

LatrobeCity Council Submission
Federal Budget
2022/23



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Introduction

Latrobe City is one of Victoria's major Regional Cities, located 135 km east of Melbourne, with a population of approximately 75,500. The municipality comprises several major urban centres, is the primary service and cultural centre for the Gippsland region, and hosts regional headquarters for government, private and education entities.

For decades, Latrobe City has been the epicentre of power generation in Victoria. The region's brown coal has been utilised for the provision of affordable electricity for the majority of Victoria (currently contributing in excess of 70 per cent of Victoria's energy requirements) originally by the State Electricity Commission of Victoria and subsequently by private mine operators via three large coal mines at Traralgon (AGL Loy Yang), and Newborough (Yallourn) and now closed Morwell (Hazelwood).

Overall, electricity, gas, water and waste services are the most valuable industries in Latrobe City, yielding over \$2.6 billion in regional output. Other important industries include manufacturing, construction, rental, hiring and real estate services, and healthcare and social assistance.¹ Latrobe City has also a large forestry industry which services Australian Paper's pulp and paper mill (the largest in Australia).

Currently, Latrobe City has a diverse economy of around 4,442 businesses, employing approximately 32,400 people. With a Gross Regional Product (GRP) is valued at \$5.614 billion, Latrobe City makes a significant contribution to the Victorian economy.²

The Latrobe Valley has been in transition for many years, following the Hazelwood Power Station and Mine closures in 2017, and the subsequent significant investment in the region by the Victorian and Commonwealth Governments. With further power station closures anticipated in the next 20-25 years, our region will continue to evolve as part of this ongoing economic transformation and seek investment in industries that contribute to the economic post-COVID-19 recovery of the region and the state.

As with the rest of the country, Latrobe City has been further challenged by the diverse and profound impacts from the COVID-19 pandemic. Our economy has been significantly impacted, with 50 per cent of the businesses in Latrobe City adversely impacted, particularly accommodation and hospitality, arts and recreation services, retail trade, and small private health and social services.

Pre-COVID-19 employment in Latrobe City was estimated to be 32,389 jobs. The impact of the pandemic on jobs reached a low point of 28,227 in June 2020, with a gradual recovery in line with the staggered temporary easing of restrictions occurring over the subsequent months. For Latrobe City the net loss of jobs over the 12 months from February 2020 to February 2021 is estimated at 1,536, representing a 4.74% reduction in employment.³

Council believes that major infrastructure investment continues to be critical to future-proof our economy, drive our economic and social step change and unlock this region's potential as a strong, progressive and fast growing Regional City.

Latrobe City Council welcomes the opportunity to provide its pre-budget submission to the Federal Budget 2022/23. This submission presents Latrobe City's economic development and innovation projects that are identified as high priority by Latrobe City Council due to their significant job creation and economic growth potential.

These proposed projects include:

- Latrobe City Gippsland Logistics Precinct (GLP);
- Moe Revitalisation Project - Stage 3;
- Latrobe Regional Airport - Runway;
- Gippsland Material Recovery Facility; and
- Flood Recovery Project.

1 REMPLAN COVID-19 Economic Impact Analysis, June 2020
 2 REMPLAN COVID-19 Economic Impact Analysis, June 2020
 3 REMPLAN COVID-19 Economic Impact Analysis, June 2020

LatrobeCity

GIPPSLAND LOGISTICS PRECINCT

Available industrial land
+ Intermodal Freight Terminal
+ Next to Freeway
= Opportunity for further growth



Budget Submission Summary

FEDERAL BUDGET 22/23 PROPOSAL #1:

GIPPSLAND LOGISTICS PRECINCT (GLP)

Latrobe City Council calls on the Commonwealth Government to support further development of the Gippsland Logistics Precinct (GLP) in Latrobe City through an investment of \$11.5 million in Stage 2 internal road and utility infrastructure; and an investment of \$7.5 million in Stage 3 Gippsland Intermodal Freight Terminal (GIFT) that includes new signalling and the upgrade of the rail siding.

Employment potential:

300-500 jobs ongoing

Commencement date:

July 2022

Proposed Commonwealth Government investment:

\$19 million

(GLP Stage 2: \$11.5 million & GIFT Stage 3: \$7.5 million)

The development of the Gippsland Logistics Precinct (GLP) presents a unique opportunity for Latrobe City Council to establish an 'open access' intermodal freight terminal (GIFT) to meet the logistic needs of the Gippsland region.

The purpose of this project is to facilitate economic development through the creation of a fully serviced intermodal industrial precinct, and provision of serviced industrial land with road and rail based connectivity; and to create construction jobs in the region through the development and promotion of enabling infrastructure, supporting industry growth and more new local jobs.

The following outlines what is needed for the further development of the GLP:

The GLP is a 69-hectare parcel of Council-owned land of which 40 hectares can be developed, directly adjacent to the GIFT (Gippsland Intermodal Freight Terminal) site, bounded to the south by Princes Freeway, to the west by Monash Way and in the east by Tramway Road. The GLP requires \$11.5million (Stage 2) for the remaining infrastructure to be completed to enable further private investment.

The GIFT (Gippsland Intermodal Freight Terminal) is a seven hectare site incorporating the rail siding at MidValley on the south side of the main Gippsland rail line. This parcel of land is currently leased by Council from VicTrack and requires new signalling (estimated cost \$6.3million) and upgrade of the rail siding (estimated cost \$1.2 million). The total estimated cost of the GIFT (Stage 3) is \$7.5 million.

In 2018 Council entered into an agreement with the Victorian Government for the GLP site activation project (Stage 1), supported by a State grant of \$5 million. Stage 1 is underway and delivering roads and utility infrastructure, the upgrade of the intersection of Enterprise Drive and Tramway Road, and entry signage, lighting and landscaping, which are due to be completed by December 2022.

The additional funding support of \$19 million would enable the activation of Stage 2 of this project, and Stage 3 would facilitate an open access intermodal freight terminal including rail siding and site development. This infrastructure would benefit and support Victoria's \$21 billion supply chain and logistics sector.



OUR ASK

INVESTMENT IN FURTHER DEVELOPMENT OF THE GIPPSLAND LOGISTICS PRECINCT

Gippsland Logistics Precinct Stage 2

Internal road and utility infrastructure and flood mitigation earthworks
\$11.5 million

Gippsland Intermodal Freight Terminal (GIFT) Stage 3

- New signalling - \$6.3 million
- Upgrade of the rail siding - \$1.2 million

Employment potential:

300-500 jobs ongoing

Commencement date:

July 2021

Proposed Commonwealth Government investment:

\$19 million

(Stage 2: \$11.5 million and Stage 3: \$7.5 million)

COMPETITIVE ADVANTAGES:



DIRECT RAIL TO PORT:

Home of Gippsland's Intermodal Freight Terminal with established significant rail siding, direct rail access to the Port of Melbourne.



HIGH QUALITY LAND:

High quality large scale industrial, appropriately zoned, fully serviced land.



SOUGHT AFTER SITE:

Close to existing industry, convenient access to the Princes Freeway (M1) and only 150 kms east of Melbourne.



COUNCIL OWNED LAND:

Potential for competitive lease arrangements for potential investors, reducing capital expenditure for start-up.



APPROPRIATELY ZONED AND INFRASTRUCTURE ESTABLISHED:

Site has appropriate zoning in place and over \$5m in infrastructure established.



GOVERNMENT SUPPORT:

The development of the site is supported by relevant authorities, and Victorian Government funding for Stage 1



EXISTING BUSINESS/WORKFORCE:

Co-locate and collaborate with other successful manufacturing businesses and access a workforce with strong manufacturing and engineering skills.

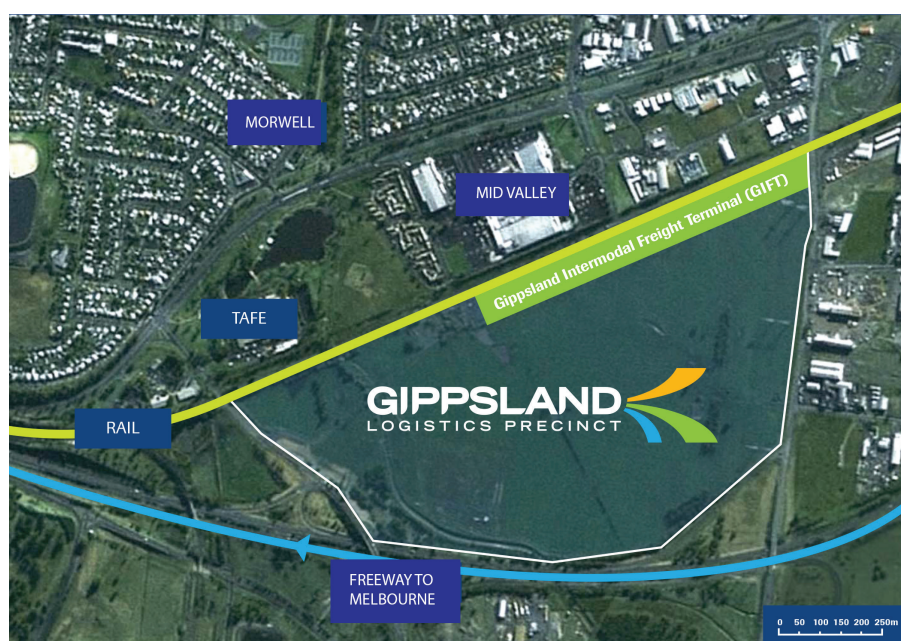
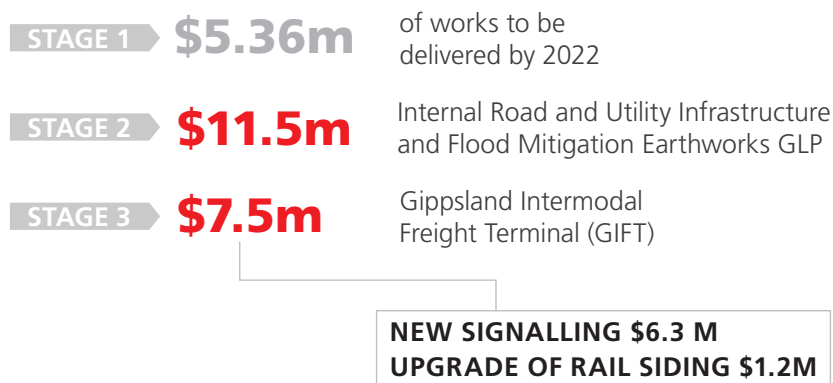
LATROBE CITY GIPPSLAND LOGISTICS PRECINCT

Opportunity for a 'Logistics and Freight Precinct' on new, undeveloped land in a highly sought after area.

Investment Opportunity: Tramway Road, Morwell

The Gippsland Logistics Precinct (GLP) is a unique industrial development opportunity in the heart of the Gippsland region that is designed to attract investment that will create new jobs and industry growth. The GLP will be the gateway to the world for businesses in the Gippsland region, with the Port of Melbourne in easy reach via rail.

In 2018 Council entered into an agreement with the State Government for the GLP site activation project (stage 1), with a grant of approx. \$5 million from the State Government to facilitate economic development by provision of serviced industrial land with road and rail based connectivity. The additional funding of \$11.5 million would enable the activation of stage 2 of this project and stage 3 would facilitate an open access intermodal freight terminal including rail siding and site development at the cost of \$7.5 million.



40ha

of high quality vacant flat land ready for development.

Zoned industrial 1 zone/road zone 1 and efficient development approval process.



FREIGHT AND LOGISTICS SITE

suited to investors with freight and logistics focus.

Planning overlay
ASSESSMENT



Services connected

including power, gas, water, telecommunications, stormwater and sewer

Buffers

FOR INDUSTRIAL USES

including noise/amenity buffers.

Road Access

to the site established

(B DOUBLE TURNING CIRCLE)

Proposed rail track and rail siding upgrades

Gippsland Logistics Precinct Objectives

The Gippsland Logistics Precinct is a centre for the efficient and cost effective movement of freight to and from the Gippsland region.

Our vision for the Gippsland Logistics Precinct includes:

1. **Long Term Infrastructure Development**
Develop superior transport infrastructure in the form of a substantial upfront investment in facilities that allow the operations of the Gippsland Logistics Precinct.
2. **Employment**
Facilitate economic and community development in the region by creating direct job opportunities on the Gippsland Logistics Precinct site.
3. **Industry Attraction**
Be a new centre for freight which will act as a catalyst for the attraction of new industries to the region.
4. **Efficiency**
Develop facilities that maximise efficiency and help to reduce freight and transport costs.
5. **Safe and Sustainable**
Be a precinct that provides a safe environment for business to occur, whilst also encouraging environmentally and economically sustainable practices.
6. **Leading Design**
Superior urban design that reflects a state-of-the-art intermodal hub.



EMPLOYMENT
POTENTIAL OF
THE PRECINCT



300-500
JOBS ONGOING



COMMENCEMENT DATE
JULY 2022

\$19m
PROPOSED INVESTMENT

Stage 2: \$11.5m
Stage 3: \$7.5m

LatrobeCity

MOE REVITALISATION PROJECT - STAGE 3

Moore Street Shared Zone and Car Park
= Population Growth / Economic / Third Party
Investment Opportunities
+ Social and Community Benefits



Budget Submission Summary

FEDERAL BUDGET 22/23 PROPOSAL #2:

MOE REVITALISATION PROJECT - STAGE 3

Moore Street Shared Zone and Construction of Car Park

Latrobe City Council calls on the Commonwealth Government to support Stage 3 of the Moe Revitalisation Project (MRP) through an investment of \$7.56 million for the redevelopment of Moore Street and the construction of a commuter car park at the eastern end of George Street.

Employment potential:

Construction phase: 55 direct and indirect jobs

Ongoing: 38 direct and indirect jobs

Commencement date:

July 2022

Proposed Commonwealth Government investment:

\$7.56 million

Stage 3 of the Moe Revitalisation Project (MRP) provides an opportunity to enhance Moe as a more attractive place to live through improvement of its city centre; to respond to the community need through connected mall area; to improve community connections and social inclusion by increasing safety of the city area; and to encourage city growth by improving overall amenity. This project will also address aspects of disadvantage and improve quality of life for Moe residents and round out the overall project by improving the appearance of the town centre.

This stage of Moe Revitalisation Project will include the redevelopment of Moore Street, between George Street and Albert Street, along with the construction of a commuter car park at the eastern end of George Street.

This stage is the third and final phase of the MRP. It will tie directly into Stage 2 which is currently funded by a Community Infrastructure Loan Scheme (CILS) to Council and will be delivered by September 2023.

The modification and beautification of Moore Street is considered a key inclusion to realise the opportunity of creating an appealing streetscape and street for businesses, commuters and pedestrians.

The commuter car park to be located at the eastern end of George Street will provide up to 67 car spaces; public lighting, landscaping and signage elements are also included.

The total employment from the project is expected to reach 93, and the increase in regional income generated by the project is estimated at \$7.334 million.

OUR ASK

INVESTMENT IN FURTHER DEVELOPMENT OF MOE RAIL PRECINCT

Stage 3 of the Moe Revitalisation Project (MRP)
\$7.56 million

Employment potential:

Construction phase: 55 direct and indirect jobs

Ongoing: 38 direct and indirect jobs

Commencement date:

July 2022

Proposed Commonwealth Government investment:

\$7.56 million

COMPETITIVE ADVANTAGES:



VICTORIAN GOVERNMENT SUPPORT:

Council has secured a \$7.5M CILS loan to develop and construct Stage 2 of the MRP.



GOVERNANCE STRUCTURES IN PLACE:

A project reference group consisting of Councillors and community members established.



SHOVEL READY:

Stage 1 delivered by Council, with stage 2 in progress and stage 3 is shovel ready with designs completed.

MOE REVITALISATION PROJECT STAGE 3

The Moore Street Shared Zone will be an extension of the plaza from the front of the Civic Hub building. It will provide an at grade transition from George Street into Moore Street, which is the retail heart of the town. The addition of street trees and furniture will also deliver a modern and welcoming entry to the town which will promote visitors to the town to spend more time in the town centre.

Further innovations and high quality urban design within the precinct are intended to be an attraction to all age groups to provide for a healthy, active and vibrant precinct in the heart of Moe.

The final piece of Stage 3 is the inclusion of the eastern commuter car park, which will be located on George Street and provide 67 car spaces which will be lost as part of the Stage 2 works to develop the youth precinct on George Street, adjacent to the Civic Hub constructed in Stage 1 of the project. There are also public lighting, landscaping and signage elements included in the proposed car park.

Current designs for the Moore Street Shared Zone only cover an 80m section between George Street and Hasthorpe Place. To achieve the full intent of the MRP, the northern section of Moore Street from Hasthorpe Place to Albert Street is proposed to be included in the scope of the project so that:

- Parking lost as a result of the southern section of the Moore Street Shared Zone can be recovered in the northern section to work towards a goal of no net loss of parking.
- Construction of a u turn space so that vehicles can enter and exit the northern end of Moore Street during events that close the southern shared zone to traffic.
- The existing northern sections of Moore Street contain acid rain corroded brick paving, seating, and arched canopies which create an 'old, tired' impression or image.

For these reasons scope extension of Moore Street has been included as part of this submission and is considered a key inclusion to realise the opportunity of creating a great street scape for the entirety of Moore Street.

POTENTIAL ECONOMIC OUTPUT
**\$39.9 million over
10 years**



93 JOBS
POTENTIAL EMPLOYMENT

\$7.56m
PROPOSED INVESTMENT

COMMENCEMENT DATE:
July 2022

Latrobe*City*

LATROBE REGIONAL AIRPORT – NEW RUNWAY

Existing Significant Asset

+ Long-Term Plan in Place

+ Ideally Located

= Economic, Social and Tourism Growth Opportunities
for Latrobe City and the Whole of Gippsland



Budget Submission Summary

FEDERAL BUDGET 22/23 PROPOSAL #3:

LATROBE REGIONAL AIRPORT – NEW RUNWAY

Latrobe City Council calls on the Commonwealth Government to support further development of the Latrobe City Aerospace Precinct through an investment of \$25M for the new runway at the Latrobe Regional Airport (LRA).

Employment potential:
68 direct and 65 indirect jobs

Commencement date:
Subject to technical design

Proposed Commonwealth Government investment:
\$25M

Consistent with the recently adopted Airport Development Strategy, Latrobe City Council is seeking the Government investment for the new runway at Latrobe Regional Airport.

The Airport Development Strategy promotes “the development and expansion of the Latrobe Regional Airport as a regionally significant airport providing a hub for aviation services and employment thereby adding economic and social benefit to the region, whilst maintaining options for future transport services.”

Furthermore, the new runway is expected to create new business opportunities that will generate further employment and investment in the region.

As part of this Strategy and to assess the need for the new runway, Council has conducted extensive technical and stakeholder engagement studies in relation to the potential for Regular Passenger Transport (RPT) flights at Latrobe Regional Airport. These studies have found that there are technical limitations of the existing infrastructure relative to the likely aircraft types that would feasibly operate at LRA to provide RPT services. It has been concluded that in its current condition, the current LRA runway 03R/21L and the associated infrastructure are not suitable for the chosen aircraft to operate within the remit of the current legislation.

Additionally, it should be noted that any changes the physical characteristics of the runway will result in any existing “grandfathering” rights to be abolished that were used for previous RPT services. These changes would have a significant impact on the existing above ground improvements on airport, with the need to demolish existing buildings to accommodate.

On that basis, it would be considered unviable and impractical to consider extending the existing infrastructure and a new runway is required.

Latrobe Regional Airport is primarily a General Aviation (GA) airport where RPT services have operated in the past.

The current primary uses are:

- Aviation businesses, including aircraft manufacturing, aircraft maintenance and repair and avionics.
- Private hangars
- Government and emergency services including Country Fire Authority (CFA) fire station; State Emergency Service (SES) base; Department of Environment, Land, Water and Planning (DELWP) aircraft base; Helicopter Emergency Medical Service (HEMS) facility, and Royal Australian Air Force (RAAF) Air cadets
- Gippsland Aero Club

OUR ASK

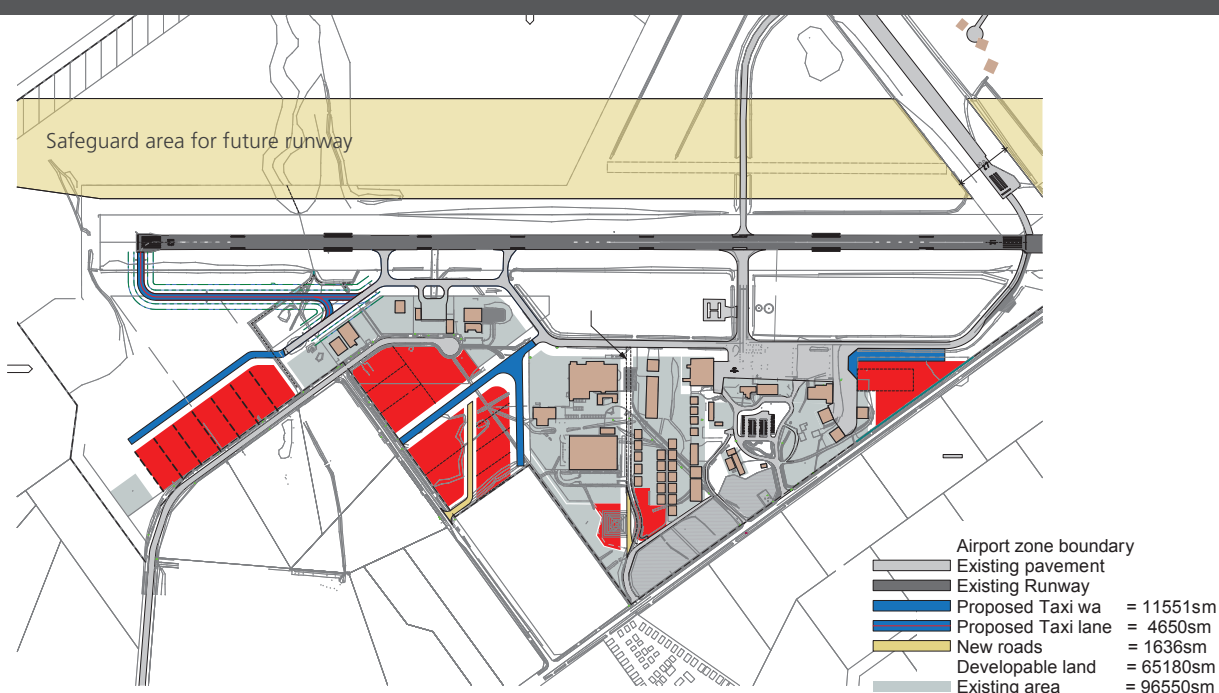
LATROBE REGIONAL AIRPORT - NEW RUNWAY

Latrobe Regional Airport - New Runway \$25M

Employment potential:
68 direct and 65 indirect jobs

Commencement date:
Subject to technical design

Proposed Commonwealth Government investment:
\$25M



COMPETITIVE ADVANTAGES:



IDEAL LOCATION AS A 'GATEWAY TO GIPPSLAND':

Latrobe Regional Airport enables inbound and outbound tourism opportunities for the whole of Gippsland.



POTENTIAL FOR ECONOMIC GROWTH:

The new runway has the potential to generate significant growth in freight services given the extensive export opportunities available from the immediate and wider region.



SIGNIFICANT ASSET SUPPORTED BY COUNCIL:

This project is consistent with Latrobe City Investment Roadmap and Latrobe Regional Airport Plan endorsed by Council.



**ECONOMIC
GROWTH
BENEFITS**



**'GATEWAY
TO GIPPSLAND'
TOURISM
OPPORTUNITIES**

GROWING
OUR SIGNIFICANT ASSET

COMMENCEMENT DATE:
**Subject to
technical design**

\$25M
PROPOSED INVESTMENT

Latrobe*City*

GIPPSLAND MATERIAL RECOVERY FACILITY (MRF)

Available well located heavy industrial land

+ Tested markets

+ Existing skills and processing know how

= Economic growth and diversification opportunities for Latrobe City and the broader region.



Budget Submission Summary

FEDERAL BUDGET 22/23 PROPOSAL #4:

GIPPSLAND MATERIAL RECOVERY FACILITY (MRF)

Latrobe City Council calls on the Commonwealth Government to support a 50,000-tonne capacity Material Recovery Facility to be located in the Morwell Heavy Industry Precinct in Latrobe City through the investment of \$10 million.

Employment potential:

Construction phase: 100 direct jobs
Ongoing: 25 direct jobs

Commencement date:

Subject to business case

Proposed Commonwealth Government investment:

\$10 million
(total project costs \$30 million)

Gippsland requires the establishment of a Regional Material Recovery Facility to improve product quality and quantity; and attract new markets, job creation and investment in our region. The Morwell Heavy Industry Precinct in Latrobe City has been earmarked as an ideal location for such a facility.

This is a key opportunity for the Gippsland region to secure regional jobs within a future circular economy. Gippsland is well placed to be leaders of the circular economy; we have a high-skilled workforce and current expertise in reprocessing of green waste, plastics, cardboard and paper. The site will also improve recycling and local reprocessing of paper and cardboard, plastics and glass, and the quality of materials for reprocessing and re-manufacturing

Gippsland councils are working together to achieve greater recovery and re-use of waste products through the establishment of a Gippsland Material Recovery Facility. This will be achieved by leveraging partnerships established through One Gippsland that brings together education, industry and local government leaders to respond to challenges and advance opportunities to support the prosperity of our region.

In association with Gippsland Waste and Resource Recovery Group (GWRRG), One Gippsland has been testing the market through the facilitation of collaborative procurement opportunities for future kerbside collection and material processing contracts.

This process consistently identified the need for a Regional Material Recovery Facility, which aligns with independent recommendations provided to Government by Infrastructure Victoria and Deloitte as part of their review of state-wide recycling infrastructure needs.

The \$30 million facility could be funded jointly by the Victorian and Commonwealth Governments, alongside with private investment.

OUR ASK

GIPPSLAND MATERIAL RECOVERY FACILITY (MRF)

Employment potential:

Construction phase: 100 direct jobs

Ongoing: 25 direct jobs

Commencement date:

Subject to business case

Proposed Commonwealth Government investment:

\$10 million

(total project cost \$30 million)

The Gippsland MRF will:



Increase the recovery and local reprocessing of materials including paper and cardboard, glass and plastics; through innovation in materials sorting.



Have a capacity of 50,000 tonnes and the ability to generate the quality and quantity of recycled products necessary to attract market demand of recovered materials and re-manufacturing;



Support service efficiencies, new investment and jobs creation opportunities to benefit the Latrobe City community and region;



Reduce waste to landfill.



Reduce service liability and cost to ratepayers



Maintain and create new re-manufacturing opportunities in the region

MARKET TESTING THROUGH JOINT PROCUREMENT

The joint procurement approach that is being undertaken by participating Councils is expected to increase the volume of materials made available to the resource recovery market through aggregation and consolidation of volumes to create viability in recovering valuable resources from waste, including opportunities for the local reprocessing of recovered materials.

MORWELL HEAVY INDUSTRY PRECINCT – AN IDEAL LOCATION FOR GIPPSLAND

Morwell is one of the few places in Victoria to have available large undeveloped Industrial 2 Zone (heavy industry) land. It also is centrally located within eastern Victoria, has buffers and access to national highways, rail networks, energy and water utilities. Additionally, the extent of large vacant land within the industry precinct provides the opportunity to co-locate symbiotic processors of recovered material.

Current policies supporting the establishment of the Gippsland Material Recovery Facility

- Recycling Victoria – A New Economy
- State-wide Waste and Resource Recovery Infrastructure Plan (SWIRRP)
- Gippsland Waste and Resource Recovery Implementation Plan 2017
- Infrastructure Victoria's 30-year strategy
- Gippsland Regional Plan (2020-2025)
- Latrobe Planning Scheme - Clause 21.07-8
- Industrial and Employment Strategy (2019) (Latrobe City Council)

COMPETITIVE ADVANTAGES:



REGIONAL FACILITY TO SERVICE ALL OF GIPPSLAND:

Economic and job creation benefits that have flow on effect for the whole of Gippsland.



SKILLED WORKFORCE AND PROCESSING CAPABILITY:

Latrobe City has world-class engineering capabilities and current expertise in reprocessing of green waste, plastics, cardboard and paper.



SUITABLE LAND IN PRIME LOCATION:

Latrobe City offers in excess of 400 hectares of zoned Industry 1 and 2 land - suitably located, well buffered and serviced by regional road and rail transport networks.



TESTED MARKETS:

Market testing occurring through the facilitation of the current collaborative procurement tender for future kerbside collection and material processing contracts.



PARTNERSHIPS AND STAKEHOLDER SUPPORT:

Established and formalised regional collaboration through One Gippsland.



**INCREASED
MATERIALS
RECOVERY**

**FEED
STOCK**
FOR QUALITY
RECYCLED PRODUCTS



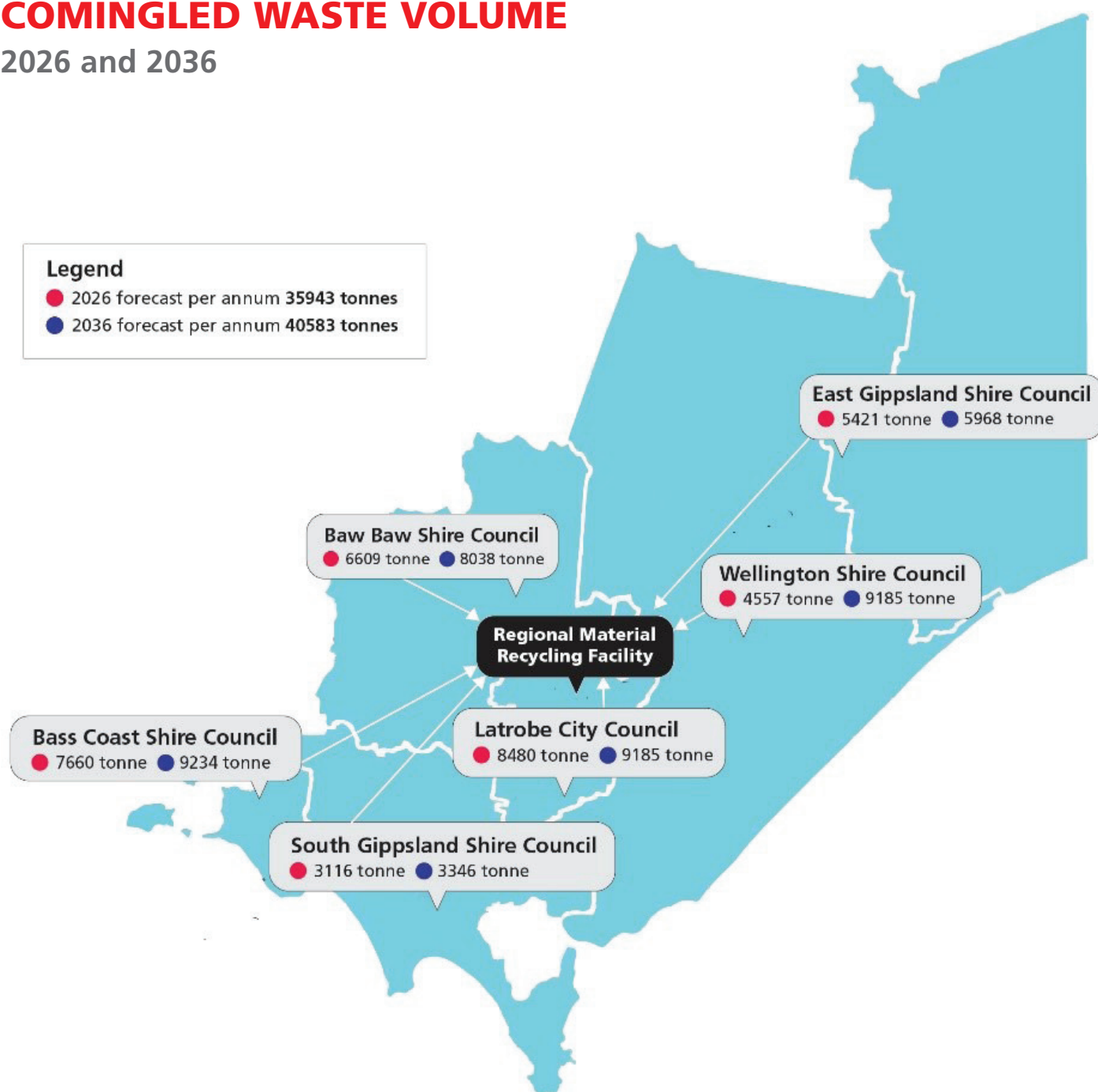
**100 construction &
25 ongoing jobs**
NEW PRIVATE
INVESTMENT AND
JOB CREATION
OPPORTUNITIES

\$30m
TOTAL PROJECT COST

\$10m
PROPOSED COMMONWEALTH
GOVERNMENT INVESTMENT

GIPPSLAND REGION COMINGLED WASTE VOLUME

2026 and 2036



LatrobeCity

FLOOD RECOVERY PROJECT

Traralgon Recreation Reserve -
Multi-Use Pavilion And Alternate Facilities For User Groups
= Future-Proofing of Reserve

- + User Group Security
- + Large Sporting Events
- + Social and Community Benefits



Budget Submission Summary

FEDERAL BUDGET 22/23 PROPOSAL #5:

FLOOD RECOVERY PROJECT

Latrobe City Council calls on the Commonwealth Government to support flood recovery to the amount of \$10 million. The reserve was recently decimated by floods that resulted from a significant severe weather event that affected Latrobe City and the entire state on 9 and 10 June 2021. Latrobe City Council is also seeking Government assistance to mitigate flooding across our communities, and reduce the impact and frequency of flooding for properties and infrastructure in our townships.

Employment potential:

Construction phase: 50 jobs (estimate)

Commencement date:

Within 6 months of funding

Proposed Commonwealth Government investment:

\$10 million

On 9 and 10 June 2021, parts of Victoria experienced a severe weather event that had widespread flood impacts across Latrobe City.

As a result of the significant floods in Traralgon and surrounds, many buildings and usergroups within the Traralgon Recreation Reserve were impacted and require re-location and/or re-construction.

Financial support of \$10 million is needed to future proof the reserve and user group activities.

Latrobe City Council acknowledges the Victorian Government for its support to Latrobe City through the Recovery Support Program for the June 2021 storm and flood event. These funds support the employment of Recovery Support Workers to assist individuals and families on their recovery from the storm and flood event impacts.

This project will include two primary developments:

- 1) Construct a new pavilion within the recreation reserve, above flood levels which incorporates facilities primarily for the sporting clubs/groups affected; and
- 2) Relocate the many community groups who do not rely on the sporting facilities within the reserve by constructing new buildings in alternate locations within Traralgon.



Supplied by Blake Bourne Photography

OUR ASK

FLOOD RECOVERY \$10 million

Employment potential:

Construction phase: 50 jobs (estimate)

Commencement date:

Within 6 months of funding

Proposed Commonwealth Government investment:

\$10 million

Traralgon Recreation Reserve Multi-Use Pavilion



4 x Change
rooms



1 x Gym



Public toilets



Office
space



Spectator
viewing areas



1 x Event space
with kitchen



4 x Coaches,
Media and
Officials boxes

Relocating To Alternate Sites



Buildings for
5+ usergroups
(Sheds and
pavilions)



Creating an
outdoor event
space to relocate
the Agricultural
Society, which
facilitates the
Traralgon Show
and other events

COMPETITIVE ADVANTAGES:



INVESTMENT READY:

Redevelopment Plan in place.



COUNCIL OWNED LAND IN PRIME LOCATION:

Central location close to township, railway station and Princes Highway.



SIGNIFICANT COMMUNITY ASSET SUPPORTED BY COUNCIL AND COMMUNITY:

Established recreation reserve and existing user groups.



FUTURE -
PROOFING
OF RESERVE

SOCIAL
& COMMUNITY BENEFITS



SECURITY
FOR 19 USER
GROUPS

\$10m
PROPOSED INVESTMENT

COMMENCEMENT DATE:
**Within 6 months
of funding**



141 COMMERCIAL ROAD MORWELL

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To obtain this information in languages other than English, or in other formats, please contact Latrobe City Council on 1300 367 700.

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