these activities over the next 12 months. It is important to note that the scenario planning methodology allows the range of potential impacts of a transition to a low carbon emissions future to be characterised without the Government's greenhouse gas mitigation scheme needing to be finalised.

The successful transition experience of Newcastle and the Hunter region following the closure of the BHP Steelworks provides an example of how the effects of structural adjustment can be mitigated through facilitation of new investment. The announcement of the BHP closure came as a shock to the region, with the loss of 2,000 jobs (this equated to around 1% of the employment in the broader region). Immediately after the closure was announced, the Australian Government set up the Newcastle Structural Adjustment Fund and allocated $10 million in funding. The State Government also contributed to the fund. In total, $11.4 million of Federal funding was allocated to 14 projects across Newcastle and the Lower Hunter. The purpose of the fund was to assist projects that aimed to generate sustainable private employment in the region. The projects supported from Federal Government funds were primarily infrastructure projects, which required one-off assistance with capital costs.

Latrobe City will advocate for the provision of Australian Government funding to a specific regionally based transition fund to encourage regional investment and stimulate the regional economy. The exact governance arrangements for the fund need to be developed in conjunction with the Australian and Victorian Governments as well as Gippsland Local Governments. However, it is important that the fund be able to respond quickly and effectively during the transition period.

Latrobe City Council proposes to instigate discussions and investigations with other Government agencies to develop an appropriate structure and governance arrangements for the transition fund and to present these to the Australian Government for adoption. Given that the full impact of policies to reduce Australia's carbon emissions may not be felt in Latrobe City until 2015 or beyond, a Government commitment to a 15 year funding horizon will be sought.

Box 4: Policy Actions

Regionally Based Policy Actions	Possible timeframe to commence implementation	Independent of Australian Government policy
Work with the Coal Council's Alliance to undertake Social Impact Analysis	Within 12 months	Yes
Advocate for and participate in a regional based response group to oversee the development of costed contingency plans to address potential negative economic impacts of Australian Government policies to reduce carbon emissions	Within 12 months	Yes
Advocate for regional funding commensurate with the cost of contingency plan actions	1 to 2 years	No
Advocate for and assist in the development of a regional governance structure for the delivery of Australian Government funding and programs	Within 12 months	Yes

Locally Based Policy Actions	Possible timeframe to commence implementation	Independent of Australian Government policy
Develop scenarios for contingency planning processes	Within 12 months	Yes
Advocate for and participate in multi-agency contingency planning processes.	Within 12 months	No

WORKING TOGETHER

Latrobe City Council recognises that the scope of the task to transition to a low carbon emissions future is beyond the capacity of Council acting alone. While Latrobe City Council supports the efforts at a national level to address climate change through the mitigation of carbon emissions, it is also keen to see its economy and community continue to prosper. Latrobe City Council is of the view that, with the appropriate transition mechanisms in place, climate change mitigation, economic growth and regional development can be achieved.

It is recognised that current and possible future Australian Government policies will bring both opportunities for innovation and diversification of the Latrobe City economy and the threat of reduced employment growth in traditional sectors, particularly in the brown coal fired electricity generation industry and supporting businesses. The impacts of such policies on the Latrobe City economy, whether positive or negative, will be felt in the broader region and vice versa.

For example, a slowdown in employment growth in Latrobe City would affect other municipalities as approximately 15% of those who work in Latrobe City reside in neighbouring areas. Conversely, employment growth within Latrobe City will positively impact on the economy of neighbouring municipalities. Opportunities arising in the broader region could be supported by services located within Latrobe City and vice versa.

Latrobe City Council believes that a co-ordinated regional approach to the transition task would strengthen efforts by Latrobe City and neighbouring municipalities to:

- Engage effectively with State and Federal Governments
- Attract new industries to the region; and
- Build the regional economy.

Box 5: Policy Intent

At a regional level, Latrobe City Council will:

- Show regional leadership by working to encourage a co-ordinated approach to economic growth, regional development and the transition to a carbon constrained economy;
- Build strategic alliances with other Councils and groups with complementary interests to facilitate a clear and consistent message to Federal and State policy makers;
- Pursue active and early engagement with State and Federal Governments to win additional investment in the region and to ensure local input to design and delivery of additional transition assistance

At a local level, Latrobe City Council will:

- Maintain capacity and resources to proactively anticipate and plan for the transition to a carbon constrained economy;
- Facilitate the delivery of a clear and consistent message from both Latrobe City and the broader region to Federal and State policy makers.

REGIONAL PARTNERSHIPS

Latrobe City Council and neighbouring Councils have a solid history of working collaboratively on issues where a co-ordinated response is warranted. The Gippsland Local Government Network (GLGN) is a forum of CEOs and Mayors from each of the six Gippsland based Councils. The GLGN member Councils, in conjunction with the Victorian Government, worked together to develop the Gippsland Regional Development Strategy and produced a regional submission to the Government's Carbon Pollution Reduction Scheme Green Paper. Latrobe City's intent is to engage with other Councils in Gippsland through the GLGN.

Latrobe City proposes that the GLGN form a specific sub-committee to manage regionally based transition activities that require the participation of the GLGN. Membership of the sub-committee would be open to all interested GLGN members. Latrobe City Council is prepared to take the lead in establishing and managing the sub-committee.

Latrobe City Council has also formed a partnership with the other coal industry Councils (Wellington Shire Council, Central Highlands Regional Council, Isaac Regional Council, Whitsunday Regional Council, Singleton Shire Council and Muswellbrook Shire Council) through the Coal Councils of Australia Alliance. The Alliance will work cooperatively to co-ordinate response efforts and to share experience, resources and knowledge related to the transition to a low carbon emissions future. Latrobe City Council will seek to form other complementary alliances where these are of strategic benefit and can be appropriately resourced.

Latrobe City Council will also continue to support regional industry networking and knowledge sharing events in partnership with Regional Development Victoria/Regional Development Australia, the Victorian Employers Chamber of Industry, and Aus Industry.

LOCAL PARTNERSHIPS

The community consultation process for this policy generated significant interest, with many organisations interested in working with Council to facilitate a successful transition to a low carbon emissions future. Council is committed to building upon this initial interest to develop productive and fruitful partnerships. In the short term, this is likely to involve regular communication bulletins or newsletters from Council to inform interested parties of developments.

However, over the longer term, Latrobe City Council plans to form a consultative committee for the transition to a low carbon emissions future. This committee would comprise Councillors and representatives of the community, local businesses, industry, State and Federal Governments. The committee will monitor the impacts of Australian Government emissions reduction policy on the community and industry and will advise Council on legislative and Government policy developments. The committee will monitor and report on the effectiveness of the policy measures adopted by Council and will review Council's transition policy position as needed.

The consultative committee will work closely with local industry to understand as early as possible any structural changes they are planning in response to Australian Government programs.

PARTNERSHIPS WITH OTHER LEVELS OF GOVERNMENT

Latrobe City Council is seeking to form strong partnerships with State and Federal Government so that collectively the three levels of Government can contribute to a smooth and successful transition to a low carbon economy in Latrobe City and the Gippsland region. To this end, Latrobe City Council is working to establish ongoing communication channels with State and Federal Government departments and relevant Ministers. Latrobe City Council has met with relevant State Government Ministers and also with the Federal Government Climate Change Minister, Penny Wong, to discuss Latrobe City's transition under the proposed CPRS.

Further engagement with State and Federal Government has occurred through the stakeholder consultation process carried out during development of this policy. Latrobe City Council intends to build on the consultation undertaken to date to establish ongoing communications forums with each of the key areas of Government as shown in Table 1 and Table 2.

Table 1: Focus Areas – Australian Government

Area of interest/focus Department Minister	**Department**	**Minister**
Climate Change Action Fund transition assistance	Climate Change	Greg Combet
Regional infrastructure and economic development Local government engagement	Infrastructure, Transport, Regional Development and Local Government	Simon Crean
Sustainable land, water and natural resource management	The Environment, Water, Heritage and The Arts	Tony Burke
Communications infrastructure	Broadband, Communications and the Digital Economy	Stephen Conroy
Low emission technologies, alternative uses for coal	Resources, Energy & Tourism	Martin Ferguson

Table 2: Focus Areas - State Government
Area of interest/focus Department Minister

Area of interest/focus Department Minister	**Department**	**Minister**
Sustainable land and natural resource management Low emissions technologies, alternative uses for coal Energy policy and strategy Balanced development of coal resource	Primary Industries	Michael O'Brien / Matthew Guy
Climate change	Sustainability and Environment	Ryan Smith
Environment	Sustainability and Environment	Ryan Smith
Community support programs	Planning and Community Development	Mary Wooldridge
Community support programs	Human Services	David Davis
Regional economic development, attracting new investment	Innovation, Industry and Regional Development	Peter Ryan / Richard Della-Riva / Louise Asher

Latrobe City Council will continue to seek meetings with the relevant State and Federal Government Ministers to discuss the transitional support mechanisms that will be available for the Latrobe Valley. A CCAF stakeholder committee is to be formed by the Federal Government to provide advice on the design and activities of the fund. Latrobe City has requested representation on this committee and will continue to lobby for inclusion on this body.

Box 6: Policy Actions

Regionally Based Policy Actions	**Possible timeframe to commence implementation**	**Independent of Australian Government policy**
Lead the formation of a GLGN sub-committee to develop and implement activities requiring GLGN involvement	Within 12 months	Yes
Form alliance with other coal industry Councils	Within 12 months	Yes
Support and further develop regional industry networking, partnership and knowledge sharing events	1 to 3 years	Yes

Locally Based Policy Actions	**Possible timeframe to commence implementation**	**Independent of Australian Government policy**
Establish the Latrobe City Carbon Transition Consultative Committee	1 to 3 years	No
Establish ongoing communications processes and forums with key State and Federal Government departments and relevant Ministers.	Within 12 months	Yes
Provide briefings on Latrobe City's transition policy and specific transition needs for the relevant State and Federal Government Ministers, as well as Shadow Ministers	Within 12 months	No
Advocate for local representation on the CCAF stakeholder committee	Within 12 months	No
Develop and nurture partnerships and networks with local stakeholders and interest groups	Within 12 months	No

IMPLEMENTATION AND REVIEW

Latrobe City Council's Economic Sustainability Division will oversee the implementation of the policy. Latrobe City Council will work to progress as a priority the Social Impact Analysis study through the Coal Council's Alliance, the contingency planning process and the formation of a sub-committee of the Gippsland Local Government Network to progress the identified regional initiatives.

Once the Government's carbon emissions programs are defined and legislated, a Low Carbon Emissions Consultative Committee will be formed. This committee will assist Latrobe City Council to implement policy actions, monitor progress and assess the effectiveness of the policy actions throughout the transition period. Frequent review of the policy will be needed during the transition so that Latrobe City Council can adapt its approach as required.

ATTACHMENT TWO

Latrobe City Council

Positioning Latrobe City for a Low Carbon Emission Future

Policy Progress and Achievements
1 October 2011 to 1 October 2012



LatrobeCity
a new energy

Introduction

Transition to a Low Carbon Emissions future is the context within which our economy now operates, and will continue to operate into the foreseeable future.

Positioning Latrobe City for a Low Carbon Emissions Future was developed to provide Council with an overarching framework to overcome economic and other challenges and to maximise opportunities that may be presented by a carbon constrained economy.

The policy, adopted in 2010, is the first of its kind developed by any Council in Australia and has helped ensure Latrobe City Council has led economic transition at both a local community and regional level.

From the announcement of the Clean Energy Future Package in July 2011, to the commencement of the carbon tax on 1 July 2012 and beyond, Latrobe City Council has actively pursued the development of strong working relationships with key government and other stakeholders. This effort has ensured we have a voice in the decision making processes that affect our region.

Immediately following the announcement of the Clean Energy Future package, the Australian Government indicated its ongoing support for the work Latrobe City Council is doing to implement our Low Carbon Transition policy. Council will continue to engage with all of our stakeholders to ensure the best possible outcomes for the region.

Since the policy was adopted in 2010, Latrobe City Council has undertaken a range of activities as part of the transition process, including those initiated by other levels of government. This progress report details Council's achievements and actions since our last progress report in October 2011.

(NB. Actions noted as complete in the previous report have not been included in this report.)

Policy Action Progress

Pursuing and Realising Opportunities

The pursuit and realisation of opportunities at the regional and local level requires planning and action. Council continues ongoing liaison and advocacy with all levels of government, as well as growing our relationships with local and regional industry and business so that we can capture opportunities and facilitate innovation and economic growth.

Council has continued to talk directly with the Australian Government about our policy and the concerns of our community. We continue to meet with senior members of the Australian Government and their departmental officers. We have also pursued conversations with key members of the Australian Opposition about our policy and the needs of our community, and have been assured that we will be afforded the opportunity to speak again with them in the future.

Policy Actions	Progress
Support proposal for establishment of the Centre of Excellence for Sustainable Technologies.	During 2011 and 2012, Council actively advocated for the Centre – now called the Centre for Sustainable Industries – to be established at the Monash University's Gippsland campus at Churchill. The Centre has the potential to not only provide local employment opportunities, but also to strengthen the Gippsland campus' position as a world class education and research institute, and to keep relevant research in the region. Council initiated conversations with Australian Government ministers and senior officials, and supported the university's efforts to further this project, including as a representative on its steering committee. Council participated in a meeting in July 2012 at the Gippsland campus with senior Monash University officers and the Minister for Regional Australia, Local Government, Art and Sport, to discuss the project and next steps to secure government funding. In August 2012, a senior representative from Monash University Gippsland joined a Council business delegation to Canberra and lobbied the Australian Government for funding for the Centre. Despite indications at the July meeting that funding was likely to be made available upon Monash producing plans for three initial projects, the Australian Government indicated it was not in a position to assist at this time.
Liaise with Department of Primary Industries (DPI) to ensure the	Latrobe City Council has continued to participate in conversations with DPI about the Victorian Brown Coal

balanced development of coal resources and with the Department of Sustainability and Environment that needs of local community are considered in allocation of water supplies.	Roadmap. Activities have included providing DPI with the opportunity to brief Councillors directly on the progress of the Roadmap and meeting with senior officers from the Department to discuss the progress of this piece of work. Advice to date suggests the Roadmap will be finalised in late 2012.
Work with the GLGN and Department of Primary Industries to assist land owners and managers to implement biosequestration and biomass production activities	Latrobe City Council supports the Victorian Bioenergy Network through dissemination of information as appropriate.
Advocate for and support the expansion of State Government regional offices.	During 2012, a number of meetings were held in relation to this with the current Victorian Government. Council continues to advocate for decentralisation of government offices. However, with recent budget cuts across Victorian government departments, we understand that there is little scope for expansion of regional offices at this time.
Work with Destination Gippsland and Tourism Victoria to progress regional tourism initiatives.	Latrobe City Council actively supports Destination Gippsland on a range of regional tourism initiatives. In 2012, we have participated in Destination Gippsland initiatives which include the Gippsland Walks brochure, Gippsland Rider and National Caravan and Camping show (consumer show).
Investigate opportunities for early National Broadband Network (NBN) Rollout in Gippsland	Latrobe City Council has lobbied the Australian Government on this issue and has attended roll-out information sessions. In 2012, Traralgon, Morwell and Churchill were included as part of the five-year roll out plan for the NBN. Latrobe City Council has provided NBN Corp the opportunity to provide briefing sessions to both Councillors and officers and has encouraged it to consult with our community about the project.
Work with Skills Victoria and the Gippsland Regional Skills forum to identify future regional skills needs and to tailor courses accordingly.	Council successfully negotiated the second year of funding to be provided through the Higher Education and Skills Group (HESG, formerly Skills Victoria) for Council's Industry Link Officer (ILO). The focus for Council's ILO in 2012/13 will be greater communication with neighbouring councils about Skilling the Valley initiatives, as well as continued support of other ILO activities, and meeting with HESG and related stakeholders as required to keep abreast of emerging issues.
Lobby Government to establish low emissions coal research	During 2012, Council had a number of conversations with senior government ministers about locating projects in Latrobe

projects in Latrobe City.	City. In late 2011, Council published *Securing Our Future* which lists a range of coal-related projects and potential opportunities for research and development in Latrobe City. Over 5000 copies have been distributed, including to members of both state and federal government and their departmental officers.
Promote "good news" stories and conduct Latrobe City "road shows" for key Government agencies.	This is an ongoing activity. Council actively pursues opportunities to contribute to public and national awareness of issues in the Latrobe Valley, through the distribution of media releases and direct engagement with stakeholders. Throughout 2012, Council participated in numerous "good news" stories for print, radio and television, including through appearances in television news pieces created by the ABC and SBS for national release. In addition, Council pursued opportunities for the publication of a number of articles about Latrobe City Council's efforts, including in Council Manager Magazine. Officers participated in conferences, including the Low Rank Coal Symposium, and gave a substantial presentation at the Local Government Managers Association conference in Perth. Council has also pursued opportunities to present briefings to a range of state and Australian government ministers and their agencies.
Commission market research to ascertain information on external perceptions of Latrobe City and barriers to investment in the City. This includes sharing the results with local stakeholders and implementing effective follow up actions.	Council has commenced the City Image Strategy which will incorporate market research on these issues. The City Image Strategy Project Reference Group commenced meeting in September 2012, and will drive this initiative forward in 2013
Work to attract new residents and business through delivery of advertising campaigns	This action is on-going and delivered through new resident kits and business attraction marketing activities. In April 2012, Latrobe City Council participated in the Regional Living Expo held at the Melbourne Convention Centre. Council is planning to participate again in 2013 and will use the opportunity to market the region to prospective new residents and visitor. Council produced the publication 'Securing Our Future' and circulated over 4000 copies to businesses and other

	stakeholders. Throughout 2012, Council initiated and drove a number of initiatives designed to market our city, including commencing work on the City Image Strategy and running the successful "Latrobe Story" campaign which encouraged people to share their experiences in living, working and playing in Latrobe City.
Progress planned infrastructure programs including identified upgrades to town centres, community facilities and the Gippsland Logistics Precinct (GLP) development.	This is on-going and a number of actions have been delivered. The GLP process continues to progress and Council anticipates the results of a Request for Proposal process conducted during 2012 and aimed at securing private sector involvement at the GLP, will be released in mid-2013.
Seek Australian Government Funding for "Carbon Assist" positions located in Council offices	Throughout 2011 and 2012, Council actively pursued funding from the Australian Government for two Carbon Assist Officers through meetings with Minister and Departmental representatives. While the Department of Regional Australia, Local Government, Art and Sport initially showed interest in this initiative, ultimately it did not provide funding for dedicated, specialist officers as suggested by Council. However, a departmental officer was located with Council for two days a week over ten weeks. The purpose of this arrangement was to strengthen existing relationships with the department, and for the officer learn more about our activities.
Implement communication strategies to maintain investor confidence during the transition period	Council has actively pursued different ways of communicating with investors to encourage confidence during the region's transition period. Besides reaching a range of potential investors through forums, direct contact and business publications, we have pursued international opportunities by hosting delegations and participating in the Victorian Government's trade delegation to China in 2012. To market Latrobe City more broadly, Council participated in the Regional Living Expo, produced 'Securing Our Future' which was extensively distributed, and conducted the online "Latrobe Story" campaign.
Lead and assist local groups to obtain funding under the Victorian Government's Climate Communities Program	Council remains committed to assisting where possible.

Contingency Planning

Managing risk is one of the most significant and potentially difficult aspects of facilitating a successful transition to a low carbon economy. Aspects of the Clean Energy Future package created a great deal of uncertainty, including the Contract for Closure Scheme which was ultimately abandoned.

Now that the Clean Energy Future package has commenced, we have a better idea of what we are dealing with can begin to plan with more certainty.

Work with Coal Councils Alliance (CCA) to undertake Social Impact Analysis	With the approval of the CCA, Latrobe City Council commissioned a project brief for a full Social Impact Analysis for Latrobe City. Council commenced lobbying the Australian Government for funding for this project and attended a number of meetings with Ministers and senior departmental officers in which funding options were discussed. In August 2012 the Australian Government decided that funding would not be made available for this piece of work, having decided that the work was not required. The CCA was wound up in June 2012, following a decision by all members to discontinue with a formal structure. However, all agreed that the CCA had been a useful initiative and that informal contact can continue.
Advocate for and participate in a regional based response group to oversee the development of costed contingency plans to address potential negative economic impacts of Australian Government policies to reduce carbon emissions	Council has been an active member of the joint ministerial Latrobe Valley Transition Committee (LVTC), which was established in late 2011, as well as the Mayoral Reference Group and the Senior Officers Group. These activities have allowed Council to contribute to high level discussion about the regional governance structure for delivery of funding and programs. Following finalisation of the LVTC Report to Government, the Senior Officer's Group has continued, primarily to keep stakeholders informed about the progress of the Latrobe Valley Industry and Employment Roadmap. Council officers regularly attend this meeting and contribute to discussion about transition activities that would benefit our community. It is anticipated

	the group will continue to meet in 2013.
Advocate for regional funding commensurate with the cost of contingency plan actions	Council has strongly advocated for funding for the region's contingency plan actions. The Victorian State Government has committed $35M across several initiatives to help this happen, including through the Latrobe Valley Industry and Innovation Fund, which is already being accessed by eligible businesses. Council has also lobbied the Australian Government to provide structural adjustment funding outside of identified schemes such as the Regional Development Australia Fund (RDAF). Council's message is that the Australian Government should provide this support proactively, and before significant disadvantage created by its macro-economic policy is felt within the community. Specifically, Council has lobbied hard for a share of the Australian Government's $200M structural adjustment fund to support jobs creation, infrastructure projects and other initiatives. To date, no such structural adjustment funding has been provided. Council remains committed to working in partnership with the Australian and Victorian Governments to ensure a smooth transition for our community and will continue to lobby and advocate for structural adjustment assistance to be made available to our community.
Advocate for and assist in the development of a regional governance structure for the delivery of Australian Government funding and programs	Throughout 2012, Council has lobbied the Australian Government for immediate and substantial structural adjustment funding to be provided from its $200M structural adjustment fund. Currently, this fund has no governance arrangements in place and Council has been unable to access it. Council has been an active member of the joint ministerial Latrobe Valley Transition Committee, Mayoral Reference Group and Senior Officers Group and has sought to influence the Australian

	Government through these avenues.
Develop scenarios for contingency planning processes	This activity has been superseded by other initiatives, including Council's ongoing participation in the Senior Officers Group, also attended by representatives from a number of Australian Government and Victorian State Government agencies. Council continues to pursue engagement opportunities with other levels of government with a view to influencing structural adjustment priorities and activities for the benefit of our community.
Advocate for and participate in multi-agency contingency planning processes	Council has been an active member of the joint ministerial Latrobe Valley Transition Committee, Mayoral Reference Group and Senior Officers Group. This participation has allowed Council to contribute substantially to the direction of the Report to Government and Latrobe Valley Industry and Employment Roadmap, both of which contain contingency plans for the Latrobe Valley. Following finalisation of these reports, Council has continued to be part of the Senior Officers Group meetings, along with representatives from a number of Australian Government and Victorian State Government agencies, to provide input into the implementation of the Roadmap. Recent successes include negotiating with the Victorian State Government for a Business Development officer to commence with Council in early 2013.

Regional Partnerships

Latrobe City Council has a history of working collaboratively with neighbouring local governments, and other stakeholder organisations on a range of initiatives.

Key achievements in the past year have included active membership on the joint ministerial Latrobe Valley Transition Committee, and ongoing participation in discussion with the Regional Development Victoria led Senior Officers Group. Both of these groups consist of membership from across all three levels of government, and discussion centres on implementation of the Latrobe Valley Industry and Employment Roadmap.

Form alliance with other coal industry Councils	The Coal Councils Alliance (CCA) was wound up in June 2012, following a decision by all members to discontinue with a formal structure. Having established the relationships, the group was open to informal discussion in future as desired. The CCA proved to be a useful initiative, particularly in terms of gaining government attention and access to Australian Government stakeholders in the early days of our transition work.
Support and further develop regional industry networking, partnership and knowledge sharing events	Council has actively supported other groups within the region by attending and assisting with networking, partnerships and various transition related events. Key activities include providing significant assistance to the Gippsland Trades and Labour Council for its 2012, two-day Just Transition forum; assisting Regional Development Victoria in its community consultation activities related to the draft Latrobe Valley Industry and Employment Roadmap; attendance at the Deputy Premier's Business Leaders Forum, and attendance at a range of other events.
Establish the Latrobe City Low Carbon Transition Consultative Committee	The Committee has proceeded to have regular meetings throughout 2011 and 2012, including with Australian Government Ministers. Following a commitment from the Prime Minister in July 2011, representatives from the Australian Government attended a number of meetings and responded to questions from the group. The Committee also received briefings from internal

	and external stakeholders, and members participated in a delegation to Canberra in September 2012. The final meeting for 2012 was held in September, prior to caretaker period in the lead-up to Council elections. In 2013, a review of the Committee's Terms of Reference and membership will be conducted, alongside review of Council's transition policy.
Establish ongoing communications processes and forums with key State and Federal Government departments and relevant Ministers	Council continued to pursue opportunities to meet with and develop relationships with key state and Australian Government ministers, their advisors and departmental staff. In 2012, we made several visits to Canberra for the purpose of meeting with these stakeholders, as well as hosting ministerial meetings at Council, including with Ministers Crean and Ferguson.
Provide briefings on Latrobe City's transition policy and specific transition needs for the relevant State and Federal Government Ministers as well as Shadow Ministers.	Council has briefed both Victorian and Australian Government ministers, their advisors and departmental officers on many occasions about Latrobe City's transition policy and the needs of our community. We have established strong relationships with key agencies: Department of Regional Australia, Local Government, Art and Sport; Department of Resources Energy and Tourism, and Department of Climate Change and Energy Efficiency. Council regularly hosts state government MPs for briefings, and has taken this opportunity to keep them up to date on our activities, and to lobby for funding and other support. Council has also briefed Australian Government ministers during meetings at Council.
Develop and nurture partnerships and networks with local stakeholders and interest groups	Council continues to work with local organisations including the Gippsland Climate Change Network, the Department of Primary Industries, the Department of Planning and Community Development and Regional Development Victoria, as well as the Regional Development Australia Gippsland Committee. Council attends and contributes to public forums and discussions wherever relevant and possible, and continues to engage in activities to develop and nurture local stakeholder relationships.

	Council's final Low Carbon Transition community conversation was held in November 2011 and drew a considerable crowd. A representative from each level of government was invited to present to our community, detailing its initiatives for supporting a transition to a low carbon economy, and engaging in discussion.

Lobbying & Advocacy

Our work continues to involve a great deal of lobbying and advocating for the Latrobe Valley at all levels of government and with other key stakeholders. Through consistent communication with stakeholders, we can ensure that they remain aware of the actions being taken to transition our region to a low carbon economy, and of the views and needs of our community.

Key achievements in this area include:

- Meetings with Martin Ferguson MP, Federal Minister for Resources and Energy to discuss Latrobe City's transition progress and lobby for funding for initiatives.

- Meetings with Simon Crean MP, Federal Minister for Regional Australia, Local Government, Art and Sport to discuss Latrobe City's transition progress and lobby for funding for initiatives.

- Meetings with a range of state and Australian Government ministerial advisers and senior departmental officers, as well as members of the federal opposition party, to discuss Latrobe City's transition progress and to lobby for funding for initiatives.

- Successfully securing state and federal funding for expansion of infrastructure at Latrobe Regional Airport - $6.4M in total. Work has started and is anticipated to attract ongoing investment by GippsAero.

- Presented at the LGMA conference in Perth about Latrobe City Council's transition work to date. This is a major national conference attracting participants and presenters from around the world.

- Articles published in two national publications about Latrobe City Council's transition journey and the ongoing efforts we continue to make.

- Active membership in the joint ministerial Latrobe Valley Transition Committee and Senior Officers Group, and ongoing contribution to implementing initiatives contained in the Victorian state government's Latrobe Valley Industry and Employment Roadmap.

- Developed submissions in response to the Clean Energy Finance Corporation, draft Energy White Paper 2012 and Clean Technology Program discussion paper.

- Continued to lobby the Department of Regional Australia in Canberra for funding for a Social Impact Analysis to inform future actions, ahead of the implementation of the Clean Energy Future package.

- Lobbied Australian and Victorian Governments to support the Centre for Sustainable Technologies, now called the Centre for Sustainable Industries. The centre will enable research and development in relation to coal and other Gippsland natural resources to be undertaken locally and will strengthen the position of Gippsland's only local university campus as a centre for world class research and development.

Local Education & Awareness

Communication with local stakeholders, including the Latrobe Valley community, is necessary to ensure that people are properly informed and have the opportunity to contribute to discussion and decisions about the region.

Our commitment to local education and awareness is ongoing and we will continue to provide local stakeholders with opportunities to engage with us on the issues around transitioning to a low carbon economy.

Some key actions to date in include:

- Regular meetings with local and regional stakeholders to ensure that our policy position is known, our information is up to date, and our activities continue to be relevant.

- Low Carbon Transition community conversations in 2011, the final one taking place in November 2011.

- Regular attendance at the Gippsland Climate Change Network meetings.

- Ongoing participation in the Gippsland Local Government Network Economic Development Managers Forum.

- Assisting Regional Development Victoria to organise and facilitate a local community consultation session on the draft Latrobe Valley Industry and Employment Roadmap.

- Organising regular Developers Forums to encourage discussion between Council and local and regional developers and related stakeholders.

ATTACHMENT THREE

The Latrobe Valley Industry and Employment Roadmap



THE LATROBE VALLEY ROADMAP

State Government Victoria





Minister's Foreword

The Victorian Government recognises the importance of the Latrobe Valley to the State's economy and the enormous contribution the region's businesses and communities make to Victoria's prosperity. This is why we are actively responding to mitigate against the effects of the national carbon tax, and establishing a long-term plan for investment and jobs growth in the Latrobe Valley.

More than 14 months of intensive research and engagement with the region's leaders has given us a clear understanding of the challenges facing the Latrobe Valley economy. It has enabled the Victorian Government and our regional partners to identify a framework for action to help minimise the impact of changes in the region's energy industry whilst positioning the area for a prosperous and sustainable future.

The introduction of a carbon tax is designed to encourage the premature closure of the Latrobe Valley's brown coal-fired power stations. It will directly affect many workers, and have consequences for casual workers and local businesses reliant on the power industry. It will also affect other resource industries important to the region. Change on this scale will take years to unfold and will be felt by families, individuals, businesses and communities throughout the Latrobe Valley.

Thankfully, the region is rich in natural resources and has many infrastructure, workforce, cost-competitive and lifestyle advantages. These assets provide a solid foundation for the Latrobe Valley to successfully restructure its industry base and increase exports of its resources and goods to Australia and the world.

This restructure will require the region's coal resources to be expanded and diversified. It will require the ongoing development of the region's successful dairy, horticulture and forestry sectors, and support for growth sectors like aviation, advanced manufacturing and food processing. Action must also be taken to increase competitiveness and entrepreneurial capacity in the small business sector – the Latrobe Valley's main employer.

These essential actions are set out in the Victorian Government's *Latrobe Valley Industry and Employment Roadmap.* This community-informed plan will guide cooperative effort between the State Government and its agencies, and the region's local government, business and community leaders to boost investment and jobs in the Latrobe Valley.

The Roadmap will provide a framework to coordinate State support for the Latrobe Valley and build on existing initiatives under the Victorian Government's initial investment of $30 million, as well as other early actions taken to strengthen the region's economy.

I congratulate the region's community, business and union leaders who have worked with the Latrobe Valley Transition Committee to develop the analysis and advice that underpins the Roadmap's design. I also acknowledge the Commonwealth Government's willingness to work together with us to help the Latrobe Valley plan a successful transition to a low carbon economy.

The Commonwealth's role is important to support effective transition in the region's power industry and ensure the community is not adversely affected by forthcoming changes. The Victorian Government will continue to advocate that the Commonwealth delivers on its responsibilities.

The Roadmap represents the start of the long-term process of planning and managing the region's economy. This process requires all levels of government to coordinate and deliver the support that the Latrobe Valley community needs to strengthen the region's economy.

The Victorian Government believes the initial actions outlined in the Roadmap are the right way to manage the region's challenges. I look forward to implementing these actions in partnership with the region's leaders to ensure every opportunity is available to current and future residents and businesses in the Latrobe Valley.

The Hon Peter Ryan MLA
Deputy Premier of Victoria
Victorian Minister for Regional and Rural Development



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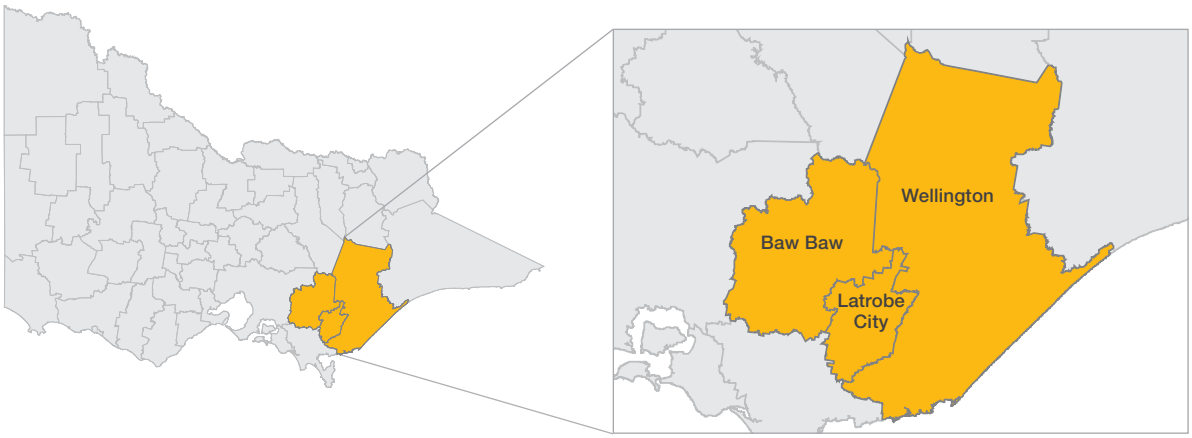
Introduction

The *Latrobe Valley Industry and Employment Roadmap (the Roadmap)* is the Victorian Government's long-term plan to assist the Latrobe Valley grow and diversify its industry base, as it transitions its economy in response to a national price on carbon.

What is the Roadmap?

The Roadmap sets the Victorian Government's long-term strategic framework for guiding future investment and collaboration with the region's local governments, businesses and communities. It is the Victorian Government's response to locally developed advice for addressing the challenges facing the region's economy. The Roadmap includes early actions and intervention to create employment and stimulate new investment, ahead of restructuring the power generation sector and the full impacts of a national price on carbon.

The Latrobe Valley includes the Latrobe City, Baw Baw and Wellington Shire councils[1] which are home to Victoria's power generation industry and workforce. Under the Commonwealth's Clean Energy Future plan, this important sector of the regional and State economy will be forced to restructure towards lower emissions energy sources if it is to remain the centre of Victoria's electricity generation market. The carbon price will also affect other major resource-based industries within the Latrobe Valley. This will deliver significant flow-on effects in the region's broader economy.



1 This definition acknowledges that these three councils share similarities in labour market, industry structure and natural resources, and that all three are part of the solution to effectively transition and diversify the region's economy.

Despite the challenges posed by a carbon price, with the support of governments, the Latrobe Valley has a range of significant competitive advantages that can form the basis of long-term economic growth.

Much of this potential is located in the region's resource-based industries, including new employment that will be associated with the diversification of the region's energy sector, the expansion of agriculture and forestry, growth in advanced manufacturing and growth in population driven segments of the region's service industries and public sector.

To realise this potential, coordination will be required across a range of industry sectors and all levels of government. Efforts must be tightly focused and follow the plan for the region's long-term vision. A set of actions and milestones must be established on how to get there.

The Roadmap provides a strategic focus for longer-term government investment in the region to maintain a focus on priority actions that maximise future investment and employment opportunities.

The Roadmap will operate in the context of important regional plans and strategies that address economic and regional development issues in the Latrobe Valley and the broader Gippsland region. Most notable of these is the Gippsland Regional Plan which outlines a long-term vision and priorities for the region. Also important are local government economic plans that outline each council's strategic priorities.

How the Roadmap was developed

The Roadmap was developed through a regional leadership group, which was formalised under the *Agreement for Cooperative Arrangements for the Gippsland Region to support the transition of the Latrobe Valley economy (December 2011)* between the Victorian and Commonwealth Governments. The agreement established a:

- **Joint Ministerial Forum** led by the Hon Peter Ryan MLA, Victorian Minister for Regional and Rural Development and the Hon Simon Crean MP, Federal Minister for Regional Australia, Regional Development and Local Government.
- **Mayoral Reference Group** to provide first hand knowledge of local issues and concerns of the Latrobe Valley community to the Joint Ministerial Forum.
- **Latrobe Valley Transition Committee** which includes representatives from the Victorian and Commonwealth Governments, the region's three local councils (Baw Baw, Latrobe City and Wellington), the Regional Development Australia Gippsland Committee, Victorian Employers' Chamber of Commerce and Industry, Gippsland Trades and Labour Council, Construction Forestry Mining and Energy Union, Monash University and Latrobe Community Health Service.

Under these arrangements, the Latrobe Valley Transition Committee oversaw a range of commissioned research projects examining the region's economy, workforce and the challenges associated with the adjustment task faced by the Latrobe Valley. It also led community and industry specific consultations on its research findings and proposals for driving long-term growth. This included the development of a *Latrobe Valley Transition Committee Discussion Paper (April 2012)* which outlined the committee's analysis of the region's economy and series of draft strategic directions for comment and community input.



In June 2012, the committee provided a final report to the Victorian and Commonwealth Governments, which outlined a consolidated view on the key strategic directions and actions needed to support the Latrobe Valley manage the challenge of structural adjustment and reposition its economy for sustainable long-term growth:

1. **Transitioning business and workers**
   Ensuring workers and businesses affected by the economic transition have employment and business opportunities.

2. **Strengthening the workforce**
   Ensuring education provision and local industry needs are better aligned, and participation in training and higher education increases are in line with future industry skills demands.

3. **Infrastructure for growth**
   Ensuring governments and industry plan and coordinate infrastructure to support industry growth and diversification.

4. **Strengthening innovation and competitiveness**
   Ensuring businesses are supported to increase their competitiveness and drive innovation.

5. **Attracting and facilitating investment**
   Ensuring existing businesses are helped to expand, and new businesses areencouraged to locate in the Latrobe Valley.

6. **Enhancing liveability**
   Ensuring the Latrobe Valley maintains and enhances its reputation as a liveable community.

7. **Working together – next steps**
   Ensuring governments, business, unions and other regional stakeholders work cooperatively to diversify and grow the region's economy.

The Roadmap is based on this framework and advice.


YoGo
Fruche
Yoplait
NATIONAL FOODS

The Latrobe Valley economy

Overview

The Latrobe Valley is a major economic region within Victoria and has played a critical role in the State's development by providing a low cost and reliable electricity supply.

In the last decade the region contributed 2.7% to Victoria's economic output and 2.5% to employment. This is proportional to the region's percentage of the State's population.

In 2010 the Latrobe Valley's contribution to gross regional product (GRP) was estimated at $10.3 billion, or more than 3% of Victoria's gross state product (GSP).

The Latrobe Valley has natural strengths in energy, agriculture, forestry and manufacturing. It is also the main service and population centre for the Gippsland region.

Figure 1. Latrobe Valley Key Indicators



Latrobe Valley

Population 2011[2]
164,602

Unemployment Rate 2012[3]
5.1%

Output 2010 (est. GRP[4]**)**
$10.3b

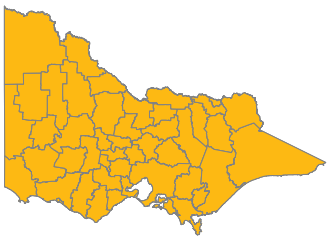


Gippsland

Population 2011[2]
269,790

Unemployment Rate 2012[3]
4.9%

Output 2010 (est. GRP[4]**)**
$13.3b



Victoria

Population 2011[2]
5,621,210

Unemployment Rate 2012[3]
5.2%

Output 2010 (est. GSP[5]**)**
$298b

2 DPCD, *Victoria in Future, Population and Household Projections 2011–2031 for Victoria and its Regions,* April 2012.
3 *DEEWR, Small Labour Markets Australia March Quarter 2012.*
4 Compelling Economics, Baw Baw, Latrobe City, and Wellington Shires REMPLAN, 2011.
5 ABS, Australian National Accounts: State Accounts 2010-11.

The Latrobe Valley economy has seen marked improvement since the early to mid 1990s when it underwent major changes associated with the privatisation of the State Electricity Commission of Victoria (SECV). This is reflected through unemployment declining from 12.8% in 1996 to the level shown in Figure 1. Since 1996 the region's economy absorbed the loss of the SECV as a dominant employer, transitioned to a more efficient private sector electricity generation industry structure, and grew and diversified its economy. Recent population increases supported jobs growth in sectors such as health care and social assistance, retail trade and construction.

Major industries in terms of economic output include health care and social assistance (8.8%), retail trade (6.8%), electricity (6.6% plus coal mining 2.6%), construction (6.5%) and agriculture (6.4%).

Industries which contribute most to employment include health care and social assistance (14.4%), retail trade (14.4%), agriculture (8.6%), construction (8.2%) and education and training (7.1%).

Despite this economic diversification, electricity generation remains a dominant industry. The electricity and coal mining sectors are relatively small employers (2.6% and 0.3% respectively) but contribute significantly to the economy, through regional economic output (6.6% and 2.6% respectively)[6] and accounts for almost one in three higher paid jobs in the Latrobe Valley Statistical subdivision.[7]

The importance of supply chain relationships and economic links are crucial to understanding the overall structure of the region's economy and the intensity of potential flow-on impacts to other sectors of the region's economy created by the introduction of the carbon price.

Challenges facing the economy

The regional economy faces a number of challenges that risk constraining the region's growth. Among these are broader economic conditions which impact on the region's economy to maintain competitiveness, such as increasing labour and capital/borrowing costs (due to parts of Australia experiencing the mining resource boom and ongoing financial instability and uncertainty) and the high Australian dollar affecting the competitiveness of exported commodities and manufactured goods.

These economic issues undermine general business and consumer confidence, and are compounded by the introduction of the national carbon price and the potential closure of power stations. Considering the region will be one of the most impacted regions in Australia, the carbon price issue is discussed in detail below.

While the Latrobe Valley has quality infrastructure, transport constraints reduce the efficiency of logistics and freight handling, and passenger movement within the region. Upgrades to Gippsland's rail and road connectivity, both intra-regionally and to Melbourne's ports and airports, will better position the region to capitalise on diversification opportunities.

Given the natural advantage of resource industries and their reliance on a secure water supply, the Latrobe Valley will require further upgrades to increase output in burgeoning sectors such as dairy, agriculture and forestry industries. These improvements will help grow jobs, and unlock the potential of further diversification and investment.

6 KPMG, *Latrobe Valley Industry Growth Projections,* report to Regional Development Victoria, December 2011.

7 Weller, S., Sheenan, P. and Tomaney, J. *The regional effects of pricing carbon emissions: An adjustment strategy for the Latrobe Valley*, Report to Regional Development Victoria, Centre for Strategic Economic Studies, Victoria University, November 2011.

The Latrobe Valley is expected to experience workforce challenges in the medium to longer term due to:

- an ageing population
- weak growth in the working age population
- a high proportion of certificate-level and workers with non-school qualifications
- a relatively narrowly skilled workforce (i.e. a workforce highly skilled in the energy generation sector)
- skills shortages in key occupations.

For the region's industries to increase productivity and remain competitive, its workforce and tertiary education system must attain greater participation and higher qualifications, and address issues of distance, low participation and an ageing population. Improved health and wellbeing of the region's workforce will also be important to optimise participation and productivity.

The impacts of a national carbon price

The Clean Energy Future Plan will have a major impact on the Latrobe Valley economy.

The carbon price is expected to affect coal-fired power generators' profitability and result in a major transformation in the electricity industry as renewable generation and other transitional energy sources, such as gas, become more competitive with coal.

The carbon price is also expected to generate adverse flow-on impacts on the economy through increased business costs (predominantly energy costs), which will decrease the competitiveness in industries across the region, such as agriculture and food manufacturing.

The Contract for Closure program seeks closure of up to 2,000 megawatts of highly emissions intensive coal generation capacity by 2020, which may result in the full or partial closure of one or more Latrobe Valley generators and loss of high value jobs in the region. This has the capacity to generate flow-on impacts on the economy through lost business and investment and workforce contributions to local consumption.

While there is uncertainty on the timing and final outcome of these processes, the region is already experiencing the effects of these policies in terms of their impact on investment decisions and business confidence.



The power generation industry

The Latrobe Valley power generation industry is based around five main generators and about 40 major contractors covering areas such as technical services, maintenance, supply and construction. This layering of the power generation industry structure and workforce makes it difficult to estimate (beyond the generators) total employment.

Taking account of the large casual workforce associated with major plant outages for maintenance and upgrades, the sector employs over 3,000 people in the Latrobe Valley.

The potential closures of the region's older, higher emitting power stations, will be significant events impacting on the region's economy and resulting in hundreds of workers losing employment and entering the local labour market at the same time.

The power generation sector workers who will face these challenges live across the Latrobe Valley (Latrobe City 63%, Wellington 26% and Baw Baw 11%). They are a predominantly mature age and male, many are parents and their family's main income earner.

Most workers in the power generation sector are classified as plant operators, in trade and technical jobs or professionals and managers. While many have certificate level engineering qualifications (77%) and significant experience and capabilities attained through on-site training in power stations, few have graduate degrees or post-graduate qualifications.

Table 1. Direct Employment in Electricity Production in the Latrobe Valley[8]

	Direct Employees	Permanent Contract Employees	Total Employees	Casuals (Outage Crews)*
Energy Brix	80	40	120	50
Hazelwood	500	300	800	250-350
Yallourn	327	300	627	250-300
Loy Yang A	520	340	860	300-350
Loy Yang B	140	16	156	200
Total	1567	996	2563	

** Used at multiple stations*

8 Ibid.

The impacts on affected workers and communities

The Victorian Government is concerned about the potential impacts of structural change on individuals, families and communities. This includes the impacts of losing friends and family who are forced to move to find new employment, potential increases in unemployment, social isolation, financial stress and family breakdown, and at a community level the additional pressure on community organisations and the health system. These issues may be further compounded by a corresponding fall in council rates paid by the generators translating into reduced local government funding available to cope with increasing demands for support and assistance.

Flow-on effects on local industry and employment

The power generation sector contributes directly to employment in other parts of the Latrobe Valley economy through its transactions with other sectors and through its workforce's contribution to local consumption. The Victorian Government is concerned by regional modelling which suggests that each job in the Latrobe Valley's energy sector generates an additional four to five local jobs in the broader regional economy[9]. This is in addition to the adverse flow-on impacts of the carbon price on businesses.

Business impacts – The most affected businesses will be those with a strong relationship with the power generators, including contractors, suppliers, professional services and transport firms. The loss of the generators spending power in the region's economy will force some businesses to establish new customers, redesign their businesses or face potential downsizing, relocation or closure. As these impacts accrue alongside the job losses in the power generation workforce, the resulting lack of employment, lowered real incomes and a lack of demand for services will create flow-on impacts for downstream jobs and businesses in the retail and service sectors.

Asset impacts – Power generator closures, growing unemployment and large numbers of retrenched workers seeking to relocate will negatively affect house prices, decreasing the ability for people to move to localities with much stronger housing markets. Similar effects will occur in commercial real estate as large industrial sites become vacant.

Employment impacts – The Latrobe Valley has significant pockets of social disadvantage, with high rates of long-term unemployment, low education levels and incomes. Restructuring in the power generation sector will increase the supply of skilled labour in the region. Many lower skilled workers or unemployed in the community may be unable to compete with higher skilled displaced workers, and face even greater difficulty in securing employment.[10]

9 Ibid.
10 Ibid.

Opportunities for growth and diversification

Despite the challenges posed by the introduction of a price on carbon, the Latrobe Valley has a wide range of competitive strengths which will help the region transition, diversify and grow its economy. These include coal, oil and gas reserves and industrial production facilities, extensive productive land for agriculture and forestry, water security, good transport infrastructure, a skilled workforce, nationally competitive business costs and lifestyle advantages.

The region's many opportunities to grow and diversify its economy can off-set the impacts of structural adjustment in the power generation sector and generate sustainable economic growth.

Coal to energy

The State Government supports the Latrobe Valley's ongoing development as Victoria's energy hub.

The region has substantial energy resources supported by significant infrastructure, from extraction to generation and distribution. The Latrobe Valley has one of the world's largest deposits of brown coal – 33 billion tonnes of potential economic resource, 13 billion of which is unallocated. The Gippsland Basin is the largest oil field in Australia. To date it has produced nearly four billion barrels of oil and seven trillion cubic feet of gas. The remaining developed liquid reserves are estimated at 400 million barrels of oil and seven trillion cubic feet of gas.

Additionally, the region's workforce has significant specialised skills and knowledge in the energy sector and a traditional experience in heavy industry and large scale industrial projects which would be required for new developments.

These resources will still play an important role in the region's future prosperity, particularly the ongoing conventional and alternative uses of the region's brown coal resource.

Brown coal will continue to provide the core of Victoria's base load electricity generation for the foreseeable future and is also a potential source of value-added products such as gas, diesel and fertilizer. If the technological challenges, primarily around removal of water, and managing the coal's high reactivity can be met, it is the Victorian Government's view that brown coal can continue to play a very significant role in the Latrobe Valley economy. The balance between these uses will largely depend on the future viability and cost-competitiveness of brown coal power generation following the introduction of a carbon price, which will remain cost competitive under a scenario where the carbon price drops.

Ignite Energy and Lakes Oil exploration activities in the Gippsland Basin have also revealed prospects for coal seam gas, shale oil and tight gas. If unconventional gas prospects are further developed, the Latrobe Valley and the broader Gippsland region could have a different type of mining and energy generation composition in the future. This could include new power generation assets supported by the gas supplied from Gippsland.



Other opportunities within the energy sector lie in:

- **Geothermal** – current research and development is assessing the Latrobe Valley's viability to offer geothermal resources for future energy generation supply to the national grid.
- **Clean energy** – the Latrobe Valley's energy technology skills equip the region with the capacity to become a hub for clean energy research. Monash University is currently examining the feasibility of establishing a 'Centre for Sustainable Industries' to support the development of new sustainable industries in the Latrobe Valley.
- **Bioenergy and biofuels** – the conversion of organic material into forms of electricity, heat and liquid fuels is likely to grow as an industry over the coming decades. These investments can deliver industrial scale facilities designed to produce commercial quantities of biofuels and bioenergy for wholesale distribution. They may also provide smaller industries and farms the opportunity to produce their own power or heating to offset energy costs.

In the next two decades, the International Energy Agency anticipates that **Carbon Capture and Storage** will be a key component of worldwide efforts to limit global warming, accounting for approximately a fifth of required emissions reductions by 2050.

Gippsland is recognised as a world-class location with significant potential for Carbon Capture and Storage technology. The Gippsland Basin is close to Victoria's power generation hub in the Latrobe Valley, and contains the best quality and largest volume of CO_2 reservoirs from 25 major basins across Australia.[11]

By offering a mechanism to significantly cut greenhouse gas emissions, in the longer term Carbon Capture and Storage technology may allow the Latrobe Valley to realise the potential of its vast brown coal resources within a low carbon future. This may present the region with an innovative new industry that will secure jobs, boost skills and attract investment while strengthening Victoria's energy security in a low carbon future. Carbon Capture and Storage technology also has the potential to position the region as a world-leading hub for low-emissions technology, innovation and investment.

11 Carbon Storage Taskforce, *National Carbon Mapping and Infrastructure Plan – Australia, 2009.*



Agriculture to food

The Latrobe Valley is a major centre for agricultural production and food manufacturing with particular strengths in dairy, meat, horticulture and vegetable production. The Latrobe Valley is located on a relatively large land mass, (16,264 square kilometres) with a great deal of productive land for primary industries. The agricultural land use is a mixture of dryland pasture, irrigated pasture, horticulture and managed forestry. The region's high annual rainfall, temperate climate and highly productive soils make it particularly conducive to agricultural activities and is increasingly likely to create a competitive advantage for temperate intensive agricultural and forestry industries as other parts of the country deal with the challenges of drought and reduced water.

Surface and groundwater extracted from the Latrobe Catchment is used in the Latrobe Valley for domestic supply, agricultural production and by industry. Rainfall is relatively high compared to many parts of Victoria. Blue Rock Reservoir provides a relatively secure supply of water, and the Victorian Government is establishing a drought reserve in the reservoir to further improve supply reliability. A share of Blue Rock Reservoir has also been set aside for new industries in the Latrobe Valley.

Dairying is the biggest agricultural contributor to the West Gippsland economy, and the region is one of the three largest dairying areas in Australia. West Gippsland produced 2.14 billion litres or 36% of the state's milk production in 2011 (24% of Australia's milk production) with most of the region's dairy produce exported. Gippsland also has a significant grazing and meat processing industry based predominantly on beef, but also on wool and prime lamb production.

The potential for the development of the Latrobe Valley as a food hub can be seen in the agriculture sector's distribution across the region – horticulture is concentrated in Baw Baw, irrigated farmland in Wellington and food and dairy processing plants are concentrated in or near the main townships, particularly in Longwarry, Drouin, Warragul, Morwell, Traralgon and Maffra.

Achieving this potential is dependent on addressing a number of challenges, including:

- Effectively managing the impacts of carbon pricing mechanisms which may have a significant impact on the dairy sector through increases in input costs (including electricity) and pass-through from processers of the higher costs they face
- Reducing greenhouse gas emissions from agriculture
- Ensuring that the skills development system in the Latrobe Valley keeps pace with the changing needs of agriculture, which is increasingly demanding higher skills including post-secondary qualifications.







Timber and forestry

Gippsland's forestry processing industry supports a diverse range of processors which includes Australia's largest pulp and paper mill and a wide range of small, predominantly hardwood mills. The 4.2 million hectare area of Gippsland has 1.1 million hectares of harvestable forest, with most wood production sourced from over one million hectares of harvestable public native forest and over 100,000 hectares of plantations. The plantation resources in the region are managed as large scale industrial plantations. Wellington Shire contains most of Gippsland's plantations (52%), followed by Latrobe City (30%) and Baw Baw (7%).[12]

The industry currently contributes significantly to regional and State economies. With greater access to low grade timber and harvest and processing residues, it can support a significant increase in its relative economic contribution to the region. The introduction of innovative processing technologies to supply new local and export markets, such as biofuels and manufactured timbers, will mitigate the regions exposure to commodity markets and currency movements while expanding the demand profile for product.

An expansion of available timber supply would secure current industry activities and generate a substantial increase in jobs across the entire Gippsland region, particularly those related to harvest and haulage. The potential introduction of large scale or innovative processing within the region would secure more direct jobs, many more indirect jobs and underpin local communities.

Health and aged care

The Central and West Gippsland areas have a growing and ageing population with higher than average levels of disadvantage and indicators of health need and risk. It also has a lower than average health service provision, suggesting a growing demand for health services planning.[13]

There is significant demand for allied health services driven by the ageing population and increased rates of chronic disease across all local government areas in the Gippsland region.

Central and West Gippsland have a growing and ageing population profile, with most of the projected growth occurring in Baw Baw. Wellington has a smaller population and lower projected growth. However, its population is significantly older than State average and with higher health needs. Servicing an ageing population cohort spread over a large geographic area will present significant health challenges.

12 Stewart, H.T.L., Young, B. And Williams, D.F. Socio-economic impact of the timber industry in Gippsland, report to Department of Planning and Community Development, Wangaratta: Trees Victoria Incorporated, 2012.

13 Department of Health, *Rural and Regional Health Plan Technical Paper,* Victoria, December 2011.

According to current demand, the Victorian Department of Health forecasts that the region will need about 114 new hospital beds in the next 10 years. Latrobe Regional Hospital and West Gippsland Healthcare Group (Warragul Hospital) have undertaken master planning and seek investment for further expansion.

Significant future investment will be required to enable the region to provide the services and facilities to meet these projected demands. The workforce is a critical factor in this, and by establishing the Gippsland Clinical Placement Network there are opportunities to expand the settings for clinical placement across all disciplines into non-traditional areas such as public and private aged care, community and primary health settings. While there are well established undergraduate and graduate nursing and medical programs in the region, there is a lack of local undergraduate programs and research in allied health through Monash University Gippsland. Addressing this issue will enable the region to build the capacity of its university-trained allied health workforce.



Advanced manufacturing

The Latrobe Valley's traditional strengths in heavy industry associated with the power generation sector provide the region with considerable opportunities to develop its manufacturing and related industry sectors.

These opportunities rest not only in the linkages between these industries and the resource-based sectors (energy, agriculture, forestry, oil and gas), but also in their potential to grow and diversify the economic base of the region through the production of specialised and differentiated products, adoption of new technologies and innovative processes, export market development and in developing supply chains across the economy. Ways that such industry sector opportunities can be achieved include:

- developing regionally-based industry clusters to assist in maximising business resources, creating synergies for product and technological development, research and development, training provision and workforce development
- industry planning to support workforce development, identifying facilities and infrastructure priorities and defining a pathway for future industry development and expansion
- identifying industry capability and matching it with major project requirement and other business opportunities.

Opportunities in this sector are further strengthened by the region's workforce profile, with its above-average representation of certificate level qualifications and high proportion of technicians and trade workers, machinery operators and labourers. However, developing these sectors will also require raising the region's workforce skill profile and participation rates in higher education further, to levels where it can take advantage of opportunities in these emerging industries.

Aviation and defence

Aviation and aerospace are well established capabilities within the region, building on the location of the regional airport at Morwell and the East Sale Royal Australian Air Force (RAAF) base.

The purchase of Gippsland Aeronautics, Australia's only aircraft manufacturer, by the major Indian company Mahindra in 2009, has provided a boost in confidence and significant growth potential with possible flow-on benefits to the rest of the sector and beyond. The Victorian Government has funded an upgrading of the Latrobe Regional Airport to provide the infrastructure improvements necessary to support this.

There are related opportunities to increase flying training and related activities, especially as the capacity for training at Moorabbin Airport becomes increasingly constrained. There are many potentially suitable airports and aerodromes in the Gippsland region that are now working together to support growth in this area.

The East Sale RAAF base has been an important part of the local economy for many years and is about to undergo a substantial upgrade that will create significant opportunities for the local construction industry over the next three years. The $185 million upgrade will commence in late 2012 and completion is planned for late 2015.

This upgrade will strengthen East Sale's position to become a centre for defence training in Australia, particularly if supported by further investments in infrastructure, skills, housing and public amenity.



Business services and public administration

The Latrobe Valley's business environment is highly competitive and provides a strong value proposition to pursue investment opportunities for the location of businesses in the region. The region is competitive across a range of cost factors, including: labour, facilities, utilities, transportation, and State and local taxes.[14] The region also offers a good supply of affordable industrial and residential land (compared to Melbourne and other major Victorian regional centres) which contributes to reduced business and household costs.

Given the cost competitiveness of doing business, there is capacity to expand public administration. The public administration and community services sector currently makes up about 30 per cent of the Latrobe Valley workforce. Opportunities include relocating government administrative services to the region, as well as expansion of existing services to address population and demographic change.

Another potential opportunity is to position the Latrobe Valley as a centre for business process outsourcing (BPO) services, for contracting operations and responsibilities of specific business functions or processes. The BPO market for onshore outsourcing for mid-tier firms (i.e. 1,000 to 5,000 employees) is more advanced in the US, UK and Europe, however this trend is also expected to be experienced in Australia.

The Latrobe Valley has available facilities, experience in operating in this market on a large scale and is supported by its national competitiveness in terms of labour and capital costs. These advantages could be capitalised on by attracting a major BPO service provider to establish a facility that is dedicated to servicing large Australian businesses and government agencies.

Tourism

Tourism is a relatively undeveloped industry sector in the Latrobe Valley. Opportunities for growth include developing the region as a centre for nature-based tourism, adventure tourism and day trips which make use of Melbourne's popularity as a major Australian destination. Opportunities also exist to expand the region's conference market to service major industry sectors.

Achievement of these opportunities will depend on strengthening the region's transport infrastructure, especially from Melbourne, as well as improvements in accommodation and hospitality facilities. Skills across the sector, and increasingly including foreign language skills, are likely to become an issue as the sector grows.



14 KPMG, *Latrobe Valley Competitive Advantages, Barriers to Investment and Investment Opportunities,* report to Regional Development Victoria, May 2012.

Higher education

Monash University's Gippsland Campus is the main higher education destination in the region and it will play an important role in supporting industry as it develops in the future. The university is advancing a differentiation strategy of the Churchill campus to develop education and training courses in areas of expertise linked to local industry need. This will provide opportunities to establish new regional specific degrees that are accessible to a broader range of students in a local setting.

As the regional economy restructures, undertaking research in collaboration with industry will become critical in addressing the associated challenges. Monash University is well placed to continue to be a major site of research in the Gippsland region.

The need for action

Collectively, the likely impacts from the introduction of a carbon price, described above, leads to conditions that erode and undermine business and consumer confidence. Without intervention this creates a self-reinforcing series of factors that extend the impacts of decline and inhibit the pace of transition in the labour market and length of time it takes to attract new investment and transition the economy.

The Victorian Government is committed to supporting the region diversify its economy to enable it to manage this substantial adjustment task. By adopting the locally developed strategic directions as a framework to guide the State's future investments, and through the actions identified in this Roadmap, the Victorian Government will assist the region take advantage of and capitalise on the identified opportunities for growth and diversification.





The Roadmap's actions

The Victorian Government is committed to helping the Latrobe Valley become one of Australia's leading economic regions. The Latrobe Valley has the resources and qualities to make it a highly competitive and modern economic region in the early part of the 21st century.

This future depends on addressing barriers to the region's growth, the success of new and advancing technologies, and developing an increasingly-skilled workforce to strengthen existing industries and attract new investment. It also depends on the region's ability to absorb the impacts of a carbon price and maintain its population and skills base.

The Roadmap provides the long-term strategic framework to guide future investment and achieve the necessary outcomes and transition to a more diversified economy. The Roadmap is outlined through seven locally-developed strategic directions. These form a framework for cooperative action by government and the region's businesses and workforce. The strategic directions are priority areas of action that will strengthen the region's competitiveness and economic sustainability.

These actions will initially help grow existing and new businesses and industries and ensure completion of key strategic plans. In the medium term, the Latrobe Valley's economy is expected to diversify through an increase in value-added export products.

Achieving these outcomes will ensure that in the long term, the Latrobe Valley's economy will be more diverse with a highly skilled and flexible workforce, and recognised as a premier business and lifestyle destination.

The Roadmap also outlines a range of Victorian Government actions designed as preliminary investments to support the achievement of the Roadmap's goals. The Victorian Government's investment in new initiatives provided in the Roadmap will assist the region address barriers to growth and take advantage of opportunities to enable it to transition to a more diversified economy. These initiatives build on existing Victorian Government commitments to the region's development and have been funded through the 2012–13 State Budget and Regional Growth Fund.

The Commonwealth Government is responsible for the structural adjustment task facing the region given the introduction of a carbon price. For this reason, the Roadmap identifies particular investments and commitments from the Commonwealth Government to help the region manage its challenges. The Victorian Government will continue to hold the Commonwealth Government accountable on these matters until it is satisfied the Commonwealth meets its responsibilities to the region.

This approach underscores the importance of working collaboratively with the Latrobe Valley and all levels of government to help the region successfully generate the long-term, large scale productivity – enhancing investments that are necessary to unlock its resources and enhance its contributions to the Victorian and national economies.

Latrobe Valley Investment Framework

STRATEGIC DIRECTIONS

1. TRANSITIONING BUSINESS AND WORKERS
2. STRENGTHENING THE WORKFORCE
3. INFRASTRUCTURE FOR GROWTH
4. STRENGTHENING INNOVATION AND COMPETITIVENESS
5. ATTRACTING AND FACILITATING INVESTMENT
6. ENHANCING LIVEABILITY
7. WORKING TOGETHER

OUTCOMES

Growth of existing and new business and industry in Latrobe Valley and long term strategic planning developed	Programs established in anticipation of businesses and worker transition requirements
	Collaborative institutional arrangements and plans are established to drive tertiary education and workforce development in the region
A more diversified economy with growth in export of value added agriculture and energy related products, and advanced manufacturing / services	Workers and businesses adapt to changing market conditions and retain a skilled workforce in the region
	Increased accessibility and diversity of education and training provision aligned to business and industry needs
A transitioned and diversified economy with a highly skilled and flexible workforce, and a region recognised as a premium business and lifestyle destination	The skills profile shows higher qualifications, mobility and is responsive to meeting local workforce needs.
	Improved participation and attainment rates in higher education and advanced technical training

KEY STAGES

SHORT TERM	Regional land use and strategic infrastructure plans are completed
	Innovative businesses increase competitiveness and access new markets
	Increased investment in key sectors facilitated by a new prospectus and campaign, and key industry plans
	Community and social infrastructure investments progressed
	A monitoring and implementation framework for economic development supports proposals for further action by government for medium and long-term outcomes.
MEDIUM TERM	Major infrastructure upgrades commenced to support population growth, productivity and export capacity
	Innovative businesses adopting new processes and technologies to expand access to markets
	Latrobe Valley investment reputation and brand builds momentum based on successful new industry investments
	Infrastructure upgrades completed, increasing quality of life and decreasing disadvantage
	Stronger regional business networks links between government, business, unions and other relevant regional institutions through cross-sectoral industry planning.
LONG TERM	Enabling infrastructure built to significantly increase industry growth and export capacity
	Robust economy with competitive businesses that access diversified markets and emerging innovative industries
	Latrobe Valley recognised as a premier destination for key sectors such as energy and food, supported by new investment facilitation models
	Latrobe Valley as a destination of choice for regional living
	Managing of the region's economy is based on seamless, cooperative and integrated planning.

Strategic Direction One:

1 Transitioning business and workers

Ensuring workers and businesses affected by economic transition have employment and business opportunities.

Key stages

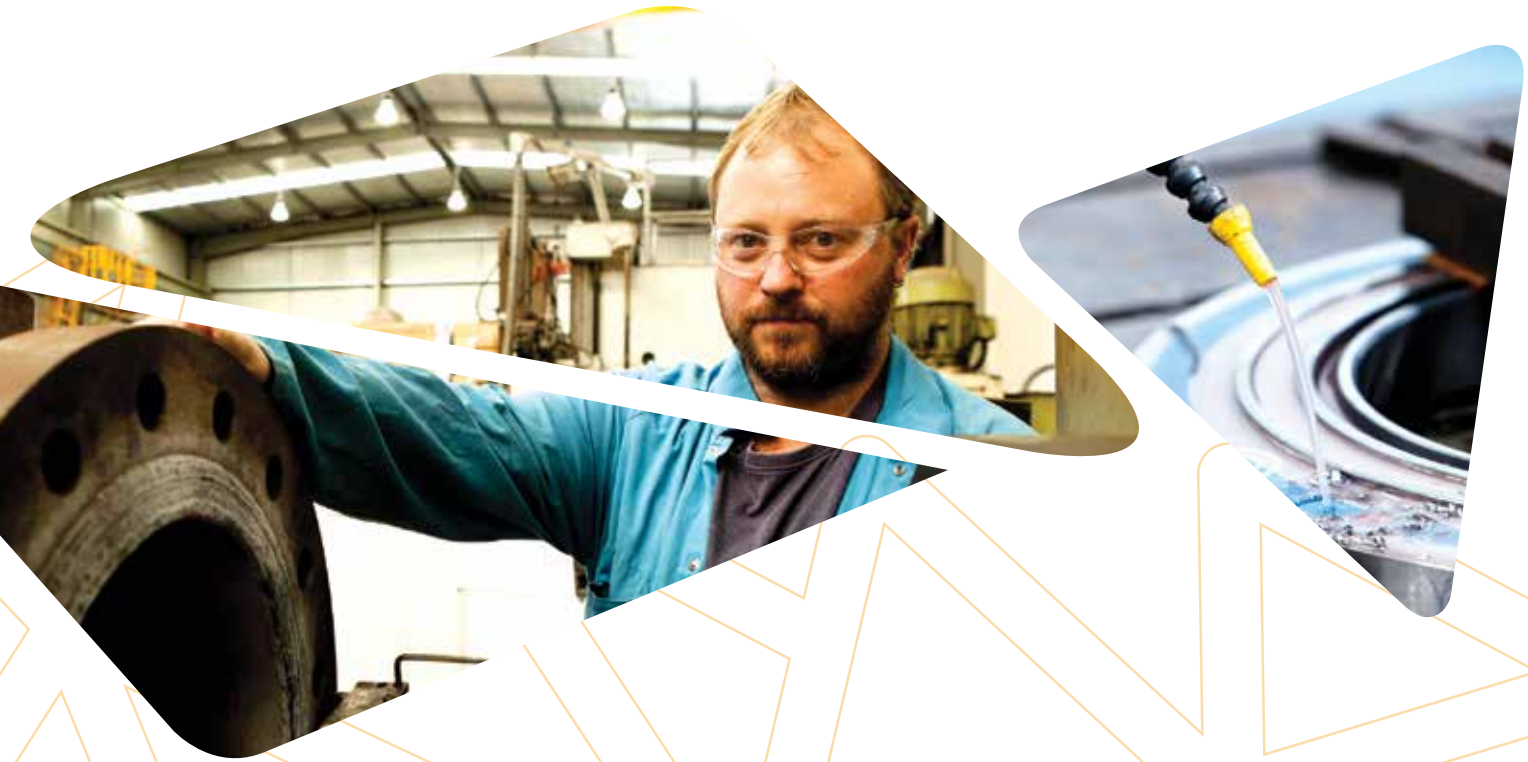
Short term – Programs established in anticipation of businesses and worker transition requirements.

Medium term – Workers and businesses adapt to changing market conditions and retain a skilled workforce in the region.

Long term – The skills profile shows higher qualifications, mobility and is responsive to meeting local workforce needs.

The Victorian Government is determined that the region is supported to make the most of local employment and business opportunities in a transitioning energy sector. Labour market and business development programs must be implemented to help businesses and workers cope with flow-on impacts in the local economy.

Programs must be implemented to prepare the region's employment, training, and business support and social services. Long term, these actions will help adjust the Latrobe Valley's labour market and establish sustainable new markets for affected local businesses.



An effective transition must be underpinned by helping workers and businesses in the electricity generation supply chain find employment and business opportunities in local growth sectors like new energy generation, oil and gas, agricultural production, construction and advanced manufacturing.[15]

In the short term, a coordinated plan must be developed to help transition. The Victorian Government is committed to achieving this goal, which is why the government established the Latrobe Valley Transition Committee – so that all levels of government and local leaders can take collaborative action to respond to impending challenges.

The Commonwealth Government's policy is responsible for transition and structural adjustment in the Latrobe Valley's economy. The Commonwealth Government must act decisively to support the Latrobe Valley transition through:

- Funding a coordinated transition plan to guide industry restructure, developed by the power sector and unions, to ensure a collaborative effort to optimise local re-employment outcomes for the power generation sector workforce.
- Funding a detailed 'social impact analysis' to determine potential impacts of transition on community wellbeing and requirements for targeted social support services. This should include assistance for indirect flow-on impacts on access to and availability of local community services, social services and 'wrap around' case management support to deal with the physical, mental and financial impacts of transition.
- Increasing presence and support in the Latrobe Valley from relevant Commonwealth agencies, such as the Department of Education, Employment and Workplace Relations (including Jobs Services Australia) and the Department of Families, Housing, Community Services and Indigenous Affairs.

The Victorian Government will ensure support for workers and businesses affected by job losses by implementing appropriate activities that enable them to access new skills and employment opportunities. These include:

- An allocation from the new $6 million Industry Transition and Specialist Training initiative to provide any retrenched workers in the Latrobe Valley (who may be ineligible for the Victorian Training Guarantee) with State Government-subsidised training through Central Gippsland TAFE.
- Support from the rapid response team within the Department of Business and Innovation to provide early information and support services to businesses to help reduce the adverse impacts of retrenchments.

Over the medium term, the Victorian Government will continue to work with the Commonwealth Government to ensure the best local employment outcomes are achieved during the transitional processes. These include promoting opportunities for local businesses to work on site remediation and construction of replacement base load generators, and aligning the timing of potential plant closures to ensure skilled energy sector workers have the opportunity transition to new employment in the region.

15 Detailed support for businesses to grow and diversify will be outlined in other strategic directions.

Strategic Direction Two:

2 Strengthening the workforce

Ensuring education provision and local industry needs are better aligned, and participation in training and higher education increases in line with future industry skills demand.

Key stages

Short term – Collaborative institutional arrangements and plans are established to drive tertiary education and workforce development in the region.

Medium term – Increased accessibility and diversity of education and training provision aligned to business and industry needs.

Long term – Improved participation and attainment rates in higher education and advanced technical training.

The future competitiveness and successful restructuring of the Latrobe Valley economy depends on an appropriately skilled workforce that aligns with the region's strengths and business growth opportunities.

The Victorian Government is committed to ensuring the region has the appropriate skills base to drive future economic growth opportunities and that residents in the Latrobe Valley are supported to gain accredited skills and develop long-term careers in the region's major industry sectors. Workforce development and the availability of an appropriately skilled workforce is a key component to taking advantage of all of the opportunities identified for the region.

To this end, the Victorian Government worked with regional leaders to develop the Gippsland Tertiary Education Plan. The plan is a guide to achieving the educational aspirations of the region and builds upon substantial existing investments seeking to raise the career aspirations of young people. Initiatives include the Gippsland Youth Commitment, the Gippsland Integrated Health and Community Care program (supported by the Regional Partnerships Facilitation Fund), and the Skilling the Valley initiative.







New actions aligned with the plan include:

- **The Gippsland Tertiary Education Council**, established to facilitate relationships between industry and education providers that will provide skills and training which have positive employment outcomes for the Gippsland region. The council will also encourage increased participation by strengthening partnerships and pathways and improving rates of individual educational participation and attainment, including year 12 retention to help local residents undertake higher education and training opportunities.
- Establishing **Technology Enabled Learning Centres** in the region. Co-located with a TAFE facility in Gippsland, a new centre will increase access and course offerings, reduce the burden of distance and cost of tertiary education for Gippsland students. The roll out of these new centres will require financial support from the Commonwealth Government.
- Developing a **Gippsland Workforce Plan** led by regional leadership groups including Regional Development Australia – Gippsland, Gippsland Tertiary Education Council and local industry.

The Gippsland Workforce Plan will leverage funding from the Commonwealth's Workforce Development Fund. Implementing the plan will ensure that the energy, food, timber and forestry and health care sectors will have access to an appropriately skilled workforce.

Implementation will require the Commonwealth Government's newly created National Workforce and Productivity Agency to prioritise the Latrobe Valley and more appropriately communicate assistance to ensure the region's businesses are supported to access funding through the National Workforce Development Fund for training and workforce development.

The Victorian Government will support additional initiatives to build a responsive and flexible tertiary education system and regional workforce, including:

- Developing the **Advance TAFE Port of Sale campus** as one of the important priorities for educational infrastructure in the region. The government will provide funding, contingent upon a Commonwealth Government contribution.
- **Supporting Apprentices** – Up to $300,000 will be provided to strengthen brokerage support and encourage local businesses to take on recently displaced apprentices in the region. The government is also strengthening the training system to ensure individuals have an entitlement to a training place where it is most needed and where there is the greatest public benefit. More than 220 courses will receive increased hourly subsidies from the Victorian Government, including all courses undertaken as part of an apprenticeship.
- Establishing a new **Work and Learning Centre** in Moe to support public housing and other disadvantaged job seekers into local job opportunities. This will be done in partnership with the Brotherhood of St Laurence and Gippsland Employment Skills Training Inc. and funded through an allocation from the $4.6 million commitment to develop five centres across the State.

The government also recognises the importance of a healthy workforce that extends beyond the workplace with a positive impact on the health of families and the social and economic wellbeing of the broader community.

- **Latrobe Valley Workforce Health and Wellbeing Plan** – is a new Victorian Government initiative which will be delivered with local partners to develop an integrated approach to employee health. A particular focus will be on the development of effective programs for older workers aimed at minimising the impact of poor health as a barrier to continued employment and participation.

As these actions are implemented, the Victorian Government and its local partners will continue to develop and implement new initiatives to meet medium to long-term aims.

Strategic Direction Three:

3 Infrastructure for growth

Ensuring governments and industry plan and coordinate infrastructure to support industry growth and diversification.

Key stages

Short term – Regional land use and strategic infrastructure plans are completed.

Medium term – Major infrastructure upgrades commenced to support population growth, productivity and export capacity.

Long term – Enabling infrastructure built to significantly increase industry growth and export capacity.

The Victorian Government is committed to ensuring the Latrobe Valley has the necessary enabling infrastructure to grow and diversify its economy through increasing the productivity and export capacity of the region's industries, and enhancing its capacity to attract new investment and create more jobs.

To achieve this goal it is important that the region develop appropriate long-term planning for further investment in transport, water, energy and communications infrastructure to boost productivity and increase export of the region's resources and manufactured goods.

Further investment in the region's major infrastructure assets is essential to realising opportunities associated with a number of growth opportunities, particularly the Victorian Government's efforts to ensure the Latrobe Valley's ongoing development as Victoria's energy hub and the future export of products derived from the region's coal resources. These investments will also underpin efforts to strengthen the region as a major centre for agricultural production and food manufacturing and encourage further expansion of the region's advanced manufacturing capacity and its linking to national and international markets.

This is why the Victorian Government has recently made infrastructure investments that address barriers to regional growth. This includes the development of the *Gippsland Integrated Land Use Plan* which will provide a blueprint for managing population growth and future land use and transport planning for the Gippsland region, duplication of priority sections of the Princes Highway between Traralgon and Sale, the provision of expanded Bus Services across the Latrobe Valley and funding provided to the Baw Baw and Wellington Shire Councils through the Victorian Government's *Country Roads and Bridges Program* to improve local roads and bridges managed by local government.

The Victorian Government has also implemented the necessary preliminary planning to support Port Anthony to potentially operate as a bulk commodities export and import terminal. Although the port is outside the Latrobe Valley, it is an important investment in enhancing the region's connectivity to export markets associated with the region's focus on energy and food sector development over the medium to long term.

Case Study – Transition to new industry taking off at Latrobe Regional Airport

Transition to new industry in the Latrobe Valley will receive a boost through over $2.7 million of Victorian Government grants, $500,000 from Latrobe City Council, and $3 million from the Regional Development Australia Fund. The funding initiative will support infrastructure upgrade to the Latrobe Regional Airport to handle anticipated growth in aircraft traffic.

The grants also ensure increased production at GippsAero, the only company in Australia with the capability to design and manufacture commercial aircraft. This expansion will generate 30 jobs during construction phase as well as 140 direct and 30 indirect jobs.

** The State Government grants are provided from the Latrobe Valley Industry and Infrastructure Fund and Regional Aviation Fund.*





Building on these initiatives, the Victorian Government will support further efforts to strengthen the region's transport infrastructure and freight handling capacity. New initiatives include:

- **Warragul Station Precinct Project** – $22.7 million in State Government funding to upgrade the Warragul Station Precinct, including car parking, bus interchange and road and rail underpass. This will provide an alternate route for freight vehicles and motorists to the east of the station and central business area.

- **Overtaking lanes on Strzelecki and Hyland Highways** – $7.1 million to improve north-south connectivity between the Latrobe Valley and South Gippsland for better freight movement, reduced travel times and costs for businesses, and greater access to markets for the region's goods and services.
- **Koo Wee Rup Bypass** – an additional $16 million, building on recent $50 million investment, for duplication of the Healesville-Koo Wee Rup Road, which will be a critical link for the Latrobe Valley within the region, to Melbourne and to north and south travel.
- **Gippsland Logistics Precinct** – Government will work with Latrobe City Council and the private sector to identify an appropriately credentialed terminal operator to run the proposed facility, which will provide local freight users access to high capacity bulk and container rail freight services.
- **Heavy Industry Site Redevelopment** – the Victorian Government and Latrobe City Council will work to realise the former Lurgi site's potential as a key industrial precinct in line with the Gippsland Logistics Precinct project. The precinct will deliver new jobs in the region. The government will continue working towards the market release of the site and consider appropriate infrastructure developments.
- **Expanding Public Transport Services** – the Victorian Government will investigate viable service expansions for the Latrobe Valley (such as more services from Traralgon to the east of the region), in recognition of the region's growing population and the increasing need for intra-regional movement, particularly relating to education and job opportunities.





The Latrobe Valley will also benefit from broader Victorian Government programs that will support major infrastructure projects in the region. These include:

- **Regional Rail Network** – $171.9 million to support train punctuality and reliability, an acceptable level of passenger comfort, and the competitiveness of rail freight through major periodic maintenance for the Regional Rail Network.
- **Regional Growth Fund** – $1 billion Regional Growth Fund support for major strategic infrastructure and community-led initiatives that improve both the competitiveness and livability of regional and rural Victoria, creating more jobs and better career opportunities.
  - For example, the Regional Growth Fund provided $250,000 for the **Australian Paper Maryvale De-Inked Pulp Project**. Australian Paper is one of the largest employers in the Latrobe Valley. The funding contributes to a full feasibility and engineering study to support the business case for developing a de-inked pulp plant at Australian Paper's Maryvale mill.

To underpin the Roadmap's medium and long-term objectives related to infrastructure the Victorian Government will support:

- **Gippsland Freight Strategy** – The updating and release of the Gippsland Freight Strategy as the region's long-term vision for managing Gippsland's diversifying economy and growing freight task. The strategy will identify priority areas for investments in infrastructure and regulatory reforms to facilitate access between Gippsland and other regions and align with the development of the *Gippsland Integrated Land Use Plan.*
- **Infrastructure Vision** – $100,000 through the Gippsland Regional Development Australia Committee (RDA), the Victorian Government supports the Committee for Gippsland to develop a long-term vision for improved regional access to markets that complements the Gippsland Freight Strategy, Gippsland Sustainable Water Strategy and other major regional infrastructure planning processes.

In the medium to long term, the Latrobe Valley must increase its productivity and export capacity with help from funding for major infrastructure that will be identified through these plans. This shared task requires significant support from the Commonwealth Government and private sector.

This will include regionally based projects including the roll-out of the National Broadband Network and better mobile phone coverage in the Latrobe Valley, as well as direct investment in upgrading the region's water infrastructure as part of its commitment to realising increased on-farm productivity and positioning the region as a centre for food production.

The Victorian Government will also seek to ensure funding under the Commonwealth Government's *Clean Energy Future Plan* directly supports the development of the Latrobe Valley's low emissions coal industry through large scale infrastructure projects and planning support for export growth, including technology development and freight capacity enhancements.

The Victorian Government has identified Commonwealth Government support for a number of large scale infrastructure investments. These are essential to strengthen the Latrobe Valley and Gippsland's transport and freight handling capacity. They include:

- additional enhancements along the Princes Highway between Sale and the NSW border
- increasing the north-south arterial road network within Gippsland to enhance freight efficiency
- road safety and movement of people between the Latrobe Valley, coastal regions in Gippsland and across the Great Dividing Range to North-Eastern Victoria and New South Wales
- investing in priority local roads that improve heavy vehicle (including B-doubles) road links.

Strategic Direction Four:

4 Strengthening innovation and competitiveness

Ensuring businesses are supported to increase their competitiveness and drive innovation.

Key stages

Short term – Innovative businesses increase competitiveness and access new markets.

Medium term – Innovative businesses adopting new processes and technologies to expand access to markets.

Long term – Robust economy with competitive businesses that access diversified markets and emerging innovative industries.

The Victorian Government is committed to supporting a robust and diversified Latrobe Valley economy by helping local businesses innovate to increase their competitiveness and access new and diversified markets and to strengthening the region's capacity to generate additional investment and job opportunities.

Innovation by individual businesses will provide the Latrobe Valley with the drive to move from a coal region to an energy hub. It will achieve this by implementing clean energy solutions such as low emissions technologies and emerging Carbon Capture and Storage. Moving from agriculture to a food hub will require innovative businesses to invest in value-adding local food processing and manufacturing. Innovation is also essential for individual businesses to develop advanced manufacturing capabilities producing specialised products so they become integral to supply chains for national and international markets, including the lucrative resource industries.

The Victorian Government has taken early action to drive innovation in the energy sector through:

- increasing the **Energy Technology Innovation Strategy** fund by $41 million to provide funding for prospective pre-commercial investments in low-emission energy technologies
- **Brown Coal Innovation Australia** which provides research and development grants
- the **CarbonNet** project which progresses development of Carbon Capture and Storage
- the **Latrobe Valley Shallow Geothermal** project, to confirm the potential for producing electricity from lower temperature, shallow geothermal resources.

Early action to support businesses has been delivered through the $10 million **Latrobe Valley Industry and Infrastructure Fund.** To build on these initial investments, the Victorian Government will act immediately to increase business innovation and competitiveness.

Case Study – Hydro Australia supplying the nation's resources sector

Hydro Australia has repositioned its business to not only supplying Latrobe Valley companies with its products and services, but with a $280,000 Victorian Government grant has purchased specialist equipment allowing its business to expand and attract new clientele across Australia.

The project will secure 29 jobs and create a further seven positions.

** The State Government grant is provided from the Latrobe Valley Industry and Infrastructure Fund.*



The Victorian Government will provide funds to support individual businesses to become more robust, competitive and productive, and secure new and diverse markets for their products and services, by:

- **Expanding Latrobe Valley Industry and Infrastructure Fund** – an additional $5 million for businesses across Gippsland to create and retain jobs in the Latrobe Valley, taking the total investment to $15 million. This increased provision will drive investments in innovative processes and models to support business expansion and increase competitiveness.

New Latrobe Valley Industry and Infrastructure Fund investments include:

- **Fisher's Pallet and Wood Treatment Upgrade** – $326,000 funding for an upgrade to the Fisher's (Latrobe Valley) timber treatment and pallet production lines to increase output and productivity, which will create 10 new jobs. The pallets are used by local businesses as part of their supply chain and the treated timber by builders.
- **Development and Construction of a Precast Concrete Manufacturing Facility** – $350,000 contribution for the Stirloch Group to expand its business, creating up to 10 construction jobs, eight new jobs and retaining six jobs.





The Commonwealth Government must contribute to the Latrobe Valley Industry and Infrastructure Fund so more local businesses are supported to manage the challenges imposed by the introduction of a carbon price.

- **Accelerated Business Growth** – $300,000 to target high performing businesses with significant growth potential to expand their operations and employment through specialist business plan development. This assistance will look at the linkage in supply chains across the region and help to develop an advanced manufacturing sector that supplies businesses in the region, across Australia, and internationally.
- **Small and Medium Enterprises (SMEs) support** – $225,000 for a proactive one-on-one local resource, in each local government, will provide business advice, broker and facilitate accessing government programs to unlock SMEs capacity to grow. For example they may facilitate funding through the Latrobe Valley Industry and Infrastructure Fund to implement innovative business processes and technologies that will expand its operations and create employment opportunities.
- **Gippsland Broadband Connectivity** – $90,000 through the Gippsland Regional Development Australia Committee, the Victorian Government supports the employment of a broadband engagement officer to prepare business operators and residents for introduction of high speed broadband, by increasing their understanding of the benefits and assisting them to maximise the use of the available technology.

A range of State wide government programs are also available that can provide funding support for the development and implementation of innovative projects:

- **Manufacturing Strategy** for investment in innovation, strengthening collaborative arrangements, pursuit of international opportunities and improved access to information and business services.
- **Broadband Enabled Innovation Program** for trial applications that can be used on high capacity broadband networks.
- **Energy Saver Incentive Scheme** which encourages businesses to lower operation costs through the take up of energy saving products and applications.

Research and demonstration is a crucial component to developing new innovative technologies and processes to assist the transition from coal to energy and agriculture to food.

The Victorian Government will support knowledge enhancement, through:

- **Growing Food and Fibre** – one of the key opportunities in the region is to move from agriculture to a food hub increasing investments and new jobs throughout the food supply chain. Ellinbank, the nation's premier dairy research and development facility in Baw Baw Shire, will receive the bulk of the $14.3 million for dairy research to boost sector productivity and maintain market access. Potential outcomes may include greater take-up of new technologies such as rapid increases in the rate of genetic improvements in dairy cattle, and new feeding systems that improve efficiencies in feed conversion and water use.
- **Coal upgrading technologies** – encourage and support companies developing low emission coal upgrading technologies in the Latrobe Valley. A number of companies are developing technologies to produce high value products for import replacement or export, such as exportable brown coal, liquid fuels, char products and taking advantage of the opportunities to move to a broader energy sector that is not wholly reliant on traditional brown coal generation.

The introduction of a carbon price drives the necessity for businesses to innovate to offset increased costs, and the Commonwealth Government should commit significant resources to the Latrobe Valley.

This will help local government, businesses and community understand and access available support from the Clean Energy Future Plan, particularly opportunities for businesses to take advantage of clean energy technologies, energy efficiency measures and carbon farming.

These investments must be continued over the medium term by developing new initiatives and support packages to improve the region's businesses competitiveness and continue innovative investments. The Victorian Government is committed to continuing to invest in research and piloting of innovations in manufacturing, improving business efficiency, profitability and market expansion of SMEs to strengthen the Latrobe Valley's capacity as an energy hub and food region.



Strategic Direction Five:

5 Attracting and facilitating investment

Ensuring existing businesses are helped to expand, and new businesses are encouraged to locate in the Latrobe Valley.

Key stages

Short term – Increased investment in key sectors facilitated by a new prospectus and campaign, and key industry plans.

Medium term – Latrobe Valley investment reputation and brand builds momentum based on successful new industry investments.

Long term – Latrobe Valley recognised as a premier destination for key sectors such as energy and food, supported by new investment facilitation models.

The Victorian Government is determined to help make the Latrobe Valley one of Australia's best regions to invest and establish new enterprises. The government is committed to helping reposition and strengthen the region's business identity, develop new opportunities, particularly in growth sectors such as energy, agriculture, aviation and defence, and advanced manufacturing, in a rapidly evolving and interconnected global economy and fast-track major new enterprises.

Strengthening the region's investment attraction and improving business facilitation processes will help generate additional investment and job opportunities for the region. This includes addressing negative perceptions held about the region's industrial relations environment and better highlighting the region's many advantages as a business investment destination.



Case Study – Dairy investment for Lion Dairy and Drinks supports growth industry in region

Investment attraction

A $490,000 Victorian Government grant will support a $2.64 million upgrade to electricity infrastructure at Lion's Morwell dairy processing facility.

The grant supports the organisation's $59.3 million capital expenditure project that is consolidating Lion's yoghurt manufacturing base in Morwell and the company's future plans for expansion at this site.

** The State Government grant is provided from the Latrobe Valley Industry and Infrastructure Fund.*



The Victorian Government has taken early action to drive investment in the region through Invest Victoria, the Super Trade Mission to India, supporting the Gippsland Major Projects and Opportunities Summit, and developing the Timber Industry Action Plan. Building on these early actions the Victorian Government will take further action to attract and facilitate investment, including:

- **Securing the Brown Coal Resource** – The Victorian Government is committed to securing an economically viable future for the use of the region's brown coal asset and is progressing, through the new **Coal Allocation Framework**, a competitive tender to open up new reserves of brown coal in the Latrobe Valley. This provides commercial opportunities to develop new industries as there is considerable global interest in the Latrobe Valley's brown coal, with technology available to enable lower emissions usage and conversion to higher value products. **The Victorian Brown Coal Roadmap** will identify these future sustainable uses.
- As part of this process, the government will also ensure that a broad view of coal development is taken that ensures infrastructure, planning, regulatory, export, environmental and Commonwealth/State aspects are considered in an integrated way to maximise the benefits of the coal resource.

- **Investment Prospectus** – $400,000 to support the development of a marketing and investment prospectus to highlight key competitive attributes and opportunities in the region to attract new investors to the Latrobe Valley. The prospectus will build upon the significant evidence base developed as part of the Latrobe Valley Industry and Employment Roadmap, and be delivered by a consortium of local government, industry, business and community representatives.
- **International Engagement Strategy** – will provide opportunities accessible to Latrobe Valley based businesses that will enable them to enter new markets and develop the skills and experience to succeed. The strategy aims to internationalise Victorian businesses through initiatives including a comprehensive trade program that will connect regional companies with opportunities in global growth markets.
- **Investment Facilitation** – Actively support new capital expenditure and the creation of jobs as well as new export opportunities in the Latrobe Valley. Where government decision-making is critical to investment planning, Invest Assist, will facilitate investment projects through a combination of specialist advice to coordinate an efficient approach to government approvals assessments.
- **Securing supply for timber and forestry industry** – VicForests, has sought expressions of interest for up to 830,000 tonne of native timber residue mostly generated in the East Gippsland region. The more productive utilisation of this new long-term residue supply could underpin significant value in timber related industries in Gippsland, by stimulating direct investment in new commercial infrastructure, more productive use of existing investments and the requisite increase in processing, logistics and supply chain contracts.
- **Biomass innovation** – developed *Fuelled for Growth* an investment attraction document that highlights Gippsland's capacity to leverage a substantial and commercially viable biomass supply chain to attract a new and innovative biomass industry and local investment opportunities in advanced biofuel and bioenergy infrastructure.
- **Testing new service approaches at the Moe Housing Call Centre** – The Department of Human Services is looking to test the consolidation of some housing client contact and transaction processing functions, using the Moe Housing Call Centre as the test site. This will create 19 jobs at the centre for a six month period while the department determines whether this service arrangement is a viable future service delivery alternative.
- These new service approaches and relocation of government agencies and operations to the region offers an opportunity to grow and diversify the workforce. The Victorian Government will continue to investigate broader opportunities for relocating government administrative services to the region, as well as the expansion of existing services and calls on the Commonwealth Government to explore opportunities.



Industry planning is a key activity to drive growth and take advantage of linkages across supply chains in the region, identify specific emerging opportunities and encourage cooperative planning for workforce development, infrastructure provision and enhanced regional competitiveness. Early work has already identified opportunities in a number of specific sectors and further areas of investigation, including:

- **Gippsland Food Plan** – To enhance the agrifood sector's performance in the region, build opportunities for innovation and ensure global relevance. The Victorian Government will support the development and implementation of the plan and look to investigate and support potential opportunities, such as fostering leadership to build knowledge and innovation capacity through increasing networking activities across the region's agrifood businesses, and potential research and development centres for food innovation.
- **Gippsland Aviation Industry Plan** – $80,000 in funding provided to identify opportunities and actions to drive a strong aviation sector across the Latrobe Valley region capitalising on the current strengths in the RAAF base in East Sale and the Latrobe Regional Airport, home to GippsAero. The Aviation Industry Plan will also strengthen the regions proposal to deliver the RAAF's defence pilot training school through Project Air 5428.
- **Tourism Industry Plan** – $80,000 in funding will be provided to Destination Gippsland Inc. to work with the tourism industry and develop a plan to achieve the sector's growth potential through new tourism investment, identifying opportunities in workforce development and infrastructure, and to market the region to the Victorian, interstate and international markets.
- **Gas strategy** – Develop a gas strategy to help identify the opportunities for an expanded energy industry investment and form the basis for engagement of exploration licences and gas resource developers.

Over the medium term, the Victorian Government will continue to work with the region to refine and expand the initiatives above, as well as help other major regional industries develop industry plans.



Strategic Direction Six:

6 Enhancing liveability

Ensuring the Latrobe Valley maintains and enhances its reputation as a liveable community.

Key stages

Short term – Community and social infrastructure investments progressed.

Medium term – Infrastructure upgrades completed, increasing quality of life and decreasing disadvantage.

Long term – Latrobe Valley as a destination of choice for regional living.

The Victorian Government will continue its support of the Latrobe Valley's local governments to enhance the region's liveability and community cohesion. This is essential to minimise the impacts of transition for businesses, communities and families, and attract new investment.

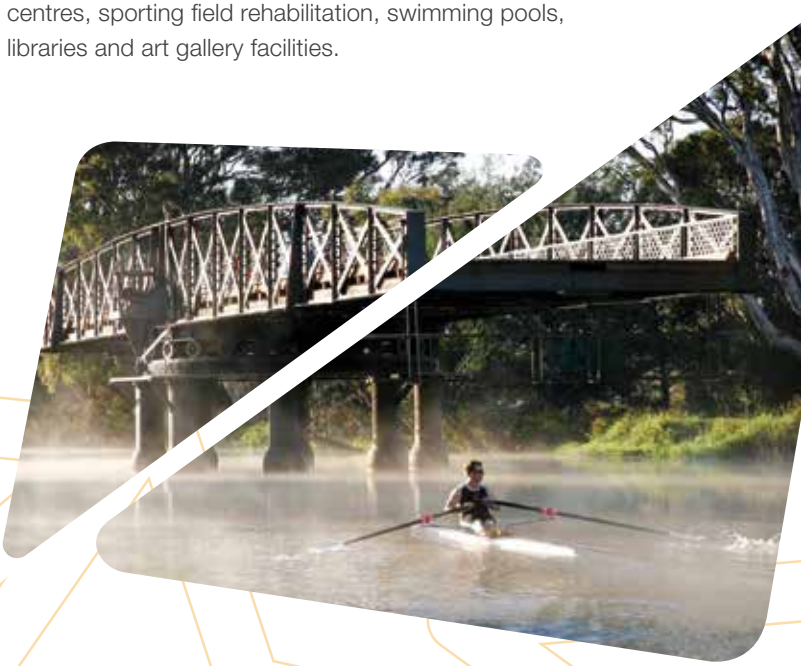
This support will include the government's backing of current proposals for precinct revitalisation in the Latrobe Valley's main population centres and strengthening community social, cultural and sporting facilities and services.

Investing in local infrastructure, community development programs and strengthening the capacity of local governments is vital to bolster communities, reduce social disadvantage and help reposition the region as an attractive investment and employment destination.

That is why the Victorian Government acted early in February and April 2011 to fast track the release of 562 hectares of rezoned residential land in Moe, Morwell and Traralgon and Churchill. This equates to over 6,000 residential blocks and is the most significant land release in the region for decades.

The Victorian Government has also made recent investments in strengthening the region's health and community service infrastructure including funding provided to the Latrobe Regional Hospital to redevelop and expand its sub-acute area and cancer care, funding provided to the Latrobe Community Health Service for home and community care services and assistance provided to the Central Gippsland Health Service to redevelop sub-acute bed area and rehabilitation beds.

Through the $1 billion Regional Growth Fund, the Victorian Government has also invested $11 million in major strategic infrastructure and community initiatives in the region to improve liveability. These initiatives range from community projects targeting business development, recreational, sporting and tourism events, to infrastructure investment in leisure centres, sporting field rehabilitation, swimming pools, libraries and art gallery facilities.







The government will support new community initiatives, to enhance the liveability of the region including:

- **New Planning Support for Regional Growth Areas** – The Growth Areas Authority will provide support to the Baw Baw and Latrobe City Councils to expedite their structure planning of new growth areas. The two local governments are currently facing unprecedented levels of population and housing growth within the context of major economic restructuring within their region. The demands on councils' planning capacity are enormous and at their request the government will support the Growth Areas Authority to assist the councils with the planning of new growth areas to bring forward development and ensure an adequate supply of housing for new residents.
- **Moe Civic Precinct** – The Victorian Government will continue to work with Latrobe City Council to progress the project which aims to improve social connectivity and community participation through an innovative community space. The project has the potential to attract investment and development in the area.

The Victorian Government will continue to invest in the region's health sector to enable it to provide the services and facilities to meet projected demands from the increasing population and ageing demographics, including:

- **Latrobe Regional Hospital** – construction of a new five-bed Mother-Baby Mental Health Services Unit to ensure the appropriate treatment and recovery of women with mental health issues by not separating them from their baby and family.
- **Promoting Health and Wellbeing** – $2.9 million over four years has been committed for the Prevention Community Model, in partnership with the Latrobe City Council and Latrobe Community Health Service. This is a comprehensive new approach to address obesity and preventable chronic disease, and improve health outcomes by engaging local community in healthy living programs. Health promotion activities in Baw Baw and Wellington Shires are also being delivered to improve healthy lifestyles and environments.

The Latrobe Valley must also be supported to develop infrastructure and services that support its growing population over the medium to long term.

To this end, the Victorian Government will continue to work with the Latrobe Valley's local governments and communities to develop proposals through the Regional Growth Fund. This action will be facilitated through applications to the Putting Locals First Program – designed to help address gaps in services and infrastructure in regional communities at a local level.

Enhancing liveability is a shared task and the Victorian Government will seek active support from the Commonwealth Government in funding projects that contribute to the region's liveability. Key areas where the Commonwealth Government will be engaged include providing partnership funding for initiatives under the Regional Growth Fund and in areas where the Commonwealth have major responsibilities including Acute Health and Aged Care – such as boosting the capacity of Latrobe Regional Hospital, the redevelopment of West Gippsland Healthcare Group's main hospital campus in Warragul, and the redevelopment of Central Gippsland Health Service's Maffra campus.

The Victorian Government will also hold the Commonwealth Government accountable for appropriate site remediation around any power stations closed under Commonwealth programs, and that the former sites are able to be redeveloped for alternative purposes such as revitalised community facilities and precincts for investment in new industries.

Strategic Direction Seven:

7 Working together – next steps

Ensuring governments, business, unions and other regional stakeholders work cooperatively to diversify and grow the region's economy.

Key stages

Short term – A monitoring and implementation framework for economic development supports proposals for further action by government for medium and long-term outcomes.

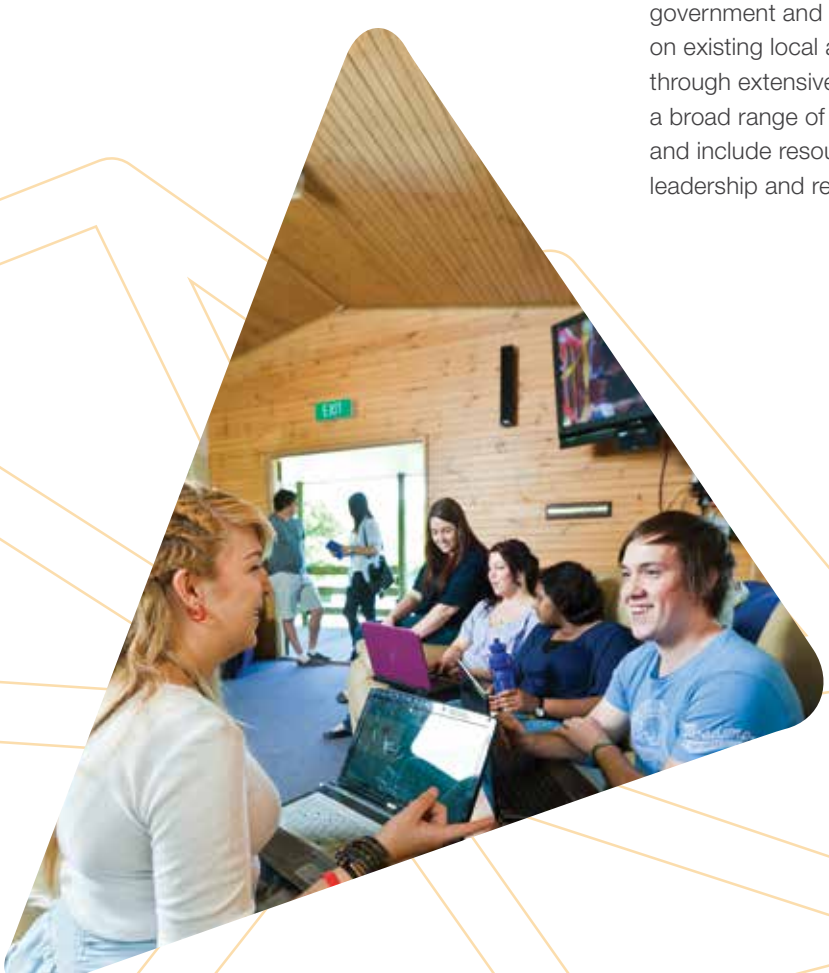
Medium term – Stronger regional business network links between government, business, unions and other relevant regional institutions through cross-sectoral industry planning.

Long term – Managing of the region's economy is based on seamless, cooperative and integrated planning.

The Victorian Government recognises that working together is fundamental to delivering effective outcomes across all the strategic directions, taking advantage of opportunities to grow and diversify, and minimising the impacts of structural change.

Stakeholder cooperation will be required to address regional economic challenges, coordinate investment and monitor and respond to changes in the region's economy. It will also require significant community support and understanding of the changes needed in the region to diversify and grow the economy.

The Victorian Government is determined that the region's transition is supported by effective governance arrangements, information-sharing and investment coordination between all levels of government and the private sector. This must build on existing local and regional bodies, be developed through extensive engagement and consultation with a broad range of local and regional stakeholders and include resources to strengthen the region's leadership and regional economic planning.





The Victorian Government has invested early in supporting on-the-ground coordination:

- **Latrobe Valley Industry Link Officers** – funded four positions in locally based organisations of Gippsland Trades and Labour Council, VECCI, Latrobe City Council, and Gippsland Education Precinct to support activities towards economic diversification and transition.
- **Local Government Business and Industry Surveys** – supported each of the local governments to undertake detailed surveys to better understand the needs of businesses in the region, including barriers and opportunities for growth.
- **Gippsland Community Leadership Program** – Sustained regional development requires innovative regional leaders from government, business and community sectors to develop a leadership culture and stronger connections across all these sectors. Leadership supports a strengthened resilience and capacity to respond to economic development challenges and opportunities. This is why the Victorian Government has funded the Committee for Gippsland to enhance the Gippsland Community Leadership Program for the next four years. The program will develop up to 28 participants' leadership skills, while raising awareness of the issues facing Gippsland and join active alumni which commits to future community involvement.
- **Latrobe Valley Transition Committee** – supported the development of this key regional body to research, communicate and provide advice to Victorian and Commonwealth Governments regarding the region's transition needs over the short to longer term.

The Victorian Government will commit to a range of new initiatives to assist the Latrobe Valley to build local networks and strengthen partnerships, including:

- **Local collaborative action** – Continue to support and commit to the development of a collaborative model that will incorporate an ongoing (adapted) role for the Latrobe Valley Transition Committee and its sub-committees to deliver on the implementation of initiatives in the Roadmap and achieve the region's long-term vision.
- **Economic monitoring, evaluation and networking** – investigate and develop an appropriate model to link available data and intelligence on changes in the region's economy. Also helping enhance the cooperation and exchange of information between the region's local governments, major economic development agencies, Monash University and the education sector, and local business, union and community stakeholders.
- **Young Dairy Development Program** – $39,000 through the Gippsland Regional Development Australia Committee, the Victorian Government supports a program of three, two-day leadership and business development workshops for young dairy farmers in the region to develop better business decision making skills to achieve long-term profitability of the sector.

The Victorian Government will continue to work with the Commonwealth Government to ensure an ongoing and sustained commitment to support the region over the long-term through joint funding of local committees and programs and monitoring of economic indicators.





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Telephone (03) 9208 3799
July 2012

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DOT6819/12

RECREATION, CULTURE & COMMUNITY INFRASTRUCTURE

11.4.1 PROPOSED SPECIAL CHARGE SCHEME TO SEAL TAYLORS ROAD, KOORNALLA

AUTHOR: General Manager Recreation Culture & Community Infrastructure

(ATTACHMENT – YES)

1. PURPOSE

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

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 2012-2016.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives – Built Environment

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

Latrobe City Council Plan 2012 - 2016

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

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

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

Ensure public infrastructure is maintained in accordance with community aspirations.

Shaping Our Future

An active connected and caring community
supporting all

Legislation

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

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

4. BACKGROUND

Taylors Road, Koornalla is an unsealed rural local road servicing rural living properties. The section of road that is the subject of this report is currently maintained by Council in accordance with the Road Management Plan, and is detailed at attachment 1.

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

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

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

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

A response letter was sent to the head petitioner, Pat Zaffina on 23 December 2009, advising him of council's recommendation.

On 22 February 2010, the proposal to seal Taylors Road was presented to Council, and the recommendation was that Latrobe City Council writes to property owners to determine their opinions in relation to their willingness to contribute to the cost of sealing Taylors Road.

A further letter was sent to the head petitioner, Pat Zaffina on 25 February 2010, advising him that letters will be sent to residents to determine their willingness to contribute to the cost of sealing Taylors Road.

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

The responses to the feedback forms were as follows:

Responses		
For	Against	No Reply
5	1	5

Responses attached (attachment 4).

Due to not having a clear majority, no further action was taken.

A further enquiry was received from Ralph Brown on 6 January 2011 to enquire where the process is up to in relation to sealing the road. Due to the lapse in time since previous consultation had taken place, the process started from scratch and another letter and feedback form were sent to residents on 8 September 2011. This was to ensure that all property owners were again provided with the opportunity to comment.

After further investigation, it was determined that 8 property owners in Taylors Road would derive benefit from the road being sealed, and would be required to make a contribution to the works in accordance with Council's policy. Three property owners included in the original engagement process where included incorrectly, as they would not derive benefit from the sealing of Taylors Road.

Responses to the feedback forms were as follows:

Responses		
For	Against	No Reply
5	2	1

Responses attached (attachment 5).

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

5. ISSUES

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

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

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

The Stage 1 public consultation process commenced on 18 January 2012 with a meeting of property owners chaired by the Gunyah Ward Councillor.

This meeting of property owners was attended by 7 people representing 3 property owners. There are a total of 8 rateable properties that are eligible to be included in this Special Charge Scheme, pending Council approval.

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

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

If Council agrees to commence Stage 2 of the consultative process there will be an opportunity for property owners who wish to object to the proposed Special Charge Scheme to make a submission to Council for consideration.

6. FINANCIAL, RISK AND RESOURCES IMPLICATIONS

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

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

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

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

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

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

As there are multiple Special Charge Scheme requests currently at different stages of the process, this evaluation criteria will be utilised to determine the priority order in which works will be completed.

7. INTERNAL / EXTERNAL CONSULTATION

Engagement Method Used:

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

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

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

Details of Community Consultation / Results of Engagement:

The response to feedback forms sent to the 8 properties after the Community Meeting is as follows

Responses		
For	Against	No Reply
5	3	N/A

A summary of comments from the feedback forms is included as attachment 7 to this report.

8. OPTIONS

The following options are available to Council:

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

9. CONCLUSION

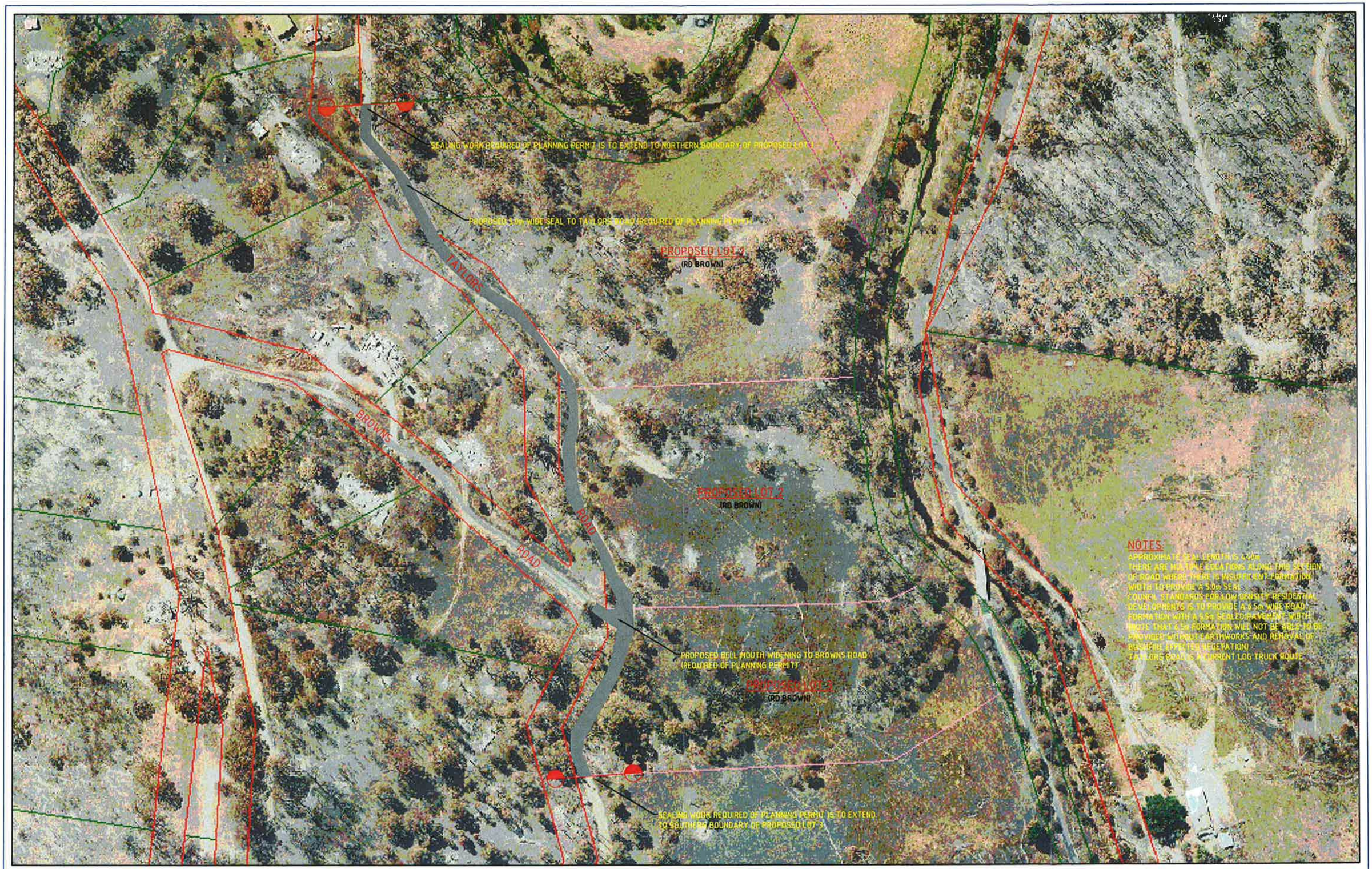
A majority of property owners in Taylors Road, Koornalla have indicated their willingness to contribute to the construction costs associated with the sealing of this rural unsealed road.

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

10. RECOMMENDATION

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

ATTACHMENT ONE
PLAN OF TAYLORS ROAD, KOORNALLA



Latrobe City
a new energy in city infrastructure

REFERENCES
Survey File No SURVEY NO
Terralande File Name

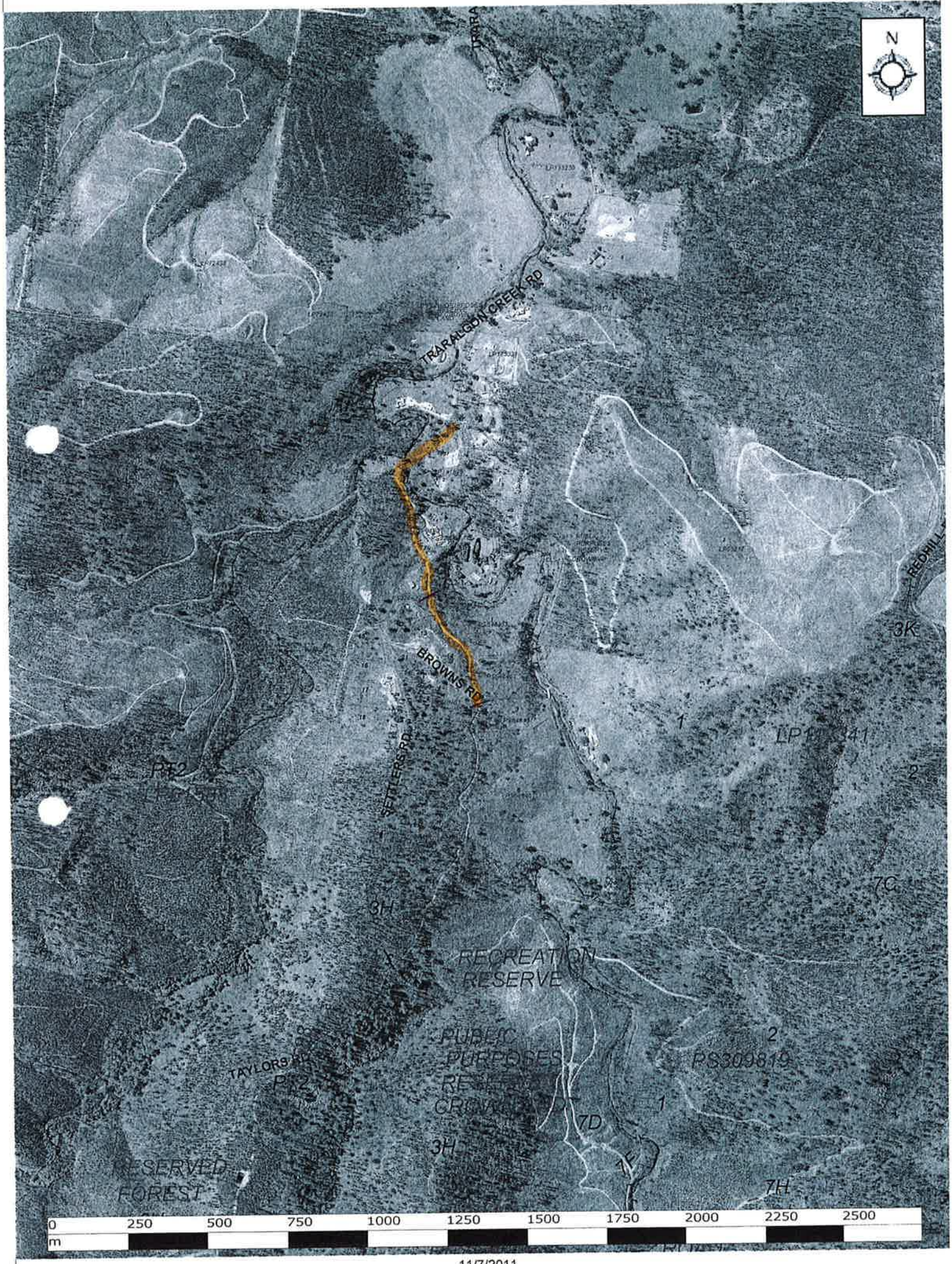
CONSULTANTS CERTIFICATION
DATE
CITY AUTHORIZATION
DATE

Latrobe City

TAYLORS ROAD, TRARALGON SOUTH
PROPOSED SEALING WORKS - PP05026B

SCALE NTS
HOR
VER
DRAWING No. -
DESIGNED P IVKOVIC | CHECKED - | VERSION/ DATE OF PLOT 10/11/09
SHEET 1 OF 1

1:14632.277



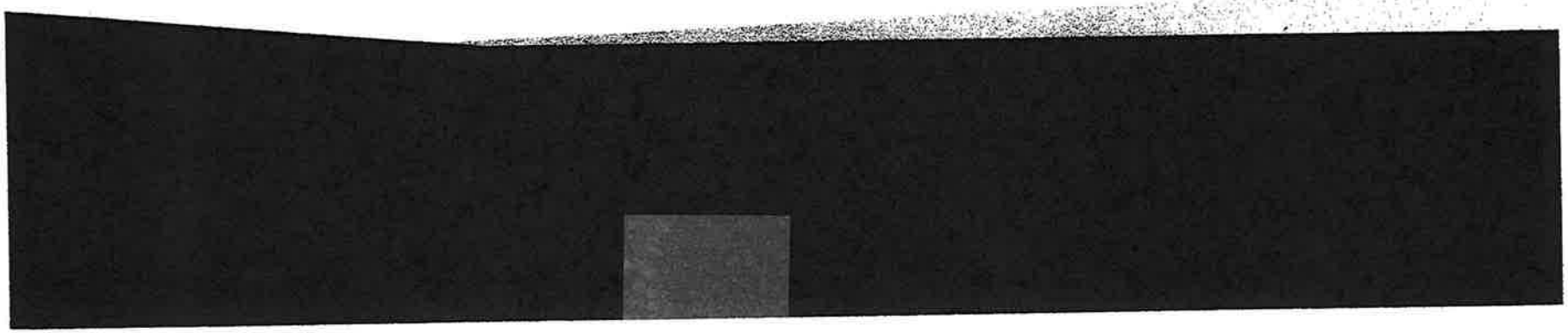
11/7/2011

ATTACHMENT TWO
PETITION FROM RESIDENTS

Latrobe City
01 DEC 2009
Doc. No:
Action Officer: Cr Vermeulen
Disposal Code:
Comments:
Cr Brian Fitzgerald

Proposed Sealing of Taylors road Koornalla

Points of Concern By Residents



DataWorks Document Number: 468352

Points of concern are

- The extra dust produced due to the increase of traffic and lack of trees which settles on our roofs contaminating our drinking water supply .

- Taylors road is only graded a maximum of once or twice a year which leaves the surface of the road with deep corrugations and pot holes along it's length making it very easy to lose control of your vehicle.
- With the steepness of the country and sheer drop towards Traralgon creek if any vehicle loses control would end up at the bottom of the gully a distance of hundreds of metres

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

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

DataWorks Document Number: 468352

Points of concern are

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

DataWorks Document Number: 468352

Summery

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

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

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

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

DataWorks Document Number: 468352

To Latrobe city council 15/11/09

LOCAL RESIDENT'S PETITION FOR SEALING TAYLORS RD KOORNALLA

Print Name	Signature	Address
Pat Zaffina		60 Taylors Rd Koornalla
Kathy Zaffina		60 Taylors Rd Koornalla.
James Leitner		1579 Traralgon creek rd Koornalla
PETER LEITNER		1570 TRARALGON CK RD KOORNALLA
Emma Zammit		1570 Tgon Creek Rd Koornalla
Nina Fellner		20 Browns Road Koornalla
Nick Hodgson		20 Browns Rd Koornalla
[illegible]		33 Taylors Rd Koornalla
Esther GADSDEN		33 Taylors Rd Koornalla.
Chris Lee		1620 Traralgon Ck Rd Koornalla.
Louise mcmahon		50 Cooba Way Traralgon
WAYNE SIMMONS		1495 TRARALGON CK RD KOORNALLA
Cheryl Simmons		1495 Traralgon creek Koornalla.
CHRIS ZAFFINA		60 TAYLORS RD KOORNALLA
DON WILSON		70 TAYLORS Rd. KOORNALLA.
Jaque Wilson		70 taylors Rd. Koornalla
Lizzie Wilson		70 Taylors RD Koornalla

DataWorks Document Number: 468352

To Latrobe city council 15/11/09

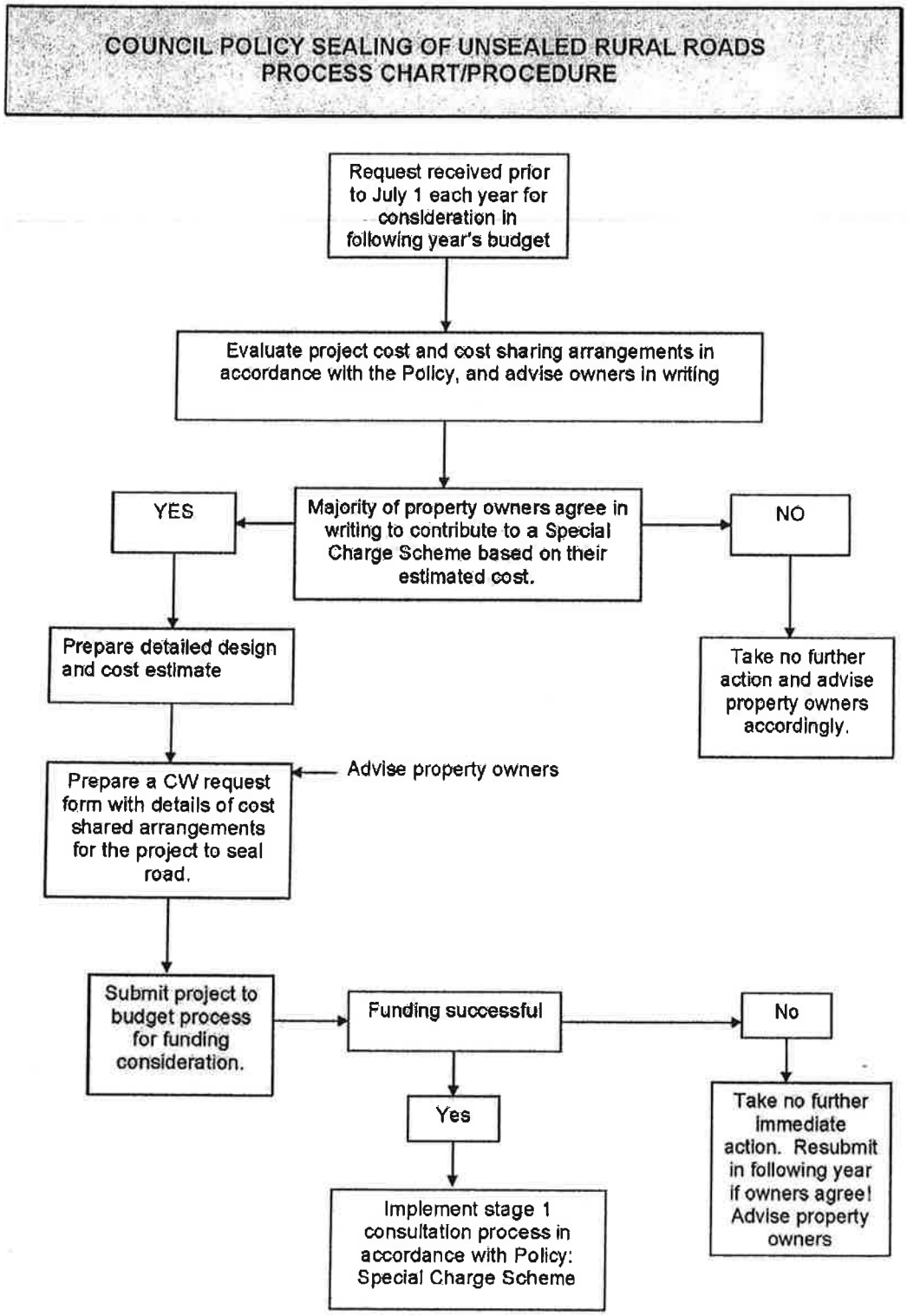
LOCAL RESIDENT'S PETITION FOR SEALING TAYLORS RD KOORNALLA

Print Name	Signature	Address

DataWorks Document Number: 468352

ATTACHMENT THREE
APPENDIX A OF COUNCIL'S SEALING OF RURAL UNSEALED ROADS POLICY

Appendix A


COUNCIL POLICY SEALING OF UNSEALED RURAL ROADS
PROCESS CHART/PROCEDURE
Request received prior to July 1 each year for consideration in following year's budget
Evaluate project cost and cost sharing arrangements in accordance with the Policy, and advise owners in writing
Majority of property owners agree in writing to contribute to a Special Charge Scheme based on their estimated cost.
YES
NO
Prepare detailed design and cost estimate
Take no further action and advise property owners accordingly.
Advise property owners
Prepare a CW request form with details of cost shared arrangements for the project to seal road.
Submit project to budget process for funding consideration.
Funding successful
No
Yes
Take no further immediate action. Resubmit in following year if owners agree! Advise property owners
Implement stage 1 consultation process in accordance with Policy: Special Charge Scheme

ATTACHMENT FOUR
PROPERTY OWNER RESPONSES – MARCH 2010

√√

Feedback Form

Our Ref: PWPS2010/6
Contact: Brian Fitzgerald

20 Browns Rd
KOORNALLA VIC 3844

LatrobeCity
a new energy

Returning Officer: Brian Fitzgerald

Dear Resident/Owner,

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

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

General Comments or Concerns:

(Use other side if insufficient space)

Property Address: 20 Browns Rd Koornalla VIC 3844

Signed..... Date..... 24/4/10

Name (please print). Lisa Michelle Fellner
Nicholas Hodgson →

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

Latrobe City
28 APR 2010
Doc. No. 509037
Action Officer:
Dispose Code:
Comments:

DataWorks Document Number: 50903

Feedback Form

Our Ref: PWPS2010/6
Contact: Brian Fitzgerald

60 Taylors Rd
KOORNALLA VIC 3844

LatrobeCity
a new energy

Returning Officer: Brian Fitzgerald

Dear Resident/Owner,

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

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

General Comments or Concerns:

When will this project be started.

I would like to pay in rates instalments

(Use other side if insufficient space)

Property Address: 60 Taylors Rd Koornalla

Signed [signature] Date 9-4-10

Name (please print) Patrick Zaffina

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

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

Feedback Form

Latrobe City	
2 1 APR 2010	
Doc. No:	507105
Action Officer:	
Disposal Code:	
Comments:	

Our Ref: PWPS2010/6
Contact: Brian Fitzgerald

PO BOX 9093
TRARALGON VIC 3844

Latrobe City
a new energy

Returning Officer: Brian Fitzgerald

Dear Resident/Owner,

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

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

General Comments or Concerns:

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

(Use other side if insufficient space)

Property Address: 33 Taylors Rd Koornalla.

Signed: Esther Grounds Date: 10/4/10

Name (please print): Esther GROUNDS

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

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

Brian,

Koornalla + Le Roy Community Support Group has planted (with funding from Latrobe City + Soroptimists) ~~have planted~~ lots of new trees on Taylors Rd. If these need to be removed for bushmen to be used, the Community Group will move trees - they can be transplanted if moved at right time & in right way - Please let me know.

thanks Esta Saunders. 0418 828 009

Feedback Form

Our Ref: PWPS2010/6
Contact: Brian Fitzgerald

1570 Traralgon Creek Rd
KOORNALLA VIC 3844

Returning Officer: Brian Fitzgerald

LatrobeCity
a new energy

LATROBE CITY COUNCIL
INFORMATION MANAGEMENT
RECEIVED
- 7 JUN 2010

R/O:		Doc No:	522661

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Dear Resident/Owner,

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

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

General Comments or Concerns:

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

(Use other side if insufficient space)

Property Address: 1570 TRARALGON CREEK RD KOORNALLA

Signed..... Date 28/5/10

Name (please print) PETER LEITNER

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

Feedback Form

Our Ref: PWPS2010/6
Contact: Brian Fitzgerald

PO BOX 288
TRARALGON VIC 3844

Latrobe City
a new energy

Returning Officer: Brian Fitzgerald

Dear Resident/Owner,

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

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

General Comments or Concerns:

See attached (on reverse ↗)

(Use other side if insufficient space)

Property Address: Browns Rd / Pettlers Rd

Signed: M. J. Tucker Date: 30/3/10

Name (please print): M. J. TUCKER

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

Latrobe City
21 APR 2010
Doc. No: 80728
Action Officer:
Disposal Code:
Comments:

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

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

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

ATTACHMENT FIVE
PROPERTY OWNER RESPONSES – SEPTEMBER 2011

Feedback Form

REMINDER

Our Ref: SPECCH 2010/4
Contact: Carol Stokes

20 Browns Road
KOORNALLA VIC 3844

Returning Officer: Carol Stokes

LatrobeCity
a new energy

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10 NOV 2011
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Dear Resident/Owner

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

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

General Comments or Concerns:
Please be advised that our property 20 Browns Rd is adjoining to Taylors Rd. Our property entrance is from Browns Road.
We are however happy enough to pay the $5000 over a period of 5 times (included in rates?) to have the road sealed.

(Use other side if insufficient space)

Property Address: 20 Browns Road Koornalla

Signed: [signature] Date: 7/11/2011

Name (please print): Lisa Felkel

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

TechnologyOne ECM Document Number: 7184

Feedback Form

Our Ref: SPECCH 2010/4

33 Taylors Road
KOORNALLA VIC 3844

Returning Officer: Carol Stokes

Dear Resident/Owner

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

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

General Comments or Concerns:

This road was badly damaged by the 2009 bushfires, and continuing falling gums. A number of residents in Browns Rd + Taylors Rd have not returned. A large amount of dust and further road damage has been caused by builders / contractors building on lower our blocks. Chris Lee, owner of block neighbouring this is very significant to me as I am a Nurse.

(Use other side if insufficient space)

Property Address: 33 Taylors Rd Koornalla

Signed: Esther Grounds Date: 15/9/11

Name (please print): Esther GROUNDS

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

Thankyou

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INFORMATION MANAGEMENT
RECEIVED
19 SEP 2011
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Feedback Form

Our Ref: SPECCH 2010/4

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INFORMATION MANAGEMENT
RECEIVED
27 SEP 2011
R/O: Doc No:
Comments/Copies Circulated to:
☐ Copy registered in DataWorks ☐ Invoice forwarded to accounts

60 Taylors Road
KOORNALLA VIC 3844

Returning Officer: Carol Stokes

Dear Resident/Owner

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

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

General Comments or Concerns:

Good News

(Use other side if insufficient space)

Property Address: 60 TAYLORS RD

Signed ..... Date 18-09-11

Name (please print) Patrick Zaffina

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

Feedback Form

REMINDER

Our Ref: SPECCH 2010/4
Contact: Carol Stokes

LatrobeCity
a new energy

70 Taylors Road
KOORNALLA VIC 3844

Returning Officer: Carol Stokes

Dear Resident/Owner

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

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

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

(Use other side if insufficient space)

Property Address: 70 TAYLORS ROAD KOORNALLA 3844.

Signed: [signature] Date: 25th Oct. 2011.

Name (please print): DONALD. BRIAN WILSON

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

LATROBE CITY COUNCIL
INFORMATION MANAGEMENT
RECEIVED
26 OCT 2011
R/O: Doc No:
Comments/Copies Circulated to.
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Our Ref: SPECCH 2010/4
DB:CS

LatrobeCity
a new energy

Latrobe City ABN 92 472 314 133
Telephone 1300 367 700
Facsimile (03) 5128 5672
TTY (NRS) 133 677
Post to PO Box 264 Morwell 3840
Email Address latrobe@latrobe.vic.gov.au
Internet www.latrobe.vic.gov.au
AUSDOC DX 217733 Morwell

8 September 2011

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

Dear Mr & Mrs Leitner

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

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

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

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

Enclosed with this letter you will find:

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

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

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

Yours sincerely

DAMIAN BLACKFORD
Manager Infrastructure Development

cc: Cr Ed Vermeulen

PLEASE SIGN COPY OF FORMS FILLED OUT PREVIOUSLY.

TechnologyOne ECM Document Number: 710288

Feedback Form

LATROBE CITY COUNCIL
INFORMATION MANAGEMENT
RECEIVED
20 OCT 2011
R/O: Doc No:
Comments/Copies Circulated to
Invoice forwarded to accounts

Our Ref: PWPS2010/6
Contact: Brian Fitzgerald

LatrobeCity
a new energy

Returning Officer: ~~Brian Fitzgerald~~

COPY

Dear Resident/Owner,

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

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

General Comments or Concerns:

PLEASE GO AHEAD AND SEAL THIS DANGEROUS ROAD.

(Use other side if insufficient space)

Property Address: 1570 TRARALGON CREEK RD KOORNALLA

Signed: [signature] Date: 17/10/11

Name (please print): PETER GEITNER

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

Feedback Form

Our Ref: SPECCH 2010/4

1570 Traralgon Creek Road
KOORNALLA VIC 3844

Returning Officer: Carol Stokes

Dear Resident/Owner

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

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

General Comments or Concerns:

(Use other side if insufficient space)

Property Address: 1570 Traralgon Creek Rd Koornalla

Signed.....

Date 14/9/11

Name (please print) Emma Zammit

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

LATROBE CITY COUNCIL
INFORMATION MANAGEMENT
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19 SEP 2011
R/O: Doc No:
Comments/Copies Circulated to:
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Feedback Form

Our Ref: SPECCH 2010/4

LATROBE CITY COUNCIL
INFORMATION MANAGEMENT
RECEIVED
21 SEP 2011
R/O: Doc No:
Comments/Copies Circulated to
☐ Copy registered in DataWorks ☐ Invoice forwarded to accounts

10 Browns Road
KOORNALLA VIC 3844

Returning Officer: Carol Stokes

Dear Resident/Owner

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

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

General Comments or Concerns:

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

(Use other side if insufficient space)

Property Address: .....

Signed..... Date..14/09/2011.....

Name (please print)..Ben Leitner.....

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

Feedback Form

REMINDER

Our Ref: SPECCH 2010/4
Contact: Carol Stokes



1590 Traralgon Creek Road
KOORNALLA VIC 3844

Returning Officer: Carol Stokes

Dear Resident/Owner

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

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

General Comments or Concerns:
WOULD LIKE TO SEE TAYLOR'S ROAD SEALED, HOWEVER AS OUR ADDRESS IS NOT TAYLORS ROAD, WE FEEL IT IS UNFAIR TO MAKE US CONTRIBUTE. WOULD PREFER IF COUNCIL USED SOME OF THE SUBSTANTIAL FUNDS IT RECEIVED FOR BUSHFIRE RECOVERY. THOSE PEOPLE LIVING ON THAT ROAD DESERVE A SAFE ESCAPE ROUTE FROM FUTURE FIRES.
(Use other side if insufficient space)

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

Signed..... Date..1/11/11.....

Name (please print) EBONY TYLER

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

Carol Stokes

From: Ebony Tyler [ebony@tylerbuilders.com.au]
Sent: Wednesday, 9 November 2011 11:36 PM
To: Carol Stokes
Subject: sealing taylors road - response from Tylers at 1590 Traralgon Creek Rd
Attachments: sealing taylors road.jpg

Dear Carol,

Please forward attached form to whomever is appropriate. I will post the original in tomorrow's mail. Sorry for lateness, trying to run 2 new businesses with a 20 month old and a newborn. This letter never made it to the top of my to-do list...

Regards
Ebony Tyler
1590 Traralgon Creek Rd
Koornalla 3844

Feedback Form

REMINDER

Our Ref: SPECCH 2010/4
Contact: Carol Stokes

LatrobeCity
a new energy

1590 Traralgon Creek Road
KOORNALLA VIC 3844

Returning Officer: Carol Stokes

Dear Resident/Owner

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

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

General Comments or Concerns:
WOULD LIKE TO SEE TAYLOR'S ROAD SEALED, HOWEVER AS OUR ADDRESS IS NOT TAYLORS ROAD, WE FEEL IT IS UNFAIR TO MAKE US CONTRIBUTE. WOULD PREFER IF COUNCIL USED SOME OF THE SUBSTANTIAL FUNDS IT RECEIVED FOR BUSHFIRE RECOVERY. THOSE PEOPLE LIVING ON THAT ROAD DESERVE A SAFE ESCAPE ROUTE FROM FUTURE FIRES.
(Use other side if insufficient space)

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

Signed..... Date..1/11/11.....

Name (please print)..EBONY TYLER.....

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

ATTACHMENT SIX
PROPERTY OWNER MEETING NOTES AND CONCEPT DESIGN - 18 JANUARY 2012

Proposed Sealing of Taylors Road, Traralgon

Wednesday 18 January 2012
7.00pm
Latrobe City Council Service Centre, Kay Street, Traralgon

Meeting Notes

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

Apologies: Luke McGrath (Latrobe City Council)

1. Welcome and introduction

Welcome comments and introductions were made by Cr Ed Vermeulen.

2. Sealing of Unsealed Rural Roads and Contributory Scheme Policies

The policy documents were discussed including:

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

The results of the initial Feedback Form were as follows:

	Responses		
Number of properties affected	*For*	*Against*	*No reply*
8	5	2	1

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

3. Contributions

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

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

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

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

4. Next Steps

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

5. General discussion/questions

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

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

The meeting was closed by Cr Ed Vermeulen at 7.45 pm

#33

TAYLORS ROAD

#33

340 360 380 400 420 440 460 480 500 520 540 560 580 600 620 640 660 680

NEW KERB AND CHANNEL

TOP OF NEW BATTER

REMOVE TREE

50A

lot 10
lp 148436

#60

#70

TRARALGON CREEK ROAD

#1590

NEW KERB AND CHANNEL

20 40 60 80 100 120 140 160 180 200 220 240 260 280 300 320 340

TAYLORS ROAD

50A

#1570

NEW KERB AND CHANNEL

CONCEPT

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REFERENCES
Survey File No. 1574
TerraModel File Name:

CONSULTANT'S CERTIFICATION
DATE

CITY AUTHORIZATION
DATE

Latrobe City

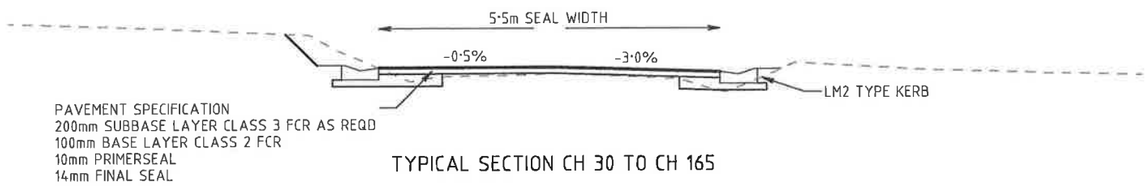
TAYLORS ROAD, KOORNALLA
FROM TRARALGON CREEK ROAD TO BROWNS ROAD
SEALING OF GRAVEL ROAD

DESIGNED Luke Kleman | CHECKED | VERSION/ DATE OF PLOT 18/1/2012

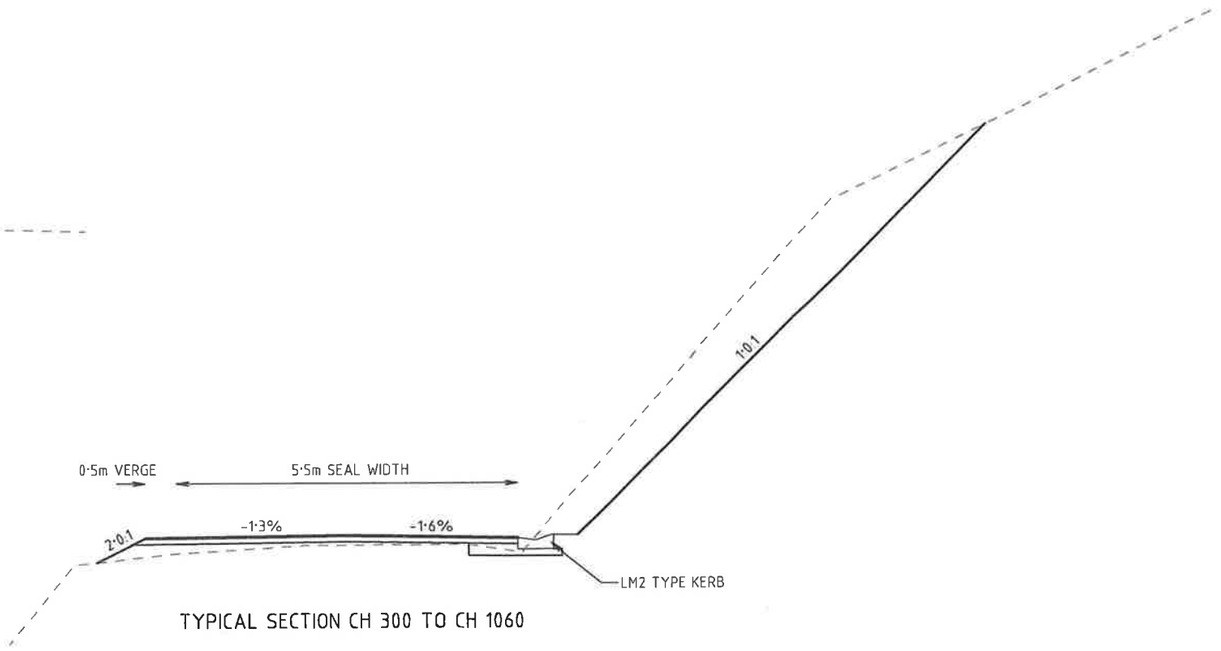
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R510808/01

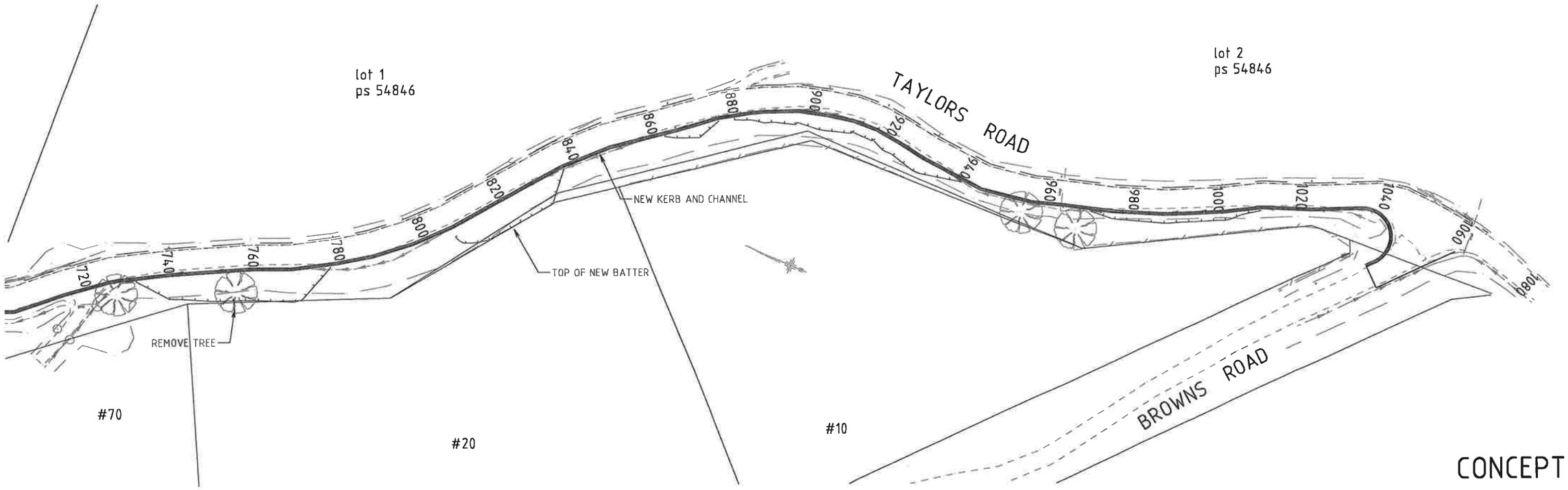
SHEET A OF



TYPICAL SECTION CH 30 TO CH 165



TYPICAL SECTION CH 300 TO CH 1060



CONCEPT

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REFERENCES
Survey File No 1374
Terrafluidat File Name:

CONSULTANT'S CERTIFICATION
DATE:
CITY AUTHORIZATION
DATE:

Latrobe City

TAYLORS ROAD, KOORNALLA
FROM TRARALGON CREEK ROAD TO BROWNS ROAD
SEALING OF GRAVEL ROAD

DESIGNED Luke Klemen | CHECKED | VERSION/ DATE OF PLOT 18/1/2012

SCALE HOR 0 5 10 15 VER 0 1 2 3

DRAWING No. R510808/01

SHEET B OF

ATTACHMENT SEVEN
SUMMARY OF COMMENTS ON FEEDBACK FORMS

Proposed Special Charge Scheme to seal Taylors Road, Koornalla

Summary of comments on Feedback Forms (re letters sent 25/01/12)

For

Property	Name & Address	Comments
20 Browns Road	Lisa Felkel 20 Browns Road KOORNALLA	Nicholas Hodgson and myself, Lisa Felkel, are happy to pay the total amount of $5000 in instalments only. Please note, Nicholas and I would have liked to attend the meeting but were unaware of this?? Not sure what has happened here. Therefore, apologies for non-attendance.
33 Taylors Road	Esther J Grounds	Post bush fire in Koornalla, the Koornalla reconstruction committee met Mr Brumby (then Premier) & Mr Madden (then Minister for Planning) and were reassured that VBRA money would be spent on infrastructure. Our road was discussed as: - lots of dust with trucks collecting burnt trees in hills behind - lots of reconstruction, houses rebuilt & falling trees damaged road. And we were reassured that a recommendation would be made to support our proposal then sent to LCC. I gather that nothing further happened although Koornalla people along Taylors Road did visit staff from LCC a couple of months later. If staff (LCC) wondered about .....at the 18/1/12 meeting this history may help you understand.
60 Taylors Road	Pat Zaffina	No comments
1570 Traralgon Creek Road	Peter Leitner	No comments
Taylors Road	Ralph Brown	As long as the drainage problem at Browns Road is addressed. Also access to Lot 10 needs the kerb & channel to follow the batter bank at the west side of Taylors Road.

Against

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

11.4.2 PROPOSED SPECIAL CHARGE SCHEME TO SEAL WILGA CRESCENT, TRARALGON

AUTHOR: General Manager Recreation Culture & Community Infrastructure
(ATTACHMENT – YES)

1. PURPOSE

The purpose of this report is to seek Councils approval to give Notice of Intention to Declare a Special Charge Scheme for the construction of a sealed roadway in Wilga Crescent, Traralgon in accordance with Section 163 of the *Local Government Act* 1989 and the Council's Contributory Scheme Policy 11 POL-3.

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 2012-2016.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives – Built Environment

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

Latrobe City Council Plan 2012 - 2016

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

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

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

Ensure public infrastructure is maintained in accordance with community aspirations.

Shaping Our Future

An active connected and caring community
Supporting all

Legislation

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

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

4. BACKGROUND

Wilga Crescent, Traralgon is an unsealed access road servicing residential properties. The section of road that is the subject of this report is currently maintained by Council in accordance with the Road Management Plan, and is detailed at attachment 1.

A letter was received from Russell Northe MLA on behalf of Paula Siddle on 24 September 2008 seeking Council's consideration to seal Wilga Crescent. There are several issues for consideration in relation to sealing this road:

- Condition of the road surface;
- Amount of traffic;
- Zoning (LDRZ);
- Street lighting, and
- Possibility of installing footpaths

Details of each of these issues are outlined in the response letter to Russell Northe MLA. (attachment 2)

Further correspondence was received from Paula Siddle in June 2010 in relation to the condition of the road, again requesting the road to be sealed.

Appendix 1 of Council's Contributory Scheme Policy (attachment 3) outlines a clear process as to how to progress a request to seal an unsealed road.

The requests from Paula Siddle and Adrian & Dianne Fairley have initiated the Special Charge Scheme process. The section of road proposed to be sealed will run the entire length of Wilga Crescent (refer attachment 1).

In November 2011 letters and feedback forms were sent to the property owners of Wilga Crescent to provide them with the opportunity to comment.

Six property owners are not required to contribute to the proposed Special Charge Scheme, as previous contributions have already been received at the time of subdivision.

There are 15 property owners in Wilga Crescent, Traralgon that would derive benefit from the road being sealed, and would be required to make a contribution to the works in accordance with Council's policy. Of these 15, responses to the feedback forms were as follows:

Response	*Number*
In favour	8
Not in favour	3
Did not respond	4
Total	*15*

As there was a majority of property owners indicating support to contribute to a Special Charge Scheme to seal Wilga Crescent, a meeting of property owners was held on 23 February 2012 to progress this matter.

5. ISSUES

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

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

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

Stage 1 of the public consultation process commenced on 23 February 2012 with a meeting of property owners chaired by the Galbraith Ward Councillor.

This meeting of property owners was attended by 9 people representing 6 property owners. There are a total of 15 rateable properties that are eligible to be included in this Special Charge Scheme, pending Council approval.

The meeting discussed a number of issues including the process to prepare a Special Charge Scheme, the design concept plan/design standards, timelines and the next steps in the process. A copy of the meeting notes is included as attachment 4 to this report.

The concept design presented at the meeting provided for a 5.5 metre wide seal on a 6.5 metre wide pavement. A copy of the plan is included as attachment 4.

If Council agrees to commence Stage 2 of the consultative process there will be an opportunity for property owners who wish to object to the proposed Special Charge Scheme to make a submission to Council for consideration.

6. FINANCIAL, RISK AND RESOURCES IMPLICATIONS

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

The detailed design and cost estimate to seal Wilga Crescent, Traralgon is approximately $325,000.

The total maximum contribution from the property owners would be $75,000, with Council's contribution $250,000.

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

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

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

As there are multiple Special Charge Scheme requests currently at different stages of the process, this evaluation criteria will be utilised to determine the priority order in which works will be completed.

7. INTERNAL / EXTERNAL CONSULTATION

Engagement Method Used:

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

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

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

Details of Community Consultation / Results of Engagement:

The response to feedback forms sent to the 15 properties is as follows:

Responses		
For	Against	No Reply
9	4	2

The following table summarises responses received from the property owners (all responses included as attachment 5 to this report).

Agree to contribute to SCS	Comment
Yes	No comments
Yes	Our concern is that we have to wait until 2014/2015. The sealing of Wilga Cres is vital. We are having problems with hoons and also the state of the road. The maintenance isn't being done correctly – it is 'a quick fix' grade & roll – not sufficient for the traffic and pedestrian traffic that use the road. It only lasts a few days and then back to the potholes and ruts.
Yes	No Comments
Yes	We would like to see this road marked as a priority due to safety in the area, and also the incorrect drainage which we have spoken to council in the past about addressed at the same time as the road upgrade.
Yes	Unfortunately we were away when the meeting was held, but I did ring Cr Sandy Kam & gave apologies from Graeme & myself to her. We are in total favour of the sealing of the road. The dust, mud and hoon issues are huge. Someone is going to get hurt or killed one day.
No	No comments
No	1. If the project goes ahead, will there be a discount for ratepayers who pay $5000 in one lump sum? 2. If the final cost goes over budget will the ratepayers be required to make up the short fall, or will council make up the difference?
No	As stated in previous letter I am a low income earner and I cannot afford $5000. I believe the road should be sealed at no cost to residents as it is a public road and not a private road.
No	I wish to object to the sealing of the road. I like the country feel that an unsealed road brings. I believe it would also exacerbate the drainage issues already under consideration by council for this area.

8. OPTIONS

The following options are available to Council:

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

9. CONCLUSION

A majority of property owners in Wilga Crescent, Traralgon have indicated their willingness to contribute to the construction costs associated with the sealing of this residential unsealed road.

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

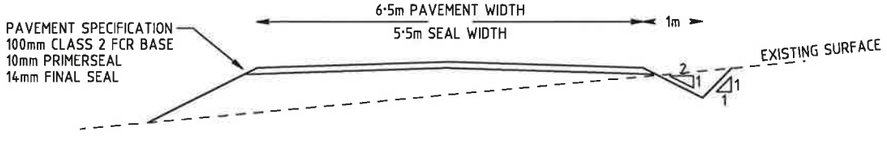
10. RECOMMENDATION

1. That in accordance with section 163 of the *Local Government Act* 1989:
   (a) Council declares its intentions to levy a Special Charge Scheme at the Ordinary Council Meeting on 17 December 2012 for funding expenses for the construction of a sealed roadway in Wilga Crescent, Traralgon; and
   (b) Council gives public notice of its intention to make a declaration of a Special Charge Scheme; and
   (c) Council notifies persons liable to pay the $5000 special charge by sending a notice.

2. That Council, in accordance with section 223 of the *Local Government Act* 1989 consider any submissions received in relation to the declaration of its intention to levy a Special Charge Scheme to seal Wilga Crescent, Traralgon at the Ordinary Council Meeting on 4 March 2013.

ATTACHMENT ONE
PLAN OF WILGA CRESCENT, TRARALGON





TYPICAL SECTION
RURAL ACCESS ROAD

CONCEPT

LatrobeCity
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REFERENCES
Survey File No COMPILED
TerreModel File Name

CONSULTANT'S CERTIFICATION
DATE
CITY AUTHORIZATION
DATE

Latrobe City

WILGA CRESCENT, TRARALGON
OFF TRARALGON WEST ROAD
SEALING OF GRAVEL ROAD

DESIGNED LJ HILTON | CHECKED | VERSION/DATE OF PLOT 15/2/2012

SCALE
HOR 0 5 10 15
VER 0 5 10 15

DRAWING No.
R511352/01

SHEET A OF

ATTACHMENT TWO
LETTER FROM RUSSELL NORTHE & RESPONSE

RUSSELL NORTHE MLA

Member for Morwell



24 September 2008

Mr Paul Buckley
Chief Executive
Latrobe City
PO Box 264
Morwell 3840

Dear Paul

Wilga Crescent – Traralgon

I write to you to make representation on behalf of Paula Siddle who resides at Wilga Crescent in Traralgon.

Paula has raised a number of concerns in her letter to me, which I have enclosed for your information.

I would appreciate it if you would provide comment and respond to these concerns and the points raised by Paula, being in brief:

- The condition of the road surface of Wilga Crescent
- The amount of traffic that uses Wilga Crescent
- A response not being received by Paula to her letter regarding Fairley's subdivision
- The future possibility of installing footpaths along Wilga Crescent
- The future possibility of sealing Wilga Crescent
- Street lighting
- Conflicting information being provided to Paula by Latrobe City employees
- Phone calls not being returned.

I thank you for your assistance in this matter Paul and look forward to your response.

Yours sincerely

Russell Northe MLA
Member for Morwell

Latrobe City	
26 SEP 2008	
Doc. No:	
Action Officer:	
Disposal Code:	
Comments:	



All correspondence to: 66 George Street Morwell Victoria 3840 (PO Box 214)
Telephone 5133 9088 *Facsimile* 5133 9388 *Email:* russell.northe@parliament.vic.gov.au *Web:* www.russellnorthe.com.au

TechnologyOne ECM Document Number: 34269

Thursday, 18 September 2008

Russell Northe
PO Box 214
MORWELL VIC 3840

Dear Russell,

I am writing as per advice from Catherine whom works in your office.

I contacted your office Monday the 1st of September regarding Wilga Crescent in Traralgon.

My family currently live at the above address, we have lived in the area for 5 years in May 2009, when we first moved here the road was infrequently used, well maintained and gravel.

Since this time the road condition has considerably worsened. There is now a lot of traffic that uses the road.

The council since the period of time I have lived in the area have approved and completed 2 subdivisions

- Bell – house on 3 acres & 2 x 3 (or thereabouts) acre land subdivisions.
- Hough – house on acre & 4 1 acre land subdivisions.
- Fairley's – 4 blocks and an access road
- Unknown – 5 blocks and an access road
- Total of 17 subdivisions

To my knowledge (very limited) 6 lots have sold, with two already being built on and 1 that appears to be pegged out ready to go.

I sent a letter to council in May this year regarding my concerns with Fairley's been subdivided – this has now apparently been approved and I received no response to my letter.

Myself and at least two other neighbours (that I am aware of) have been in regular contact regarding the road and the condition. It has been graded properly twice this year and council have made no visible effort to study the usage of road so they are able to make an informed decision as to whether or not the usage justifies further development. I have downloaded a policy from there website that discusses sealing of roads, I have enclosed this with my letter.

There are a number of young families that live in Wilga crescent, my neighbour has 3 young boys, I have one and there is one family expecting and various older children (school age) whom I do not know. We are unable to safely walk along our road because we have no footpath on wilga crescent, there is also no safe access to park on corner of Grey street and Tyers road.

TechnologyOne ECM Document Number: 34269

The council are charging all the residents massive rates (my bill is just under $2,500 this year) and they need to start providing infrastructure for the growing population of our street to justify this. We need:

- A sealed road -- costs to be met by council with funding from subdivision payments and our council rates.
- A footpath or safe access on Wilga Crescent and Grey Street.
- Street lighting, there is one street light at Morwell side entry of Wilga crescent.

I have got some of the Wilga Crescent residents who agree with the points in my letter who will also be providing information about their particular concerns in their own letters to you.

We would appreciate your support on this matter by representing our concerns with the council. We have attempted to discuss this with them and each different person you speak to has a different story and we are getting nowhere.

I was supposed to be called by the department manager who deals with the making of roads and the funding of this. My call has not been returned.

Thank you.

Yours sincerely

Paula Siddle

TechnologyOne ECM Document Number: 3426

Our Ref: DW
PB:CJ

30 October 2008

Mr Russell Northe MLA
Member for Morwell
66 George Street
MORWELL VIC 3840

Dear Mr Northe

WILGA CRESCENT, TRARALGON

Thank you for your letter of 24 September 2008 regarding concerns expressed by Paula Siddle who resides at Wilga Crescent Traralgon. Please find detailed below a response to each of the matters raised in your letter:

The condition of the road surface of Wilga Crescent

Wilga Crescent is classified as an unsealed access road in the Latrobe City Council Register of Public Roads. Under the Latrobe City Council Road Management Plan, an inspection is carried out every 12-15 weeks in Wilga Crescent and any defects exceeding the intervention levels specified in the Plan are rectified. Wilga Crescent is maintained in accordance with the specified standards and additional inspections are carried out following complaints. The most recent of these resulted in the road being graded on the 22 August 2008.

The amount of traffic that uses Wilga Crescent

Given the existing number of residential properties fronting Wilga Crescent, I would expect that the total traffic volume would be in the order of 150 vehicles per day. However given the unique loop shape of Wilga Crescent there would be a reasonable spread of vehicles using both intersections with Traralgon West Road.

A traffic count will be arranged within the next two weeks and will be compared to the count undertaken in 2002 to determine if traffic volumes and usage patterns have changed.

A response not being received by Paula to her letter regarding Fairley's subdivision.

This matter has been clarified with Ms Siddle. The letter was commenting on the road condition in general and was not a specific submission to the planning application for Fairley's subdivision. The letter was responded to at

the time by telephone by Brian Fitzgerald and this has been confirmed with Ms Siddle over the course of the last week.

The future possibility of installing footpaths along Wilga Crescent.

The land abutting Wilga Cresent is zoned Low Density Residential (LDRZ). Design Guidelines for road and drainage works in LDRZ subdivisions were developed following a series of meetings with landowners in the Traralgon West Low Density Residential Zone (7 December 2004, 30 March 2005 and 14 June 2006). Council adopted the Guidelines at an Ordinary Council Meeting on 7 August 2006. The design guidelines do not require footpaths to be provided along LDRZ access streets, such as Wilga Crescent.

Mrs Siddle's letter dated 18 September 2008, also suggested that there should also be a footpath connecting Wilga Crescent to the council park near the corner of Grey Street and Traralgon - Tyers Road. Mrs Siddle was advised that this issue will need to be considered in line with Council policy *GEN-MD-014 Construction of Footpaths in Residential Areas* and subject to Council's consideration, may involve property owners contributing to a Special Charge Scheme for the construction of the footpath.

The future possibility of sealing Wilga Crescent

Planning permit conditions for subdivision developments in Wilga Crescent currently include a requirement for a cash contribution towards the cost of providing a sealed roadway road and drainage works. It is expected that Wilga Crescent will be sealed when a sufficient number of land owners develop their properties and provide cash contribution to fund the construction of the sealing work. At present Council has collected insufficient contributions from existing or planned developments to seal Wilga Crescent to fund the necessary sealing and drainage works. Latrobe City Council is also in the process of reviewing roads and drainage in the Traralgon West Low Density Residential area (including Wilga Crescent) to provide greater certainty for all land owners. This review will be completed within the next twelve months.

In addition, Council recently prepared a revised draft policy dealing with the sealing of unsealed roads in rural areas and also includes roads in Low Density Residential Zones. The policy has recently been released for public comment and submissions will be received up to 24 November 2008. It is possible that Wilga Crescent could be sealed under this policy in conjunction with developer contributions that have been received by Council.

Street lighting

The LDRZ subdivisional guidelines specify that street lighting be installed at intersections, bends in road and court bowls. Lighting would be installed at the same time as the road and drainage works are constructed in accordance with the guidelines.

Conflicting information being provided by Paula by Latrobe City employees

Although Ms Siddle's letter is not specific enough to comment accurately on this issue, there have been several issues related to infrastructure, drainage and native vegetation in Wilga Crescent, each of which are addressed by different departments within Council. Recent telephone contact with Ms Siddle by the City Planning & Development and Capital Projects departments have endeavoured to clarify matters.

Phone calls not being returned

As previously mentioned, Ms Siddle was contacted during the last week by Brian Fitzgerald to confirm that an earlier telephone conversation adequately addressed the issues raised in the original letter of 20 March 2008. It is my understanding that Ms Siddle was happy with the discussion and information provided by Brian.

I trust this information is of assistance. Please contact Brian Fitzgerald, Manager Capital Projects on 5128 5473, should you require further information regarding this matter.

Yours sincerely

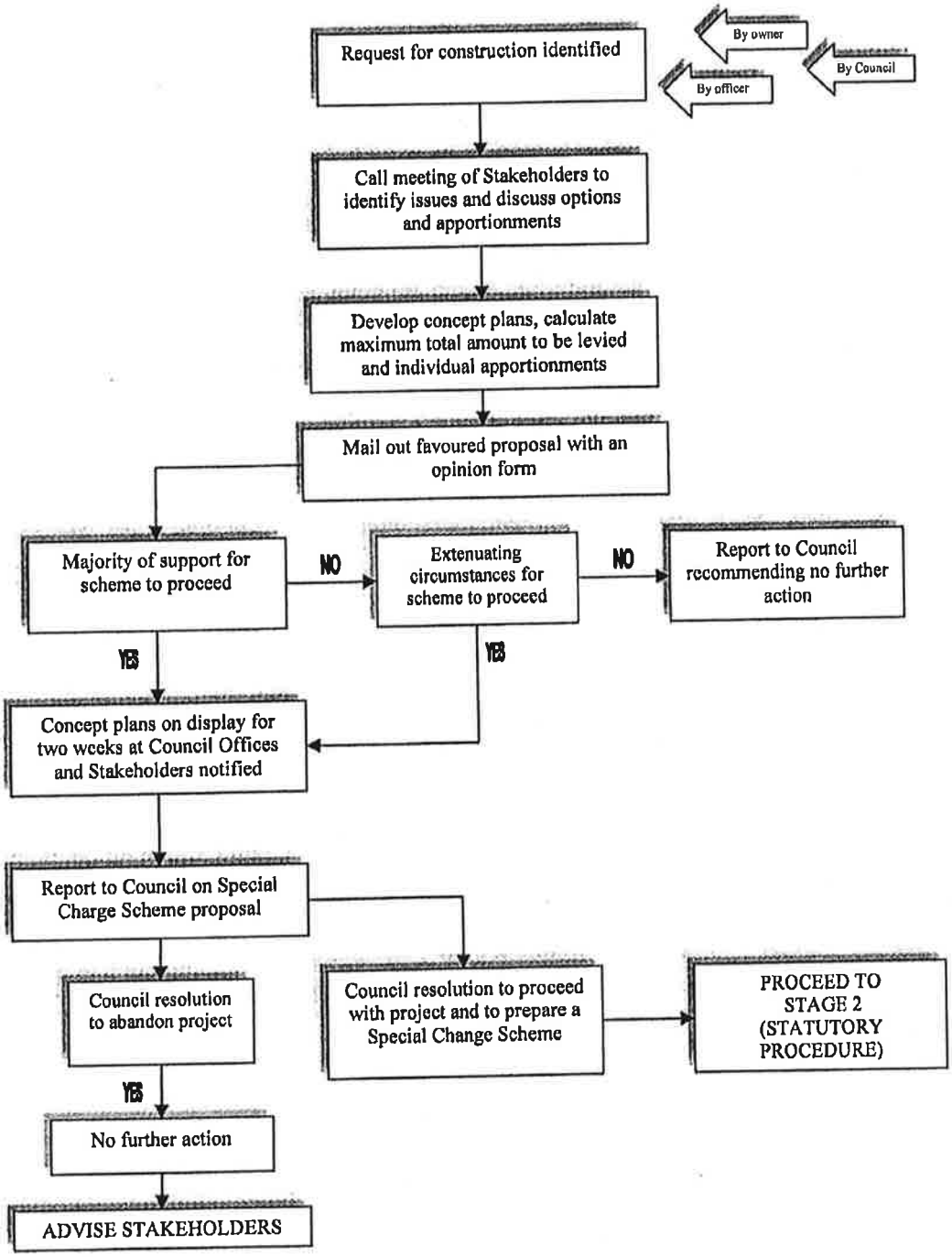
PAUL BUCKLEY
Chief Executive Officer

ATTACHMENT THREE
APPENDIX 1 OF COUNCIL'S CONTRIBUTORY SCHEME POLICY

Appendix 1

CONTRIBUTORY SCHEME POLICY – PUBLIC CONSULTATION

Stage 1 - INITIAL CONSULTATIVE PROCESS



ATTACHMENT FOUR
23 FEBRUARY 2012 PROPERTY OWNER MEETING NOTES

Proposed Sealing of Wilga Crescent, Traralgon

Thursday, 23 February 2012
7.00pm
Latrobe City Council Service Centre, Kay Street, Traralgon

Meeting Notes

Attendees: Cr Sandy Kam, Jody O'Kane, Carol Stokes (Latrobe City Council), Dianne Fairley, Paula Siddle, Narelle Wilkins, Michelle Masters, Jill Silvester, David Silvester, Dave Linahan, Arthur Cunningham, Charles D'Amico

Apologies: Linda McCrorey

1. Welcome and introduction

Welcome comments and introductions were made by Cr Sandy Kam.

2. Contributory Scheme Policies

The policy document was discussed including:

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

The results of the initial Feedback Form were as follows:

	Responses		
Number of properties affected	*For*	*Against*	*No reply*
15	8	3	4

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

3. Contributions

Concept : Attached is an aerial photo showing the extent of the road to be considered under this scheme.

Cost estimate: Details of the estimated cost to seal Wilga Crescent were presented as follows:

$325,000 estimated cost to seal Wilga Crescent
$ 75,000 owner's contribution (15 rateable properties x $5,000 each)
$250,000 Latrobe City Council contribution (less contributions already made by previous subdivisions)

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

4. Next Steps

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

5. General discussion/questions

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

- Q: Payment process
  A: It is possible to pay the contribution (plus interest) in quarterly instalments over a five year period by agreement – as noted in the "Frequently Asked Questions" sheet (attached).
- Q: Concern was expressed about hoons using this road. Residents confirmed that speed is not a big problem, it is mainly hoons fish-tailing on the dirt road. There was an incident last night, which has been reported to police.
  A: VicRoads have set the speed limit at 100km. Residents were advised to contact the Hoon line (fridge magnet enclosed with their details) to report any issues regarding hoon driving.
- Q: Drainage –
  (1) How is it maintained?
  A: Drainage is currently maintained as per a rural drainage, which is undertaken by our Drainage Maintenance crew. All issues should be reported to Latrobe City Council by phoning or writing with details of issue.
  (2) Will culverts be included in the Special Charge Scheme?
  A: This Special Charge Scheme relates only to the sealing of Wilga Crescent. Drainage may not be improved as part of this process; only where required to protect the road pavement. A separate drainage contribution would be required for all residents who have not already contributed towards the drainage as part of their subdivision works. This would not be capped at $5000 – as per the sealing of the road.
  (3) Will the drains be flat so residents can mow over it?
  A: Until the drainage is completed conditions will be similar to existing for mowing.
- Q: Residents that made previous contributions did not get letter inviting them to this meeting. A property owner requested that correspondence is sent to all residents,

including the ones that are not required to contribute due to previous contributions, so they are aware of what is happening with the proposed project.
A: Latrobe City Council acknowledge that the correspondence regarding this Community Meeting should be sent to all properties so they can be informed of the issues in their neighbourhood. Residents who live at properties that have been subdivided have had a contribution made by the person who subdivided at the time; therefore as per the letter sent to them on 22 November 2011, they will not be required to contribute again to the Special Charge Scheme to seal Wilga Crescent.

- Q: Why has it taken so long for Wilga Crescent to be sealed? A resident wrote in about 3 years ago, asking for the road to be sealed.
  A: Latrobe City Council acknowledges that request for sealing of roads has not been handled well in the past, but we are now committed to following the process through until an outcome is reached.
- Q: Wilga Crescent was partially graded last week (Traralgon end), but it was not done very well.
  A: Latrobe City Council encouraged residents to ring Council when corrugations are bad and it needs grading.
- Q: No. 100 – 8-9 huge pine trees growing in edge of current drain area. Over the years the drain has filled up with dirt, gravel etc so when we get heavy rain it floods back into the house. Query was also raised regarding the removal of trees.
  A: At the time of detailed design, the design team of the road construction will consider the impact of these trees on the construction. If required to be removed, the removal of trees process will be followed.
- Q: Can speedhumps/road calming devices be installed in the interim?
  A: Traffic calming devices can not be installed onto unsealed roads.
- Q: Can a footpath be constructed from Wilga Crescent to Swallow Grove?
  A: Cr Kam will try to arrange a meeting between VicRoads and residents to attend, to discuss issues with Wilga Crescent. Check the Council website for Morwell-Traralgon Shared Bike Path.
- Most residents in attendance indicated a strong need for the road to be sealed due to dust and safety of pedestrians.
- If this project goes ahead, it will most likely be included in the 2014/2015 budget, but will depend on evaluation score against other requests in the system.

The meeting was closed by Cr Sandy Kam at 8.10 pm

Frequently Asked Questions

Who will maintain the road once it is sealed?
All roads sealed under the Special Charge Scheme will be maintained by Latrobe City Council.

Are there payment options?
Yes, two options:

Option 1 - Lump Sum; one off payment

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

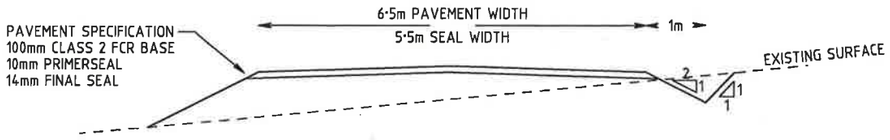
What impact will the sealed road have on my rates?
The impact on rates is an estimated $4.30 per $1,000 that the sealed road increases the property price by.
Example: the sealing of the unsealed road increased the property value by $5,000; this would mean that the rate increase would be around $21.50.

To what standard will the road be sealed?
The road standard depends on the current zoning of the property and the description of the road under the road hierarchy.
Rural Zone - Local Road–Typically 5.5m seal on a 6.5m wide pavement, earth formed drainage.
Rural Zone - Collector Road – Typically 7m seal on a 8m wide pavement earth formed drainage.
LDR Zone - Local Road–Typically 5.5m seal on a 6.5m wide pavement with piped and earth formed drainage.
LDR Zone - Collector Road – Typically 7m seal on a 8m wide pavement with piped and earth formed drainage.
Residential – Minor –5m pavement between kerb & channel on both sides
Residential – Major –7m pavement between kerb & channel on both sides
****NOTE: These are typical descriptions only; each road, during the detailed design, is reviewed and local issues are taken into account.***

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

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





TYPICAL SECTION
RURAL ACCESS ROAD

CONCEPT

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REFERENCES
Survey File No COMPILED
Terrafodel File Name

CONSULTANT'S CERTIFICATION
DATE
CITY AUTHORIZATION
DATE

Latrobe City

WILGA CRESCENT, TRARALGON
OFF TRARALGON WEST ROAD
SEALING OF GRAVEL ROAD

DESIGNED LJ HILTON | CHECKED | VERSION/DATE OF PLOT 15/2/2012

SCALE HOR 0 5 10 20 30 VER 0 1 2 3

DRAWING No. R511352/01

SHEET A OF

ATTACHMENT FIVE
PROPERTY OWNER RESPONSES

Feedback Form

Our Ref: SCS2011/4

65 Wilga Crescent, TRARALGON

LatrobeCity
a new energy

Returning Officer: Carol Stokes

PROPOSED SEALING OF WILGA CRESCENT, TRARALGON

Further to the Community Meeting held on Thursday, 23 February 2012, where concept plans and estimate total costs were discussed, please confirm your opinion to participate by ticking the appropriate box in relation to the sealing of Wilga Crescent, Traralgon. Please return this Feedback Form to Latrobe City Council in the reply paid envelope by Friday, 30 March 2012.

	agree	disagree
1. I agree to participate in a Special Charge Scheme to seal Wilga Crescent, Traralgon, and contribute $5,000 per rateable property.	X	

General Comments or Concerns:

(Use other side if insufficient space)

Property Address: 65 Wilga cres Traralgon Vic 3844

Signed..... Date 23.3.12

Name (please print) Bruce + Paula Siddle

Please return your completed form to Latrobe City Council by Friday, 30 March 2012.

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28 MAR 2012
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TechnologyOne ECM Document Number: 7731E

Feedback Form

Our Ref: SCS2011/4

70 Wilga Crescent, TRARALGON

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Returning Officer: Carol Stokes

PROPOSED SEALING OF WILGA CRESCENT, TRARALGON

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	agree	disagree
1. I agree to participate in a Special Charge Scheme to seal Wilga Crescent, Traralgon, and contribute $5,000 per rateable property.	✓	

General Comments or Concerns:

Our concern is that we have to wait until 2014/2015. The sealing of Wilga Cres is vital. We are having problems with hoons and also the state of the road. The maintenance isn't being done correctly - it is "a quick fix" grade and roll. - Not sufficient for the traffic and pedestrian traffic that use the road. It only lasts a few days and then back to the potholes and ruts.

(Use other side if insufficient space)

Property Address: 70 Wilga Cres Traralgon

Signed: J Silvester Date: 20/3/2012

Name (please print): JILL SILVESTER

Please return your completed form to Latrobe City Council by Friday, 30 March 2012.

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TechnologyOne ECM Document Number: 77315

Feedback Form

Our Ref: SCS2011/4

75 Wilga Crescent, TRARALGON

Returning Officer: Carol Stokes

PROPOSED SEALING OF WILGA CRESCENT, TRARALGON

Further to the Community Meeting held on Thursday, 23 February 2012, where concept plans and estimate total costs were discussed, please confirm your opinion to participate by ticking the appropriate box in relation to the sealing of Wilga Crescent, Traralgon. Please return this Feedback Form to Latrobe City Council in the reply paid envelope by Friday, 30 March 2012.

	agree	disagree
1. I agree to participate in a Special Charge Scheme to seal Wilga Crescent, Traralgon, and contribute $5,000 per rateable property.	✓	

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General Comments or Concerns:

(Use other side if insufficient space)

Property Address: 75 Wilga Crescent

Signed: [signature] Date: 19-3-2012

Name (please print): Stacey Cunningham

Please return your completed form to Latrobe City Council by Friday, 30 March 2012.

TechnologyOne ECM Document Number: 77041

Feedback Form

REMINDER

Our Ref: SPECCH 2011/4

77 Wilga Crescent

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Returning Officer: Carol Stokes

PROPOSED SEALING OF WILGA CRESCENT, TRARALGON

Further to the Community Meeting held on Thursday, 23 February 2012, where concept plans and estimate total costs were discussed, please confirm your opinion to participate by ticking the appropriate box in relation to the sealing of Wilga Crescent, Traralgon. Please return this Feedback Form to Latrobe City Council in the reply paid envelope by Tuesday, 26 June 2012.

	agree	disagree
1. I agree/disagree to participate in a Special Charge Scheme to seal Wilga Crescent, Traralgon and contribute a maximum of $5,000 per rateable property.	☑	☐

General Comments or Concerns:

(Use other side if insufficient space)

Property Address: 77 WILGA CRESENT

Signed ..... Date 30/6/12

Name (please print) CHARLES D'AMICO

Please return your completed form to Latrobe City Council by Tuesday, 26 June 2012.

Feedback Form

Our Ref: SCS2011/4

79 Wilga Crescent, TRARALGON

Returning Officer: Carol Stokes

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PROPOSED SEALING OF WILGA CRESCENT, TRARALGON

Further to the Community Meeting held on Thursday, 23 February 2012, where concept plans and estimate total costs were discussed, please confirm your opinion to participate by ticking the appropriate box in relation to the sealing of Wilga Crescent, Traralgon. Please return this Feedback Form to Latrobe City Council in the reply paid envelope by Friday, 30 March 2012.

	agree	disagree
1. I agree to participate in a Special Charge Scheme to seal Wilga Crescent, Traralgon, and contribute $5,000 per rateable property.	☑	☐

General Comments or Concerns:

We would like to see this road marked as a priority due to safety in the area, & also the incorrect drainage which we have spoken to council in the past about addressed at the same time as the road upgrade.

(Use other side if insufficient space)

Property Address: 79 Wilga Cres, Traralgon

Signed [signature] Date 4-4-12

Name (please print) Noelle Wilkins (0438062491)

Please return your completed form to Latrobe City Council by Friday, 30 March 2012.

TechnologyOne ECM Document Number: 77724

Feedback Form

Our Ref: SCS2011/4

95 Wilga Crescent, TRARALGON

Returning Officer: Carol Stokes

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PROPOSED SEALING OF WILGA CRESCENT, TRARALGON

Further to the Community Meeting held on Thursday, 23 February 2012, where concept plans and estimate total costs were discussed, please confirm your opinion to participate by ticking the appropriate box in relation to the sealing of Wilga Crescent, Traralgon. Please return this Feedback Form to Latrobe City Council in the reply paid envelope by Friday, 30 March 2012.

	agree	disagree
1. I agree to participate in a Special Charge Scheme to seal Wilga Crescent, Traralgon, and contribute $5,000 per rateable property.	X	

General Comments or Concerns:

Unfortunately we were away when the meeting was held but I did ring Cr. Sandy Kam + gave apologies from Graeme + myself to her.
We are in total favour of the sealing of the road. The dust, mud + loose issues are huge. Someone is going to get hurt or killed one day.

(Use other side if insufficient space)

Property Address: 95 WILGA CRESCENT TRARALGON 3844

Signed A. A. McAlpine Date 15.03.2012

Name (please print) ALISON A. MCALPINE

Please return your completed form to Latrobe City Council by Friday, 30 March 2012.

Feedback Form

REMINDER

Our Ref: SPECCH 2011/4

115 Wilga Crescent

LATROBE CITY COUNCIL
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Returning Officer: Carol Stokes

PROPOSED SEALING OF WILGA CRESCENT, TRARALGON

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	agree	disagree
1. I agree/disagree to participate in a Special Charge Scheme to seal Wilga Crescent, Traralgon and contribute a maximum of $5,000 per rateable property.	☑	☐

General Comments or Concerns:

(Use other side if insufficient space)

Property Address: 115 WILGA CRES TRARALGON

Signed: N Poole Date: 16-7-12

Name (please print): Noel Poole

Please return your completed form to Latrobe City Council by Tuesday, 26 June 2012.

TechnologyOne ECM Document Number: 8182

Feedback Form

Our Ref: SPECCH 2011/4

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a new energy

Mr D J Linahan
35 Moore Street
TRARALGON VIC 3844

Returning Officer: Carol Stokes

Mr D J Linahan

Please tick the box that reflects your opinion in relation to the sealing of Wilga Crescent, Traralgon. Please return this form to Latrobe City Council in the reply paid envelope by Tuesday 26 June 2012.

	agree	disagree
1. I agree to participate in a Special Charge Scheme to seal Wilga Crescent, Traralgon and contribute $5,000 per rateable property.	☑	☐

General Comments or Concerns:

I DID RETURN THE ORIGINAL FORM!!
WILL THE DRAINAGE DESIGN BE ABLE TO COPE WITH POSSIBLE SUBDIVISION OF THE "5 ACRE" BLOCKS?

(Use other side if insufficient space)

Property Address: 100 WILGA CRES.

Signed ..... Date 30-5-12

Name (please print) DAVID LINAHAN

Please return your completed form to Latrobe City Council by Tuesday 26 June 2012.

LATROBE CITY COUNCIL
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04 JUN 2012
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Feedback Form

Our Ref: SCS2011/4

300 Old Melbourne Road, TRARALGON

Latrobe City
a new energy

Returning Officer: Carol Stokes

PROPOSED SEALING OF WILGA CRESCENT, TRARALGON

Further to the Community Meeting held on Thursday, 23 February 2012, where concept plans and estimate total costs were discussed, please confirm your opinion to participate by ticking the appropriate box in relation to the sealing of Wilga Crescent, Traralgon. Please return this Feedback Form to Latrobe City Council in the reply paid envelope by Friday, 30 March 2012.

	agree	disagree
1. I agree to participate in a Special Charge Scheme to seal Wilga Crescent, Traralgon, and contribute $5,000 per rateable property.	✓	

General Comments or Concerns:

LATROBE CITY COUNCIL
INFORMATION MANAGEMENT
RECEIVED
16 MAY 2012
R/O: Doc No:
Comments/Copies Circulated to:
Copy registered in DataWorks Invoice forwarded to Accounts

(Use other side if insufficient space)

Property Address: LOT 5 WILGA CRESCENT, TRARALGON

Signed: [signature] Date: 15/3/12

Name (please print): J S O'BRIEN

Please return your completed form to Latrobe City Council by Friday, 30 March 2012. ✓

Feedback Form

Our Ref: SCS2011/4

5 Traralgon West Road, TRARALGON

Latrobe City
a new energy

Returning Officer: Carol Stokes

PROPOSED SEALING OF WILGA CRESCENT, TRARALGON

Further to the Community Meeting held on Thursday, 23 February 2012, where concept plans and estimate total costs were discussed, please confirm your opinion to participate by ticking the appropriate box in relation to the sealing of Wilga Crescent, Traralgon. Please return this Feedback Form to Latrobe City Council in the reply paid envelope by Friday, 30 March 2012.

	agree	disagree
1. I agree to participate in a Special Charge Scheme to seal Wilga Crescent, Traralgon, and contribute $5,000 per rateable property.	☐	☑

LATROBE CITY COUNCIL
INFORMATION MANAGEMENT
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General Comments or Concerns:

(Use other side if insufficient space)

Property Address: 5 Traralgon West Road Traralgon

Signed: N. D'Angelo Date: 22-3-12

Name (please print): N. D'Angelo

Please return your completed form to Latrobe City Council by Friday, 30 March 2012.

Feedback Form

Our Ref: SCS2011/4

Wilga Crescent, TRARALGON

Returning Officer: Carol Stokes

LatrobeCity
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PROPOSED SEALING OF WILGA CRESCENT, TRARALGON

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	agree	disagree
1. I agree to participate in a Special Charge Scheme to seal Wilga Crescent, Traralgon, and contribute $5,000 per rateable property.	☐	☒

General Comments or Concerns:

(1) If the project goes ahead, will there be a discount for rate payers who pay $5000-00 in one lump sum?

(2) If the final cost goes over budget will the rate payers be required to make up the short fall, or will council make up the difference?

(Use other side if insufficient space)

Property Address: Lot 2 Wilga Cresent.

Signed R. Asimovic Date 22-3-2012

Name (please print) R. Asimovic

Please return your completed form to Latrobe City Council by Friday, 30 March 2012.

LATROBE CITY COUNCIL
INFORMATION MANAGEMENT
RECEIVED
28 MAR 2012
R/O: Doc No:
Comments/Copies Circulated to:
☐ Copy registered in DataWorks ☐ Invoice forwarded to accounts

Feedback Form

Our Ref: SCS2011/4

105 Wilga Crescent, TRARALGON

Returning Officer: Carol Stokes

LATROBE CITY COUNCIL
INFORMATION MANAGEMENT
RECEIVED
16 MAR 2012
R/O:
Doc No
Comments/Copies Circulated to:
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LatrobeCity
new energy

PROPOSED SEALING OF WILGA CRESCENT, TRARALGON

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	agree	disagree
1. I agree to participate in a Special Charge Scheme to seal Wilga Crescent, Traralgon, and contribute $5,000 per rateable property.	☐	☑

General Comments or Concerns:

As stated in previous letter I am a low income earner and I cannot afford $5000. I believe the road should be sealed at no cost to residents as it is a public Road and not a private Road.

(Use other side if insufficient space)

Property Address: 105 Wilga Cres

Signed [signature] Date 13 MAR 12

Name (please print) Robyn Thorburn

Please return your completed form to Latrobe City Council by Friday, 30 March 2012.

From: Lucy Rao [lrao@bigpond.net.au]
Sent: Wednesday, 11 July 2012 12:36:52 PM
To: Latrobe Central Email
Subject: Attn: Co-ordinator of Infrastucture Planning; Re: Proposed sealing of Wilga Cres Traralgon West

To Whom it May Concern

Recently I received a letter from council about sealing Wilga Crescent, Traralgon West. Unfortunately I have misplaced this letter. I have rung council but have been unable to speak to anyone that could inform me of the details.

I wish to object to the sealing of the road. I like the country feel that an unsealed road brings. I believe it would also exacerbate the drainage issues already under consideration by council for this area.

I look forward to hearing from you regarding this matter.

Thankyou

Lucy Rao

11.4.3 TRARALGON COURT HOUSE - FUTURE USE

AUTHOR: General Manager Recreation, Culture and Community Infrastructure
(ATTACHMENT – YES)

1. PURPOSE

The purpose of this report is to seek Council approval for an Expression of Interest process to determine a potential future use of the Traralgon Court House.

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 2012-2016.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives - Culture

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

Latrobe City Council Plan 2012 - 2016

Shaping Our Future

Gippsland's Regional City
Strengthening our profile

Positioned for a Low Carbon Future
Advancing industry and innovation

An active connected and caring community
Supporting all

Attract, retain, support
Enhancing opportunity, learning and lifestyles

Strategic Direction – Culture

Plan, facilitate, develop and maintain public infrastructure and assets that strengthens the cultural vitality of the municipality.

Foster community connections by building partnerships in the community for the delivery of programs, events and facilities.

Increase the accessibility of Latrobe City Council's cultural facilities, programs and events.

Strengthen community pride and wellbeing through the provision of high quality and well presented programs, events and facilities.

Service Provision – Hall and Venue Management

Manage and maintain public halls and venues across Latrobe City.

Legislation – Latrobe City Planning Scheme

The Traralgon Court House (and Post Office) are included within the schedule to the heritage overlay which provides statutory protection to the use or development of the buildings.

Policy - Asset Management Policy 12 POL-3

To preserve and manage Council and community assets to ensure optimum utilisation while minimising the whole-of- life cost to the community.

4. BACKGROUND

At the Ordinary Council Meeting held on 7 September 2009 Council considered a report which presented a Conservation Management Plan in respect of the Traralgon Court House. The report also outlined a process for moving forward with the preparation of a brief for the future use of the Traralgon Court House, in line with the principles established in the Conservation Management Plan.

At its ordinary meeting held on Monday 7 September, Council resolved the following;

1. *That Council adopts the Traralgon Court House Conservation Management Plan.*
2. *That Council conducts an Expression of Interest process to identify and determine prospective future users of the Traralgon Court House that comply with the requirements of the Conservation Management Plan and clearly articulate the business model that will be implemented.*

The Expression of Interest Process closed on 10 December 2009. Only one Expression of Interest submission was received by the closing date. The Expression of Interest received was evaluated by officers in conjunction with Ivar Nelsen, the Heritage Consultant who wrote the Traralgon Courthouse Conservation Management Plan.

Based upon the heritage consultant's advice, Council chose to reject the proposal submitted through the Expression of Interest Process undertaken in late 2009 and seek to advance the objectives of the Traralgon Courthouse Conservation Management Plan as an opportunity contained within the Traralgon Activity Centre Plan.

At the Ordinary Council Meeting of 4 April 2010, Council resolved the following:

1. *That Council reject the submission received in response to the Expression of Interest Process undertaken in late 2009, on the grounds that it does not address the criteria relating to the viability and sustainability of the business plan and advise the proponents of Councils decision.*
2. *That the objectives of the Traralgon Courthouse Conservation Management Plan be advanced as an opportunity contained within the Traralgon Activity Centre Plan.*

The Traralgon Court House is currently managed and maintained by Latrobe City Council. The Venue Operations team are responsible for the day to day management of the venue and the venue is available for casual hire for both community and commercial purposes.

5. ISSUES

Council is currently undertaking the preparation of the Traralgon Activity Centre Plan. The Traralgon Courthouse Conservation Management Plan has been considered as part of the pre project work undertaken by the consultants undertaking the project.

It was considered that there is an opportunity to highlight the potential of the Traralgon Court House site through the Traralgon Activity Centre Plan Project lifting its profile and bringing the Traralgon Courthouse Conservation Management Plan to the attention of people who were not engaged through the initial EOI process.

However, for a variety of reasons the Traralgon Activity Centre Plan project has not progressed as originally planned and as a consequence the Traralgon Court House has not progressed as had been anticipated following the 2010 decision.

The Traralgon Courthouse is a significant building in a highly valuable location at the heart of the Traralgon central activity district. The Traralgon Court House has been reserved for Public Purposes under the Crown Land (Reserves) Act of 1978. Council may apply to the Minister to vary the use of the building from “public purposes” to any other purpose. The application should be made through the Department of Sustainability and Environment. Advice received from Department staff indicates that applications which demonstrate an open and transparent process for identifying and approving the lessee and take account of the social, heritage *and* commercial potential of the site, are likely to be well received; as opposed to applications which have not been subject to a public process and which focus only on commercial outcomes.

Council has been approached by multiple parties with proposals for use of the Traralgon Court House since the initial EOI process in 2009/10. Interest has been particularly high over the past six months. Consequently, it is the view of officers that a new EOI process be undertaken to encourage activation of this historic facility.

Expressions of interest will evaluated against the following criteria:

- Reference and relevance to the key outcomes of the Conservation Management Plan i.e. the conservation policy, the statement of cultural value and the conservation actions.

- Compatibility between the proposed use of the building, the significance of its location, community aspirations, planning zones and state government regulations (information regarding this is detailed in the Conservation Management Plan).
- Viability and sustainability of the business plan.
- Social and community benefit.
- Economic benefit.
- Experience, track record, bona fides and reputation of the community and/or commercial groups, individuals and organisations submitting the Expression of Interest.

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.

Heritage consultant, Ivar Nelson has provided a quote to assist in the Expression of Interest process. Mr Nelson will field phone enquiries from individuals, undertake inspections and/or liaison on site and will review the EOI applications and provide his independent recommendation to the proposed sub-committee for consideration. The cost for consultancy is $110 per hour and is not expected to cost more than $4,000.00.

It is also proposed that a Commerciality Agent be engaged to provide advice around the evaluation criteria and to assist in the evaluation of applications from a financial viewpoint. The cost for this consultancy has not been confirmed.

7. INTERNAL / EXTERNAL CONSULTATION

Council has been approached by multiple parties with proposals for use of the Traralgon Court House since the initial EOI process in 2009/10. Interest has been particularly high over the past six months.

It is proposed that the EOI process be directly promoted to those individuals and groups who have already expressed an interest in utilising the Court House.

It is also proposed to advertise the EOI process through Council's Noticeboard in the Latrobe Valley Express, through a media release and on Council's website. A sign will be placed at the front of the Court House notifying the public of the EOI.

Within this process it is proposed that a Project Reference Group is established to ensure participation of Councillors in the Expression of Interest process, as per Councils Project Governance Policy and the recently adopted Council Committee Policy 12 POL-1.

A Terms of Reference for this Project Reference Group will be presented to Council in February 2013.

8. OPTIONS

1. Conduct an Expression of Interest process to identify and determine prospective future users of the Traralgon Court House that comply with the requirements of the Conservation Management Plan.
2. Continue to advance the objectives of the Traralgon Court House Conservation Management Plan as an opportunity contained within the Traralgon Activity Centre Plan.
3. Do nothing and continue to operate the Traralgon Court House in its current capacity.

9. CONCLUSION

The Traralgon Court House is a significant building in a highly valuable location at the heart of the Traralgon central activity district. In order to advance the objectives of the Traralgon Court House Conservation Management Plan it is recommended that a new Expression of Interest process be undertaken with the aim of finding a suitable future use of this historic facility.

10. RECOMMENDATION

1. **That Council conducts an Expression of Interest process to identify and determine prospective future uses of the Traralgon Court House that comply with the requirements of the Conservation Management Plan and clearly articulate the business model that will be implemented.**
2. **That the Expression of Interest process takes place from 07 January 2013 to 28 March 2013.**
3. **That a report on the proposed project governance model be developed and presented to Council in February 2013.**
4. **That Council are provided with a report on the Expression of Interest process and any resultant recommendation on or prior to the Ordinary Council Meeting to be held on 17 June 2013.**

ATTACHMENT

Court House (and Post Office)
Traralgon, Victoria
Conservation Management Plan

September 2OO9 (final)

For:
Latrobe City Council
PO Box 264
Morwell, Victoria 384O



From: *Traralgon, A Tableau Through Time*

14 Elm St Surrey Hills Victoria 3127 Australia
O412 O57 87O
inelsen@bigpond.net.au

ivar nelsen abn 19 13O 1O3 741

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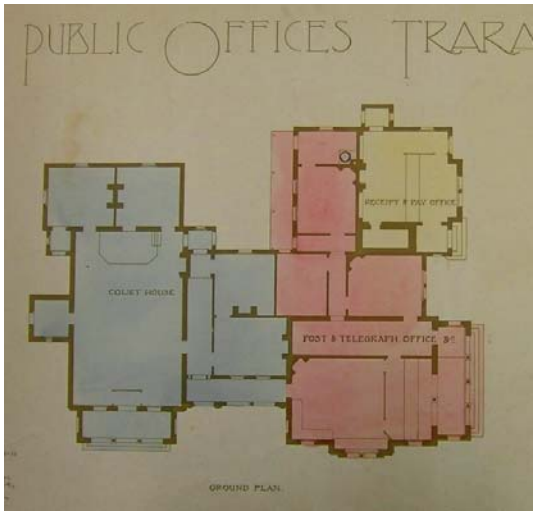
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Executive Summary

The Traralgon Court House is part of a larger Public Offices group which includes the Post Office and a Receipt and Pay Office built in 1885-86. The latter Office was demolished in the 196Os to make way for the existing additions to the Post Office. The present clock tower on the Post Office was added to the original design late in 1886.

The Traralgon Post Office and Court House are included on the Victorian Heritage Register (VHR H1488) and the Heritage Overlay of the Latrobe City Council Planning Scheme (item HO4). Both these listings provide statutory protection to both buildings and ensure their appropriate conservation.

The Traralgon Court House is owned by the Department of Sustainability but managed by the Latrobe City Council as Committee of Management under the *Crown Lands (Reserves) Act 1978*. The Traralgon Court House reserved under that Act 'for public building' purposes.

Only a portion of the original Public Offices group remains or has any integrity. The Pay and Receipt Office (facing Kay Street) is completely gone. The external shell of the Post Office (on the corner of Kay and Franklin Streets) retains most of its integrity. The Court House (facing Franklin Street) retains most of its integrity – although it has been unsympathetically extended on its South side.

The design of the original Public Offices group was generated by the then Victorian Public Works Department, although its specific architect is an issue of uncertainty. While both John Thomas Kelleher and John Russell Brown signed the drawings, this could indicate their authorisation to construct, rather than either's authorship of the design. A comparison of other court buildings indicates the use of similar compositions and details were used by other PWD architects.

The design is interesting for its decorative elements, asymmetry and ad hoc composition. The group as a whole appears to be three different buildings butted together to form one building. Regardless, the remaining Post Office and Court House is a highly ornate and visually dominant group, reflecting the growth and maturity of Traralgon in the late 19th century.

Portions of the present Court House reserve do not have heritage value. These include the brick garage and toilets at the rear of the block and single storey 195Os extension on the South side of the Court House. Their retention is not required, and in fact their removal could provide a crucial area of open space/annexe to complement the Court House - visually and functionally.

The exterior of the original 1886 Court House is intact and should remain so in terms of its public appreciation. Its literal 'restoration' in the context of a house-museum however is not required and there are opportunities for controlled alterations around the rear of the building.

The exterior of the existing building is in need of urgent repairs including the cleaning of the slate roof, complete replacement of flashings, gutters and downpipes as well as extensive timber joinery repairs/replacement. In particular the possible adverse impact of rainwater disposal from the adjacent Post Office must be addressed.

The interior of the existing Court House is also largely intact and should also remain so, although as noted for the exterior, its 'restoration' as a house-museum is not required. The court room should be the focus of conservation although there are opportunities for controlled alterations, including the dismantling and/or creative alteration of court related furnishings to maximise the re-use of the court room. Alterations in the other 'secondary' rooms of the Court House are more acceptable to support the building's ongoing sustainable use.

In terms of Policy for the management of the Court House, the following statements are crucial.

- The Traralgon Public Offices should be managed to conserve its relative cultural values for the benefit of future generations. *(An important mother-hood statement.)*
- The Traralgon Public Offices should be managed to facilitate their conservation-by-use and to facilitate wherever possible its regeneration for an ongoing public/community use. *(Use it or lose it.)*
- The Traralgon Public Offices should, wherever possible, be provided with and/or allowed to generate financial resources to facilitate its own ongoing maintenance. *(Sustainability)*
- The Traralgon Public Offices should be conserved to maintain and enhance the visual dominance of the Court House and Post Office in their immediate environs and the remnant original fabric.
- The undeveloped portion of the site adjacent to the Traralgon Court House may be utilised in terms of use and appearance to complement and support a sustainable future for the Court House.

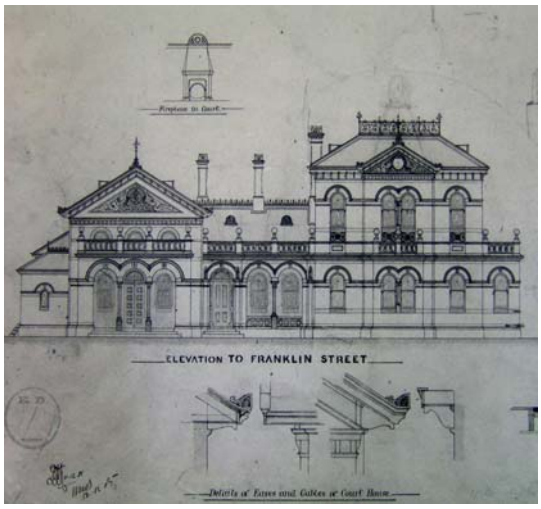
The Conservation Guidelines embrace Article 1.4 of the Australia ICOMOS *Burra Charter* which states "*Conservation means all the processes of looking after a place so as to retain its cultural significance*". The conservation processes at the Traralgon Court House will include restoration, but also adaptation where that adaptation will contribute to an ongoing, sustainable community use.

Conceptually, the regeneration of the Court House as a multi-purpose meeting/activity/exhibition/forum facility would correspond with the views and concerns of the community expressed at a series of meetings on 11 March 2009. Such a use will require improved amenities and infrastructure but can be accommodated within the Conservation Guidelines in the Conservation Management Plan. It will require however creativity in its planning and manifestation as well as an investment from the community in its physical fabric.



Ivar Nelsen

1.O Background



1.1 Existing Property

The author has been commissioned by the Latrobe City Council to prepare this Conservation Management Plan for the Court House in Traralgon. The City is the Committee of Management for the building under the *Crown Lands (Reserves) Act 1976*.

The Court House property – refer to Figure 1.3 below - includes the Court House building, a brick toilet block and a brick garage, as well as a portion of land immediately south of court house.

The Court House was built in 1885-86 as part of a larger Public Offices. The Public Offices consisted of the Court House, the existing Post Office and a Pay and Receipt Office – since demolished. The three buildings were built as one connected complex.

In this document, the author has used to 'Public Office's when referring to the larger complex but 'Court House' or 'Post Office' when referring to those particular portions of the complex.

While the requested subject of this document is the Court House, the author has recognised it would be inappropriate to ignore the Post Office entirely. Both the Court House and Post Office are listed by statutory heritage authorities as one entry. The author has offered to provide Latrobe City Council with external guidelines for the Post Office in this document.



Figure 1.1

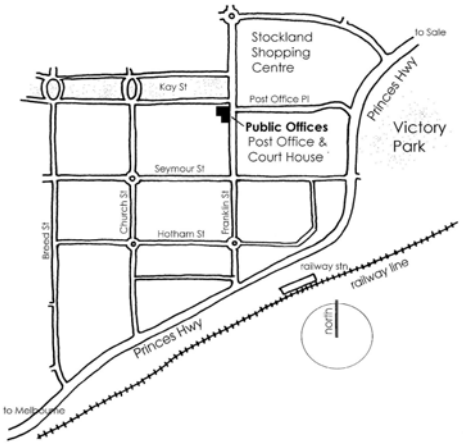


Figure 1.2

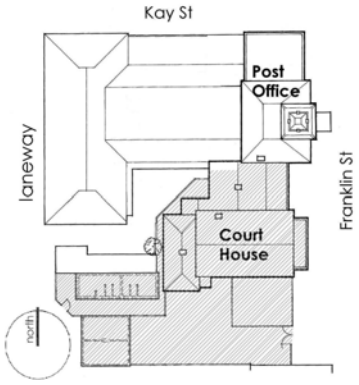


Figure 1.3 Court House property is shaded

1.2 Heritage Status

1.2.1 Latrobe City Council Planning Scheme Heritage Overlay

The Traralgon Post Office and Court House are included on the Heritage Overlay of the Latrobe City Council Planning Scheme (item HO4). This status has statutory obligations under the Planning Scheme. There is no Statement of Significance in the Overlay.

1.2.2 Victorian Heritage Register

The Traralgon Post Office and Court House, 161-169 Franklin Street, Traralgon, are included on the Victorian Heritage Register (VHR Number H1488, File Number 6O3351) as one entry. This status has statutory obligations under the (Victorian) *Heritage Act 1995*-refer to www.heritage.vic.gov.au/permits. The following is existing Statement of Significance from the online VHR.

> *"Statement of Significance*
> *The Post Office and Court House is a major 19th century building in Traralgon located on a key site and retaining most of its original architectural details. It is of regional historic significance as a symbol of Traralgon's development and importance as a regional centre for communications and civic administration. Architecturally it is of national significance as an example of a building complex with substantially intact features which demonstrate a variety of Victorian medieval and classical ideas combined in the one building."*

1.2.3 National Trust of Australia (Victoria)

The Traralgon Court House and Post Office are included on the National Trust Register (file B2722) and identified as having local significance. This status has no statutory obligations associated with it but is an expression of community interest. The following is the existing Statement of Significance from the Trust's online register.

> *"Statement of Cultural Heritage Significance:*
> *Built in 1886, this combined courthouse and post office occupies a prominent position and its contrasting brick and rendered trims emphasize the elaborately detailed decoration characteristic of the period."*
>
> *"The Traralgon court house and post office complex, built in Victorian Italianate style in 1886, is an unusual complex composed of two distinct buildings, built as one unified structure (criterion F1). The complex is in a prominent position in the town and forms a strong element in the streetscape. However, alterations to the Kay Street façade detract slightly from the visual impact as well as reducing the overall integrity and intactness of the complex (criterion E1). The complex has historical significance with Traralgon being on of the few large, central Gippsland towns which retains its original Post Office, while the size of the complex and the richness of the detailing reflects the prosperity of he town during the 1880s (criteria B2 and A4)."*

1.3 Use and Management

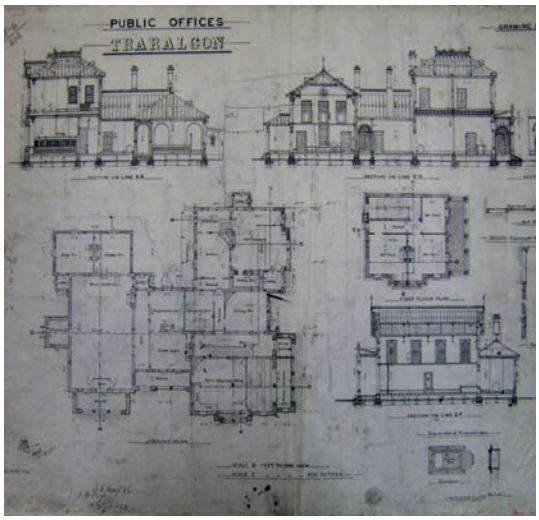
1.3.1 Use

The Court House is currently vacant.

A series of public information sessions in Traralgon identified a number of proposals and concerns regarding the possible use of the Court House. A common concern was expressed that the Court House should not be used for 'commercial' purposes and in particular a café, restaurant or bottle shop. Participants almost universally envisioned a community venue for art exhibitions, lectures, meetings, forums, visitor information centre and Latrobe City Council information centre, but preferred not to have it available to one group at the expense of the wider community.

1.3.2 Management

The Latrobe City Council was named Committee of Management by the Department of Sustainability and Environment for the Court House under the *Crown Land (Reserves) Act 1976*. The Reserve (Court House and land)has been reserved by DSE for a 'Public Building'.



2.0 Historical Background

2.1 Historical Summary

2.1.1 Court House and Post Office

The following is an unedited extract from the Traralgon Historical Society website.

"Official Reopening of the Traralgon Courthouse Wednesday February 24 1993

The Family Court has established a venue for its sittings here in Traralgon after having to seek accommodation elsewhere in Gippsland for the past 20 years. Magistrates'' courts, County Courts and the Supreme Court has always taken precedence, making it difficult at times for the Family Court to list cases for hearing in Gippsland.

The history of the Court of Petty sessions at Traralgon goes back to 1876 when Charles Ignatz Du Ve, Clerk of Petty sessions at Rosedale, opening a Court here in 22nd September of that year. The Court sat in Shield's Rooms, a wooden building on the Kay Street frontage of the Traralgon hotel. That building, which was the only public hall in the township, served for that purpose until the imposing brick structure, which was to house the Post Office, Court House, and the Receipt and Pay office of the State Treasury, was built in 1986. When Mr. Du Ve retired in 1901, Traralgon became the headquarters for the group of Courts.

The building served Traralgon well for the next 100 years until the Law Department created regional courts using multi-court room Courts and which was the best available buildings between Warragul and Traralgon. The practice of creating a Court of Petty Sessions in every town 10 miles apart may have served the purpose in the days of little or no public or private transport, but the advent of the motor car and of forms of public transport made this quite costly and unnecessary. The Regional Court was established at Moe, and the magistrates Court at Traralgon sat for the last time in mid December 1989. Since that date, all summary court proceedings arising here in Traralgon have been heard at Moe where several magistrates sit to deal with the business and thereby avoid visiting small towns just to hear one that could have been heard much more expeditiously at Moe where the maximum use of resources and facilities was concentrated in one Court instead of four Courts.

On the closure of the magistrates Court in Traralgon, the Courthouse section of the complex was allowed to deteriorate and the possibility of the building becoming an eyesore or a ruin in the centre of the city caused the City Council to determine on some course of action to maintain the premises and make them available again for community use.

The Government appointed the City of Traralgon as a Committee of Management and steps were taken to paint the premises both inside and out.

When the building was erected in 1886, the painting was done by Richard Canfield who, at the time, was in business as a painter and decorator. It was repainted only three times in 100 years. In the 1930s the whole color scheme of the interior was changed. The original color of the walls was sky blue but they were repainted beige. Repainting, in the mid-'70s and in the mid-'80s, were predominately white, with no regard to history or the adjoining Post Office.

The Committee of Management decided to return, as near as possible, to the original sky blue visible under the peeling paint work on the walls to allow a good match to be made. In 1886, all of the doors and their surrounds were hand-grained but were painted over in the 1930s.

Part of the floor of the Courtroom had collapsed due to damp and that had to be reconstructed. Most of the Courtroom furniture and fittings had been preserved and they were recovered from a place of storage. However, the Bar Table had been appropriated by some other Government facility and has now been lost forever.

In the 1930s, additional rooms were added on the south, to house the offices of the Department of Crown Lands and Survey, and these have now been taken over in the renovation. Access to these rooms is provided by the creation of a new entrance through the original Dock and Cell, and they are intended for use by legal practitioners and their clients and witnesses.

The Committee of Management was able to negotiate with the Federal Government for the lease of the now restored Courthouse for permanent use by the Family Court and, on February 24, 1993, a ceremonial sitting of that Court was held. The Chief Justice of that Court, Mr. Justice Alistair Nicholson AO, RFD, presided on the Bench with Mr Justice Hubert Frederico and other Court dignitaries. The Bar was represented by quite a number of its member, all in their wigs and gowns.

The Mayor of the city of Traralgon, Councillor J. Hood, was in charge of proceedings and welcomed the Judiciary on behalf of the City. He was supported by a spokesman for the Bar after which the Chief Justice gave a resume of the need for better services by the Family Court in Gippsland and congratulated on its presentation.

The Junior Band was in attendance, and rendered quite suitable numbers on the footpath outside. On the whole, it was quite an impressive ceremony, and those who organized it are to be congratulated on its presentation. After the opening of the Courthouse, the City Council entertained the Judiciary, the Bar and their guests at a luncheon in the Council Chambers.

Reconstruction and renovation of the building was under the direction of Mr. Chris White, Manager for Economic Development and Planning, of the City of Traralgon.

We thank Mr Bill Cuthill for this very comprehensive report on the history of the building and the ceremonial re-opening."

2.1.2 Architect

The architect responsible for the Traralgon Court House and Post Office has not been conclusively identified. Both John Thomas Kelleher and John Russel Brown of the Victorian Public Works Department have been identified as being involved in the project for 'Traralgon Public Buildings'.

In his seminal thesis for Melbourne University - The Public Works Department of Victoria 1851-1900: an architectural history – Bruce Trethowan provides the following career highlights for John Thomas Kelleher and John Russel Brown.

"*John Thomas Kelleher*

- *DOB: 12 Feb 1844;*
- *commenced employment with PWD 29 October 1863 in position of Class 5 Draftsman, replacing Samuel White;*
- *1 July 1873: Class 4 Draftsman;*
- *1 July 1878: Class 3 Draftsman;*
- *1879: Assistant Architect, Class 3, Eastern Division. Duties – In sub-charge of architectural work relating to buildings. NB Colony divided into three districts – Western, Central and Eastern;*
- *erected regional Post Offices in Benalla (1881) and Fitzroy (1882);*
- *1887-91: Architect (Grade II) in sub-charge of Eastern District within newly created Buildings Division of PWD. NB working with Brown at this time;*
- *1888: Architect (Grade 1);*
- *1893: Architect (Grade I) for Eastern District in Buildings Division;*
- *Kelleher probably retrenched early 1894 due to general depression of the time, not listed in statistical register from 1895.*"

"*John Russel Brown*

- *DOB: 1 Dec 1857;*
- *appointed to staff as a temporary Junior Draftsman 19 March 1877;*
- *1882: Temporary Assistant Draftsman;*
- *1885: Temporary Architectural Draftsman, Western district. Duties – Assists in architectural works relating to buildings;*
- *29 Jan 1886: Assistant Architect (Grade II) assists in Eastern District within newly created Buildings Division of PWD. NB working with Kelleher at this time;*

- *1893: Assistant Architect for Central District in Buildings Division;*
- *1895: Assistant Architect for Eastern Division in Buildings Division;*
- *remained in this position until after 1900."*

Trethowan also states,

> *"Undoubtedly the most inventive of all the architectural sections was the Eastern District under J.T. Kelleher. We know very little of Kelleher's personal style, but he employed two very interesting assistants, J.R. Brown and A.J. Macdonald. J.R. Brown worked with the department from 1877 to after 1900 and up until 1888 produced some quite notable buildings:*
>
> | | |
> |---|---|
> | *Walhalla Post Office* | *December1884* |
> | *Oakleigh Post Office* | *August 1885* |
> | *Traralgon Public Buildings* | *December 1885* |
> | *Warragul Court House* | *November 1886* |
> | *Warragul Post Office* | *March 1887* |
> | *Benalla Court House* | *August 1888* |
> | *Flemington Post Office* | *September 1888* |
>
> *All of Brown's buildings are heavily ornamented with iron ridge railings, finials, balustrading, and elaborate gable decorations. Usually this decorative application was highly unsuccessful and sometimes absurd; however, Brown's ornamented development had a successful climax in the Flemington Post Office where the elaborate decoration has been tastefully concentrated to produce a very pleasing building".*

suggesting that Brown designed public buildings in Traralgon under supervision of Kelleher.

Trethowan further states, under 'Police Buildings' portion of his thesis:

> *"J.R. Brown excelled in the quest for the most ornamented house with sunshades, multi-gabled facades with decorative woodwork, Gothic roof vents and elaborate chimneys. At Alexandra he was so carried away with gables, verandahs and sunshades that he quite neglected the fact that the principal façade of the police quarters faced south and did not require his elaborate innovations"*

2.2 Historical Illustrations



Figure 2.1 from Traralgon, a Tableau Through Time



Figure 2.2 from Australian Archives



Figure 2.3 from Australian Archives



Figure 2.4 from Australian Archives

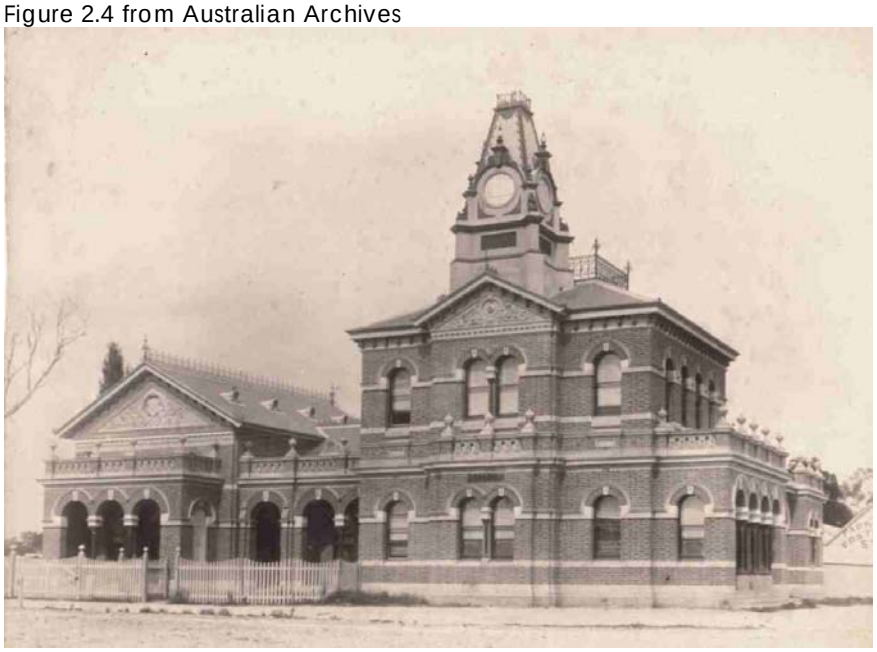


Figure 2.5 from Traralgon Historical Society, 1O5O7



Figure 2.6 from Traralgon Historical Society, identical to Figure 2.3

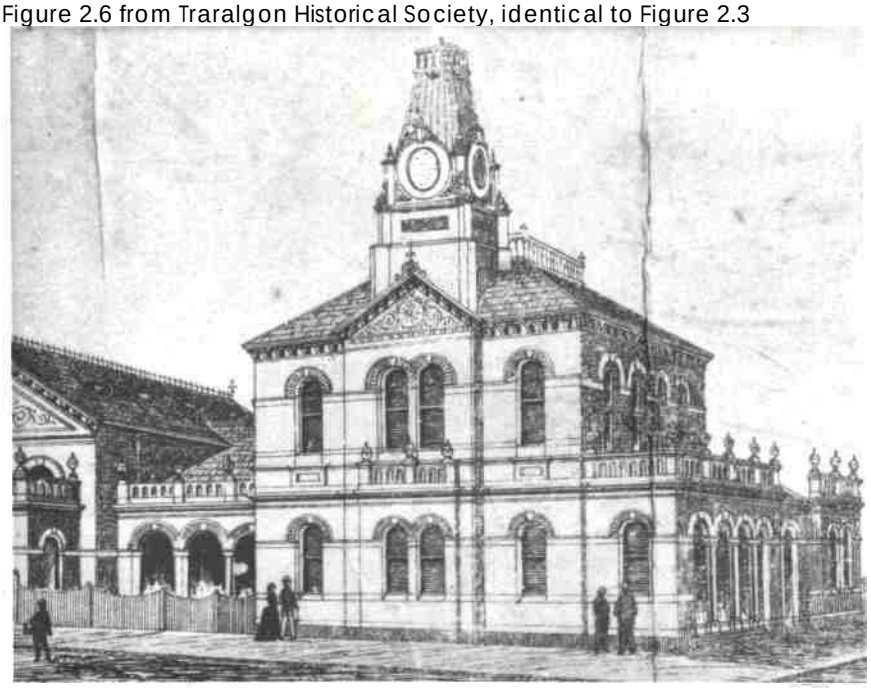


Figure 2.7 from Traralgon Historical Society, 1O5O6

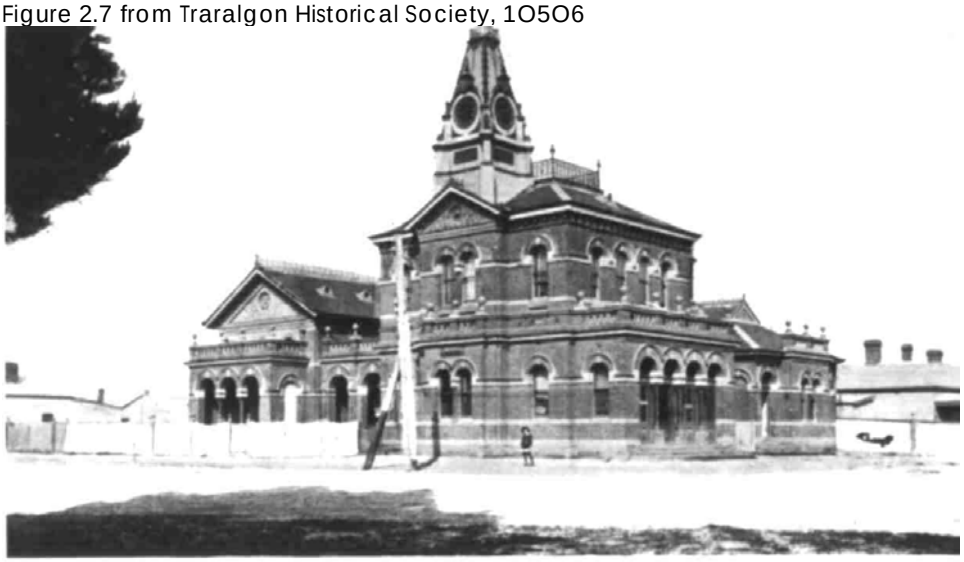


Figure 2.8 from Traralgon Historical Society, 1O513



Figure 2.9 from Traralgon Historical Society, 1O519


Figure 2.1O from Traralgon Historical Society, 1O52O

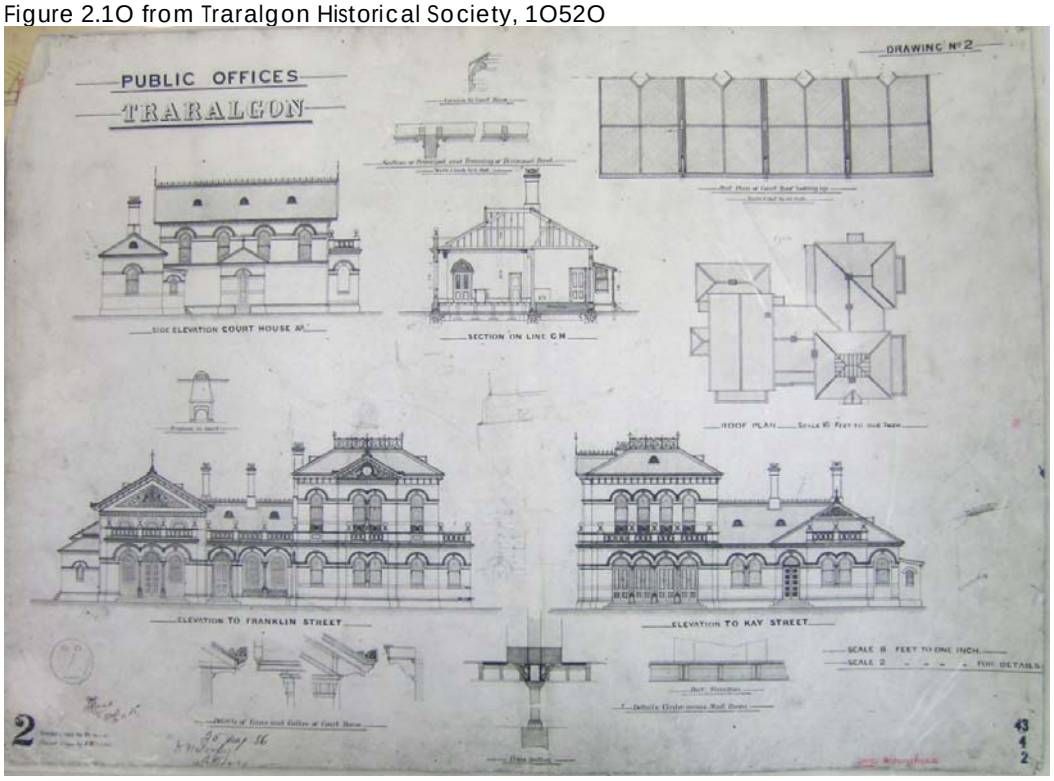


Figure 2.11 December 1885 Public Works Dept drawing, from Australian Archives

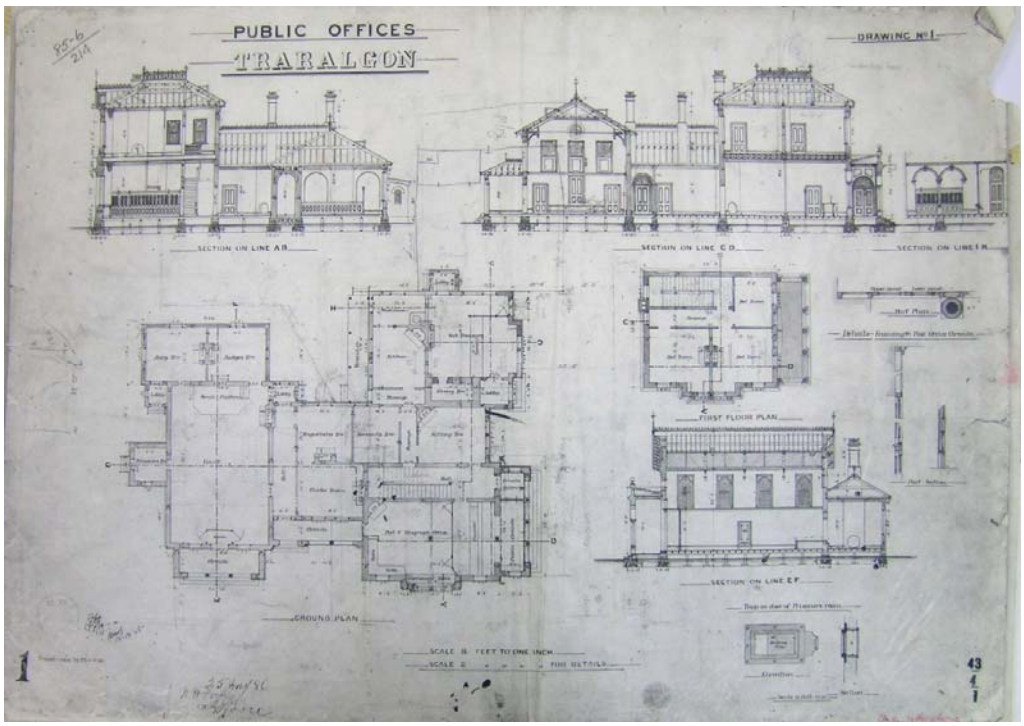
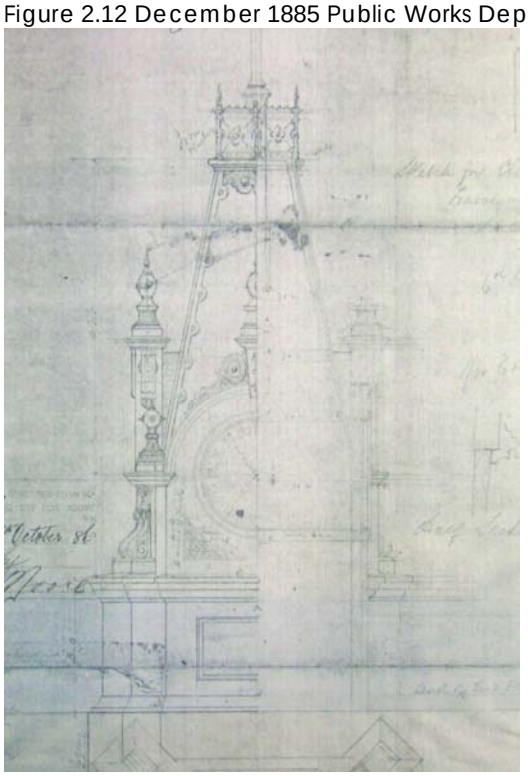


Figure 2.12 December 1885 Public Works Dept drawing, from Australian Archives


Figure 2.13 October 1886 PWD drawing from Australian Archives

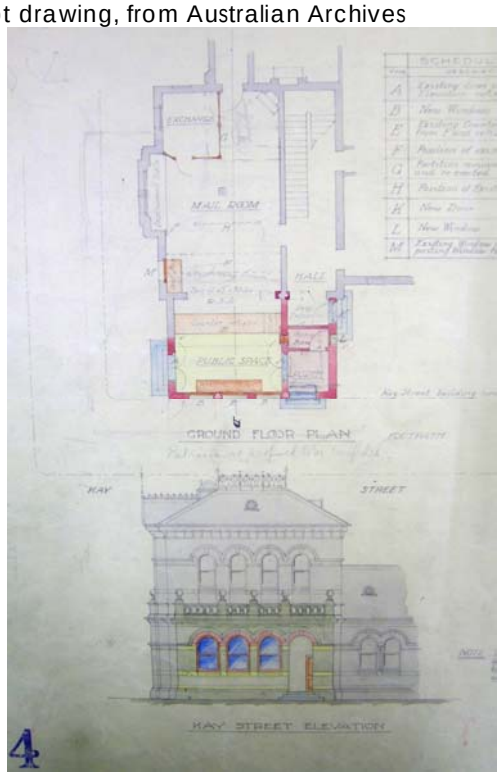


Figure 2.14 19O4 alteration drawing from Australian Archives

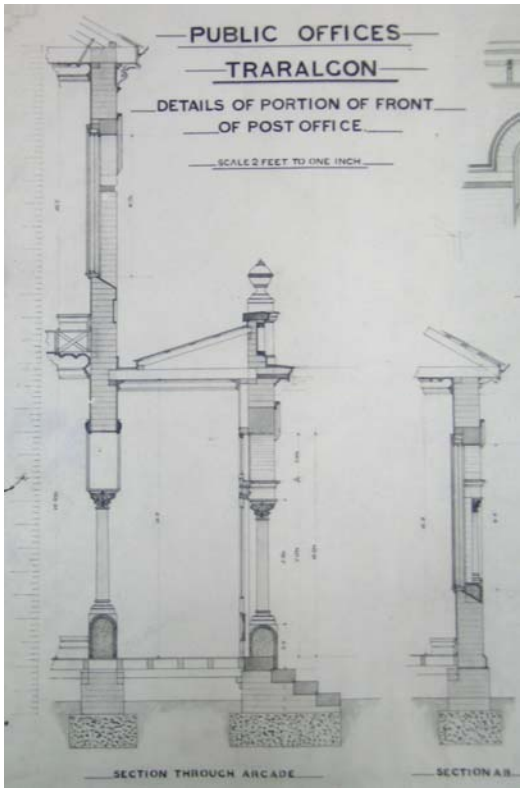


Figure 2.15 from Australian Archives



Figure 2.16 from Australian Archives

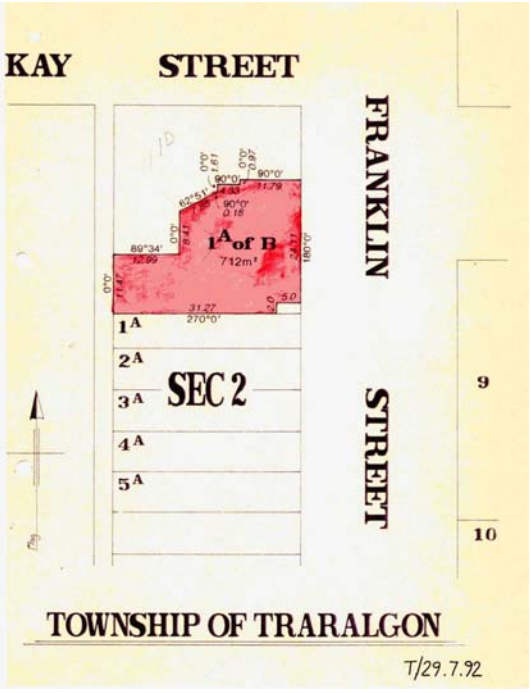


Figure 2.17 subdivision plan for Court House, from DSE Traralgon

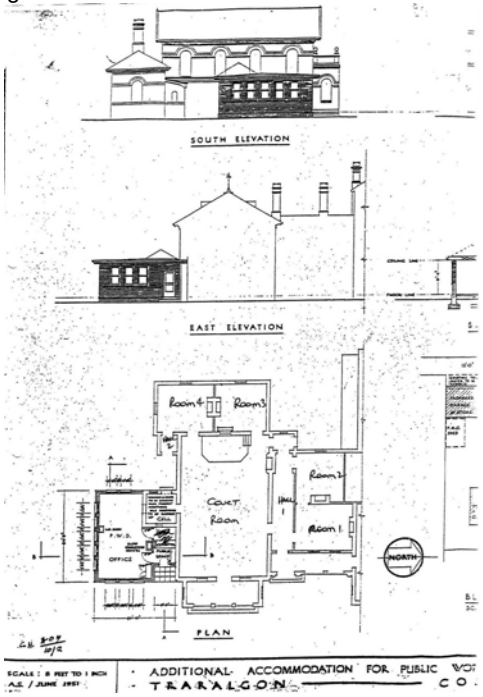


Figure 2.18 1951 additions drawing, from DSE Traralgon

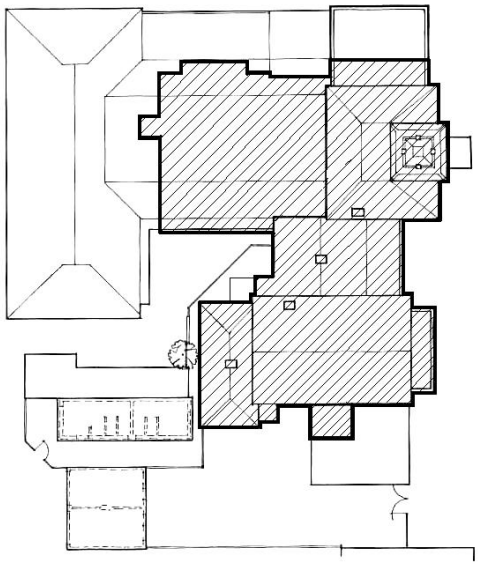
2.3 Alterations to the Fabric

2.3.1 Public Offices

The following are documented and/or observable alterations to the Traralgon Public Offices site.

- The existing clock tower was added to the original contract for the public offices, c. late 1886
- The single storey portion of the Post Office was extended north towards Kay Street with numerous associated internal functional changes, c. 19O1-1914
- The entry to the Post Office was shifted from Kay Street to Franklin Street and the existing entrance canopy and ramp was added, c. 196Os

- The Receipt and Pay Office was demolished and the existing Post Office extension was constructed, c. 1968



I

Figure 2.19 Public Offices, extent of original building superimposed over present site

2.3.2 Court House

The following are documented and/or observable alterations to the Traralgon Court House.

1. The single storey brick addition (rooms 11, 12 and 13) was added to the south of the Court House, c.1951, including:
   - the introduction of doors d2O and d21 into the original building;
   - the removal of the original roof over the lock-up (room 1O).
2. The small brick toilets (room 6) were added, c. post-1951, including the introduction of doors d9 and d1O), c. post 1951.
3. Doors d15, d2O, d21added (identical to doors d2O and d21), c. 199O.
4. Door d13 was introduced by altering an existing window opening, c. unknown.
5. The door opening at the end of the front recessed arcade was sealed off, c. unknown.
6. The existing door d8 was introduced into an original arched opening, c.1993.
7. The ceilings in rooms 7 and 8 were replaced with plasterboard and modern cornices, c.1993.

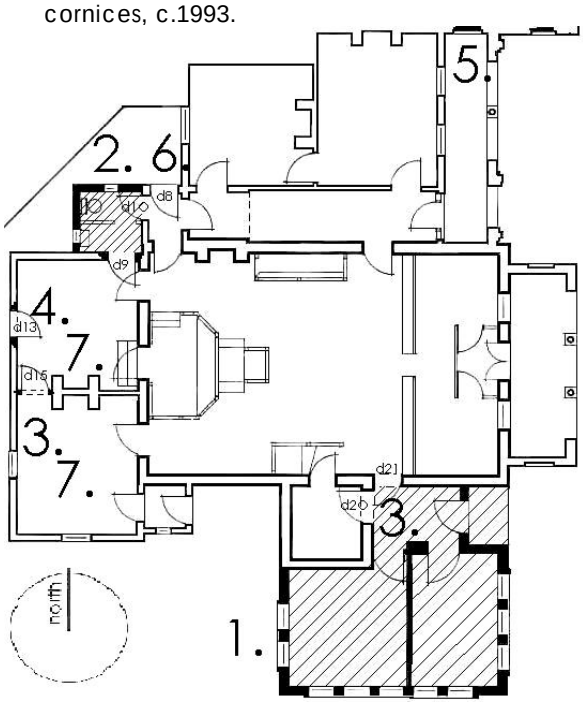
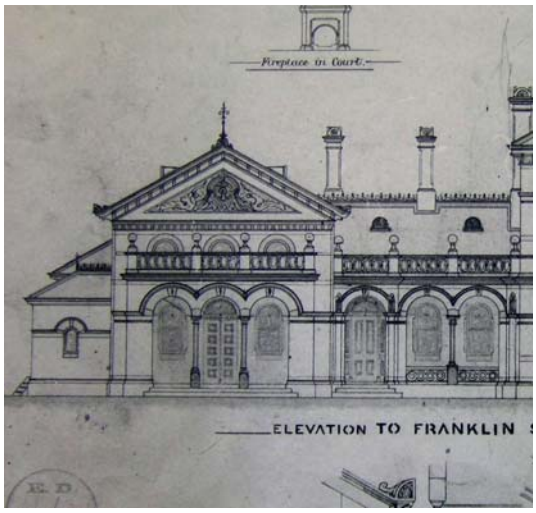


Figure 2.2O Court House Alterations



3.0 Physical Evidence

3.1 Site and Fabric Recording

The brick toilet block and brick garage at the rear of the Court House property are obviously recent additions and do not share, or contribute to, any of the stated cultural values of the Court House and/or Public Offices. Neither of those buildings has been recorded in any detail.

3.1.1 As Existing Plans

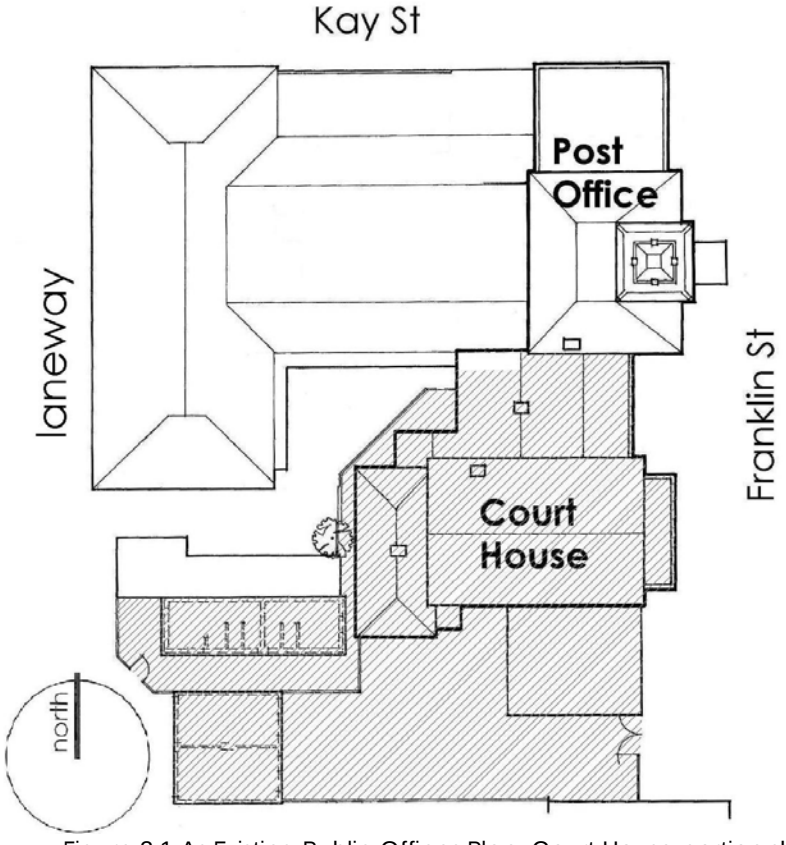


Figure 3.1 As Existing Public Offices Plan, Court House portion shaded

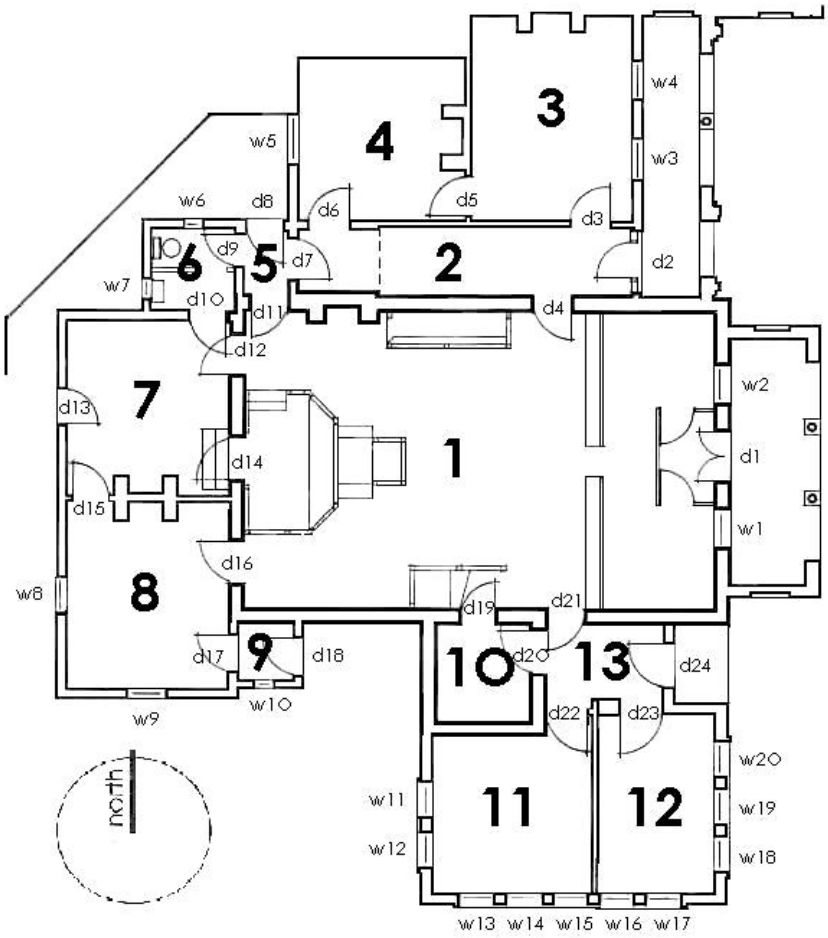


Figure 3.2 As Existing Court House Plan

3.1.2 As Existing Photos



Figure 3.3 view north along Franklin St



Figure 3.4 view west along Post Office Place



Figure 3.5 Kay St and laneway

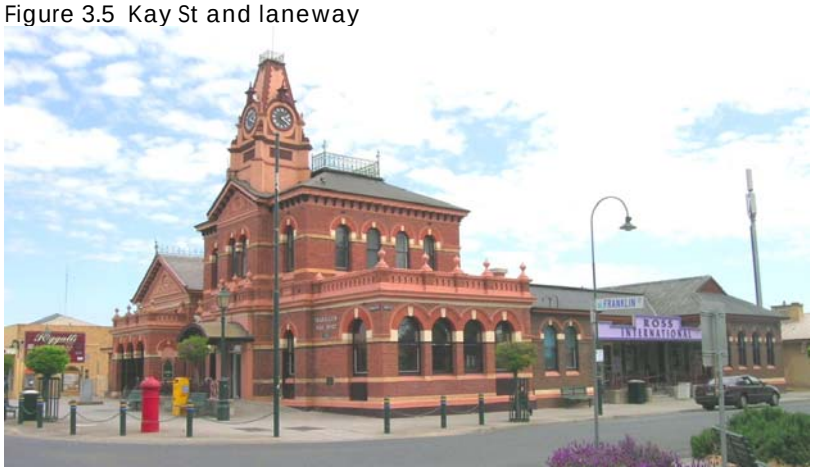
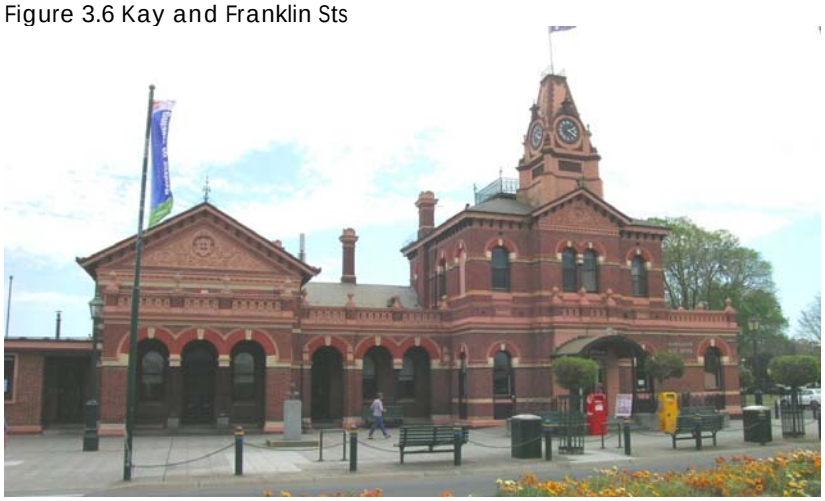


Figure 3.6 Kay and Franklin Sts


Figure 3.7 Franklin St

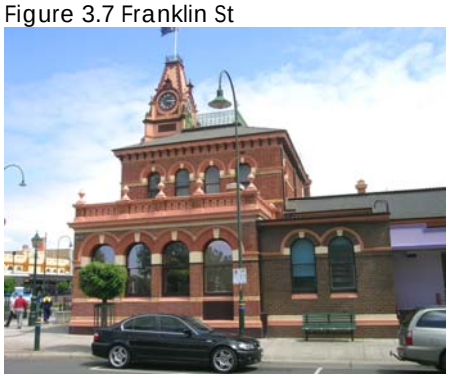

Figure 3.8 Post Office


Figure 3.9 Post Office



Figure 3.1O Post Office



Figure 3.11 Court House



Figure 3.12 Court House



Figure 3.13 1951 addition



Figure 3.14 as per 3.1.4



Figure 3.15 Court House rear



Figure 3.16 brick garage



Figure 3.17 brick garage



Figure 3.18 brick toilets



Figure 3.19 court yard on south side



Figure 3.2O Court Room



Figure 3.21 Court Room



Figure 3.22 Magistrate's Bench



Figure 3.23 Prisoner Dock



Figure 3.24 Witness Bench



Figure 3.25 Court Room ceiling



Figure 3.26 room 2 Hallway



Figure 3.27 room 3



Figure 3.28 room 7



Figure 3.29 room 11

3.1.3 Room Schedules – Court House building only

Room:	**1** (original Court Room)
Wall	plaster scored to replicate blocks; picture rail moulding along long walls and bench end
Floor	timber with carpet
Ceiling	mansard expressed; decorative beaded boards in diagonal pattern with timber mouldings defining pattern; 4 circular sheet metal vents
Skirtings/Cornices	tall Victorian skirtings consistent with original period; no cornice
Openings	3 half circular timber hopper windows high on end walls(unnumbered); 4 tall timber double hung windows at high level on south side (unnumbered); two tall timber double hung windows either side of the door at the east end (w1and w2), d1is timber four panel double doors; d4, d11, d12, d14 and d16 are four panel doors consistent with each other; d21 is timber four panel door but inconsistent in detail (however identical to d15); d19 is heavy timber cell door with viewing hole; d14 is raised on the wall to service the raised bench; with exception of d21all doors and windows are consistent in construction; design and architraves.
Features	decorative fireplace breast on north wall; 8 small (modern) circular pendent lights; gas heaters and piping at picture rail level; timber furniture-most built in-most consistent with other joinery; timber lobby around main entrance on east wall is consistent with other furniture.
Comments	painted back to original colours; some furniture not consistent
Condition	good condition; no obvious defects

Room:	**2** (hallway)
Walls	plaster
Floor	timber with carpet
Ceiling	plasterboard for most, arched plaster at west end
Skirtings/cornices	consistent Victorian skirtings; modern coved cornices
Openings	d2, 3, 4 and 6 are original with consistent Victorian joinery and doors; d2 is part of a Victorian door set with glazed sidelights, consistent with the rest; d7 is timber four panel door with half circular highlight over
Features	walls at the west end step in with an arched ceiling over and decorative bracket at the step; contemporary globe pendent light fitting
Comments	
Condition	no obvious defects

Room:	**3** (Clerks' Room)
Wall	plaster
Floor	timber with carpeting
Ceiling	plaster
Skirtings/Cornices	deep Victorian cornice consistent with room 4; modest Victorian skirting

Openings	two timber double hung windows consistent with most others in the building (w3 and w4); d3 and d5 are four panel timber Victorian doors with consistent detailing and architraves to most others
Features	slate fireplace surround, two cast plaster vents on east wall; one contemporary pendent globe light fitting; surface mounted electrical conduits
Comments	
Condition	damp low on the north wall; damp high on the east wall over the windows, plaster patched in the northeast corner

Room:	**4** (Magistrates' Room)
Walls	plaster
Floor	timber with carpeting
Ceiling	plaster
Skirtings/Cornices	deep Victorian cornice consistent with room 3; modest Victorian skirtings
Openings	w5 is timber double hung window consistent with most others in the building; d6 is four panel timber Victorian door with consistent detailing and architraves with the rest of the building.
Features	grained Victorian fireplace surround; picture rail over fireplace only; one cast plaster vent on west wall; one contemporary pendent light fitting; surface mounted electrical conduits
Comments	
Condition	damp low on the north wall

Room:	**5** (lobby)
Walls	plaster
Floor	masonry (concrete?) with carpeting
Ceiling	beaded boards
Skirtings/Cornices	no skirtings; simple timber moulding at ceiling
Openings	d8 and d9 are new hollow core doors; d7and d11are four panel timber Victorian doors with consistent detailing to the rest of the building; openings at d7 and d11 are chamfered plaster with no architraves
Features	one flush oyster light fitting; d8 is arched brickwork over
Comments	this appears to originally have been an external lobby with no door except for d7 and d11; may have a slate floor
Condition	considerable damp low on most walls; crack in circular brickwork over d 8

Room:	**6** (toilets)
Wall	plaster with ceramic tiles behind basin
Floor	masonry (concrete?) with ceramic tiles
Ceiling	plasterboard
Skirtings/Cornices	no skirtings; modern coved cornice
Openings	w6 and w7 are contemporary timber with glass louvers; d9 and d1O are modern hollow core doors with no architraves
Features	modern lightweight partition; ceramic wc and basin; modern oyster light fitting
Comments	a modern addition
Condition	damp low on north and west walls

Room:	**7** (Judges' Room)
Walls	plaster
Floor	timber with carpeting
Ceiling	plasterboard
Skirtings/Cornices	modest Victorian skirtings; modern coved cornices
Openings	d1O is modern hollow core door; d13 is reused four panel door in a modified window opening; d12 and d14 are four panel timber Victorian doors consistent with others in the building; d15 is a modern opening with a modern four panel Victorian reproduction door – consistent with d 21 in room 1

Features	marble fireplace surround; timber steps to reached door d14 which is raised to service the bench in room 1; modern bookshelves; one modern pendent light fitting; cast plaster vents on west wall
Comments	
Condition	no obvious or serious defects

Room:	**8** (Jury Room)
Walls	plaster
Floor	timber with carpeting
Ceiling	plasterboard
Skirtings/Cornices	modest Victorian skirtings; modern coved cornices
Openings	d15 is modern; d16and d17 are four panel timber Victorian doors consistent in detailing and architraves to the rest of the building; w8 and w29 are timber double hung Victorian windows consistent in detailing and architraves to the rest in the building
Features	timber Victorian fireplace in consistent with the others in the building; cast plaster vents on the west wall; concealed and surface mounted electrical conduits; one modern pendent light fitting; modern sink unit in southwest corner
Comments	
Condition	no obvious or serious defects

Room:	**9** (Lobby)
Walls	plaster scored with joints to appear to be stone
Floor	masonry with modern tiles; step up into room 8 with bluestone threshold
Ceiling	beaded boards
Skirtings/Cornices	no skirtings, simple timber moulding for cornice
Openings	d17 and d18 are four panel timber Victoria doors with consistent detailing to the rest of the building; the exterior of d17 and d18 do not have architraves but openings are chamfered; w10 is a simple fixed timber window
Features	one oyster light fitting
Comments	
Condition	good; no obvious or serious defects

Room:	**1O** (cell)
Walls	plaster although new (possibly part of the c.1951works)
Floor	timber with carpeting
Ceiling	modern plasterboard
Skirtings/Cornices	no skirtings; modern coved cornice
Openings	d19 is the original security door to the court room; d20 is Victorian in initial appearance but is contemporary and inconsistent in detail to the original joinery of the building
Features	
Comments	considerably altered, probably during the c.1951 works to create the adjacent offices; the original roof over was also removed
Condition	good; no obvious defects

Room:	**11,12, 13** (Offices)
Walls	plaster and plasterboard
Floor	timber floor boards with carpet
Ceiling	plasterboard
Skirtings/Cornices	stepped cornices and quad topped skirtings consistent with 1951 date
Openings	W11-2O all timber double hung windows consistent with 1951 date, d22 and 23 are hollow core with circular windows, d24 is simple glazed door all consistent with 1951 date
Features	surface mounted florescent lights, surface mounted conduits; 2 surface mounted oyster lights in room 13
Comments	this is a 1951 addition
Condition	good; damp in the ceiling and in the west wall

3.2 Architectural Comparison

The Traralgon Public Offices is one of at least 9 public offices (combinations of court houses, post office, offices, town halls, etc) constructed in the Colony of Victoria prior to 19OO. It is not the largest or the most ornate (Shepparton probably wins both).

The Traralgon Public Offices consisted of the Court House, Post Office and Receipt and Pay Office. Only the Court House and a portion of the Post Office remain and the interior of the Post Office has been altered beyond recovery. In effect, only about half of the original Traralgon Public Offices remain.

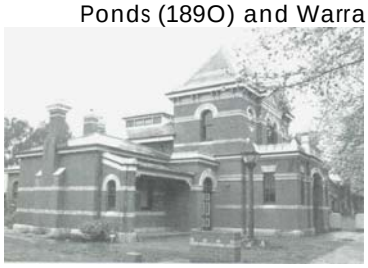
There is some inconsistency and doubt about the specific designer of the Traralgon Public Offices. Both John Thomas Kelleher and John Russel Brown are attributed with the design and both signed the drawings. A signature on the drawing however does not ascribe authorship, it could just mean approval. Bruce Trethowan in his seminal The Public Works Department of Victoria 1851-19OO appears to identify Brown worked under Kelleher on the Traralgon Public Offices as the designers.

Trethowan further states,

> " *All of Brown's buildings are heavily ornamented with iron ridge railings, finials, balustrading, and elaborate gable decorations. Usually this decorative application was highly unsuccessful and sometimes absurd…* and
> *"J.R. Brown excelled in the quest for the most ornamented house with sunshades, multi-gabled facades with decorative woodwork, Gothic roof vents and elaborate chimneys."*

Trethowan's statements would appear to solidify Brown as the designer of the highly decorative Traralgon Public Offices, even with Trethowan's critical opinion of Brown's design capability.

It is most accurate however to state that the Traralgon Public Offices were a product of the Victorian Public Works Department, rather than expressing any individual's 'style' or 'signature'. A visual comparison of other court house of the period indicates that the Traralgon Public Offices are similar in detailing and the use of almost identical design features to Benalla (1888), Berwick (1885), Camperdown (1887), Donald (1885), Moonee Ponds (189O) and Warragul (1888).



Benalla



Berwick



Camperdown



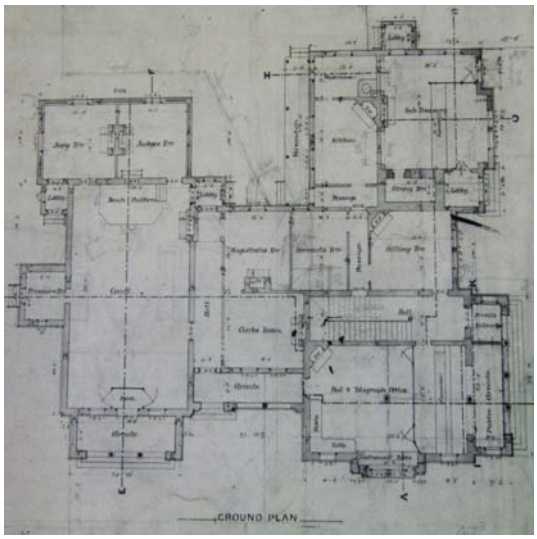
Donald



Moonee Ponds



Warragul



4.0 Cultural Value

4.1 Existing Statement of Cultural Value

The following is the existing Statement of Cultural Value from Heritage Victoria. It should be noted the statement is not in the current Heritage Victoria format and that references to 'criterion' appears to be the criteria for inclusion on the Register of the National Estate, prepared by the Australian Heritage Commission.

> *The Post Office and Court House is a major 19th century building in Traralgon located on a key site and retaining most of its original architectural details. It is of regional historic significance as a symbol of Traralgon's development and importance as a regional centre for communications and civic administration. Architecturally it is of national significance as an example of a building complex with substantially intact features which demonstrate a variety of Victorian medieval and classical ideas combined in the one building."*

4.2 Heritage Victoria Criteria

Subsequent to the listing of the Traralgon Court House and Post Office by Heritage Victoria, that organisation developed the following Criteria for Assessment of Cultural Heritage Significance.

The author has prepared the following comments against these criteria in order to update and clarify the cultural value of the Court House (and Post Office).

Criterion A	The historical importance, association with or relationship to Victoria's history of the place or object
	The Traralgon Public Offices is reflective of the settlement of Victoria generally and the establishment of government services in new or established townships.
Criterion B	The importance of a place or object in demonstrating rarity or uniqueness.
	The Traralgon Public Offices are an unusual, although not unique, example of several public offices being combined into a single building. Refer to the discussion in Criterion E below.
Criterion C	The place or object's potential to educated, illustrate or provide further scientific investigation in relation to Victoria's cultural heritage.
	The Traralgon Public Offices do not have any scientific potential worthy of illustration or investigation.
Criterion D	The importance of a place or object in exhibiting the principal characterises or the representative nature of a place or object as part of a class or type of places or objects.
Criterion E	The importance of the place of object in exhibiting good design or aesthetic characteristics and/or in exhibiting a richness, diversity or unusual integration of features.

The combined Traralgon Public Offices were a notable achievement in the design of government buildings. While not unique, the combination of three government functions into one building resulted in a striking composition. The original building was not so much a single composition though, as three different (but similar) building butted together. Other combined offices such as Alexandra, Clunes, North Melbourne and Heathcote are more clearly designed as a contiguous composition.

The architectural expression of the remaining portions of the Traralgon Public Offices is not clearly attributable to a single government architect. The building is attributed in various sources to JT Kelleher and JR Brown but is also strikingly similar to court houses designed by SE Brindley and JBH Austin. The architectural expression of the Public Offices is that of the public service, not that of an individual architect.

While the architectural expression of the Traralgon Public Offices is unique, it is embellished by standard architectural details from other government buildings. The truncated columns, parapet balustrade, brick arches and roof top lacework are all typical elements from other similar court houses. It is difficult to state this building's composition is of greater merit than other court houses and/or combined government buildings.

The combination of those architectural elements however creates a wonderful traditional building occupying an important corner location in Traralgon. It is possibly the location which most strikingly sets off the 'interesting' architectural expression.

Criterion F	The importance of the place or object in demonstrating or being associated with scientific or technical innovations or achievements.

The Traralgon Public Offices do not demonstrate any scientific or technical innovations or achievements.

Criterion G	The importance of the place or object in demonstrating social or cultural associations.

Like most other townships in Victoria, the erection of the government offices in Traralgon was a demonstration or reinforcement of importance. Government services such as courts, post offices, railways stations, etc were a commitment by the Colonial government to Traralgon's future, although compared to many other Victorian communities that commitment was rather late. Over time Traralgon was eclipsed with Sale becoming the judicial centre for Gippsland with its larger court buildings and its seat of the Supreme Court.

The Court House at Traralgon was a Court of Petty Sessions. The types of cases which were heard charges such as drunkenness, street offences, minor assaults and breaches of by-laws. The proceedings in the Court House were not necessarily reflective of its architectural achievement.

Likewise, the desertion of the Court House was a demonstration of evolution/rationalisation of government services over a larger geographic area.

Criterion H	Any other matters which the Council considers relevant to the determination of cultural heritage significance.

It is important to note the relative integrity of the original Public Offices has been severely compromised by the demolition of the original Receipt and Pay Office and the alterations to the interior and exterior of the Post Office.

4.3 Updated Statement of Cultural Value

The following uses the current Heritage Victoria format.

4.3.1 What is significant?

The remaining portions of the original 1886 Traralgon Public Offices are of heritage value-essentially the Court House and Post Office. The later 195Os and 196Os additions are not considered to be of value, nor the now demolished Pay and Receipt Office.

4.3.2 How is it significant?

The Traralgon Public Offices are of historical and aesthetic value.

4.3.3 Why is it significant?

The Traralgon Public Offices is an important statement of the history, growth and development of Traralgon in the late 19th century.

The Traralgon Public Offices are significant as scarce example of a Victorian Public Works Department building combining several 'offices'. The striking composition is highly decorated, although it lacks a strong design continuity expressed in other combined buildings. Its significance is compromised by the previous demolition of the original third 'office', leaving the court house and post office.

The Traralgon Public Offices are important traditional visual elements in the centre of Traralgon. Their visual importance complements and reinforces their statement as historical elements.

The Traralgon Court House demonstrates a higher level of internal integrity than the adjacent Post Office which has lost all internal integrity.

4.4 Hierarchy of Court House Physical Components

The following is a hierarchy of the relative degree of contribution of the components to the cultural values of the Traralgon Public Offices. The hierarchy recognises Article 5.2 of the Australia ICOMOS *Burra Charter* which states, "*Relative degrees of cultural value may lead to different conservation actions at a place*"

4.4.1 Primary Contribution

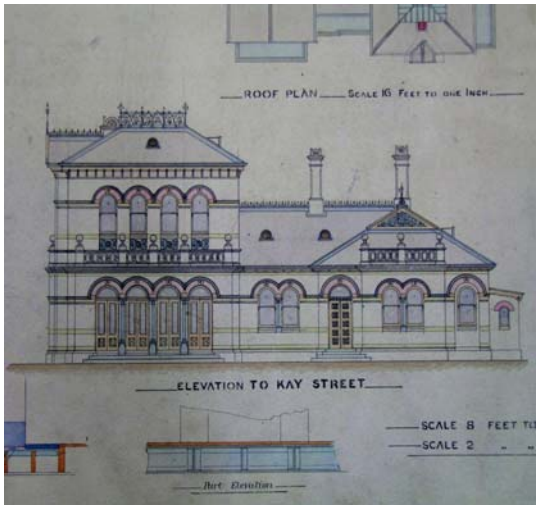
- the whole of the tower, roofs and all first floor elevations of the Post Office;
- the north, east and south elevations ground floor fabric of the Post Office which face or can be seen from Kay and Franklin Streets;
- the whole of the Court House fabric which face or can be seen from Kay Street;
- the taller north, east and south elevations (enclosing the court room);
- the east elevation of the single storey connection between the court room and the Post Office (enclosing rooms 2, 3 and 4);
- the gable slate roof (over the court room);
- the eastern portion of the gable corrugated iron roof facing Franklin Street (over rooms 2 and 3)
- the single storey porches of the Court House on Franklin Street;
- all fireplaces;
- room 1and its ceiling in particular

4.4.2 Secondary Contribution

- remnant internal fabric of the Post Office which may date from pre-WWI;
- the external fabric of the west (taller) elevation of the Court House;
- the external fabric of the lower portion of south (taller) wall of the Court House;
- the remaining external fabric of the former cell (room 1O);
- the external and internal fabric of the rear rooms of the Court House (enclosing room 4, 5, 7, 8 and 9);
- the slate and corrugated iron roofs over rear rooms (over 2, 4, 5, 7 and 8);
- joinery and court related furniture in the Court Room;
- rooms 2, 3, 4, 5, 7, 9, 9and 1O.

4.4.3 No Contribution

- all fences, paving or landscaping on the Public Offices site;
- the external and internal fabric of 196Os brick addition to the Post Office (on Kay Street and the laneway);
- the modern canopy, steps/ramp and doors at the entry to the Post Office;
- the internal fabric and fit-out of the Post Office;
- the brick toilets and brick garage behind the Court House on the laneway;
- the whole of the toilet addition at the rear of the Court House (room 6);
- the external and internal fabric of the office addition at the side of the Court House (rooms 11, 12, and 13);
- the void at the rear (west) and side (south) of the Court House;
- rooms 6, 11, 12 and 13.



5.O Conservation Policy

5.1 Conservation and Management

5.1.1 The Traralgon Public Offices must be managed to conserve its relative cultural values for the benefit of future generations.

Rationale: The Traralgon Public Offices (Court House and Post Office) are part of Traralgon's cultural heritage and identity. The Public Offices provide residents and visitors with a tangible expression of Traralgon's history and landscape. The Public Offices are historical records and must be conserved for present and future generations.

5.1.2 The Traralgon Public Offices should be managed cooperatively, to ensure actions by individual 'managers/owners' do not compromise the cultural values of the total.

Rationale: While the Court House and the Post Office are now under separate ownership, their cultural value is as a whole. Each manager/owner should be aware of their responsibilities to the other and to conserving the cultural values of the whole – the Public Offices.

If at all possible this cooperation should be instinctive, but a formal agreement would also be appropriate. The statutory listing of the Pubic Offices on the Victorian Heritage Register should provide another opportunity to coordinate actions.

5.1.3 The Traralgon Public Offices should be managed to facilitate their conservation-by-use and to facilitate wherever possible an ongoing and sustainable use(s).

Rationale: The Traralgon Public Offices were built to accommodate functions and activities. While in the case of the former Court House, that activity has changed, the inherent role of any building is to accommodate activities. While the Public Offices are of cultural value, this should not deprive them of their inherent role.

In maintaining an ongoing use, the Traralgon Public Offices (and Court House and Post Office individually) continues to contribute to the community and justify its ongoing maintenance. Wherever possible, uses should be public, ongoing and sustainable.

While original functions are preferable, they are not mandatory. During their lifetime as a court house and post office respectively, the two buildings which make up the Traralgon Public Offices have been altered to accommodate changes in their activities. Change is inevitable in the ongoing use of the buildings and as such does not pose a threat to the conservation of the Public Offices.

5.1.4 Traralgon Public Offices should, wherever possible, be provided with, and/or allowed to generate, sufficient financial resources to facilitate its ongoing conservation and maintenance.

Rationale: The maintenance and improvement of the Traralgon Public Offices will require a financial commitment by the managers/owners. In return, and to complement this commitment, the buildings which make up the Public Offices should be provided with, and/or allowed to generate an income to support that commitment on an ongoing basis.

In the June 2OO3 Heritage Council of Victoria's A Review of Heritage Place Management in Victoria, it was noted, "*The sustainability of most heritage e places relies on...a usage plan that can both recover the costs of operation and contribute to the ongoing cost of maintenance.*"

While full 'cost recovery' may not be possible, a contribution towards costs is possible, even in terms of a public or community uses. A degree of creativity and innovation may be required to realise this policy, but will be well worthwhile in the long term.

5.2 Site

5.2.1 The site of the Traralgon Public Offices need not be literally 'restored' to a specific, previous state or period, but should concentrate on maintaining and enhancing the visual dominance of the Offices in their environs.

Rationale: As noted previously, the integrity of the Public Offices as a whole has already been compromised by the demolition of the (little appreciated) third part of the Offices – the Pay and Receipt Office which faced Kay Street. The literal 'restoration' of the former Public Offices site is therefore not possible, and certainly not required.

While regrettable with hindsight, its replacement building does not distract from the appreciation of the remaining Court House and Post Office. Further works and proposals should seek to maintain the visual dominance of the two buildings in their important location at the junction of Kay and Franklin Streets and Post Office Place.

5.2.2 The undeveloped portion of the site adjacent to the Traralgon Court House may be utilised in terms of use and community amenity to complement and support a sustainable future for the Court House.

Rationale: The portion of land immediately south of the Court House has never been developed and only partially occupies later by the present, unfortunate, 195Os addition. The retention of this addition is not required.

This land provides a unique opportunity in central Traralgon for open space and/or accommodation to complement and support the use of the Court House. The options may include landscaping and/or buildings.

5.3 Exterior

5.3.1 The exterior of the Traralgon Public Offices need not be literally 'restored' back to a specific previous state or period.

Rationale: Restoration is used in the context of a house-museum. While the Court House is relatively intact, the Post Office has been altered over time at ground level, although not to the extent where its public contribution to its environs is negated.

5.3.2 The exterior of the Traralgon Public Offices (particularly as seen from the public domain) should be conserved to retain and enhance their traditional qualities and fabric.

Rationale: The visual appreciation of the Court House and Post Office, and specifically their architectural qualities and embellishments should be the main concern of external conservation actions. Those areas with limited visual access should have a corresponding level of concern.

While the Court House has a higher external (and internal) integrity than the Post Office, their conservation as an entity should be

paramount – in terms of colour, detailing, new works, signage and landscaping.

As opportunities present themselves, the reversal or mitigation of less sensitive works to the Post Office should be facilitated. Again this does not imply a return of the building to a specific previous appearance, but it does embrace more respectful design endeavours to maximise the appreciation of the Public Offices as an entity. The present canopy and entrance steps/ramps at the Post Office, and the street furniture/signs at the same entrance are cases in point.

5.4 Interior

5.4.1 The interior of the Traralgon Public Offices need not be literally 'restored' back to a specific previous state or period.

Rationale: This statement is in the context of creating house-museums of the Court House and/or Post Office.

Where traditional features remain in either building, they should be retained and conserved, with adaptation to accommodate an ongoing, sustainable function.

5.4.2 The interiors of the Court House and the Post Office should be conserved with an appreciation of the relative integrity of each.

Rationale: The Post Office has little or no internal integrity and the degree of constraints should be corresponding.

The Court House has a higher level of integrity, and accordingly should be more sensitive in its conservation and adaptation. This does not imply that adaptation and change is prohibited.

5.5 Interpretation

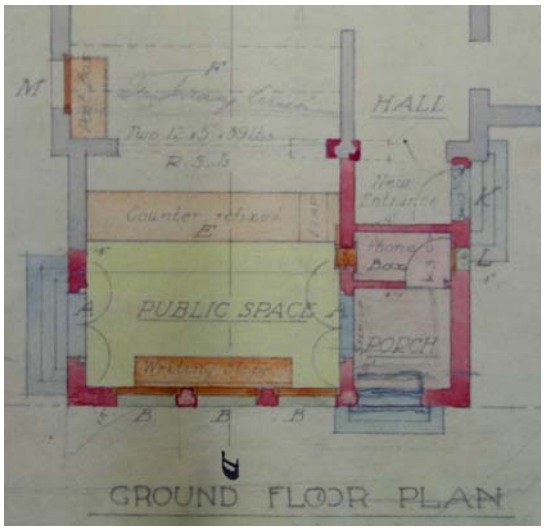
5.5.1 The cultural values of the Traralgon Public Offices should be celebrated and transmitted to the public in an appropriate manner.

Rationale: As iterated several time above, the literal 'restoration' of the Public Offices in the context of a house-museum is not required. Likewise, the interpretation of the cultural values of the Offices does not require the traditional house-museum approach.

The interpretation of the Court House in particular does not imply the presentation of how a court functioned – to the exclusion of a new use.

The continued use of the Court House and the Post Office for public functions provides an opportunity for the wider community to experience their architectural qualities, without having to resort to a house-museum. The continued public use of the Court House is a subtle form of interpretation.

Interpretation can take on a variety of forms but successful interpretation requires creativity and innovation. The interpretation of the Public Offices may change and/or evolve over time.



6.O Conservation Action

6.1 Maintenance Priorities (Court House)

6.1.1 Urgent Works

Note: The following costs are indicative only and are not based upon quotes.

a. Slate Roof, $8,5OO±

- The existing slate roof must be pressure cleaned to remove the existing moss and growths.
- Care must be exercised to prevent damage to the slates.
- Some slate replacement should be anticipated (5%)
- The existing cast iron ridge decoration should be painted.

b. Rainwater Goods, $12,5OO±

- All existing flashings must be inspected following the above cleaning and replaced as existing, as required (3O%)
- The existing cast iron gutters should be removed, labelled and stored for possible future conservation.
- The existing cast iron downpipes should be disconnected from the gutters and capped within the eaves soffit. The cast iron downpipes should be retained for appearances only – brushed, rust treated and painted.
- The above guttering should be replaced with colourbond finished galvanised guttering of the same Ogee profile (possible larger profile).
- Install new circular galvanised downpipes to the new gutters, exposed for easy cleaning, at the rear of the main court room roof and less exposed areas elsewhere.
- This project need not restrict the new downpipes to the existing locations. Efficiency and visibility are the two priorities. This will require some below ground drainage to stormwater lines as well.

c. Flashings and drainage with Post Office, $1O,OOO±

- There is evidence of damp on the shared wall with the Post Office.
- All flashing with the Post Office should be replaced as existing.
- The existing drainage of rainwater on the shared wall will require review and resolution to address damp, particularly under the floor of rooms 3 and 4.
- Cast iron downpipes from the Post Office roof, which run inside or on the walls of the Court House and then under the Court House should be disconnected and re-routed/replaced in galvanised iron where exposed and plastic where concealed.
- The a portion of the floorboards in rooms 3 and 4 should be removed and replaced with screwed water proof sheet flooring to create a 6OOmm wide access panel to assist in the above drainage works and future inspection.

d. Joinery Repairs, $12,OOO±

- The existing doors and windows all require maintenance, including:
  - scraping of loose paint;
  - replacement of deteriorated elements (15%);

- operating portions made operable again (including weights in double hung windows;
- repainting.

- All external doors should be keyed alike
- The existing bargeboards, eaves and associated decorative timber joinery requires maintenance including:
  - scraping of loose paint;
  - replacement of deteriorated elements (25%);
  - repainting.

6.1.2 Maintenance Plan

The Court House must be included in the Latrobe City Council building maintenance program.

This program should include:

- Inspecting and cleaning gutters and downpipes once a year
- Painting external timber joiner
- Monitoring of damp on the high level walls of room 1 and the walls adjoining the Post Office

6.2 Conservation Guidelines

6.2.1 General

a. Wherever possible, works should not involve:
   - changes to significant fabric as note below;
   - changes which have an adverse impact upon the appreciation of the heritage values of the group and building; and
   - changes which are reversible.

b. Wherever possible, materials and features should be repaired rather than replaced.

c. The development of proposals and the implementation of works should involve the input from an experienced heritage practitioner.

d. The introduction of sustainable 'green' technologies and opportunities should be encouraged but accommodated in such as manner as to minimise possible visual disruption to the appreciation of the building.

e. Appropriate building acts and regulations must be complied with, but in such a manner as to minimise potential disruption to the fabric and appreciation of the Court House. It may be possible to apply for dispensation on the basis of the cultural values of the building, but every attempt should be made to comply.

f. Works to the Traralgon Court House and Post Office require a permit from Heritage Victoria – refer to www.heritage.vic.gov.au/permits. Reference should be made to this document and how the proposed works comply with it.

g. Variations to the following parameters may be considered but not on the basis of expediency. Proposed variations must demonstrate a tangible benefit to the sustainable conservation the building and/or a particularly creative or innovative approach to its regeneration.

h. The retention of the Traralgon Court House in State Government ownership is not required to conserve its cultural values. The transfer of the building to local government ownership is appropriate and will not compromise its cultural values. Any change of ownership should be dependent upon a direct benefit to the conservation/maintenance of the building.

i. The consolidation of the ownership with the Post Office into one entity is encouraged but not mandatory.

j. New works/construction and/or features at the Court House (and Post Office) should:
   - facilitate the viable and active use of the building, and/or indirectly support its conservation and ongoing maintenance;
   - retain as much of the important fabric, as noted in this document, as possible;
   - allow for the visual appreciation of the Court House;
   - be appreciable as contemporary additions/alterations;
   - conceal services wherever possible;

- avoid imitations of traditional buildings/features/designs which never existed at the Property;
- utilise creativity and innovation in use and design.

k. In terms of the Pubic Offices site - Court House and Post Office;

- only those two 1886 buildings are of value. The other buildings may be removed, retained and/or altered;
- the reinstatement of Pay and Receipts Office or any picket fences is not required;
- The retention of the 1968 post office additions (along Kay Street and the laneway) is not required to conserve the cultural values of the Offices. Any replacement or alterations should not exceed the current building envelope and should be visually treated to be recessive and understated (in particular colours) in comparison to the 1886 building.
- alterations/additions must not visually intrude upon, or impede, the appreciation of the Court House or Post Office, including signage.
- The enhancement of the Franklin Street frontage of the Court House (and Post Office) is encouraged, particularly to remove visual intrusions and complement the traditional character of the two buildings.
- The enhancement and use of the open space immediately south of the Court House to complement the Court House and facilitate its ongoing use is encouraged. This enhancement may include landscaping, free standing structures and possibly structures abutting the Court House. The incorporation of this area with enhancements in front of the Court House (and Post Office) is strongly encouraged. Landscaping and structures should be contemporary and creative, but should not visually compete with the Court House.

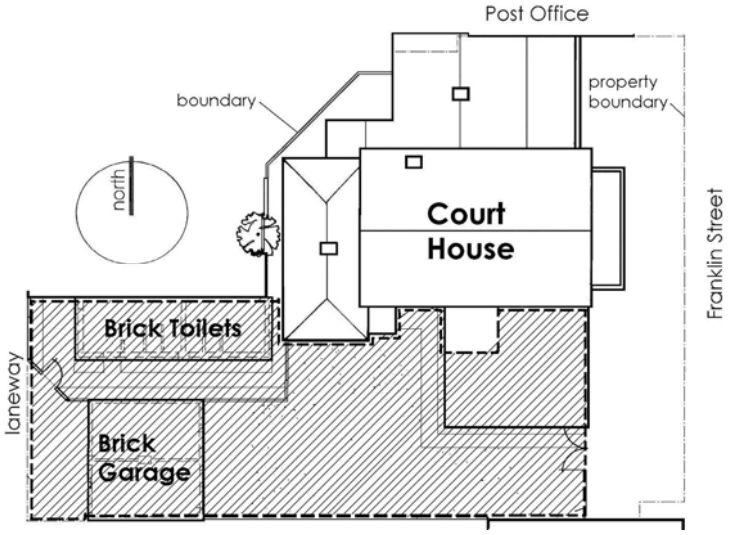


Figure 6.1 The hatched area is available for expansion, e.g. building(s), landscaping, etc

6.2.2 Court House

a. External

- The literal restoration of the Court House back to a specific period or previous appearance is not required.
- However, the conservation of the Post Office should include the retention of its 1886 fabric and the restoration of its Primary physical components – refer to 4.4.1, page 26.
- The conservation of the building should also include the restoration/adaptation of its Secondary physical components – refer to 4.4.2, page 26.
- The existing colour scheme of the Court House should be retained and its application/coordination to the adjacent Post Office should be encouraged.
- The retention of the 1951additions to the Court House (rooms 11, 12 and 13) is not required to conserve the cultural values of the Offices. Likewise the retention of the toilet addition at the rear of the building (room 6) is not required.

- Alterations/additions, as required to provide a viable and sustainable ongoing use, should be restricted to the less visible portions of the building – those Secondary physical components identified in 4.4.2, page 26.
- Where alterations/additions are required in the areas of Primary physical components special care is necessary to minimise physical and visual intrusion.
- The sensitive alteration of the original gutters and downpipes to improve drainage and maintenance is appropriate. The existing 'rear entry' downpipes as well as their cast iron fabric, has failed and in the case of the main roof, it too awkward to maintain. The use of painted/prefinished galvanised iron for the gutters and downpipes and the use of 'exposed' eaves downpipes is appropriate. The cast iron gutters should be labelled and stored, but wherever possible the cast iron downpipes should be retained insitu, but sealed.
- The slate roof, ridge decoration, eaves decoration and the decorated gable of the main roof must be retained. The reinstatement of slate to the smaller roof between the main roof and the Post Office is encourage (with lead vents) but is not mandatory.
- The reinstatement of the slate roof over the cell (room 1O), should the opportunity present itself, is encouraged but not mandatory. Likewise, the reinstatement of the exposed brick finishes where rooms 11-13 currently abut the Court House. Is encouraged should the opportunity present itself.
- Wherever possible, hard paving should be separated from the original brick walls (except at thresholds) by a 6OOmm gravel strip to allow the walls to 'breathe'.
- Electrical conduits and redundant wiring/pipes should be removed.

b. Internal

- The literal restoration of the Court house interior back to a specific period or previous appearance is not required.
- However, the conservation of the building should include the restoration of the 'shell' of the court room (room 1), with adaptation to accommodate a viable and sustainable ongoing function.
- The conservation of the building should also include the adaptation of the Secondary rooms, with elements of restoration as required in 'public' rooms.
- The existing colour scheme of the court room (room 1) should be retained. The extension of this scheme into Secondary rooms, where a 'public' function is accommodated.
- The Court Room (room 1) is the pre-eminent room in the building in terms of importance and care for its appearance. This does not prevent adaptation, but places a greater emphasis on reversibility and care than the other rooms of the court house. The major original built-in features such as the fireplace, ceiling, doors, windows and joinery should be retained intact.
- The judicial fit-outs (bar, bench, witness box, etc) would preferably be retained intact, however it is recognised this may prohibit or compromise the building's sustainable future use. Their modification, to facilitate a use and minimise their obstruction, may be considered where:
  - it is recorded, dismantled and the unused portions labelled and stored;
  - the original item is retrievable at a future date;
  - the modification retains the majority of the item intact;
  - the item remains within the building and/or extension of the building.
- In the Secondary rooms;
  - the same level of reversibility and care is not required;
  - chimney breasts e retained and the retention of the surrounds is encouraged. These may however be enclosed to prevent disturbance or dismantled and stored in the building;
  - original cornices and joinery should be retained.
- New alterations/additions to accommodate a new function should not imitate original features and should be contemporary and creative. Creativity may also include the sensitive adaptation of court room furniture to accommodate a new role.

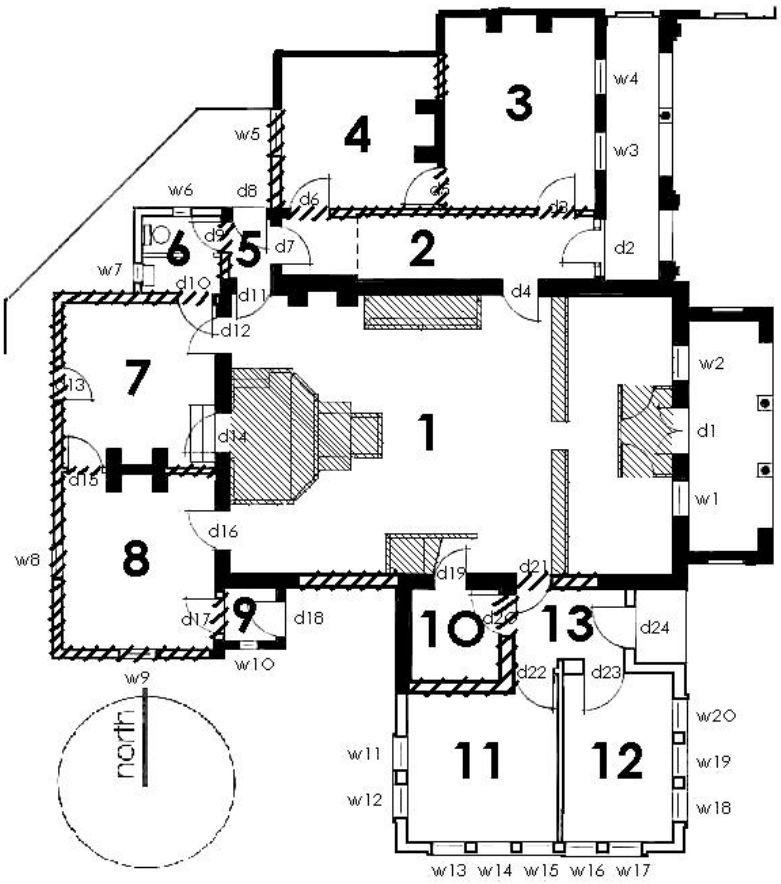


Figure 6.2 Court House Guidelines

- solid walls are Primary components and must be retained intact
- hatched walls and features are Secondary Components and must be retained but may be altered
- open walls may be retained, removed or altered
- room 1, the court room, is the most sensitive in terms of alterations

6.2.3 Post Office (indicative)

a. External

- The literal restoration of the Post Office back to a specific period of time or previous appearance is not required.
- However, the conservation of the Post Office should include the retention of its remaining1886 fabric and the restoration of its Primary physical components – refer to Figure 6.3.
- The conservation of the building's exterior should also acknowledge the multiple alterations to the window/door openings over time, and consider their further alteration, within the existing openings.
- The further alteration/enhancement of door d25 is encouraged, along with a potential alteration/enhancement of the adjacent entry canopy.
- The alteration/redesign of the existing entry canopy of the Post Office is encouraged to minimise the visual disruption of the existing entry to the appreciation of the building as a whole. This should include and be co-ordinated with the ramp and steps access and the letter boxes as required. The relocation of the entry to the Post Office back to Kay Street is acceptable but not mandatory.
- The existing colour scheme of the Court House should be retained.
- The slate roof, cast iron ridge capping and clock tower must be retained. The replacement of the cast iron ridge decoration may consider a more durable metal such as aluminium.
- Cast iron gutters and downpipes should be replaced with appropriate sheet metal alternatives to the same profiles and diameters. Care must be taken to use mutually compatible metals with other metals on the roof (flashings, etc). Refer to comments under 6.6.1b and 6.6.2a.

b. Internal

- The interior of the Post Office has been altered almost continuously over the past 1OO years. The interior of the public postal chamber was inspected but nothing of any traditional architectural merit was noted to require conservation.
- It is encouraged that any proposed works to the interior of the Post Office should not have any adverse impacts upon the exterior appreciation of the Post Office.
- It is encouraged that any proposed works to the interior of the Post Office are referred to the Latrobe City Council for comment and consideration.

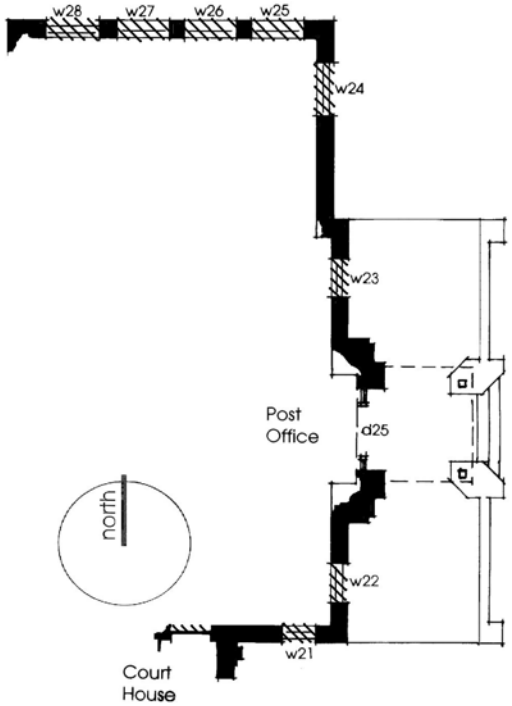


Figure 6.3 Post Office Guidelines

- solid walls are Primary components and must be retained intact
- hatched walls and features are secondary components and must be retained but may be altered
- open walls may be retained, removed or altered
- there should be no restrictions internally in the Post Office

6.3 Indicative Concept

6.3.1 Introduction

On 11 March 2OO9, the author met with community groups and individuals and available members of the Council to discuss the future of the Court House. A number of views were expressed but there was a surprising degree of continuity and commonality.

There was a general concern about the alienation of the Court House from the community. Rumours regarding its use as a restaurant, café, bottle shop, etc had caused those concerns. A Council officer clarified the Council has never sought expressions of interest in the building. It was acknowledged that while informal proposals from individuals had been received by the Council, they were not solicited nor endorsed.

The public view on the building was very much a community facility for the purpose of community meetings, exhibitions, forums and celebrations. I would be a facility used by a variety of community groups but not dedicated or managed by any one. Management would be through the Council.

It was noted the Council was currently investigating the feasibility of a Latrobe City Performing Arts and Convention Centre and this the Court House could accommodate some of the requirements. It was also suggested a portion of the Court House could accommodate a visitor/resident's information centre.

There was discussion over the use of adjacent land immediately south of the Court House and it was agreed it had to potential to complement and support Court House in this community role. It was also discussed that, in part, this land could be used to accommodate a café or similar, which would generate a revenue stream to financially support the maintenance of the Court House as well as provide a catering opportunity for functions in the Court House.

The nature of the meetings was not to determine a specific use or brief but rather to inform the following Indicative Concept.

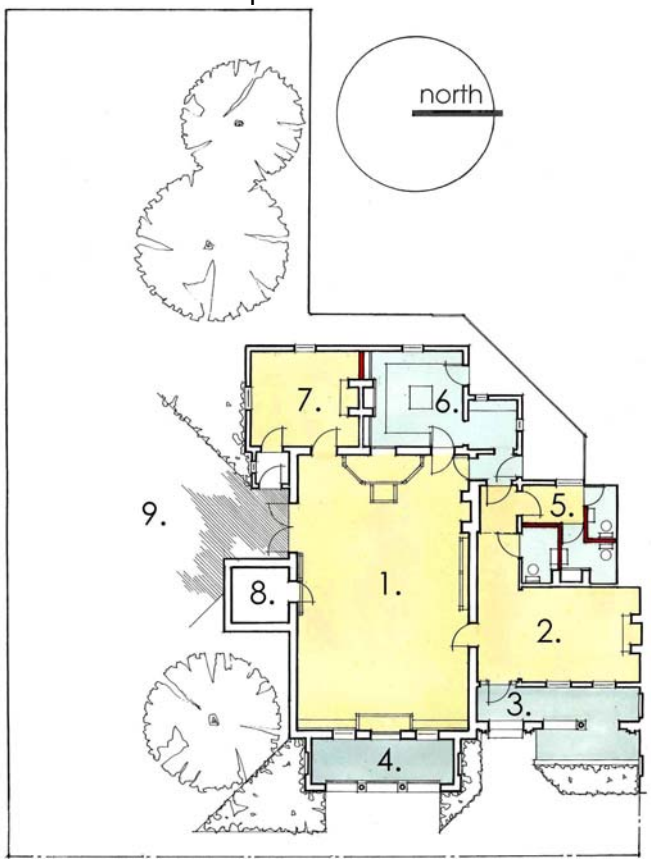
6.3.2 Indicative Brief

For the purpose of the following Concept, the following points are used as an Indicative Brief.

A Community Facility

- used by a variety of groups, not a permanent venue for any one group
- used for meetings, forums, exhibitions and celebrations
- used only for short periods and booked/coordinated through the Council
- with disabled access
- with toilet facilities, preferably internal
- with tea/kitchen facilities, not for cooking but just preparation and serving
- with some form of heritage interpretation

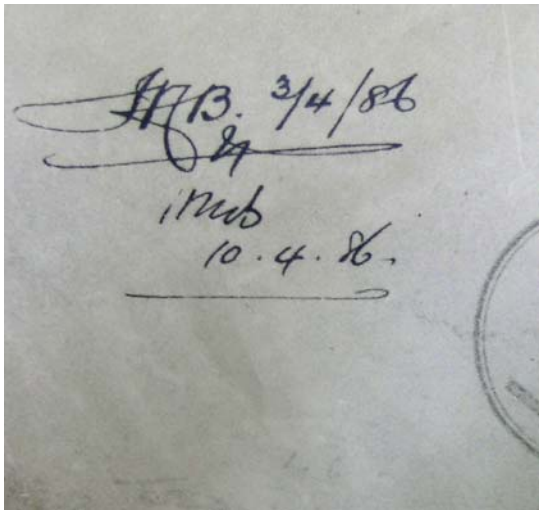
6.3.3 Indicative Concept



1. Venue
   - restore the shell of the court room
   - court furniture modified to maximise space
   - 12 volt 'cable' lighting
   - carpeting
   - audio-visual equipment
   - remote blinds over highlight windows
   - new glazed doors in wall to courtyard
2. Reception/Office
   - corridor wall removed
   - restore the shell of the room
   - carpeting
   - new counter
   - 12 volt downlights
3. `Main Entry
   - create a disabled ramp
   - porch floor raised flush with interior
   - 12 volt down lights
4. Historical Display
   - modern glazing behind columns
   - contemporary display and lighting
   - 24 hour visual access

Figure 6.4 Indicative Concept Plan and Notes

5. New Amenities
   - 1-disabled toilet
   - 2-unisex toilets
6. Kitchen/Serving
   - new external door
   - 'behind-the-scenes' access
   - new counters
   - no cooking facilities
7. Ancillary Room
   - forum breakout space
   - access outside
   - possible storage cupboards
8. Store
   - for dismantled/altered court furniture
9. Courtyard
   - remove existing garage and toilets
   - breakout space for Venue
   - public access
   - future contemporary landscaping



7.0 Appendices

7.1 Bibliography

- Australian Archives, Series B3712, Drawer 43 Folder 4, Barcode 1O513OO9
- Department of Sustainability and Environment, Files:
- Dispensing Justice, An Historical Survey of the Theme of Justice in Victoria, Helen Doyle, DSE, 2OOO
- From Squatter's Hut to City: Traralgon 184O-1976, Jean Court and Bert Thompson, Back to Traralgon Festival Committee, Traralgon,1976
- Historic Court Houses of Victoria, Michael Challinger, Palisade Press, Ringwood, 2OO1
- The Public Works Department of Victoria, An Architectural History, Bruce Threthowan, University of Melbourne, Melbourne, 1975
- Traralgon, A Tableau Through Time, Traralgon and District Historical Society, Traralgon,1985
- Traralgon Court House, Existing Conditions Report by Anne Napier, June 2OO1
- Traralgon Historical Society, http://www.traralgonhistory.asn.au
- Victorian Heritage Database Online, http://vhd.heritage.victoria.vic.gov.au/vhd/heritagevic

7.2 Limitations on this Investigation

In proposing this document to the Latrobe City Council, the author identified the following proposals which were accepted by the City.

"*1.4.1 Outline/Table of Contents*

I propose the following outline/table of contents for the Conservation Management Plan (CMP) for the Traralgon Court House. It is a modified version of the Heritage Victoria outline.

It also follows the outline recommended by Dr. James Kerr in his seminal publication The Conservation Plan with two major divisions – The Analysis (why is it significant) and The Plan (what do you do with it).

1.4.2 Notes

The Court House is part of the single Court House/Post Office building. While their ownership is now separate, their heritage value is common. In my CMP I will include – for reference - the exterior of the original portion Post Office in the 5.0 Conservation Policies and the 6.2 Conservation Guidelines to facilitate a degree of continuity.

The cultural values of the Court House are essentially self-evident and have already been enunciated by Heritage Victoria (however briefly). In section 4.3, I will however provide a brief discussion of the Court House against the criteria used by Heritage Victoria. I will also provide an 'updated' statement of the cultural values for the Court House in section 4.4.

As noted previously, my CMP will focus on its practical application by the Council towards guiding and assessing future use proposals. That application will concentrate on ***The Plan*** *portion of the outline/table of contents. Sections 5.0 Conservation Policy and 6.o Conservation Actions will be heart of my CMP.*

By default, this means I will give relatively minimal emphasis on further historical research and the assessment of its cultural values in 2.1.

Section 5.0 Conservation Policy, will provide statements to give strategic and philosophical direction for both building and management issues. Each policy will have a 'rationale' to explain its application. Refer to the following extracts from my CMP for the Town Hall at Echuca.

Section 6.0 Conservation Actions will provide detailed statements regarding the conservation, restoration and adaptation of the physical fabric of the site and building. It will identify, through plans and statements, the hierarchy of areas and built-elements and then corresponding actions to ensure the most valuable are retained. It will also identify the areas and built-elements where there are opportunities. Refer to the following extracts from the Echuca CMP.

In section 7.2 I will include an Indicative Concept(s) Plan for the Court House to stimulate thinking towards its active future use.

1.4.3 Outputs

I propose an initial visit to Traralgon to:

- *document the building (photographs, plan drawings, schedules)*
- *meet with yourself and stakeholders/potential users*
- *inspect DSE files*
- *visit similar court houses in the area*

I propose a second visit to Traralgon to:

- *confirm building documentation*
- *meet with yourself regarding progress]*
- *assist yourself with a public meeting with a presentation of my findings to date and another presentation outlining contemporary approaches to historic buildings in Australia and overseas.*

I propose to provide one electronic and two hard copies of the draft and final document to the Latrobe City Council, one of the final hard copies will be unbound."

7.3 DSE Historic Places Data Sheet

COURT HOUSE BUILDINGS INVENTORY (HISTORIC PLACES - DSE
COURT HOUSE BUILDINGS AND SITES DATASHEET

NAME: **Traralgon Court House and Post Office** **Inventory ID:** Traralgon

LOCATION:

Street: Franklin St, cnr Kay St **Location:** Traralgon

Location details:

Municipality: La Trobe Shire **DSE Area:** Gippsland

LAND STATUS AND MANAGEMENT:

Land status: Crown reserve **Reserve:** Traralgon Court House Reserve

LIMS parcel: P261273 **Crown allotments** CA 1D of 2

Parish: Traralgon (P), (T) **Rs/file no:** 1506737 **Area (ha):**

Reserve purpose: Public buildings

Reserve date: 1992 **Gazette page:** 2663 **Reserve type:** [T] i.e. P = Permanent T = Temporary

Owners 700

Owner details: La Trobe Shire

DESCRIPTION:

Extant?: [Y] **Current use:** Community use - still Court hearings?

Level of court: Magistrates Court

Description:

Substantial building complex built to contain the post office, court house and sub-treasury. Dichromatic brickwork (red and cream brick) in the Federation romanesque style with typically rich detailing. While built as a unified structure, the post office and court house are distinct elements linked together by the magistrates rooms. Part of the Kay street facade has been demolished and rebuilt in a similar form, changing the original entrance to post office. A flat roofed section has been added to the southern end of the court house. Other alterations include the addition of a ramp, modern porch and new entry to the post office. The complex originally contained a residence to the rear which has since been demolished. The post office is centrally massed, two storey with a square clock tower. Arched windows and arcade is a feature.

Type code: 6.10.1 **Type:** Victorian Free Classical c.1840-1890 Later. Projected Entry. Arcade. Gabled Roof. 1879-90

Type change: -

Date: 1886 **Architect(s):** J.R. Brown or J.T. Kelleher. Hermes database states John Russell Brown

Building contracts: N. W. Frogley

Materials: Brick **Original furnishings?:** [Y] **Rooms:**

Condition/integrity: Good

Group status: C **Associated buildings:** Post Office

Traralgon Court House and Post Office Court House Buildings datasheet (Historic Places Section, DSE) 16/10/2008 1

Comparability:

History:

Designed for the Public Works Department by either J.R. Brown or J.T. Kelleher in 1885. It cost £5265 to build. Closed as a court in 1989.

Themes: Providing administrative structures and authorities - justice

Information source(s):

Court Houses in Victoria: a survey, 1991, Diahnn McIntosh, Frances O'Neill; HV Hermes Inventory: Master Plan for future provision of Law Courts In Victoria Report Sept 1989: Stage 3 Non-metropolitan Evaluation for Court Facilities in Country Victoria Volume 5.

HERITAGE SIGNIFICANCE AND PROTECTION:

IS THE BUILDING LISTED ON A HERITAGE REGISTER OR ARE THERE OTHER PROTECTIVE MEASURES?:

[Y] **National Heritage List** [ ] **Commonwealth Heritage List?**

[Y] **Register of the National Estate (RNE)**

RNE legal status: Registered **RNE ref:** 2/10/275/0003

[Y] **Victorian Heritage Register (VHR)** **VHR listing ref:** H1488

[ ] **Heritage Inventory (Heritage Victoria)** **Heritage Inventory ref:**

Planning Scheme: Heritage Overlay: HO4

[Y] **National Trust**

Statement of significance:

GBR 368 - Transferred to VHR 1488 - 23/05/1998

Victorian Heritage Register:
All of the place known as Traralgon Court House 161-169 Franklin Street Traralgon.
The Post Office and Court House is a major 19th century building in Traralgon located on a key site and retaining most of its original architectural details. It is of regional historic significance as a symbol of Traralgon's development and importance as a regional centre for communications and civic administration. Architecturally it is of national significance as an example of a building complex with substantially intact features which demonstrate a variety of Victorian medieval and classical ideas combined in the one building.

"The Traralgon court house and post office complex, built in Victorian Italianate style in 1886, is an unusual complex composed of two distinct buildings, built as one unified structure (criterion F.1). The complex is in a prominent position in the town and forms a strong element in the streetscape. However, alterations to the Kay Street facade detracts slightly from the visual impact as well as reducing the overall integrity and intactness of the complex (criterion E.1). The complex has historical significance, with Traralgon being one of the few large, central Gippsland towns which retains its original Post Office, while the size of the complex and the richness of the detailing reflects the prosperity of the town during the 1880s (criteria B.2 and A.4).

HO4 Court House and Post Office Building Complex, southwest
corner of Franklin and Kay Streets, Traralgon

DSE MANAGEMENT:

BUILDING/SITE TYPE CONTEXT

Based on Typology Study, Court houses in Victoria, Historic Buildings Branch, 1991

Type code: 6.10.1

Victorian Free Classical c.1840-1890 Later. Projected Entry. Arcade. Gabled Roof. 1879-90

Description:

Victorian Free Classical buildings drew on a large repertoire of motifs from different places and periods. The style was popular in the later half of the nineteenth century for banks, insurance offices, shops, theatres, hotels, town halls, post offices and other civic buildings.

Most examples of this style were built of brick, with offices at the side under hipped roofs. At Lancefield and Romsey, the offices were under the main gabled roof. Later examples display Federation-style details, as in the timber fretwork of Warrnambool.

Examples:

Drysdale, Williamstown (2), Traralgon, Lancefield, Romsey, Moonee Ponds, formerly Essendon (2), Warrnambool (2)

Type change:

Type code: -

Description:

Examples:

GOVERNANCE

11.6.1 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 19 November 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 10 October 2012 and 15 November 2012 inclusive:

Date:	Assembly Details / Matters Discussed:	In Attendance:	Conflicts of Interest Declared:
18-Oct-12	Traralgon CBD Safety Meeting Roadsafe funding application for Breath Testing Devices, CCTV, Late Night Bus Service, Chamber of Commerce Safety Forum, Police Activity	Cr Kam Steve Tong, David Lane	NIL
12-Nov-12	Issues and Discussion Session 4.3 Future Presentations to Issues and Discussion Sessions 6. Upcoming Significant Items 7.1 New Issues 8.2.1 Regional Development Australia Fund 8.7.1 Establishment of Council Committee Policy 8.7.2 Review of Council Delegates and Committees 8.8.1 Christmas Operating Arrangements 2012/2013	Cr Gibbons, Cr Gibson, Cr Harriman, Cr Kam, Cr Middlemiss, Cr Rossiter, Cr O'Callaghan, Cr Sindt, Cr White Paul Buckley, Michael Edgar, Carol Jeffs, Jacinta Kennedy, Zemeel Saba, Grantley Switzer	Cr Kam declared a direct and indirect interest under S.77B and 78 of the *LGA* 1989 in Item 8.2.1. Cr O'Callaghan declared an indirect interest under S.78A of the LGA 1989 in Item 8.7.1. Cr O'Callaghan declared an indirect interest under S.78 of the LGA 1989 in Item 8.7.1.
15-Nov-12	Traralgon CBD Safety Meeting Approval of newsletter, night time bus service, CCTV cameras, Committee Action Plan	Cr Harriman David Lane	NIL

4. RECOMMENDATION

That Council note this report.

ATTACHMENTS

Assembly of Councillors Record

Assembly details: Briefing of Councillors by NBN Co.

Date: 16 November 2012

Time: 12.00 pm

Assembly Location: Latrobe City Council Headquarters

In Attendance:

Councillors: Cr Kam, Cr Harriman, Cr Gibbons, Cr O'Callaghan, Cr White and Cr Gibson

Officer/s: Paul Buckley, Carol Jeffs and Chris Wightman

Matter/s Discussed: Proposed installation of NBN Co. infrastrcture in small towns across Latrobe City. See attached powerpoint presentation

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:

Councillor Gibson arrived at approximately 12.45 pm.

Completed by: CHRIS WIGHTMAN

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.

National Broadband Network

NBN Briefing

Tony Gibbs, Community Relations Advisor Fixed Wireless/Satellite
Matt Evans, Ericsson, Fixed Wireless Site Acquisition

Morwell, November 2012

This document sets out NBN Co's proposals in respect of certain aspects of the National Broadband Network. The contents of this document represent NBN Co's current position on the subject matter of this document. The contents of this document should not be relied upon by our stakeholders (or any other persons) as representing NBN Co's final position on the subject matter of this document, except where stated otherwise. NBN Co's position on the subject matter of this document may also be impacted by legislative and regulatory developments in respect of the National Broadband Network. All prices shown in this document are exclusive of GST.

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NBN Co in a Nutshell

National Broadband Network

How we are doing it?

Fibre to the premises (FTTP)

Fixed Wireless

Satellite

What we do?

Connecting broadband to 100% of Australian premises

Open Access Network

Competition

Choice



Who we are?

Government Business Enterprise (GBE) – like Australia Post

Speeds

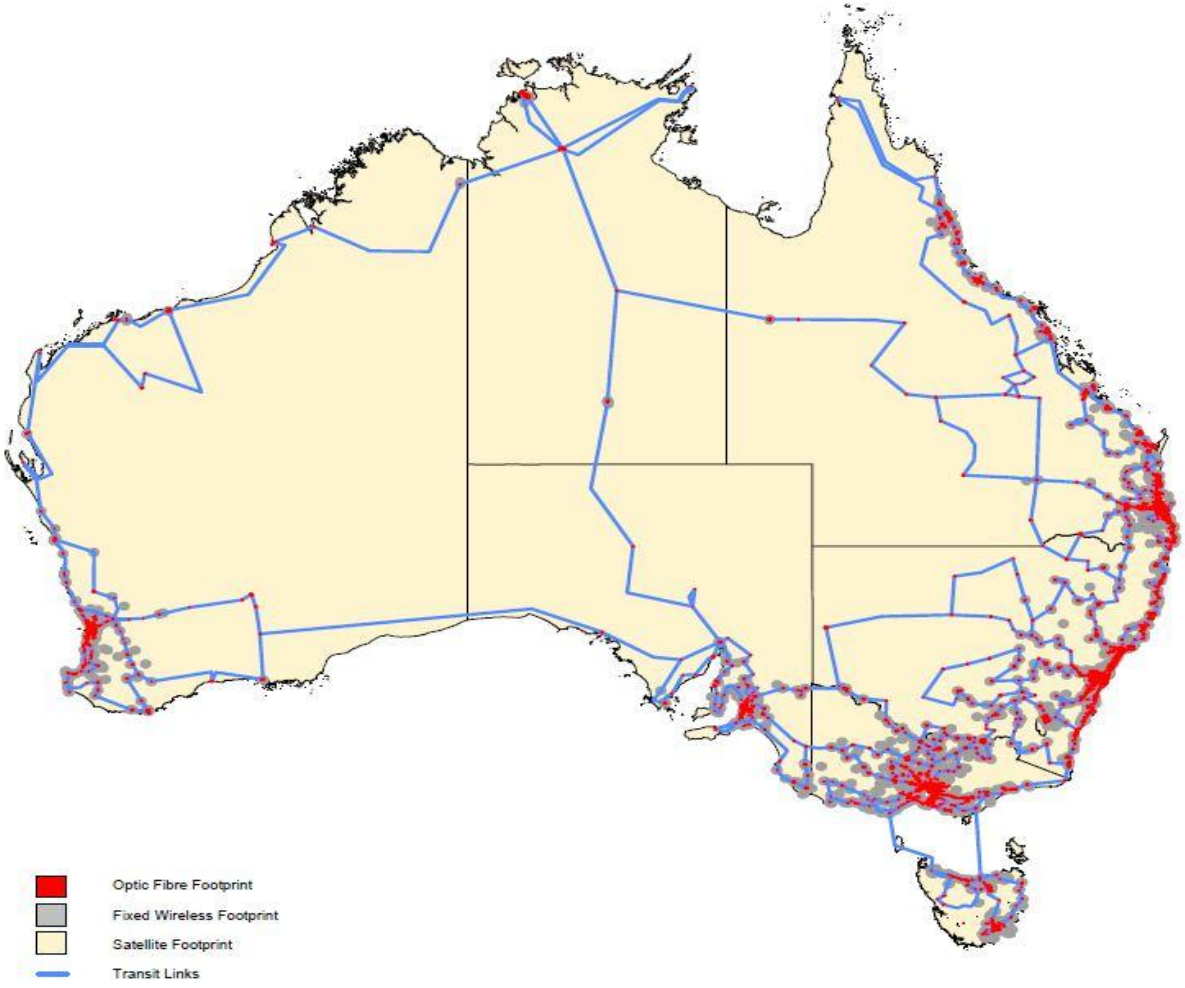
12 Mbps / 1 Mbps across all technologies

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NBN: 93% (Fibre) + 7% (Wireless & Satellite)

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NBN Fibre

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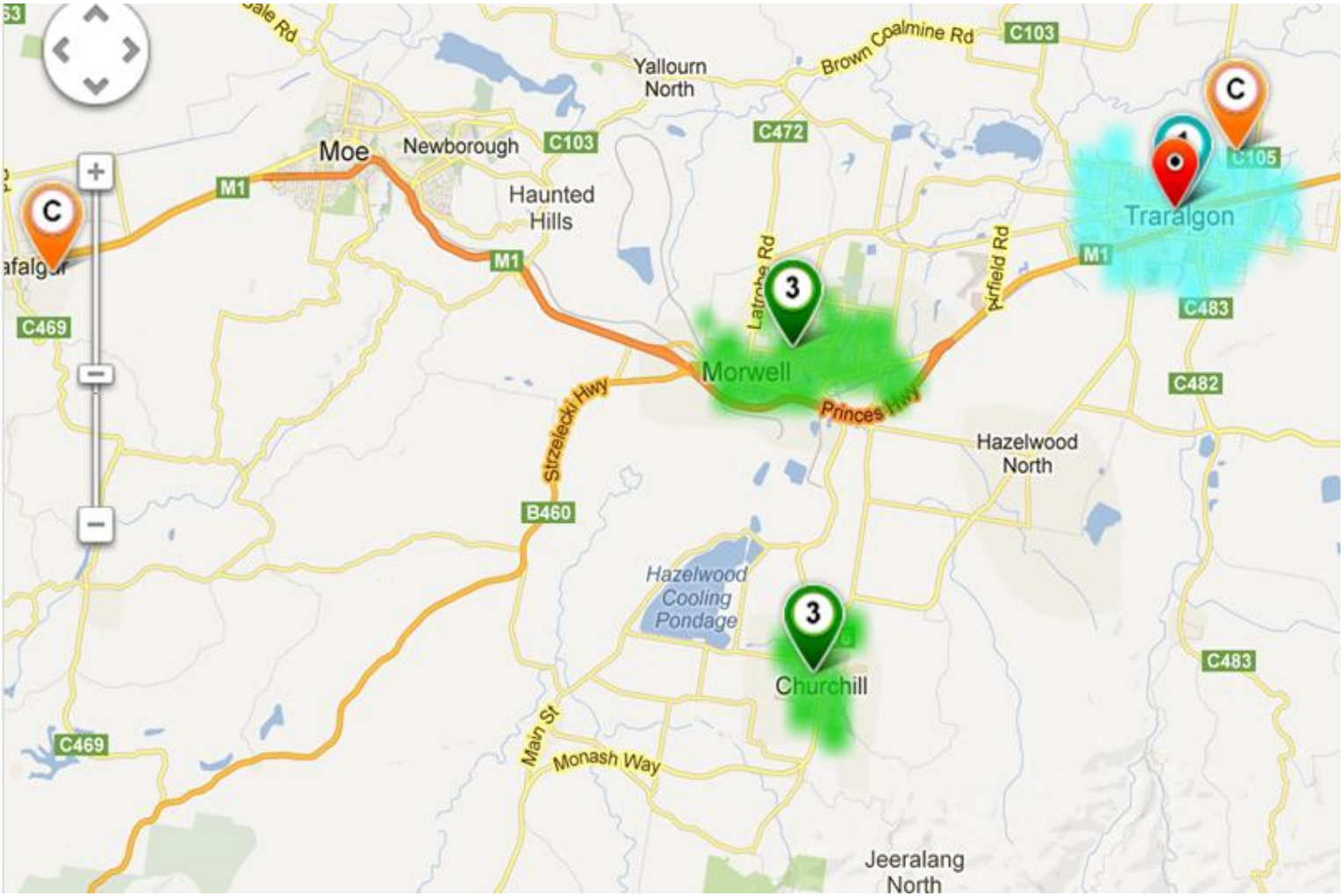


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3-Year Rollout Plan Victoria

National Broadband Network



Work Commended

Work Commended

Work commences within 1 year

Work commences within 3 years

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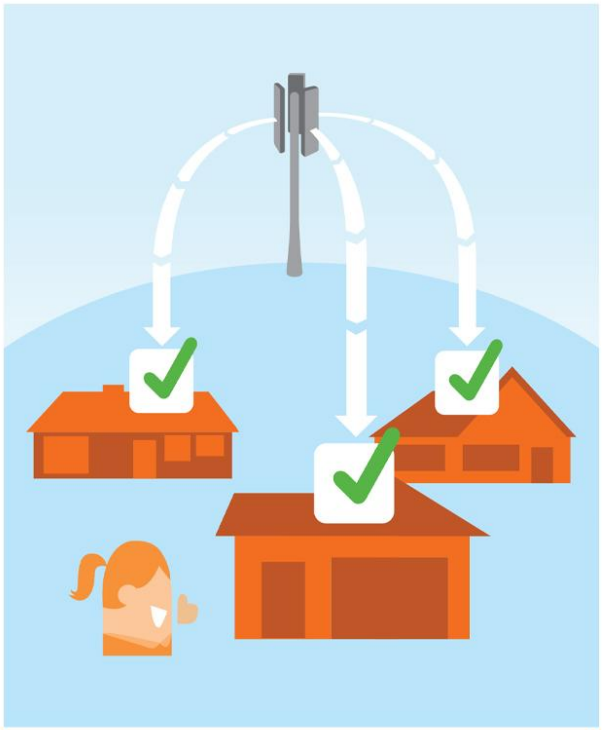
NBN Fixed Wireless – Introduction, Activities & Timelines



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Mobile Wireless vs Fixed Wireless

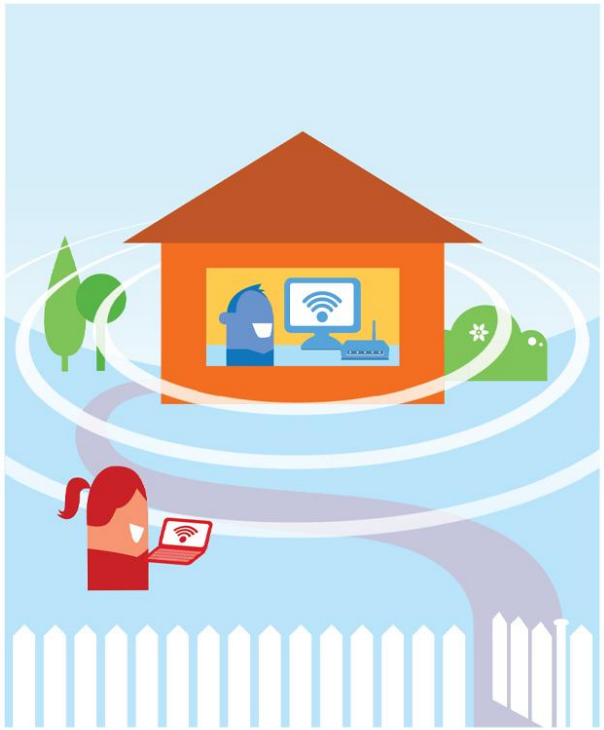
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Fixed Wireless



Mobile Wireless



Wi-Fi

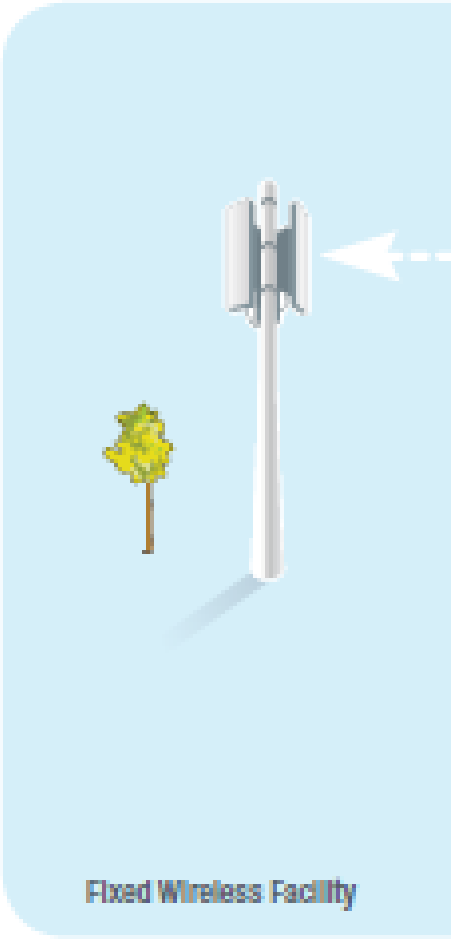
Prescribed contention ratio = higher bandwidth

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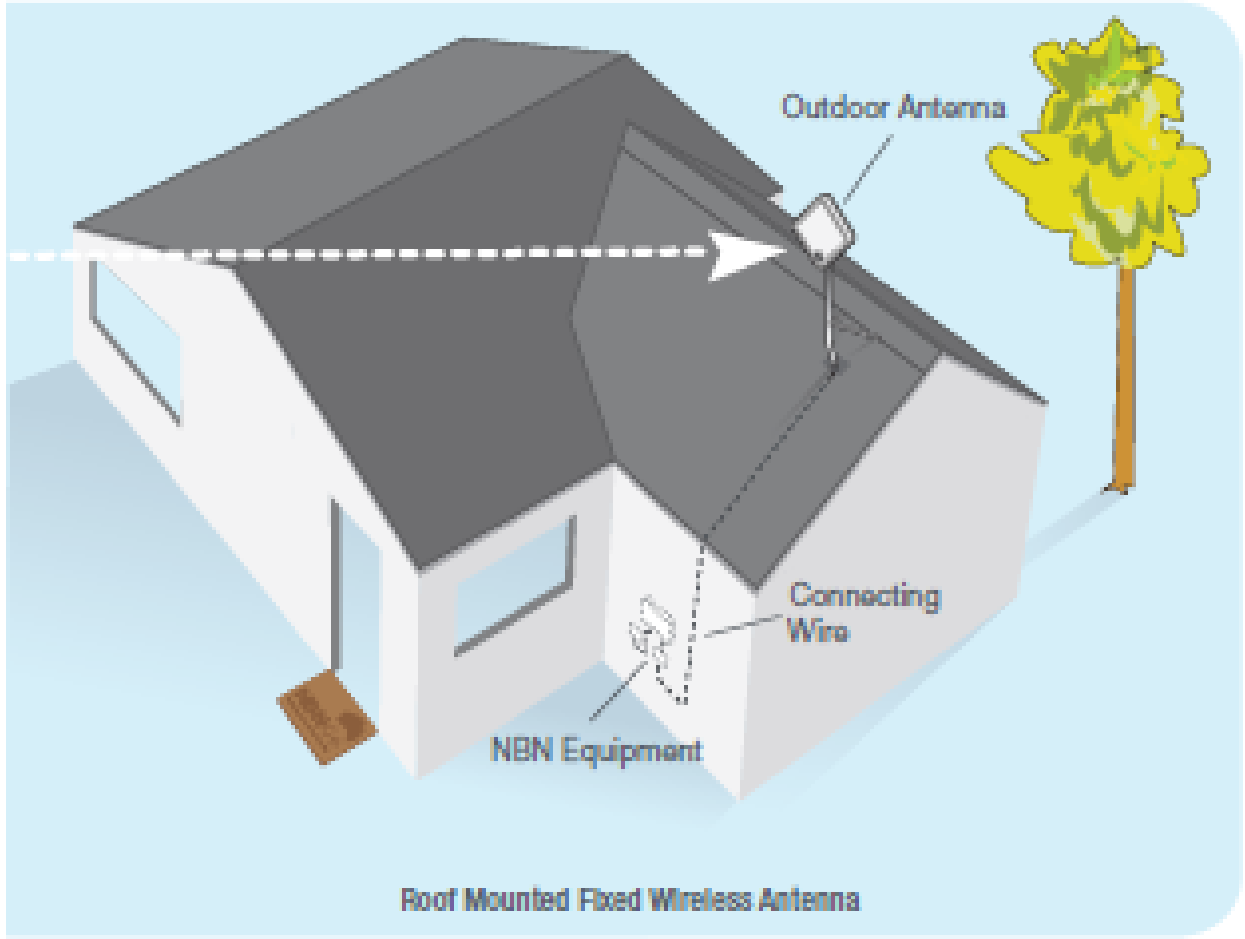
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The network connection equipment (fixed wireless)



Fixed Wireless Facility



Roof Mounted Fixed Wireless Antenna

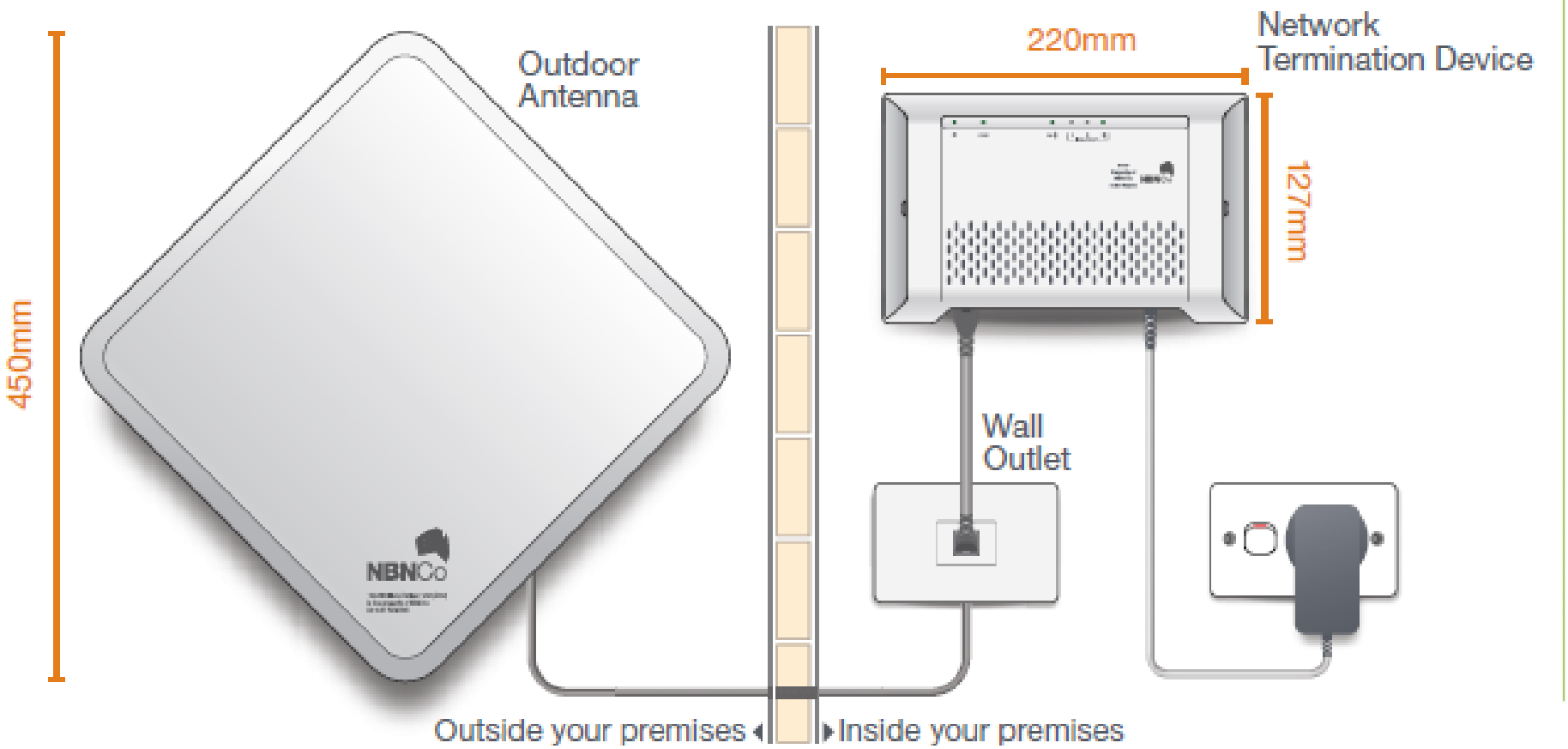
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The network connection equipment (fixed wireless)



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Town Planning & Council Engagement

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Process for potential candidate sites

- High Level Desktop Design
- Site Inspection / Scoping Visits

Low Impact / Co-location

- Co-location opportunities on existing infrastructure assessed for suitability and availability
- Low Impact proposals do not require planning consent

Development Application Process

- Where there is an absence or lack of suitable infrastructure in an area, a DA will be lodged to establish a new facility
- Council engagement on network plan and site specific details

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NBN Fixed Wireless Facilities in Latrobe City Council

How is the fixed wireless facility designed?

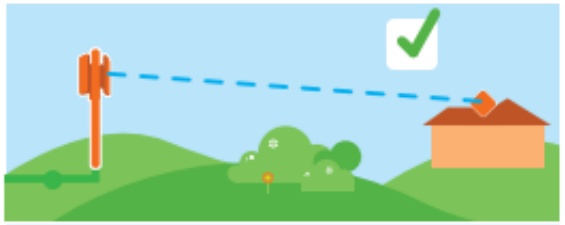
To achieve optimal fixed wireless coverage to the greatest number of local premises, NBN Co must locate each fixed wireless facility reasonably close to the premises that it is intended to service.

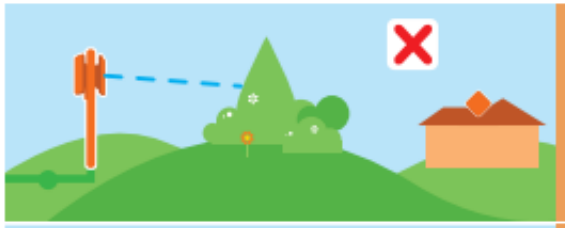
A typical fixed wireless facility will include three antennas mounted above the surrounding area. (see diagram to the right). Each antenna covers a set area to maximise signal strength.

These network antennas communicate to a small antenna installed on the roof of each customer's home or business.



There is a range of other factors that can influence quality of the fixed wireless service, which NBN Co has to take into account when choosing a site with the right characteristics. Achieving a clear 'line of sight' free from obstructions like trees, hills or other buildings must be considered in the following ways:





- There must be 'line of sight' between the antenna at the top of the fixed wireless facility and the small antenna located on the top of an end user's premises.



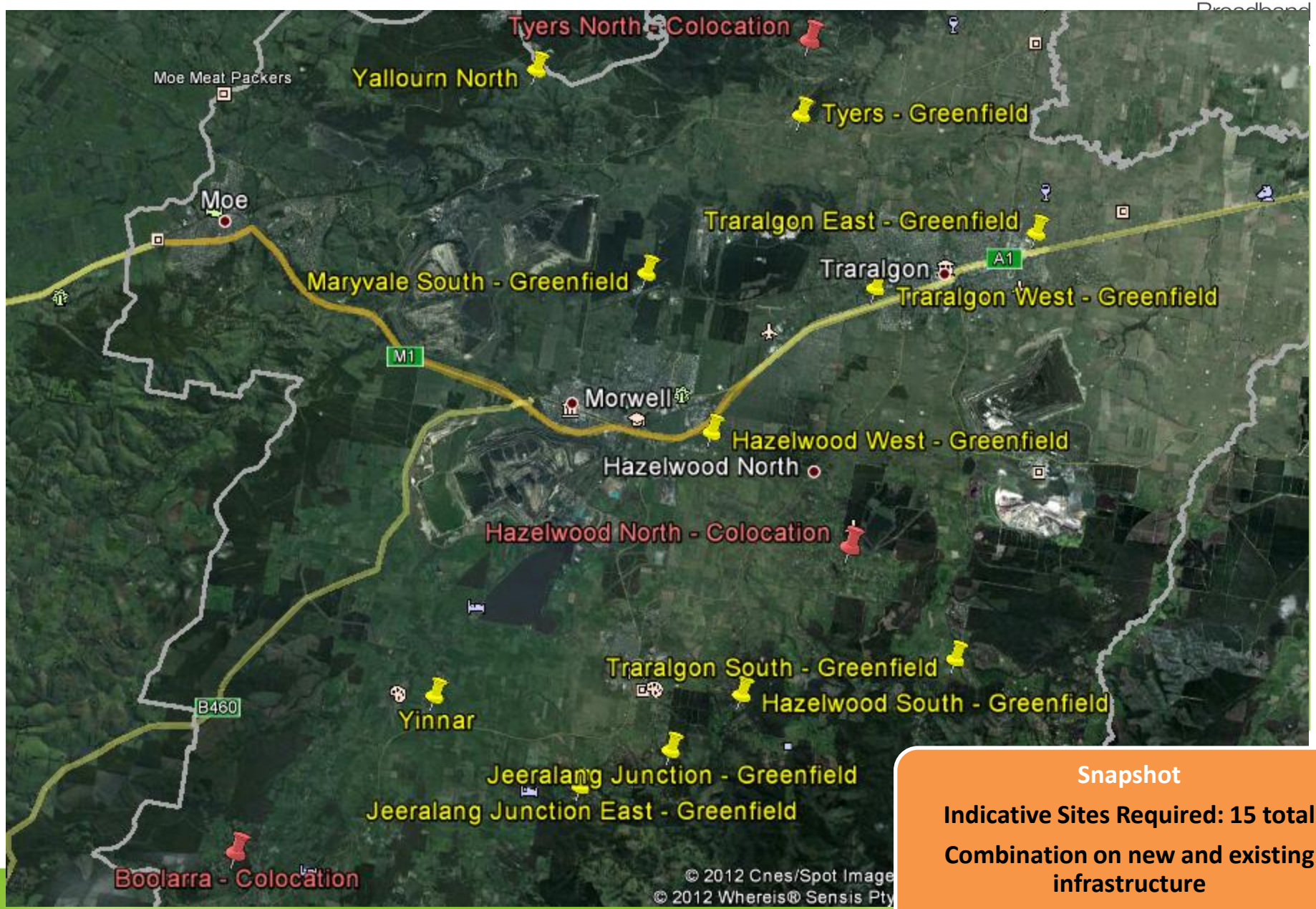


- There must also be 'line of sight' from one fixed wireless facility to another within the fixed wireless network to allow for transmission of data across the network.

- It is strongly preferable for the NBN fixed wireless facility be located clear of physical obstructions, to be centrally located and within a fairly equal 'fixed' range of all potential end users.

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NBN Fixed Wireless Facilities in Latrobe City Council



Snapshot

Indicative Sites Required: 15 total

Combination on new and existing infrastructure

Sites to progressively come online from Mid 2013 (STCA)

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NBN Fixed Wireless Facilities in Latrobe City Council

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NBN Site Name	Address	Permit Required?	Structure Type	Structure Height	Permit Application/ Notice Lodged
Boolarra	17 Bunderra Drive, Boolarra	Permit exempt	Co-locate on Telstra pole	40 metre (existing)	30/10/12
Hazelwood South	27 Stonehaven Road, Hazelwood South	Permit	Monopole	35 metre	10/10/12
Jeeralang Junction	252 Jeeralang West Road, Jeeralang	Permit	Monopole	40 metre	19/10/12
Jeeralang Junction East	Jumbuk Road, Jeeralang Junction East	Permit	Monopole	40 metre	19/10/12
Yinnar	Jumbuk Road, Yinnar	Permit	Monopole	40 metre	19/10/12
Hazelwood North	140 Warren Terrace, Hazelwood North	Permit exempt	High Voltage Power Line	43 metre (existing)	No (November)
Hazelwood West	155 Firmins Lane, Hazelwood North	Permit	Monopole	40 metre	08/11/12
Maryvale South	10 Old Melbourne Road, Maryvale	Permit	Lattice	45 metre	02/11/12
Yallourn North	345 Quarry Road, Yallourn North	Permit	Monopole	30 metre	02/11/12
Glengarry	855 Traralgon-Maffra Road, Glengarry	Permit	Monopole	35 metre	02/11/12
Traralgon East	16 Leesons Road, Traralgon East	Permit	Monopole	45 metre	02/11/12
Traralgon South	1305 Traralgon Creek Road, Koornalla	Permit	Monopole	35 metre	08/11/12
Traralgon West	280 Princes Street, Traralgon	Permit	Monopole	40 metre	08/11/12
Tyers	54 Main Road, Tyers	Permit	Monopole	40 metre	09/11/12
Tyers North	130 Trivatello Place, Tyers	Permit exempt	Co-locate on existing pole	40 metre (existing)	No (November)

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Health & Safety

National Broadband Network

•The Fixed Wireless Network is a licensed radio network subject to national safety standards for the transmission of radiofrequency signals.

•Ericsson will submit a compliance report for each proposed Fixed Wireless facility demonstrating its *maximum* possible signal strength.

•The NBN's Fixed Wireless Network operates at very low levels of radio power – sending relatively weak, localised signals to fixed points in the immediate surrounds. The Fixed Wireless Network facilities

•The Fixed Wireless Network facilities operate at power levels thousands of times below the safety standard. New advice from ARPANSA states:

- *"NBN base stations use electromagnetic radiation to provide high speed broadband services to the community. The base stations use similar technology to 4G mobile phones and produce very low exposures to EMR (or EME) in the surrounding area, even very close to the installation. There are no established health effects from these very low levels of RF EMR."*

NBNCo Bringing broadband to life

Community Engagement - Current Methodology

National Broadband Network

- NBN Co is committed to engaging proactively with local communities.
- In keeping with this approach, the Fixed Wireless Network Deployment team will engage directly with community stakeholders regarding individual proposals.
- We will:
- respond promptly to all community inquiries;
- seek to resolve concerns as best as possible;
- undertake local advertising;
- undertake direct letter drops to affected communities;
- undertake direct liaison with interested residents; and,
- hold community information sessions where required.



Commercial in confidence | © NBN Co 2012

NBNCo
Bringing broadband to life

National Broadband Network

Satellite –
Interim and Long Term



NBNCo
Bringing broadband to life

Satellite Roadmap

National Broadband Network

Long Term Satellite Service

- Redundant high capacity Ka Band satellites
- 12/1Mbps services with VoIP Support
- Typical antenna size 0.8m
- Target 60GB Plans = 350kbps capacity allocation
- Multiple POIs
- Access to all NBN Products

Interim Satellite Service

- 6/1Mbps services with VoIP Support
- NBN responsible for NTU
- Targeting 6GB Plans (Peak hours) = 30kbps capacity allocation

ABG Service

- Non-redundant and limited Ku band capacity
- Threshold service 1M/256kbps
- Typical antenna size range 0.84-1.2m
- Service provider responsible for NTU
- Typical 2-3GB Plans (peak hour) = 10kbps capacity allocation
- Single POI

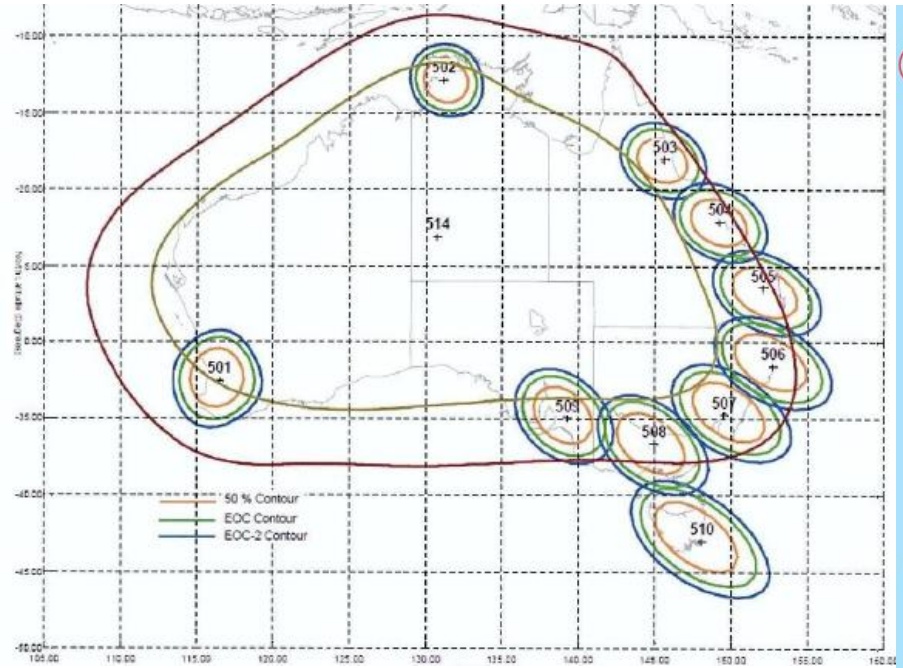
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NBNCo
Bringing broadband to life

National Broadband Network

Satellite Program

INTERIM SATELLITE



1 National & 10 spot beams
Spot beams of 1 degree look angle

LONG TERM SATELLITE



101 beams per satellite
Small spot beams of 0.3 degree look angle
(less than 300km diameter)

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NBNCo
Bringing broadband to life

Uniform National Wholesale Pricing

National Broadband Network

ACCESS PRICE SCALE

Downstream/ (Mbps)	Upstream/ (Mbps)	Fibre	Wireless	Satellite
12	1	$24	$24	$24
25	5	$27	-	-
25	10	$30	-	-
50	20	$34	-	-
100	40	$38	-	-
250	100	$70	-	-
500	200	$100	-	-
1000	400	$150	-	-

($/month per Service - Excluding GST)

CONNECTIVITY PRICING

- Connectivity is sold as capacity (Mbps) and can be seen as a **proxy for usage** (GB/month)
- Additional capacity is available to the RSP in increments that allows them to control their own quality of service

Commercial in confidence | © NBN Co 2012

NBNCo
Bringing broadband to life

Thank you.

Commercial in confidence | © NBN Co 2012

Assembly of Councillors Record

Assembly details: City Image Strategy Project Reference Group

Date: 28 November 2012

Time: 7.30pm

Assembly Location: MacFarlane Burnet Room, Traralgon

In Attendance:

Councillors: Cr Christine Sindt, Cr Sandy Kam, Cr Peter Gibbons

Officer/s: Carol Jeffs, Jacinta Kennedy

Matter/s Discussed: City Image Strategy Research & Engagement Phase Findings and Recommendations Reports; Project Planning

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: Jacinta Saxton, Manager Community Relations

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: Audit Committee

Date: 4 December 2012

Time: 9.00am – 9.45am

Assembly Location:
Meeting Room 4, Latrobe City Council HQ, Commercial Road, Morwell

In Attendance:

Councillors: Cr M Rossiter and Cr D White

Officer/s: Paul Buckley, Carol Jeffs, Matthew Rogers, Allison Down

Matter/s Discussed: Audit Committee Roles and Activities

Are the matters considered confidential under the Local Government Act: NO

Conflict of Interest Disclosures: (refer 3. over page)

Councillors: NIL

Officer/s: NIL

Times that Officers / Councillors left/returned to the room: N/A

Completed by: Allison Down

Assembly of Councillors Record Explanation / Guide Notes
Required pursuant to the Local Government Act 1989 as amended.

1. Section 80A requirements *(re: Written Record to be made by Council staff member)*:
Amendments to the Local Government Act 1989 (Section 80A), operative from 2 December 2008 now stipulate:
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Assembly of Councillors Record

Assembly details: Local Members of Parliament briefing

Date: Tuesday, 4 December 2012

Time: 3.00 pm

Assembly Location: Nambur Wariga, Latrobe City Council Corporate Headquarters

In Attendance:

Councillors:
Councillor Gibson, Councillor Gibbons, Councillor White, Councillor Sindt and Councillor Harriman

Officer/s:
Paul Buckley, Carol Jeffs and Allison Jones

Matter/s Discussed:
Quarterly briefing sessions with parliamentarians representing the municipal area to provide advice, promote and advocate for local and regional priorities

Are the matters considered confidential under the Local Government Act: NO

Conflict of Interest Disclosures: (refer 3. over page)

Councillors: Nil

Officer/s: Nil

Times that Officers / Councillors left/returned to the room: N/A

Completed by: Allison Jones General Manager Economic Sustainability

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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- the names of all Councillors and members of Council staff attending;
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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.

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

PP 2011/50/A	Section 173 Agreement under the Planning and Environment Act 1987 between Latrobe City Council and Adrian Lyndon John Abrecht as the Owner of the Land more particularly described in Certificate of Title Volume 10773 Folio 889 being Lot 22 on PS 510052 situated at 2 Duxbury Drive, Traralgon pursuant to Condition 2 of PP 2011/50/A for a Two (2) Lot Subdivision issued on 7 April 2011 and amended on 31 October 2012 providing that the development as approved by Planning Permit 2009/281 [for Use and Development of Two Dwellings on a Lot] must be completed to the satisfaction of the Responsible Authority.
Lease 681/RL	Deed of Variation of Lease between VicTrack (as Landlord) and Latrobe City Council (as Tenant) for the Gippsland Logistics Precinct [GIFT] premises described in the Lease and known as Railway Lot 3 at Hazelwood Siding situated in Enterprise Drive, Morwell extending the timeframes contained in Annexure E – Special Conditions 2.1, 2.2 and 2.5 of the Lease Agreement dated 13 May 2011 as follows: • in special conditions 2.1 and 2.2 – by replacing '30 September 2012' with '30 September 2015'; • in special condition 2.5 – by replacing 'Year 3' (that is, 13 May 2013) with 'Year 6' (that is, 13 May 2016).

PP 2011/6	Section 173 Agreement under the Planning and Environment Act 1987 between Latrobe City Council and I & H Management Services Pty Ltd; D & N Management Pty Ltd; and DI & JL Muir Pty Ltd as the Owners of the Land more particularly described in Certificate of Title Volume 10310 Folio 621 being Lot 2 on PS 402919Y situated at Churinga Drive, Churchill pursuant to Condition 5 of PP 2011/6 for 34-Lot Subdivision PS 646228Q issued on 23 June 2011 providing that the works approved within Conditions 3 and 4 Planning Permit 2011/6 must be completed at the expense of the operator of this permit, to the satisfaction of the Responsible Authority.
PP 2010/355	Section 173 Agreement under the Planning and Environment Act 1987 between Latrobe City Council and Monsky Pty Ltd (atf the Monsky Unit Trust) as the Owner of the Land more particularly described in Certificate of Title Volume 9632 Folio 726 being Lot 1 on LP 200889 situated at 32-34 Princes Drive, Morwell pursuant to Condition 7 of PP 2010/355 for Two Lot Subdivision PS 613366N issued on 29 September 2011 which provides for: (a) how costs will be shared between proposed lots 1 and 2 created on Planning Permit 2010/355 and how entitlement and liability rights and responsibilities will be allocated for the maintenance of the shared vehicle crossing and easement of way to a standard documented in the agreement; and (b) how costs will be shared between proposed lots 1 and 2 created on Planning Permit 2010/355 and how entitlement and liability rights and responsibilities will be allocated for the maintenance to a standard documented in the agreement, of the shared private stormwater pipe drainage system contained within the easement shown as E-3 on the proposed plan of subdivision.

PP 2012/5	Section 173 Agreement under the Planning and Environment Act 1987 between Latrobe City Council and Teresa Pasqualina Mullins as the Owner of the Land more particularly described in Certificate of Title Volume 9899 Folio 162 being Lot 1 on LP 217224 situated at 7 Bennett Street, Moe pursuant to Condition 2 of PP 2012/5 for Two Lot Subdivision PS 702707S issued on 18 July 2012 providing that: i) All buildings on Lot 2 of Plan of Subdivision PS 702707S must be constructed wholly within the building envelope shown on sheet 3 of Plan of Subdivision PS 702707S; and ii) The building envelope cannot be varied except with the written consent of the Responsible Authority and that a Variation can be achieved via an amendment to the endorsed plans for Planning Permit 2012/5.

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 Adrian Lyndon John Abrecht as the Owner of the Land more particularly described in Certificate of Title Volume 10773 Folio 889 being Lot 22 on PS 510052 situated at 2 Duxbury Drive, Traralgon pursuant to Condition 2 of PP 2011/50/A for a Two (2) Lot Subdivision issued on 7 April 2011 and amended on 31 October 2012.**
2. **That Council authorises the Chief Executive Officer to sign and seal the Deed of Variation of Lease between VicTrack (as Landlord) and Latrobe City Council (as Tenant) for the Gippsland Logistics Precinct [GIFT] premises described in the Lease and known as Railway Lot 3 at Hazelwood Siding situated in Enterprise Drive, Morwell extending the timeframes contained in Annexure E – Special Conditions 2.1, 2.2 and 2.5 of the Lease Agreement dated 13 May 2011.**
3. **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 I & H Management Services Pty Ltd; D & N Management Pty Ltd; and DI & JL Muir Pty Ltd as the Owners of the Land more particularly described in Certificate of Title Volume 10310 Folio 621 being Lot 2 on PS 402919Y situated at Churinga Drive, Churchill pursuant to Condition 5 of PP 2011/6 for 34-Lot Subdivision PS 646228Q issued on 23 June 2011.**

4. **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 Monsky Pty Ltd (atf the Monsky Unit Trust) as the Owner of the Land more particularly described in Certificate of Title Volume 9632 Folio 726 being Lot 1 on LP 200889 situated at 32-34 Princes Drive, Morwell pursuant to Condition 7 of PP 2010/355 for Two Lot Subdivision PS 613366N issued on 29 September 2011.**
5. **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 Teresa Pasqualina Mullins as the Owner of the Land more particularly described in Certificate of Title Volume 9899 Folio 162 being Lot 1 on LP 217224 situated at 7 Bennett Street, Moe pursuant to Condition 2 of PP 2012/5 for Two Lot Subdivision PS 702707S issued on 18 July 2012.**

11.6.3 CRINIGAN ROAD DEVELOPMENT PLAN, MORWELL

AUTHOR: General Manager Governance
(ATTACHMENT – YES)

1. PURPOSE

The purpose of this report is to present the Crinigan Road Development Plan to Council for consideration.

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 the aims and objectives of Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2012-2016.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives – Built Environment

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

Latrobe City Council Plan 2012-2016

Strategic Direction – Built Environment

- Promote and support high quality urban design within the built environment; and
- Ensure proposed developments enhance the liveability in Latrobe City, and provide for a more sustainable community.

Shaping Our Future

An active connected and caring community supporting all.

Legal

The discussions and recommendations of this report are consistent with the provisions of the *Planning and Environment Act 1987* (the Act) and the *Latrobe Planning Scheme*, both of which are relevant to this proposal.

4. BACKGROUND

The Development Plan Precinct (the 'Precinct' - see Attachment 1) is identified in the Morwell Structure Plan as land for 'future residential' use. This designation is consistent with the Municipal Strategic Statement of the Latrobe Planning Scheme ("the Scheme") at Clause 21.05-5, which seeks to implement the outcomes of the Structure Plan.

To implement the strategic objectives of the Structure Plan and bring forward additional land for residential development, (Ministerial) Planning Scheme Amendment C58 facilitated the rezoning of the western portion of the Precinct from Farming Zone to Residential 1 Zone and at the same time applied Development Plan Overlay Schedule 5 (see Attachment 2).

However, land along the northern boundary of the site (currently plantation) and an area of land to the east of the Precinct (currently plantation and farm land) were not rezoned under Amendment C58 and as such remain within the Farming Zone and are not formally subject to the Development Plan Overlay Schedule 5. Notwithstanding this, these areas have been included as part of the Development Plan to ensure the longer-term orderly development of the Precinct as a whole.

1.1 SUBJECT SITE

The Crinigan Road Development Plan relates to parcels of land located at the corner of Crinigan Road and Alexanders Road, Morwell as outlined in Table 1 below:

Table 1: Property Address Title details

1. Crinigan Road, Morwell Lot 1 PS634891(part of)
2. 175 Alexanders Road, Morwell Lot 1 LP93736 (part of)
3. 215 Crinigan Road, Morwell Lot 1 PS412583
4. 205 Crinigan Road, Morwell Lot 1 PS424869
5. 175 Crinigan Road, Morwell Lot 1 PS608288
6. 175 Crinigan Road, Morwell Lot 2 LP75619

Site Analysis

The Precinct is within the Morwell township boundary and is located to the north of Morwell town centre. It has a total area of approximately 80.26 ha and is bound by Crinigan Road to the south, Alexanders Road to the east, plantation to the north and the Latrobe City Soccer Stadium/Morwell Golf Course to the west.

The Precinct interfaces with a number of different land uses which include existing residential development to the south, plantation to the north, farmland to the east (also identified as potential future industrial use within the Morwell Structure Plan) and recreational uses to the west. There is also a small area of light industrial usage on the southern side of Crinigan Road towards the south-east corner of the Precinct.

An existing dwelling and its associated outbuildings are located in the centre of the Precinct, the majority of which has been cleared. The Precinct has a long-term history of improved pasture management and grazing which has resulted in the almost complete loss of vegetation. Vegetation has been retained along Waterhole Creek, around the dwelling and along a small (unnamed) drainage line near to the western boundary.

Parts of the northern and eastern areas of the Precinct are currently within the Farming Zone and are partly under plantation whilst two (private) dwellings are located in the south-eastern corner of the Precinct and are accessed directly from Crinigan Road.

A dominant (natural) feature of the site is Waterhole Creek which runs from north to south and bisects the Precinct.

A number of utility easements cross the site (from north to south) in response to the need to protect gas, electricity and water supply interests.

Key Opportunities and Constraints

The subject site features opportunities and constraints that have influenced the design response which supports the Development Plan. The key opportunities and constraints are summarised below.

Key Opportunities

- As a natural key feature of the site, utilise Waterhole Creek to provide an integrated wetland system that provides both flood storage and water quality management whilst providing open space and integration opportunities with the existing open spaces to the south of Crinigan Road.

- Create better connections to surrounding social infrastructure, residential areas and open space. The street and open space network should clearly link residents to surrounding community infrastructure, reserves and public facilities.

- Introduce a neighbourhood activity centre within walking distance of the majority of residents to serve their daily shopping needs. Sustainable neighbourhood design is based around the provision of local services and shops within walking distance of residents in order to reduce car trips. Such centres can also create a focus for new communities and improve interaction between residents.

- Create large lots or open spaces to manage challenging interfaces, particularly with the light industrial activity to the south and south-east, and the plantations and wildfire risk to the north. Managing these interfaces through the creation of larger lots or the provision of open spaces will enable appropriate separation between uses, and not impact on the overall amenity and safety of new residents or the ongoing capacity of existing businesses in the industrial estates.

- Improve connections between adjoining open spaces including Crinigan South Reserve, Waterhole Creek, Latrobe City Sports and Entertainment Stadium and Morwell Golf Club.

- Create an urban area that integrates with surrounding residential areas. This can be achieved through a clearly connected street network, utilising existing road infrastructure including the Crinigan Road roundabout, and creating frontages to key external facing roads and open spaces.

- Locate open spaces within a walkable distance from established residential development to encourage integration between new residents and existing.

Key Constraints

- Impact of encumbered land on neighbourhood structure. A large area of the Development Plan is currently encumbered by flooding or easement issues such as:

    - the transmission easement and pylon towers which present aesthetic and physical challenges. The location of the pylon towers limits the options for bridge crossings and infrastructure locations within the site;
    - the impacts of flooding, which although can be managed nonetheless requires a substantial area of land and has implications for the lot layout and the street network, and
    - the retention of the sewerage easement along the western boundary which results in the need for a reserve and will reduce overall development yield.

- Amenity impacts at the residential/industrial interface. Lots need to be designed to ensure off-site amenity impacts such as noise from industrial activities are avoided. Options such as larger lots and landscaping buffers have been explored.

- Proximity of plantations and associated increased wildfire risk. A large area adjacent to the northern boundary will need to be left as open space to ensure wildfire risk for the Precinct is reduced.

A Site Analysis Plan is included in Attachment 3 to this report.

1.2 THE PROPOSAL

The proposed Development Plan (Attachment 4) has been designed to illustrate how all of the land (and existing properties) within the Precinct could be developed in an integrated and coordinated way both in the short and longer terms.

The Plan provides a conceptual layout that has been developed in conjunction with a broad range of stakeholders and is flexible to the extent that, subject to Council approval, minor revisions could be incorporated into the detail at a later date.

The Development Plan consists of a written document which is supplemented and supported by a number of reports which provide detailed analysis of the various technical aspects of the proposal including:

- drainage/surface water management
- ecology
- Aboriginal and historical heritage
- traffic impacts

5. ISSUES

The Precinct contains land that is within the Residential 1 Zone and the Farming Zone and is (in part) affected by a Development Plan Overlay Schedule 5 (DPO 5).

In accordance with DPO 5, a development plan must be prepared for the whole of the land to which the overlay applies and must be prepared to the satisfaction of the Council. In this particular instance Council Officers considered it expedient, in the interests of coordinated and efficient land use planning to include land (currently in the Farming Zone) that is not specifically covered by the DPO 5 to be considered as part of the overall Development Plan area.

1.3 STATE AND LOCAL PLANNING POLICY FRAMEWORKS

The State and Local Planning Policy Frameworks provide a range of relevant considerations for residential development, subdivision and water sensitive urban design.

Clause 11 of the State Planning Policy Framework (SPPF) acknowledges that, *'Planning is to anticipate and respond to the needs of existing and future communities through the provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure'.*

It is identified that development in regional areas should be encouraged in regional cities, which includes the Moe/Newborough, Morwell and Traralgon cluster.

Clause 11.02-2 of the SPPF, 'Planning for growth areas', has an outlined strategy to *'….encourage average overall residential densities in the growth areas of a minimum of 15 dwellings per net developable hectare'.*

Clause 15 of the SPPF contains specific objectives and strategies based around the theme of Built Environment and Heritage. The general objective of Clause 15 is to achieve high quality urban design outcomes in an environmentally sustainable way. It is also outlined that any new development should respond to its context in terms urban character, cultural heritage, natural features and surrounding landscape.

Clause 16 of the SPPF contains specific objectives and strategies based around the theme of Housing. These policies and strategies generally aim to provide for housing affordability that locates housing development next to activity centres and employment corridors, provides for a mix of housing types and densities and ensuring an efficient land supply.

Clause 19 of the SPPF deals with infrastructure and the provision of reticulated services necessary for the requirements of residential subdivision but also required for any increase in stormwater, grey water and sewerage as a result of residential development.

The Municipal Strategic Statement (MSS) sets out the future strategic planning and development of new growth areas within Latrobe City. The timing and form of urban residential development at a local level is based upon the following key provisions of the MSS:

Clause 21.04-2 – Objective 2 – Settlement - *to contain urban development within distinct boundaries.*

The Development Plan is consistent with and supports this clause as the subject site included is within the Morwell Structure Plan township boundary and would provide access to a range of quality housing opportunities which meet the needs of the population.

Clause 21.04-5 - *The enhancement of image and appearance of the built environment.*

The Development Plan would facilitate the provision of a visually attractive urban environment which displays a high level of civic pride and community satisfaction which in turn creates a positive image for the municipality, which is a central goal of the MSS.

Clause 21.04-6 – Objective 1 – Infrastructure – *to maximise the use of existing infrastructure and the strategy, to ensure the integration of roads, bike paths, footpaths and public transport options.*

The Development Plan supports this Clause through the provision for the integration of roads, bike paths, footpaths and public transport options.

Clause 21.05-2 – Objective 1 – Main Towns – *to provide the flexibility for development to occur in each town to accommodate the needs of its population as well as to contribute to the municipal networked city.*

The Development Plan supports this Clause as it will provide flexibility for development to occur as well as accommodating future growth in Morwell.

Clause 21.05-2 - Objective 2 – Main Towns – *to facilitate development in accordance with the specific Town Structure Plan outlined in this Clause with strategies to:*

- *Discourage urban growth outside the urban development boundaries designated in the relevant structure plan.*
- *Contain new residential subdivision within residential areas shown on the local structure plans.*

The Development Plan supports this Clause as the subject site is contained within the Morwell township boundary and is identified as land for future residential use within the Morwell Structure Plan.

Clause 21.05-5 – Specific Main Town Strategies - *Where appropriate mitigate flooding and encourage residential development within Area 7 (the subject site).*

The Development Plan proposes measures to mitigate against flooding within Area 7 – which is an area identified for future residential growth within the Morwell Structure Plan.

Clause 21.08 - *Increasing the liveability of the municipality*

It is an objective of the MSS to make decisions on all matters that will pursue the goal of increasing the quality of life for residents of Latrobe City in a healthy way by providing active recreation areas and by providing the necessary social, physical and cultural services as required.

In addition to the State and Local Planning Framework the following local 'policy' documents are relevant to this proposal:

- The *'Morwell-Traralgon Residential Land Supply Analysis (2007)'* and
- *'Latrobe City Council Residential and Rural Residential Land Assessment (2009)'.*

Both of these reports are identified as reference documents within the Municipal Strategic Statement and have been adopted by Latrobe City Council to provide a strategic analysis of the demand and supply of residential land in Morwell. Both reports have influenced the MSS settlement policies and Morwell Structure Plan including the identification that residential zoned land needs to be developed in anticipation of future growth.

The *Healthy Urban Design Good Practice Guideline (2008)* is also identified as a reference document within the MSS. The document seeks to accommodate community, pedestrians and cyclists as a first priority in street, building and open space design. It generally encourages the provision of active recreation areas and effective connections for pedestrian and cyclist movement.

Having regard to all of the above, it is considered that overall, the proposal addresses and is consistent with the key planning policy requirements of both the SPPF and LPPF.

1.4 RESIDENTIAL 1 ZONE

The purpose of the Residential 1 Zone is:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To provide for residential development at a range of densities with a variety of dwellings to meet the housing needs of all households.
- To encourage residential development that respects the neighbourhood character.
- In appropriate locations, to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs.

The Crinigan Road Development Plan has had regard to the framework as set out in the Planning Scheme and will facilitate the supply of residentially zoned land in an appropriate location designated for such purposes. It is considered that the mix of lot sizes that is proposed within this Development Plan as identified in Section 5.4 of this report is consistent with the objectives of the Residential 1 Zone.

The subsequent subdivision and development of this Precinct will ultimately provide a high quality residential estate which will provide residents with access to community facilities and active/ passive recreation areas whilst taking into account the existing overall character of the immediate locality.

On this basis, the proposed Development Plan is considered to be consistent with the purpose and objectives of the Residential 1 Zone.

5.3 FARMING ZONE

The purpose of the Farming Zone is:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To provide for the use of land for agriculture.
- To encourage the retention of productive agricultural land.
- To ensure that non-agricultural uses, particularly dwellings, do not adversely affect the use of land for agriculture.
- To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.

- To protect and enhance natural resources and the biodiversity of the area.

Land currently within the Farming Zone would/will have to be rezoned to the Residential 1 Zone before residential subdivision could/can occur in accordance with the Development Plan. Notwithstanding this, the Plan establishes a framework for staged development which will ensure future connections and servicing requirements can be delivered in the event that the relevant land owners within the Precinct choose to rezone and develop their land for residential purposes in the future.

5.4 DEVELOPMENT PLAN OVERLAY SCHEDULE 5 (DPO 5)

The primary purpose of the Development Plan Overlay is to identify areas which require the strategic outline of the form and conditions of future use and development to be shown on a development plan before a permit can be granted to subdivide, use or develop land.

A Development Plan submitted to Council for approval must show a detailed assessment of both the natural and cultural features of the site, the characterisation of nearby land use and development and a comprehensive assessment as to the justification of how the Development Plan layout has been derived.

In particular, Clause 3 of DPO 5 *(Requirements for development plan)* states that a development plan must be prepared to the satisfaction of Council and the plan must address the following matters:

- Land use and subdivision
- Waterways
- Infrastructure Services
- Open Space
- Community Hubs and Meeting Places
- Flora and Fauna
- Cultural Heritage
- Process and Outcomes

Land Use and Subdivision

The Development Plan clearly illustrates the boundaries of the land and represents the full extent of the area that is subject to the Development Plan Overlay and the area of additional land that has been included in the Precinct but not expressly covered by the DPO 5 (refer to 'Background' in Section 4 of this report).

The Development Plan aims to achieve an urban neighbourhood structure that would provide for a range of densities commensurate with the zoning requirements and Development Plan objectives, while respecting Morwell's culture of larger standard residential lots.

In accordance with the requirements of DPO 5 and Clause 56 of the Latrobe Planning Scheme, the development layout would provide for a range of lot sizes and housing diversity (refer to Table 2). The range of lot sizes would maximise density and will provide the flexibility required to meet the range of housing needs of the growing Morwell community.

Table 2: Lot yield by type:

Lot Type	Lot Size Range	Average Lot Size	Total Lots
Medium density housing	250m^2 to 450m^2	300m^2	26
Standard density housing	450 m^2 to 650m^2	600m^2	710
Low density housing	750m^2 to 1,500m^2	900m^2	49

A total of 785 lots are proposed on the site, which, assuming an average household size of 2.2 persons *(Latrobe City Council Profile ID, 2012)* means that the site would accommodate in the region of 1, 570 people when fully constructed. This would achieve a density of 12 dwellings per net developable hectare.

Net developable hectare is defined by adopting the Growth Area Authority's definition (s6.2 Precinct Structure Planning Guidelines) as follows:

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

Calculations provided in the Development Plan are indicative and have been based on average lot sizes (rounded to nearest 100m^2) and estimated net developable area. Any future subdivision design is expected to refine average lot sizes, total dwellings and net developable area to ensure 12 dwellings per net developable area is achieved across the Precinct.

Standard density dwellings	= net area (excluding roads) ÷ average lot size: = 425,000 m² ÷ 600 m² = 708.33 dwellings
Medium density dwellings	= net area (excluding roads) ÷ average lot size: = 8,000 m² ÷ 300 m² = 26.66 dwellings
Low density dwellings	= net area (excluding roads) ÷ average lot size: = 44,900 m² ÷ 900 m² = 49.88 dwellings
Total number of dwellings	= low density dwellings + medium density dwellings + standard density dwellings: = 784.87 dwellings (rounded to 785 dwellings)
Net density	= total number of dwellings ÷ total net developable area (including roads): = 785 ÷ 66.40ha = 11.82 dwellings per net developable hectare (rounded to 12 dwellings per net developable hectare)

Whilst it is acknowledged that the proposed lot yield for the site falls below the figure identified in Clause 11.02-02 of the State Planning Policy Framework, (which encourages average overall residential densities in the growth areas of a minimum of 15), it is considered to be acceptable in view of the site-specific physical constraints presented on the site.

Overall, the Plan would provide a higher proportion of 'standard' density residential lots that would maintain a sense of openness and respond to the various landform and landscape cues present on the site. The Plan would allow properties to front roads (including Crinigan Road); provide views and enable surveillance of public open spaces – particularly along the length of Waterhole Creek.

Low density housing (750m^2 to 1,500m^2) is proposed for the area of land in the south-east corner and along the eastern boundary of the Precinct facing onto Alexanders Road. Existing businesses currently operate within the Industrial 3 Zone in the vicinity of the south-eastern area of the Precinct alongside a large area of (currently vacant) Industrial 1 Zoned land to the east of Alexanders Road. With this in mind, the Development Plan proposes that the south-eastern corner is developed with larger lots (with an average size of 900m^2) to minimise potential interface issues.

The Development Plan acknowledges that acoustic attention measures (such as vegetated buffers) may be required to mitigate against potential amenity issues such as noise and visual impact within the south-east corner of the Precinct.

An area of 0.8ha is identified for the provision of medium density housing within the Development Plan layout. This will allow future development within the Precinct to provide more diverse housing options.

The Development Plan encourages medium density housing in locations adjacent to wetlands, parks and Waterhole Creek so that residents can take advantage of the associated amenity benefits whilst providing an increased level of passive surveillance.

A maximum lot size of 450m^2 is envisaged in the preferred medium density locations. It is acknowledged that this lot size is quite small and is uncommon at present in Morwell. However, this option reflects the need to provide for housing diversity and respond to State Planning Policy requirements to provide a mixture of housing opportunities and locate a high portion of housing close to neighbourhood activity centres, open space and public transport networks.

A detailed break-down of the overall Land Budget is included in Attachment 5 to this report.

The Plan has also been subject to a 'peer review' facilitated by the State Government's Department of Planning and Community Development via the Regional and Rural Planning Flying Squad. As a consequence the Plan has been strengthened in the following areas;

- strengthened internal east-west and north-south movements within the site;
- maximised active frontages to open spaces with edge roads – particularly along Waterhole Creek;
- designation of some internal passive open space in a high profile location that provides a positive context for diverse housing opportunities;
- improved interfaces on all sides – particularly to the north and east of the site;
- maximised creation of regular blocks;
- respect for existing title boundaries; and
- addressed the golf course interface.

The movement network is planned around paths within the open space and grid street network to provide legible connections in a highly permeable way within the site (see Attachments 6 & 7).

The Plan illustrates shared paths through the open space network including a shared path within the landscaping proposals for Waterhole Creek.

Waterways
A key natural feature of the site is Waterhole Creek. The Creek has an important role within the Development Plan in providing significant recreational benefits and as a key component of the proposed storm water management strategy (refer to Infrastructure section).

The conceptual Development Plan layout also involves removal of an existing defined waterway to the west of the Precinct. This change in Precinct characteristics will allow all flow downstream of Crinigan Road to be routed through a single channel before being discharged into the existing Waterhole Creek downstream of the Precinct.

A 30 metre reserve has also been applied along the waterway in accordance with the requirements of the Development Plan Overlay.

Infrastructure Services
Development of the site would require a range of (staged) infrastructure projects to be delivered within the Plan area. These would include the following:

- An upgrade to the existing sewer pump station for the first 100 lots. This would be achieved by constructing a new rising main to the Gippsland Water factory and upgrading the pumps to accommodate the additional loading. A new ultimate sewer pump station would be built in the future. The ultimate pump station would service a larger catchment and allow the decommissioning of 2 existing smaller pump stations. The ultimate pump station would be a shared asset, with contributions payable by developers and Gippsland Water.

- Construction of internal road networks & drainage, which would be constructed by the developer progressively over a number of stages as the subdivision developed.

- Implementation of a Stormwater Management Strategy (the Strategy) for the Precinct, which was prepared in July 2011 and updated in June 2012 to inform the stormwater quantity and quality controls required to service future development.

The Strategy would allow water to be directed from an original unnamed (western) tributary through a storage pond before connecting into Waterhole Creek downstream of Crinigan Road. It is intended that this pond would store water for irrigation of neighbouring sporting fields. Once the two flow paths combined they would flow along the existing Waterhole Creek floodplain. A series of offline wetlands and sediment basins located within retarding basins would detain and treat the Precinct flows before entering Waterhole Creek. The proposed retarding basin and wetland system in addition to additional flood protection to the north of the Precinct would ensure that no additional flows would be experienced upstream as a result of the development.

Final details of the drainage layout, including a significant amount of pad and fill, would be considered as part of the detailed design provided at the subdivision application stage.

The construction of the wetlands and detention basin system would be staged throughout the development. Staging these works would provide water quality improvements and restrict the stormwater discharges generated as the subdivision progressed.

- The Plan indicates that gas, electricity and telecoms services are available adjacent to the site and that connections would be provided with the initial stage of development.

- The Development Plan has been designed with a clear and legible street network, creating logical connections between residential areas, open space and the local centre. The Plan utilises existing roads and road reserves to build the basis for a logical east-west and north-south street grid pattern.

A new north-south collector road would be constructed from Crinigan Road at its existing intersection with Bridle Road. Therefore, the access point would form a four-leg roundabout at the Crinigan Road/ Bridle Road intersection. This road would provide the primary entry to the land for the majority of future residents.

An east-west collector road would be constructed from Alexanders Road, intersecting with the new north-south collector road central to the Precinct. This road is proposed to accommodate a future bus service and therefore would have a modified twenty three metre road reserve as a minimum.

The Precinct is expected to generate approximately 8,790 vehicle trips per day and 830 peak hour trips. The majority of roads within the subdivision would be classified in accordance with the Latrobe City Design Guidelines, Volume 3.1, as minor or major access streets where vehicle movements are not anticipated to exceed 500 and 2,000 vehicles per day respectively.

- There are three access points proposed to serve the Precinct from Crinigan Road.

The Bridle Road access point on Crinigan Road is proposed at its existing intersection with Bridle Road, which is controlled by a roundabout. The review of the peak hour turn movements at the Crinigan Road/Alexanders Road and Crinigan Road/ Maryvale Road intersections shows that the current left and right turn treatments are adequate for the expected traffic volumes.

The eastern Precinct access point on Crinigan Road is proposed to be located towards the eastern boundary of the precinct. In this location a channelised right turn and auxiliary left turn treatment would be required on Crinigan Road at the future road intersection. Localised road widening may be required to facilitate this outcome along the northern side of the road reserve and within the Precinct.

The western Precinct access point on Crinigan Road is proposed to be located along the western boundary of the precinct. In this location a channelised right turn and auxiliary left turn treatment would be required on Crinigan Road. Localised road widening may be required to facilitate this outcome along the northern side of the road reserve and within the Precinct.

The provision of two additional site access points on Crinigan Road would potentially provide residents with more route choice to enter/exit the development site. As a result, traffic generated by the site would be re-distributed to the surrounding road network via all four access points (including Alexanders Road).

The safe intersection sight distances on the approaches to the access points would be able to comply with the requirements of the Austroads Guidelines.

The Precinct access point on Alexanders Road is proposed via a new T-intersection located some 400m north of its intersection with Crinigan Road. The traffic assessment shows that an auxiliary left and channelised right turn treatment would be required on Alexanders Road at the *'Future Road'* intersection.

It is contended that safe intersection sight distances on the approaches to the access points would be able to comply with the requirements of the Austroads Guidelines.

- The proposed street network (see Attachment 7) has considered the potential to accommodate a future bus route through the site with indicative locations for bus stops illustrated in the Plan. A twenty three metre road reserve has been allocated along the north-west and east-west collector roads to ensure bus access can be facilitated. This is consistent with *Latrobe City Council Design Guidelines, 2010* and Department of Transport *Guidelines for Land Use and Development: Public Transport, 2008.*

Bus stops have been identified in key locations through the Precinct along the north-south and east-west collector roads to ensure that all residential areas would be within a 400 metre walkable distance to public transport facilities (when established).

- A footpath network would be established throughout the Precinct to provide safe and convenient pedestrian access. All minor access streets would incorporate a 1.5 metre pedestrian footpath network on both sides of the street and access places provided with a pathway on one side. This would create a pedestrian pathway network throughout the Precinct which would provide safe and convenient connections to open space reserves and parks, as well as the proposed neighbourhood activity centre.

A 2.5 metre shared pathway would be located along the north-south collector and east-west collector road on both sides. This would provide for safe and convenient pedestrian and cycle movement in most directions through the Precinct.

- A shared pathway would be established on the collector roads throughout the Precinct to allow for off-road bicycle access in north-south and east-west directions.

In addition, a pedestrian/cycle link would be provided along Waterhole Creek within the Precinct to allow residents links to the open space and natural features along its edges.

NB: An Addendum to the Traffic Impact Assessment report *(Attachment 8 to the Development Plan itself)* recommends a review of the internal layout of the site in response to revisions made to the layout of the site as part of an urban design assessment of the Plan. This review could be undertaken as a requirement of any future planning permit application and would not compromise the findings of the report in respect of external traffic movements.

Open space

The site has strong natural and man-made features which have determined the configuration of the open space network for the site shown in the Development Plan. The core linear open space in the Precinct is provided along the general alignment of Waterhole Creek. An indicative concept plan is provided at Attachment 6 to this report.

This network aims to increase incidental activity by building an environment where cycling or walking becomes a desired mode of transport, particularly for school children. A reserve is located along the main Waterhole Creek waterway and linked to the surrounding road network.

The majority of dwellings in the Precinct would be located within the required four hundred metres of this central reserve. Importantly the reserve would 'link-in' with, and extend the existing reserve and pathways along Waterhole Creek to the south of Crinigan Road.

Two local parks with a size of 5,000 square metres would also be located within the eastern and western parts of the Precinct. The location of these local parks would allow all future dwellings to be located in close proximity to useable public open space areas. Road reserves are proposed along the full boundary extent of these local parks to ensure future residential lots would front the open space and generate natural surveillance of these areas.

Local parks would be of a size capable of accommodating a small playground, grassed and landscaped areas, pathways, bicycle parking, public toilets and seating. It is envisaged that residents in close proximity to these parks would be the primary users.

The open space network includes encumbered and unencumbered land. Council will not credit encumbered land towards the required 5% public open space contribution.

The Development Plan has sought to address interface issues between the adjacent Morwell Golf Club/Latrobe City Soccer Stadium and the subject site by providing an extension of the interface treatment to the north-west of the Precinct via a linear open space link which effectively creates a greater set back between the different uses.

The Development Plan response to public open space provision is considered to be acceptable and is consistent with the draft Public Open Space Strategy (2012).

Community Hubs and Meeting Places
In response to a requirement of the Morwell Structure Plan, a neighbourhood activity centre is proposed within the walkable catchment of the Precinct. Indicatively, the centre would be located at the intersection of Crinigan Road and the new north-south collector road to provide access by walking, cycling and car.

An area of 0.3ha is proposed to be set aside for the centre, which would perform a 'daily needs' function for the residents thus reflecting its intended local role. Notwithstanding this, it is anticipated that residents would continue to travel in to the town centre for their main (weekly) shopping needs.

The size of the centre has been determined in accordance with growth area principles established by the Growth Area Authority. A local centre is defined as:

'…an activity centre smaller than a neighbourhood activity centre which may include a small limited line supermarket or convenience store of between 500sqm and 1,500sqm, plus non-retail uses'.
(GAA, 'Precinct Structure Planning Guidelines', 2009).

The centre would provide space for local business such as butchers, hairdressers, a small grocer or potentially some small office services.

It should be noted that under the provisions of the Latrobe Planning Scheme the land proposed for the local centre would be required to be rezoned to the Business 1 Zone and any use and development would need to be consistent with the provisions of the zone.

Flora & Fauna
A Net Gain Vegetation Assessment has been prepared for the Precinct. This assessment has been prepared in accordance with *Native Vegetation Management – A Framework for Action* (the 'NVF').

Adopting the principles of the NVF it is established that minimal native vegetation has been found in the Precinct. Removal of the over-storey species and medium shrubs within the drainage line adjacent to the western boundary cannot be avoided and therefore will require a planning permit, along with an offset calculation.

Any future grant of a planning permit for subdivision within the Precinct would be conditioned to require the preparation of a Management Plan for the Growling Grass Frog and Dwarf Galaxias species.

Cultural Heritage
Preparation of the Development Plan has been informed by an Aboriginal and Historical Heritage Assessment based on both desk-top research and a site survey.

The Study identifies that land parcels Lot 1 LP75619, Lot 634891 and Part Lot 1 LP93736 are located within areas of cultural sensitivity and therefore a mandatory Cultural Heritage Management Plan (CHMP) is required for any future development of these areas.

The requirement to undertake further work can be controlled as part of any future planning permit condition with any subsequent mitigation work necessary, to be completed prior to the commencement of any works.

Process and Outcomes
The Development Plan has been prepared with an appropriate level of community consultation (refer to section 7 of this report for details), the comments from which have been incorporated into the Plan where practical and appropriate to do so – having regard to the statutory planning framework.

A summary of submissions received and the Councils response is provided in Table 3 below:

Table 3: Summary of Key Consultation Responses:

Submitter	Summary of Submission	Response/Change
1. SP AusNet	It is noted that there is reference to upgrading the existing sewerage pumping station on Crinigan Road (years 1 to 3) and following construction of the first 100 lots with the Precinct, a new sewerage pump station is required to be established (years 3 to 5). In both cases, Gippsland Water will have to enter into negotiations with SP AusNet for electricity supply to the site. All costs associated with design and construction of electricity infrastructure will be borne by Gippsland Water. Please note SP AusNet as a stakeholder in the matter.	Comments noted. This matter can be dealt with at the subdivision application stage. No changes required.

Submitter	Summary of Submission	Response/Change
2. Department of Sustainability and Environment	A planning permit will be required for the proposed removal of any native vegetation. DSE is satisfied that it is unlikely that there are threatened or rare flora species present but there may be threatened species of fauna within the site. The 3 Step 'avoid, minimise offset' approach set out in the 'Native Vegetation Management – A Framework for Action', should be adopted for the assessment of any clearance of remnant vegetation from the Precinct. DSE is not satisfied that the Swamp Paperbark and Blackwoods are 'planted'. The requirements of the 'Native Vegetation Management – A Framework for Action' apply to remnant vegetation. Treatment for Waterhole Creek Reserve should consider restoring the ecological function and enhancing habitat and water health through revegetation and be of local provenance.	The Development Plan notes this fact. A Management Plan for the Growling Grass Frog and Dwarf Galaxias species will be prepared to the satisfaction of Latrobe City Council and the Department of Sustainability and Environment prior to any subdivision occuring. A 'Net Gain Vegetation Assessment' prepared for the Precinct provides an assessment of the area intended for future development across the Precinct and has been prepared in accordance with *Native Vegetation Management – A Framework for Action* (the 'NVF'). Adopting the principles of the NVF it is established that minimal native vegetation has been found in the Precinct. Removal of the understorey species and medium shrubs within the drainage line adjacent to the western boundary cannot be avoided and will therefore require a planning permit along with an offset calculation. This matter can be dealt with at the planning permit assessment stage. Comments noted. This matter can be addressed at the planning permit application stage. Comments noted. This matter can be addressed at the planning permit application stage. The Waterhole Creek Reserve is intended to be the primary open space area for the estate, incorporating Water Sensitive Urban Design elements and recreational facilities for residents. The proposed wetlands will be planted with indigenous and native vegetation that will assist with the storm water filtration process, provide biodiversity and add another dimension to the public open space. The planting along the waterway will also provide bank stabilisation and erosion control, further measures may be identified.

Submitter	Summary of Submission	Response/Change
3. Environment Protection Authority	EPA has no objection to the revised Development Plan and notes it now incorporates an industrial buffer interface. EPA recommends that incoming residents are made aware of potential amenity impacts of odour.	Comments noted. No change required. Comments noted. The site is outside the Australian Paper Mill odour boundary.
4. West Gippsland Catchment Management Authority	The modelling indicates that the proposed works will significantly improve flooding around Crinigan Road but will result in minor flooding to the west of the Creek – which can be managed by minor modification works to the designed works. The Authority agrees in principle that the proposed works downstream of Crinigan Road can improve existing flood impacts.	Comments noted. Minor modifications to design works can be dealt with at the Subdivision application stage.
5. Gippsland Water	There is a 300mm water main along Crinigan Road which would have the capacity to service the proposed development via main extensions. The current Sewer Pump Station (SPS) does not have capacity to accommodate any more development; therefore a pump station will be needed within the development. Location of SPS to be further investigated.	Comments noted. The Development Plan acknowledges the need for a new SPS and indicatively locates one in the northern area of the site.
6. Country Fire Authority	CFA broadly supports the general content of the Plan subject to a number of matters which can be addressed at the planning permit stage, including: • Legal agreements to secure vegetation management on adjacent land to mitigate fire risks. • The implications of the proposed (Ministerial) BMO.	Support noted. Issues to be addressed at the planning permit stage and through the Implementation Plan.

Submitter	Summary of Submission	Response/Change
7. Telstra	Telstra has no objections to the proposal.	Noted. No changes required.
8. Department of Transport	The Director of Public Transport has no submission against the Development Plan as the collector roads are designed in accordance with Public Transport Guidelines for Land Use and Development.	Noted. No changes required.
9. Ms J. Alexander	Objects to the proposed development plan where it occurs over their land. Issues: • No intention to ever develop the land or support rezoning of the land to residential use; • Interruption to water and electricity supplies; • Issues of trespass onto land from future occupants After reviewing the revised flood work along Waterhole Creek, upstream of our property, we are much more satisfied that the altered works will not have as significant of an impact on our property as the previous versions did. Thank you for your time in meeting with me and continuing to inform us on progress with this development plan, despite the fact we object to it over our land.	Some land owners may wish to develop, some may not. The Planning Scheme requires the Plan to show a development framework for the whole of the Precinct at this stage to ensure co-ordinated planning for future road connections, sewer and drainage. The Development Plan will remain a 'conceptual' framework until land within the Farming Zone is rezoned. Consideration of the Development Plan does not compel subdivision/development to occur against the desire of individual landowners. Access to utilities can be protected through the implementation of a Site Construction Management Plan conditioned as part of any planning permit. Access to water supply through another landowner's property is a civil matter out of the scope of the development plan process – as are matters of trespass and vandalism.
10. HVP Plantations	HVP Plantations support the revised Development Plan.	Comments noted.
11. Mr M Anderson	Support the Plan.	Comments noted.
12. APA Group (Gas)	No objection to the proposal on the basis that it will not affect existing gas assets.	Comments noted.

The Development Plan is accompanied by an Implementation Plan which is intended to provide a consolidated list of action items which are necessary to deliver the outcomes of the Development Plan. A copy of the Implementation Plan can be found in Attachment 8.

The Implementation Plan presents two alternate options, depending on the outcome of the current Bushfire Management Strategy - the revised mapping for which is expected to be finalised by the Minister for Planning in late 2012/early 2013. The impacts of the revised mapping are likely to have a bearing on the way in which the Development Plan could be implemented.

Should the revisions to the Bushfire Management Overlay not affect the Precinct, development of existing Residential 1 Zoned land could theoretically occur immediately after any approval Councillors' are minded to grant in respect of the Development Plan. This scenario is reflected in Option 1 of the Implementation Plan.

In the event that the Bushfire Management Overlay (BMO) is introduced by the Minister for Planning within additional areas of the Precinct area, an alternative implementation strategy has been prepared to achieve the outcome of the Development Plan. This is reflected in Option 2 of the Implementation Plan.

5.5 BUSHFIRE MANAGEMENT OVERLAY

The purpose of the Bushfire Management Overlay (WMO) is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To assist to strengthen community resilience to bushfire.*
- *To identify areas where the bushfire hazard requires specified bushfire protection measures for subdivision and buildings and works to be implemented.*
- *To ensure that the location, design and construction of development considers the need to implement bushfire protection measures.*
- *To ensure development does not proceed unless the risk to life and property from bushfire can be reduced to an acceptable level.*

The Plan has been developed to have regard to the requirements of the Planning Scheme as they relate to the extent of the current Bushfire Management Overlay. As a conceptual layout, the current Implementation Plan proposes the two possible planning scenarios outlined above.

5.6 FLOODWAY & LAND SUBJECT TO INUNDATION OVERLAYS

The purpose of the Floodway Overlay (FO) is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To identify waterways, major floodpaths, drainage depressions and high hazard areas which have the greatest risk and frequency of being affected by flooding.*
- *To ensure that any development maintains the free passage and temporary storage of floodwater, minimises flood damage and is compatible with flood hazard, local drainage conditions and the minimisation of soil erosion, sedimentation and silting.*
- *To reflect any declarations under Division 4 of Part 10 of the Water Act, 1989 if a declaration has been made.*
- *To protect water quality and waterways as natural resources in accordance with the provisions of relevant State Environment Protection Policies, and particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).*
- *To ensure that development maintains or improves river and wetland health, waterway protection and flood plain health.*

The purpose of the Land Subject to Inundation Overlay (LSIO) is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To identify land in a flood storage or flood fringe area affected by the 1 in 100 year flood or any other area determined by the floodplain management authority.*
- *To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.*
- *To reflect any declaration under Division 4 of Part 10 of the Water Act, 1989 where a declaration has been made.*
- *To protect water quality in accordance with the provisions of relevant State Environment Protection Policies, particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).*
- *To ensure that development maintains or improves river and wetland health, waterway protection and flood plain health.*

The Development Plan acknowledges that the site is constrained by surface water management issues, which are reflected in the application of both the Floodway Overlay and the Land Subject to Inundation Overlay. Extensive flood modelling has been conducted during the development of the Plan which has in turn informed the Surface Water Management Strategy (which is included as Attachment 7 (p.42) of the Development Plan). The Surface Water Management Strategy has been designed to mitigate against the potential flooding impacts associated with the site and in particular along Waterhole Creek and will incorporate design features including wetlands, retarding basins and landscaping to enhance the integrity of the waterway.

5.7 OTHER ISSUES

The land within the Precinct area is not subject to any amenity buffers.

6. FINANCIAL, RISK AND RESOURCES IMPLICATIONS

The Development Plan will contribute to reducing the following specific risk that is identified within the Council's *Risk Management Plan 2011-2014:*

'Shortage of land available to support population growth and planning application processes that do not encourage development'.

The risk is described as,

'…the slow transitioning of structure plans to actual zoned and developable land'.

Development Plans are identified as an existing control to manage and mitigate against the risk.

7. INTERNAL / EXTERNAL CONSULTATION

Engagement Method Used:
The draft Development Plan has been subject to a high level of consultation since being submitted in November 2011 and has been considered and assessed by a broad range of statutory consultees and made available to members of the local community for comment. The key components of the consultation process are outlined below:

- November 2011: Draft Development Plan formally lodged with Council.
- February 2012: Initial consultation with statutory bodies in preparation for stakeholder workshop.
- March 2012: Statutory stakeholder workshop (both internal and external stakeholders).
- March 2012: Follow-up one-on-one invites and discussions with individual landowners affected by the Development Plan.
- July 2012: Public consultation period and further statutory consultation for a period of twenty one days from 5th to 26th July 2012.
- July 2012: Meetings with representatives of Morwell Golf Club and Advance Morwell to explain the content of the Draft Development Plan and invite further comments.
- November 2012: Further invites for one-on-one sessions with individual landowners affected by the Development Plan.

It should be noted that whilst the public consultation in July 2012 was not a prescribed requirement of the *Planning and Environment Act* 1987, it was considered appropriate to provide a mechanism for members of the local community to be afforded an opportunity to comment on meaningful and informed proposals prior to any formal decision by Council. As part of this process a total of fifty four individual property owners (including local residents) were directly notified of the draft Plan by letter with an advert also placed in the Latrobe Valley Express newspaper.

As a consequence of the public consultation one formal submission was received from a single landowner from within the precinct with three received from statutory referral authorities. Information meetings were also held with representatives of Advance Morwell and Morwell Golf Club in July 2012 - no further comments were received.

Table 3 in Section 5 of this report summarises the key issues raised in all submissions. Full copies of submissions can be found in Attachment 9 to this report.

Council's response to individual concerns are also detailed in the table outlined in Section 5 of the report and where appropriate and relevant to do so, addressed in the final version of the Development Plan.

Internal Referrals

The draft Development Plan was referred internally to Council's Infrastructure Development team and Senior Recreation and Open Space Officer for consideration. Comments received have been considered and where appropriate, incorporated into the Plan.

External Referrals

Comments from key external referral authorities have been considered and where appropriate, incorporated into the Development Plan. Respondents include:

- SP AusNet
- Telstra
- Department of Sustainability and Environment
- Environment Protection Authority
- West Gippsland Catchment Management Authority
- Gippsland Water
- Country Fire Authority
- Department of Transport
- APA Group

A summary of the key issues raised are detailed in Table 3 in Section 5 of this report.

Overall, the statutory bodies consulted have provided 'in-principle' support for the Development Plan. In some instances this support is subject to conditions, the requirements of which will be considered at the detailed subdivision stage.

8. OPTIONS

Council has the following options:

1. To formally adopt the Development Plan.

2. Not adopt the Development Plan and seek further information.

9. CONCLUSION

The Development Plan provides an opportunity to bring forward a substantial area of developable residential land to meet existing and future housing demands within the Morwell urban area.

As land within a Residential 1 Zone, the principle of residential development is now firmly established on the area of the site within the Residential 1 Zone, and inferred on the balance land within the Farming Zone.

Whilst less certain, the future development of the balance land along the northern boundary and within the eastern portion of the site will require rezoning and involve the need for a separate planning process in the form of a planning scheme amendment. The latter would afford an opportunity for the land use planning merits of rezoning to be deliberated and landholder views to be considered in further detail.

The Crinigan Road Development Plan has been prepared having regard to the requirements of Schedule 5 of the Development Plan Overlay and on balance has taken account of those requirements whilst responding to the constraints of the site.

The Plan has been subject to a level of consultation commensurate with the complexity of the land use planning issues and has allowed statutory and community input into the process and a broad range of issues to be considered and where relevant, addressed within the Plan.

The urban design content of the proposal has also been analysed and subsequently strengthened as a consequence of an independent peer review.

Where appropriate, planning permit applications will resolve detailed technical issues that are not able to be fully documented in the Development Plan.

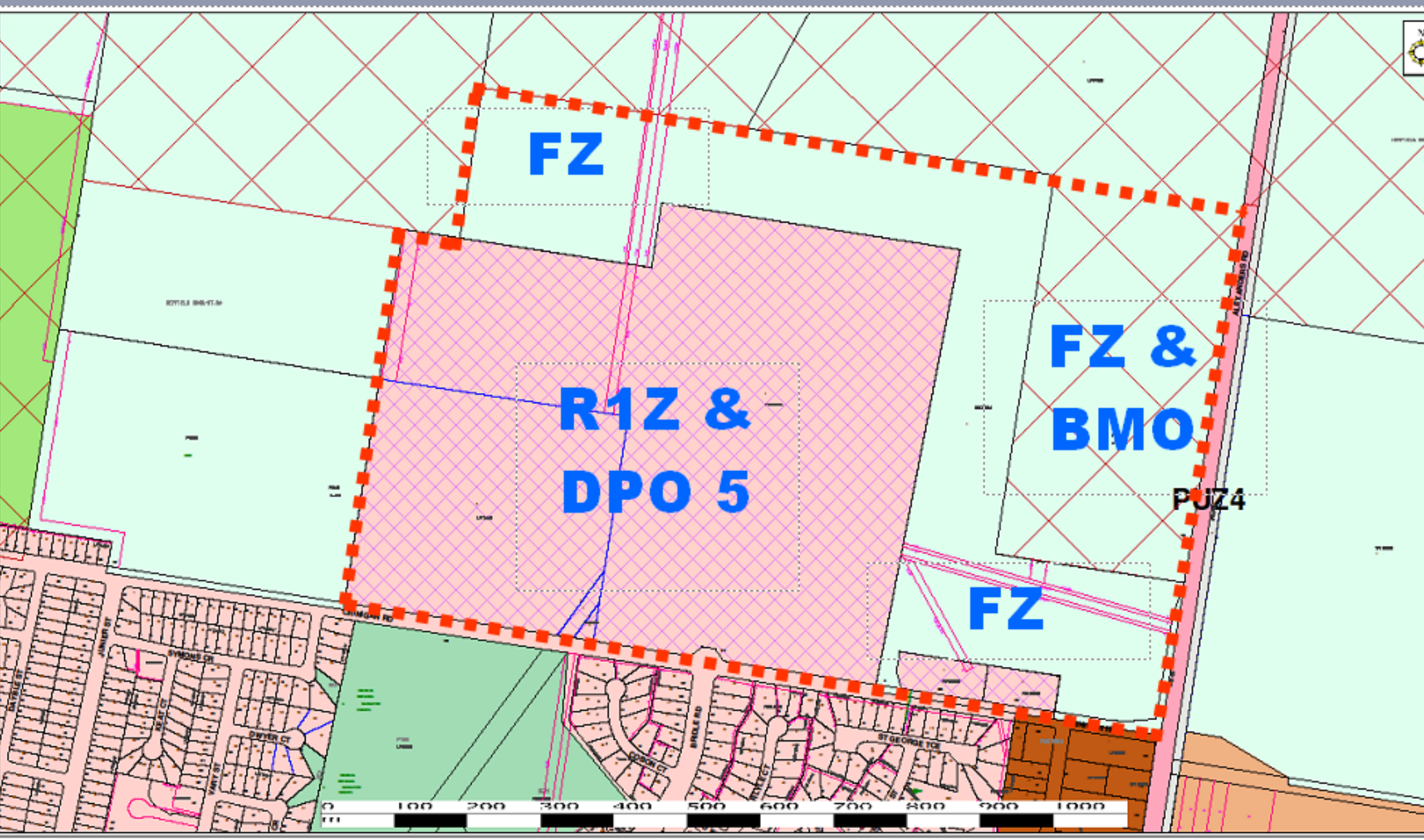
10. RECOMMENDATION

That Council adopts the Crinigan Road Development Plan, dated November 2012.

ATTACHMENT ONE

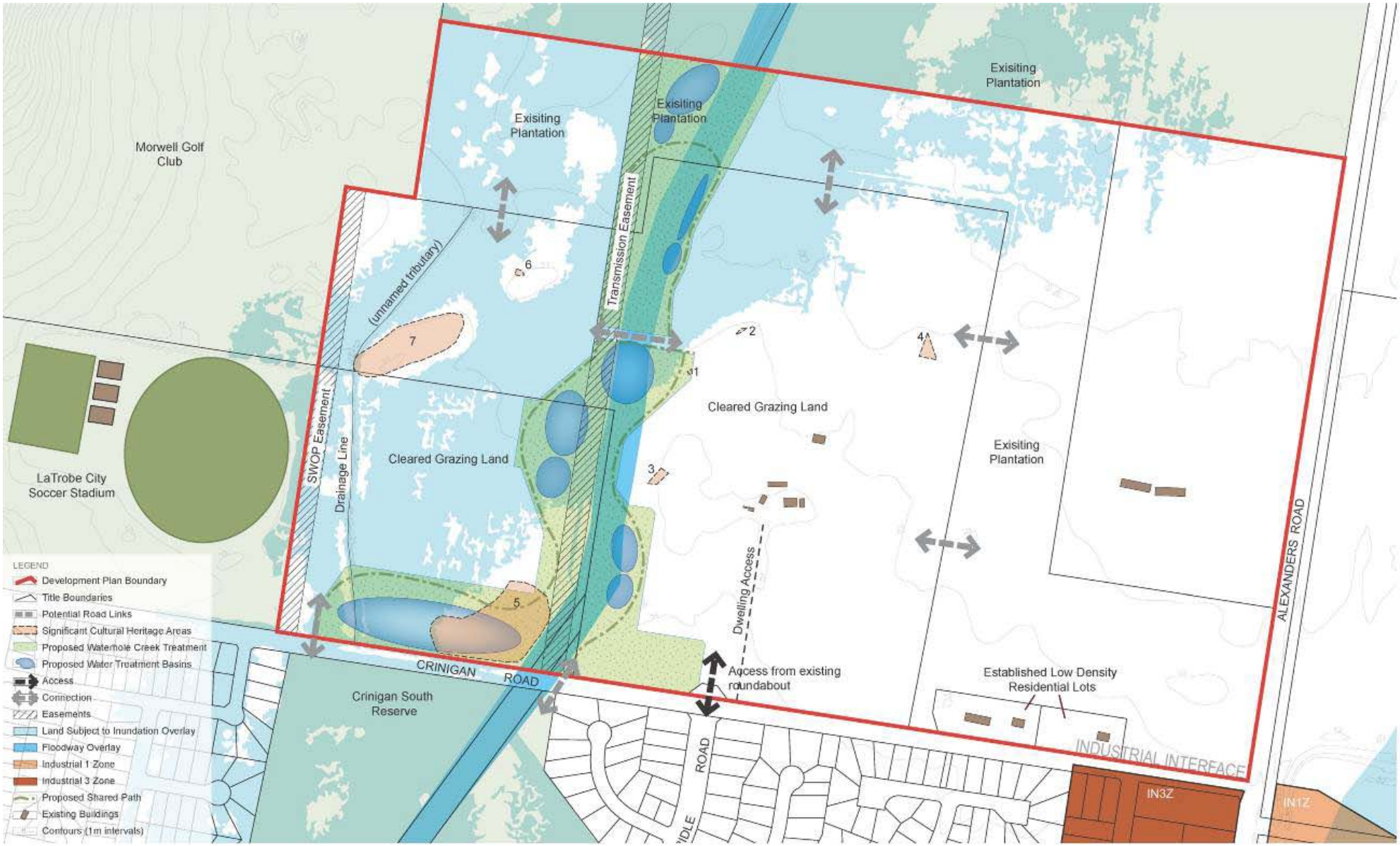

Morwell Golf Course
MARYVALE ROAD
Maryvale Private Hospital
CRINIGAN ROAD
Latrobe Hospital
14km to Traralgon
Heritage Manor Aged Care
Valley Christian Community School
LATROBE ROAD
HOURIGAN ROAD
Morwell Park Primary School
ALEXANDERS ROAD
HOLMES ROAD
BIRDLE ROAD
VARY STREET
Morwell Secondary School
Morwell Primary School
CHURCHILL ROAD
COMMERCIAL ROAD
PRINCES DRIVE
Midvalley Shopping Centre
Gippsland TAFE
Water Hole Creek
MARYVALE ROAD
PRINCES FREEWAY
FIRMINS LANE
MONASH WAY
TRAMWAY ROAD

ATTACHMENT TWO



Disclaimer: The compilation of this map is subject to Copyright laws & regulations.
Latrobe City Council does not guarantee the accuracy of the information shown.
Latrobe City Council will not be liable for any loss or damage caused as a result
of using this data.

ATTACHMENT THREE


Morwell Golf Club
Exisiting Plantation
Exisiting Plantation
Exisiting Plantation
Exisiting Plantation
Transmission Easement
(unnamed tributary)
SWOP Easement
Drainage Line
Cleared Grazing Land
Cleared Grazing Land
LaTrobe City Soccer Stadium
Dwelling Access
Access from existing roundabout
CRINIGAN ROAD
Crinigan South Reserve
ALEXANDERS ROAD
Established Low Density Residential Lots
INDUSTRIAL INTERFACE
IN3Z
IN1Z
ROAD
1
2
3
4
5
6
7
LEGEND
Development Plan Boundary
Title Boundaries
Potential Road Links
Significant Cultural Heritage Areas
Proposed Waterhole Creek Treatment
Proposed Water Treatment Basins
Access
Connection
Easements
Land Subject to Inundation Overlay
Floodway Overlay
Industrial 1 Zone
Industrial 3 Zone
Proposed Shared Path
Existing Buildings
Contours (1m intervals)

ATTACHMENT FOUR


LEGEND
Subject Site
Proposed Waterway Reserve
Existing Easement
Wildfire Reserve
Wildfire Protection Extent
Low Density Residential
Conventional Density Residential
Medium Density Residential
Passive Open Space
Local Open Space
Proposed Bus Route and Stop locations
Possible Neighbourhood Activity Centre
1000m² to be retained for Cultural Heritage Conservation
Indicative Location of Sewer Pump
Proposed Location of Roundabouts
LaTrobe City Soccer Stadium
CRINIGAN ROAD
ALEXANDERS ROAD
INDUSTRIAL BUFFER ACOUSTIC FENCING
ACOUSTIC FENCING IS TO BE DESIGNED TO THE SATISFACTION OF COUNCIL
INDICATIVE EASEMENT
TREE RESERVE

ATTACHMENT FIVE

121119/ Rev H opt 2				%TSA
Total Site Area	**80.26**	**ha**		
Encumbered Land	**11.63**	**ha**		14%
Transmission Easement*	1.84	ha		
Waterways Reserve	8.50	ha		
Sewer Easement*	1.19	ha		
Cultural Heritage Conservation Area	0.10	ha		
Gross Developable Area	**68.63**	**ha**	%GDA	
Credited Open Space	**2.23**	**ha**	3%	
Passive Open Space	1.04	ha	2%	
Pedestrian Link	0.06	ha	0%	
Local Open Space	1.13	ha	2%	
Net Developable Area	**66.40**	**ha**	%GDA	%NDA
Roads	**19.41**	**ha**	28%	29%
Local & Connector Streets	19.41	ha		
Net Residential Area	**46.99**	**ha**	68%	71%
Medium Density Residential	0.80	ha	1%	1%
Standard Density Residential	42.50	ha	62%	64%
Low Density Residential	4.49	ha	7%	7%

*Open space provisions as per discussions with MESH and La Trobe City Council (30/10/12) and credited Open Space plan supplied by MESH on behalf of La Trobe City Council.

ATTACHMENT SIX


LEGEND
Tree planting
Garden bed and waterway planting
Grass area
Water body
Shared path
Boardwalk
Bund / maintenance access
Rockwork
Shelter
Seat
Wildfire Buffer
(No tree planting)
Wetland
Sed. Basin
Boardwalk
Wetland
Bund / maintenance access
No tree planting within electricity easement
Possible play area
Culvert Bridge
Shared Path
Confluence Pond
Shared Path
Wetland
Rock work to stabilise creek embankment
Sed. Basin
Bund / maintenance access
Wetland
Bund / maintenance access
Sed. Pond
Irrigation Pond
Shelter
CRINIGAN ROAD
Client: Difabro PD Pty Ltd
Council: City of Latrobe
Vicroads Ref: 699 S2
DRAWING
L02
1:1000 @ A1
Oct 2012
Waterway Reserve
Landscape Concept Plan

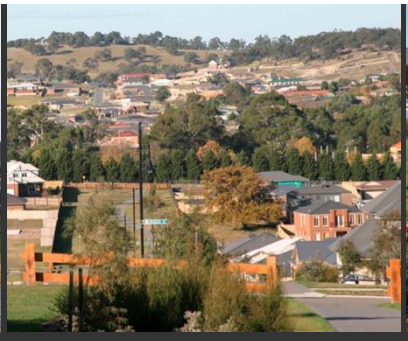
ATTACHMENT SEVEN



Legend

- Collector Road
- Major Access Street
- Minor Access Street

ATTACHMENT EIGHT



Crinigan Road

Development Plan

Implementation Plan

30 November, 2012

Quality Assurance – Report Record

Prepared by:	**Melissa Griffin**
Reviewed by:	
Approved by:	
Revision No.:	**C**
Date of issue:	**30 November, 2012**

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1.2 Function of the Implementation Plan 2

2 Implementation Phases and Actions 3

2.1 Implmentation Plan Option 1 – without Bushfire Management Overlay 3
2.2 Implmentation Plan Option 2 – with Bushfire Management Overlay 5

3 Other actions 8

1 Introduction

1.1 Overview

The Crinigan Road Development Plan (the “Development Plan”) has been prepared by in accordance with the Development Plan Overlay Schedule 5 (DPO5) of the Latrobe Planning Scheme. The Plan establishes a broad planning framework to guide future development of the affected land in relation to:

- Land use and subdivision;
- Stormwater and Waterways;
- Infrastructure Services;
- Open Space;
- Flora and fauna; and
- Cultural heritage.

This Implementation Plan has been prepared in support of the Development Plan.

1.2 Function of the Implementation Plan

This Implementation Plan is intended to provide a consolidated list of action items which are necessary to deliver the outcomes of the Structure Plan. The function of this Implementation Plan is to provide guidance and does not represent a firm commitment by Latrobe City Council or any other stakeholder to deliver action items.

The Implementation Plan may be varied by any party with the consent of Latrobe City Council and affected landholders in the Precinct.

2 Implementation Phases and Actions

This section presents two altnernate options for the Implmentation Plan, depending on the outcome of the Bushfire Management Strategy to be finalised in June, 2012. The inclusion of this mapping has a bearing on the way the Development Plan will be implemented.

2.1 Implmentation Plan Option 1 – without Bushfire Management Overlay

Should the Bushfire Management Overlay not affect the Precinct, development of existing Residential 1 Zoned land can occur immediately after approval of the Development Plan. This scenario is reflected in Option 1. Refer to Attachment 1.

Action	Responsibility	Stakeholders
Phase 1 – estimated 1 to 3 years		
Development of Residential 1 Zoned Land;	Landowners/Developers	Latrobe City Council Relevant referral authorities
Construction and delivery of public open space is to be carried out in conjunction with the construction of any land directly abutting designated public open space areas. The waterway reserve is exempt from this requirement.	Landowners/Developers	Latrobe City Council
The waterway reserve (and encompassed retarding basins) is to be constructed as required to appropriately service development within the Precinct and be carried out generally in accordance with the Surface Water Management Strategy prepared by Water Technology, dated June 2012. A staged construction of the waterway reserve is appropriate, however at a minimum construction of this area should occur in conjunction with construction of residential areas directly abutting the waterway reserve for the extent bound by the centreline of Waterhole Creek.	Landowners/Developers	Latrobe City Council
Rezone Farm Zone land to Residential 1 Zone and Development Plan Overlay Schedule 5;	Latrobe City Council	Landowners CFA EPA
Upgrade of the existing sewerage pumping station on Crinigan Road is to be carried out prior to any development occuring within the Precinct. This is to occur in liasion with, and to the satisfaction of, Latrobe City Council and Gippsland Water;	Landowners/developers	Gippsland Water
Improvements to the Waterhole Creek drainage reserve (including establishment of	Landowners/developers	Catchment Management

Action	Responsibility	Stakeholders
wetlands) is to occur progressively as required to adequately service development;		Authority
Remove of the Land Subject from Inundation Overlay (LSIO) from affected land within the Precinct. As an interim measure (prior to removal of the LSIO), a Memorandum of Understanding (MOU) may be adopted between Latrobe City Council and the West Gippsland Catchment Authority (WGCMA) to remove the referral requirements for the WGCMA in relation to any future planning permit for development on land affected by the LSIO.	Latrobe City Council West Gippsland Catchment Management Authority	Landholders/developers
On completion of any maintence period required as a condition of a planning permit, open space and reserves are to be transferred to Latrobe City Council;	Landowners/developers	Latrobe City Council
Phase 2 – estimated 3 to 5 years		
Construction and delivery of open space is to be carried out in conjunction with the construction of any land directly abutting designated open space areas. The waterway reserve is exempt from this requirement.	Landowners/Developers	Latrobe City Council
The waterway reserve (and encompassed retarding basins) is to be constructed as required to appropriately service development within the Precinct and be carried out generally in accordance with the Surface Water Management Strategy prepared by Water Technology, dated June 2012. A staged construction of the waterway reserve is appropriate, however at a minimum construction of this area should occur in conjunction with construction of residential areas directly abutting the waterway reserve for the extent bound by the centreline of Waterhole Creek.	Landowners/Developers	Latrobe City Council
Following construction of the first 100 lots within the Precinct, a new sewerage pump station is required to be established. This sewerage pump station is required within the northern area of the Precinct and is to occur in liasion with, and to the satisfaction of, Latrobe City Council and Gippsland Water;	Landowners/developers	Gippsland Water
Subdivision of lot 2 PS531369 along the new Residential 1 Zone boundary;	Landowners/developers	Latrobe City Council
Develop lot 2 PS531369 (including construction of northern waterway reserve);	Landowners/developers	Latrobe City Council Relevant referral authorities
Rezone land for open space and reserve to the Public Park and Recreation Zone	Latrobe City Council	N/A

Action	Responsibility	Stakeholders
(ongoing as development occurs);		
Phase 3 – estimated to be 5 years and beyond		
Subdivision of lot 1 LP93736 along the new Residential 1 Zone boundary;	Landowners/developers	Latrobe City Council
Develop lot lot 1 LP93736;	Landowners/developers	Latrobe City Council Relevant referral authorities

2.2 Implmentation Plan Option 2 – with Bushfire Management Overlay

If the Bushfire Management Overlay (BMO) is introduced within the Precinct area, an alternative implementation strategy has been prepared to achieve the outcome of the Development Plan. Refer to Attachment 2.

Action	Responsibility	Stakeholders
Phase 1 – estimated 1 to 3 years		
Development of Residential 1 Zoned Land (except where affected by BMO);	Landowners/Developers	Latrobe City Council Relevant referral authorities
Construction and delivery of open space is to be carried out in conjunction with the construction of any land directly abutting designated open space areas. The waterway reserve is exempt from this requirement.	Landowners/Developers	Latrobe City Council
The waterway reserve (and encompassed retarding basins) is to be constructed as required to appropriately service development within the Precinct and be carried out generally in accordance with the Surface Water Management Strategy prepared by Water Technology, dated June 2012. A staged construction of the waterway reserve is appropriate, however at a minimum construction of this area should occur in conjunction with construction of residential areas directly abutting the waterway reserve for the extent bound by the centreline of Waterhole Creek.	Landowners/Developers	Latrobe City Council
Rezone Farm Zone land to Residential 1 Zone and Development Plan Overlay Schedule 5. At this time remove Wildfire Management Overlays or Bushfire Management Overlays which affect land in the Precinct;	Latrobe City Council	Landowners CFA EPA
Upgrade of the existing sewerage pumping station on Crinigan Road is to be carried out prior to any development occuring within the Precinct. This is to occur in liasion with, and to the satisfaction of, Latrobe City Council	Landowners/developers	Gippsland Water

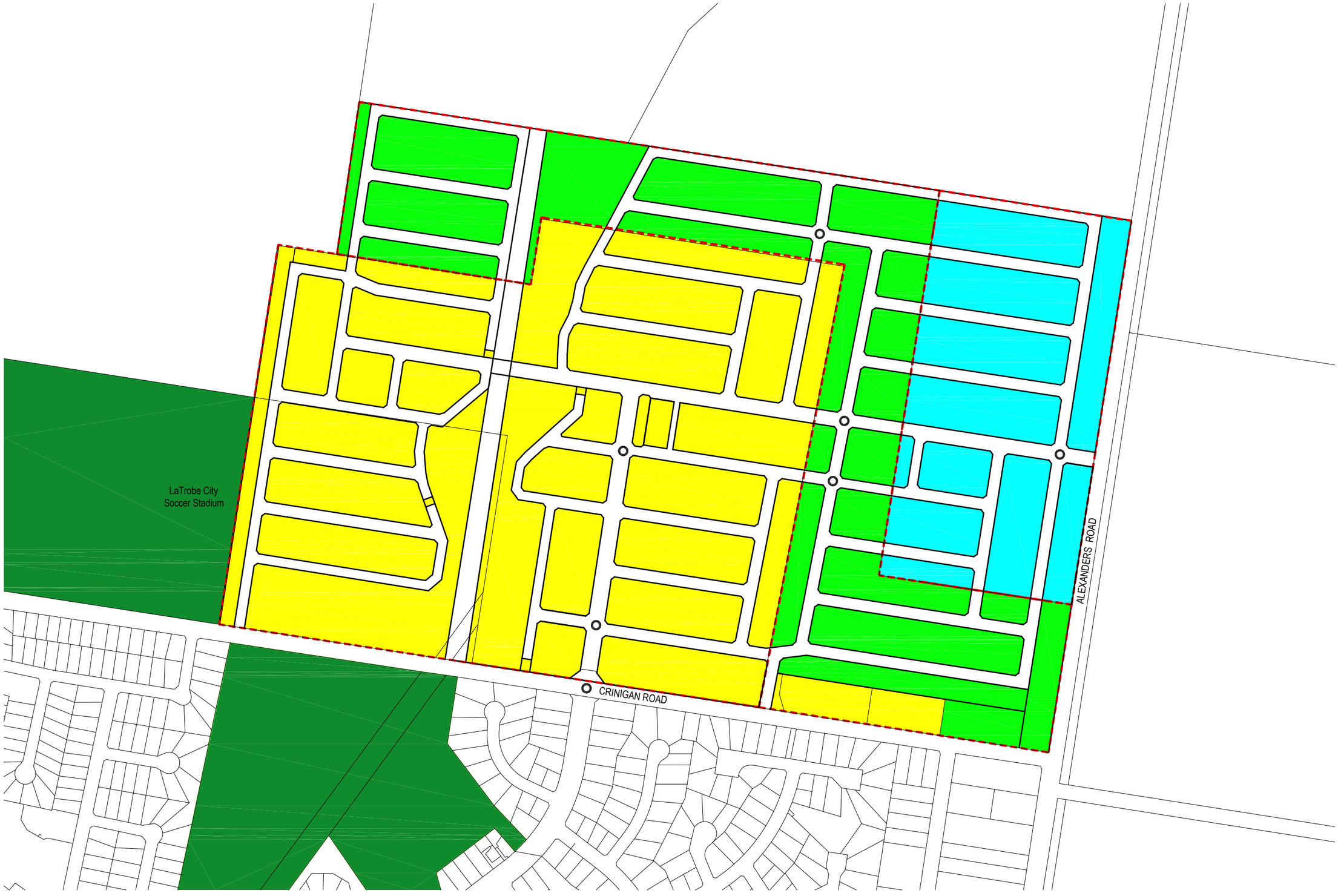
Action	Responsibility	Stakeholders
and Gippsland Water;		
Improvements to the Waterhole Creek drainage reserve (including establishment of wetlands) is to occur progressively as required to adequately service development;	Landowners/developers	Catchment Management Authority
Remove of the Land Subject from Inundation Overlay (LSIO) from affected land within the Precinct. As an interim measure (prior to removal of the LSIO), a Memorandum of Understanding (MOU) may be adopted between Latrobe City Council and the West Gippsland Catchment Authority (WGCMA) to remove the referral requirements for the WGCMA in relation to any future planning permit for development on land affected by the LSIO.	Latrobe City Council West Gippsland Catchment Management Authority	Landholders/developers
On completion of any maintence period required as a condition of a planning permit, open space and reserves are to be transferred to Latrobe City Council;	Landowners/developers	Latrobe City Council
Phase 2 – estimated 3 to 5 years		
Construction and delivery of open space is to be carried out in conjunction with the construction and any land directly abutting designated open space areas. The waterway reserve is exempt from this requirement.	Landowners/Developers	Latrobe City Council
The waterway reserve (and encompassed retarding basins) is to be constructed as required to appropriately service development within the Precinct and be carried out generally in accordance with the Surface Water Management Strategy prepared by Water Technology, dated June 2012. A staged construction of the waterway reserve is appropriate, however at a minimum construction of this area should occur in conjunction with construction of residential areas directly abutting the waterway reserve for the extent bound by the centreline of Waterhole Creek.	Landowners/Developers	Latrobe City Council
Develop all remaining areas of existing Residential 1 zoned land (affected by the BMO);	Landowners/developers	Latrobe City Council Relevant referral authorities
Following construction of the first 100 lots within the Precinct, a new sewerage pump station is required to be established. This sewerage pump station is required within the northern area of the Precinct and is to occur in liasion with, and to the satisfaction of, Latrobe City Council and Gippsland Water;	Landowners/developers	Gippsland Water

Action	Responsibility	Stakeholders
Subdivision of lot 2 PS531369 along the new Residential 1 Zone boundary;	Landowners/developers	Latrobe City Council
Develop lot 2 PS531369 (including construction of northern waterway reserve);	Landowners/developers	Latrobe City Council Relevant referral authorities
Rezone land for open space and reserve to the Public Park and Recreation Zone (ongoing as development occurs);	Latrobe City Council	N/A
Phase 3 – estimated to be 5 years and beyond		
Subdivision of lot 1 LP93736 along the new Residential 1 Zone boundary;	Landowners/developers	Latrobe City Council
Develop lot lot 1 LP93736;	Landowners/developers	Latrobe City Council Relevant referral authorities

3 Other actions

Latrobe City Council has identified a number of other actions which are required to be carried out as part of the Implmentation of the Development Plan.

Action	Responsibility	Stakeholders



Sequencing Plan Option 1 - without bushfire management overlay

Crinigan Road Part 2, Morwell

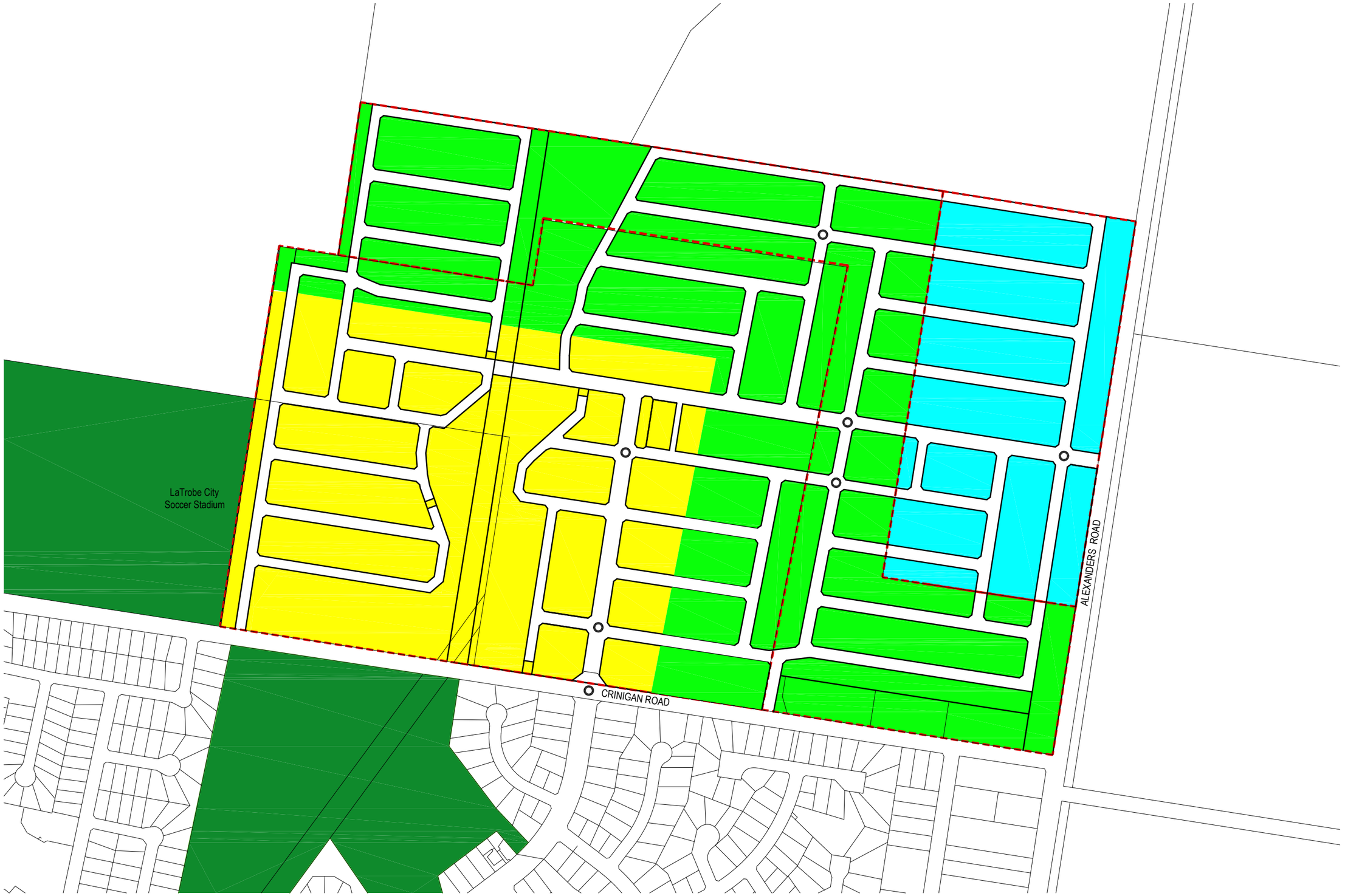
Scale: 1:5000 @ A3

0 50 100 150m

please note:
This plan is based on preliminary information only and may be subject to change as a result of formal Council/Authority advice, detailed site investigations and confirmation by survey

ref.: 3420380P
date: 30 Nov 2012
rev.: G
drawn: DM
checked: MGr

planning & urban design
melbourne - tel 9869 0800
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abn 47 065 475 149
trading as smec urban



Sequencing Plan Option 2 - with bushfire management overlay

Crinigan Road Part 2, Morwell

Scale: 1:5000 @ A3

0 50 100 150m

please note:
This plan is based on preliminary information only and may be subject to change as a result of formal Council/Authority advice, detailed site investigations and confirmation by survey

ref.: 3420380P
date: 30 Nov 2012
rev.: G
drawn: DM
checked: MGr

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trading as smec urban

ATTACHMENT NINE






Crinigan Road Development Plan

November, 2012

urban design | planning | engineering | surveying | landscape architecture | project management

Quality Assurance – Report Record

Prepared by:	Melissa Griffin /Shannon Lea
Reviewed by:	Jennifer Jones
Approved by:	Jennifer Jones
Revision No.:	E
Date of issue:	16 November 2012
Purpose:	Final Response to Council Comments and Mesh Consultants Review

Previous Versions

Prepared by:	Melissa Griffin /Shannon Lea
Reviewed by:	Jennifer Jones
Approved by:	Jennifer Jones
Revision No.:	D
Date of issue:	11 November 2012
Purpose:	Draft Response to Council Comments and Mesh Consultants Review

Prepared by:	Melissa Griffin /Shannon Lea
Reviewed by:	Jennifer Jones
Approved by:	Jennifer Jones
Revision No.:	C
Date of issue:	29 June 2012
Purpose:	Response to Further Information Request

Prepared by:	Melissa Griffin /Shannon Lea
Reviewed by:	Jennifer Jones
Approved by:	Amanda Seymor
Revision No.:	B
Date of issue:	02 November 2011
Purpose:	Lodgement with Council

Prepared by:	Melissa Griffin /Shannon Lea
Reviewed by:	Amanda Seymor
Approved by:	Jennifer Jones
Revision No.:	A
Date of issue:	24 October 2011
Purpose:	Draft Lodgement with Council

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1 Introduction

This Development Plan applies to land covered by Schedule 5 to the Development Plan Overlay (DPO) in the Latrobe Planning Scheme and adjacent land holdings to the west of this area. The land is referred to as Crinigan Road and covers an area of 80.26ha (Refer to Figure 1 and Attachment 1).

The Precinct is bounded by Crinigan Road and residential properties to the south; Morwell Golf Club and LaTrobe City Soccer Stadium to the west; plantations to the north; and Alexanders Road and future industrial areas to the east.

The Development Plan is structured as follows:

Introduction: Provides the context for the preparation of the Development Plan (section 1);

Subject Area Analysis: Summary analysis and key opportunities and constraints (section 3); and

Development Plan: Includes articulation of development principles that have guided the Crinigan Road Development Plan (the "Development Plan), and supporting detail (sections 4 to 13).

Figure 1: Site Context Plan



2 Development Plan Precinct Justification

2.1 Latrobe Planning Scheme

The Development Plan has been prepared in support of, and consistent with, the provisions of the Latrobe Planning Scheme.

The Plan supports the objectives of the State Planning Policy Framework by:

- Promoting sustainable growth and development of regional Victoria, encouraging urban growth in Morwell which provides a logical continuation of the existing urban area and is well connected to existing social infrastructure (Clause 11).
- Retaining and improving existing waterways through the area to ensure the protection of environmental values across the area (Clause 12).
- Addressing existing flooding constraints through the area with a holistic Stormwater Management Strategy to deal with, and treat, stormwater run-off ensuring no impact on downstream floodplains (Clause 13).
- Establishing planning and design objectives for the new residential land which seek to guide future development within the area and reinforce the identity of place, legibility and safety (Clause 15).
- Respecting the cultural and heritage values of the area, managing and retaining sensitive areas (Clause 15).
- Establishing residential growth near to existing community infrastructure which promotes housing diversity and affordability (Clause 16).
- Creating opportunities for population growth and subsequent job creation in the local Morwell area (Clause 17).
- Establishing a sustainable transport system through the integration of the neighborhood activity centers with walking, cycling and future bus services (Clause 18).
- Making efficient use of existing urban services establishing logical continuation of infrastructure and contributing toward new services resultant from increased population imposed by development (Clause 19).

The Development Plan Precinct (the 'Precinct') is identified in the Morwell Structure Plan as 'future residential'. This designation is further reflected in Municipal Strategic Statement (at Clause 21.05-6) of the Latrobe Planning Scheme ("the Scheme") which implements the outcomes of the Morwell Structure Plan.

To implement the strategic designation under the Morwell Structure Plan, Planning Scheme Amendment C58 rezoned the western portion of the Precinct from Farming Zone to Residential 1 Zone and applied Development Plan Overlay Schedule 5. The eastern portion was not rezoned under Planning Scheme Amendment C58 and is located in the Farming Zone.

The eastern portion of the Precinct is included in this Development Plan to ensure orderly development of the land in conjunction with adjoining areas also identified as 'future residential' in the Morwell Structure Plan and Clause 21.05-6 of the Scheme.

2.2 Land Zoning Status

Rezoning of the eastern portion of the Precinct is to occur in the future and it is intended the Development Plan Schedule 5 will also be applied to ensure orderly development of the land in conjunction with adjoining areas and allows application of the Development Plan over the land.

3 Subject Area Analysis

3.1 Development Plan Precinct

The Crinigan Road Development Plan relates to parcels of land located at the corner of Crinigan Road and Alexanders Road, Morwell as outlined in Table 1 below:

Table 1: land parcel details (Copies of titles included in Attachment 2)

	Property Address	Title details
1	Crinigan Road, Morwell	Lot 1 PS634891(part of)
2	175 Alexanders Road, Morwell	Lot 1 LP93736 (part of)
3	215 Crinigan Road, Morwell	Lot 1 PS412583
4	205 Crinigan Road, Morwell	Lot 1 PS424869
5	175 Crinigan Road, Morwell	Lot 1 PS608288
6	175 Crinigan Road, Morwell	Lot 2 LP75619

3.2 Site Context

The Precinct is located to the north of the Morwell town centre and has a total area of approximately 80.26ha. The Precinct interfaces with several land uses which include residential, recreational, future residential and rural. The dominant Precinct features are associated with Waterhole Creek that bisects the Precinct.

The Precinct is bounded to the south by existing and developing residential areas consisting of traditional neighbourhood designed suburbs. The area to the west includes regional recreational facilities including the Latrobe City Soccer Stadium and Morwell Golf Club. Land to the east is currently zoned as Farming Zone.

An existing dwelling and associated outbuildings are located central to the Precinct. The majority of the Precinct has been cleared. The Precinct has a long-term history of improved pasture management and grazing which has resulted in the almost complete loss of vegetation. Vegetation has been retained along Waterhole Creek, around the dwelling and along a small drainage line near to the western boundary. Short range views to the west/north-west are afforded from the dwelling and north-west area of the Precinct.

The northern and eastern portions of the land have been developed for plantation purposes (*Eucalpytus globules* ssp. *Bicostata* and *E.globulus* spp. *psedoglobulus*). Two dwellings exist in the south-eastern portion of the Precinct, accessed from Crinigans Road.

The land is currently dissected in a north-south orientation by three major items.

1. Waterhole Creek. This is a significant creek profile with vegetation along both sides
2. Overhead power lines. There are two 66kv lines running approximately alongside the creek (western side). Both lines are contained in appropriate easements.
3. A wide sewerage easement running alongside the western property boundary.

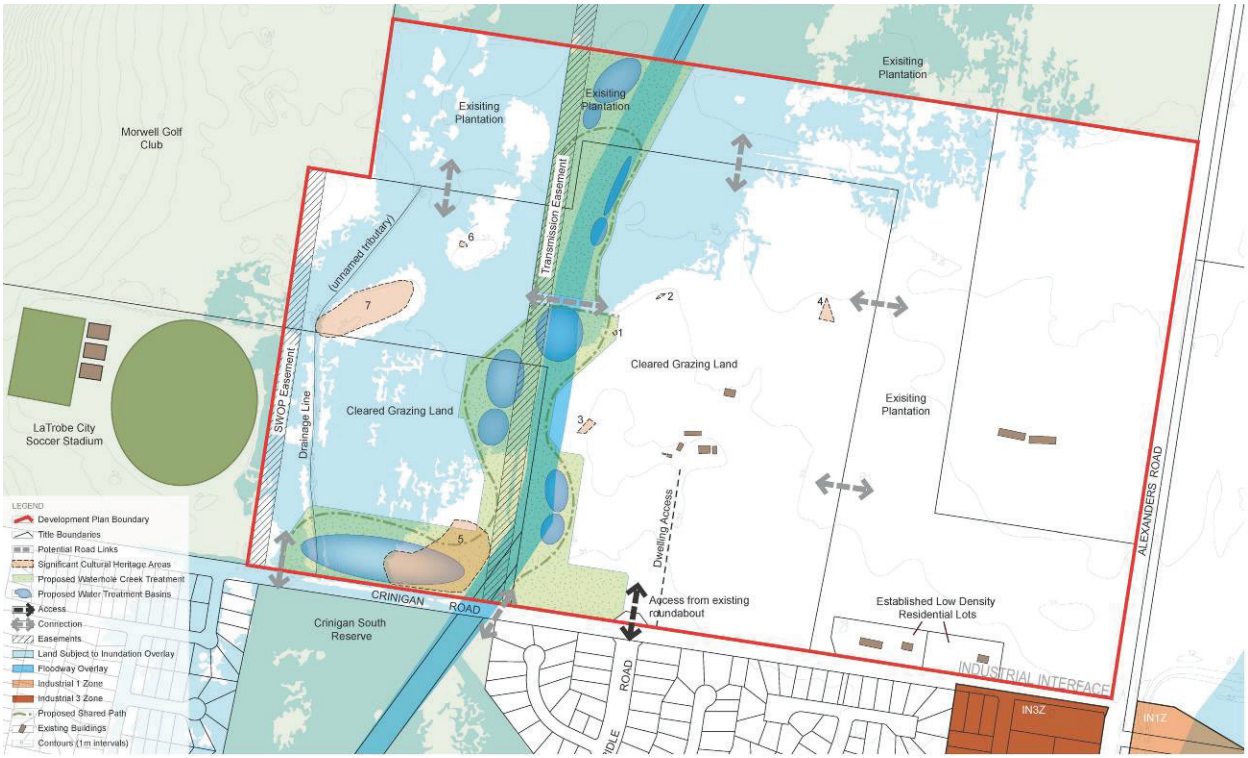
A summary of the local context and site analysis is illustrated in Figure 2 and provided in Attachment 3.

3.3 Surrounding area

Key observations include:

- Morwell town centre is approximately 4.3km south of the Precinct. Access to the town centre is provided via Maryvale Road, off Crinigan Road;
- The land to the immediate north, east and west of the Precinct is currently included within the Farming Zone;
- Morwell Golf Club is situated on land immediately to the west/north west of the subject land;
- Land to the south of the subject land is primarily included in the Residential 1 Zone and forms part of the Morwell existing urban area. Also to the south of the subject land, along Alexander's Road is land included in the Industrial 3 Zone;
- A Public Park and Recreation Reserve is situated opposite the subject land's southern boundary along Crinigan Road, which forms part of a linear reserve that services a vast portion of the Morwell urban area; and
- Nearby community facilities include Maryvale Private Hospital, Latrobe Regional Hospital, Heritage Manor Aged Care Facilities, Mitchell House Aged Care Facilities, Morwell Park and Valley Christian Community School.

Figure 2: Site Analysis Plan



3.4 Development History

The dwelling at the centre of the property was constructed prior to 1945. Further residential development through the 1970s occurred to the south and west of the study area, though the study area remained relatively free from urban development.

Land at 175 Cringian Road was rezoned via Planning Scheme Amendment C47 in March 2011. The DPO was applied at the same time.

The remaining land within the Precinct is currently the subject of proposed Planning Scheme Amendment C58. Council has agreed to allow this Amendment to be prepared and exhibited. It is understood that gazettal of Amendment C58 is required prior to Council being able to approve this Development Plan. In the interests of facilitating development of the Precinct it has been agreed that these two planning processes can be run concurrently.

Amendment C9 to the Latrobe Planning Scheme introduced a Land Subject to Inundation Overlay (LSIO) and Floodway Overlay (FO) to the Precinct. The LSIO generally contains to land west of Waterhole Creek, though does also extend to the east within the northern sections of the DP area. The FO is restricted to Waterhole Creek.



Aerial Photography – 1945



Aerial Photography - 2009



Aerial Photography – 1977

3.5 Site assessments

A number of site assessments have been undertaken for the land. A summary of each is provided below.

3.5.1 Infrastructure (Property Investigation Report, SMEC Urban, June 2010) (Attachment 4)

Road Works and Drainage

- The Latrobe City Council (LCC) is the responsible authority for Crinigan Road and all of the subdivision internal road works and drainage to service the development. VicRoads is the responsible authority for Alexanders Road;
- The construction standard for any new roads must be in accordance with the recently adopted Infrastructure Design Manual, as well as Vicroads and Austroads Publications. All new fully constructed roads must include kerb and channel, footpaths and underground drainage to service roads and to service all allotments;
- The existing roundabout at the Crinigan Road and Bridle Road intersection must be used as the main access point to the land. The main access road must be designed as a collector road;
- An additional access point to Alexanders Road may be permitted;
- Road access across Waterhole Creek should either be provided via an internal bridge or an additional access point from Crinigan Road which includes a new roundabout. Should an internal road bridge not be provided then an internal footbridge could provided be to ensure connectivity through the area;
- LCC have advised they will assess the need to upgrade Crinigan Road along the land frontage. LCC would prefer that lots have direct frontage/access to Crinigan Road;
- Footpaths and lighting are required along Waterhole Creek to match development south of Cringian Road;
- Stormwater detention and stormwater quality improvements will be required for on-site drainage; and
- All subdivision development must be in accordance with LCC development guidelines and the Infrastructure Design Manual.

Sewer

- Gippsland Water (GW) is the responsible authority for the provision of sewerage facilities to service the Precinct; and
- GW has advised that the development can be serviced via the construction of a Pump Station, with a rising main to be constructed from the development to the Gippsland Water Factory site (a distance of approximately 1km).

Water

- Gippsland Water is the responsible authority for the provision of water supply facilities to service this Precinct;
- GW advise that this development can be supplied via the existing 300mm diameter water supply main which is located along Crinigan Road; and
- GW have also advised that the water main servicing Australian Paper could be relocated at the cost of the developer, to increase the developable area of the Precinct.

Electricity

- SP AusNet is the responsible authority for provision of electricity supply to service the proposed development. Electricity supply can be provided to the Precinct in accordance with SP AusNet terms and conditions for residential land development;
- SP Ausnet advised Council that the 66kv lines which traverse the property cannot be used as a source of power supply to the Precinct; and
- SP AusNet will require that no additional risk be placed on their power supply, either by the land development works or the waterway (Waterhole Creek) potential redevelopment to accommodate detention, wetlands and any other creek works including landscaping. SP AusNet will also require access to their assets (poles and lines) and this to be available at all times.

Telecommunications

- Telstra is the principal authority responsible for the provision of telecommunications facilities to service the proposed development. Telephone facilities can be readily provided to the subdivision in accordance with Telstra's usual terms and conditions for residential land development.

Gas

- Envestra (Gas) is the principal authority responsible for the provision of gas reticulation to service the property. Supply can be readily provided to the development in accordance with Envestra's terms and conditions for residential land development.

Waterways

- The West Gippsland Catchment Management Authority (WGCMA) is the principle authority responsible for the protection of the waterway that currently runs through the middle of the development area; and
- Waterhole Creek will become the major drainage outfall for the development.

3.5.2 Cultural Heritage Assessment (Heritage Insight Pty Ltd, 14 July 2011) (Attachment 5)

- Identifies that land parcels Lot 1 LP7569, Lot 634891 and Part Lot 1 LP93736 are located within areas of cultural sensitivity and therefore a mandatory Cultural Heritage Management Plan (CHMP) is required for future development of these areas. This will be required prior to a Planning Permit being issued for development occurring in the Study Area;
- Both of these lots are considered to be of moderate archaeological sensitivity and are likely to contain Aboriginal cultural heritage material. Any Aboriginal cultural heritage, however, is likely to be highly disturbed due to land clearance.

3.5.3 Net Gain Vegetation Assessment (Water Technology, August 2011) (Attachment 6)

- Lot 1 PS608288 and Lots 1 and 2 LP75619 (the 'paddock' zone) comprise common exotic pasture grass species and typical exotic flora of agricultural landscapes. Garden plants surround the residence with no native vegetation was identified on the properties;
- The majority of vegetation within the 'drainage line' is exotic pasture species and weeds. Swamp Paperbark (*Melaleuca ericifolia*) and Blackwood (*Acacia melanoxylon*) were present in small sections within the southern half of the drainage line. All individual plants of these species were found to be in poor health;
- Waterhole creek comprises no native vegetation. The creekline is comprised wholly of exotic weed species and an overstorey of Willows (*Salix* sp.) and occasional European Common Ash (*Fraxinus excelsior*);
- The 'plantation' properties comprise planted eucalyptus plantations, grazing paddocks and residential garden areas. The plantation vegetation is native though not indigenous as per the definitions of the Native Vegetation Framework;
- A small section of vegetation within the Crinigan Road reservation whilst native, comprising Blackwood and Swamp Paperbark, is not remnant vegetation as it has been planted along the roadside;
- There were no rare or threatened fauna species observed on or near the property;
- No habitat hectare assessment is required for vegetation removal within the Precinct as none of the native vegetation found on the Precinct meets the description of a 'patch' of native vegetation; and
- As established in the Net Gain Vegetation Assessment, the removal of the overstorey species and medium shrubs within the drainage line will require an offset calculation. An offset of 5 trees to be planted for each tree removed should be required.

3.5.4 Surface Water Management Strategy (Water Technology, November, 2012) (Attachment 7)

- Approximately 22ha of the Precinct is subject to inundation. This inundation is reflected by the LSIO and FO applied to the Precinct by Amendment C9;
- The Precinct contains Waterhole Creek and a modified unnamed tributary (adjacent to western boundary);
- To allow development of the inundated areas modifications to the affected area will be required. These modifications must ensure that there:
    - are no offsite flooding impacts;
    - is sufficient offset from Hazel Creek to maintain ecological values;
    - is no net loss of floodplain storage;
    - sufficient spaces for flood retention and water quality features; and is safe egress from the Precinct.
- A total storage volume of approximately 19,200m^3 is required to meet the flood retention requirements for the Precinct. This will require a reserve of approximately 10 hectares in total;

- A culvert crossing is required to provide safe egress from the Precinct on Crinigans Road west of Waterhole Creek.
- An internal bridge will also be required and need to allow for a 100 year ARI event;
- Water quality may be managed through a series of irrigation/storage ponds and offline wetlands and sediment basins before entering Waterhole Creek;
- Development occurring on land which is located to the east of Waterhole Creek currently drains toward the north east of the Precinct and not towards Waterhole Creek;
- Drainage design is to re-direct the stormwater towards Waterhole Creek by cutting and filling the land to ensure that it slopes towards the creek. There are a number of different terrain solutions for this filling that should addressed at a detailed design stage. The fill is outside flood extent and therefore it will have no influence on flooding outside of the property; and
- Detailed engineering at subdivision should consider pipework for existing dwellings along the southern side Crinigan Road and ensure flows are to be conveyed back into the Waterhole Creek Reserve. (Note: This will result in an improved drainage condition for the area immediately to the south.)

3.5.5 Transport and Traffic Impact Assessment Report (SMEC, November, 2012) (Attachment 8)

- Crinigan Road is a sealed two-lane, two-way undivided collector road which runs in an east-west direction;
- Bridle Road provides local access to the town centre and Mid-Valley shopping precinct through a residential area. Its intersection with Crinigan Road is controlled by a roundabout;
- Alexanders Road is a sealed two-lane, two-way undivided arterial road which runs in a north-south direction. Its intersection with Crinigan Road operates under give-way control and turning lanes are provided on both approaches. Alexanders Road is an approved route for B-double and higher mass limit trucks given the industrial development on the west side of the road, south of Crinigan Road;
- The nearest bus service to the Precinct is Route 2 (Morwell Central to Mid-Valley via Crinigan Road.) which travels along Crinigan Road, Junier Street and Symons Crescent. The closest bus stop is located on Vary Street, approximately 270 meters from the westernmost point of the Precinct;
- Footpaths are generally provided on the south side of Crinigan Road. There are no footpaths on Alexanders Road; and
- There are no formal on-road bicycle lanes within close proximity of the Precinct. The nearest off-road bicycle path is located along Waterhole Creek to the south of the Precinct.

3.5.6 CFA Fire Buffer Response (dated 31 August 2011) (Attachment 12)

- CFA is in support of the proposed Development Plan which proposed an interim landscape buffer between residential lots and the plantation use subject to the following considerations being applied:
    - The design of standard residential lots fronting the open landscape recreation buffer is to be supported by an assessment of the plantation vegetation fuel load and possible fire intensity; this requirement may be reviewed pending State Government announcements on the proposed changes to the planning and building controls for wildfire assessment;
    - In the event of the removal of the WMO CFA is to be a referral authority for the subdivision design;
    - Any lots within 100m of the plantation may have a bushfire attack category applied to any dwelling development; expected to be either BAL19 or BAL 12.5 where applied;
    - CFA agrees that the development can be staged to prevent development within 100m of the existing plantation areas until harvesting and removal occurs;
    - It is to be noted that the plantation edge may be subject to fire danger period ground fuel management controls where grass or weed invasion and growth occurs on the adjoining boundary to the development.

3.6 Key opportunities & constraints

Analysis of the entire context, site and background reports has revealed a series of key opportunities and constraints that have influenced the overall Development Plan. The key opportunities and constraints are summarised below and shown in Figure 3 and Attachment 9.

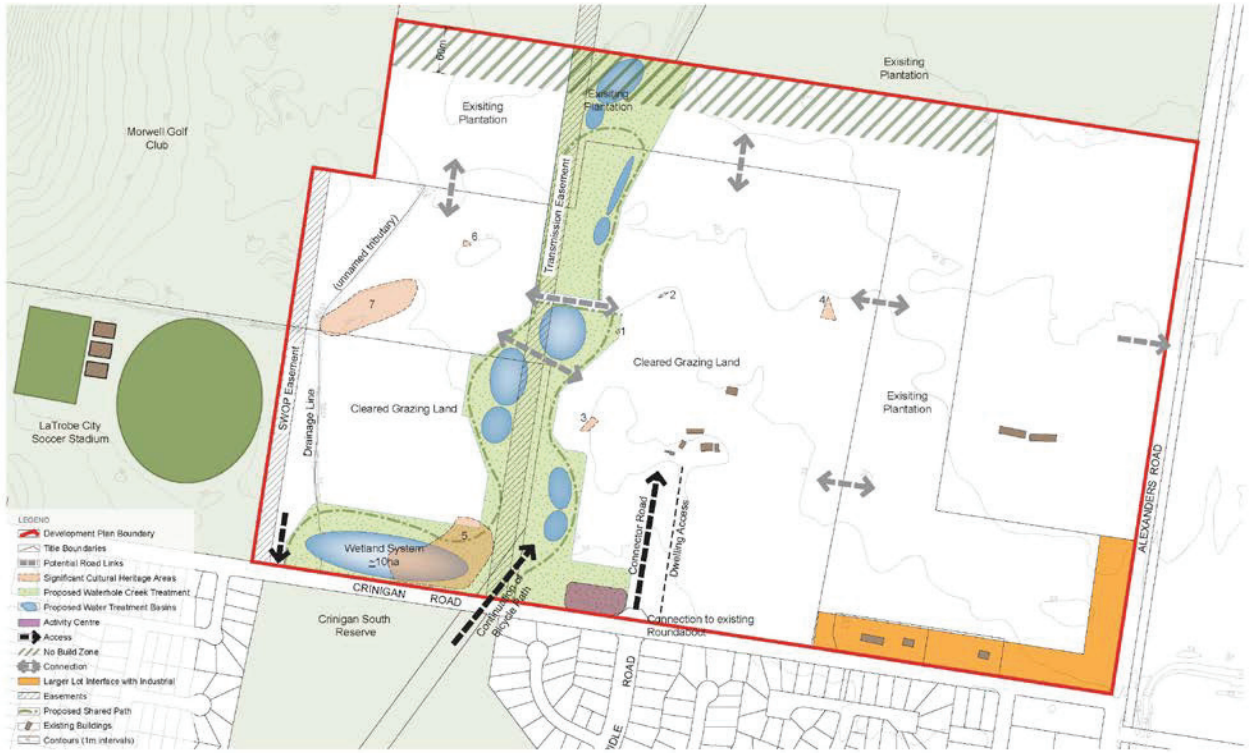
Opportunities

- Provide an integrated wetland system that provides both flood storage and water quality management functions which utilises an existing feature of the Precinct into the new development and streetscapes whilst providing open space and integration opportunities with the existing Waterhole Creek spaces to the south of Cringian Road;
- Create better connections to surrounding social infrastructure, residential areas and open space. The street and open space network should clearly link residents to surrounding community infrastructure , reserves and public facilities;
- Introduce a neighbourhood level centre within walking distance of most residents to serve their daily shopping needs. Sustainable neighbourhood design is based around the provision of local services and shops within walking distance of residents in order to reduce car trips. Such centres also create a focus for new communities and improve interactions with residents;
- Create large lots or open spaces to manage challenging interfaces, particularly with the light industrial activity to the south and south-east, and the plantations and wildfire risk to the north. Managing these interfaces through the creation of large lots or the provision of open spaces may enable appropriate separation between uses, and not impact on the overall amenity and safety of new residents or the ongoing capacity of existing businesses in the industrial estates;
- Improve connections to surrounding open spaces including Crinigan South Reserve, Waterhole Creek, Mobile Park and Morwell Golf Club;
- Create an urban area that is integrated with surrounding residential areas. This can be achieved through a clearly connected street network, utilising existing road infrastructure including the Crinigan Road roundabout, and creating frontage to key external facing roads and open spaces; and
- Locating open spaces within a walkable catchment of surrounding residents also encourages them to be part of the new development.

Constraints

- Impact of encumbered land on neighbourhood structure. A large area of the Development Plan is encumbered by flooding or easement issues such as:
  - the transmission easement and pylon towers create aesthetic and physical challenges. The location of the pylon towers limits the number of bridge crossing and infrastructure locations;
  - the flooding impacts which can be managed through the creation of a series of wetlands, though this requires a substantial area of land and has implications for the lot layout and street network in this area; and
  - the retention of the sewerage easement along the western boundary which results in the need for a reserve and will reduce overall development yield.
- Amenity impacts at the residential / industrial interface . Lots need to be designed to ensure off site amenity impacts such as noise from industrial activities are avoided. Options such as larger lots and landscaping buffers have been explored; and
- Proximity of plantations and associated increased wildfire risk. A large area adjacent to the northern boundary will need to be left as open space to ensure wildfire risk for the Precinct is reduced.

Figure 3: Opportunities and Constraints Plan (refer Attachment 3)



4 Development Plan Principles

4.1 Development Principles

A series of development principles have been established to inform the development planning process and to act as a 'checking mechanism' to ensure the feasibility and deliverability of the Development Plan over time. The development principles are as follows:

- Maximise development outcomes;
- Provide a neighbourhood activity centre within the Precinct;
- Provide passive & active open spaces;
- Minimise development costs through logical design;
- Consider title boundaries when designing essential structural elements to ensure (early) delivery and avoid issues related to cost;
- Consider title boundaries in neighbourhood design;
- Utilise existing easements and reserves;
- Connect to the existing grid / road network where possible;
- Avoid single sided roads with the exception of public open space interfaces;
- Avoid irregular shaped lots;
- Utilise natural features in design and development;
- Facilitate the achievement of sustainable neighbourhood outcomes;
- Provide legible connections to key community anchors within and surrounding the study area i.e. schools, market, hospital, recreation reserve;
- Provide for walkability in the new community;
- Integrate Water Sensitive Urban Design (WSUD) elements with open space requirements; and
- Incorporate Crime Prevention Through Environment Design (CCPTED) principles in neighbourhood design.

The preparation of the Development Plan was guided by these development principles.

4.2 Development Plan Objectives

In addition to the principles listed above, the key elements of the Development Plan have been prepared in accord with a series of strategic objectives based around best practice approaches to growth area planning established by the State Government's Growth Area Authority (GAA) and Clause 56 of the Victoria Planning Provisions.

The GAA's growth area precinct structure planning guidelines provide clear objectives and direction for delivering sustainable neighbourhood design in growth areas in metropolitan areas. These guidelines have equal relevance to Morwell, despite it being a regional centre, and have been applied to the growth area planning process and used to test the key elements of the plan.

The objectives of the Development Plan are listed below.

Community Design Objectives

To establish a sense of place and community

- Design neighbourhoods to be safe and compact, making it easy to walk or cycle to shops, local jobs, schools, community facilities and public transport stops;
- Promote healthy lifestyles and strong diverse communities through well designed public spaces and community facilities;
- Provide access to residents and workers to a variety of open spaces (parks, gardens and reserves) for relaxation and recreation;
- Create strong local character through distinct natural and cultural features as well as the urban form;
- Promote positive experiences in the Precinct for future generations through high quality design and built form; and
- Design neighbourhood centres to ensure they are attractive, lively and convenient focuses for the community they serve and include the provision of quality public spaces.

Housing Diversity Objectives

To create greater housing choice, diversity and affordable places to live:

- Provide housing that meets a range of population needs as the community ages and grows over time;
- Achieve an average net density of 12 dwellings per developable hectare;
- Locate higher density housing within and around the neighbourhood activity centre, along bus routes and close to public open space;
- Provide a range of lot sizes and housing styles;
- Locate a mix of private, affordable and social housing, where relevant, in and around neighbourhood activity centres for households on low to moderate incomes; and
- Locate houses close to where people work.

Movement Network Objectives

To provide better transport choices and options

- Provide safe and efficient walking, cycling, public transport and vehicle access to connect residents directly to the convenience centre, open space and community facilities within and adjoining the Precinct and to wider regional networks;
- Ensure that all areas can be adequately and efficiently serviced by buses;
- Design streets to cater for shared paths and bus movements; and
- Locate higher density housing along the bus route

To create well connected streets

- Ensure streets and urban form are designed to cater for people's choice in movement – walking, cycling, public transport, car and other motorized vehicles;
- Encourage a mix of land uses within and around the neighbourhood activity centre that can be easily accessed;
- Distribute traffic evenly through the local street network, and avoid opportunities for 'rat running'; and
- Create permeable street networks, avoiding use of cul-de-sacs.

Open Space Objectives

To provide easily accessible open ––space for passive recreation

- Provide local parks within at least 400m safe walking distance of at least 95% of all dwellings;
- Provide active open space within 1km of 95% of all dwellings;
- Provide linear parks and trails, most often along waterways, but also linked to vegetation corridors and road reserves within 1km of 95% of all dwellings;
- Ensure activation of public open space and reserves by providing an 'edge' road along or lots with direct frontage along the boundary extent;
- Create clear links to active recreation opportunities at Maryvale Reserve; and
- Use encumbered land productively for open space where possible.

Environment Objectives

To increase environmental sustainability ––and urban water management

- Provide opportunities for integrated water management, including water sensitive urban design, re-use of stormwater and recycled water;
- Encourage best practice urban water management systems to deliver appropriate water quality and quantity outcomes.
- Neighbourhood design should ensure that waterways and ecologically significant areas of native vegetation and other important habitat areas become key community assets;
- Protect the built environment from flooding, inundation and stormwater drainage.

5 The Plan

The Development Plan is illustrated in Figure 4 (also provided in Attachment 10) and the key elements of the plan are detailed in the following section of the report.

The Development Plan delivers an integrated and sustainable neighbourhood, where residents can choose from a range of housing types in high amenity settings. Opportunities for a mix of people across the lifecycle allowing for housing affordability are provided in the Development Plan due to the range of lot sizes, which will appeal to new home owners; and housing diversity to enable people to transition to second or third homes from existing Morwell neighbourhoods for people seeking to live in a highly accessible Master Planned community.

The Precinct includes a neighbourhood activity centre to provide local convenience retail facilities. This centre is to be strategically located along the collector road network to well service the existing and future communities in the area. While community facilities will not be established in the Precinct pedestrian, cyclist and road connections are to be established from the Precinct to existing facilities in the Morwell township.

The overall neighbourhood design in the Development Plan has been influenced by natural features, drainage and vegetation requirements, and a logical perspective on development equity for all land owners. Within the framework created by these structural elements, the proposed neighbourhood structure has been designed to deliver a compact and walkable community in the Precinct.

The design has been particularly careful in ensuring that streets are well connected to ensure integration and easy movement through the neighbourhood and to surrounding residential areas. The provision of shared paths and linear paths along vegetated wetlands provide a attractive environment for people to walk and cycle through the neighbourhood, and to the shops, parks and recreation reserve.

Street networks are designed to maximise opportunities for natural surveillance and implement the principles of Crime Prevention Through Environmental Design (CPTED). Public open space and reserves are to be bound by the street network and complimented with a shared pathway to encourage activation of these areas. Residential lots will front onto adjoining street networks and be orientated to encourage future dwellings with openings overlooking public open space and reserve areas.

From a sustainability perspective, a variety of housing density is encouraged throughout the Precinct, with opportunities for medium density housing located proximate to the shops, parks and recreation reserve. It is intended that this design will provide people with the choice to travel less with their car, creating a more sustainable neighbourhood. Drainage and wetland design and Water Sensitive Urban Design (WSUD) techniques in local streets will add to sustainability in terms of capture, use and treatment of stormwater. It is intended that wetland areas will be re-habilitated to improve the ecological integrity and habitat potential for native flora and fauna.

The details of the Development Plan are contained in the following sections.

Figure 4: Development Plan (refer to Attachment 10)



The Land Budget for the Development Plan is provided in Table 2, below. As noted in the Land Budget, the Development Plan can deliver a range of residential densities with average lot sizes from 450m² to 900m².

Table 2: Land Budget

DEVELOPMENT ANALYSIS				
121119/Rev H opt 2				%TSA
Total Site Area	**80.26**	**ha**		
Encumbered Land	**11.63**	**ha**		14%
Transmission Easement*	1.84	ha		
Waterways Reserve	8.50	ha		
Sewer Easement*	1.19	ha		
Cultural Heritage Conservation Area	0.10	ha		
Gross Developable Area	**68.63**	**ha**	%GDA	
Credited Open Space	**2.23**	**ha**	3%	
Passive Open Space	1.04	ha	2%	
Pedestrian Link	0.06	ha	0%	
Local Open Space	1.13	ha	2%	
Net Developable Area	**66.40**	**ha**	%GDA	%NDA
Roads	**19.41**	**ha**	28%	29%
Local & Connector Streets	19.41	ha		
Net Residential Area	**46.99**	**ha**	68%	71%
Medium Density Residential	0.80	ha	1%	1%
Standard Density Residential	42.50	ha	62%	64%
Low Density Residential	4.49	ha	7%	7%

*Open space provisions as per discussions with MESH and La Trobe City Council (30/10/12) and credited Open Space plan supplied by MESH on behalf of La Trobe City Council.

6 Lot sizes / housing diversity

The Development Plan aims to achieve an urban neighbourhood structure that provides for a range of densities commensurate with the zoning requirements and Development Plan objectives, while respecting Morwell's culture of larger standard residential lots.

Population growth in Morwell is projected to reach 92,855 people by the year 2036 with an average growth rate of 0.85% annually (Latrobe City Council Forecast ID, 2012). In accordance with the requirements of DPO5 and Clause 56, the development layout provides for a range of lot sizes and housing diversity (refer to Table 3). The range of lot sizes will maximise density and will provide the flexibility required to meet the range of housing needs of the growing Morwell community.

The layout of the Development Plan seeks to promote healthy lifestyle options by providing a walkable neighbourhood with good access to active open space. Reserve and open space areas are provided with activated frontages, where possible, to create a safe and well connected environment.

Table 3: Proposed Lot Yield

Lot Type	Lot Size Range	Average Lot Size	Total Lots
Standard density housing	450m^2 to 650m^2	600m^2	710
Low density housing	750m² to 1,500m²	900m^2	49
Medium density housing	250m^2 to 450m^2	300m^2	26

Note: Medium Density housing opportunities are identified in the Development Plan but are not included in the Proposed Lot Yield.

Assuming an average lot size across the Precinct, a total of 785 dwellings are to be established within the Precinct. With an average household size of 2.2 persons (Latrobe City Council Profile ID, 2012), the Precinct will be home to approximately 1,570 people when fully constructed. This will achieve a density of 12 dwellings per net developable hectare.

6.1 Low Density Housing (750m² to 1,500m²)

Low density housing (or larger lots) is proposed for the area of land in the south-east corner that is adjacent to the industrial area on Alexanders Road. These businesses are operating within an Industrial 3 Zone with a large area of currently vacant Industrial 1 Zone land east of Alexanders Road and therefore can expect to continue operations.

In this event residential development will need to manage any off-site amenity impacts. The Development Plan proposes that the south-east corner be developed with larger lots of an average size of 900m^2 adjacent to the industrial interface. This area has been extended further west along Crinigan Road to take account of the existing title boundaries and dwellings in this area.

Acoustic attention measures may be required for any new housing development in this area, and this could include vegetated buffers.

6.2 Medium density housing

Medium density areas are provided within the development. This will allow future development in the Precinct to provide diverse housing options within the following key locations preferred for medium density:

High amenity locations:

Medium density housing is encouraged adjacent to high amenity areas such as wetlands, parks and Waterhole Creek. Residents that can take advantage of the amenity enjoying a green outlook from their homes. It will provide a level of passive surveillance to these key pedestrian zones.

Near to the bus route:

Medium density housing is encouraged where possible within 400 metres of the bus route to provide residents with sustainable transport options within close walking distance from home. Maximising opportunities for people to catch the bus to work, school or recreation facilities is very important particularly when most of these destinations are only a short trip away.

A maximum lot size of 450 square metres is envisaged in the preferred medium density locations. It is acknowledged that this lot size is quite small and is uncommon at present in Morwell. However, this option reflects the need to provide for housing diversity and respond to State Planning Policy requirements to provide a mixture of housing opportunities and locate a high portion of housing close to neighbourhood activity centres, open space and public transport networks.

6.3 Statutory assessment guidelines

- Subdivision applications should be prepared to be generally in accordance with the proposed urban structure and dwelling density contained in the Development Plan;
- Subdivision applications are to achieve the objectives of Clause 56 of the Latrobe Planning Scheme;
- Standard density residential should achieve an average of 12 dwellings per hectare;
- Rezoning of Farm Zone land to Residential 1 Zone with the Development Plan Overlay Schedule 5 is required prior to development occurring in these areas;
- Any application for a planning permit which involve the establishment of a lot greater than 1,000m² and intended for medium density residential development is to be accompanied with urban design guidelines which outline how development should occur. These urban design guidelines will be prepared to the satisfaction of Latrobe City Council and a Section 173 Agreement is to be established to ensure future development of these sites are in accord;
- Removal of the Bushfire Management Overlay is required prior to development occurring in affected areas, except where development can meet the provisions of clause 44.06 of the Latrobe Planning Scheme;
- Low density housing will only be supported in the areas designated on the Development Plan:
  - Development on these lots will be required to front the street;
  - Building envelopes will be required for development proposals on these lots. The building envelope for dwellings must be setback no less than 4 metres from the front boundary. Ancillary buildings are not permitted within the front setback area; and
  - A landscape master plan is required for any future medium density developments occurring in the Precinct. The master plan must include provision of vegetation along the front boundary to screen interface uses.

7 Neighbourhood activity centre

A centrally located neighbourhood activity centre is proposed within the walkable catchment of the Precinct. The centre is located at the intersection of Crinigan Road and the new north-south collector road, enhancing accessibility by walking, cycling and car.

The centre will perform a daily needs function for the residents. An area of 0.3ha is to be set aside for the centre, reflecting its intended local role. Residents will continue to travel in to town for their main (weekly) shopping needs.

The size of the centre has been determined in accordance with growth area principles established by the GAA, a local centre is defined as:

> *'…an activity centre smaller than a neighbourhood activity centre which may include a small limited line supermarket or convenience store of between 500sqm and 1,500sqm, plus non-retail uses'. (GAA, 'Precinct Structure Planning Guidelines', 2009)*.

The centre will provide space for local business such as butchers, hairdressers, a small grocer, and even some small office services.

Medium density housing opportunities are provided around the centre to increase overall critical mass and encourage walking and cycling trips. Housing in this area will achieve an average density of 20 dwellings per hectare.

The centre will be required to be designed to address both street frontages, with shop entries clearly legible for passers-by on both the Crinigan Road and the new north-south street frontages. The centre should be designed to include seating, rubbish bins and lighting in the paved area at the front of the shops, as well as landscaping to improve overall amenity.

The land developed for the local centre will be required to be rezoned to the Business 1 Zone (B1Z). Use and development will need to be consistent with the zone provisions.

7.1 Statutory Assessment Guidelines

- An area of 0.3Ha is to be set aside for the development of a neighbourhood centre;
- A Concept Plan must be prepared for the neighbourhood activity centre, the following design guidelines apply:
  - Built form should be connected to create continuous façades to the streets.
  - Buildings should be well presented to all abutting streets with clearly defined entrances that connect with the pedestrian footpath at street level.
  - Street facades and all visible side or rear facades should be visually rich, interesting and well articulated to create visual interest and interaction.
  - Quality built form should be encouraged.
  - Buildings of up to 2 storeys in height will be supported in principal.
  - Side building facades (excluding shop fronts) and continuous walls, should not exceed 10m without articulation, fenestration, activity or visual interest.
  - Upper level development should be a recessive element. Entrances provided at the street front will be required to be consistent with the provisions of the B1Z.
  - Built form should be activated on the ground floor.
  - On street angled car parking should be provided for customers. Any additional car parking must be located to the rear of the buildings.
  - The concept plan should show seats, bins and lighting in the neighbourhood centre. Screening of centralised waste collection points should minimise amenity impacts with adjoining areas and users of the centre.
  - Streets, public spaces and car parks should be well lit with pedestrian-friendly lighting.
  - New buildings within the neighbourhood centre must relate sensitively to the interface with adjoining residential area and creek corridor.

8 Surface water management strategy

The Development Plan proposes the application of water sensitive urban design, accommodating drainage within a wetland system and passive open space network. In total, 10Ha of land is required for drainage.

A Stormwater Management Strategy for the Precinct, was prepared in July 2011 and updated in June, 2012 by Water Technology, to inform the stormwater quantity and quality controls required to service future development.

8.1 Conceptual layout

The conceptual layout involves removal of an existing defined waterway to the west of the Precinct. This change in Precinct characteristics will allow all flow downstream of Crinigan Road to be routed through a single channel before being discharged into the existing Waterhole creek downstream of the Precinct.

Figure 5 depicts the conceptual layout for the proposed wetland / flood storage within the reserve.

Water is directed from the original unnamed tributary through a storage before connecting into Waterhole Creek downstream of Crinigan Road. This pond is intended to store water for irrigation of neighbouring sporting fields. Once the two flow paths have combined they flow along the existing Waterhole Creek floodplain. A series of offline wetlands and sediment basins are located within retarding basins to detain and treat the Precinct flows before entering Waterhole Creek. The proposed retarding basin and wetland system in addition to additional flood protection to the north of the Precinct will ensure that no additional flows are experienced upstream as a result of the development.

It can be seen from the conceptual layout in Figure 5 that the Waterhole Creek reserve is intended to be a prominent feature of any proposed subdivision. Though the final layout of the water quality features may change the following points should be noted:

- 30 metre reserve has been provided for ecological values;
- Pond 1 is designed to drop out velocities of upstream flows and a potential collection point for water re-use;
- Water quality wetlands to treat runoff from proposed development;
- Road layout to border creek reserve to meet with a “pride of place” criteria;
- Potential open space area to meet council requirements;
- Allowance for a 100 Year ARI bridge structure connecting east and west sides of the development. This feature will enable site egress issues to be mitigated;
- Walking tracks and recreational areas should be integrated into the design to enable interaction with the reserve and wetlands; and
- Conveyance of flood waters is an important consideration for the site as the floodplain has been constricted. Hydraulic modelling of any revised layouts will be required to ensure no off-site flooding impacts.

The conceptual layout provides opportunities for landscaping and establishment of wetlands together with the establishment of aquatic vegetation that will enhance the ecological integrity of the waterway and improve its overall appearance.

Adjacent passive open space on each bank will include walking and cycling trails that link to surrounding development, creating a high amenity place for residents to spend their time.

Final details of the drainage layout will be approved as part of the detailed design provided at the subdivision application stage. Council may apply discretion to the drainage concept so long as the overall drainage function is not compromised and that the plans can meet wetland treatment requirements and provide appropriate areas for retardation storage and conveyance of the 1 in 100 year event.

Houses will primarily front the drainage reserve via the local street network. Some lots will side onto the drainage reserve though all houses must address the creek. This will activate these spaces and improve the surveillance of pedestrians and cyclists, as well as maximise the amenity to residents.



Figure 5: Wetland Conceptual Layout

8.2 Retarding Basins

To mitigate the post development flows back to existing pre-development levels a series of retarding basins with wetlands at the base is proposed. The wetlands and retarding basins are required to fit within the allocated easement, while taking into account external flows for Waterhole Creek and the unnamed tributary. The wetlands and sediment ponds are to be located within the retarding basins, so that any flows that enter the system can slowly fill the retarding basin above the normal water level of the wetland (refer Figure 6).



Figure 6: Retarding basin / wetland conceptual drawing

8.3 Statutory Assessment Guidelines:

- Water Sensitive Urban Design (WSUD) should be incorporated into the design of all streets and public land.
- A drainage reserve should be provided from Crinigan Road to the south, to the northern edge of the Precinct along the general alignment of Waterhole Creek. The width of which would typically be in the order of 80 to 90 metres for conveyance of the 1 in 100 year ARI flows.

- An irrigation pond with a wetland function comprising storage of about 10,000m³ should be located immediately north of Crinigan Road near to the western boundary.
- Four wetlands are required along the Waterhole Creek alignment. Their surface areas will range between 0.3Ha and 0.45Ha.

9 Landscape

Given the farming history of the area, landscape values are currently limited. Developing a landscape quality that assists in establishing a sense of place for this new community is essential. The Landscape Master Plan prepared by SMEC Urban and provided in Attachment 11, establishes the Landscape intent for the Precinct.

The Development Plan proposes a network of 'green streets' as a key feature in the Precinct (refer to Figure 7 and Attachment 11). These streets, incorporating shared pathways, will include strong landscaping themes that provide visual cues to naturally guide people to key assets in the area including open space, wetlands and the neighbourhood centre.

A hierarchy of landscaping is proposed for the Precinct. The opportunities for signature planting in key locations are encouraged in and around the neighbourhood centre to improve the overall amenity and enjoyment of the neighbourhood activity centre.

9.1 Waterhole Creek reserve

The Waterhole Creek Reserve is intended to be the primary open space area for the estate, incorporating Water Sensitive Urban Design elements and recreational facilities for residents (refer to Figure 8).

The proposed wetlands will be planted with indigenous and native vegetation that will assist with the storm water filtration process, provide biodiversity and add another dimension to the public open space. The planting along the waterway will also provide bank stabilisation and erosion control, further measures may be identified.

Public open space areas will be located alongside the waterway with a shared pathway proposed on both sides and a boardwalk crossing at the north end. Another pedestrian crossing will be integrated with the culvert bridge. Park furniture and facilities such as shelters, picnic tables and seating will be located at nodal points along the shared path.

All of the linear reserve has been designed to interface the road with open space, allowing passive surveillance and increasing visual amenity. Where this is not possible and residential lots back onto open space, landscape treatments such as low or visually permeable fencing and planting will be used to increase passive surveillance of public open space without compromising secluded private open space.

There will be no tree planting beneath power lines within the electricity easement.

9.2 Wildfire Protection reserve

The wildfire protection reserve will be achieved though a landscape buffer reserve with no tree planting and minimal garden bed areas. Fire resistant tree species will be used for streets within the wildfire protection reserve and all other species used within this reserve will be fire resistant or fire retardant.

9.3 Entry boulevard, Crinigan Road and Alexanders Road

The estate entry points should be highlighted through the use of soft and hard landscaping with feature planting and entry walls. A feature tree should be used to highlight the main boulevard through the estate.

9.4 Street trees

The hierarchy of the road network will guide street tree planting. For example, along wider streets, a larger, single species will be selected to create a formal avenue, and emphasise a sightline or view. Smaller residential streets will be less formal and planted with smaller sized trees to create individual and distinctive precincts within the estate.

9.5 Reserve Fencing

Where lots immediately adjoin the reserve, visually permeable fencing is proposed to provide passive surveillance to the open space and recreational pathway. This will be further complemented with a vegetation buffer.

Figure 7: Landscape Master Plan (refer to Attachment 11)



Figure 8: Waterhole Creek Reserve (refer to Attachment 11)



9.6 Statutory Assessment Guidelines:

- The landscape design should:
  - Ensure landscaping supports surveillance and provides shades in streets, parks and public open space.
  - Develop appropriate landscapes for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas.
  - Provide for walking and cycling networks that link with community facilities.
  - Provide appropriate pathways, signage, fencing, public lighting and street furniture.
  - Utilise existing trees and areas of planting as settings for recreational and play areas, and take advantage of their aesthetic qualities as a feature within the development.
  - Create low maintenance, durable landscapes that are capable of a long life.
- Streetscapes and Public Open Space must be planted with native vegetation from Councils preferred planting schedule.
- Fencing directly abutting Public Open Space and reserves is to be visually transparent. Details of this fencing is to be provided as part of a future landscape plan for subdivision.
- Entry boulevard, Crinigan Road and Alexanders Road should be planted with trees from Council's landscape schedule, including:
  - *Acer x freemanii 'Jeffersred'* Autumn Blaze Maple;
  - *Angophora costata* Smooth-barked Apple; and
  - *Corymbia maculata* Spotted Gum.
- Connector streets should be planted with trees from Council's landscape schedule, including:
  - *Acer negundo 'Sensation'* Sensation Maple
  - *Agonis flexuosa* Willow Mrytle
  - *Eucalyptus sideroxylon 'Rosea'* Red Flowering Ironbark
  - *Magnolia grandiflora 'Greenback'* Magnolia Cultivar
  - *Melia azedarach* White Cedar
- Local streets should be planted with trees from Council's landscape schedule, including:
  - *Acacia implexa* Lightwood
  - *Allocasuarina littoralis* Black Sheoak
  - *Eucalyptus mannifera 'Little Spotty'* Dwarf Red Spotted Gum
  - *Eucalyptus leucoxylon 'Euky Dwarf'* Dwarf Yellow Gum
  - *Lagerstroemia indica 'Natchez'* Crepe Mrytle Cultivar
  - *Pyrus calleryana 'Capital'* Capital Pear
  - *Pyrus calleryana 'Chanticleer'* Chanticleer Pear
- The waterway reserve interface should be planted with trees from Council's landscape schedule, including:
  - *Callistemon salignus* Willow Bottlebrush
  - *Eucalyptus polyanthemos* Red Box
- The wildfire protection zone should be planted with trees from Council's landscape schedule, including:
  - *Melia azedarach* White Cedar
  - *Acmena smithii* Lilly Pilly
- Detailed landscape plans must be submitted as part of any planning permit application for subdivision. Any landscaping plan submitted should be consistent with the landscape master plan (Figure 7 and Attachment 11).

10 Open space

The open space network contains a number of key elements which are discussed below. These elements have been located and designed to be well connected to surrounding residential areas, neighbourhood activity centres and other open space areas via roads, pedestrian footpaths and cycle ways.

A number of these elements are associated with the drainage network that traverses the Precinct. The GAA encourages the productive use of encumbered land for open space purposes in growth areas. These spaces will be well designed for passive recreation purposes, and provide a good location for walking or cycling.

The GAA has determined that while these areas are not provided as a credit against public open space requirements that regard is taken to the availability of encumbered land when determining the open space requirement.

10.1 Linear Open Space – Waterhole Creek reserve

The core linear open space in the Precinct is provided along the general alignment of Waterhole Creek. An indicative concept plan is provided at Figure 8.

This network aims to increase incidental activity by building an environment where cycling or walking becomes a desired mode of transport, particularly for school aged children. In accordance with GAA standards, the reserve is located along a waterway and linked to the surrounding road network.

The majority of dwellings in the Precinct are located within 400 metres of this central reserve. Importantly the reserve continues the existing reserve and pathways along Waterhole Creek to the south of Crinigan Road.

10.2 Local Parks

Council policy requires that local parks are provided within a 500m catchment of all dwellings. This radius enables clear sightlines to encourage passive surveillance in surrounding areas and is developed in accordance with the Crime Prevention Through Environmental Design (CPTED) Planning principles. The GAA requires that local parks are located within a 400m safe walking distance of at least 95% of all dwellings.

Two local parks with a size of 5,000 square meters are to be located within the eastern and western parts of the Precinct. The location of these local parks will allow all future dwellings to be located in close proximity of useable public open space areas. Road reserves are proposed along the full boundary extent of these local parks to ensure future residential lots front the open space and natural surveillance of these areas is promoted.

Local parks are of a useable size and nature to accommodate a small playground, grassed and landscaped areas, pathways, bicycle parking, public toilets and seating. Residents in close proximity to these areas are envisaged to be the primary users of local parks for common recreational purposes.

10.3 Passive Open Space

A small area of passive open space is to be provided centrally within the Precinct at the junction of the north-south and east-west connector roads. This open space will provide an attractive feature within the Precinct and is well connected to the proposed neighbourhood activity centre via the north-south connector and linear reserve via the east-west connector roads.

This passive open space area should be landscaped with a grassed area and vegetation. Footpaths from the surrounding street networks should connect with any future pathway system through the reserve. Bicycle parking should be located within the reserve in close proximity to the collector road network. Small-lot residential housing is to be established adjacent to the passive open space and will have a frontage to the reserve allowing for natural surveillance and activation of this space.

10.4 Active Open Space

No active open space areas are proposed within the Precinct however existing facilities in the immediate surrounding area will provide adequate active open space.

10.5 Statutory Assessment Guidelines

Open space must be provided as per the Development Plan.

- Any variation to the provision of open space in the Development Plan must be agreed with Council at the subdivision stage.
- All parks will be transferred to Council and rezoned as Public Park and Recreation Zone (PPRZ).

- All parks must be provided to the satisfaction of the responsible authority before the transfer of land:
  - With completed bulk earthworks where required fit for intended purpose;
  - Cleared of all rubbish and environmental weeds, top soiled and grassed;
  - With a water tapping for recycled and potable water;
  - With landscaping including drought resistant trees and other planting;
  - With shared paths and footpaths as appropriate;
  - With maintenance access points; and
  - With installation of basic play equipment as appropriate.

11 Access & movement

The Development Plan has been designed with a clear and legible street network, creating logical connections between residential areas, open space and the local centre. The plan utilises existing roads and road reserves to build the basis for a logical east-west and north-south street grid pattern.

A new north-south collector road will be constructed from Crinigan Road at its existing intersection with Bridle Road. Therefore, the access point would form a fourleg roundabout at the Crinigan Road/ Bridle Road intersection. This road will provide the primary entry to the land for the majority of future residents.

An east-west collector road will be constructed from Alexanders Road, intersecting with the new north-south collector road central to the Precinct. This road is proposed to accommodate a future bus service and therefore should have a modified 23 meters road reserve as a minimum.

The Precinct is expected to generate approximately 8,790 vehicle trips per day and 830 peak hour trips. The majority of roads within the subdivision will be classified in accord with the Latrobe City Design Guidelines, Volume 3.1, as minor or major access streets where vehicle movements are not anticipated to exceed 500 and 2,000 vehicles per day respectively. Road cross-sections will be prepared consistent with those provided in the Guidelines.

11.1 Road Hierarchy

The Latrobe City Council Design Guidelines and Planning Scheme have been used to determine the road hierarchy for the Precinct. The following Table 4 is an extract from the Design Guidelines.

Table 4: Classification of urban roads

Classification	Vehicles per Day (up to)	No. of dwellings served
Access Lane	200	
Access Place	200	≤ 13*
Minor Access Street	500	< 50
Major Access Street	2,000	< 200
Collector Road	6,000	

From the traffic volumes expected to be generated by the Precinct, the road hierarchy for the development is established in Figure 9.

Figure 9: Road Hierarchy



Legend

- Collector Road
- Major Access Street
- Minor Access Street

11.2 Road Cross Sections

The Latrobe City Council Design Guidelines and Clause 56.06 of the Latrobe Planning Scheme set out the road cross section configuration for each road type.

Table 5 provides a summary of the cross section requirements for the road types proposed in the road hierarchy for the Precinct.

Table 5: Street widths, parking provisions and speed

Street Type	Minimum Road Reserve Width	Carriageway Width*	Parking Provision Within Street Reserve	Minimum Verge Width (includes footpath)	Footpath Provision
Access Lane	-	3m to 8m	None	None	None
Access Place	16m	3.5m 5m	1 hard standing verge space per 2 lots On carriageway	7m total width (for services provide 3.5m one side and 2.5m other)	1.5m wide - one side
Minor Access Street	16m	5m	On carriageway	4m each side	1.5m wide - both sides
Major Access Street	18m	5m or 7m	On carriageway. If parking is required on both sides adopt 7m	4.5m each side	1.5m wide - both sides
Collector Road	20m	6m 7m	Indented to leave 6m clear carriageway On carriageway	4.5m each side with adequate road reserve width for widening for future bus route, if required	2.5m wide shared path - both sides

11.3 Intersections

There are four proposed vehicular access points to the Precinct:

11.3.1 Crinigan Road

There are three Precinct access points proposed on Crinigan Road.

The Bridle Road access point on Crinigan Road is proposed at its existing intersection with Bridle Road, which is controlled by a roundabout. The review of the peak hour turn movements at the Crinigan Road/ Alexanders Road and Crinigan Road/ Maryvale Road intersections shows that the current left and right turn treatments are adequate for the expected traffic volumes.

The eastern Precinct access point on Crinigan Road is proposed toward the eastern boundary of the precinct. In this location a channelised right turn and auxiliary left turn treatment would be required on Crinigan Road at the Future Road intersection. Localised road widening may be required to facilitate this outcome along the northern side of the road reserve and within the Precinct.

The western Precinct access point on Crinigan Road is proposed along the western boundary of the precinct. In this location a channelised right turn and auxiliary left turn treatment would be required on Crinigan Road at the Future Road intersection. Localised road widening may be required to facilitate this outcome along the northern side of the road reserve and within the Precinct.

The proposed Precinct access points on Crinigan Road are suitable. The safe intersection sight distance (SISD) on the approaches to the access points complies with the Austroads Guidelines.

11.3.2 Alexanders Road

The Precinct access point on Alexanders Road is proposed via a new T-intersection located some 400m north of its intersection with Crinigan Road.

The assessment shows that an auxiliary left and channelised right turn treatment would be required on Alexanders Road at the Future Road intersection.

The proposed Precinct access point on Alexanders Road are suitable. The SISD on the approaches to the access points complies with the Austroads Guidelines.

11.4 Public Transport

A public bus service should be provided in the north-east of Morwell to connect the future residents and employees of the development area to the town centre and train station.

The bus route should use the future collector road that runs west from Alexanders Road to Fairway Drive, as indicated in the Latrobe Planning Scheme. Until such time the western connection to Fairway Drive is established, an alternative bus route can be established via the north-south collector road and connected with Crinigan Road. This will provide a service that caters for the future residents of the proposed development Precinct when fully constructed.

This proposal is in accordance with the Latrobe Structure Plan for Morwell, which identifies a possible bus service on Alexanders Road, Fairway Drive and the future connector road that runs west from Alexanders Road to Fairway Drive.

A 23.0 meter road reserve has been allocated along the north-west and east-west collector roads to ensure bus access can be facilitated. This accords with *Latrobe City Council Design Guidelines, 2010* and *Department of Transport Guidelines for Land Use and Development: Public Transport, 2008*.

Bus stops are identified in key locations through the Precinct along the north-south and east-west collector roads to ensure that all residential areas are within a 400 meter walkable distance to public transport facilities (when established).

11.5 Footpath Network

A footpath network is to be established throughout the Precinct which provides safe and convenient pedestrian access.

All minor access streets are to include a 1.5 meter pedestrian footpath network on both sides of the street and access places are to provide this pathway on one side. This will create a pedestrian pathway network

through the Precinct which provides convenient connections to open space reserves and parks, as well as a possible neighbourhood activity centre. Footpaths are to be located adjacent to the road pavement and along the frontage of residential houses to allow pedestrians to move safely through the Precinct.

A 2.5 meter shared pathway is to be located along the north-south collector and east-west collector road on both sides. This will provide for pedestrian and cycle convenient movement in most directions through the Precinct and is off-road to improve safety on a busy street. The shared pathway network should connect with the wider networks along Crinigan and Alexanders Road at intersections collector road intersection point.

The existing footpaths on the south side of Crinigan Road do not provide a continuous pedestrian link. Therefore, the following sections of footpath should be provided by:

- South side of Crinigan Road, Crinigan Road Reserve to Waterhole Creek; and
- South side of Crinigan Road, Greenvale Park to Alexanders Road.

A new footpath should also be provided on the west side of Alexanders Road adjacent to the Precinct to facilitate pedestrian access.

Pedestrian crossing facilities (i.e. kerb ramps) should be provided at the Precinct access points and Crinigan Road/ Alexanders Road intersection to connect pedestrians from the Precinct to the footpath network.

11.6 Bicycle Facilities

As indicated in section 10.3, a shared pathway will be established on the collector roads throughout the Precinct to allow for off-road cyclist access in north-south and east-west directions.

The Latrobe Bicycle Plan for Morwell (prepared by TraffixGroup dated December 2007) identifies a number of the local bicycle facilities in the vicinity of the Precinct.

In addition, a pedestrian/ cycle link should be provided along Waterhole Creek within the Precinct to connect residents with the open space and natural features along the creek.

11.7 Statutory Assessment Guidelines

- Development should be designed to address the street where possible.
- A permeable street network must be created.
- Development should discourage unintended through traffic in residential areas by ensuring that main through routes are more direct or more easily accessed than unintended through routes.

12 Infrastructure

The development is to be staged in a manner to minimise large upfront capital costs.

Discussions have been held with Gippsland Water to upgrade an existing sewer pump station for the first 100 lots. This would be achieved by constructing a new rising main to the Gippsland Water factory and upgrading the pumps to accommodate the additional loading.

A new ultimate sewer pump station is to built in the future. The ultimate pump station will service a larger catchment and allow the decommissioning of 2 smaller pump stations. The ultimate pump station will be a shared asset, with contributions payable by developers and Gippsland Water.

Internal road networks & drainage are to be constructed by the developer. These will be constructed progressively over a number of stages as the subdivision is developed.

Intersection works will be required at Alexanders Rd and the future internal road. Approval of these works will be by VicRoads.

The construction of the wetlands and detention basin system will be staged throughout the development. Staging these works will provide water quality improvements and restrict the stormwater discharges as the subdivision is released, whilst still minimising capital funding.

13 Native Vegetation

A Net Gain Vegetation Assessment prepared by Water Technology, 2011 for the Precinct. This Assessment provides an assessment of the area intended for future development across the Precinct and has been prepared in accordance with *Native Vegetation Management – A Framework for Action* (the 'NVF').

Adopting the principles of the NVF it is established that minimal native vegetation has been found in the Precinct. Removal of the overstorey species and medium shrubs within the drainage line adjacent to the western boundary cannot be avoided and therefore will require a planning permit along with an offset calculation.

Prior to granting a planning permit for subdivision within the Precinct, a Management Plan for the Growling Grass Frog and Dwarf Galaxias species is to be prepared to the satisfaction of Latrobe City Council and the Department of Sustainability and Environment.

11.6.4 PLANNING PERMIT APPLICATION 2011/226 - USE AND DEVELOPMENT OF LAND FOR A SERVICE STATION, CONSTRUCTION AND DISPLAY OF BUSINESS IDENTIFICATION SIGNAGE AND ALTERATION OF ACCESS TO A ROAD ZONE CATEGORY 1, 2-10 KEITH MORGAN DRIVE, TRARALGON SOUTH

AUTHOR: General Manager Governance
(ATTACHMENT - YES)

1. PURPOSE

The purpose of this report is to determine Council's position regarding Planning Permit Application 2011/226 for the Use and Development of Land for a Service Station, Construction and Display of Business Identification Signage and alteration of access to a road in a Road Zone Category 1 at 2-10 Keith Morgan Drive, Traralgon South.

Council is unable to make a formal decision on the application as the applicant has submitted an Application for Review under section 79 of the Planning and Environment Act 1987 to VCAT for the failure of Council to determine the matter within the statutory timeframe of 60 days.

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 2012-2016.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives – Built Environment

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

Latrobe City Council Plan 2012 - 2016

Shaping Our Future

Gippsland's Regional City

Strengthening our profile

An active connected and caring community
Supporting all

Attract, retain, support
Enhancing opportunity, learning and lifestyles

Strategic Direction – Built Environment

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

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

Legal

The discussions and recommendations of this report are consistent with the provisions of the *Planning and Environment Act* 1987 (the Act) and the Latrobe Planning Scheme (the Scheme), which apply to this application.

4. BACKGROUND

4.1 SUMMARY

Land:	Lot 1 on Title Plan 102084L, known as 2-10 Keith Morgan Drive, Traralgon South
Proponent:	Mr R Brown c/- Beveridge Williams Pty Ltd
Zoning:	Township Zone Abuts a Road Zone Category 1
Overlay	Bushfire Management Overlay

A planning permit is required in accordance with the following Clauses of the Scheme:

- Clause 32.05-1, to use land for a service station within the Township Zone;
- Clause 32.05-8, to develop land for a service station within the Township Zone;
- Clause 52.05-9, to construct and display business identification signage; and
- Clause 52.29, to create or alter access to a road within a Road Zone Category 1.

4.2 PROPOSAL

The application is for the use and development of the land for a service station, alteration to the access to a road within a Road Zone Category 1 (being Traralgon Creek Road), and the construction and display of business identification signage.

This application seeks permission to complete the development that has been partly constructed on the subject land.

The use of the land for a service station is proposed to operate between 6:00am and 10:00pm seven days a week, and will provide services associated with a service station, being a convenience shop, petrol bowsers, underground tanks, an awning over the bowser area, and sealed hardstand areas to create 11 car parking spaces.

Three access points are proposed from the site, two from Keith Morgan Drive and one from Traralgon Creek Road.

A business identification sign is proposed to be located within Traralgon Creek Road, comprising the words 'Traralgon South Convenience Store'. This sign will be 3 metres x 1 metre and located approximately 3 metres from the site boundary.

The building will be comprised of face brickwork with colourbond cladding for the roofing.

Additional information can be found on the proposed plans *(refer Attachment 1).*

Subject Land:

The subject land is located at the south eastern corner of the Traralgon Creek Road and Keith Morgan Drive t-intersection. The site comprises an overall area of approximately 4611 square metres and adjoins Traralgon Creek Road along the western site boundary for a length of 88 metres. The site adjoins Keith Morgan Drive along its northern and eastern boundaries for approximately 63 metres. To the south of the site is a vacant parcel currently used to contain a number of relocatable buildings unlawfully used as a dwelling.

The site contains a partly constructed service station which has never been completed. The land is currently developed with:

- A large brick building with a metal roof, metal verandah and gables at each end;
- A metal canopy over petrol bowsers, underground tanks and their ancillary connections;
- Some areas of hardstand.

Traralgon South is a small rural township located approximately 8.5 kms from the southern boundary of the Traralgon urban area. The town is developed with dwellings on large, generally well-vegetated allotments. Commercial development in the town comprises a general store which is located approximately 200 metres to the east of the subject site.

Surrounding Land Use:

North: 1 Keith Morgan Drive, Traralgon South

Traralgon South CFA station on a site comprising 840 sq. metres. This site is zoned Township Zone.

3-7 Keith Morgan Drive, Traralgon South

Traralgon South Recreation Reserve comprising tennis courts, oval and clubrooms on approx. 13 hectares. The land is zoned Township Zone.

9 Keith Morgan Drive, Traralgon South

Traralgon South Uniting Church located on 1244 sq. metres. The land is zoned Township Zone.

South: 1163 Traralgon Creek Road, Traralgon South

Dwelling located on well vegetated lot of 1.019 hectares. The land is zoned Township Zone.

East: 12 Keith Morgan Drive, Traralgon South

Dwelling located on 2800 sq. metres. The land is zoned Township Zone.

West: 1140 Traralgon Creek Road, Traralgon South

Farmland and dwelling located on 45 hectares. Land is in the Farming Zone.

Refer Attachment 2 Locality Plan

4.3 HISTORY OF APPLICATION

The permit history for the subject land is extensive. An approved development on the land has been partially constructed for many years.

A detailed planning history of the subject land is set out in Attachment 3.

The history can be summarised as follows:

In the mid 1980s, a similar application to the current application (to establish a petrol service station and convenience shop) first received planning permission.

In 1995, Council issued a second permit allowing the subject land to be developed and used for a convenience store and ancillary service station and adjoining dwelling in accordance with the endorsed plans (1995 permit).

The 1995 permit had been subject to several appeals to the Tribunal (in order to obtain extensions of time in order to complete the development).

Despite the applicant being granted numerous extensions of time, there has been no meaningful progression of the development towards completion or any attempt to meet the timelines provided by the Tribunal.

On the last appeal to the Tribunal, on 15 June 2010, the Tribunal upheld Council's decision and refused to extend the time in which to complete the development authorised by the Permit (VCAT decision).

The VCAT decision was appealed at the Supreme Court (relating to questions of appeal including whether the Tribunal gave sufficient consideration to the financial detriment of applicant and the reasons why the applicant had been unable to complete the development).
The Supreme Court appeal has been adjourned pending the outcome of this permit application.

This is because it was agreed between the applicant and Council that a 'fresh' permit application (no. 2011/226) be processed and any application for review arising from the Council's decision concerning the fresh application should be heard and determined prior to the Supreme Court appeal.

In the event that a permit is granted in the fresh application, it will be unnecessary for the Supreme Court proceedings to be heard and determined.

Along with numerous extensions of time applications in relation to the 1995 permit, Council also commenced enforcement proceedings in the Tribunal.

After various adjournments (mainly to allow the applicant to show some progression in the development), in November 2007 the Tribunal made orders by consent which provided for demolition and reinstatement of the subject land if the works were not completed by 30 June 2008 (Enforcement Order).

In 2010, the applicant applied to amend the Enforcement Order at the Tribunal. This application has also recently been withdrawn (in May 2012) pending the resolution of this permit application.

Planning Permit Application 2012/226 was lodged on 11 July 2011. In May 2012, the applicant submitted an application for review with VCAT for Council's failure to determine the application within the statutory timeframe of 60 days. The processing of the application was delayed due to CFA taking some months to provide a response to notification from Council of the application. It was further delayed when the applicant took over five months to respond to a request from Council regarding bushfire risk for the site.

5. ISSUES

Having regard to the extensive planning history of the subject land, Council considers that there are two key matters for consideration in relation to this application.

These matters are as follows:

1) Whether the proposal is consistent with the relevant planning policy framework including the applicable zone and overlay provisions; and
2) Whether the proposal is likely to be completed. If not, whether the structures on the site will result in an appropriate planning outcome.

5.1 Planning Policy Framework:

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

5.1.1 State and Local Planning Policy Frameworks:

There are a number of policy directions within the State Planning Policy Framework providing for the creation of livable settlements which have strong identity, are prosperous and environmentally sustainable.

Clause 11.05

Clause 11.05-4 includes a number of strategies that are relevant to this application, being (inter alia):

- To ensure development respects and enhances scenic amenity, landscape features and view corridors of each settlement.
- Responding to changing community needs and facilitating timely provision of, and access to, social infrastructure and services.
- Providing adequate and competitive land supply, including urban regeneration, redevelopment and greenfield sites, to meet future housing and urban needs to ensure effective utilization of land.

It is considered that the proposal, if completed in accordance with the proposed plans, will create a local facility within the Traralgon South township that provides some core retail services, for which the township currently has somewhat limited access. The development will result in an eventual facility which improves the current derelict appearance of the site and will improve the civic pride of the area through an appropriately designed and sited development.

Clause 13.05

Clause 13.05 (amended 8 September 2011) provides an objective '[t]o assist to strengthen community resilience to bushfire', with an 'overarching strategy' to '[p]rioritise the protection of human life over other policy considerations in planning and decision-making in areas at risk of bushfire' of strengthening community resilience to bushfire.

The changes to clause 13.05 represent a significant shift in policy direction and emphasis given to the assessment of applications in areas at risk from bushfire. They require a rebalancing of often competing policies, with priority given to consideration of bushfire risk and the protection of human life.

Under the heading 'Development control strategies' clause 13.05 provides that new development should only be permitted where:

- The risk to human life, property and community infrastructure from bushfire can be reduced to an acceptable level.
- Bushfire protection measures, including the siting, design and construction of buildings, vegetation management, water supply and access and egress can be readily implemented and managed within the property.
- The risk to existing residents, property and community infrastructure from bushfire is not increased.

Council is aware the fire authorities have assessed the Traralgon South area as having an extreme bushfire risk. It is also important to note that Traralgon South and the surrounding district experienced bushfires in 2009 (part of the Black Saturday bushfires).

In the recent Tribunal of *Land Management Surveys v Strathbogie SC* (includes Summary) (Red Dot) [2012] VCAT 77, the importance of the changes to clause 13.05 following the Black Saturday bushfires was set out in detail by the Tribunal.

For example (at paragraph 21):

> *Common sense indicates that it has long been the case that those scrubby areas around the edges of Melbourne and in other rural areas of Victorian involve an inherent level of bushfire risk. However it seems fair to say that the devastating Black Saturday bushfires in February 2009 that burnt about 430,000 hectares of land, destroyed more than 2,000 homes and claimed 173 lives have been a game-changer in terms of the Victorian community's response to bushfire risks…*

And at paragraph 25:

> *…One lesson from Black Saturday is the ability of bushfires in extreme bushfire risk conditions to cover large distances and change direction quickly. For example, a number of fatalities on Black Saturday involved people on roads trying to outrun the bushfire in vehicles. This in turn means that the window of opportunity for affected persons to escape major bushfires to safer areas may be quite limited…*

And finally at paragraph 25:

> *…there may be real limits to the ability for landowners to safely subdivide and/or develop lots in more remote and inherently fire-prone areas…*

Having regard to the detailed comments of the Tribunal and the location of the subject land (in an area of extreme bushfire risk) advice was sought from the CFA in relation to the proposal, despite no planning permission being specifically required in accordance with the provisions of the Bushfire Management Overlay.

The advice from the CFA is that the applicant should engage an appropriate consultant to prepare a plan for the site that addresses and responds to bushfire risk and accurately uses the underlying equations of the defendable space tables found at Clause 52.47 of the Latrobe Planning Scheme.

CFA further advised that the site boundary may prevent the defendable space from being achieved for the service station, particularly in the southern direction.

The applicant was requested to submit a report from an appropriate consultant to address the above. This request was declined with the reasoning that the use and development of the land is not a use that triggers the Bushfire Management Overlay. The following points were provided with regard to fire protection for the site:

- "*The Traralgon South Fire Station is located directly opposite the subject property on the northern side of Keith Morgan Drive.*
- *There are stringent fire fighting requirements placed on any service station including the installation of fire hydrants, fire hoses, etc.*
- *There will be no above ground storage of dangerous goods on this site.*
- *Fire fighting capabilities relating to this service station will almost certainly exceed any associated with dwellings in the Traralgon South Township."*

The above response is not considered to be adequate in addressing the bushfire risk for the site, and a site specific solution to the expected fire behaviour in this location is considered to be critical to the assessment of the application.

Clause 15

Clause 15 states that "*planning should achieve high quality urban design and architecture that:*

- *Contributes positively to local urban character and sense of place.*
- *Reflects the particular characteristics, aspirations and cultural identity of the community.*
- *Enhances liveability, diversity, amenity and safety of the public realm.*
- *Promotes attractiveness of towns and cities within broader strategic contexts.*
- *Minimises detrimental impact on neighbouring properties."*

It is considered that the proposal is a relatively simple design that is like many other service stations.

However it is important to recognise that the subject land is located in a prominent position in the context of Traralgon South.

Given its size and visibility along Traralgon Creek Road, the role of the site is considered by Council to be a 'gateway' to the Township (and to the tourist attraction of the Strezlecki Ranges further south).

It is considered that there are no significant design features which respond to the key strategic location or otherwise make the proposed development an attractive feature at the entrance of the town.

This proposal does not create a quality built environment that supports the wellbeing of the community.

Another listed strategy at Clause 15.01-2 under the heading 'design principles' provides "*that development processes should be managed so that sites are not in an unattractive, neglected state for excessive periods and the impacts from vacant sites are minimized"*.

The subject land has been in a state of neglect for many years. The previous applications for the subject land have failed to progress completion of the development on the site, regardless that assurances have repeatedly been given (at the relevant time of each extension decision) that works would progress to completion. To this end the uncompleted development on the site has continuously been a blight on the aesthetics of the town entrance.

Whilst it is acknowledged that the proposal will provide some commercial benefits for the residents of Traralgon South and surrounds (by the introduction of a new business into the community), there is a sound basis to consider it unlikely that if the application were to be granted, the approved buildings and works would actually be completed within a reasonable timeframe (if at all). This point has been further discussed in Section 5.2.1 of this report.

Clause 21.02 – Municipal Vision

Council's Municipal Strategic Statement provides the objectives and strategies for land use planning in the municipality focussing on 'sustainability' and 'liveability'.

The Latrobe City Strategic Land Use Framework Plan identifies Traralgon South as a 'small town' within the municipality.

Clause 21.04-5 – Urban Design Overview

Council notes that the community has an expectation for high quality architectural and urban design outcomes for development. In particular, the appearance of main road approaches to townships is considered important in maintaining a strong level of civic pride. Development in these locations can have a critical impact on visual appearance within both urban streetscapes and rural landscapes.

Clause 21.06 – Small Towns

Clause 21.06 clearly sets out Council's vision for small towns. It provides that Council will consider planning applications and make decisions in accordance with the following vision:

- To promote the responsible and sustainable care of our built environment for the use and enjoyment of the people who make up the vibrant community of Latrobe Valley.
- To develop clear directions and strategies through consultation with the community ensuring sustainable and balanced development.

Clause 21.06 recognises that small towns such as Traralgon South and their surrounding rural living communities provide an attractive lifestyle choice in a rural setting.

It also recognises that *'[w]hilst a number of residents from these small towns and surrounding rural living areas work in the nearby main towns of Latrobe City, the residents often utilise the shops, schools and community facilities provided within the small towns'.* It also provides that:

> *"In some small towns and surrounding rural living communities there is a need for commercial and community facilities to be centralised to provide a focus for the town centre."*

It is considered that the proposal, if completed, will create a local facility within the Traralgon South township that provides some core retail services, for which the township currently has somewhat limited access.

The development will result in an eventual facility which improves the current derelict appearance of the site and will improve the civic pride of the area.

Clause 21.06 also recognises a need to prepare structure plans for each small town within the municipality to provide a land use planning and development framework, informing land use planning decisions, directing future growth and development opportunities that respond to community needs. A structure plan has not yet been finalised for Traralgon South.

Despite the absence of a structure plan for Traralgon South many of the strategies listed in clause 21.06 are relevant to the consideration of this application, including:

- Retain and promote the rural atmosphere and residential service centre role of small towns.
- Promote opportunities for infill development within the township boundary and encourage increased diversity in residential allotment sizes.
- Provide a visually attractive urban environment and enhance town entrances.
- Encourage commercial development opportunities in and around primary activity centres and where appropriate, the surrounding township zone.
- Encourage well-designed development that responds to local site conditions with regard to environmental and heritage values and existing physical and community infrastructure.

The subject land is located in a prominent position in the context of Traralgon South. Given its size and visibility along Traralgon Creek Road, the role of the site is considered by Council to be a 'gateway' to the township.

It is considered that the proposal fails to achieve acceptable outcomes relative to the need recognised by the Scheme for an attractive and enhanced town entrance. As previously stated, there are no significant design features incorporated into the proposal which would 'stand out' and enhance one of the town entrances.

Council does not consider that this proposal creates a visually attractive urban environment that supports the wellbeing of the community.

Clause 21.07-6 – Retailing Overview

Clause 21.7-6 states that there should be appropriate locations for retailing activities. Neighbourhood shops providing local convenience goods and services in locations accessible to local communities should be encouraged.

Clause 21.08 – Liveability

Clause 21.08-1 sets out that Council will consider planning applications and make decisions in accordance with the following vision (as relevant):

- To promote and support social, recreational, cultural and community life by providing both essential and innovative amenities, services and facilities within the municipality.
- To enhance the quality of residents' lives by encouraging positive interrelated elements including safety, health, education, quality of life, mobility and accessibility, and sense of place.

While the proposal, if completed, will create a local facility within the Traralgon South township, Council has concerns in relation to the ongoing blight of the partly constructed development on the subject land and the Traralgon South township. There has been little visual change on the Land for many years.

Council considers that it is unfair that the township is burdened by what appears to be a derelict construction site at the entrance, and that any further opportunity to complete the development would be detrimental to the community's positive sense of place and municipal pride.

5.1.2 Purpose and Decision Guidelines of the Township Zone:

The township zone includes the following relevant purpose *'[t]o provide for residential development and a range of commercial, industrial and other uses in small towns*'.

There are a number of provisions within the Township Zone which relate to the proposal, largely in terms of physical characteristics of the site and surrounds and protection and enhancement of a locality through design and siting.

The proposal has been considered against the relevant provisions within the Township Zone and is considered to be generally suitable.

Areas not required for future use are to be landscaped and maintained, utility services are available to the site, and traffic control measures will be implemented through the location of the access points, vehicle loading areas and car parking. The design of the building is typical of a number of service stations, but is not considered to be an appropriate design for the gateway to the township.

5.1.3 Purpose and Decision Guidelines of the Bushfire Management Overlay:

The subject land is located within a Bushfire Management Overlay (BMO). Noting that since the introduction of Amendment VC83 on 18 November 2011, the Wildfire Management Overlay (WMO) was replaced with the BMO.

However, as the permit application was lodged prior to 18 November 2011, the transitional arrangements spelt out in clause 44.06-8 apply and the requirements set out in the WMO in force immediately before 18 November 2011 continue to apply to the permit application.

It is noted that while the WMO provisions apply to the permit application, the new state policy also introduced by Amendment VC83 on 18 September 2011 (in clause 13.05) applies to the permit application, per the Tribunal's comments in *Lester v Yarra Ranges SC* [2012] VCAT 8.

5.1.4 Whilst no planning permission is required under the Wildfire Management Overlay, given the location of the subject land in a high risk bushfire area, comments were sought from the CFA as to the appropriateness of the development. Details in relation to these comments have been outlined under the discussion for clause 13.05 of the Scheme.

5.1.5 Clause 52.05 – Advertising Signs

Clause 52.05-9 provides that permission is required for business identification signage within the Township Zone.

The 3 square metre sign proposed to be located within Traralgon Creek Road is considered to be appropriate as it is relatively modest and is not proposed to animated or illuminated. The signage will not result in any significant impact and will not dominate the streetscape when viewed from Keith Morgan Drive or Traralgon Creek Road.

The proposed sign is generally consistent with the purpose and decision guidelines of this clause.

5.1.6 Clause 52.06 – Car Parking

The proposal will provide 11 car parking spaces located to the east of the bowsers. This does not include the space available for refuelling at the bowsers. There is no set car parking rate required for a service station specified within this clause.

Given the population of Traralgon South (at approximately 300 people) and surrounds, and that the proposed land use will not provide trailer hire, the 11 car parking spaces provided within the site should be adequate to meet the need of future users. There is available land within the site which could be used for additional car parking should need arise once developed. The proposal is considered to comply with the purpose of this clause subject to appropriate conditions requiring construction and compliance with relevant Australian Standards.

5.1.7 Clause 52.07 – Loading and Unloading of Vehicles

The purpose of this clause is to set aside land for the loading and unloading of delivery vehicles so as not to cause nuisance to persons or to adverse affect on traffic flow and road safety. There is ample land available within the site to cater for delivery vehicles (including fuel tankers). It is considered that if a permit is to be issued, a planning permit condition requiring an amended plan clearly depicting an area to be set aside in accordance with this clause must be submitted to Council for approval.

5.1.8 Clause 52.12 – Service Station:

This clause relates to all developments for service stations across Victoria. There are a number of application requirements and mandatory standards within this clause, relating to kerb barriers, road setbacks, site area and dimensions and amenity requirements. The proposal is able to comply with the relevant requirements subject to a number of conditions. It is considered that the proposal is generally consistent with the purpose of this clause.

5.1.9 Clause 52.19 – Land Adjacent to a Road Zone Category 1:

The purpose of this clause is to ensure safe and convenient access to arterial roads. The application seeks to have access to Traralgon Creek Road which is a Road Zone Category 1. Two further access points from Keith Morgan Drive are also proposed.

The application was referred to Vic Roads who did not object to the proposal provided there was no access from the development to Traralgon Creek Road, with all access to the site via Keith Morgan Drive.

It is considered that the removal access to Traralgon Creek Road will not significantly impact vehicle movements to and from the site given the two access points from Keith Morgan Drive. The traffic report provided with the application demonstrates that large vehicles can maneuver easily to and from the site utilizing these access points.

5.1.10 Clause 52.36 – Bicycle Facilities:

The requirements for the provision of bicycle parking are listed at Clause 52.36. There is no specific requirement specified within this clause relating to bicycle parking.

It is considered that due to the retail component associated with the service station, it is possible that cyclists may visit the store. As such, it is considered that provision for some bicycle facilities will be required to be provided on site. Therefore if a permit is to be issued, a planning permit condition should require a revised plan to be submitted providing for two bicycle spaces to be provided.

5.1.11 Clause 65 – Decision Guidelines:

There are a number of relevant considerations specified in Clause 65 which provide for guidance on assessing the application. Including (as relevant) the 'orderly planning of the area' and the 'effect on the amenity of the area'.

The matters set out at Section 60 of the Act are required to be considered and are also further outlined at 5.2.2 of this report.

Amenity
The offsite amenity impacts of the location of the service station will be minimal given the size of the site and the screening proposed. Impacts can also be managed by way of permit condition should a permit be issued.

Orderly planning
The orderly planning consideration is discussed further at Section 5.2.1 of this report.

5.2 Fair and Orderly Planning:

5.2.1 Likelihood of Completion of Works

Given the extensive (and unusual) background to this matter and as the proposed works have been part commenced on the site for 15 years or more, Council sought clarification from the permit applicant as to the likelihood that any development authorised will be completed and the likely timeframe for its completion in the form of a timetable for the completion of works (as part of Council's further information request).

As part of the email response to the further information request, the permit applicant advised that all further works would be completed within two years following the issue of this permit.

Despite the response from the permit applicant Council officers consider it unlikely that the proposed timeframe will be achieved. This is because:

1. of the history of the slow rate of progress on the subject land to date; and

2. despite any good intentions by the applicant in the past there has not been any meaningful progression of the development towards completion or any attempt to meet the timelines for completion previously provided by Council and the Tribunal.

In the recent decision of Member Rickards regarding the refusal to extend permit 61121988 (noting that this decision is on appeal by the applicant to the Supreme Court) the Tribunal stated (at paragraph 7):

'I am unable to conclude that there is any likelihood of (the land owner) ever completing the development, despite the numerous pleas by his legal representation in relation to (the land owner)'s ever changing financial position.'

Based on the little work that has occurred on the site in recent years (setting aside those timeframes where permission had expired) Council officers have little confidence that any further permission for this development will be acted upon in a reasonable timeframe.

As to whether the likelihood of the completion of the development is a consideration relevant to the assessment of the merits of the application for the proposed development of the subject land, it is Council's view that it should be for three reasons.

First, the unusual historical circumstances of the site require an assurance that work will indeed be completed on the subject land. Two previous planning permits have been issued for these works in the past 28 years, neither of which has been complied with, with significant work required in order for completion. No substantial evidence has been submitted by the applicant which indicates that the development would be completed in a reasonable timeframe, despite the permit applicant simply advising otherwise.

Secondly, Council has concerns in relation to the ongoing blight of the partly constructed development on the land and the Traralgon South township. There has been little visual change on the land for many years.

For example in Council's consideration of the final extension of time request (No. 61121988), it was stated:

> *the community has tolerated the entrance to Traralgon South looking like a construction site for many years...*

and,

> *The visual amenity of the entrance to Traralgon South township has decreased with the passage of time whereas it should have improved with meaningful progress towards the completion of the project.*

If the land owner is further unable to adhere to a timeframe specified within any permit issued, new enforcement proceedings would be required to seek compliance with the permit. This is likely to be at considerable further expense to the ratepayers of Latrobe City.

Thirdly, Council relies on previous Tribunal decisions which suggest that in certain circumstances the likelihood of the completion of a proposed development is a consideration relevant to the grant of a planning permit.

As previously stated within this report, it is considered by Council officers that it is unlikely that the works will be completed in accordance with the requirements of any permit issued. Council is responsible for seeking compliance with the Latrobe Planning Scheme and any permits issued under it. If compliance with any permit cannot be achieved, then Council should seriously consider whether or not a permit should be issued in the first place.

At a previous Administrative Appeals Tribunal hearing in 1995 (Appeal No. 1995/25979), Member Liston acknowledged that:

> *'One of the purposes of the time limit conditions imposed on permits either by responsible authorities in the permit itself or by virtue of the provisions of the Act, is to ensure that development is completed within a reasonable time, so that localities are not blighted by the effects of unsightly development sites. Therefore, the applicant's failure to comply with such conditions is a significant issue and not a technicality.'*

The decision relating to this matter acknowledges that at the time, a short timeframe should be imposed for completion and an agreement and bond entered into which would provide for Council restoring the site to its predevelopment state should completion of the development not occur. To this end, a section 173 agreement was registered on the title of the site which stipulated:

- The owner to submit a bank guarantee or other satisfactory security of $16,150 for the demolition of the development on the land should it not be satisfactorily completed;
- The owner to demolish the development if the permit expires prior to completion.
- The responsible authority to undertake the demolition and reinstatement should the owner fail to do so.

In the 17 years since this decision, whilst some progress for construction has been made, the development is still far from complete.

In a hearing regarding the further extension of permit 61121988 in July 2006, Member Byard discussed what is to be gained by Council's refusal to extend the completion date for works at the site. In this decision, Member Byard acknowledged that in one of his previous decisions on the matter, he queried *"…what is sought, why it is sought, what good it would do in the circumstances, and in particular, whether there is any public good to be achieved thereby."*

Whilst the proposed land use itself is recognized as being generally consistent with the relevant requirements of the Scheme, the public good in question relates to the appropriateness of compliance with planning permits and ensuring development is fair and orderly. Ample opportunity has been presented to complete the development but yet, this has not occurred.

Section 68(1) of the Act sets out a timeframe for development to be completed which provides for a fair and reasonable timeframe. There are countless other developments across the municipality of a much larger scale which have adhered to the timeframes specified within their permits. No adequate explanation has been presented to Council that indicates that compliance with expiry conditions will now be achieved.

Also relevant is the Tribunal decision of *Glouftsis v Greater Geelong* (2010) VCAT 477, where Member Rundell upheld a decision of the relevant council to refuse a permit application. The facts of the *Glouftsis* decision are similar to the current application. Both involving an application for a planning permit to develop land in circumstances where the applicant had been unable to complete a development for many years.

In the *Glouftsis* decision Member Rundell refused an application for the proposed development due in part to the likelihood that the works on the site were unlikely to be completed in accordance with the conditions of an issued permit, being the timeframes required for completion.

It is considered very unlikely that should a permit be issued in application 2011/226, that the proposed works will be completed. The uncompleted development on the subject land will continue to cause visual blight and a disorderly appearance to a gateway parcel of land within Traralgon South.

5.2.2 The Objectives of Planning in Victoria

On a number of previous occasions, VCAT has been presented with builders' quotes and assurances that works would be carried out in a reasonable timeframe for this site.

However, for whatever reasons, the development has never been finalised. It is the continued failure to achieve the completion of works within a reasonable timeframe that have prevented the fair and orderly development of the site and the failure to achieve the objectives of planning in Victoria.

In *Taip v East Gippsland SC* (2010), Member Baird stated that:

> *'The objectives of planning in Victoria as set out under section 4(1) of the Planning and Environment Act 1987 include, but are not limited to:*
>
> 1. *Providing for the 'fair, orderly, economic and sustainable use, and development of land';*
> 2. *Securing a pleasant and safe working and living environment; and*
> 3. *Balancing the interests of present and future Victorians.*

Such objectives seek to achieve development that provides amongst other things intergenerational equity, sustainable use of resources and 'safe' and 'pleasant' living conditions in an orderly fashion. Orderly here would seem to mean well planned and co-ordinated. The State Planning Policy Framework includes amongst its primary purposes that responsible authorities should take into account and give effect to achieving the objectives of planning, including orderly planning. This may entail a balancing of conflicting objectives 'in favour of net community benefit and sustainable development' as I have set out earlier. It is not about net economic benefit, but a bundling of all costs or benefits to the community to achieve an overall net benefit in a sustainable way."

Given the considerable costs accrued by Council to date in enforcing its Scheme, it is considered that the overall net community benefit through issuing a permit in the current permit applicant will not be achieved.

It is recognised that there is limited scope within the individual controls within the Scheme which relate to warrant refusal of the application, however in Council's view the principles of net community benefit and fair and orderly planning override any commercial benefit which might be obtained from approving the permit application and which form the basis for the refusal of the application.

In Glouftsis v Greater Geelong (2010), Member Rundell further stated *'the first objective of planning in Section 4 of the Planning and Environment Act 1987 is to provide for the fair, orderly, economic and sustainable use, and development of land. I am required to give effect to this and other objectives. It would be reasonably expected that once a permit is granted, it would be implemented in a timely manner. Once commenced, it is reasonable that it would be undertaken in a manner that does not cause adverse impacts to others. I believe that leaving a development partly completed for a time that is so much longer than would be usually required, would be reasonably considered to be neither "fair" nor "orderly".*

The similarities with the subject land and the *Glouftsis* case reinforce that the proposed development has had more than adequate time to be completed. Further extension through this new application would be detrimental to what is considered fair and reasonable about the planning process.

Further, when a legislated process requires works to be completed within a specified timeframe, the community ought to be able to have faith that the any orders will be complied with. However in this instance despite the various extensions issued by both the Administrative Appeals Tribunal and VCAT, compliance is yet to be achieved.

Some of the objections received to the application suggested that this new application is an exploitation of the planning process and undermines the VCAT decision to refuse further extensions to the development. It is also suggested that a new application reference number does not now warrant approval of the development.

In *Casey CC v El Hissi & Anor* (2011) VCAT 2284, Member Martin commented on a long standing planning compliance matter and stated (at paragraph 12):

> *"the fact that this site already has a 10 year history of planning compliance issues and given the concerns I have about the need for proper accountability with ensuring the necessary remedial works are actually done in a timely manner, I see it as essential for public confidence in these final enforcement orders that there are real consequences for the Respondent if yet more delays and non-compliance occurs. If these type of already drawn out enforcement disputes are allowed to keep festering rather than being brought to a head, there is a real risk of a public perception arising that planning enforcement proceedings are a "toothless tiger". This will in turn encourage less than honourable landowners to "try it on", in terms of potential breaches of the requirements of the Planning Scheme."*

If enforcement proceedings are ordered, failed to be adhered to, and permit extensions eventually refused, as has been the case with this site, then a new application for what is ultimately the same proposal can be made, and the community is 'back to square one'

It is acknowledged that in the *El Hissi* case, Member Martin determined to extend the permit for a final specified period for works to be completed. This is in contrast to application 2011/226, where the history extends 18 years *longer* than the *El Hissi* circumstance.

The number of objections received to this permit application is fewer than for the previous planning permit for this site (in 1995), with 5 objections only compared to the previous 83.

The majority of the 5 submissions convey the following:

- that the ongoing works at the site are contrary to orderly planning;
- that ample opportunity has been presented to the applicant to complete the works; and
- that the slowed nature of works provide for an outcome contrary to the intent of planning.

The submissions acknowledge that it is unfair that the township is burdened by what appears to be a derelict construction site at the entrance, and that any further opportunity to complete the development would be detrimental to the community's positive sense of place and municipal pride.

In accordance with Section 68 of the Act, a development is to be completed within two years of the commencement of works, or if a land use has not commenced within two years of the completion of the works. Considering that the works on the site commenced in the late 1980's, it is considered that further extension, combined with the little progress that has been made within the past 10 years, would result in an outcome that is neither fair on the Traralgon South community nor orderly in terms of the likelihood for completion.

5.2.3 Previous Determinations for this Site and Enforcement Proceedings

A comprehensive timeline of the events since the granting of the first permit for this site has been included in this report *(refer Attachment 5)*.

As part of the numerous considerations for extending the permit, the ultimate decision was that it was not appropriate to allow further extensions to complete the development. It is considered that the proposal within application 2011/226 is attempting to undermine the VCAT decision to extend the permit.

The enforcement proceedings to restore the subject land to its predevelopment state are currently on hold, pending the outcome of this planning permit application.

Objections

The application received five submissions in the form of objections. The issues raised within the submissions were:

1. Health and safety risks associated with the ongoing construction works.

   Officer Comment:

   It is considered that there is adequate legislation to manage the construction works associated with the site, in relation to health and safety and building regulations. It is also considered that any risks associated with safety throughout construction can be managed and controlled in accordance with relevant legislation and although concerns have been raised in the past, this does not warrant refusal of the application.

2. Length of time taken to complete the development is making a mockery of legislation, and that if approved, the development is unlikely to be completed.

   Officer Comment:

   These matters are discussed further at Section 5.2.2 of this report.

3. The negative impact of the development on the general amenity of the town, both in the past and once completed.

   Officer Comment:

   It is recognised that in its current state, the site is having a negative impact on the amenity of the town and the level of civic pride for residents of the area. It is considered that if the development is ever completed this may change if a tenant for the building can be found. The site may subsequently provide a positive contribution to the character of the town. This does however rely on the development being completed and operated once completed.

4. Further costs to Council and the ratepayers for ongoing enforcement could be avoided by refusing to grant this application.

   Officer Comment:

   The officers recommendation is that had a "failure to determine the application within the prescribed time" appeal not been lodged, the application would be refused and that enforcement action continued to seek compliance with the VCAT order that no extension to the development is permitted.

5. Economic viability of an additional service station within the town.

   Officer Comment:

   Throughout previous Tribunal hearings in relation to this site, the matters of need and economic viability have been raised. There is a consistent message that 'lack of need' or similar is not a sufficient stand alone ground for refusal.

6. Potential for traffic congestion at intersection with Traralgon Creek Road.

   Officer Comment:

   The traffic report provided with the application and the consideration by Council's Infrastructure Planning team demonstrate that any vehicle movements can be appropriately managed through the site and surrounds. With the removal of the access point to Traralgon Creek Road, vehicles will be able to utilise the Keith Morgan Drive access points to safely enter and exit the site.

6. FINANCIAL AND RESOURCES IMPLICATIONS

Additional financial cost will be incurred as the matter now requires determination at VCAT. There is a pending Supreme Court hearing at which Council will be required to be represented.

Further costs may be borne by Council if the enforcement order is determined and provides for the restoration of the site. The bond provided for this task previously may not reflect current costs to undertake this task and further costs are likely to be incurred as a result of pursuing the enforcement order applications.

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

7. INTERNAL / EXTERNAL CONSULTATION

Engagement Method Used:

Notification:

The application was advertised pursuant to Section 52(1)(a) and Section 52(1)(d) of the Act. Notices were sent to all adjoining and adjacent landowners and occupiers and an A3 notice was displayed on each road frontage of the site for 14 days. A notice was also placed in two editions of the Latrobe Valley Express.

There were eight submissions received to the application.

The permit applicant requested not to pursue the Council facilitated mediation process and requested that the matter proceed directly to Council for consideration.

Notice was provided in accordance with Section 52(1)(d) of the Act to the West Gippsland Catchment Management Authority (WGCMA) and the Country Fire Authority (CFA) for consideration. The WGCMA did not object to the granting of a planning permit. CFA provided comments in relation to defendable space and recommendations that further assessment of the site should be undertaken with regard to bushfire management.

External:

The application was referred to Vic Roads for consideration in accordance with Section 55 of the Act. VicRoads did not object to the application provided the proposed access point to Traralgon Creek Road was removed.

Internal:

The application was referred internally to Council's Infrastructure Planning and Health Services teams who provided advice on various aspects of the proposal.

8. OPTIONS

As the applicant has lodged an application for review with VCAT, Council cannot formally determine this application. Council can only form a position that it will rely upon at VCAT. Therefore Council has the following options in regard to this application:

1. Form the position that the application be refused; or
2. Form the position that the application be approved.

Council's decision must be based on planning grounds, having regard to the provisions of the Latrobe Planning Scheme.

9. CONCLUSION

Council acknowledges that a service station and convenience shop use at the land would produce commercial and community benefits for the residents of Traralgon South and surrounds by the introduction of a new business into the community. However the matter at the centre of this application is whether the development is likely to be completed, or whether it will continue to cause adverse amenity impacts on the township of Traralgon South through visual blight and disorderly appearance.

In Council's view it is highly likely that the proposed works would not be completed in a timely manner, meaning the use will not add any benefit to the community. It is also highly likely that new enforcement actions would be required and that these would take a long time, be resisted by the applicant and cause Council and the neighbouring community continuing considerable cost and distress.

To this end the proposal is considered to be:

- Inconsistent with the strategic direction of the State and Local Planning Policy Frameworks;
- Inconsistent with the objectives of planning in Victoria;
- Inconsistent with Section 4 of the Act; and
- Inconsistent with the Clause 65 'Decision Guidelines'.

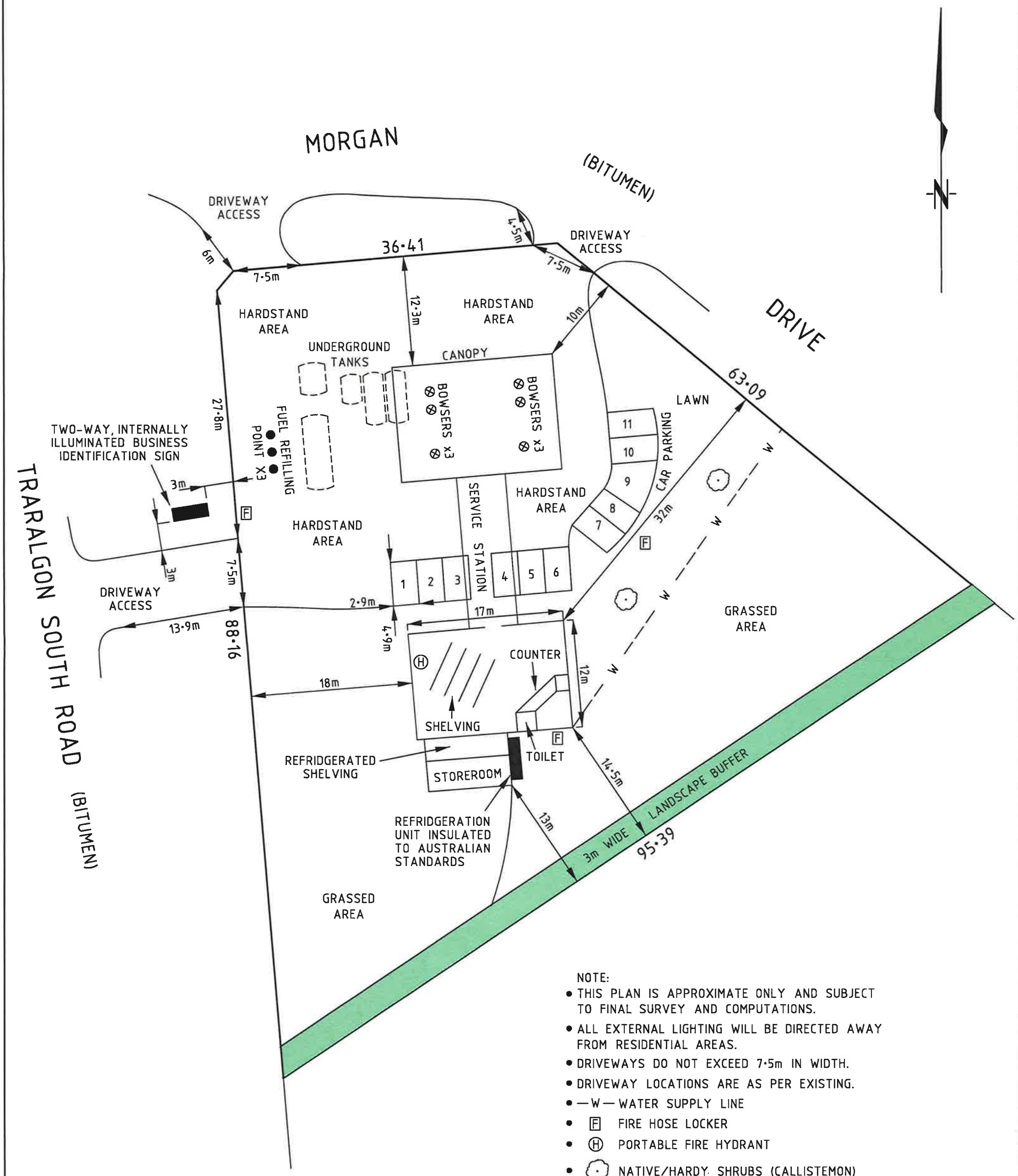
10. RECOMMENDATION

That Council advise VCAT that had a "Failure to Determine within the Prescribed Time" appeal not been lodged, Council would have refused to grant a permit for the use and development of a service station, construction and display of business identification signage and alteration of access to a road within a road zone, at 2-10 Keith Morgan Drive, Traralgon South, on the following grounds:

1. **The proposal is inconsistent with Section 4 of the Planning and Environment Act 1987 and clause 65 of the Scheme in that approving the development would be contrary to the sound and orderly planning of the area. Satisfactory evidence has not been produced to demonstrate to an acceptable standard that the proposed development could, or would, be implemented within an appropriate timeline.**
2. **The proposal is inconsistent with clause 15 of the SPPF and clause 21.06 of the LPPF which seeks to promote the attractiveness of towns within broader strategic contexts and enhance the visual amenity of town entrances Traralgon South. The proposal is considered to be an inappropriate design response for the prominent 'gateway' position of the site.**
3. **The proposal has not adequately addressed the bushfire risk for the site.**

ATTACHMENTS

ATTACHMENT 1
Plans of Proposal



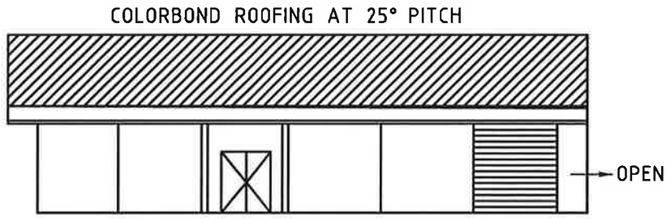
NOTE:

- THIS PLAN IS APPROXIMATE ONLY AND SUBJECT TO FINAL SURVEY AND COMPUTATIONS.
- ALL EXTERNAL LIGHTING WILL BE DIRECTED AWAY FROM RESIDENTIAL AREAS.
- DRIVEWAYS DO NOT EXCEED 7·5m IN WIDTH.
- DRIVEWAY LOCATIONS ARE AS PER EXISTING.
- —W— WATER SUPPLY LINE
- F FIRE HOSE LOCKER
- Ⓗ PORTABLE FIRE HYDRANT
- NATIVE/HARDY SHRUBS (CALLISTEMON)

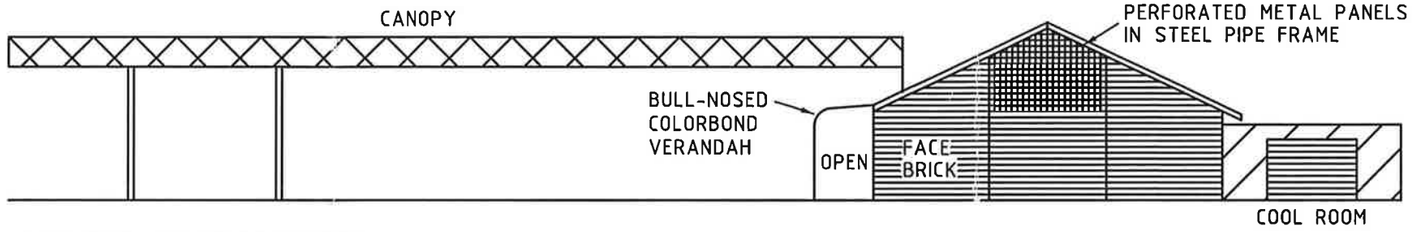
PROPOSED SITE PLAN

Beveridge Williams
development & environment consultants
Traralgon ph : 03 5176 0374
www.beveridgewilliams.com.au

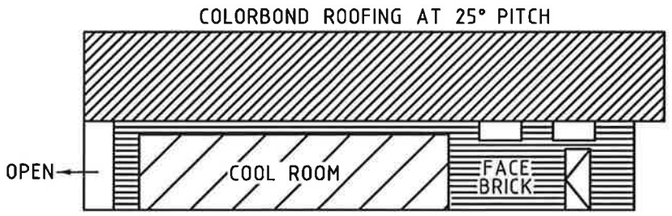
ORIGINAL	PREPARED A. SPEIR	R. BROWN
Scale 1:400 / Sheet Size A3	SURVEY	TRARALGON SOUTH SERVICE STATION TRARALGON CREEK ROAD, TRARALGON SOUTH TP102084L LOT 1 C/T VOL 9631 FOL 991
Dwg No PPS DGN	CHECKED C. CURNOW	
	DATE 29/06/2011	
Sheet 1 of 1	AUTHORISED FOR ISSUE / Proj No 9159	LATROBE CITY COUNCIL



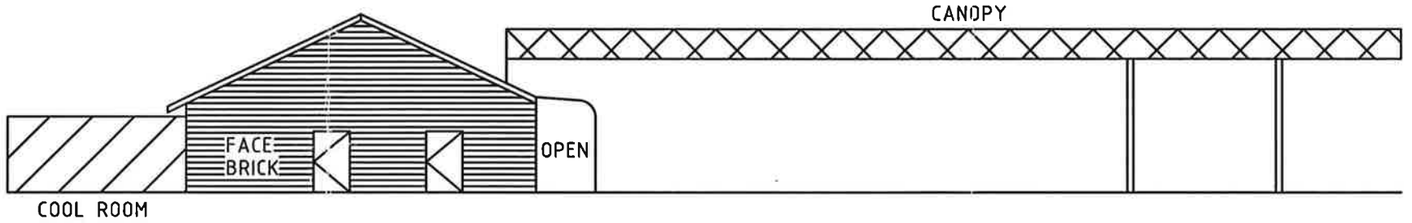
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

NOTE:
CANOPY OVER BOWSERS - WHITE WITH GREEN TRIM
WALLS OF SHOP - DARK PINK
ROOF OF SHOP - GREEN

Beveridge Williams
development & environment consultants
Traralgon ph : 03 5176 0374
www.beveridgewilliams.com.au

ORIGINAL

Scale	Sheet Size
1:200	A3

Dwg No ELEVATIONS.DGN

Sheet 1 of 1

BUILDING ELEVATIONS

PREPARED A. SPEIR
SURVEY
CHECKED D. SNEDDON
DATE 22/06/2011
AUTHORISED FOR ISSUE
Proj No 9159

R. BROWN

TRARALGON SOUTH CORNER STORE

22 SEP 2011

LATROBE CITY COUNCIL

ATTACHMENT 2
Locality Plan


Subject Site
TRARALGON
TRARALGON
0
250
500
750
1000
1250
1500
1750
2000
2250
2500
m

ATTACHMENT 3
Detailed History of Subject Site

December 1984	The former Shire of Traralgon issued Planning Permit 626 for the use of the land as a shop with petrol outlet subject to the grant of a development permit. This permit lapsed pursuant to Section 207(2) of the Act.
March 1988	The Administrative Affairs Tribunal (AAT) in Appeal No. 87/1581 directed the grant of a development permit (Permit 739) with conditions that the development would be commenced within 12 months and completed within a further 12 months.
June 1991	In AAT Appeal 1990/10170 that the conditions on Permit 739 were amended to include a timeframe schedule of works
April 1992	In AAT Appeal No. 1992/557 further amendments were made to the schedule of works.
June 1992	Action 1992/No. 6805 in the Supreme Court suspended the operation of the AAT amendment from operating until 2 clear days after the hearing of Appeal No. 1992/17818.
August 1992	The AAT issued its decision in Appeal No 1992/17818 and the works schedule was adopted and in force from 28 August 1992. Council's two enforcement order applications, 1992/17973 and 1992/17981, were heard at the AAT. These applications resulted in the removal of the works order
October 1992	A subsequent Supreme Court hearing (1992 No. 9885) with orders made in the Practice Court, requiring the removal of gravel and reinstatement of Council's land by 21 March 1993; a stay with regard to the land owner entering into a contract to carry out works and to execute the contract within 14 days; and stays on matters in relation to costs.
March 1995	A new application, Planning Permit 61121988 was lodged with Latrobe Shire Council. A total of 83 objections were received from adjacent and nearby land owners. Council resolved to issue a Notice of Decision to Grant a Permit. An appeal was lodged with the AAT.
November 1995	Appeal No. 1995/25979 was heard. AAT directed Council to issue a planning permit for the proposed development and use subject to conditions. This included conditions regarding the completion of works and required an agreement on title providing for a bank guarantee regarding completion. The

	agreement also provided that Council may enter the site and complete works should the land owner fail to do so. This permit required works to be completed by November 1997.
November 1997	Council resolved at its meeting of 3 November 1997 to grant a 6 month extension to the permit to allow for the completion of works. Works were required to be completed by May 1998.
June 1998	Prior to its expiry in May 1998, Council received an additional request to extend Permit 61121988. At its meeting of 1 June 1998, Council resolved to refuse any further extensions of time and commence enforcement proceedings to reinstate the site to its predevelopment state.
August 1998	The land owner lodged an appeal with VCAT regarding Council's refusal to further extend the permit.
November – December 1998	VCAT Appeal 1999/11403 was heard and amendments to Permit 61121988 were approved. This amendment also required the development to be completed to 'lock up; stage by April 1999, and the entire development to be completed by 30 September 1999.
June 1999	Further extension to Permit 61121988 was sought by the land owner. Council resolved at its meeting on 7 June 1999 to refuse the request to extend the permit. Council's decision to refuse the extension was appealed at VCAT.
August 1999 – March 2000	A number of hearings and adjournment of further hearings occurred regarding amendments to the plans, further extension to Permit 61121988, and the enforcement order applications.
November 2000	Council agreed to an alternative process for the completion of works and sought VCAT to issue consent orders regarding revisions proposed. One of these terms related to regular progress inspections on the site.
July 2003	A revised works program was received from the land owner providing that works would be completed by mid 2004.
April – June 2004	A revised works program was received from the land owner providing that works would now be completed by December 2005. Amendments to the expiry were sought through VCAT.
May 2005	Parties sought a directions hearing due to the land

	owners failure to comply with the previously agreed timeframes for completion.
	A number of adjournments to the hearings occurred.
June 2006	VCAT extended Permit 61121988 until October 2006 and provided a hearing date for the enforcement order applications to November 2006 should works not be completed by 31 October 2006.
	The November 2006 hearing was delayed until April 2007 so as to permit the land owner further time to complete the works.
2007	Further extension of time request was received.
November 2007	VCAT directed that Council further extend Permit 61121988 to 30 June 2008, and if works are not completed by then, directed that the buildings on the site be demolished and the site restored to its condition before works commenced.
November 2008	VCAT directed that Council further extend Permit 61121988 to 30 June 2009 and amended the enforcement orders to reflect the revised expiry dates.
June 2009	VCAT directed that Council further extend Permit 61121988 to 30 June 2010.
February 2011	VCAT directed that no further extensions to the permit would be allowed and refused the application for review of Council's decision to refuse to extend the permit. There were no amendments to the enforcement order applications.
2011	Supreme Court Appeal pending the outcome of this application
11 July 2011	A new application for planning permit was received by Council to complete the development of the service station. The proposal included changes to the development permitted by Permit 61121988.
4 August 2011	Council officers requested additional information to accompany the application.
22 September 2011	Information was received in part based on Council's 4 August 2011 letter.
20 October 2011	Council made a second request for additional information from the permit applicant.
4 November 2011	Revised information was received by Council officers via email.

16 November 2011	Council officers directed the applicant to undertake the notice requirements of Section 52(1) of the Act. Comments were sought from the West Gippsland Catchment Management Authority and the Country Fire Authority.
December 2011 – January 2012	A number of objections were received to the proposal.
9 December 2011	A statutory declaration was received from the permit applicant confirming that notice had occurred in accordance with Council's direction.
10 May 2012	A response was received from the Country Fire Authority
7 May 2012	Applicant lodged an Application for Review under Section 79 of the Planning and Environment Act 1987 – failure to grant a permit in the prescribed time
16 December 2011	Correspondence received from CFA stating no objection to the granting of a permit.
10 May 2012	Further correspondence from CFA with advice as to what information the applicant should provide to Council.
29 May 2012	Letter sent to applicant asking for a response to bushfire management issues.
9 November 2012	Correspondence received from the applicant rejecting the need for a bushfire management response to be submitted.

ATTACHMENT 4
Relevant Clauses of Latrobe Planning Scheme

LATROBE PLANNING SCHEME

State Planning Policy Framework

- Clause 11.05-4 – Regional Planning Strategies and Principles
- Clause 13.05 – Wildfire
- Clause 15.01-2 – Urban Design Principles
- Clause 15.02 – Sustainable Development
- Clause 17.01-1 – Business
- Clause 18.02-5 – Car Parking

Local Planning Policy Framework

- Clause 21.01 – Municipal Profile
- Clause 21.02 – Municipal Vision
- Clause 21.04-5 – Urban Design
- Clause 21.05 – Main Towns
- Clause 21.07-6 – Retail
- Clause 21.08-3 – Healthy Urban Design

Zoning

The subject site is located within the Township Zone.

Overlay

The subject site is located within a Bushfire Management Overlay.

Particular Provisions

- Clause 52.05 – Advertising Signs
- Clause 52.06 – Car Parking
- Clause 52.07 – Loading and Unloading of Vehicles
- Clause 52.12 – Service Station
- Clause 52.29 – Land Adjacent to a Road Zone Category 1

General Provisions

- Clause 65 – Decision Guidelines

Incorporated Documents

There are a number of incorporated documents that are considered to the relevant to this application, particularly *'Building in bushfire-prone areas - CSIRO & Standards Australia (SAA HB36-1993)'*, May 1993.

11.6.5 PLANNING PERMIT APPLICATION 2011/187-9 LOT SUBDIVISION, CREATION OF AN ACCESS ONTO A ROAD ZONE CATEGORY 1 AND CREATION OF AN EASEMENT OF WAY AT FIRMINS LANE & WALSHS ROAD, TRARALGON

AUTHOR: General Manager Governance
(ATTACHMENT – YES)

1. PURPOSE

The purpose of this report is to determine Planning Permit Application 2011/187 for the subdivision of land into 9 lots, creation of access from a Road Zone Category 1 and creation of an easement of way at Firmins Lane and Walshs Road, Traralgon.

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 2012-2016.

The discussions and recommendations of this report are consistent with the provisions of the Planning and Environment Act 1987 (the Act) and the Latrobe Planning Scheme (the Scheme), which apply to this application.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objective – Built Environment

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

Latrobe City Council Plan 2012-2016

Strategic Direction – Built Environment

- Promote and support high quality urban design within the built environment; and
- Ensure proposed developments enhance the liveability of Latrobe City, and provide for a more sustainable community.

Planning and Environment Act 1987

Decision on application

As a result of an objection from the Department of Primary Industries (DPI) and pursuant to Section 61(2) of the *Planning and Environment Act* 1987, Council must issue a notice of refusal for the proposal.

4. BACKGROUND

4.1 SUMMARY

Land:	Firmins Lane and Walshs Road, Traralgon
Proponent:	Rural Outlook Limited C/- Beveridge Williams & Co Pty Ltd
Zoning:	Farming Zone & Special Use Zone-Schedule 5 (Morwell River Diversion)
Overlays:	State Resource Overlay, Schedule 1 (Gippsland Brown Coalfields); Environmental Significance Overlay, Schedule 1 (Urban Buffer); Design and Development Overlay, Schedule 1 (Major Pipeline Infrastructure); Design and Development Overlay, Schedule 3 (Princes Freeway – Traralgon Bypass); Design and Development Overlay, Schedule 5 (Aviation Obstacle Referral Height Area No. H1); Design and Development Overlay, Schedule 6 (Aviation Obstacle Referral Height Area No. H2); and Public Acquisition Overlay.

A Planning Permit is required for the subdivision of the land into 9 lots in accordance with Clause 35.07-3 (Farming Zone) of the Latrobe Planning Scheme

A Planning Permit is required for the subdivision of the land into 9 lots in accordance with Clause 37.01-3 (Special Use Zone-Schedule 5) of the Latrobe Planning Scheme.

A Planning Permit is required for the subdivision of the land into 9 lots in accordance with Clause 42.01-2 (Environmental Significance Overlay) of the Latrobe Planning Scheme.

A Planning Permit is required for the subdivision of the land into 9 lots in accordance with Clause 42.02-3 (Design and Development Overlay) of the Latrobe Planning Scheme.

A Planning Permit is required for the subdivision of the land into 9 lots in accordance with Clause 45.01-1 (Public Acquistion Overlay) of the Latrobe Planning Scheme.

A Planning Permit is required to create an easement in accordance with Clause 52.02 (Easement, Restrictions and Reserves) of the Latrobe Planning Scheme.

A Planning Permit is required to create an access onto a Road Zone-Category 1 in accordance with Clause 52.29 (Land adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 road) of the Latrobe Planning Scheme.

A Planning Permit is technically not required in accordance with Clause 44.07 (State Resources Overlay) however a planning permit is required to subdivide land under the zone. The applicant has provided a report explaining how the subdivision is consistent with the management objective specified in the schedule to the overlay and it also details how it responds to the decision guidelines.

4.2 PROPOSAL

The site is located in Firmins Lane, Hazelwood North. It comprises eighteen (18) separate allotments. The total area of the site is over 900 hectares. The existing title configuration is included in attachment 6.

It is proposed to subdivide the land into nine lots, in two stages. A proposed plan of subdivision is contained in attachment 1 to this report. The application can be summarised as follows:

- Proposed Lots 1 to 8 will range between approximately 40 hectares and 54.6 hectares in area.
- Lots 1 to 4 will have an abuttal to Davey Jones Lane, Lots 5 and 6 will abut Firmins Lane and proposed Lots 7 and 8 will have an abuttal to Walshs Road.

- Proposed Lots 2, 3 and 4 will be accessed from Davey Jones Lane via new driveway crossovers at appropriate locations. There is suitable area to provide access requirements through gaps in the existing vegetation.
- Lot 1 will be accessed from Davey Jones Lane via the same crossover as Lot 2 and a 20 metre wide carriageway easement, to avoid the need to construct an unmade section of road and remove existing native vegetation.
- Proposed Lots 5 and 6 will be accessed from Firmins Lane via a shared driveway arrangement. This driveway will be located adjacent to the shared boundary between the two lots and will be constructed in accordance with VicRoads' requirements. It is not considered that any roadside vegetation will require removal to facilitate construction of this driveway.
- Proposed Lots 7 and 8 will be accessed from the western end of Walshs Road, crossing the existing unmade government road that runs at right-angles to this road.
- It is considered that the lot boundaries have been designed with regard to the existing declared watercourses traversing the site.
- Proposed Lot 9 will contain the balance of the site in one large lot of approximately 575 hectares. Access to this lot will continue to be obtained from the northern end of Groppi Road, as currently occurs.

As detailed by the applicant the intent of the proposal is to achieve '*40 hectare allotments that are suitable for smaller-scale extensive animal husbandry enterprises, or for use as turn-out paddocks associated with other established larger farm holdings nearby'.* The applicant has also detailed that they have '*received recent advice from local real estate agents that there is market demand for 40 hectare allotments'*.

Subject Land:

The site's primary abuttal is to Firmins Lane along its southern boundary. The majority of its north/north-western boundary abuts an unmade government road, with the remainder abutting the Princes Highway (there is no direct access to the highway along this abuttal). Davey Jones Lane extends along the site's western boundary and access can be obtained from the northern end of this road, near where it intersects with Romuald Road.

The site also abuts Groppi and Walshs Roads, where these roads terminate at its boundaries.

The site comprises a significant tract of land located between the towns of Morwell and Traralgon, on the southern side of the Gippsland Railway Line and Princes Highway.

The land is vacant and comprises predominantly cleared pasture that is used for grazing purposes. In the past, the majority of the site was used for timber plantation. A vast proportion of the plantation was destroyed in a bushfire approximately ten years ago. The northeastern part of the site is more intensively used for agricultural purposes with recent works occurring to improve the quality of the land.

The topography of the site varies from flat to gently undulating. There are a number of designated waterways that traverse the property. The land is not connected to any reticulated services, but there is reticulated electricity, telecommunications and water in close proximity to its boundaries.

Firmins Lane is a bitumen sealed main road with an undivided carriageway, single traffic lane in each direction, sealed shoulders and open drains on both sides. Davey Jones Lane, Groppi Road and Walshs Road are standard rural access roads with swale drainage.

Surrounding Land Use:

A locality plan is included at Attachment 2.

North: To the north of the site is an unmade government road, the Gippsland railway line, Princes Highway and an eastern section of the Princes Freeway. On the northern side of the highway is a mixture of land uses including the Latrobe Regional Hospital, Century Inn Motel and Convention Centre, caravan parks and the Latrobe Regional Airport.

South: Adjacent to the site's south-west corner is an established rural residential estate. There are also two existing dwellings on rural residential size allotments adjacent to the site's southern boundary. Further to the south, on the opposite side of Firmins Lane, is the north-western portion of the Hazelwood North Rural Residential Precinct interspersed with agricultural land.

East: To the east is predominantly cleared agricultural land with isolated agricultural dwellings and outbuildings.

West: To the west of the land are a mix of uses but the area is predominantly either used for grazing purposes or industrial zoned land

4.3 HISTORY OF APPLICATION

The history of assessment of the Planning Permit application is set out in Attachment 3.

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

5. ISSUES

The key issue is whether the proposed subdivision is appropriate having regard to the zoning, character and the strategic direction for this area.

There are a number of State and Local planning policies that apply to the consideration of this application.

The objective of Clause 11.05-3 'Rural Productivity' is to manage land use change and development in rural areas to promote agricultural and rural production. The strategies to achieve this include preventing inappropriately dispersed urban activities in rural areas; and limiting new housing development in rural areas. This includes directing housing growth into existing settlements and discouraging the development of isolated small lots in rural zoned areas from use for single dwellings.

The objective of Clause 14.01-1 'Protection of Agricultural Land' is to protect productive farmland. The strategies to achieve this include:

- *'Ensure that the State's agricultural base is protected from the unplanned loss of productive agricultural land due to permanent changes of land use.*
- *Take into consideration regional, state and local, issues and characteristics in the assessment of agricultural quality and productivity.*
- *Permanent removal of productive agricultural land from the State's agricultural base must not be undertaken without consideration of its economic importance for the agricultural production and processing sectors'.*

Clause 14.03 'Resource Exploration and Extraction' provides the strategies to (inter alia):

- *'Protect the opportunity for exploration and extraction of natural resources where this is consistent with overall planning considerations and application of acceptable environmental practice.*

As detailed from the Department of Primary Industries (DPI) in their referral response to this application, the subject site is partially located within 'Area H' in the Latrobe Valley 2100 Coal Resources Project (November 2005). 'Area H' coal resource is ranked '1' as the most likely to proceed to extractive operations.

Clause 18.01-2 'Transport system' has a number of stated strategies including '*Reserve land for strategic transport infrastructure*'. The subject site is covered by a Public Acquitsion Overlay and the Design and Development Overlay, Schedule 3 (Princes Freeway – Traralgon Bypass) in recognition that some of the land in northern part of the subject property will be required to develop the proposed future bypass for Traralgon.

The Municipal Strategic Statement (MSS) of the Scheme, under Clause 21.07-3 of the Scheme acknowledges that in coal resource areas, the extraction and use of coal is the primary consideration.

This clause states two strategies of particular relevance to the application (inter alia);

- *'Encourage extensive animal husbandry and other rural land uses in areas of potential coal production.*
- *Discourage 'incompatible uses' such as residential, rural living, commercial or non coal related industrial land use and development in areas of potential coal production.'*

Clause 21.07-5 (Agriculture Overview) states that *'the protection of rural land for agriculture is not a primary issue for the municipality compared with the protection of coal and plantation resources including access to them* '. It also details within the overview that '*Pressure for rural residential development is acknowledged as a legitimate land use however high value rural land and natural resources need to be protected'*. The clause also has a stated strategy to '*Limit subdivision, use or development of land that should be incompatible with the utilisation of the land for sustainable resource use'.*

In summary the application addresses the minimum lot size requirement of the Farming Zone and is generally consistent with the agricultural provisions and policies that are outlined in the State and Local Planning Framework. It is not guaranteed however that the proposal will lead to an increase in agricultural production of the land.

The subject area of this proposal has been identified as a key site for the exploration and future extraction of coal resources as outlined of Clause 21.07-3 of the Municipal Strategic Statement. Therefore the proposal is not considered to be consistent with the strategic direction for the future development of this particular area.

5.1 FARMING ZONE

The proposal is considered to be generally consistent with the following 'Purposes' detailed under the Farming Zone as appropriate:

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

The creation of 40 hectare lots with adequate road abuttal will allow for new smaller-scale extensive animal husbandry enterprises to start up or larger farmers to use them as turn-out paddocks associated with a larger farm holding and should realise increase agricultural potential. It should also be noted that the proposal will allow for 'as of right dwellings' (no planning permit required) in lots with a greater area than 40 hectares under this Zone.

The proposed subdivision may lead to an increase in the agricultural productivity of the subject land. Currently, with the exception of the land in north eastern part of the subject site, the land is underutilised. This is due to the history of the site having previously being used predominantly as plantation. Proposed lots 1 to 6 would require significant work and investment to be brought back to productive grazing land. The creation of 40 hectare lots with adequate road abuttal will allow for new smaller-scale extensive animal husbandry enterprises to start up or larger farmers to use them as turn-out paddocks associated with a larger farm holding and could realise increased agricultural potential.

- *'To provide for the use of land for agriculture.'*

As stated previously it is generally considered that the proposal could lead a potential increase in agricultural production than currently exists. It would be preferable if proposed lots 7 and 8 were part of the larger balance holding given their productive agriculture qualities. This has been detailed to the applicant. However as all lots are over the minimum lot size of the zone, the proposal is considered acceptable.

- *To ensure that non-agricultural uses, particularly dwellings, do not adversely affect the use of land for agriculture'.*

Clause 65.02 of the Latrobe Planning Scheme states that in assessing a planning application for subdivision the future development of the land (and nearby land) must be taken into account.

The applicant has put forward that '*It should be noted that the proposal does not seek to increase the existing number of lots with legal road abuttal, but simply provides a reconfiguration of the lot layout to create a more practical subdivision design that will allow for more productive agricultural use of the land'.*

It is considered the proposed subdivision as outlined is mainly being proposed to allow the requirements of Clause 35.07-2, which outlines the necessary service requirements of a dwelling in the Farming Zone, to be addressed. While there are number of existing titles that have above the minimum lot size (40 ha-see attachment 6), it is considered currently that only three titles, have an area greater than the minimum lot size and legal abuttal to a constructed road in the area covered by the Farming Zone only.

As such the other lots that are within the Farming Zone with the current title configuration would not be able to meet the requirements of Clause 35.07-2 in terms of being provided with an all-weather road with dimensions adequate to accommodate emergency vehicles. It should be noted that constructing any roads greater than 100m could trigger the requirements of a Cultural Heritage Management Plan depending on its proximity to designated waterways that transverse the site.

As such it is considered the proposal aims to create legal abuttal to a constructed road for more lots that will as a result have an 'as of right' in the Farming Zone for a dwelling.

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

It is considered overall that the proposal is consistent with this purpose. The reduction of the 18 lots down to 9 will allow each lot to have access to a constructed road subject to appropriate engineering and surveying design. It is also considered that the proposal is consistent with sustainable land management practices as the lot boundaries have been designed with regard to the existing declared watercourses traversing the site and the need to retain a 30 metre buffer on either side of each watercourse.

- *'To protect and enhance natural resources and the biodiversity of the area'*

The designated watercourses have been protected by the proposed lot boundary layout. This should in turn result in no negative impact to the biodiversity in the area. It is considered that the proposal does not protect the natural resources in terms of terms of the underlying coal however, there is an increased potential for housing development as a result of the proposal.

There are 5 categories of '*Decision Guidelines'* that have to be considered (as appropriate) under the Farming Zone. They are as outlined below:

- *'General Issues'*

As detailed previously the proposal is generally considered to be consistent with policies related to agricultural and state and local planning provisions. All proposed lots are of sufficient size to adequately address effluent treatment and disposal within the proposed lot boundaries for any future dwelling development without having an adverse impact on the biodiversity or the quality of groundwater in the area.

- *'Agricultural issues'*

As outlined previously in the report, the proposal could lead to an increased level of production on the individual lots as currently the majority of the land is underutilised.

- *'Dwelling issues'*

The application is for subdivision only but as the result of the changes to lot layouts, there is increased potential for dwelling development in the future as nine lots will now have an 'as of right' for dwellings under the zone.

Any future development application will have to address any of the overlay provisions that impact the site.

- *'Environmental issues'*

It is considered that the proposed lot boundaries actively address the named waterways that traverse the site by aligning the boundaries of the lot to incorporate the required 30m buffer. Similarly the proposed lot layout is not considered to impact upon any existing native vegetation.

- *'Design and siting issues'*

The design and siting issues are not relevant as the proposal is for subdivision only and no development in terms of buildings or structures is proposed at this stage.

It is considered that the proposal as identified is generally consistent with the purpose and decision guidelines of the zone.

5.2 SPECIAL USE ZONE-SCHEDULE 5 (SUZ 5) MORWELL RIVER DIVERSION

The Special Use Zone-Schedule 5 is proposed to be removed from the Latrobe Planning Scheme including the area of the subject property covering by this zoning. On 1 July 2011 Latrobe City Council wrote to the Minister for Planning and the Minister for Energy and Resources seeking their support and assistance in removing the Special Use Zone 5 – Morwell River Diversion (SUZ5) from the Latrobe Planning Scheme. On 21 September 2012, Council received correspondence that Amendment C75 was being prepared to remove SUZ5 from the Latrobe Planning Scheme.

The amendment is currently being considered by the Minister for Planning and is yet to be approved. In this context the purpose and decision guidelines of the zone need to be addressed. The purpose of SUZ5 is '*To ensure that adequate spatial separation is provided between works associated with the proposed river diversion and associated works and any existing or proposed use and development, so as to reduce the likely effects of the emission of noise, visual intrusion, waste discharge, movement of earth and dust.'*

It is considered that the application is generally in accordance with the purpose of the zone as the future direction of the zone is identified as being no longer required and currently Planning Scheme Amendment C75 is being prepared to remove it from the Latrobe Planning Scheme.

The relevant Decision Guidelines of the zone are outlined below.

- *'The effect that the subdivision may have on nearby existing, or proposed brown coal mining and the sequential development of brown coal resources in the area'*

The proposed subdivision does not seek to create any additional lots than exists under the current title configuration. It does however create nine lots that have an 'as of right' use for a dwelling and therefore considering the possible future use of the land, the proposed subdivision could have a negative impact on future brown coal mining and development of brown coal resources in the area.

- *'The effect that the likely use or development of land within the subdivision may have on nearby or proposed electricity industries (including generating works) and nearby agricultural uses'*

The land is currently used predominantly for extensive animal husbandry and each proposed lot is expected to be used for agriculture in the near future. There are no proposed or nearby electricity industries in close proximity to the site currently.

It is considered given the preparation of C75 to remove SUZ 5 from the planning scheme means that the application is generally consistent with the zoning purpose and decision guidelines. Having detailed this, the SUZ 5 area covering the subject site is expected to be replaced by the Farming Zone and also partially by the State Resources Overlay. This again outlines that the strategic future for most of the subject site area for coal related development and extraction activities.

5.3 STATE RESOURCE OVERLAY SCHEDULE 1 (SRO 1)

The purpose of the State Resources Overlay-Schedule 1 (SRO1) is to comply with the relevant planning policies in the Scheme and more particularly '*To protect areas of mineral, stone and other resources, which have been identified as being of State significance, from development that would prejudice the current or future productive use of the resource.'*

It is considered that the proposed subdivision will allow future 'as of right' dwellings in the nine proposed lots. Allowing a proposal to create such lot configurations is considered to be inconsistent with the general strategy to ensure land use does not inhibit the eventual extraction of coal resources. Development of land within coal resource areas should ensure that the resource is protected for future generations and reducing land use conflicts will play a key role in economic growth for the region.

In accordance with the referral and notice provisions of Clause 66.04 as the land is identified on the map *Gippsland Coalfields Policy Area* in the Local Planning Policy Framework and specifically Clause 21.07-13 *Reference Documents*, Council referred the application was referred under Section 55 of the *Planning and Environment Act*, (the act)1987 to the Department of Primary Industries (DPI). DPI objected to the granting of a planning permit (see attachment 5) and in their letter of objection it was acknowledged that the area is likely to be utilised for coal resource extraction in the future and the proposed subdivision will create difficulty in utilising this state significant resource to its maximum potential.

In summary the proposed development is not considered to address the requirements of the SRO1 based on the following factors:

- The proposed subdivision which creates an 'as or right' for 9 dwellings and this possible future development will hinder the eventual extraction of coal from the area; and
- It is considered that the proposed subdivision is contrary to the land management objectives for land within the SRO1.

5.4 ENVIRONMENT SIGNIFICANCE OVERLAY-SCHEDULE 1 (ESO 1)

Pursuant to 42.01-2 *Permit requirement* a planning permit is required to subdivide land in the Environmental Significance Overlay-Schedule 1 (ESO 1). The Statement of environmental significance states that '*The coal industry is of national and State importance due to its use as the primary energy source for the electricity generating industry in Victoria…..Buffers protect those elements of the Coal Buffers Policy Area such as urban settlements from the impact of the radical change to the environment from the coal industry.'*

As outlined in ESO 1 the overlay provides a buffer of '*mutual protection of urban amenity and coal resource development and the continued social and economic productive use of land.'*

The proposed subdivision actually reduces the number of lots covered by ESO 1 down to three. Any future development associated with a sensitive use would trigger a planning permit in this Overlay area.

It is generally considered that due to the size of the proposed lots and the reduction of the number of lots impacted by the overlay, that the application is consistent decision guidelines of the ESO and the specific requirements of the schedule.

5.5 DESIGN & DEVELOPMENT OVERLAY-SCHEDULE 1 (DDO 1)

Clause 43.02-3 *Subdivision* details a permit is required to subdivide land unless specifically stated that a permit is not required. As it is not distinctly stated within the schedule, a planning permit is required.

The design objectives of DDO 1 are '*To ensure that all buildings and works and in particular buildings designed to accommodate people are sufficiently separated from high pressure pipelines to avoid a safety hazard.'*

The proposal is for subdivision and a separate planning permit will be required to construct a building within that portion of proposed Lot 9 that is affected by the overlay if required in the future.

The application is consistent with the Purpose and Decision Guidelines of the DDO 1.

5.6 DESIGN & DEVELOPMENT OVERLAY-SCHEDULE 3 (DDO 3)

Clause 43.02-3 *Subdivision* details a permit is required to subdivide land unless a specifically stated that a permit is not required. As it is not distinctly stated within the schedule, a planning permit is required.

The Design objectives of DDO 3 are '*To ensure that development of land near the future alignment of the Princes Highway -Traralgon Bypass is undertaken with appropriate noise attenuation measures to minimise the impact of traffic noise on noise sensitive activities.*

The proposal is for subdivision only and as a result the application is consistent with the Purpose and Decision Guidelines of the DDO 3.

5.7 DESIGN & DEVELOPMENT OVERLAY-SCHEDULE 5 & 6 (DDO 5 & DDO 6)

Clause 43.02-3 *Subdivision* details a permit is required to subdivide land unless a specifically stated that a permit is not required. As it is not distinctly stated within the schedule, a planning permit is therefore required.

The Design objectives of DDO 5 and DDO 6 relate to height restrictions for buildings and works that could otherwise create a hazard to aircraft in the vicinity of the Latrobe Regional Hospital, and to facilitate safe Emergency Medical Service helicopter operations.

The proposal is for subdivision only and as a result the application is consistent with the Purpose and Decision Guidelines of the DDO 5 and DDO 6.

5.8 PUBLIC ACQUISITION OVERLAY

Clause 45.01-1 *Permit required* details a permit is required to subdivide land. The State Planning Policy Framework seeks to provide a comprehensive, efficient and safe transport system. To achieve this, it requires the reservation of land for strategic transport infrastructure. The public acquisition overlay is related to the proposed future bypass of Traralgon. It should also be noted that under the current title configuration, five existing lots are affected by this overlay. The proposed subdivision actually reduces the number of affected lots to two that will only be partially affected. The proposal was referred to VicRoads under Section 55 of the *Planning and Environment Act*, 1987 pursuant to Clause 45.01-3 *Referral of applications*. It should also be noted that the construction of any future buildings or works within the overlay is subject to further planning approval and must be referred to VicRoads for consideration. VicRoads had no objection to the application subject to appropriate conditions.

5.9 PARTICULAR PROVISIONS

Clause 52.02 Easements, Restrictions and Reserves:

A planning permit is required to create an easement. Lot 1 will be accessed from Davey Jones Lane via the same crossover as Lot 2 and a 20 metre wide carriageway easement, to avoid the need to construct the unmade
section of road and remove existing native vegetation.

The application is considered to be consistent with this particular provision.

Clause 52.29 Land adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 road:

The application proposes a shared access point for lots 5 and 6 off Firmins Lane which is a Category 1 Road Zone. The application was referred under Section 55 of the Act to VicRoads. There was no objection to the proposal provided suitable conditions are attached to any issue of a permit.

6. FINANCIAL, RISK AND RESOURCES IMPLICATIONS

Additional resources or financial cost will only be incurred should the planning permit application require determination at the Victorian Civil and Administrative Tribunal (VCAT).

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

7. INTERNAL / EXTERNAL CONSULTATION

Engagement Method Used:

Notification:

The application was advertised pursuant to section 52(1)(a) and Section 52(1)(d) of the Act. Notices were sent to all adjoining and adjacent land owners

Results of Notification:

One submission was received which was considered to be a comment only submission. This was regarding any future financial requirement on the author of the submission, if Groppi Road was required to be upgraded to enable access to proposed lot 9.

The applicant has detailed that access to lot 9 will be achieved via Walshs Road and there will be no required upgrade to Groppi Road. As result it is considered that the submission has been adequately addressed

External:

The application required referral to a number of agencies pursuant to Section 55 of the Act including:

- West Gippsland Catchment Management Authority;
- VicRoads;
- APA Group;
- Telstra;
- SP Ausnet;
- Gasnet;
- Gippsland Water;
- Latrobe City Council Airport Authority; and
- Department of primary Industries (DPI)

The DPI objected to the issuing of a planning permit for the following main reasons:

- Fails to comply with Clause 21.07-3 *Coal Resources Overview Bushfire* of the Local Planning Policy Framework*;*
- Fails to comply with the objectives of Clause 65.01 '*the orderly planning of the area*'
- Fails to comply with the objectives of Clause 65.02 '*the existing use and possible future development of the land and nearby land* '

The letter of objection from the DPI is included in attachment 5.

In light of this objection and pursuant to Section 61(2) of the *Planning and Environment Act* 1987, Council must issue a notice of refusal for the proposal.

Internal:

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

The Infrastructure Planning team and Latrobe City Council Airport Authority did not object to the granting of a Planning Permit in relation to their area of expertise, subject to appropriate conditions if approved.

It is noted that these comments only relate to part of the assessment process and should be considered in conjunction with the assessment details provided elsewhere in this report.

8. OPTIONS

Pursuant to Section 60(1)(d) of the Act Council must take into consideration the response of a referral authority which it has received, which in this case is the DPI.

As detailed in Section 7 of this report, the DPI has objected to the application. In turn, Council does not have the power to grant a planning permit for the subdivision of land into 9 lots, creation of access from a Road Zone Category 1 and creation of an easement of way.

Therefore Council must issue a notice of refusal for the proposal.

9. CONCLUSION

In summary, this proposal as outlined by the applicant is to achieve a lot arrangement that has been identified by Local Real Estate as having 'a market demand'. The proposal is generally consistent with agricultural related policies, although it is not guaranteed that the proposal will lead to measureable increase in agricultural production.

It is considered that the proposal is inconsistent with the future strategic direction of the subject site for the exploration and future extraction of coal resources as it increases the potential for dwelling related development in the future.

The proposal is considered to be:

- Inconsistent with the strategic direction of the State and Local Planning Policy Frameworks in relation to protection natural resources (Coal);
- Inconsistent with the strategic direction of the State Resource Overlay Schedule 1; and
- Inconsistent with the Clause 65 'Decision Guidelines'.
- Generally consistent with State and Local Planning Polices related to Agriculture in particular the Decision Guidelines of Clause 35.07-6 of the Farming Zone.

10. RECOMMENDATION

That Council refuses to grant a planning permit for the Planning Permit Application 2011/187 for the subdivision of the land into 9 lots, creation of access from a Road Zone Category 1 and creation of an easement of way at Firmins Lane and Walsh's Road, Traralgon, on the following grounds:

1. **The proposal is inconsistent with Clause 14.03 'Resource Exploration and Extraction' of the Latrobe Planning Scheme**
2. **The proposal is inconsistent with Clause 21.07-3 Coal Resources Overview of the Latrobe Planning Scheme.**
3. **The proposal is inconsistent with the purpose and decision guidelines of Clause 44.07 (State Resource Overlay).**
4. **The proposal is inconsistent with the decision guidelines of Clause 65 of the Latrobe Planning Scheme.**
5. **As a result of an objection from the Department of Primary Industries (DPI) and pursuant to Section 61(2) of the *Planning and Environment Act* 1987, Council must issue a notice of refusal for the proposal.**

ATTACHMENTS

ATTACHMENT 1
Proposed Plan of Subdivision

E-1 EASEMENT TO GAS AND FUEL CORPORATION
E-2 EASEMENT TO STATE ELECTRICITY COMMISSION OF VICTORIA
E-3 EASEMENT FOR CARRIAGEWAY TO LOT 1

APPROX. NORTH

LATROBE VALLEY AIRPORT

HOSPITAL

HIGHWAY

GIPPSLAND RAILWAY LINE

ALIGNMENT

BYPASS

PROPOSED

PRINCES

PRINCES FREEWAY

BANK STREET EXTENSION (UNMADE GOVT. ROAD)

BOYDS CREEK

PLOUGH CREEK

ACCESS TO LOTS 7 & 8 OFF UNNAMED GOVT. ROAD VIA WALSHS ROAD

(GRAVEL) WALSHS ROAD

CROWN LAND

CROWN LAND

E-1

E-2

E-3

GROPPI ROAD

AMBROSE ROAD

ROMUALD ROAD

DAVEY JONES LANE

UNMADE GOVERNMENT ROAD

HAZELWOOD ROAD

FIRMINS LANE (BITUMEN-MAIN ROAD)

ACCESS TO LOTS 5 & 6 VIA SHARED DRIVEWAY

1	~40·6ha	825, 825, 493, 493
2	~40·5ha	841, 507, 328, 944
3	~40·5ha	389, 966, 423, 35, 153, 188
4	~47ha	142, 282, 168, 1052
5	~40ha	321, 222, 182, 222, (509), 191
6	~40ha	556, 182, 661, 423, (986), 188
7	~54·6ha	328, 334, 217, 867, 150, 355
8	~45·6ha	688, 1062, 775, 124, 400, 164, 314, 222
9	~575ha	

NOTES:-

- ALL AREAS AREA APPROXIMATE ONLY & SUBJECT TO SURVEY.
- SUBDIVISION TO BE COMPLETED IN STAGES (STAGING T.B.C)
- ALL EASEMENTS ARE NOT SHOWN. REFER TO CERTIFICATE OF TITLE FOR DETAILS.
- CONTOURS ARE SHOWN AT 1 METRE INTERVALS.
- ACCESS TO LOTS 2, 3 & 4 VIA EXISTING CONSTRUCTED SECTION OF DAVEY JONES LANE.
- ACCESS TO LOT 1 FROM DAVEY JONES LANE VIA CARRIAGEWAY EASEMENT OVER LOT 2.
- ACCESS TO LOTS 5 & 6 FROM FIRMINS LANE IN ACCORDANCE WITH VICROADS REQUIREMENTS.

PLAN OF PROPOSED SUBDIVISION

PARISH TRARALGON
CROWN ALLOTMENTS 3A, 8, 4A, 4B, 57A,57, 3B, 8A, 55, 56, 67A, 68A, 7B, 7(PT), 9(PT)
PARISH MARYVALE
SECTION A
CROWN ALLOTMENT 7D(PT)

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Sheet	1 of 2

PREPARED	A. SPEIR
SURVEY	
CHECKED	N. STOW
DATE	4/05/2012
AUTHORISED FOR ISSUE	
Proj No	1101455

RURAL OUTLOOK LIMITED

FIRMINS LANE & WALSHS ROAD, TRARALGON
C/T 2719/797, 2828/489, 7551/125, 8181/866
8181/867, 8733/817, 9495/563, 10152/359, 10794/853
10794/854, 10795/100, 10795/101, 10795/102, 10795/103,
10795/115, 10795/116, 10795/117 & 10795/118

E-1 EASEMENT TO GAS AND FUEL CORPORATION
E-2 EASEMENT TO STATE ELECTRICITY COMMISSION OF VICTORIA
E-3 EASEMENT FOR CARRIAGEWAY TO LOT 1

APPROX. NORTH

LATROBE VALLEY AIRPORT

HOSPITAL

PRINCES HIGHWAY

GIPPSLAND RAILWAY LINE

BYPASS ALIGNMENT

PROPOSED

BANK STREET EXTENSION (UNMADE GOVT. ROAD)

BOYDS CREEK

PLOUGH CREEK

NO ACCESS FROM LOTS 1 & 10 TO PRINCES HIGHWAY

E-1

E-2

E-3

1 ~40·6ha
825 / 493 / 825

2 ~40·5ha
841 / 501 / 328 / 944 / 153 / 188

3 ~40·5ha
389 / 966 / 423 / 661

4 ~47ha
168 / 142 / 282 / 1052

5 ~47ha
327 / 222 / 182 / 222 / (509)

6 ~40ha (986)
556 / 182 / 881 / 191

7 54·6ha
164 / 124 / 400 / 314 / 313 / 222

8 ~45·6ha
688 / 775 / 1062

9 ~575ha
328 / 334 / 867 / 217 / 150 / 355

CROWN LAND

CROWN LAND

ACCESS TO LOTS 7 & 8 OFF UNNAMED GOVT. ROAD VIA WALSHS ROAD

(GRAVEL) WALSHS ROAD

GROPPI ROAD

AMBROSE ROAD

UNMADE GOVERNMENT ROAD

HAZELWOOD ROAD

FIRMINS LANE (BITUMEN-MAIN ROAD)

ACCESS TO LOTS 5 & 6 VIA SHARED DRIVEWAY

NOTES:-

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- ALL EASEMENTS ARE NOT SHOWN. REFER TO CERTIFICATE OF TITLE FOR DETAILS.
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- ACCESS TO LOTS 5 & 6 FROM FIRMINS LANE IN ACCORDANCE WITH VICROADS REQUIREMENTS.

PLAN OF PROPOSED SUBDIVISION

PARISH TRARALGON
CROWN ALLOTMENTS 3A, 8, 4A, 4B, 57A,57, 3B, 8A, 55, 56, 67A, 68A, 7B, 7(PT), 9(PT)
PARISH MARYVALE
SECTION A
CROWN ALLOTMENT 7D(PT)

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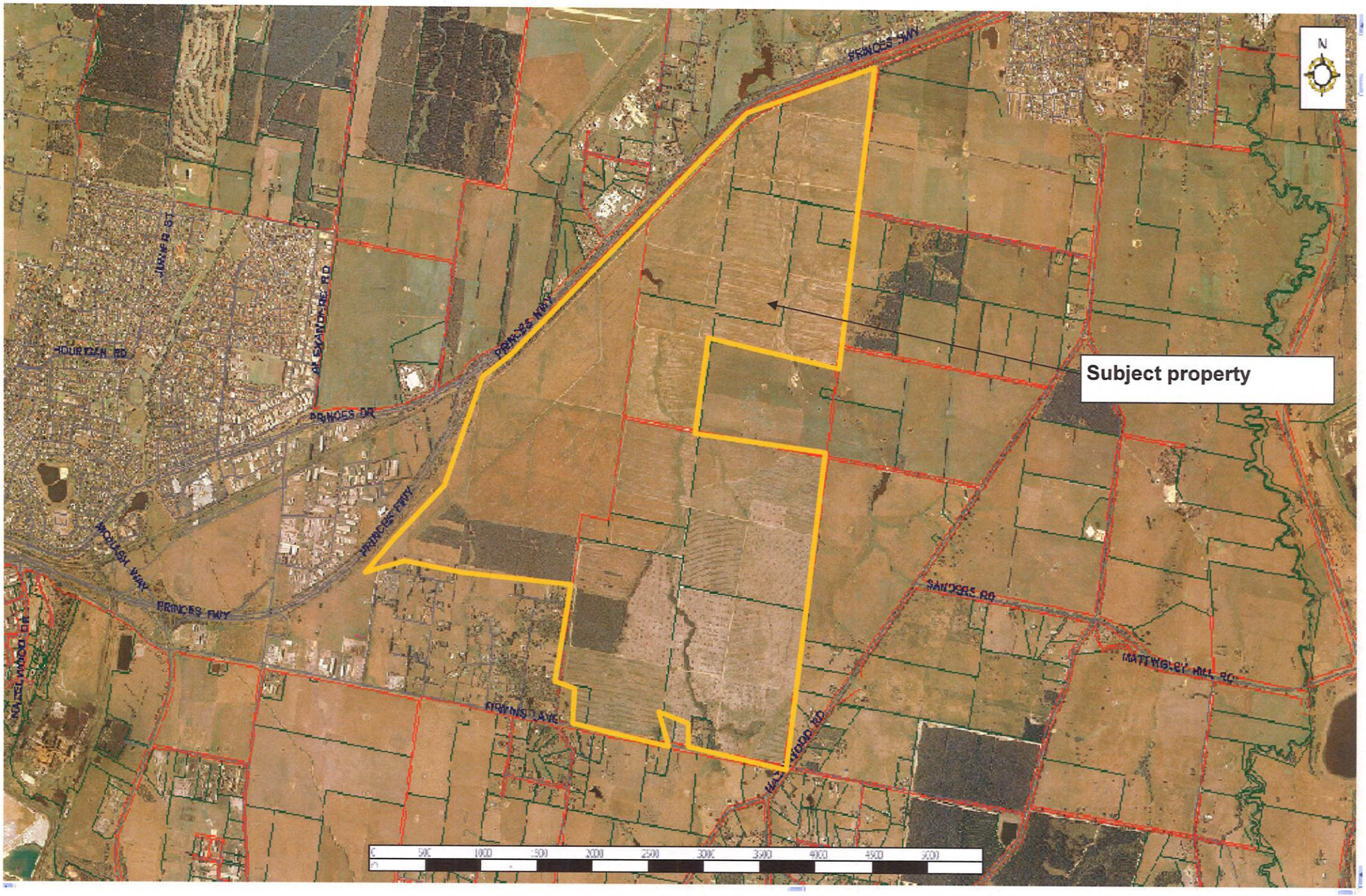
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SURVEY	
CHECKED	N. STOW
DATE	4/05/2012
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Proj No	1101455

RURAL OUTLOOK LIMITED

FIRMINS LANE & WALSHS ROAD, TRARALGON
C/T 2719/797, 2828/489, 7551/125, 8181/866 8181/867, 8733/817, 9495/563, 10152/359, 10794/853 10794/854, 10795/100, 10795/101, 10795/102, 10795/103, 10795/115, 10795/116, 10795/117 & 10795/118

ATTACHMENT 2
Subject site


N
Subject property
PRINCES HWY
PRINCES DR
PRINCES FWY
SANDERS RD
MATTHEWS HILL RD
HALLIWOOD RD
FRYERS AVE
HOLIROSEN RD
ALEXANDRA RD
JUNIPER ST
NOVELWOOD DR
0
500
1000
1500
2000
2500
3000
3500
4000
4500
5000

ATTACHMENT 3
History of Application

History of Application

12 December 2011	Planning Permit application received by Council.
13 February 2012	Further information requested from applicant. The purpose of this request was to obtain more information on the level of vegetation required to access proposed lots 1 and 2 and to see if the removal of native vegetation could be avoided.
19 April 2012	Extension of time granted to address further information request until 13 May 2012.
7 May 2012	Additional information submitted by the applicant. This information addressed the further information request.
18 May 2012	Application referred under Section 55 of the Act to the following agencies APA Group GasNet Australia Gippsland Water Latrobe City Council - Infrastructure SP-AusNet Electricity Telstra - (Vic/Tas) VicRoads - Eastern Region West Gippsland Catchment Management Author Department of Primary Industries
21 May 2012	Application notified to adjoining land owners
28 May 2012	Submission from a member of the pubic received regarding the proposed application (Not considered an objection)
19 June 2012	Objection received from the Department of Primary Industries
28 August 2012	Despite consultation with the DPI, the objection would not be removed. As a result the applicant requested that decision would not be made on the application until they wrote to Russel Northe MLA on behalf of their client to discuss the circumstances of the DPI objection to the minister.
18 September 2012	No written response received from the Minister as requested from the applicant, as a result the applicant requests the delegated officer to proceed to the preparation of a Council Report.

ATTACHMENT 4
Relevant Ordinance

LATROBE PLANNING SCHEME

State Planning Policy Framework

Clause 11.05-3 - Rural Productivity
Clause 14.01-1- Protection of Agricultural Land
Clause 14.03 - Resource Exploration and Extraction
Clause 18.01-2 - Transport system

Local Planning Policy Framework

Clause 21.01 – Municipal Profile
Clause 21.02 – Municipal Vision
Clause 21.07-3 - Coal Resources Overview
Clause 21.07-5 - Agriculture Overview

Zoning – Residential 1 Zone

The subject land is located within the Framing Zone and Special Use Zone-Schedule 5 (Morwell River Diversion).

Overlay

State Resource Overlay, Schedule 1 (Gippsland Brown Coalfields);
Environmental Significance Overlay, Schedule 1 (Urban Buffer);
Design and Development Overlay, Schedule 1 (Major Pipeline Infrastructure);
Design and Development Overlay, Schedule 3 (Princes Freeway – Traralgon Bypass);
Design and Development Overlay, Schedule 5 (Aviation Obstacle Referral Height Area No. H1);
Design and Development Overlay, Schedule 6 (Aviation Obstacle Referral Height Area No. H2); and
Public Acquisition Overlay.

Particular Provisions

Clause 52.02 Easements, Restrictions and Reserves
Clause 52.29 Land adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 road

General Provisions

Clause 65 'Decision Guidelines'

Incorporated Documents

There are no incorporated documents that relate to the consideration of this application.

ATTACHMENT 5
DPI objection

Department of Primary Industries

1 Spring Street
GPO Box 4440 Melbourne
Victoria 3001 Australia
Telephone: (03) 9658 4000
Facsimile: (03) 9658 4400
ABN 42 579 412 233
DX 210404

19 June 2012

Jody Riordan
Planning Officer
Latrobe City Council
PO Box 264
Morwell VIC 3840

Our Ref:

Dear Mr Riordan,

PLANNING PERMIT APPLICATION NO. 2011/387
FIRMINS LANE, HAZELWOOD NORTH

Thank you for your SPEAR letter received 4 June 2012 referring the above planning permit application for our consideration and advice.

The Earth Resources Regulation Branch of The Department of Primary Industries (DPI) has evaluated the above application and objects to a permit being granted.

The subject land is identified in the Latrobe Planning Scheme (Clause 21.07-3) as being within a coal resources area (see attached Latrobe Planning Scheme – Local Provision - Gippsland Coalfields).

Objective 6 of Clause 21.07-3 Coal Resources seeks to ensure that the use, development and management of land in the coal resource areas mutually protect urban amenity and coal resource development as well as the continued social and economic productive use of land.

The land is also partially identified within the Latrobe Valley 2100 Coal Resources Project (LV2100) (November 2005) as 'Area H'. The Area H coal resource is ranked '1' as most likely to proceed. As such it is described as a very large and reasonably well defined resource with great potential to find very economic mining areas. The LV2100 Coal Project recommended increased land protection over Area H by applying the SUZ1.

The land was subsequently included in the Traralgon Bypass Supplementary Inquiry Traralgon-Morwell Southern Corridor (July 2007) investigation area. The Advisory Committee Report reaffirms the Gippsland brown coal resources as a significant state asset and stated "*it is conceivable that all of the coal resource in the Investigation Area might have a viable commercial use in the future*".

Clean Coal Victoria (CCV) has more recently been established to develop a strategic plan for the coal resource. The planning work of CCV confirms the work of the LV2100 Project that this area of land overlies a significant coal resource and that it is preferred to protect this resource for future use.

In summary the proposal to subdivide the land will result in up to 9 'as of right' dwellings in the Farming Zone. The regularity and position of the parcels along Firmins Lane creates a development pattern which is less agricultural and more akin with rural living. On the basis of the background information provided about the resources it is considered that the subdivision proposed will impede the extraction and use of adjacent land for coal. The subdivision is therefore in conflict with the following decision guidelines at clause 65 of the Latrobe Planning Scheme, notably:

Victoria
The Place To Be

65.01 'the orderly planning of the area', and
65.02 'the existing use and possible future development of the land and nearby land'.

DPI also requires a copy of Council's decision in accordance with section 66 of the *Planning and Environment Act 1987*.

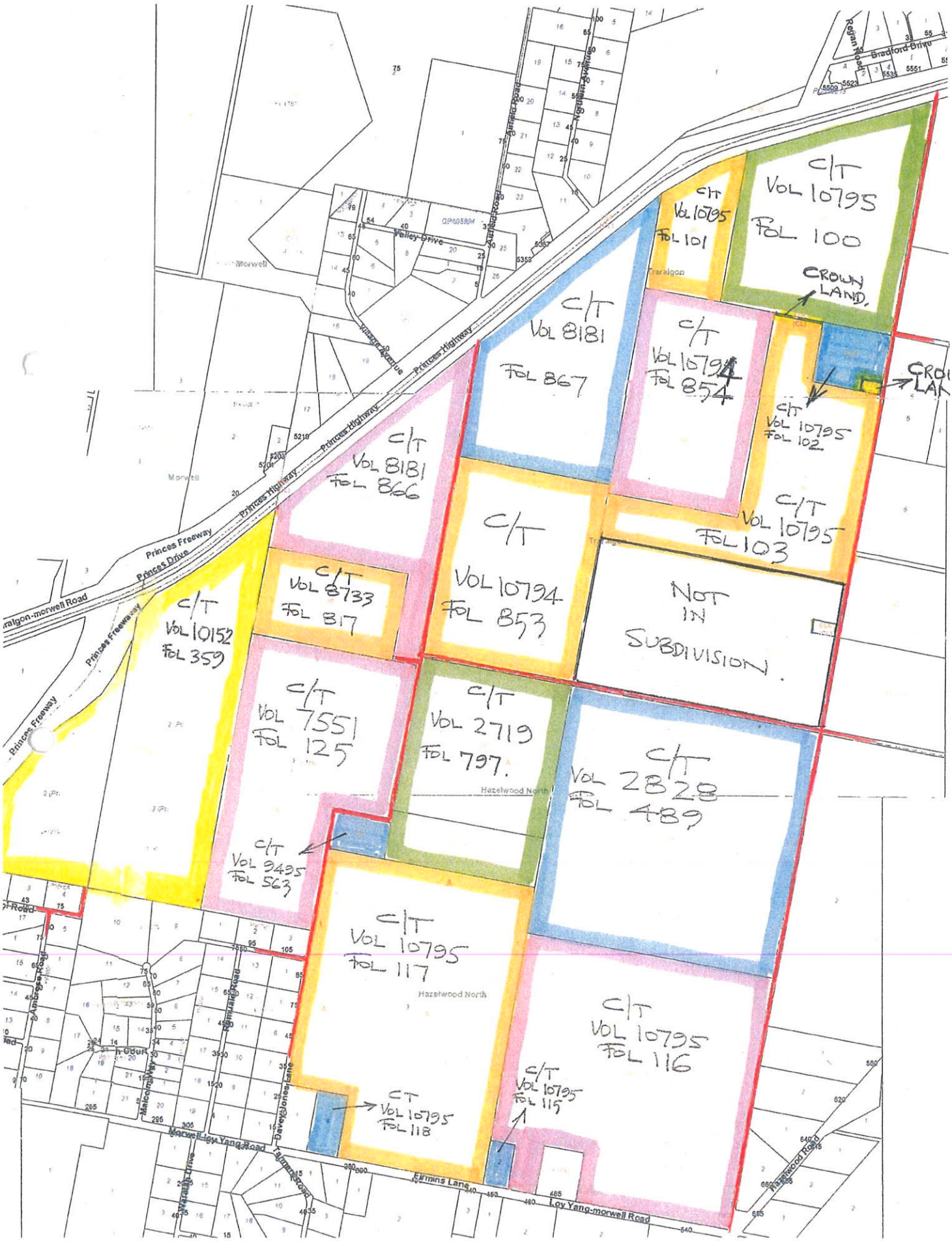
Should you require any further information on the above matter please contact DPI on (03) 9658 4466.

Yours sincerely



Ben Champion
Planning Officer
Earth Resources Regulation

ATTACHMENT 6
Current Titles Configuration


C/T VOL 10795 FOL 100
CROWN LAND.
C/T VOL 10795 FOL 101
C/T VOL 8181 FOL 867
C/T VOL 10794 FOL 854
C/T VOL 10795 FOL 102
C/T VOL 8181 FOL 866
C/T VOL 10795 FOL 103
C/T VOL 8733 FOL 817
C/T VOL 10794 FOL 853
NOT IN SUBDIVISION.
C/T VOL 10152 FOL 359
C/T VOL 7551 FOL 125
C/T VOL 2719 FOL 797.
C/T VOL 2828 FOL 489
C/T VOL 9495 FOL 563
C/T VOL 10795 FOL 117
C/T VOL 10795 FOL 116
C/T VOL 10795 FOL 118
C/T VOL 10795 FOL 115
Princes Highway
Princes Freeway
Princes Drive
Valley Drive
Hazelwood North
Morwell-Loy Yang Road
Ermins Lane
Loy Yang-morwell Road
Hazelwood Road

11.6.6 POTENTIAL SALE OF SMALL PARCEL OF LAND AT 196 FRANKLIN STREET TRARALGON

AUTHOR: General Manager Governance
(ATTACHMENT – YES)

1. PURPOSE

The purpose of this report is to consider a request from P & M Minster Constructions Pty Ltd to purchase a 30m2 parcel of land situated at 196 Franklin Street, Traralgon.

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 2012-2016.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives

Governance

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

Built Environment

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

Latrobe City Council Plan 2012 - 2016

Strategic Direction

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

- *Provide timely, effective and accessible information about Latrobe City Councils activities.*
- *Ensure that Latrobe City Council continues to meet the highest standards of financial probity and is financially sustainable.*

Service Provision

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

Legislation -

Local Government Act 1989

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

(a) ensure that public notice of the intention to do so is given at least 4 weeks prior to selling or exchanging the land; and
(b) obtain from a person who holds the qualifications or experience specified under section 13DA(2) of the Victorian Land Act 1960 a valuation of the land which made no more than 6 months prior to the sale or exchange.

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

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

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

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

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

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

4. BACKGROUND

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

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

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

5. ISSUES

a. Existing Planning Scheme and Current Use

The land is currently zoned Mixed Use and is undeveloped.

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

b. Fiscal Imperatives

There is no fiscal imperative that demands sale of this land.
Any sale would be required to be completed in accordance with the *Local Government Act 1989* with the price established via professional valuation.

c. Facilities Located Nearby

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

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

The land to the south, east and west is already controlled by Minster Constructions. Representatives of Minster Constructions have indicated that the acquisition of this site by them would assist in tidying up the titles in this particular area which are somewhat confusing at this time. They also believe it would allow for more orderly planning and development of this site. It should be noted that council officers are not aware of any immediate plans by Minster Constructions to develop their land. Their land has been placed on the open market and is also currently for sale.

d. Cultural or Historical Significance

There are no relevant cultural factors on the land.

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

e. Alternate future uses

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

f. Method of Sale

There are no other parties that would be interested in the sale of this land due to its size and location as Minster Constructions own the adjoining land. The land is not developable in any way on its own. As such, it is appropriate for Council to consider a sale directly to Minster Constructions. The price of any such transfer would be set by valuation. The valuation will take into account the fact that there is only one potential purchaser and the fact that it may increase the value of the land already owned by Minster Constructions.

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. No significant risks were identified.

If Council proceeds with the potential sale of this land, pursuant to the provisions of the *Local Government* Act 1989, an independent valuation would need to be obtained to determine a sale price. An independent valuation dated 6 May 2011 obtained in relation to another larger parcel of land at the rear of the Traralgon Early Learning Centre, Franklin Street Traralgon, returned a market value of $350.00 per square metre (plus GST). As guide it would be reasonable to expect a similar valuation per square meter for this smaller parcel of land.

7. INTERNAL / EXTERNAL CONSULTATION

Details of Community Consultation:

In the event that Council wish to commence the statutory process to sell the land the following community consultation initiatives will be undertaken;

1. advertisements placed in the local newspaper;
2. signs placed in the Traralgon Service Centre/Library Foyer; and
3. signs placed in relevant places on and near the actual site.

All advertisements and signage will show or provide access to;

- the land that is proposed to be sold;
- an explanation of how submissions can be made;
- references to the relevant sections of the *Local Government Act* 1989;
- the street address and property details of the land to be sold;
- a map or plan of the land to be sold;
- the time frame for the consultation period including the Council meeting that the matter will be considered at;
- relevant details of the proposed purchaser; and
- the contact details for the relevant contact officer should anyone wish to discuss this matter.

8. OPTIONS

The following options are available to Council;

1. Commence the statutory process and community consultation process in regards to the proposed exchange of land;
2. Not commence the statutory process and community consultation process and advise Minster Constructions that Council are not interested in selling the land.

9. CONCLUSION

The parcel of land is 30 square metres in area and has no direct access to a road frontage. Because of the land size and it's location it has limited future alternate uses, accordingly the sale of the land to Minster Constructions would see a rationalisation of the parcels of land in the area resulting in a better site layout for potential development.

10. RECOMMENDATION

1. **That Council, in accordance with Section 189 of the *Local Government Act 1989* and *Sale of Council Owned Property Policy*, gives public notice of its intention to consider the proposed sale of 30m2 parcel of land being part of a former drainage easement situated at 196 Franklin Street, Traralgon.**
2. **That Council, in accordance with the Sale of Council Owned Property Policy, invites public comment on whether the sale of a 30m2 parcel of land being part of a former drainage easement situated at 196 Franklin Street, Traralgon, is surplus to community requirements.**
3. **That pursuant to section 223 of the Local Government Act 1989 Council considers any submissions received in relation to the potential sale of 30m2 parcel of land being part of a former drainage easement situated at 196 Franklin Street, Traralgon, at the Ordinary Council Meeting to be held on Monday 4 March 2012.**

ATTACHMENT ONE

P & M MINSTER CONSTRUCTIONS. PTY. LTD.
Master Builders
P.O. Box 742, Traralgon, VIC. 3844
Suite 1, Level 1, 181 Franklin Street
Ph: 03 5174 3520 Fax: 03 5174 0218 Email: info@minster.com.au

Monday, 17 September 2012

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

RE: Purchase of Council Land – 196 Franklin Street Traralgon

Dear Tom,

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

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

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

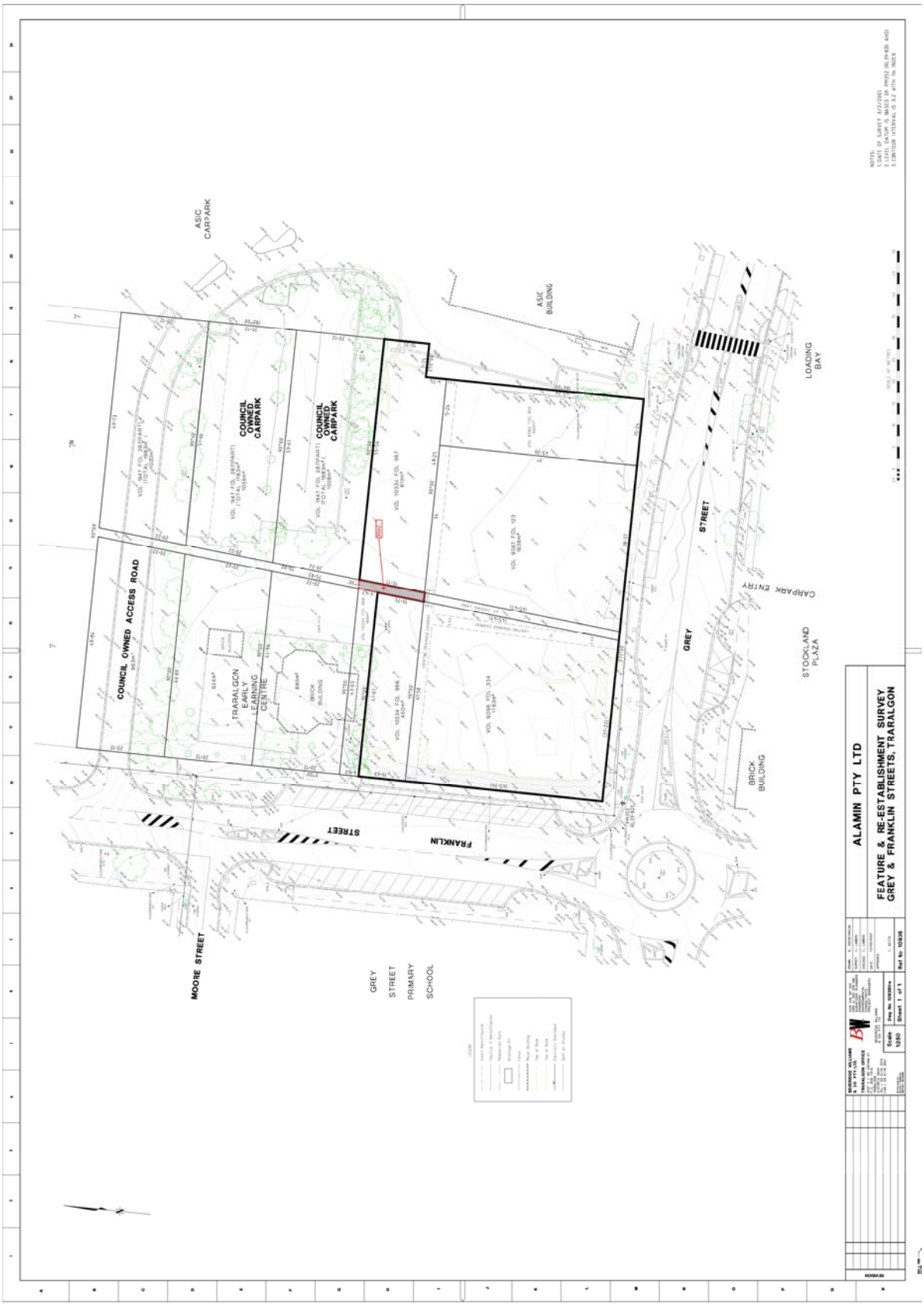
Without the acquisition and consolidation of the land, the current irregular shaped parcels of land do not allow for orderly planning.

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

We look forward to your response.

Regards,

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


ASIC CARPARK
ASIC BUILDING
LOADING BAY
COUNCIL OWNED CARPARK
COUNCIL OWNED CARPARK
COUNCIL OWNED ACCESS ROAD
TRARALGON EARLY LEARNING CENTRE
BRICK BUILDING
STREET
FRANKLIN
STREET
MOORE STREET
GREY STREET PRIMARY SCHOOL
GREY STREET
CARPARK ENTRY
STOCKLAND PLAZA
BRICK BUILDING
ALAMIN PTY LTD
FEATURE & RE-ESTABLISHMENT SURVEY
GREY & FRANKLIN STREETS, TRARALGON

ATTACHMENT TWO
Aerial Image



11.6.7 PROPOSED ROAD DISCONTINUANCE OR ROAD BARRIER - DEAKIN LANE, TRARALGON

AUTHOR: General Manager Governance
(ATTACHMENT – YES)

1. PURPOSE

The purpose of this report is to consider a request for the discontinuance and transfer of Deakin Lane, Traralgon.

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 2012-2016.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives - Governance

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

Latrobe City Council Plan 2012 - 2016

Shaping Our Future

An active connected and caring community
Supporting all

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.

Legislation

Local Government Act 1989

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

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

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

Section 207 and Schedule 11 Clause 9 of the *Local Government Act* 1989 gives Council the 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 arterial road within the meaning of the Road Management Act 2004, unless the Council has the consent of the Roads Corporation.

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

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

Policy – Council has not adopted a policy relating to the discontinuance of roads.

4. BACKGROUND

Council has received a request from the owners of 2 Deakin Street, Traralgon, for the discontinuance of Deakin Lane as shown on the attached plan.

Deakin Lane was originally created in 1957 on LP 41285 and is contained in Certificate of Title Volume 10246 Folio 309 which remains in the name of the owners of 2 Deakin Street, Traralgon.

Deakin Lane is fully constructed with a width of 4 meters and a length of 48 meters. This lane terminates at the southern boundary of 5-7 Church Street.

The lane is not listed on the Register of Public Roads however it has been noted that there are drainage assets contained within the road reserve.

5. ISSUES

The owners of 2 Deakin Street have experienced ongoing incidents of antisocial behaviour which has prompted them to make application to Council to have the laneway discontinued.

They believe that, as they are shown as the registered proprietors of the road reserve, it would be appropriate for the road to be discontinued and for it to be transferred back to them for a nominal consideration where it would be retained as a private access laneway.

Upon further investigation of the proposal, it has been noted that Deakin Lane provides access to off-street car parking at the rear of the office complex, 3 Church Street and an inwards goods delivery door at the rear of 72 Princes Street, corner Deakin Street and Princes Street. Council has drainage assets contained within the road reserve.

Discontinuing the road reserve would therefore not be an appropriate solution as the existing road reservation that entitles public use of the lane would be extinguished and there is the potential that the owner could deny future use of the land.

An alternative option is to allow gates to be place across the laneway that could be locked outside of business hours to provide the security that the applicant is seeking.

In 2006 Council undertook a similar process for Tarwin Lane, Morwell, whereby gates were erected across the laneway with all adjoining properties holding a key. This allows the gates to be locked outside of business hours and the arrangement has been successful in eliminating antisocial behaviour that was occurring in the laneway.
Should Council support this course of action, as part of the consultation process the owners/occupiers of the office building at 3 Church Street, one of the key stakeholders, and 72 Princes Street will be invited to clarify their requirements for Deakin Lane.

A planning application (2012/242) is currently being assessed for the construction of a three storey office building at 5-7 Church Street. This development would include a private car park at the rear that would obtain access from Deakin Street and would not require access from the laneway.

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.

No risks have been identified with the proposed placement of permanent barriers across Deakin Lane.

Costs associated with this statutory process are minimal, being the cost of public notices in the Latrobe Valley Express inviting submissions.

Should Council resolve to restrict access by allowing the placement of gates across the road reserve all costs associated with the construction of the gates would be borne by the applicants.

7. INTERNAL / EXTERNAL CONSULTATION

Engagement Method Proposed:

- Public notices in the Latrobe Valley Express
- Letters to all adjoining property owners together with VicRoads and Gippsland Water,
- Notice displayed at the Traralgon Service Centre, and
- Details placed on the Latrobe City Council website.

Details of Community Consultation / Results of Engagement:

In accordance with Section 223 of the Local Government Act 1989 any submissions that are received regarding this matter will be referred for consideration at a future meeting of Council.

8. OPTIONS

Council may now resolve to either:

1. Commence the statutory process to discontinue Deakin Lane, Traralgon, by giving public notice of its intention to consider the discontinuance and seek public comment.
2. Commence the statutory process to erect permanent barriers on Deakin Lane, Traralgon, by giving public notice and seeking comment.
3. Not continue with either statutory process which will require no further action.

9. CONCLUSION

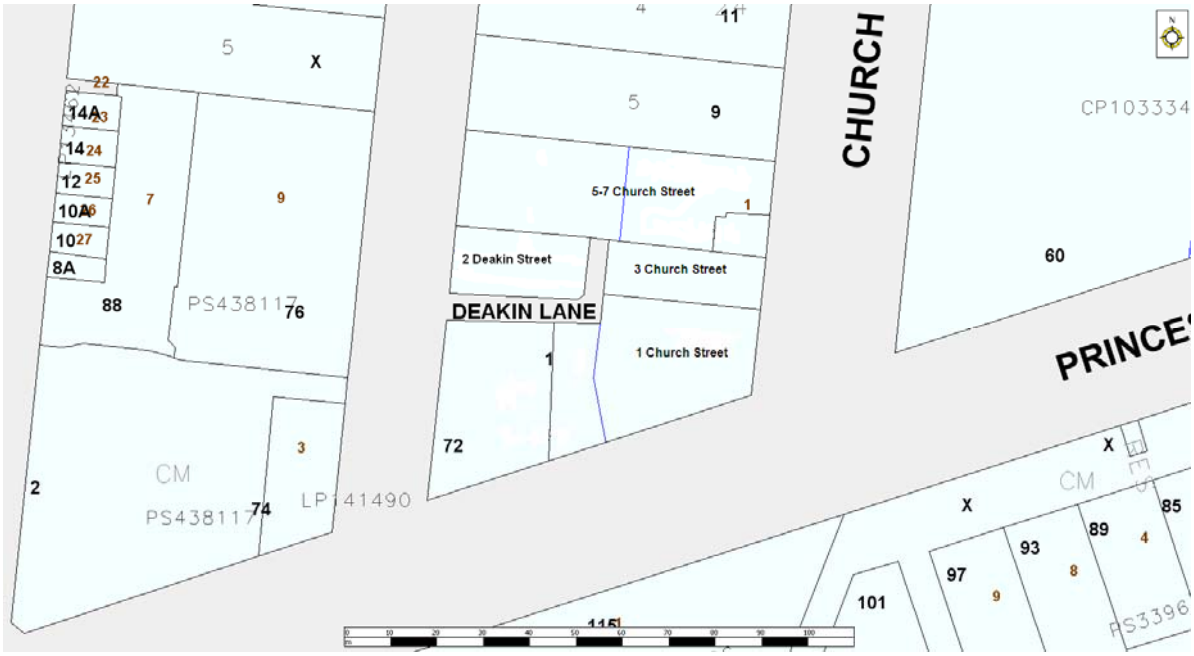
Whilst the applicant has requested the discontinuance and transfer of Deakin Lane it is not considered appropriate given that the laneway currently provides access to the car park at the rear of 3 Church Street, access to an inwards good delivery door for 72 Princes Street and Council drainage assets contained within the road reserve.

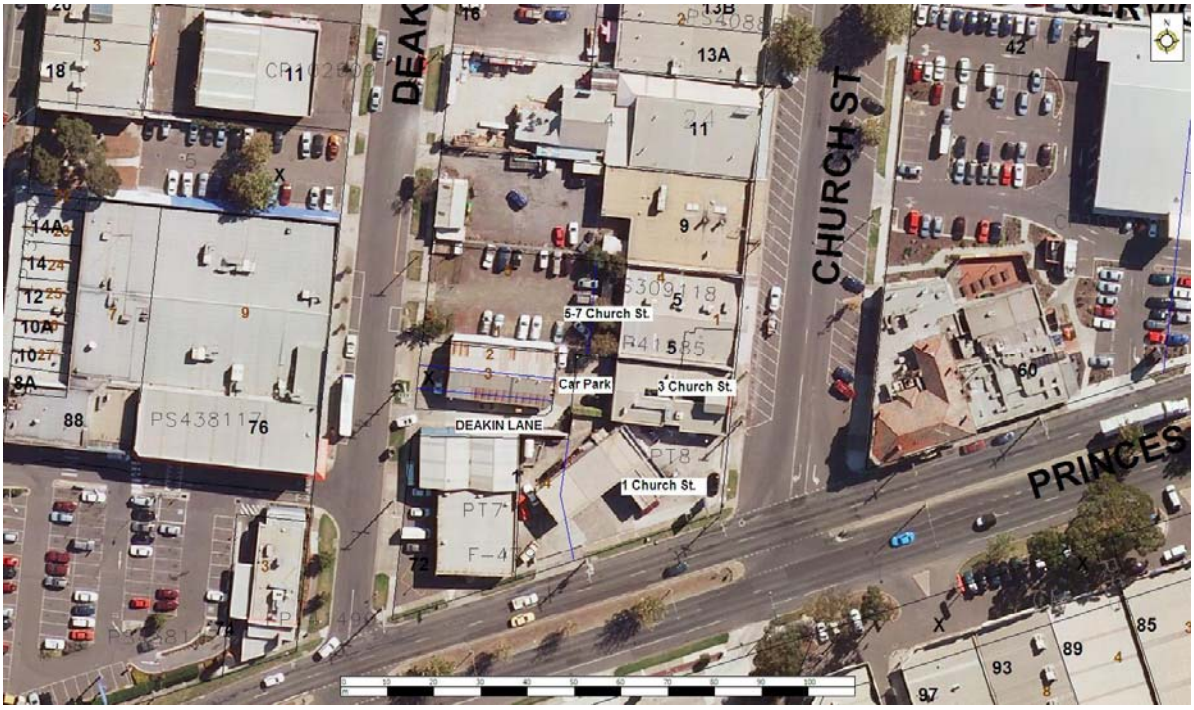
It is considered that, on balance, that the outcome that prevents unauthorised entry out of hours would best be achieved by placing permanent barriers across the laneway. Accordingly it is considered appropriate for Council to give public notice of its intention to consider the proposed placement of permanent lockable barriers across Deakin Lane and seek public comment.

10. RECOMMENDATION

1. **That Council gives public notice of its intention to consider the placement of permanent barriers over Deakin Lane, Traralgon, pursuant to Section and Schedule 11 Clause of the Local Government Act 1989.**
2. **That Council considers any submissions received in relation to the proposed placement of permanent barriers over Deakin Lane, Traralgon, at the Ordinary Council meeting to be held on Monday 18 February 2013.**

ATTACHMENT ONE





ATTACHMENT TWO
PHOTOS OF DEAKIN LANE.

Photo taken from Deakin Street opposite Lane entrance.



Close up of Lane entrance.



Off Street Car Park, rear 3 Church Street.



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	CITY IMAGE STRATEGY RESEARCH FINDINGS	**(h) other**
15.4	ITT 13131 - TELECOMMUNICATIONS SOLUTION REPLACEMENT	**(d) contractual matters**
15.5	LCC-12 CURVE WIDENING WORKS AT JUMBUK ROAD, JUMBUK - STAGE 1	**(d) contractual matters**