LATROBE CITY COUNCIL

AGENDA FOR THE COUNCIL MEETING

TO BE HELD IN GIPPSLAND PERFORMING ARTS CENTRE, TRARALGON AND VIA AUDIO-VISUAL LINK AT 6:00 PM ON 25 AUGUST 2025 CM624

Please note:

Opinions expressed or statements made by participants are the opinions or statements of those individuals and do not imply any form of endorsement by Council.

By attending a Council Meeting via audio-visual link those present will be recorded or their image captured. When participating in the meeting, consent is automatically given for those participating to be recorded and have images captured.

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1. ACKNOWLEDGEMENT OF THE TRADITIONAL OWNERS OF THE LAND

I would like to acknowledge that we are meeting here today on the traditional land of the Brayakaulung people of the Gunaikurnai nation and I pay respect to their elders past and present.

If there are other Elders present I would also like to acknowledge them.

2. APOLOGIES AND LEAVE OF ABSENCE

3. ADOPTION OF MINUTES

Proposed Resolution:

That Council confirm the minutes of the Council Meeting held on 28 July 2025.

4. DECLARATION OF INTERESTS

5. ACKNOWLEDGEMENTS

Councillors may raise any formal acknowledgements that need to be made at this time, including congratulatory or condolences.

6. PUBLIC PARTICIPATION TIME

Public Questions on Notice

In accordance with the Governance Rules, members of the public can lodge a question on notice before 12noon on the Friday before the day of the Council meeting in order for the question to be answered at the meeting.

Public Speakers

An opportunity for members of the public to speak to an item on the agenda will be made available by necessary means. To participate, members of the public must have registered before 12noon on the day of the Council meeting.

NOTICES OF MOTION

7. NOTICES OF MOTION

Item Number 7.1 25 August 2025 Community Health and Wellbeing

2025/10 FIRE RESCUE VICTORIA STATION IN MOE

I, Cr Sharon Gibson, hereby give notice of my intention to move the following motion at the Council Meeting to be held on Monday, 25 August 2025:

That Council write to Fire Rescue Victoria (FRV) seeking information about the timeline for the development of the new FRV station at 201-209 Lloyd Street, Moe.

Signed
Cr Sharon Gibson
14 August 2025

Attachments

Nil

2025/11 PLANNING SCHEME AMENDMENT VC282

I, Cr Adele Pugsley, hereby give notice of my intention to move the following motion at the Council Meeting to be held on Monday, 25 August 2025:

That Council:

1. **writes to the Minister for Planning identifying concerns about the impacts VC282 may have on the character of existing residential neighbourhoods in Latrobe City and regional Victoria more generally; and**
2. **writes to the Municipal Association of Victoria, Regional Cities Victoria and One Gippsland identifying concerns about the impacts VC282 may have on the character of existing residential neighbourhoods in regional Victoria, requesting support with advocating to enable regional councils apply local standards in residential zones.**

Signed
Cr Adele Pugsley
20 August 2025

Attachments

Nil

2025/12 LLOYD STREET RAIL CROSSING IN MOE

I, Cr Adele Pugsley, hereby give notice of my intention to move the following motion at the Council Meeting to be held on Monday, 25 August 2025:

That Council writes to the Department of Transport and Planning seeking a detailed update on the Lloyd Street Rail Crossing Intersection Improvements project, and what the next steps are for the delivery of the project, including timelines for key milestones to be completed.

Signed
Cr Adele Pugsley
20 August 2025

Attachments

Nil

STRATEGIC ITEMS FOR DECISION

DRAFT FINANCIAL PLAN 2025-2035 - PRELIMINARY APPROVAL & PUBLIC EXHIBITION

PURPOSE

The purpose of this report is to seek Council's approval to release for community consultation the draft 2025-2035 Financial Plan (the Plan) prepared in accordance with section 91 of the *Local Government Act 2020* (the Act). This enables Council to meet its obligations under the Act and the objectives of Council's Community Engagement Policy.

EXECUTIVE SUMMARY

The Plan links to the achievement of the Community Vision and the Council Plan within the Integrated Strategic Planning and Reporting framework:

- The Plan provides a 10 year projection which looks to achieve the requirements of the Council Plan and the Community Vision;
- The Plan includes annual cash projections and assumptions in relation to services and infrastructure spending;
- The Plan indicates that Council is running an annual underlying deficit. This means that if not corrected, at a point in the future Council will not be able to continue to fund the existing services and service levels or be able to renew infrastructure assets as they fall due; and
- The Plan highlights future challenges including the loss of revenue due to closure of power generators, the requirement for increased spending to maintain and renew current and future infrastructure assets and upcoming Developer Contribution Plan schemes which are unfunded.

OFFICER'S RECOMMENDATION

That Council:

1. **endorses the draft 2025-2035 Financial Plan at Attachment 1 to be released for community feedback;**
2. **gives notice that the draft 2025-2035 Financial Plan will be made available for review at Council Headquarters, Service Centres and on Council's website; and**
3. **invites written submissions from the public to be received by no later than 5pm 23 September 2025.**

BACKGROUND

Council is required to adopt a Financial Plan by 31 October 2025 in accordance with the Act.

The Plan describes the financial resources required to give effect to the Council Plan, the Community Vision and other strategic plans of Council. It includes the assumptions underpinning the forecasts and statements.

Deliberative engagement was incorporated in the workshops held with community representatives as part of the Council Plan engagement process. The outcomes of these workshops have been consolidated into the Community Vision and the Council Plan which informs the Plan.

ANALYSIS

The Plan spans the next ten years and has been balanced on a cash basis.

Assumptions

As the Plan spans a 10-year period, it is necessarily based on assumptions some of which are difficult to predict, especially in the outer years. These assumptions have been documented within the Plan. Some of the more important future facts or assumptions are:

- The closure of Yallourn Power Station in 2027/28 and a reduction in rates equivalent revenue of $2 million, which has been planned for with offsetting expense savings since 2022/23;
- The closure of Loy Yang A Power Station in 2034/35 and a reduction in rates equivalent revenue of $4 million from 2035/36.
    - In preparation for the closure this plan includes annual unidentified savings in expenditure across capital and operating from 2030/31 to 2034/35 starting at $0.75 million in the first year and growing by a further $0.75 million each year thereafter. This readies the organisation for the reduced annual revenue, with the savings able to be utilised to assist the economic transition.
- As one of Victorias' seven proposed Renewable Energy Zones in VicGrid's Draft Transmission Plan, it seems highly likely that our municipality will host future large-scale renewable energy generation, an assumption has been included in the model which allows for $0.70 million increase in PILOR revenue from 2027/28.
- In relation to the current Development Contribution Plans:
    - It is assumed that any bridging funding requirements by Council will be borrowed from internal cash reserves, however this will result in a corresponding reduction in interest income. Internal borrowings are estimated to fluctuate on an annual basis with a maximum requirement of approximately $20 million; and

- There is a requirement to fund over $14 million of Council funded infrastructure assets which are assumed to be funded from new borrowings. These borrowings have not been included in this plan as they are estimated to fall outside the term of the plan, with internal borrowings being utilised in the first instance, with a plan to borrow for unfunded portions of the DCPs at the back end of the developments where they have not been funded through annual budgets.

- The decision of Council to implement a zero percent rate increase in 2020/21 and a 1.5 percent increase in 2025/26, which is half the available rate cap, has impacted Council's ability to fully fund asset renewal requirements as outlined in the Asset Plan and allows no new funding for discretionary capital works projects over the term of the Plan.

Ratios

When measured against the Victorian Auditor General's Office (VAGO) financial sustainability indicators, the Plan indicates that Council's level of spending relative to its revenue is not sustainable. Council cannot sustainably continue providing the existing services at current service levels and continue to maintain existing infrastructure assets without a substantial increase in untied operating revenue.

Policy Statement	Target	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Net result	> -10%	23.0%	7.4%	4.2%	4.2%	3.7%	4.3%	4.3%	3.4%	3.6%	2.9%
Adjusted underlying result	> 0	(6.9%)	(7.1%)	(5.6%)	(6.8%)	(6.5%)	(6.2%)	(6.0%)	(5.7%)	(5.5%)	(5.2%)
Liquidity	> 1	2.04	2.36	2.53	2.65	2.84	3.00	3.13	3.07	2.66	2.43
Internal financing	> 75%	79.7%	101.6%	116.0%	122.0%	124.8%	111.8%	117.9%	108.1%	75.1%	88.1%
Indebtedness	< 60%	23.6%	19.2%	19.1%	16.7%	14.8%	16.2%	15.3%	14.2%	15.5%	14.5%
Capital replacement ratio	> 1	2.35	1.12	1.00	0.98	0.93	1.04	1.00	1.06	1.56	1.29
Renewal gap ratio	> 0.5	1.11	0.78	0.87	0.81	0.82	0.94	0.85	0.84	0.90	0.81

Council's adjusted underlying result is projected to remain in deficit for the period of the plan which means that Council is unable to generate sufficient own source revenue to meet the expected operational costs. While in the ordinary course a short term deficit is not a critical concern if it returns to a positive or at least neutral position shortly thereafter, the Plan shows this is not the case. Action is required to bring this indicator back to a positive position in order for Council to be financially sustainable. Failure to correct this deficit will result in Council not being able to fund the existing level of services or not being able to renew infrastructure assets as they fall due.

The other area of concern is the renewal gap ratio which is primarily driven by infrastructure renewal expenditure. The Plan only allows Council to renew infrastructure at a level equivalent to less than 85 percent of the current depreciation expense. While depreciation is only an indicator of asset renewal requirements it does highlight that the existing level of expenditure is not sustainable into the future. The Asset Plan is a better guide to actual requirements as it is based on recent asset condition assessments, this also confirms that the proposed level of renewal remains below the desired level of investment.

From a cash perspective, Council is well positioned to meet its debts as they fall due, however it should be recognised that the majority of growth in cash over the term of the Plan is in fact being generated by the surplus associated with preparing for the closure of the power stations.

The unrestricted cash balance primarily consists of carry forwards, working capital, reserves and provisions. Restricted cash is limited in its use and consists of funds held in trust (security deposits, fire services levy etc.) and statutory reserves relating to contributions from developers for open space, development contribution plans, drainage headworks, street trees etc.

Borrowings

The Plan includes new borrowings in 2025/26 only. The majority of existing loans will be repaid by 2030/31, with loan repayments remaining largely unchanged up to this point due to the majority of debt relating to loans drawn down in recent years being fully repaid in the same year.

While no new borrowings have been flagged beyond 2025/26, we do know that there will be a requirement to borrow in excess of $14 million for Council funded infrastructure associated with the existing DCP schemes some time over the next 20 years. The timing of this requirement is linked to the progression of development and therefore the timing of funding requirements by Council is not easily identifiable and is assumed that it will occur towards the conclusion of the DCPs which is outside the current span of this plan.

RISK ASSESSMENT

RISK	RISK RATING	TREATMENT
COMPLIANCE Failure to adopt the plan in accordance with the legislation may see Council named in Parliament.	**Low** *Unlikely x Minor*	A timetable to review the plan has been established to allow sufficient time to have the document adopted within the required timeframes
STRATEGIC The plan does not meet the expectations of sectors of the community resulting in the community being dissatisfied with the plan.	**Medium** *Minor x Possible*	The plan will be exhibited with the opportunity for community members to make a submission through Have Your Say on Council's website.

CONSULTATION

The draft Plan has been developed utilising the adopted 2025/26 budget as the basis for the development of the plan, in addition the plan has been circulated across the organisation to gather additional future impacts.

COMMUNICATION

Deliberative engagement associated with the development of the Council Plan has been utilised in identifying the priority needs of the community. The Financial Plan includes the allocation of funds to enable the achievement of the Council Plan.

DECLARATIONS OF INTEREST

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 2020*.

APPENDIX 1 IMPACT ASSESSMENT

Gender

A Gender Impact Assessment (GIA) under the *Gender Equality Act 2020* has not been conducted as this matter does not involve a program, service or policy with a significant and direct impact on the community.

Social

Not applicable.

Cultural

Not applicable.

Health

Not applicable.

Environmental

Not applicable.

Economic

Not applicable.

Financial

Financial implications have been highlighted in the report and the attachment.

Attachments

1. Draft Financial Plan 2025-2035

8.1

Draft Financial Plan 2025-2035 - Preliminary Approval & Public Exhibition

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LATROBE CITY COUNCIL

Financial Plan

2025 - 2035



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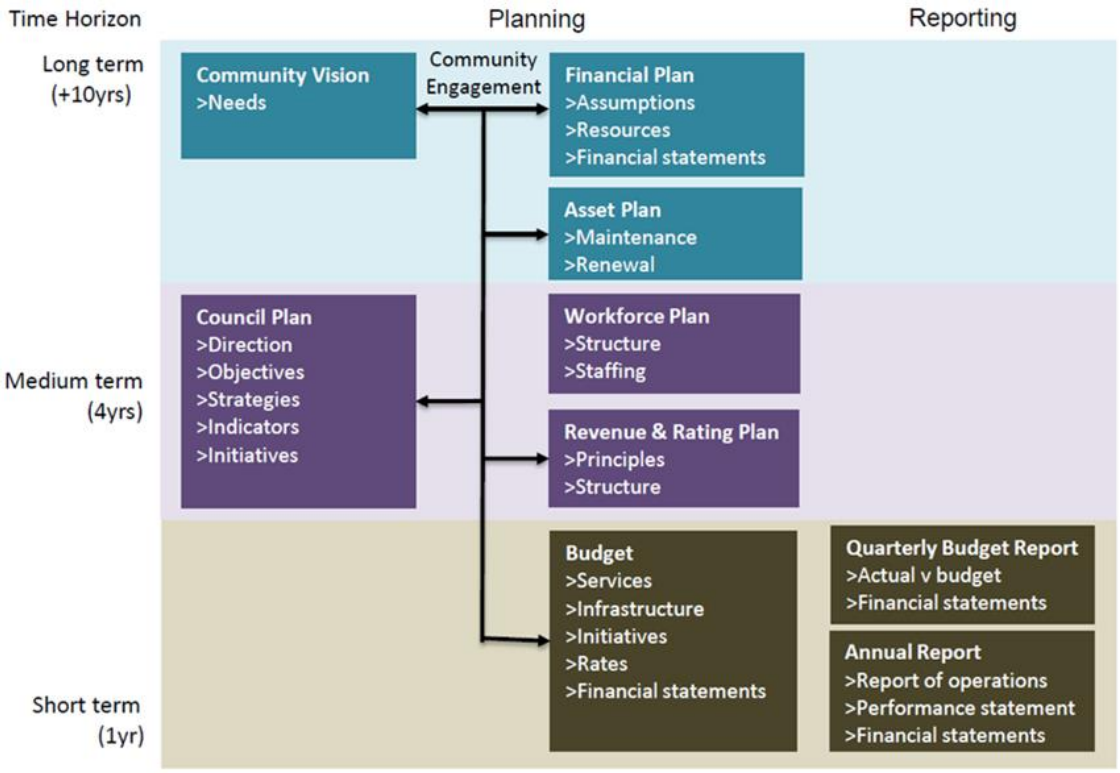
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1. Legislative Requirements

The Financial Plan links to the achievement of the Community Vision and the Council Plan within the Integrated Strategic Planning & Reporting framework. This framework guides the Council in identifying community needs and aspirations over the long term (Community Vision), medium term (Council Plan) and short term (Annual Budget) and then holding itself accountable (Annual Report).

The following diagram provides an overview of the core legislated elements of an integrated strategic planning and reporting framework and outcomes.

The following figure demonstrates how each element might inform or be informed by other parts of the integrated framework.



1.1 Strategic Planning Principles

The Financial Plan provides a 10 year financially sustainable projection regarding how the actions of the Council Plan may be funded to achieve the Community Vision. The Financial Plan is developed in the context of the following strategic planning principles:

- Council has an integrated approach to planning, monitoring and performance reporting.
- The Financial Plan addresses the Community Vision by funding the aspirations of the Council Plan. The Council Plan aspirations and actions are formulated in the context of the Community Vision.
- The Financial Plan statements articulate the 10-year financial resources necessary to implement the goals and aspirations of the Council Plan to achieve the Community Vision.

- Council's strategic planning principles identify and address the risks to effective implementation of the Financial Plan.

1.2 Financial Management Principles

The Financial Plan demonstrates the following financial management principles:

- Revenue, expenses, assets, liabilities, investments and financial transactions are managed in accordance with Council's financial policies and strategic plans.
- Management of the following financial risks:
  - the financial viability of the Council.
  - the management of current and future liabilities of the Council.
- Financial policies and strategic plans are designed to provide financial stability and predictability to the community.
- Council maintains accounts and records that explain its financial operations and financial position (refer section 3 Financial Statements)

1.3 Engagement Process

Under the Local Government Act 2020, Council is required to prepare the Financial Plan in accordance with its deliberative engagement practices.

Input was gathered through engagement undertaken linked to the development of the Council Plan and Municipal Public Health & Wellbeing Plan. The community feedback received was then analysed by Councillors to identify the priority areas addressed within the plans.

1.4 Service Performance Principles

Council services are designed for purpose, targeted to community needs and value for money. The service performance principles are listed below:

- Services are provided in an equitable manner and are responsive to the diverse needs of the community. The Council Plan is designed to identify the key services and projects to be delivered to the community. The Financial Plan provides the mechanism to demonstrate how the service aspirations within the Council Plan may be funded.
- Services are accessible to the relevant users within the community.
- Council provides quality services that provide value for money to the community. The Local Government Performance Reporting Framework (LGPRF) is designed to communicate Council’s performance regarding the provision of quality and efficient services.

1.5 Asset Plan Integration

Integration to the Asset Plan is a key principle of the Council's strategic financial planning principles. The purpose of this integration is designed to ensure that future funding is allocated in a manner that supports service delivery in terms of the plans and the effective management of Council's assets into the future. In accordance with the *Local Government Act 2020* the Asset Plan must also be adopted by the 31 October 2025.

The Asset Plan identifies the operational and strategic practices which will ensure that Council manages assets across their life cycle in a financially sustainable manner. The Asset Plan, and associated asset management policies, provide Council with a sound base to understand the risk associated with managing its assets for the community's benefit.

The Asset Plan is designed to inform the 10-year Financial Plan by identifying the amount of capital renewal and maintenance funding that is required over the life of each asset category. The level of funding will incorporate knowledge of asset condition, the risk assessment issues as well as the impact of reviewing and setting intervention and service levels for each asset class.

In addition to identifying the operational and strategic practices that ensure that Council manages assets across their life cycle in a financially sustainable manner, the Asset Plan quantifies the asset portfolio and the financial implications of those practices. Together the Financial Plan and Asset Plan seek to balance projected investment requirements against projected budgets.

The budget process allocates funding in the order of repayment of borrowings, operational budgets and finally capital works. As capital works is the last to be funded through the budget process, this generally results in a shortfall in available funds to enable assets to be renewed at the ideal level as identified in the Asset Plan or for the allocation of funding for new or upgraded assets without external grant funding. This may result in assets degrading beyond the recommended intervention levels based on condition assessments. Without intervention over the medium to long term this will result in aging assets that fail on a more regular basis, thus impacting Council's ability to meet the service levels expected by the community.

2. Financial Plan Context

This section describes the context and external / internal environment and consideration in determining the 10-year financial projections and assumptions.

2.1 Financial Policy Statements

This section indicates Council's financial sustainability taking into consideration the aspirations of the Community Vision and Council Plan. Council uses the Victorian Auditor General Office financial sustainability indicators as a guide. The colours indicate the risk assessment of the result, it is Councils aim to remain in the green or yellow risk criteria.

Policy Statement	Measure	Target	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35
Net result - indicates how much of each dollar collected as revenue translates to net result. The higher the % the stronger the result	Net Result / Total Revenue	> -10%	23.01%	7.40%	4.20%	4.18%	3.67%	4.26%	4.25%	3.41%	3.62%	2.86%
Adjusted underlying result - the ability of the organisation to generate a surplus in the ordinary course of business. A surplus indicates a strong operating position	Adjusted underlying surplus (deficit) / Adjusted underlying revenue	> 0	(6.86%)	(7.06%)	(5.64%)	(6.80%)	(6.50%)	(6.21%)	(5.96%)	(5.71%)	(5.48%)	(5.24%)
Liquidity - ability of council to meet its immediate debts. The higher the ratio the greater the ability to meet obligations as they fall due.	Current Assets / Current Liabilities	> 1	2.04	2.36	2.53	2.65	2.84	3.00	3.13	3.07	2.66	2.43
Internal financing - ability to finance capital works using cash generated by its operating cash flow. The higher the % the greater the the ability to finance capital works from its own funds.	Net operating cash flow / Net capital expenditure	> 75%	79.68%	101.65%	116.00%	122.02%	124.82%	111.81%	117.92%	108.14%	75.14%	88.14%
Indebtedness - assesses a councils ability to pay principal and interest on borrowings as they fall due from the funds it generates. The lower the ratio the less revenue the entity is required to use to repay its total debt.	Non-current liabilities / Own-source revenue	< 60%	23.64%	19.15%	19.11%	16.71%	14.84%	16.22%	15.34%	14.22%	15.46%	14.47%
Capital replacement ratio - compares the rate of all capital spending against annual depreciation. Long term indicator, a ratio of less than 1 means the spending on capital works has not kept pace with consumption of assets	Cash outflows for infrastructure, property, plant and equipment / Depreciation	> 1	2.35	1.12	1.00	0.98	0.93	1.04	1.00	1.06	1.56	1.29
Renewal gap ratio - compares the rate of capital expenditure on infrastructure assets with depreciation expense. A ratio of less than 1 means that spending on infrastructure renewal is not keeping pace with consumption of assets.	Renewal & upgrade expenditure / Depreciation	> 0.5	1.11	0.78	0.87	0.81	0.82	0.94	0.85	0.84	0.90	0.81

Council recognises the need to take action to rectify those areas identified as high risk in red above. This primarily relates to the underlying result and capital replacement ratio. Increasing depreciation costs and an expanding asset base ultimately result in a shortfall of funds available to renew infrastructure assets at the same level as depreciation. Significant work remains in identifying the right balance of infrastructure assets, services and service levels in order to meet community expectations in a sustainable manner.

2.2 Strategic Actions

Following the deliberative engagement process, Council has identified strategic actions that will support the Community Vision and aspirations of the Council Plan.

The Council Plan, refecting our Community Vision, centres around the following strategic directions:

- **Our Economy – Investment, Jobs, Growth**
- **Our City – Liveable, Sustainable, Connected**
- **Our Community – Healthy, Inclusive, Safe**

supported by

- **Our Organisation – Leadership, Collaboration, Capability**

The Financial Plan has been prepared to allocate the financial resources of Council to support the outcomes of the Community Vision and Council Plan over the next 10 years.

2.3 Assumptions to the Financial Plan statements

This section presents information regarding the assumptions to the Comprehensive Income Statement for the 10 years from 2025/26 to 2034/35. The assumptions comprise the annual escalations / movement for each line item of the Comprehensive Income Statement.

Indexation Assumptions	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35
CPI	3.00%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Rates	1.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Rates Growth	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Waste Charges	18.78%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
User Fees & Charges	3.00%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Statutory Fees & Fines	3.00%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Grants Operating	8.00%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
Grants Capital	54.35%	(80.24%)	(69.24%)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Other Revenue Excl Investmen	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Employee Costs	3.00%	3.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Materials & Consumables	3.00%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Other Expenses	3.00%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%

2.3.1 Key Assumption Information

The following provides further explanation on how Council's assumptions have been determined. The assumptions have been established on the best information available at the time of developing this plan and are subject to variation by internal and external factors particularly in the outer years. The 25/26 budget incorporates a reduction in operating costs of $1.5 million across different areas of operating expenditure and is maintained throughout the plan.

Consumer Price Index (CPI) – Council utilises the Victorian State Government Department of Treasury and Finance (DTF) macroeconomic indicators to inform the forecast rate of CPI.

Rates – Council is limited to the Fair Go Rates System rate cap which is set by the Minister each year. Historically the rate cap has been closely aligned with CPI, although the Minister is able to take into consideration other factors including efficiency targets when setting this rate. Council's assumption is that the annual rate cap will continue to be closely aligned to CPI predictions.

Rates Growth – This represents the annual increase in rates revenue associated with an expansion of the rates base and is predominately driven by new subdivisions resulting in additional residential assessments. Historically Council's growth rate has remained reasonably steady at around 0.5% per annum which equates to approximately 200 new assessments each year. This rate of growth is assumed to continue for the term of the plan.

Waste Charges – Waste charges are calculated on a fee for service basis, with annual costs representing predicted whole of life costs associated with the collection, processing, disposal, and

lifetime management and rehabilitation of existing and legacy landfill sites. Council currently employees a three-bin waste system, costs are expected to grow in line with annual CPI predictions. The costs associated with the introduction of a fourth bin (glass) have not been considered as part of this plan and will require future consideration once there is a better understanding of the bin service and the impacts across the combined services. The large increase in 25/26 is representative of the inclusion of the costs to run Council's four transfer stations, these costs were removed from the 24/25 waste charges as Council considered the new ministerial guidelines for Service Rates and Charges. It was determined that in order to maintain the service of transfer stations the recovery of costs needed to be maintained within the waste charges, with the costs recovered through the fee for rubbish collection, and annual domestic waste passes for those outside the collection areas.

User Fees & Charges – User charges are expected to increase in line with CPI predictions and growth. Overall it is anticipated that revenue from services will continue to grow in line with CPI.

Statutory Fees & Fines – Statutory fees and fines are set by legislation; it is expected that these fees will continue to increase in line with CPI predictions.

Grants Operating - Council currently receives grants for tied (specific purpose grants) and un-tied Financial Assistance grant funding received via the Victorian Local Government Grants Commission (VLGGC). Operating grants have traditionally increased annually at less than the rate of CPI, it is assumed that this will continue, and operating grants are assumed to increase at a rate of CPI less 1%.

Grants Capital – The model assumes the continuation of funding for major multiyear projects including the Regional Car Park Fund, Community Infrastructure projects and Traralgon Flood Recovery Projects. The funding for these projects is received in milestone payments with funding received in full by the end of 28/29. Ongoing funding has been included in the plan for Roads to Recovery, which is assumed to continue in perpetuity, the funding amounts have been confirmed through to 2028/29, with funding assumed to remain at existing levels. Additionally, assumptions have also been made around the inclusion of Blackspot Program funding and Recreation funding on an ongoing annual basis.

Other Revenue – Comprises investment income, interest on overdue rates, property rental and leases, and other sundry income. It is assumed that investment interest will fall over the next 4 years due to decreasing interest rates. Other categories are expected to increase in line with CPI expectations

Employee Costs – Employee costs make up a significant portion of Councils operating expenses annual increases include estimated Enterprise Bargaining Agreement increases, and movements within banding levels. The current EBA expires in 2026/27, is it is estimated that future EBA increases will be at an average level of 2%.

Materials and Consumables – Includes contractors, consultants, materials, utilities, insurance, professional services, and other requirements for the running of the organisation and maintenance and repairs of Council's infrastructure (buildings, roads, drains, footpaths, bridges etc.). These costs are traditionally more influenced by market forces than CPI alone. Over the period of the Financial Plan, it is assumed that these costs will be maintained within annual CPI increases.

Other Expenses – Other expenses include administration costs such as community grants, Councillor allowances, levies, leases, audit costs and other costs associated with the day to day running of Council. Increases in these areas are expected to be maintained within CPI increases.

2.4 Other Matters impacting the 10-year financial projections

Current challenges and expected future events likely to impact the Financial Plan projections include:

The expected closure of power stations.

Electricity generation via coal fired power stations is a major contributor to the economy of the region. The generators themselves contribute almost 13% of Council's rate revenue on an annual

basis along with the industry directly and indirectly supporting a significant portion of Latrobe City Council's residents.

The closure of Yallourn power station in 2027/28 will result in

- A reduction of approximately $2 million in rates revenue from 2028/29.
- As generators sit outside the rate cap process, it is assumed that Council will be unable to recover the reduction in revenue.
- In order to prepare for the reduction in revenue, the financial plan includes annual unidentified savings of $0.4 million per year through to 2027/28. This readies the organisation for the reduced annual revenue, with the savings able to be utilised to assist the economic transition.

The closure of Loy Yang A power station

- Closure of Loy Yang A is anticipated to occur in 3034/35
- The closure will result in a reduction of approximately $4 million in rates revenue from 35/36
- In preparation for the closure this plan includes annual unidentified savings in expenditure across capital and operating from 30/31 to 34/35 of $0.75 million per year. This readies the organisation for the reduced annual revenue, with the savings able to be utilised to assist the economic transition.

New renewable energy generation facilities

- Latrobe City Council is identified as an expansion area for renewable energy opportunities, which include both solar and wind generation along with battery storage facilities
- A 450-megawatt solar farm has been proposed within the region, it is expected that this facility will be operational in 2027/28.
- An assumption has been included in the model which allows for $0.7 million per year of additional revenue associated with new generation and storage facilities.

Development Contribution Plan (DCP)

Developer contribution plans set out the requirements proposed to fund, plan and deliver infrastructure and services to meet the needs of the residents within the area covered by the DCP. While the developers are required to fund the requirements of the developed area it often also requires Council to provide certain shared infrastructure and to fund infrastructure in the interim while waiting for contributions from developers who may be many years from developing.

The timing of contributions is linked to the progression of the development, therefore the amount of funding required, and the timing of funding requirements by Council is not easily identifiable. It is assumed in this plan that any bridging funding requirements by Council will be borrowed from internal cash reserves, the amount borrowed will fluctuate year on year and is estimated to be a maximum requirement of approximately $20 million. There will also be a requirement to fund over $14 million of Council funded infrastructure assets which are assumed will be funded through future new borrowings. These borrowings have not been included in this plan as they are estimated to fall outside the term of the plan, with internal borrowings being utilised in the first instance, with a plan to borrow for unfunded portions of the DCPs at the back end of the developments where they have not been funded through annual budgets.

Estimated cashflows have been included in the Financial Plan, recognising the impact on cash holdings in order to fund contribution shortfalls.

Current DCPs include:

- Morwell North West
- Traralgon North
- Lake Narracan

3. Financial Plan Statements

This section presents information regarding the Financial Plan Statements for the 10 years from 2025/26 to 2034/35.

- Comprehensive Income Statement
- Balance Sheet
- Statement of Changes in Equity
- Statement of Cash Flows
- Statement of Capital Works

LATROBE CITY COUNCIL

3.1 Comprehensive Income Statement

Assumptions	Forecast / Actual 2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000	2028/29 $'000	2029/30 $'000	2030/31 $'000	2031/32 $'000	2032/33 $'000	2033/34 $'000	2034/35 $'000
Income											
Rates and charges	95,374	99,591	102,866	106,683	107,388	110,570	113,834	117,183	120,619	124,143	127,760
Statutory fees and fines	2,972	3,031	3,107	3,184	3,264	3,346	3,429	3,515	3,603	3,693	3,785
User fees	12,912	12,336	12,644	12,961	13,285	13,617	13,957	14,306	14,664	15,030	15,406
Grants - Operating	36,822	40,256	33,022	33,517	34,020	34,530	35,048	35,574	36,108	36,649	37,199
Grants - Capital	20,540	55,947	11,053	4,650	4,650	4,650	4,650	4,650	4,650	4,650	4,650
Contributions - monetary	1,536	320	6,708	4,979	6,800	5,460	6,345	6,053	3,997	4,152	2,164
Contributions - non-monetary	10,000	10,000	10,250	10,506	10,769	11,038	11,314	11,597	11,887	12,184	12,489
Net gain/(loss) on disposal of property, infrastructure, plant and equipment	(5,000)	(5,000)	(5,117)	(5,117)	(5,118)	(5,118)	(5,118)	(5,119)	(5,119)	(5,120)	(5,120)
Other income	10,070	7,037	6,343	6,175	6,009	6,074	6,136	6,199	6,264	6,331	6,399
Total income	185,226	223,518	180,876	177,539	181,066	184,167	189,596	193,958	196,672	201,712	204,731
Expenses											
Employee costs	(66,867)	(69,694)	(71,578)	(73,011)	(74,474)	(75,965)	(77,487)	(79,039)	(80,622)	(82,237)	(83,884)
Materials and services	(56,750)	(57,772)	(51,172)	(51,726)	(52,823)	(54,403)	(56,031)	(57,707)	(59,433)	(61,212)	(63,043)
Depreciation	(35,441)	(37,100)	(37,842)	(38,599)	(39,371)	(40,161)	(40,965)	(41,784)	(42,620)	(43,472)	(44,341)
Amortisation - intangible assets	(944)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)
Amortisation - right of use assets	(145)	(141)	(163)	(133)	(139)	(140)	(139)	(139)	(139)	(143)	(142)
Borrowing costs	(364)	(318)	(330)	(258)	(187)	(120)	(77)	(64)	(52)	(38)	(24)
Finance Costs - leases	(46)	(44)	(36)	(36)	(47)	(42)	(37)	(32)	(33)	(44)	(37)
Other expenses	(5,235)	(4,871)	(4,988)	(5,112)	(5,239)	(5,397)	(5,559)	(5,725)	(5,896)	(6,074)	(6,255)
Total expenses	(165,792)	(170,940)	(167,109)	(169,875)	(173,280)	(177,229)	(181,295)	(185,490)	(189,795)	(194,220)	(198,726)
Surplus/(deficit) for the year	19,434	52,578	13,767	7,664	7,786	6,938	8,301	8,468	6,877	7,493	6,005
Other comprehensive income											
Items that will not be reclassified to surplus or deficit in future periods											
Net asset revaluation increment /(decrement)	28,949	31,205	32,916	33,769	34,557	35,348	36,123	36,996	37,862	4,063	5,178
Total comprehensive result	48,383	83,783	46,683	41,433	42,343	42,287	44,425	45,464	44,739	11,556	11,183

LATROBE CITY COUNCIL

3.2 Balance Sheet

	Forecast / Actual										
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Assets											
Current assets											
Cash and cash equivalents	10,494	14,939	13,559	12,645	14,329	11,829	12,376	10,438	14,675	13,376	12,195
Trade and other receivables	5,348	5,455	5,291	5,231	5,298	5,341	5,558	5,655	5,717	6,036	5,988
Other financial assets (term deposits)	90,000	65,000	65,000	70,000	75,000	85,000	90,000	100,000	100,000	85,000	80,000
Other assets	5,324	5,484	5,484	5,484	5,484	5,484	5,484	5,484	5,484	5,484	5,484
Total current assets	111,166	90,878	89,334	93,360	100,111	107,654	113,417	121,577	125,876	109,896	103,667
Non-current assets											
Other Financial Assets	2	2	2	2	2	2	2	3	3	3	3
Property, infrastructure, plant & equipment	1,560,221	1,645,796	1,683,757	1,718,477	1,753,383	1,787,512	1,826,610	1,865,518	1,907,676	1,936,057	1,955,205
Right-of-use assets	1,015	911	748	1,145	1,006	866	727	588	1,004	861	719
Landfill rehabilitation intangible asset	448	2,447	1,447	3,447	2,447	1,447	3,447	2,447	1,447	3,447	2,447
Total non-current assets	1,561,686	1,649,156	1,685,954	1,723,072	1,756,839	1,789,827	1,830,786	1,868,555	1,910,130	1,940,368	1,958,374
Total assets	1,672,852	1,740,034	1,775,288	1,816,432	1,856,949	1,897,482	1,944,203	1,990,132	2,036,006	2,050,263	2,062,041
Liabilities											
Current liabilities											
Trade and other payables	11,747	12,217	12,499	12,642	12,942	13,290	13,647	13,976	14,392	14,780	15,178
Trust funds and deposits	6,029	6,150	6,335	6,588	6,851	7,125	7,410	7,707	8,015	8,336	8,669
Unearned income/revenue	25,388	9,388	1,626	1,626	1,626	1,659	1,692	1,726	1,760	1,795	1,831
Provisions	13,411	14,323	14,696	13,483	13,835	15,433	14,653	15,055	16,357	15,920	16,555
Interest-bearing loans and borrowings	5,626	2,368	2,607	2,395	2,462	241	254	267	280	295	310
Lease liabilities	133	148	106	126	131	136	141	106	138	145	151
Total current liabilities	62,334	44,594	37,869	36,860	37,848	37,884	37,797	38,836	40,942	41,271	42,694
Non-current liabilities											
Provisions	16,428	17,571	15,715	18,456	18,237	16,823	19,602	19,402	18,333	21,146	20,780
Interest-bearing loans and borrowings	9,145	9,277	6,504	4,109	1,646	1,405	1,151	885	604	310	-
Lease liabilities	946	810	735	1,109	977	841	700	593	970	825	673
Total non-current liabilities	26,519	27,658	22,954	23,674	20,861	19,069	21,453	20,880	19,908	22,281	21,453
Total liabilities	88,853	72,252	60,823	60,534	58,709	56,954	59,250	59,716	60,850	63,551	64,147
Net assets	1,583,999	1,667,782	1,714,465	1,755,898	1,798,241	1,840,528	1,884,953	1,930,417	1,975,156	1,986,712	1,997,895
Equity											
Accumulated surplus	901,348	953,706	962,724	966,704	970,743	973,039	975,246	980,407	988,502	1,014,235	1,034,033
Reserves	682,651	714,076	751,741	789,194	827,498	867,489	909,708	950,010	986,653	972,477	963,862
Total equity	1,583,999	1,667,782	1,714,465	1,755,898	1,798,241	1,840,528	1,884,953	1,930,417	1,975,156	1,986,712	1,997,895

3.3 Statement of Changes in Equity

	Total	Accumulated Surplus	Revaluation Reserve	Other Reserves
	$'000	$'000	$'000	$'000
2024/25 Forecast Actual				
Balance at beginning of the financial year	1,535,616	882,908	644,670	8,038
Surplus/(deficit) for the year	19,434	19,434	-	-
Net asset revaluation increment/(decrement)	28,949	-	28,949	-
Transfers (to)/from other reserves	-	(994)	-	994
Balance at end of the financial year	**1,583,999**	**901,348**	**673,619**	**9,032**
2025/26				
Balance at beginning of the financial year	1,583,999	901,348	673,619	9,032
Surplus/(deficit) for the year	52,578	52,578	-	-
Net asset revaluation increment/(decrement)	31,205	-	31,205	-
Transfers (to)/from other reserves	-	(220)	-	220
	-	-	-	-
Balance at end of the financial year	**1,667,782**	**953,706**	**704,824**	**9,252**
2026/27				
Balance at beginning of the financial year	1,667,782	953,706	704,824	9,252
Surplus/(deficit) for the year	13,767	13,767	-	-
Net asset revaluation increment/(decrement)	32,916	-	32,916	-
Transfers (to)/from other reserves	-	(4,749)	-	4,749
	-	-	-	-
Balance at end of the financial year	**1,714,465**	**962,724**	**737,740**	**14,001**
2027/28				
Balance at beginning of the financial year	1,714,465	962,724	737,740	14,001
Surplus/(deficit) for the year	7,664	7,664	-	-
Net asset revaluation increment/(decrement)	33,769	-	33,769	-
Transfers (to)/from other reserves	0	(3,684)	-	3,684
	-	-	-	-
Balance at end of the financial year	**1,755,898**	**966,704**	**771,509**	**17,685**
2028/29				
Balance at beginning of the financial year	1,755,898	966,704	771,509	17,685
Surplus/(deficit) for the year	7,785	7,785	-	-
Net asset revaluation increment/(decrement)	34,557	-	34,557	-
Transfers (to)/from other reserves	0	(3,747)	-	3,747
	-	-	-	-
Balance at end of the financial year	**1,798,241**	**970,743**	**806,067**	**21,432**
2029/30				
Balance at beginning of the financial year	1,798,241	970,743	806,067	21,432
Surplus/(deficit) for the year	6,939	6,939	-	-
Net asset revaluation increment/(decrement)	35,348	-	35,348	-
Transfers (to)/from other reserves	0	(4,642)	-	4,642
	-	-	-	-
Balance at end of the financial year	**1,840,528**	**973,039**	**841,415**	**26,074**

3.3 Statement of Changes in Equity

	Total $'000	Accumulated Surplus $'000	Revaluation Reserve $'000	Other Reserves $'000
2030/31				
Balance at beginning of the financial year	1,840,528	973,039	841,415	26,074
Surplus/(deficit) for the year	8,302	8,302	-	-
Net asset revaluation increment/(decrement)	36,123	-	36,123	-
Transfers (to)/from other reserves	0	(6,095)	-	6,095
	-	-	-	-
Balance at end of the financial year	**1,884,953**	**975,246**	**877,539**	**32,169**
2031/32				
Balance at beginning of the financial year	1,884,953	975,246	877,539	32,169
Surplus/(deficit) for the year	8,468	8,468	-	-
Net asset revaluation increment/(decrement)	36,996	-	36,996	-
Transfers (to)/from other reserves	(0)	(3,306)	-	3,306
	-	-	-	-
Balance at end of the financial year	**1,930,417**	**980,407**	**914,534**	**35,475**
2032/33				
Balance at beginning of the financial year	1,930,417	980,407	914,534	35,475
Surplus/(deficit) for the year	6,876	6,876	-	-
Net asset revaluation increment/(decrement)	37,862	-	37,862	-
Transfers (to)/from other reserves	(0)	1,219	-	(1,219)
	-	-	-	-
Balance at end of the financial year	**1,975,156**	**988,502**	**952,397**	**34,257**
2033/34				
Balance at beginning of the financial year	1,975,156	988,502	952,397	34,257
Surplus/(deficit) for the year	7,493	7,493	-	-
Net asset revaluation increment/(decrement)	4,063	-	4,063	-
Transfers (to)/from other reserves	0	18,239	-	(18,239)
	-	-	-	-
Balance at end of the financial year	**1,986,712**	**1,014,235**	**956,460**	**16,017**
2034/35				
Balance at beginning of the financial year	1,986,712	1,014,235	956,460	16,017
Surplus/(deficit) for the year	6,005	6,005	-	-
Net asset revaluation increment/(decrement)	5,178	-	5,178	-
Transfers (to)/from other reserves	(0)	13,793	-	(13,793)
	-	-	-	-
Balance at end of the financial year	**1,997,895**	**1,034,033**	**961,638**	**2,224**

LATROBE CITY COUNCIL

3.4 Statement of Cash Flows

	Forecast / Actual 2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000	2028/29 $'000	2029/30 $'000	2030/31 $'000	2031/32 $'000	2032/33 $'000	2033/34 $'000	2034/35 $'000
	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)
Cash flows from operating activities											
Rates and charges	94,911	99,484	98,649	106,556	107,460	110,504	113,767	117,122	120,539	124,071	127,686
Statutory fees and fines	2,972	3,031	3,287	3,499	3,585	3,676	3,768	3,862	3,958	4,057	4,159
User fees	12,912	12,336	13,378	14,239	14,591	14,960	15,334	15,720	16,108	16,513	16,926
Grants - operating	36,822	40,255	34,628	36,697	37,245	37,812	38,379	38,956	39,537	40,132	40,734
Grants - capital	34,826	39,948	10,584	4,738	4,650	4,651	4,651	4,651	4,651	4,651	4,651
Contributions - monetary	1,536	320	6,708	4,979	6,800	5,460	6,345	6,053	3,997	4,152	2,164
Interest received	5,807	4,400	4,050	3,825	3,600	3,605	3,605	3,605	3,605	3,605	3,605
Trust funds and deposits taken	-	121	185	253	264	274	285	296	308	321	333
Other receipts	4,262	2,637	2,170	2,677	2,545	2,787	2,733	2,868	3,033	2,987	3,179
Net GST refund / payment	3,800	3,900	4,063	4,080	4,066	4,042	4,547	4,623	4,975	6,977	6,347
Employee costs	(66,482)	(69,289)	(71,073)	(72,517)	(73,945)	(75,435)	(76,944)	(78,494)	(80,041)	(81,653)	(83,286)
Materials and services	(64,392)	(62,715)	(55,940)	(56,664)	(57,736)	(59,418)	(61,201)	(63,062)	(64,903)	(66,876)	(68,882)
Short-term, low value and variable lease	(165)	(146)	(150)	(153)	(157)	(157)	(157)	(157)	(157)	(157)	(157)
Trust funds and deposits repaid	(279)	-	-	-	-	-	-	-	-	-	-
Other payments	(5,066)	(4,720)	(7,371)	(7,508)	(6,050)	(6,182)	(7,556)	(6,548)	(6,714)	(7,779)	(7,099)
Net cash provided by/(used in) operating activities	61,464	69,562	43,167	44,700	46,916	46,578	47,555	49,495	48,897	50,999	50,357
Cash flows from investing activities											
Payments for property, infrastructure, plant and equipment	(59,709)	(87,306)	(42,466)	(38,533)	(38,450)	(37,317)	(42,532)	(41,974)	(45,218)	(67,874)	(57,135)
Proceeds from sale of property, infrastructure, plant and equipme	1,175	835	937	956	975	994	1,014	1,034	1,055	1,076	1,098
Payments for investments (term deposits)	-	-	(0)	(5,000)	(5,000)	(10,000)	(5,000)	(10,000)	(0)	-	-
Proceeds from sale of investments (term deposits)	5,000	25,000	-	-	-	-	-	-	-	15,000	5,000
Net cash provided by/ (used in) investing activities	(53,534)	(61,471)	(41,529)	(42,577)	(42,476)	(46,323)	(46,518)	(50,940)	(44,163)	(51,798)	(51,037)
Cash flows from financing activities											
Finance costs	(364)	(318)	(330)	(258)	(187)	(120)	(77)	(64)	(52)	(38)	(24)
Proceeds from borrowings	-	2,500	-	-	-	-	-	-	-	-	-
Repayment of borrowings	(2,217)	(5,626)	(2,534)	(2,607)	(2,395)	(2,462)	(241)	(254)	(267)	(280)	(295)
Interest paid - lease liability	(46)	(44)	(36)	(36)	(47)	(42)	(37)	(32)	(33)	(44)	(37)
Repayment of lease liabilities	(148)	(158)	(117)	(136)	(127)	(131)	(136)	(142)	(146)	(138)	(146)
Net cash provided by/(used in) financing activities	(2,775)	(3,646)	(3,017)	(3,036)	(2,756)	(2,755)	(491)	(492)	(497)	(500)	(501)
Net increase/(decrease) in cash & cash equivalents	5,155	4,445	(1,380)	(914)	1,684	(2,500)	546	(1,937)	4,237	(1,299)	(1,181)
Cash and cash equivalents at the beginning of the financial year	5,339	10,494	14,939	13,559	12,645	14,329	11,829	12,376	10,438	14,675	13,376
Cash and cash equivalents at the end of the financial year	10,494	14,939	13,559	12,645	14,329	11,829	12,376	10,438	14,675	13,376	12,195

LATROBE CITY COUNCIL

3.5 Statement of Capital Works

	Forecast / Actual 2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property											
Land	390	-	-	-	-	-	-	-	-	-	-
Buildings	11,001	51,675	10,509	3,881	3,978	4,326	4,775	4,587	4,587	4,770	4,684
Heritage buildings	88	-	-	-	-	-	-	-	-	-	-
Total property	11,479	51,675	10,509	3,881	3,978	4,326	4,775	4,587	4,587	4,770	4,684
Plant and equipment											
Heritage plant and equipment	14	14	14	15	15	15	16	17	17	18	19
Plant, machinery and equipment	4,561	3,200	3,280	3,362	3,446	3,532	3,673	3,820	3,973	4,132	4,297
Fixtures, fittings and furniture	82	10	10	11	11	11	11	12	12	13	13
Computers and telecommunications	901	850	871	893	915	938	976	1,015	1,055	1,098	1,142
Total plant and equipment	5,558	4,074	4,176	4,280	4,387	4,497	4,677	4,864	5,058	5,261	5,471
Infrastructure											
Roads	19,466	14,520	14,826	15,798	16,108	16,426	17,972	17,862	18,053	17,574	17,375
Bridges	280	1,777	1,321	1,477	1,915	1,961	2,040	2,122	1,717	1,795	1,886
Footpaths and cycleways	1,487	1,012	1,037	1,063	1,090	1,117	1,162	1,208	1,257	1,307	1,359
Drainage	3,377	1,006	1,032	1,058	1,084	1,112	1,156	1,202	1,250	1,300	1,352
Recreational, leisure and community facilities	2,513	11,161	3,228	1,996	2,015	2,034	2,065	2,098	2,132	2,167	2,203
Waste management	2,092	250	513	3,152	269	552	3,444	298	621	3,874	336
Parks, open space and streetscapes	2,328	1,606	1,024	1,043	1,063	1,083	1,117	1,151	1,187	1,225	1,264
Off street car parks	9,463	225	231	236	242	248	258	269	279	291	302
Other infrastructure *	1,666	-	709	1,045	2,803	568	-	2,497	4,966	22,141	15,707
Total infrastructure	42,672	31,557	23,921	26,869	26,589	25,102	29,214	28,707	31,462	51,673	41,785
Total capital works expenditure	59,709	87,306	38,606	35,030	34,955	33,925	38,665	38,158	41,107	61,704	51,941
Represented by:											
New asset expenditure	17,388	46,095	9,188	1,323	3,082	848	281	2,779	5,250	22,426	15,993
Asset renewal expenditure	26,745	28,878	27,346	32,149	30,291	31,472	36,740	33,694	34,130	37,506	34,130
Asset upgrade expenditure	15,576	12,333	2,072	1,558	1,581	1,605	1,644	1,685	1,728	1,772	1,818
Total capital works expenditure	59,709	87,306	38,606	35,030	34,955	33,925	38,665	38,158	41,107	61,704	51,941
Funding sources represented by:											
Grants	20,540	55,947	11,053	4,650	4,650	4,650	4,650	4,650	4,650	4,650	4,650
Council cash	39,169	28,859	27,553	30,380	30,305	29,275	34,015	33,508	36,457	57,054	47,291
Borrowings	-	2,500	-	-	-	-	-	-	-	-	-
Total capital works expenditure	59,709	87,306	38,606	35,030	34,955	33,925	38,665	38,158	41,107	61,704	51,941

* Other Infrastructure includes Developer Contribution Plan (DCP) payments for infrastructure assets which will be reallocated to the relevant infrastructure asset class upon receipt.

4. Strategies and Plans

This section describes the strategies and plans that support the 10-year financial projections included to the Financial Plan.

4.1 Borrowing Strategy

Current Debt Position

The total amount borrowed as at 30 June 2025 is $14.8 million.

Council's current borrowings primarily relate to a range of major infrastructure projects including the construction of the Gippsland Regional Aquatic Centre, Gippsland Performing Arts Centre, Gippsland Regional Indoor Sports Stadium, Stage 2 of the Moe Rail Precinct and upgrade to Kernot Hall in Morwell.

Loans are fixed interest spanning 10 years with all current borrowings due to be repaid by June 2030.

Future Borrowing Requirements

The Financial Plan limits new borrowings to 2025/26, these being associated with the development of Gaskin Park Churchill. Councils Loan Borrowing Policy allows Council to borrow to:

- Fund new assets, borrowings are normally used in conjunction with other government funding opportunities, these opportunities are considered as they become available.
- Fund lump sum funding calls by the Trustee of the Local Authorities Superannuation Fund (LASF) associated with the Defined Benefits Superannuation scheme, or
- Provide bridging finance for Development Contribution Plans (DCP's) where interest costs can be recouped by Council through the DCP scheme.

New borrowings are considered as part of the annual budget process, there are no other identified future borrowings, however the identification of amounts and timing of possible borrowings associated with DCP's has not been identified and may include future borrowings in order to fund Council's contribution towards infrastructure needs.

DRAFT ASSET PLAN 2025-35- PUBLIC EXHIBITION

PURPOSE

To present the Asset Plan 2025–35 (Draft Plan) and to seek Council's endorsement to present the draft Plan for public exhibition in accordance with the requirements of the *Local Government Act 2020* and Council's Community Engagement Policy.

EXECUTIVE SUMMARY

- The *Local Government Act 2020* requires an Asset Plan to be adopted by Council prior to 31 October, in the year following a Council election.
- This first revision of the Draft Plan links with Council's Community Vision, Council Plan and Financial Plan.
- The Draft Plan compares the allocated asset renewal funding against the renewal funding required to renew Council's assets.
- The Draft Plan outlines the status of Council's infrastructure asset portfolio in terms of quantity, value, condition state, funding needs and allocated funding, noting the following in this version:
    - Inclusion of recent high value projects such as Gippsland Performing Arts Centre (GPAC) and Gippsland Regional Aquatic Centre (GRAC) has increased the average condition of the entire portfolio.
    - The average asset condition is Very Good to Good.
    - There are $59.3 million worth of assets that are Very Poor or at End of Life condition.
    - Latrobe City's required annual renewal expenditure is $39.1 million
    - The allocated annual renewal budget is $23.6 million
    - The resultant annual renewal gap (shortfall) is $15.5 million.
    - In addition to renewal funding Latrobe City spends $21.4 million on infrastructure asset maintenance, noting:
        - Maintenance expenditure needs to increase $226,000 per annum to keep pace with the growth in assets due to capital projects and assets gifted to Council through residential development.
- The Draft Plan presents the implications regarding current allocated funding upon future asset condition/serviceability and, subsequently, the assets ability to support the delivery of Council Services.

- Over the 10-year life of the Draft Plan, there is a cumulative shortfall of $154 million in required renewal funding against available funds nominated in the Financial Plan, to renew infrastructure assets.
- This level of under-funding is a significant risk to Council with respect to keeping assets in service over the medium to long term.
- Working through the issues of financial sustainability, asset management and service delivery, is a large strategic piece of work that needs to be undertaken given the financial limitations Council faces moving forward.

OFFICER'S RECOMMENDATION

That Council:

1. **endorses the draft Asset Plan 2025-35 at Attachment 1 to be released for community feedback;**
2. **gives notice that the draft Asset Plan 2025-35 will be made available for review at Council Headquarters, Service Centres and on Council's website; and**
3. **invites written submissions from the public to be received by no later than 5pm 23 September 2025.**

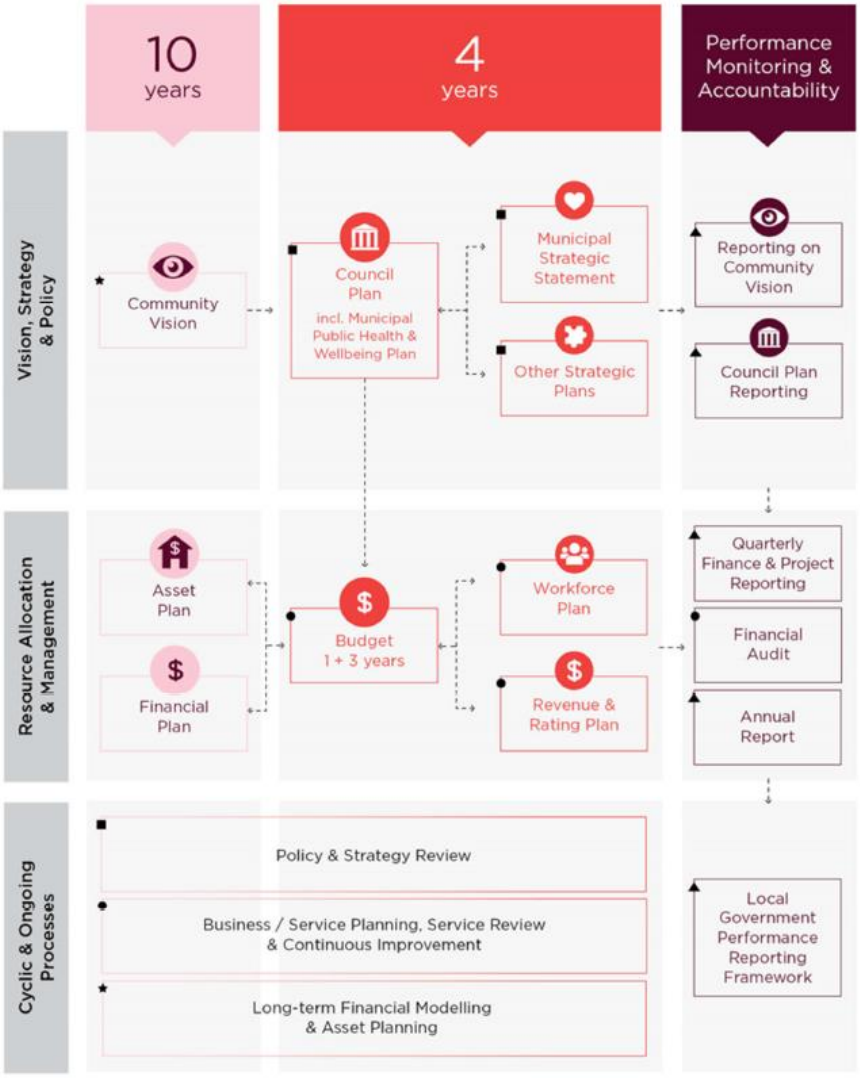
BACKGROUND

Section 92 of the Local Government Act 2020 requires Council to adopt an Asset Plan prior to 31 October, in the year following a Council election. The first version of the Asset Plan was adopted in June 2022, with subsequent versions being adopted along with the Council Plan and Financial Plan.

The Asset Plan is to be developed in accordance with Council's deliberative engagement practices and is to provide information with regards to each class of infrastructure assets under the control of Council.

The Asset Plan forms part of Council's Asset Management System, which comprises the Asset Management Policy, the Asset Management Strategy and Asset Management Plans. The Asset Plan is a 10-year forward document that draws key information from the other asset management documentation and the Financial Plan.

The Asset Plan is the linkage document between Asset Management Planning and the Strategic Management Planning stipulated in the *Local Government Act 2020*.



*Shapes represent what elements inform or are informed by each other.

The Asset Plan provides contextual information that can be drawn upon for the implementation of the Council Plan while also detailing any ramifications, both positive and negative, with respect to the level of funding provided in the Financial Plan 2025 – 2035.

ANALYSIS

Comparison of this Draft Plan with the Asset Plan 2020-2031 highlights the impacts of both the increases in the number, and value, of assets. These increases are driven by assets gifted through urban development, assets created through Council delivered capital projects and assets found through inventory undertaken for previously unvalued asset classes. The other significant driver of increasing asset value is increases to the under lying unit rates of replacement of assets. The unit rates are reviewed annually and brought into the value as part of annual valuation.

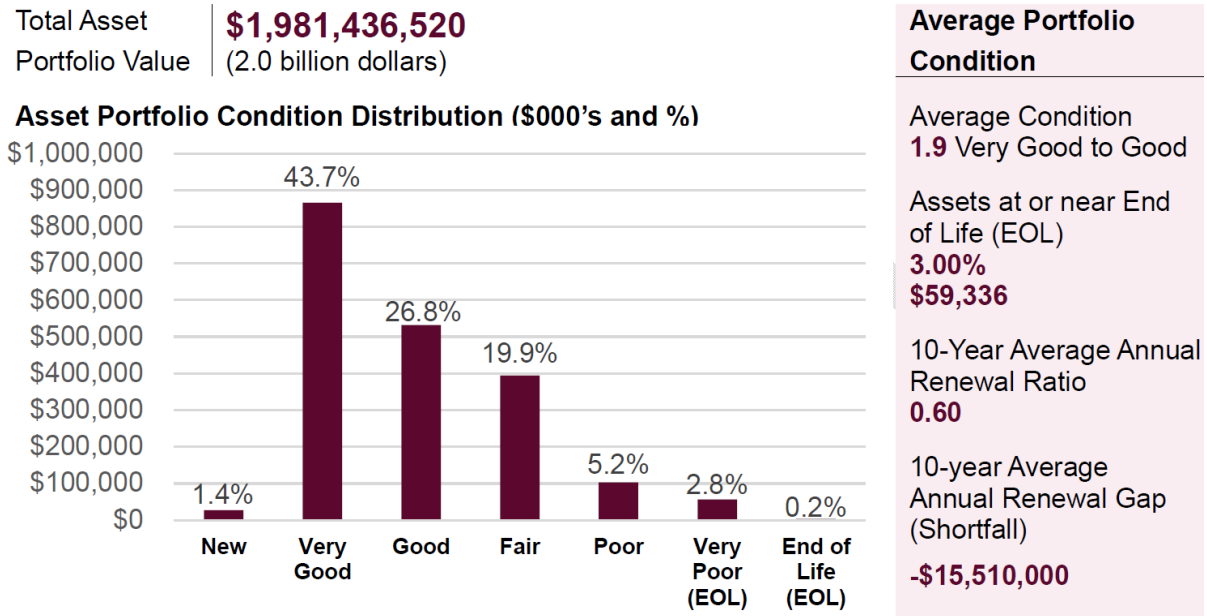


Figure 2: Overview of current Asset portfolio

Category	Asset Plan 2022-32	Draft Plan Asset Plan 2025-35	Value Adjustment (+/-)
Infrastructure Asset Value	$1,596,925,922.00	$1,981,436,520.00	$384,510,598 (+)
Annual Renewal Budget	$21,594,603.63	$23,625,000.00	$2,030,396.37 (+)
Annual Maintenance Budget	$11,479,646.06	$14,312,329.00	$2,832,682.94 (+)
New, Upgrade, Expansion	$10,801,000.00	$4,559,000.00	$6,242,000 (-)
Infrastructure Asset Annual Budget	$43,875,249.69	$42,496,329.00	$1,378,920.69 (-)
Average Asset Portfolio Condition	2.2% Good to Fair	1.90% Very Good to Good	0.30% (-)
% of Assets at End of Life	1.84%	3.00%	1.16% (+)
Value of Assets at End of Life	$29,350,413	$59,336,222.00	$29,985,809 (+)
Average Required Renewal	$29,564,693.60	$39,119,899.00	$9,555,205.40 (+)

Category	Asset Plan 2022-32	Draft Plan Asset Plan 2025-35	Value Adjustment (+/-)
Average Annual Renewal Gap (Deficient)	$7,960,090.00	$15,510,000.00	$7,534,809 (+) Increased deficient
Renewal Ratio	0.73%	0.60%	0.13% (-)

Table 1: Value changes to key infrastructure indicators from the current Asset Plan (2022-32)

This upward trend in the key indicators presents a situation where Council continues to gain more assets in number and value. Increase in renewal expenditure is not keeping up with the increasing renewal expenditure demand due to growth in assets. Though the average condition of assets is improving, this is being driven mostly by large value projects creating new assets (i.e., GSEP etc.). The current value of assets at end of life is increasing by $7.534 million annually.

Financial sustainability, including asset management and service delivery is a large strategic piece of work required to be undertaken given the financial limitations Council faces moving forward.

The Asset Management Strategy, due for review within the life of this Council Term, outlines options available to address the funding shortfall in relation to assets.

- Reducing and/or repurposing assets to maximise their usage.
- Users to share assets instead of having individual spaces.
- Reduce the level of asset maintenance and renewal, which may increase Council's risk profile with respect to service delivery.
- Reduce the services provided by Council and/or increase the funding available through a User Pay contribution.
- Seek further grant funding specifically for renewal activities.
- Adopt a 'Renewal First' position with respect to the allocation of available capital.

RISK ASSESSMENT

RISK	RISK RATING	TREATMENT
COMPLIANCE Assets not maintained in a manner to ensure safety to the users.	**Medium** *Possible* x *Moderate*	Regular safety inspections. Periodic condition inspections.

RISK	RISK RATING	TREATMENT
SERVICE DELIVERY Council Services will not be able to be maintained at their current level.	**High** *Almost Certain* x *Moderate*	Asset Demand Planning to be conducted. Asset utilisation to be investigated.
FINANCIAL The cost to maintain and renew assets exceeds the available funding.	**Extreme** *Almost Certain* x *Major*	Asset Demand Planning to be conducted. Various funding models to be investigated. Investigate asset disposal. Investigate reducing service levels.
FINANCIAL New, expanded or upgraded assets will increase the amount of unfunded renewal required.	**High** *Likely* x *Major*	The impact of the cost of asset provision to be included in all Service Plans. No assets created, upgraded or expanded unless they are fully funded in the long term.
FINANCIAL The condition of assets deteriorates the cost of maintenance increases.	**Extreme** *Almost Certain* x *Major*	Prioritise maintenance and renewal activities. Monitor the condition of assets periodically.
STRATEGIC Councils reputation decreases due to asset condition reducing or services not being able to be delivered to their current level.	**High** *Likely* x *Moderate*	Service Planning to be conducted. Asset utilisation to be investigated. Increased funding to be investigated.

CONSULTATION

According to the *Local Government Act 2020*, Council is required to prepare the Asset Plan in accordance with its deliberative engagement practices.

Council conducted a community survey to help develop the Council Plan 2025-29, included were key questions that invited feedback on strategic asset management. This feedback was used in the development of the Draft Plan.

The prioritised vision statements were used to develop the Community Vision, which in turn has been used to inform the Draft Plan and will also inform a range of Council's future strategic work, projects and service delivery.

Key issues that the community raised, include:

- balancing the Council's assets through the construction of new assets and disposal of old;
- assets to be efficiently utilised and the community supported shared use facilities; and
- assets to be Fit for Purpose and to be maintained in a reasonable condition.

COMMUNICATION

Communications have been part of the Council Plan discussions and are outlined in Consultation above.

The *Local Government Act 2020* obliges Councils to undertake public notification including hearing submissions. This is reiterated by Section 223 of the *Local Government Act 1989*.

Once endorsed by Council for consultation (proposed for the August 2025 Council Meeting), the public will be informed and encouraged to participate in the review process. Copies of the Draft Plan will be available for viewing on Council's website and hard copies within Council's Service Centres.

Table 2 details the proposed timeline for the review and consultation process subject to adjustment according to any changes resulting from public submissions or further requests for information.

Proposed Review and consultation timetable (Table 1)

Process	**Time**
Review (Internal) of Asset Plan 2022- 2032 (Current Version)	Completed
Consultation with Internal stakeholders (i.e. Finance, City Presentation, Asset management etc.) Develop an initial Draft Asset Plan 2025-2035	Completed
Report to Council (Briefing)	Completed
Report to Ordinary Council Meeting for endorsement to undertake public consultation	25 August 2025

Process	Time
Exhibit the Draft Asset Plan 2025-2035 at: • Council's Service Centre's • Council's Social Media outlets Advertise its availability for comment and review in the: • Latrobe Valley Express	4 weeks September 2025
Revised draft of the Asset Plan 2025-2035 to Council presenting submissions	6 October 2025
Final Report and revised draft of the Asset Plan to Council seeking adoption of the Asset Plan 2025-2035	27 October 2025

Table 2: Proposed Review and consultation timetable

DECLARATIONS OF INTEREST

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 2020*.

APPENDIX 1 IMPACT ASSESSMENT

Gender

A Gender Impact Assessment (GIA) under the *Gender Equality Act 2020* has not been conducted as this matter does not involve a program, service or policy with a significant and direct impact on the community.

Social

No direct social consequences though financial limitations may restrict related programs or projects.

Cultural

Not applicable.

Health

No direct social health consequences though financial limitations may restrict related programs or projects.

Environmental

No direct social health consequences though financial limitations may restrict related programs or projects.

Economic

Not applicable.

Financial

The Asset Plan highlights the financial challenge that faces Council in funding the required renewal requirements for infrastrcutures assets.

Attachments

1. Draft LCC Asset Plan 2025-35

8.2

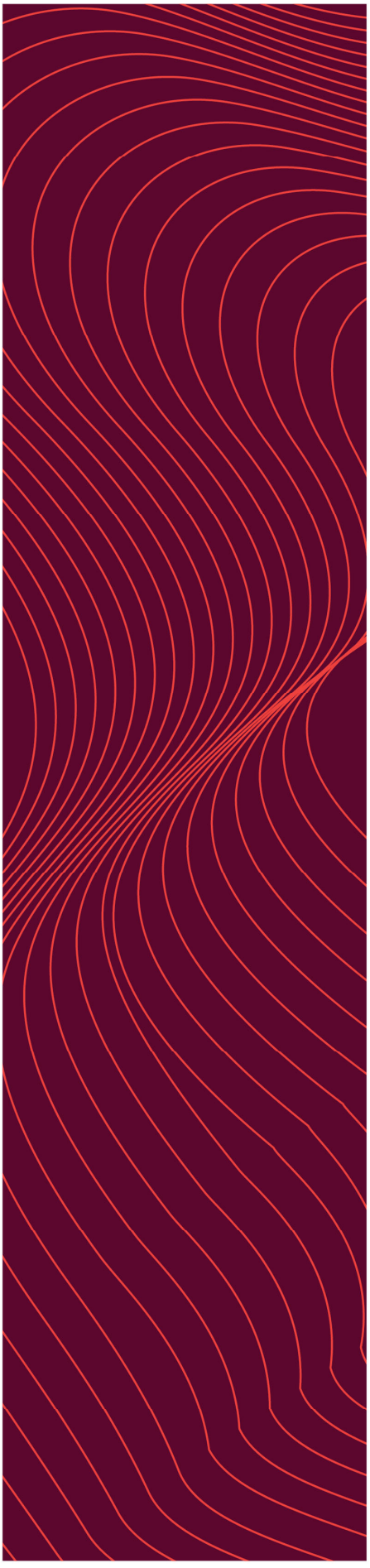
Draft Asset Plan 2025-35- Public Exhibition

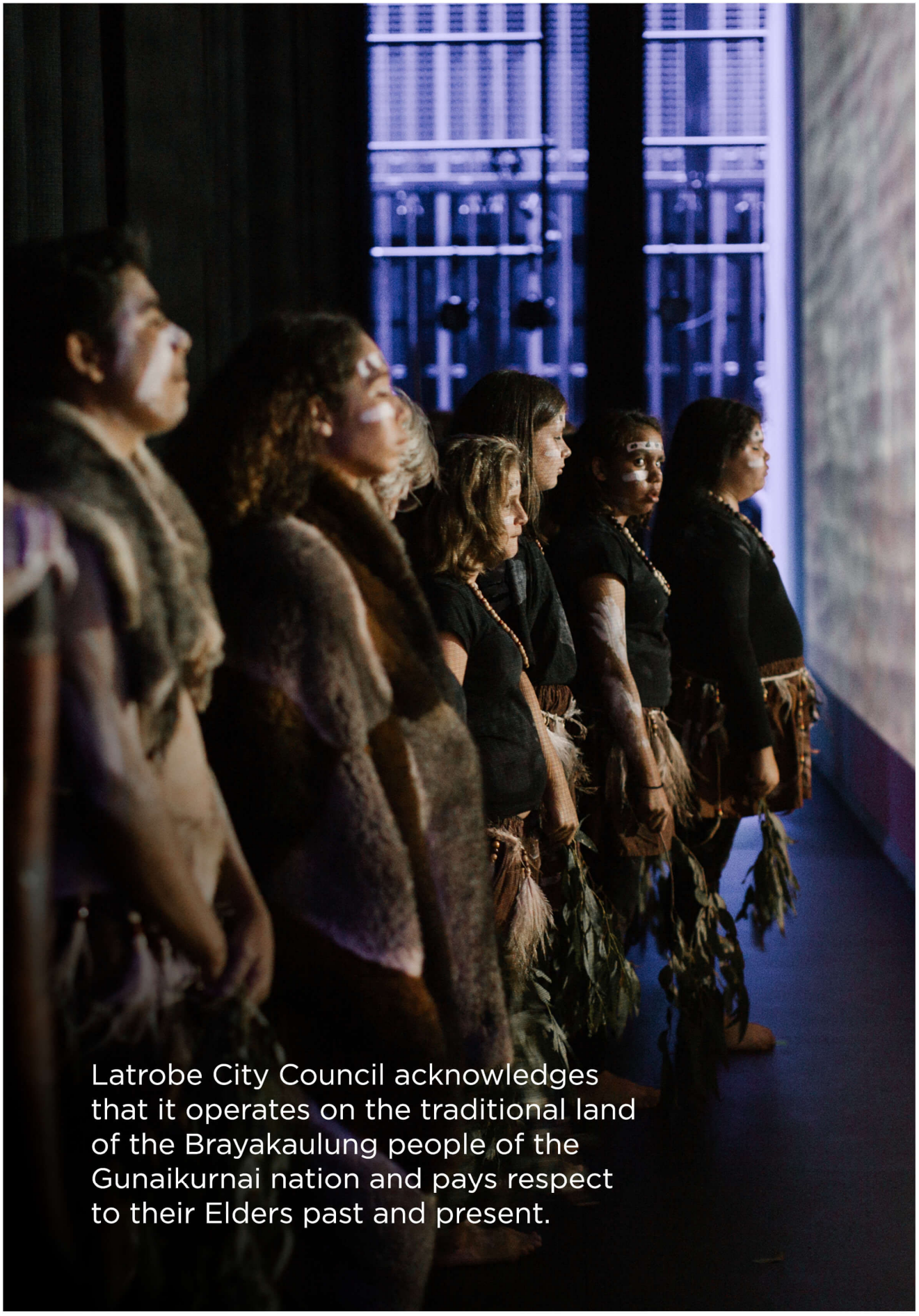
1 Draft LCC Asset Plan 2025-35..... 45

LATROBE CITY COUNCIL

DRAFT

Asset Plan 2025-35




Latrobe City Council acknowledges
that it operates on the traditional land
of the Brayakaulung people of the
Gunaikurnai nation and pays respect
to their Elders past and present.

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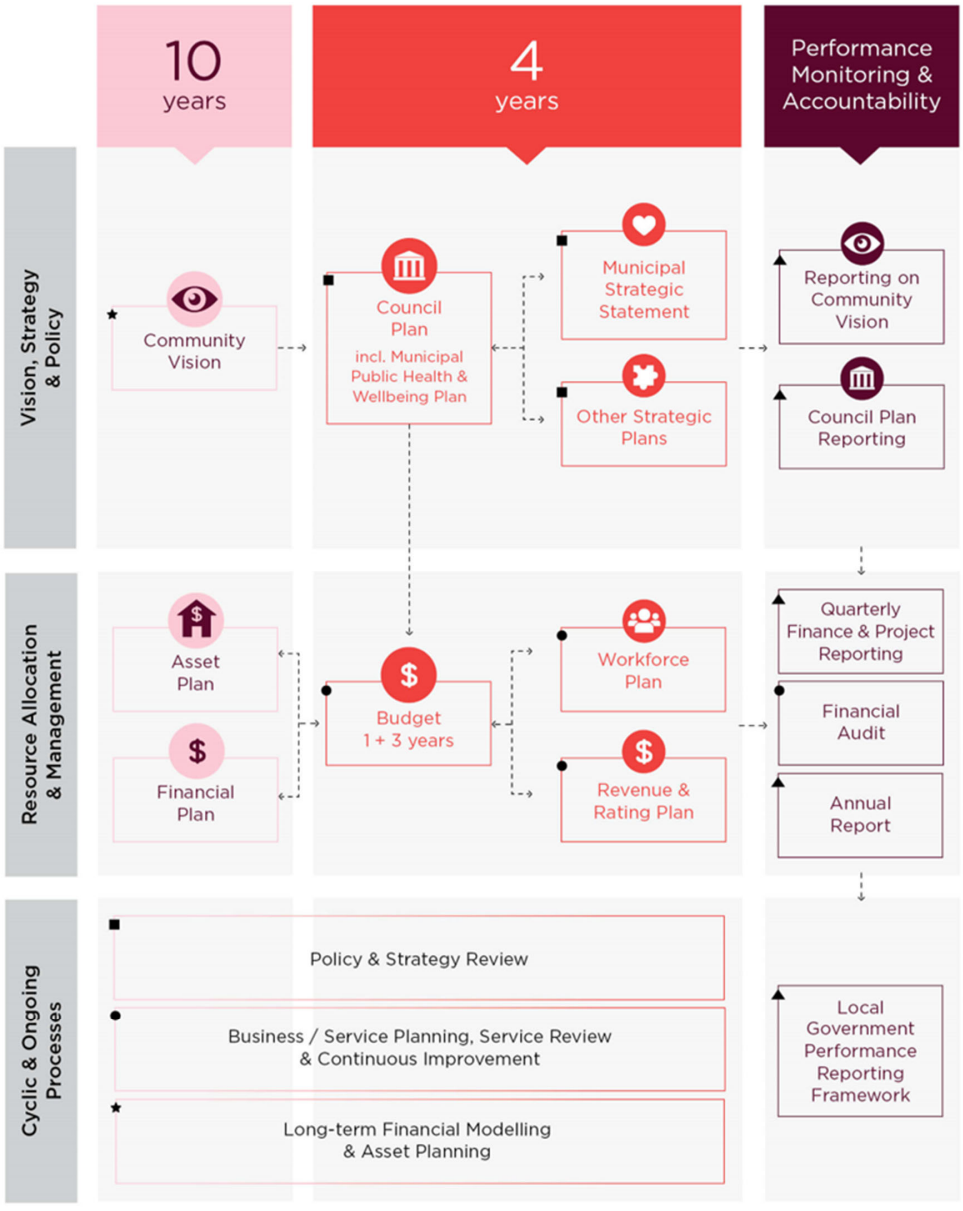
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Legislative Requirements

The Asset Plan links to the Latrobe City Community Vision, Council Plan and Finance Plan within the integrated Strategic Planning and Reporting framework.

This framework guides the Council in identifying community needs and aspirations over the long-term (Community Vision), medium-term (Council Plan and Financial Plan) and short-term (Annual Budget) and then holding itself accountable (Annual Report).

The following diagram provides an overview of the core legislated elements of an integrated strategic planning and reporting framework and outcomes. It demonstrates how each element might inform or be informed by other parts of the framework.



*Shapes represent what elements inform or are informed by each other.

Strategic Planning Principles

The Asset Plan provides a 10-year direction as to how the Council Plan and Finance Plan actions and forecasts link to the assets which Council manages and/or owns. The Asset Plan forecasts the requirements needed to maintain the assets in a Fit for Purpose state or details the outcomes when those resources are not available.

The Asset Plan is developed in the context of the following strategic planning principles which have been extracted from Local Government Victoria's Asset Plan Guidance 2022 document:

- Council has an integrated approach to planning, monitoring and performance reporting.
- The Asset Plan addresses the Community Vision by detailing any linkage to assets or the services that are provided from them.

The Council Plan aspirations and actions are formulated in the context of the Community Vision. The Asset Plan supports the Finance Plan and articulates the flow on effects of the resources provided on Council's asset base.

Asset Management Principles

The Asset Plan is a component of Council's Asset Management System and is supported by the Asset Management Policy, Asset Management Strategy and Asset Management Plans.

The Asset Plan draws information from the following sources:

- Asset Database (Brightly Assetic Cloud)
- Asset Forecasting Tool (Brightly Predictor)
- Council Plan 2025 – 2029 and Community Vision
- Finance Plan 2025 – 2035

Key guiding principles are:

- Assets are utilised by Council to provide a service to the Community.
- Assets should remain Fit for Purpose.
- Council is to maintain its financial viability.
- Council's Asset Management Practices to remain current and as complete as possible.
- Council's decision making practices to remain open and transparent and to adhere to the requirements of the Local Government Act 2020.

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Engagement Process

Under the Local Government Act 2020, Council is required to prepare the Asset Plan in accordance with its deliberative engagement practices.

Council conducted a community survey to help develop the Council Plan 2025 – 2029, included were key questions that invited feedback on strategic asset management. This feedback was used in the development of the Asset Plan.

The prioritised vision statements were used to develop the Community Vision, which in turn has been used to inform the Asset Plan and will also inform a range of Council's future strategic work, projects and service delivery.

Key issues that the community raised include:

- Balancing the Council's assets through the construction of new assets and disposal of old.
- Assets to be efficiently utilised and the community supported shared use facilities.
- Assets to be Fit for Purpose and to be maintained in a reasonable condition.

Service Performance Principles

Council services are designed for purpose, targeted to community needs and value for money. They are dependent on the assets that support them. The service performance principles are listed below:

- Services are provided in an equitable manner and are responsive to the diverse needs of the community. The Council Plan is designed to identify the key services and projects to be delivered to the community. The Asset Plan provides the mechanism to demonstrate how the service aspirations within the Council Plan and Financial Plan are supported by assets.
- Services are accessible to the relevant users within the community.
- Council provides quality services that provide value for money to the community. The Local Government Performance Reporting Framework (LGPRF) is designed to communicate Council's performance regarding the provision of quality and efficient services.
- Council is developing a performance monitoring framework to continuously improve its service delivery standards.
- Council is developing a service delivery framework that considers and responds to community feedback and complaints regarding service provision.

Asset Plan and Finance Plan Integration

Integration between the Asset Plan and Finance Plan is required under section 89 of the Local Government Act 2020. The purpose of this integration is designed to ensure that future funding is allocated in a manner that supports service delivery in terms of the plans and the effective management of Council's assets into the future. In accordance with the Local Government Act 2020 the requirement for the adoption of the Finance Plan and Asset Plan is by 31 October 2025, therefore the Asset Plan reflects what is adopted in the Finance Plan.

The Asset Plan identifies the operational and strategic practices which will ensure that Council manages assets across their life cycle, while the Financial Plan ensures this will be managed in a financially sustainable manner. The Asset Plan, and associated asset management documents, provide Council with a sound base to understand the risk associated with managing its assets for the community benefit, and the Financial Plan ensures that Council has the financial ability to manage the assets to the requirements of the community.

The Asset Plan is designed to inform the Financial Plan by identifying the amount of capital renewal, backlog and maintenance funding that is required over the life of each asset category. The level of

funding will incorporate knowledge of asset condition, risk profile as well as the impact of reviewing and setting intervention and service levels for each asset class.

In addition to identifying the operational and strategic practices that ensure that Council manages assets across their lifecycle in a financially sustainable manner, the Asset Plan quantifies the asset portfolio and the financial implications of those practices. Together, the Finance Plan and Asset Plan seek to balance projected investment requirements against projected budgets.

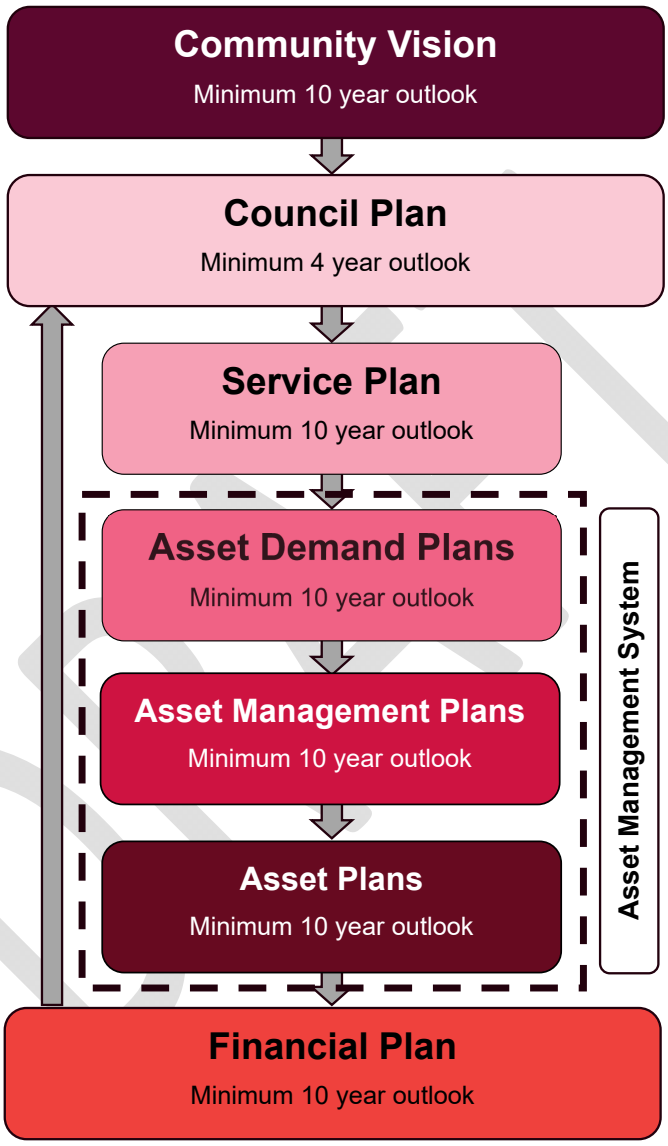


Figure 1 – Relationship of key asset management and strategic documents

Current Asset Status

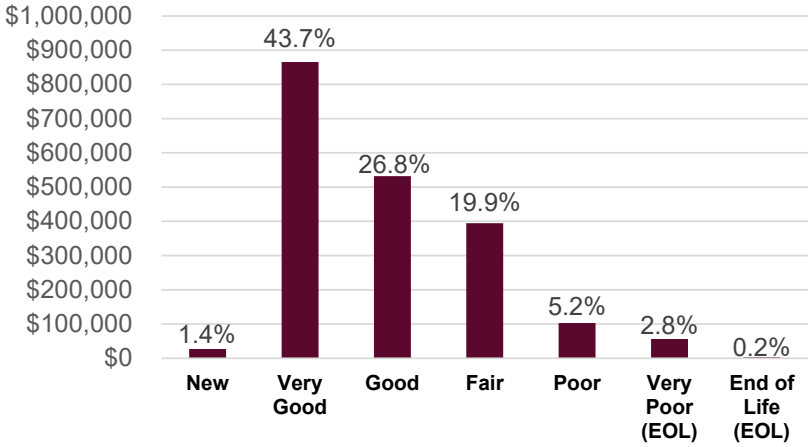
This section provides detail as to the number, value and condition of assets which Council is responsible for.

Asset Quantity and value

Infrastructure Assets

Total Asset Portfolio Value | **$1,981,436,520** (2.0 billion dollars)

Asset Portfolio Condition Distribution ($000's and %)



Average Portfolio Condition

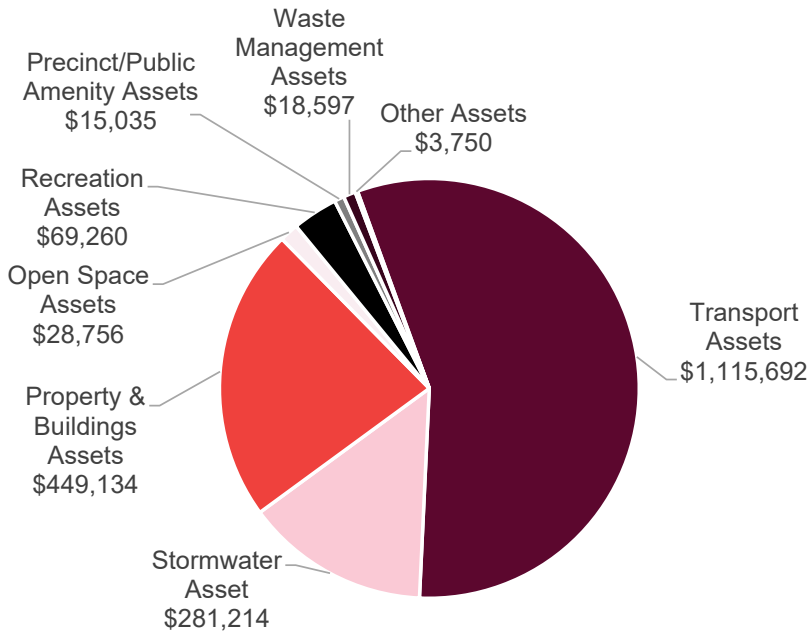
Average Condition
1.9 Very Good to Good

Assets at or near End of Life (EOL)
3.00%
$59,336

10-Year Average Annual Renewal Ratio
0.60

10-year Average Annual Renewal Gap (Shortfall)
-$15,510,000

Asset Portfolio Value Distribution by Asset Category ($000's)



Services provided from Latrobe City's Infrastructure Assets

The following services are provided to the community through Councils assets:
(grouped by Service Categories)

Transport Service
- Property Access
- Movement of freight and people
- Safe Travel
- Wayfinding

Stormwater Service
- Stormwater Management
- Water quality
- Protection from inundation

Precinct/Public Amenity Service
- Streetscapes
- Public Toilets
- Precinct lighting

Open Space Service
- Passive Open Spaces
- Formal Gardens

Conservation Service
- Sustainability
- Biodiversity
- Nature Conservation

Leisure Service
- Indoor sports
- Aquatic centres
- Active and Liveable Communities

Council Operations Service
- Council Services Access
- City Presentation
- Emergency Management
- Council Support Services
- Animal Management
- Libraries

Arts & Tourism Service
- Creative Arts
- Event and exhibition venues
- Events and Tourism
- Built and natural places of interest

Recreation Service
- Active Outdoor Spaces
- Active and healthy communities
- Competitive sport

Latrobe Regional Airport Service
- Airport
- Emergency Management
- Business development

Early Years Service
- Family Health and Development
- Early Learning and Care Preschools

Community Spaces Service
- Meeting Spaces
- Aged and Disability Support
- Community Group Spaces

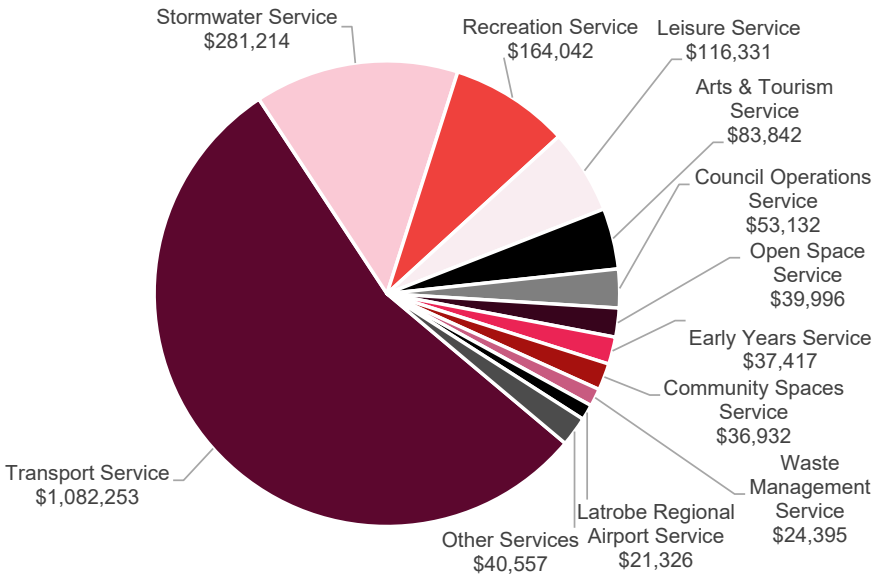
Property & Commerce Service
- Land
- Commercial buildings
- Land improvements

Waste Management Service
- Waste Services
- Landfill
- Transfer stations
- Circular economy

Other Services
- Retaining Walls
- Signage

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Asset Portfolio Value Distribution by Asset Service Category ($000's)



Note: Building and Carpark assets distributed to service categories.

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Asset Quantity and Value

Asset Category/Asset Class	Renewal Determination	Asset Count	Network Measure	Unit	Current Replacement Value ($000's)
Transport					
Sealed Roads	Asset Lifecycle Model	11,963	1,035.30	kilometre	$591,084
Unsealed Roads	Asset Lifecycle Model	719	536.5	kilometre	$162,489
Road Kerbs	Asset Lifecycle Model	9,635	980.3	kilometre	$114,910
Sealed Carparks	Asset Lifecycle Model	215	368,049.50	square metre	$34,953
Unsealed Carparks	Asset Lifecycle Model	60	76864.5	square metre	$6,390
Carpark Kerbs	Asset Lifecycle Model	160	29.5	kilometre	$3,748
Sealed Paths	Asset Inventory	1,886	55.8	kilometre	$109,207
Unsealed Paths	Asset Inventory	243	814.8	kilometre	$2,027
Bridges Vehicular	Asset Lifecycle Model	122	13,410.00	square metre	$60,890
Bridges Pedestrian	Asset Lifecycle Model	61	2,735.00	square metre	$7,512
Aerodrome (Access and Carparks)	Asset Lifecycle Model	15	16,873.00	square metre	$1,681
Aerodrome (Runways)	Asset Lifecycle Model	10	11,668.10	square metre	$1,948
Freight Hub (Not Assessed)	Projection	1	1	each	$15,758
Lighting (Street & Carpark)	Asset Lifecycle Model	140	140	each	$595
Other	Projection	1	1	each	$2,500
Total Transport	**Combined**	**25,231**			**$1,115,692**
Stormwater					
Stormwater Drains (Pipes)	Asset Inventory	21935	693000	metre	$232,014
Stormwater Pits	Asset Inventory	22003	22003	each	$42,527
Stormwater GPTs	Asset Inventory	34	34	each	$2,048
Stormwater Structures	Asset Inventory	4	4	each	$219
Drains, Wetlands & Dams	Asset Inventory	20	20	each	$4,339
Other	Projection	1	1	each	$67
Total Stormwater	**Combined**	**43,997**			**$281,214**
Property & Buildings					
Buildings - Airport	Asset Lifecycle Model	36	443,030.80	square metre	$18,624
Buildings - Arts & Tourism	Asset Lifecycle Model	24	1,130,127.30	square metre	$83,490
Buildings - Commercial	Asset Lifecycle Model	23	2,162,867.90	square metre	$7,873
Buildings - Community Spaces	Asset Lifecycle Model	54	852,843.80	square metre	$34,558
Buildings - Conservation	Asset Lifecycle Model	24	166,686.70	square metre	$1,273
Buildings - Council Operations	Asset Lifecycle Model	34	924,419.40	square metre	$51,863
Buildings - Early Years Services	Asset Lifecycle Model	138	2,108,960.40	square metre	$36,489
Buildings - Leisure	Asset Lifecycle Model	17	3,251,845.50	square metre	$112,914
Buildings - Open Spaces	Asset Lifecycle Model	98	479,652.30	square metre	$3,741
Buildings - Precinct/Public Amenity	Asset Lifecycle Model	20	352,681.10	square metre	$3,217
Buildings - Recreation	Asset Lifecycle Model	404	5,853,034.70	square metre	$75,557
Buildings - Transport Service	Asset Lifecycle Model	12	166,371.10	square metre	$9,251
Buildings - Waste Management	Asset Lifecycle Model	20	52,865.40	square metre	$2,063
Facility Lighting	Asset Lifecycle Model	73	73	each	$147
Fences (Estimated)	Projection	1	1	each	$8,074
Total Property & Buildings	**Combined**	**978**			**$449,134**

Asset Category/Asset Class	Renewal Determination	Asset Count	Network Measure	Unit	Current Replacement Value ($000's)
Open Space					
Youth Precinct	Asset Lifecycle Model	1	1	each	$5,101
Playgrounds	Asset Lifecycle Model	133	133	each	$11,196
Skate Parks	Asset Lifecycle Model	7	7	each	$1,733
BMX/Mountain Bike Tracks	Asset Lifecycle Model	8	8	each	$518
Open Space Furniture	Projection	6,400	6,400	each	$9,229
Open Space Lighting	Asset Lifecycle Model	416	416	each	$979
Total Open Spaces	**Combined**	**6,965**			**$28,756**
Recreation					
Ovals & Playing Surfaces	Asset Lifecycle Model	102	102	each	$20,976
Synthetic Surfaces	Asset Lifecycle Model	4	4	each	$4,733
Sports Lights	Asset Lifecycle Model	341	341	each	$6,856
Pitches & Nets	Asset Lifecycle Model	278	278	each	$1,503
Hard Courts	Asset Lifecycle Model	156	156	each	$12,894
Hard Stands	Asset Lifecycle Model	46	46	each	$809
Exclusion Fences	Asset Lifecycle Model	128	128	each	$1,319
Sports Fence	Asset Lifecycle Model	204	204	each	$6,859
Park Infrastructure	Asset Lifecycle Model	206	206	each	$1,590
Outdoor Furniture	Asset Lifecycle Model	585	585	each	$2,983
Drinking Fountains	Asset Lifecycle Model	13	13	each	$126
Retaining Walls	Asset Lifecycle Model	309	309	each	$2,119
Other	Asset Lifecycle Model	1	1	all	$6,493
Total Recreation	**Combined**	**2,373**			**$69,260**
Precinct/Public Amenity					
Precinct Lighting	Asset Lifecycle Model	49	49	each	$868
Outdoor Furniture (Estimated)	Projection	2,000	2,000	each	$2,500
Retaining Walls (Estimated)	Asset Inventory	100	100	each	$2,500
Town Entry Signage (Estimated)	Asset Inventory	111	111	each	$1,667
Fire Hydrants (Estimated)	Projection	6,000	6,000	each	$7,500
Total Precinct/Public Amenity	**Combined**	**8,260**			**$15,035**
Waste					
Landfill (Estimated)	Asset Inventory	3	3	each	$12,876
Transfer Stations (Estimated)	Asset Lifecycle Model	4	4	each	$1,971
Rubbish Bins (Estimated)	Projection	11,912	11,912	each	$3,750
Total Waste	**Combined**	**11,919**			**$18,597**
Other					
Other	Projection	1	1	all	$3,750
Total Other	**Combined**	**1**			**$3,750**
All Asset Categories	**Combined**	**99,724**			**$1,981,437**

Annual Asset Growth

Asset Category/Asset Class	Annual Growth due to Development %	Annual Growth due to Development ($000's)	Required Annual Renewal ($000's)	Annual Maintenance ($000's)	Annual Growth in Maintenance ($000's)
Transport					
Sealed Roads	0.7%	$4,138	$16,608	$2,651	$19
Unsealed Roads	0.0%	$0	$2,363	$905	$0
Road Kerbs	0.7%	$804	$5,112	$949	$7
Sealed Carparks	0.1%	$34	$699	$130	$0
Unsealed Carparks	0.0%	$0	$91	$22	$0
Carpark Kerbs	0.1%	$4	$51	$13	$0
Sealed Paths	0.7%	$764	$953	$217	$2
Unsealed Paths	0.0%	$0	$209	$23	$0
Bridges Vehicular	0.0%	$0	$609	$17	$0
Bridges Pedestrian	0.1%	$8	$75	$28	$0
Aerodrome (Access and Carparks)	0.0%	$0	$8	$1	$0
Aerodrome (Runways)	0.0%	$0	$11	$4	$0
Freight Hub (Not Assessed)	0.0%	$0	$150	$56	$0
Lighting (Street & Carpark)	0.7%	$4	$10	$79	$1
Other	0.2%	$4	$25	$9	$0
Total Transport	**0.5%**	**$6,538**	**$26,974**	**$5,103**	**$27**
Stormwater					
Stormwater Drains (Pipes)	0.7%	$1,624	$2,320	$1,847	$13
Stormwater Pits	0.7%	$298	$425	$339	$2
Stormwater GTPs	0.3%	$5	$20	$16	$0
Stormwater Structures	0.0%	$0	$2	$2	$0
Drains, Wetlands & Dams	0.3%	$11	$108	$35	$0
Other	0.1%	$0	$1	$1	$0
Total Stormwater	**0.7%**	**$1,938**	**$2,877**	**$2,239**	**$15**
Property & Buildings					
Buildings - Airport	0.0%	$0	$14	$171	$0
Buildings - Arts & Tourism	0.0%	$0	$7	$767	$0
Buildings - Commercial	0.0%	$0	$66	$72	$0
Buildings - Community Spaces	0.0%	$0	$143	$318	$0
Buildings - Conservation	0.0%	$0	$291	$12	$0
Buildings - Council Operations	0.0%	$0	$1,014	$477	$0
Buildings - Early Years Services	0.0%	$0	$1,302	$335	$0
Buildings - Leisure	0.0%	$0	$53	$1,038	$0
Buildings - Open Spaces	0.0%	$0	$40	$34	$0
Buildings - Precinct/Public Amenity	0.0%	$0	$210	$30	$0
Buildings - Recreation	0.0%	$0	$58	$694	$0
Buildings - Transport Service	0.0%	$0	$765	$85	$0
Buildings - Waste Management	0.0%	$0	$1	$19	$0
Facility Lighting	0.0%	$0	$2	$3	$0
Fences (Estimated)	0.0%	$0	$112	$102	$0
Total Property & Buildings	**0.0%**	**$0**	**$4,080**	**$4,157**	**$0**

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Asset Category/Asset Class	Annual Growth due to Development	Annual Growth due to Development	Required Annual Renewal	Annual Maintenance	Annual Growth in Maintenance
	%	($000's)	($000's)	($000's)	($000's)
Open Space					
Youth Precinct	0.0%	$0	$51	$19	$0
Playgrounds	0.1%	$11	$569	$650	$1
Skate Parks	0.0%	$0	$87	$6	$0
BMX/Mountain Bike Tracks	0.0%	$0	$26	$110	$0
Open Space Furniture	0.3%	$23	$561	$72	$0
Open Space Lighting	0.3%	$2	$12	$26	$0
Total Open Spaces	**0.1%**	**$37**	**$1,306**	**$883**	**$1**
Recreation					
Ovals & Playing Surfaces	0.0%	$0	$1,049	$1,368	$0
Synthetic Surfaces	0.0%	$0	$473	$20	$0
Sports Lights	0.0%	$0	$130	$36	$0
Pitches & Nets	0.0%	$0	$75	$99	$0
Hard Courts	0.0%	$0	$645	$43	$0
Hard Stands	0.0%	$0	$8	$3	$0
Exclusion Fences	0.0%	$0	$66	$5	$0
Sports Fence	0.0%	$0	$343	$41	$0
Park Infrastructure	0.0%	$0	$80	$7	$0
Outdoor Furniture	0.0%	$0	$149	$12	$0
Drinking Fountains	0.0%	$0	$3	$1	$0
Retaining Walls	0.0%	$0	$21	$9	$0
Other	0.0%	$0	$65	$27	$0
Total Recreation	**0.0%**	**$0**	**$3,107**	**$1,671**	**$0**
Precinct/Public Amenity					
Precinct Lighting	0.0%	$0	$22	$3	$0
Outdoor Furniture (Estimated)	0.0%	$0	$125	$72	$0
Retaining Walls (Estimated)	0.0%	$0	$25	$41	$0
Town Entry Signage (Estimated)	0.0%	$0	$42	$6	$0
Fire Hydrants (Estimated)	0.7%	$53	$75	$28	$0
Total Precinct/Public Amenity	**0.3%**	**$53**	**$288**	**$150**	**$0**
Waste					
Landfill (Estimated)	0.0%	$0	$322	$69	$0
Transfer Stations (Estimated)	0.0%	$0	$49	$11	$0
Rubbish Bins (Estimated)	0.0%	$0	$94	$20	$0
Total Waste	**0.0%**	**$0**	**$465**	**$100**	**$0**
Other					
Other	0.0%	$0	$38	$14	$0
Total Other	**0.0%**	**$0**	**$38**	**$14**	**$0**
Maintenance Only Assets					
Street Trees	3.1%	$0	$0	$2,732	$84
Garden Beds	0.5%	$0	$0	$899	$4
Grass Mowing	1.2%	$0	$0	$3,390	$42
Wetland Vegetation	39.6%	$0	$0	$131	$52

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Asset Category/Asset Class	Annual Growth due to Development	Annual Growth due to Development	Required Annual Renewal	Annual Maintenance	Annual Growth in Maintenance
	%	($000's)	($000's)	($000's)	($000's)
Total Maintenance Only Assets	**2.5%**	**$0**	**$0**	**$7,151**	**$182**
All Asset Categories	**0.4%**	**$7,788**	**$39,135**	**$21,469**	**$226**

Current Asset condition and projected value of Assets at EOL

Council conducts condition assessments on its assets to determine the value of our assets as well as to determine future works required. The condition rating is:

Council models Asset lifecycle to project the proportion of assets at End of Life (EOL)

Condition Grading	Description of Condition	% of Asset Value	Colour Key
0	**New-** asset has been commissioned and handed over to Council	0% to 5% of Asset Value	0.0%
1	**Very Good-** only planned maintenance required	5% to 10% of Asset Value	5.0%
2	**Good-** minor maintenance required plus planned maintenance	10% to 15% of Asset Value	10.0%
3	**Fair-** significant maintenance required	15% to 25% of Asset Value	15.0%
4	**Poor-** significant renewal/rehabilitation required	25% to 50% of Asset Value	25.0%
5	**Very Poor-** physically unsound and/or beyond renewal/rehabilitation	50% to 100% of Asset Value	50.0%
6	**End of Life (EOL)-** asset is no longer fit for purpose		

Asset Category / Asset Class	Annual Renewal Allocation	Current Average Condition	Condition 5 & 6 2024-25	Condition 5 & 6 2034-35	Condition 5 & 6 2044-45
	($000's)	Condition Grading	%	%	%
Transport					
Sealed Roads	$12,965	1.1	0.1%	0.2%	0.3%
Unsealed Roads	$900	2.6	24.5%	24.5%	24.5%
Road Kerbs	$375	1.6	3.0%	7.4%	18.8%
Sealed Carparks	$200	1.5	0.3%	3.1%	14.5%
Unsealed Carparks	$35	3.9	29.5%	20.6%	53.0%
Carpark Kerbs	$20	1.1	0.8%	2.3%	4.2%
Sealed Paths	$980	2.6	0.2%	0.4%	33.9%
Unsealed Paths	$35	2.4	0.1%	26.4%	52.8%
Bridges Vehicular	$1,050	2.5	1.3%	0.0%	3.5%
Bridges Pedestrian	$725	2.4	1.0%	0.0%	0.0%
Aerodrome (Access and Carparks)	$15	1.6	4.0%	4.8%	4.8%
Aerodrome (Runways)	$0	1.7	3.5%	11.4%	18.4%
Freight Hub (Not Assessed)	$0	0.0	0.0%	0.0%	0.0%
Lighting (Street & Carpark)	$15	2.2	0.9%	9.2%	39.3%
Other	$0	1.5	1.5%	1.5%	3.0%
Total Transport	**$17,315**	1.6	3.9%	4.3%	9.2%

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Asset Category / Asset Class	Annual Renewal Allocation ($000's)	Current Average Condition Condition Grading	Condition 5 & 6 2024-25 %	Condition 5 & 6 2034-35 %	Condition 5 & 6 2044-45 %
Stormwater					
Stormwater Drains (Pipes)	$120	2.4	0.1%	0.0%	1.3%
Stormwater Pits	$50	1.8	0.0%	0.0%	0.0%
Stormwater GTPs	$0	1.6	0.0%	0.0%	0.0%
Stormwater Structures	$250	2.3	1.5%	1.5%	3.0%
Drains, Wetlands & Dams	$200	2.3	1.5%	1.5%	3.0%
Other	$0	2.3	1.5%	1.5%	3.0%
Total Stormwater	**$620**	**2.3**	**0.1%**	**0.0%**	**1.2%**
Property & Buildings					
Buildings - Airport	$150	2.2	1.8%	0.0%	0.0%
Buildings - Arts & Tourism	$200	1.6	1.5%	2.5%	5.2%
Buildings - Commercial	$50	3.0	9.4%	6.9%	14.2%
Buildings - Community Spaces	$305	2.3	0.0%	0.1%	9.1%
Buildings - Conservation	$150	2.1	0.0%	4.3%	19.4%
Buildings - Council Operations	$810	1.6	0.2%	1.5%	4.0%
Buildings - Early Years Services	$1,010	1.9	0.6%	0.0%	0.0%
Buildings - Leisure	$380	1.3	0.0%	0.0%	4.2%
Buildings - Open Spaces	$25	2.3	1.4%	0.0%	3.1%
Buildings - Precinct/Public Amenity	$205	2.0	0.0%	0.0%	0.0%
Buildings - Recreation	$505	2.1	0.6%	1.7%	8.8%
Buildings - Transport Service	$0	1.5	8.2%	9.1%	9.2%
Buildings - Waste Management	$25	2.0	0.4%	0.0%	1.7%
Facility Lighting	$15	1.3	5.2%	0.0%	0.0%
Fences (Estimated)	$0	1.8	1.5%	1.5%	3.0%
Total Property & Buildings	**$3,830**	**1.8**	**0.9%**	**1.3%**	**5.2%**
Open Space					
Youth Precinct	$0	1.0	0.0%	0.4%	8.1%
Playgrounds	$425	1.7	0.4%	26.2%	31.4%
Skate Parks	$15	2.5	0.0%	96.6%	87.7%
BMX/Mountain Bike Tracks	$0	2.1	0.0%	56.6%	100.0%
Open Space Furniture	$75	1.6	0.0%	0.0%	0.0%
Open Space Lighting	$50	2.7	1.9%	0.0%	0.6%
Total Open Spaces	**$565**	**1.6**	**0.2%**	**17.1%**	**20.8%**
Recreation					
Ovals & Playing Surfaces	$230	2.4	0.0%	5.4%	88.5%
Synthetic Surfaces	$85	1.8	0.0%	20.1%	78.7%
Sports Lights	$20	2.1	0.6%	12.2%	79.4%
Pitches & Nets	$0	2.4	6.8%	8.3%	47.4%
Hard Courts	$200	2.1	0.0%	7.2%	65.2%
Hard Stands	$0	2.5	0.0%	8.5%	52.6%
Exclusion Fences	$0	2.7	1.3%	63.1%	87.7%

Asset Category / Asset Class	Annual Renewal Allocation ($000's)	Current Average Condition Condition Grading	Condition 5 & 6 2024-25 %	Condition 5 & 6 2034-35 %	Condition 5 & 6 2044-45 %
Sports Fence	$175	2.5	0.2%	14.6%	32.2%
Park Infrastructure	$0	2.2	1.8%	33.8%	70.4%
Outdoor Furniture	$0	3.4	21.2%	95.1%	99.0%
Drinking Fountains	$0	2.3	1.5%	1.5%	3.0%
Retaining Walls	$0	2.3	1.5%	1.5%	3.0%
Other	$0	2.3	1.5%	1.5%	3.0%
Total Recreation	**$710**	**2.3**	**1.4%**	**13.5%**	**64.9%**
Precinct/Public Amenity					
Precinct Lighting	$80	1.7	1.5%	1.5%	3.0%
Outdoor Furniture (Estimated)	$130	1.7	1.5%	1.5%	3.0%
Retaining Walls (Estimated)	$50	1.7	1.5%	1.5%	3.0%
Town Entry Signage (Estimated)	$15	1.7	1.5%	1.5%	3.0%
Fire Hydrants (Estimated)	$10	1.7	1.5%	1.5%	3.0%
Total Precinct/Public Amenity	**$285**	**1.7**	**1.5%**	**1.5%**	**3.0%**
Waste					
Landfill (Estimated)	$200	1.7	1.5%	1.5%	3.0%
Transfer Stations (Estimated)	$50	1.7	1.5%	1.5%	3.0%
Rubbish Bins (Estimated)	$0	1.7	1.5%	1.5%	3.0%
Total Waste	**$250**	**1.7**	**1.5%**	**1.5%**	**3.0%**
Other					
Other	$50	1.7	1.5%	3.0%	5.0%
Total Other	**$50**	**1.7**	**1.5%**	**3.0%**	**5.0%**
			Not yet condition assessed set to average condition profile		
All Asset Categories	**$23,625**	**1.7**	**3.0%**	**9.7%**	**15.0%**
Value of Condition 5 & 6 Assets ($000's)			**$59,336**	**$191,469**	**$298,008**

Implications and risk of current level renewal allocation

The current average condition of the Latrobe City asset portfolio is reasonable. This is due to the high proportion of asset value in new or very good condition which has resulted from large new projects such as Gippsland Performing Arts Centre (GPAC) and Gippsland Regional Aquatic Centre (GRAC) and a large proportion of historically well maintained assets in Very Good condition. Many asset components such as road surfaces, building fitouts and recreation assets have a short to medium length useful life (being less than 30 years) which progress to poor condition quickly if not renewed. Latrobe City's required annual renewal expenditure is $39.1M, allocated renewal is underfunded at $22.1M per year which results in a renewal gap (shortfall) of $15.5M annually.

The projected renewal expenditure shortfall if not managed, results in a build up of distressed assets (Condition 5 & 6) over the life of the Asset Plan and significantly over the following ten year period.

The high risk assets of unsealed roads and unsealed carparks which need to be managed consistent with the Latrobe City Road Management Plan currently have high levels of distressed assets.

Other high risk asset categories include open space assets and recreation assets for which deterioration of condition will be evident by the end of this plan will impact the level of service that the community perceives and an increased risk of interruption of service delivery.

The ongoing level of assets being inherited from development combined with the deterioration of assets due to the renewal expenditure gap will result in increasing maintenance inputs/costs.

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10-year Plan

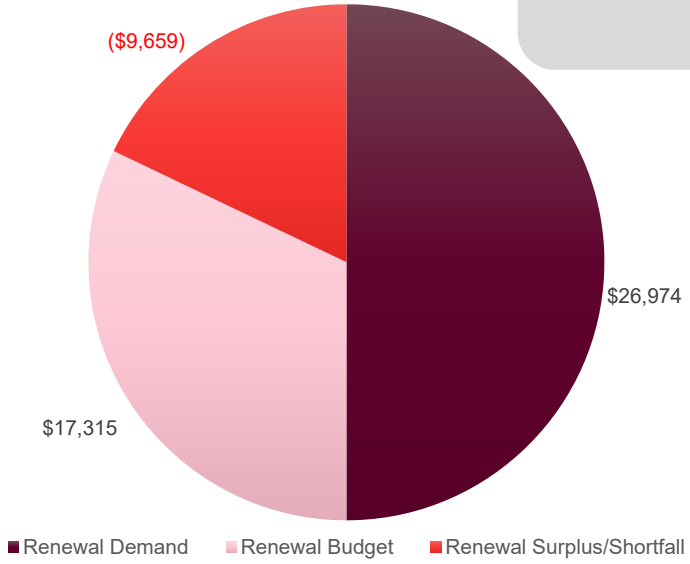
This section presents information on the 10-year budget contained in the Financial Plan and the distribution across asset classes.

Transport Assets ($000's)

	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35
Maintenance	$5,103	$5,103	$5,103	$5,103	$5,103	$5,103	$5,103	$5,103	$5,103	$5,103
Renewal	$17,315	$17,315	$17,315	$17,315	$17,315	$17,315	$17,315	$17,315	$17,315	$17,315
Acquisition / Gifted	$5,761	$5,761	$5,761	$5,761	$5,761	$5,761	$5,761	$5,761	$5,761	$5,761
Expansion / Upgrade	$220	$0	$0	$0	$0	$0	$0	$0	$0	$0
Disposal / Decommissioning	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	**$28,399**	**$28,179**	**$28,179**	**$28,179**	**$28,179**	**$28,179**	**$28,179**	**$28,179**	**$28,179**	**$28,179**

Renewal Expenditure

10-year average



Transport makes up

56%

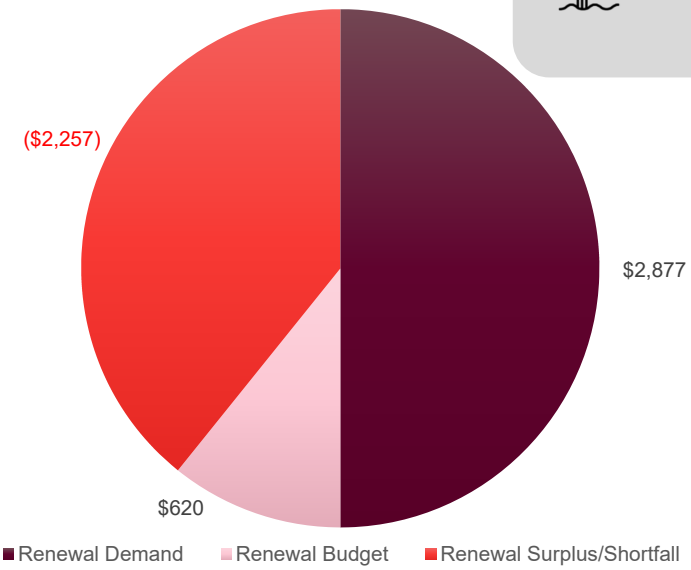
of our asset base

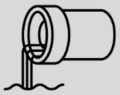
Stormwater Assets ($000's)

	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35
Maintenance	$2,239	$2,239	$2,239	$2,239	$2,239	$2,239	$2,239	$2,239	$2,239	$2,239
Renewal	$620	$620	$620	$620	$620	$620	$620	$620	$620	$620
Acquisition / Gifted	$1,938	$1,938	$1,938	$1,938	$1,938	$1,938	$1,938	$1,938	$1,938	$1,938
Expansion / Upgrade	$439	$0	$0	$0	$0	$0	$0	$0	$0	$0
Disposal / Decommissioning	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	**$5,236**	**$4,797**	**$4,797**	**$4,797**	**$4,797**	**$4,797**	**$4,797**	**$4,797**	**$4,797**	**$4,797**

Renewal Expenditure

10-year average





Stormwater makes up

14%

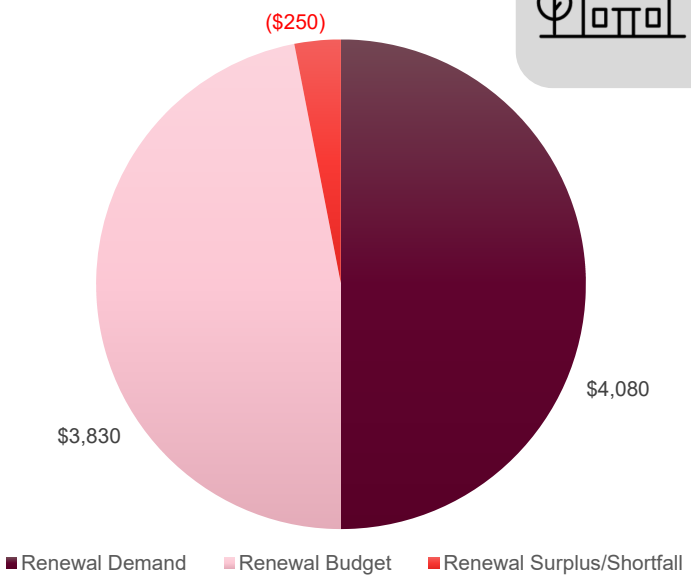
of our asset base

Property and Buildings Assets ($000's)

	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35
Maintenance	$4,157	$4,157	$4,157	$4,157	$4,157	$4,157	$4,157	$4,157	$4,157	$4,157
Renewal	$3,830	$3,830	$3,830	$3,830	$3,830	$3,830	$3,830	$3,830	$3,830	$3,830
Acquisition / Gifted	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Expansion / Upgrade	$3557	$0	$0	$0	$0	$0	$0	$0	$0	$0
Disposal / Decommissioning	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	**$11,544**	**$7,987**	**$7,987**	**$7,987**	**$7,987**	**$7,987**	**$7,987**	**$7,987**	**$7,987**	**$7,987**

Renewal Expenditure

10-year average





Property and Buildings make up

23%

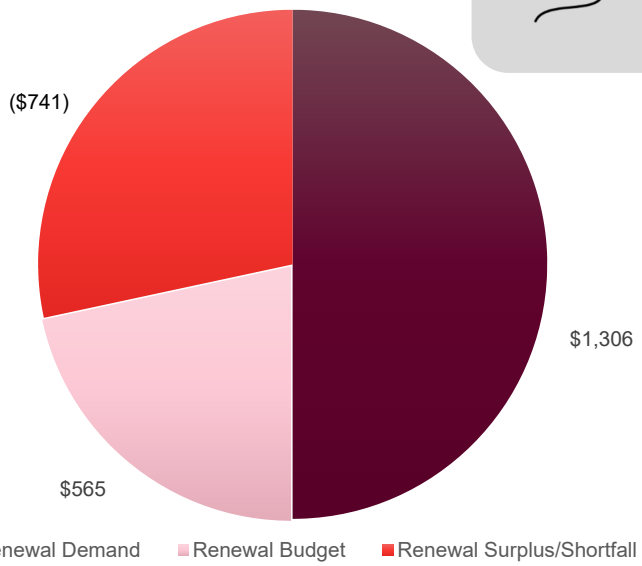
of our asset base

Open Space Assets ($000's)

	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35
Maintenance	$883	$883	$883	$883	$883	$883	$883	$883	$883	$883
Renewal	$565	$565	$565	$565	$565	$565	$565	$565	$565	$565
Acquisition / Gifted	$37	$37	$37	$37	$37	$37	$37	$37	$37	$37
Expansion / Upgrade	$13	$0	$0	$0	$0	$0	$0	$0	$0	$0
Disposal / Decommissioning	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	**$1,498**	**$1,485**	**$1,485**	**$1,485**	**$1,485**	**$1,485**	**$1,485**	**$1,485**	**$1,485**	**$1,485**

Renewal Expenditure

10-year average





Open Space makes up

1%

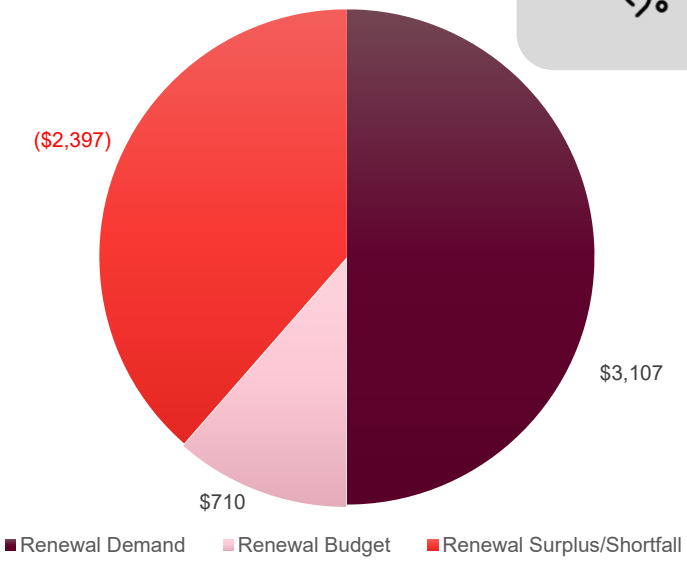
of our asset base

Recreation Assets ($000's)

	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35
Maintenance	$1,671	$1,671	$1,671	$1,671	$1,671	$1,671	$1,671	$1,671	$1,671	$1,671
Renewal	$710	$710	$710	$710	$710	$710	$710	$710	$710	$710
Acquisition / Gifted	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Expansion / Upgrade	$330	$0	$0	$0	$0	$0	$0	$0	$0	$0
Disposal / Decommissioning	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	**$2,711**	**$2,381**	**$2,381**	**$2,381**	**$2,381**	**$2,381**	**$2,381**	**$2,381**	**$2,381**	**$2,381**

Renewal Expenditure

10-year average





Recreation makes up

3%

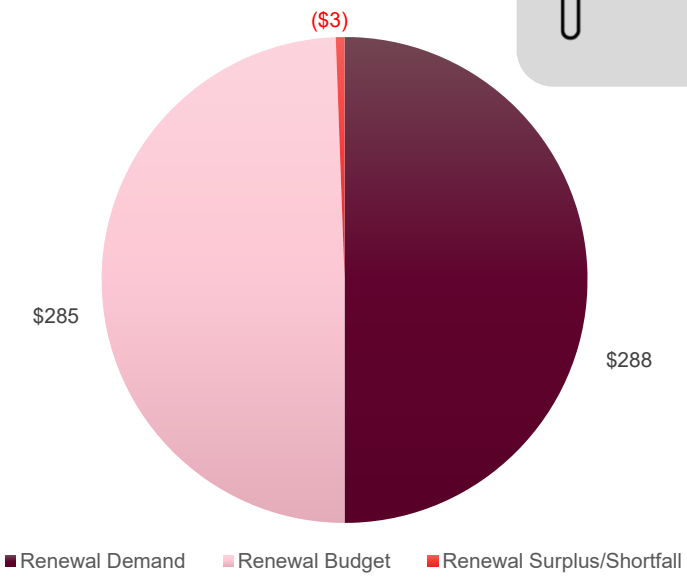
of our asset base

Precinct/Public Amenity Assets ($000's)

	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35
Maintenance	$150	$150	$150	$150	$150	$150	$150	$150	$150	$150
Renewal	$285	$285	$285	$285	$285	$285	$285	$285	$285	$285
Acquisition / Gifted	$53	$53	$53	$53	$53	$53	$53	$53	$53	$53
Expansion / Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Disposal / Decommissioning	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	**$487**	**$487**	**$487**	**$487**	**$487**	**$487**	**$487**	**$487**	**$487**	**$487**

Renewal Expenditure

10-year average



Precinct/Public Amenity makes up

1%

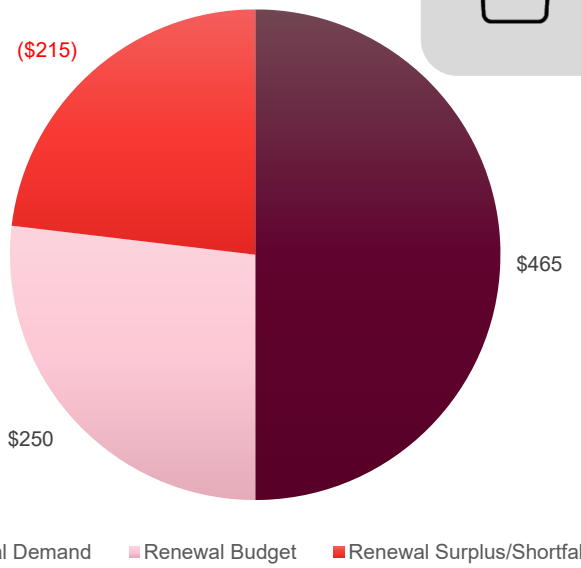
of our asset base

Waste Assets ($000's)

	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35
Maintenance	$100	$100	$100	$100	$100	$100	$100	$100	$100	$100
Renewal	$250	$250	$250	$250	$250	$250	$250	$250	$250	$250
Acquisition / Gifted	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Expansion / Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Disposal / Decommissioning	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	**$350**	**$350**	**$350**	**$350**	**$350**	**$350**	**$350**	**$350**	**$350**	**$350**

Renewal Expenditure

10-year average



Waste makes up

1%

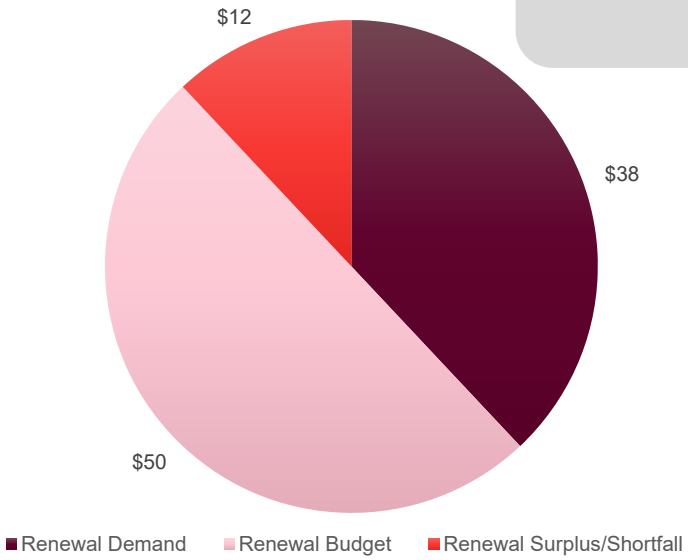
of our asset base

Other Assets ($000's)

	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35
Maintenance	$14	$14	$14	$14	$14	$14	$14	$14	$14	$14
Renewal	$50	$50	$50	$50	$50	$50	$50	$50	$50	$50
Acquisition / Gifted	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Expansion / Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Disposal / Decommissioning	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	**$64**	**$64**	**$64**	**$64**	**$64**	**$64**	**$64**	**$64**	**$64**	**$64**

Renewal Expenditure

10-year average





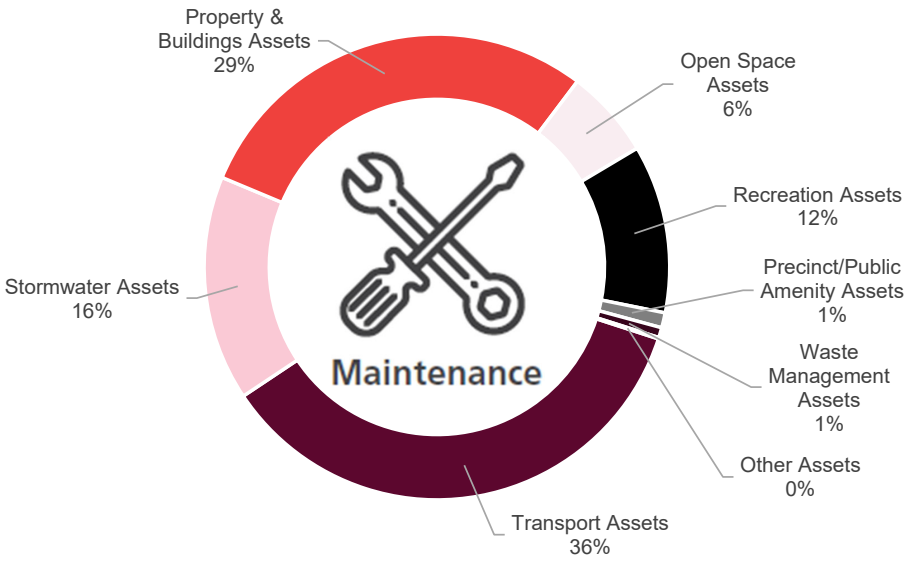
Other Assets makes up

1%

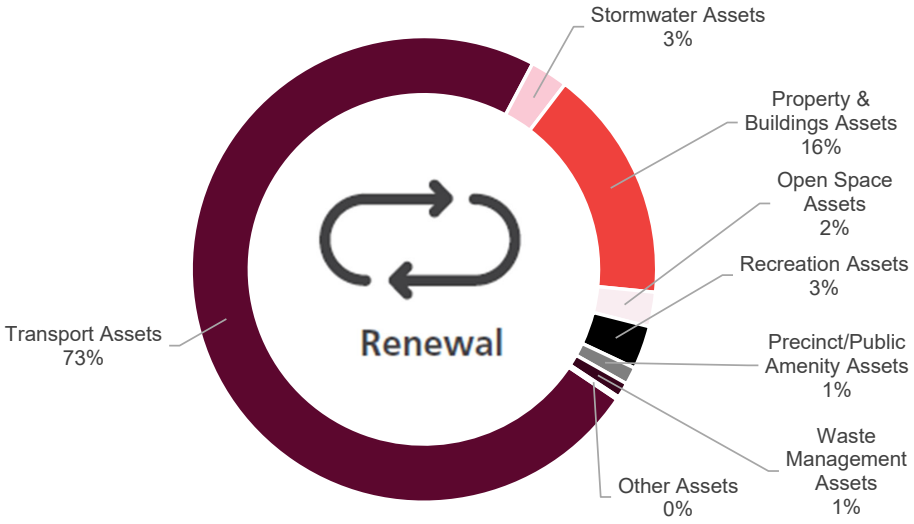
of our asset base

The 10-year average distribution of budget across categories is:

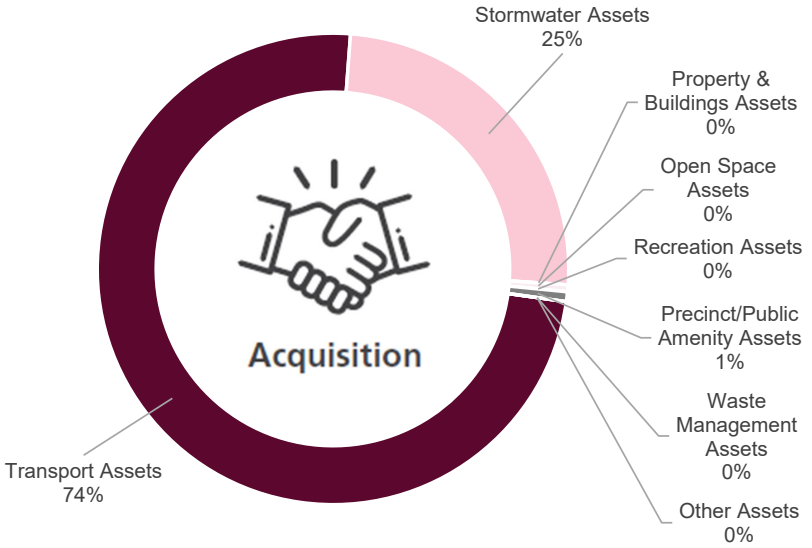
Maintenance Expenditure



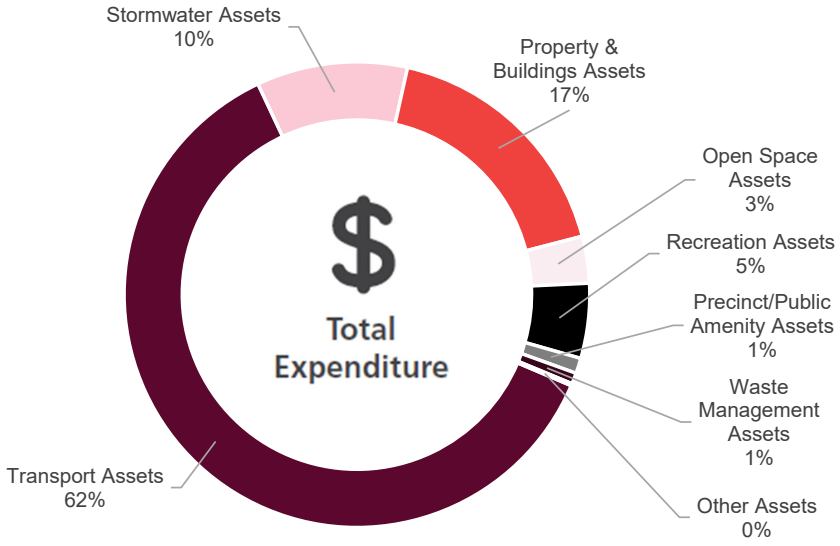
Renewal Expenditure



Acquisition Expenditure



Total Capital Expenditure



This level of funding provides the following ratios:

Capital Replacement Ratio (Financial Reporting)

Compares the rate of all capital spending against annual depreciation. Long term indicator, a ratio of less than 1 means the spending on capital works has not kept pace with consumption of assets as defined in the *Local Government Financial Sustainability Framework*.

	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35
Renewal Expenditure	$23,625	$23,625	$23,625	$23,625	$23,625	$23,625	$23,625	$23,625	$23,625	$23,625
Annual Depreciation	$31,889	$31,889	$31,889	$31,889	$31,889	$31,889	$31,889	$31,889	$31,889	$31,889
Ratio	**0.74**	**0.74**	**0.74**	**0.74**	**0.74**	**0.74**	**0.74**	**0.74**	**0.74**	**0.74**

Asset Renewal Ratio (Asset Management Reporting)

Compares the rate of capital expenditure on infrastructure assets with the required renewal expense. A ratio of less than 1 means the spending on infrastructure renewal is not keeping pace with consumption of assets as defined in the *International Infrastructure Management Manual (IIMM), 2020 Edition*.

	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35
Renewal Expenditure	$23,625	$23,625	$23,625	$23,625	$23,625	$23,625	$23,625	$23,625	$23,625	$23,625
Required Renewal Expenditure	$40,257	$40,257	$40,257	$40,257	$40,257	$37,983	$37,983	$37,983	$37,983	$37,983
Ratio	**0.59**	**0.59**	**0.59**	**0.59**	**0.59**	**0.62**	**0.62**	**0.62**	**0.62**	**0.62**

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Future Actions

This section provides details in regards to the ongoing actions which includes:

- Performance Monitoring
- Risk Management
- Projected Growth
- Improvement Plan
- Next Revision

Performance Monitoring

Each year Council publishes a Council Report which details the Financial Indicators as well as the results of the Customer Satisfaction Survey. The management of our assets is included in this report.

Specific measures include:

- Asset Renewal and Upgrade compared to depreciation
- Sealed local roads maintained to condition standard
- Cost of sealed local road reconstruction
- Cost of sealed road resealing
- Community satisfaction with streets, footpaths and roads
- Community satisfaction of appearance of public areas
- Cost of Aquatic Facilities
- Infrastructure per head of municipal population
- Asset Plan adoption

Risk Management

There are a number of risk factors that must be considered in the maintenance of the Asset Plan, as well as the maintenance of Council's asset base.

Financial Management

The current level of funding does not allow for the full renewal and maintenance of Council's assets. As a result, the condition of the assets will deteriorate over time, which will lead to increased maintenance costs, as well as the potential for services to not be able to be delivered.

Management Risk

The maintenance requirements of the Asset Management System are increasing as new legislation is adopted. This places an increased burden to maintain information on a larger range of assets than was previously incorporated, and also to provide more in-depth modelling and reporting. This increase in requirements will require additional funding to enable the Asset Management System to function adequately or Council may not meet it's legislative requirements.

Service Planning Risk

The provision of assets is linked directly to the services which Council provide to the community. Any lack of forward planning in regards to the provision of services could lead to not having assets that are fit for purpose to deliver those services.

It may become necessary to either rationalise (decommission) assets and/or services in the future to remain financially viable, and therefore service planning is essential and any lack of planning could have serious effects.

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Climate Change

The changing climate is increasing the risk to Council's assets through more extreme weather events.

These extreme events may mean that stormwater systems are unable to cope with the increased water volume over short periods and increased modelling into the effects and potential remedies may be required. These events may also have a negative effect on road pavements and different materials may be required to ensure roads remain serviceable following these events.

These increased events may also have a negative effect on other assets types such as buildings, ovals, hard courts etc.

Detailed modelling and planning is required to mitigate these possible effects.

Projected Growth

Each year Council receives new assets through the development of subdivisions. This increase in roads and footpath infrastructure has averaged 0.32%, stormwater infrastructure to 0.91% and open space at 1.6%.

The Bureau of Statistics have estimated that the population growth in Rural Victoria will increase 12.7% in the next 10 years. This has the potential of increasing Councils assets base by a greater degree than it is seeing currently.

While the forecast is that there is an increased population, there has been no budget allocated to increase Council's renewal and maintenance expenditure.

Improvement Plan

This Asset Plan is the second to be developed under the Local Government Act 2020. The Asset Plan was developed utilising the Guidance Material issued by the Victorian State Government.

The next Asset Plan is legislated to be adopted in October 2029, and the following actions are planned to be taken to improve this document:

1. Decrease the number of Not Assessed assets.
2. Increase the linkages between the services Council provides and the assets the services are provided from.
3. Increased sophistication of modelling for renewal and maintenance.
4. Increased maturity of connections between Council Plan, Financial Plan and Asset Plan.
5. Strengthen the risk profile in renewal and maintenance modelling.
6. Investigate actions to mitigate the effects of climate change.

These actions will be included in the Asset Management Strategy to ensure that they are included in all Asset Management planning going forward.

Next Revision

The Local Government Act 2020 calls for the Asset Plan to be updated along with the Community Vision, Council Plan and Finance Plan by 31 October in the year following a general election.

This document will also be updated if there is a material change to:

- Quantity of assets
- Value of Assets
- Maintenance requirements
- Budget allocations

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- Service provision
- Finance Plan revision

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DRAFT ROAD MANAGEMENT PLAN 2025-29- PUBLIC EXHIBITION

PURPOSE

To present the draft Road Management Plan (Draft Plan) and seek Council's endorsement to present the draft Road Management Plan 2025–29 for public exhibition in accordance with the requirements of the *Road Management Act 2004* (Act) and the Council's Community Engagement Policy.

EXECUTIVE SUMMARY

- The purpose of a Council Road Management Plan (RMP), created under the Act, is to document how Council will manage the risk of providing a transport service on its network of roads, carparks and footpaths.
- Victorian Councils are obliged to review their RMP every four years.
- Officers have undertaken a comprehensive review of the current RMP 2021-2025 as required under Section 54(5) of the Act.
- In a parallel, the insurance arm of the Municipal Association of Victoria (MAV Insurance) has produced a RMP Template (Template) for use by Victorian Councils to facilitate consistency between Councils and to ensure legally defendable content of Council plans.
- Following the public consultation period, a further Council report will be presented detailing the results of the community's feedback and any necessary changes, as well as seeking endorsement of the Draft Plan for 2025-2029.

OFFICER'S RECOMMENDATION

That Council:

1. **endorses the draft Road Management Plan 2025-29 at Attachment 1 to be released for community feedback;**
2. **gives notice that the draft Road Management Plan 2025-29 will be made available for review at Council Headquarters, Service Centres and on Council's website; and**
3. **invites written submissions from the public to be received by no later than 5pm 23 September 2025.**

BACKGROUND

Relationship between the Act and Council's Road Management Plan

The Act defines Council as a road authority and as such, is responsible for carrying out the management functions on local roads (i.e., roads within the municipal area other than Transport Victoria controlled roads). A Council endorsed RMP documents its procedures and systems for managing the risk of public roads, carparks and footpaths with consideration to the available budget and resources for road management services.

The Act does not oblige Council to have industry best practice roads, but to consciously:

- assess its ability to manage roads and footpaths to a standard;
- to determine the standard of management that it can afford to provide balancing resources against risk; and
- to develop management processes to provide that standard of safety.

The RMP which aligns with the Act, is focused on providing safe roads and footpaths and subsequently, it's primary aims is managing hazards as they relate to safety, including:

- inspection regimes;
- service intervention levels; and
- response times.

The service intervention levels Council sets primarily relate to risk management. It does not define the community's desired service levels, nor does it consider strategic aspects of providing the service. That is the role of Council's Asset Management Plan.

This review of the RMP ensures it reflects current risk management principles, that the intervention levels and that the response and response times are achievable and affordable. It is important that the these be achievable because Council may rely on implementation of these to protect itself from a successful litigation claim.

ANALYSIS

The Draft Plan has been developed incorporating many aspects of the Municipal Association of Victoria (MAV) guideline inspection timeframes and intervention levels.

A comparison has been made between this draft RMP and the 2021 RMP. The changes are included in **Attachment 2**.

RISK ASSESSMENT

RISK	RISK RATING	TREATMENT
COMPLIANCE Injury occurring during inspections.	**Low** *Rare* x *Minor*	Injury would not occur during the inspection process by adhering to Safe Work Instruction Method Statement (SWIMS).
SERVICE DELIVERY Inspections not carried out.	**Low** *Unlikely* x *Minor*	Currently managed through the MMS system
FINANCIAL Increased Budget Requirements.	**Low** *Unlikely* x *Minor*	Adhere to RMP inspection frequencies.
STRATEGIC Inspections or remedial action not undertaken.	**Low** *Unlikely* x *Minor*	Inspections are conducted through standard management planning activities, and defects are rectified through Pathways which identifies if items are not completed within the nominated timeframe
STRATEGIC Roads are not maintained appropriately.	**Low** *Unlikely* x *Minor*	Inspections are conducted through standard management planning activities, and defects are rectified through Pathways which identifies if items are not completed within the nominated timeframe.

CONSULTATION

As required under Section 54(3) of the Act, Council is required to undertake public notification including hearing submissions. Once the Draft Plan is endorsed by Council for consultation (proposed to be at the 25 August 2025 Council meeting), the public will be informed and encouraged to participate in the review process. Copies of the Draft Plan will be available for viewing on Council's website and service centres.

Once submissions have been received, the financial and practical implications of the submissions will be evaluated and the Draft Plan will be amended as and where possible, with respect to current budget allocations for road management services, prior to being submitted to Council for adoption.

Table 2 (below) details the proposed timeline for the review and consultation process subject to adjustment according to any changes resulting from public submissions or further requests for information.

Process	**Time**
Review (Internal) of Road Management Plan 2021- 2025 (Current Version)	Completed
Consultation with Internal stakeholders (i.e. City Presentation, Asset management etc). Develop an initial Draft Road Management Plan 2025-2029	Completed
Receive advice from Council's Insurer's legal staff regarding proposed amendments to RMP. Develop and revise draft Road Management Plan 2025-2029	Completed
Report to Council (Briefing)	Completed
Report to Ordinary Council Meeting for endorsement to undertake public consultation	25 August 2025
Exhibit the RMP at: ● Council's Service Centres ● Council's Social Media outlets Advertise its availability for comment and review in the: ● Latrobe Valley Express ● Victoria Government Gazette	4 weeks September 2025
Revised draft of the RMP to Council presenting submissions	6 October 2025
Final Report and revised draft of the RMP to Council seeking adoption of the RMP 2025-2029	27 October 2025

Table 2: Proposed Review and consultation timetable

COMMUNICATION

Communication to date internally has occurred with the Governance area (insurance), City Presentation and the City Assets area.

DECLARATIONS OF INTEREST

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 2020*.

APPENDIX 1 IMPACT ASSESSMENT

Gender

A Gender Impact Assessment (GIA) under the *Gender Equality Act 2020* has not been conducted as this matter does not involve a program, service or policy with a significant and direct impact on the community.

Social

Not applicable.

Cultural

Not applicable.

Health

Not applicable.

Environmental

Not applicable.

Economic

Minimal Impact.

Financial

Minimal impact.

Attachments

1. Draft Road Management Plan 2025-29
2. RMP 2025-29 Comparison to RMP 2021-25

8.3

Draft Road Management Plan 2025-29- Public Exhibition

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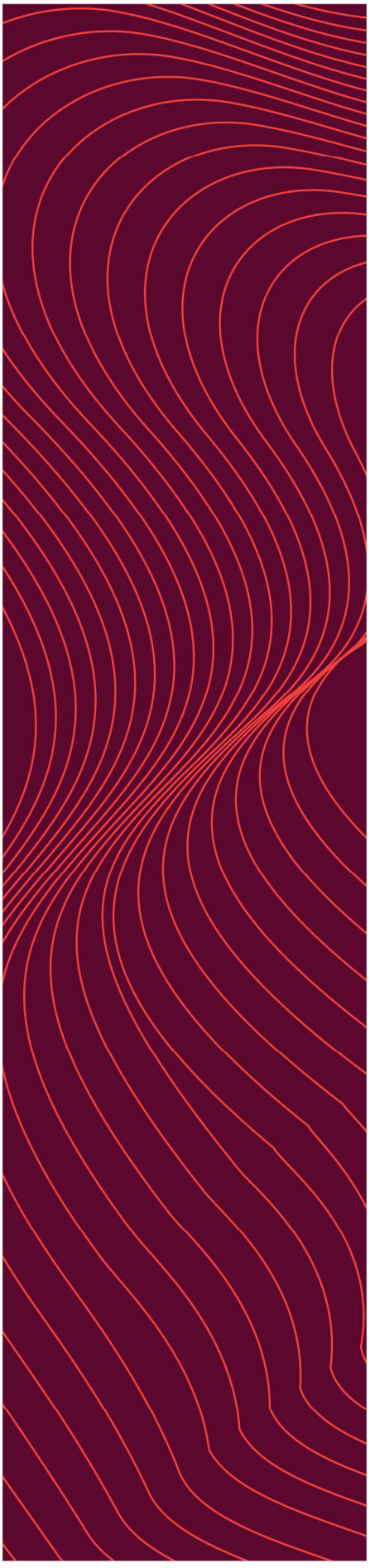
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LATROBE CITY COUNCIL

DRAFT

Road Management Plan 2025-29

Version no. 6



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Document control

Guideline Governance

Responsible GM	Jody Riordan	
Division	Regional City Planning and Assets	
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Document history		
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Approved by Latrobe City Council

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Definitions

TERM	DEFINITIONS
AMS	Asset Management System.
Arterial Road	Refers to freeways, highways and declared main roads, which are managed by the Victorian Government, through Head Transport for Victoria (as the co-ordinating road authority).
Co-ordinating road authority	The organisation which has the responsibility to co-ordinate works. Generally, if the road is a freeway or arterial road, this will be Department of Transport and Planning for Victoria. Generally, if the road is a municipal road, this will be Council.
Council	Refers to the Latrobe City Council.
Demarcation agreement	A formal agreement between Council and another organisation that defines areas of responsibility.
DEECA	Department of Energy, Environment and Climate Action (formally DELWP Department of Environment, Land, Water and Planning).
DTP	Department of Transport and Planning
MMS	Maintenance Management System.
Motor vehicle	Refers to a vehicle that is propelled by an in-built motor and is intended to be used on a roadway. This does not include a motorised wheelchair or mobility scooter which is incapable of travelling at a speed greater than 10 km/h and is solely used for the conveyance of an injured or disabled person.
Municipal road(s)	Road for which the municipal council is the co-ordinating road authority. The Road Management Act 2004 imposes specific duties on the municipal council with respect to the inspection, repair and maintenance of these roads and associated road-related infrastructure.
Non-road infrastructure	Refers to infrastructure in, on, under or over a road, which is not road infrastructure. This includes (but is not limited to) such items as gas pipes, water and sewerage pipes, cables, electricity poles and cables, tram wires, rail infrastructure, bus shelters, public telephones, mail-boxes, roadside furniture and fences erected by utilities, or providers of public transport.
Non-Standard Constructed Road	A Non-Standard Road (Non-STD) may have some of the features of a Standard Constructed Road, for example some minor earthworks and even some road pavement material however Council will not automatically categorise these roads as “Standard Constructed”. Non-Standard Constructed roads may present conditions that practically restrict/constrain maintenance response actions and timeframes during extended periods of extreme dryness and/or wetness; such conditions may limit Council’s ability to undertake maintenance to provide all weather access.
Other roads	Include roads in state forests and reserves, and roads on private property. Municipal councils are not responsible for the inspection, repair or maintenance of these roads.
Pathway	Refers to a footpath, bicycle path, shared path or other area that is constructed or developed by Council for members of the public (not motor vehicles) to use.
Plan or RMP	Refers to this Road Management Plan.

TERM	DEFINITIONS
Public Road	As defined by the Road Management Act 2004 and includes a freeway, an arterial road, a municipal road declared under section 14(1) of the Act and a road in respect of which Council has made a decision that it is reasonably required for general public use and is included on the Register of Public Roads.
RAMP	Road Asset Management Plan.
RMA	Road Management Act 2004 (Vic).
Road	Has the same meaning as in the Road Management Act 2004, being inclusive of any public highway, any ancillary area and any land declared to be a road under section 11 of that Act or forming part of a public highway or ancillary area.
Road infrastructure	Refers to infrastructure which forms part of a roadway, pathway or shoulder, which includes structures and materials.
Road Reserve	Refers to the area of land that is within the boundaries of a road. Example: any nature strip, forest, bushland, grassland or landscaped area within the road reserve would be roadside.
Road-related infrastructure	Refers to infrastructure installed or constructed by the relevant road authority to either facilitate the operation or use of the roadway or pathway, or support or protect the roadway or pathway.
Roadside	Refers to any land that is within the boundaries of the road (other than shoulders) which is not a roadway or pathway. This includes land on which any vehicle crossing or pathway, which connects from a roadway or pathway on a road to other land, has been constructed. Example: any nature strip, forest, bushland, grassland or landscaped area within the road reserve would be roadside.
Roadway	Refers to the area of a public road that is open to, or used by, the public, and has been developed by a road authority for the driving or riding of motor vehicles. This does not include a driveway providing access to a public road, or other road, from adjoining land.
Rural	Areas outside of the established towns and small towns within Latrobe City Council municipality (Churchill, Moe. Morwell, Traralgon, Boolarra, Glengarry, Toongabbie and Yinnar) and typically farmland, rural living properties, plantation or forest land. Characterised by roads with table drains, a mix of sealed and unsealed roads, no street lighting, general speed zoning of 80 to 100 kilometres per hour and individual property sizes of greater than a 1000 square metres.
Shoulder	Refers to the cleared area, whether constructed or not, that adjoins a roadway to provide clearance between the roadway and roadside. This does not refer to any area that is not in the road reserve.
Standard Constructed Road	A Standard Constructed Road (STD) is one that was built to a level that was acceptable to Council at the time of construction. It would have a reasonable formation width, depth and quality of pavement material, table drains, culverts and if required and guideposts and signage installed. Standard Constructed roads generally do not present conditions that practically restrict/constrain maintenance response actions and timeframes.

TERM	DEFINITIONS
Urban	Built up areas within the established towns and small towns within Latrobe City Council municipality (Churchill, Moe. Morwell, Traralgon, Boolarra, Glengarry, Toongabbie and Yinnar). Characterised by formed roads, with most roads being sealed, street lighting, footpaths, general speed zoning of 60 kilometres per hour or less and individual property sizes of less than 1000 square metres.

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Introduction

Latrobe City Council has developed this Road Management Plan (RMP) in response to the Road Management Act 2004 (RMA). The RMP was originally adopted by Council in 2005, this is the sixth revision of that plan.

This Plan sets out the responsibilities of Council and the responsibilities of other stakeholders including road users.

The primary objective of this plan is to balance community expectations for service and risk management with the ability of Council to fund the operational and capital costs associated with this plan. The road, carpark, bridge and pathway assets should provide an appropriate level of service that is fit for purpose, accessible, responsive and sustainable to the community in accordance with the Council Plan, Asset Management Policy and Asset Management Strategy.

What is covered in this Plan?

The Plan is divided into seven sections:

1. Definitions.
2. Introduction.
3. Rights and Responsibilities – covers legislation and local laws relevant to road management.
4. Road Management Systems - how we classify roads, streets and footpaths – known as Council's asset hierarchy – and the plans and processes we use to maintain roads and road-related infrastructure.
5. Register of Public Roads – what's in it, how to access it and the process for making changes.
6. Technical References.
7. Attachments:
    a. Attachment 1: Road Hierarchy – Urban Roads
    b. Attachment 2: Road Hierarchy – Rural Roads
    c. Attachment 3: Carpark Hierarchy
    d. Attachment 4: Kerb Hierarchy
    e. Attachment 5: Pathway Hierarchy
    f. Attachment 6: Bridge & Major Culvert Hierarchy
    g. Attachment 7: Inspection Requirements
    h. Attachment 8: Inspection Frequencies
    i. Attachment 9: Defect Intervention Levels and Repair Timeframes

What is the purpose of this Plan?

Section 50 of the Road Management Act 2004 sets the following objectives for a municipal road management plan:

1) To establish a system for road management functions, which is based on policy, operational objectives and available resources.
2) To set a performance standard for Council's road management functions.

Although it is termed a 'plan' in the legislation, it is functionally an operational protocol document, describing the systems and rules Council use to make decisions and meet obligations within its available resources. The plan forms part of a larger Asset Management Framework related to maintenance and operations.

For the avoidance of doubt, this Plan is a road management plan for the purposes of s.39 of the RMA.

The RMA offers Council the opportunity to produce a RMP to gain protection in certain circumstances. Although derived from and gains authority from the Road Management Act 2004, it

is a companion document to the Road *Asset* Management Plan developed under the following hierarchy. See Figure 1.

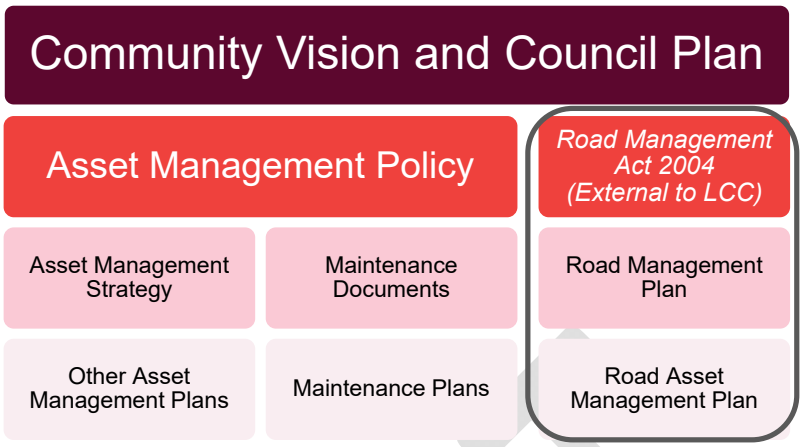


Figure 1 – Relationship between the RMP and other key Council documents

Legislation guiding this Plan

In addition to the Road Management Act 2004, the plan also considers the following Acts, regulations and codes of practice:

- Ministerial Codes of Practice
- Road Management Act 2004
- Road Management (General) Regulations 2016
- Road Safety Act 1986
- Road Management (Works and Infrastructure) Regulations, 2015
- Local Government Act,1989
- Local Government Act 1989 s.208B (Best Value Principles)
- Local Government Act 2020
- Equal Opportunity Act 2010
- Wrongs Act 1958

Roads associated with this plan

a) Council Roads

This plan addresses the maintenance standards and systems for road management functions and the levels of service for Latrobe City's bridges, road pavement, carparks, bridges, pathways and associated infrastructure. This includes 1,035.3 km of sealed and 501.1 km of unsealed municipal road network for which the Council is the coordinating or responsible road authority.

The full list of roads for which Council is responsible can be viewed on Council's website via the following link:

https://www.latrobe.vic.gov.au/City/Roads_Drains_Lights_and_Trees/Roads_and_Drains/Road_Register

b) Department of Transport and Planning (DTP) Roads

Freeways and arterial roads in rural areas, including their associated road related infrastructure, are the sole responsibility of the DTP. In urban areas, the road pavement on arterial roads is also maintained by DTP, while Council maintains the area outside the road pavement and kerbs.

Each party's exact areas of responsibility for different road situations is set out in the Code of Practice – Operational Responsibility for Public Roads which is accessible on the Transport Victoria website via the following link: Code of Practice - Operational Responsibility for Public Roads *or*

https://transport.vic.gov.au/business/road-and-traffic-management/design-and-management/codes-of-practice-under-the-road-management-act.

Figure 2 below shows a typical cross section showing Council's area of responsibility outside the kerbs of the DTP declared main road in urban areas. Any service lanes and pathways outside of this area whether on a single or dual carriageway are Council's responsibility. Although not shown, defined parking lanes on an arterial road and the kerbing supporting these is a Council responsibility, where the parking lanes cannot be used for through traffic.

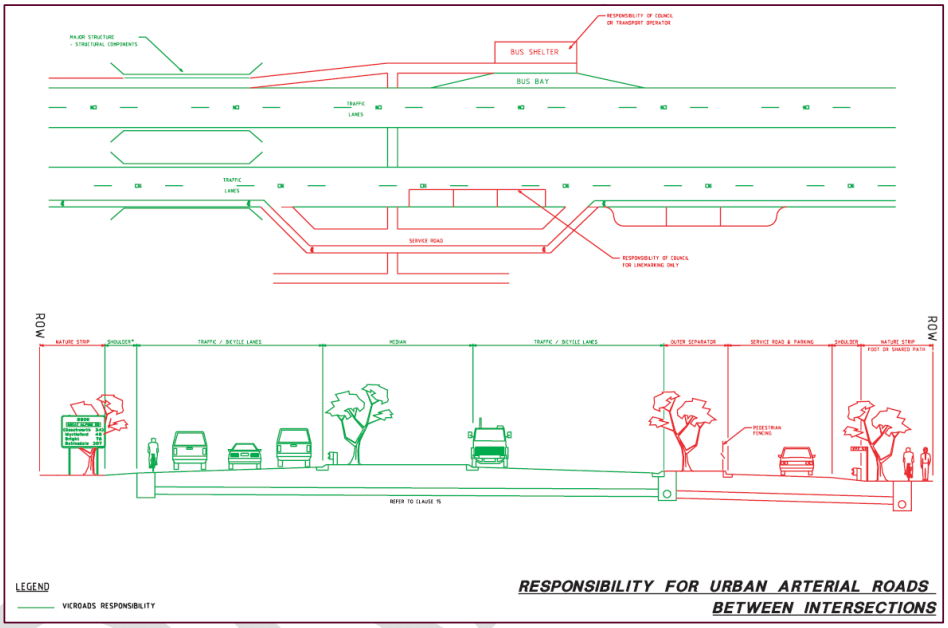


Figure 2 - Typical DTP/Council responsibilities

A list of DTP controlled roads within the Latrobe City municipality is listed in the table below. Full details of extent of responsibility see the Transport Victoria Road Register on the Transport Victoria website at the following link: Register of Declared Roads or: https://transport.vic.gov.au/business/road-and-traffic-management/map-of-dtp-managed-roads.

List of VicRoads Declared Main Roads	
Boolarra-Churchill Road (Monash Way)	**Morwell-Yallourn North Road** (Latrobe Road)
Boolarra Road (Foster Road, Bastin Street)	**Morwell-Yallourn Road** (Haunted Hills Road, De Campo Drive)
Brodribb Road	**Princes Highway East** (Princes Street, Argyle Street, Princes Highway, Princes Freeway)
Churchill-Traralgon Road (Tramway Road. Boldings Road, Hazelwood Road, Bank Street)	**Strzelecki Highway**
Hyland Highway (Bartons Lane, Shakespeare Street, Traralgon Creek Road)	**Tramway Road**
Loy Yang-Morwell Road (Firmins Lane, Mattingley Hill Road)	**Traralgon Balook Road**
Maryvale Road (Alexanders Road, Tanjil East Road)	**Traralgon Creek Road**
Moe-Glengarry Road (Glengarry West Road, Main Road, Brown Coalmine Road, Third Street, Latrobe River Road, John Field Drive, Narracan Drive, Lloyd Street)	**Traralgon Maffra Road**
Moe North Road (Sullivans Track, Old Sale Road, Thompsons Road)	**Traralgon West Road**
Moe-Rawson Road (Anzac Street, Haigh Street, Moore Street, Moe-Walhalla Road)	**Tyers Road** (Grey Street)
Monash Way	**Tyers-Thomson Valley Road** (Tyers-Walhalla Road)
Morwell-Traralgon Road (Princes Drive, Toners Lane)	

c) Roads Managed by Others

In the instance of boundary roads with neighbouring municipal councils/authorities, Council has arrangements for the management functions in the form of Memoranda of Understanding between the relevant municipalities and government agencies listed as follows:

- Wellington Shire
- South Gippsland Shire
- Baw Baw Shire Council
- Department of Energy, Environment and Climate Action (DEECA)
- VicTrack.

Updating the Road Management Plan (RMP)

This RMP must be updated within a set period following a Council election. Outside of this cycle, changes may be required from time to time.

The following process will be used to manage these changes:

- If material changes are made to standards and specifications, a report will be presented to Council, along with a brief explanation as to why such changes are necessary. The review process must follow the steps as set out in the Road Management (General) Regulations 2016 Part 3 – Road Management Plans.
- When changes do not alter these technical aspects of road management, changes will be approved by the General Manager Regional City Planning & Assets.

These changes will be made in accordance with the processes prescribed by the Road Management Act 2004. To assist with version control, these changes will be numbered as follows:

- Versions presented to Council will be renumbered by whole numbers – for example, from Version 1.00 to 2.00.
- Those approved by the General Manager will be renumbered by decimals – for example, from Version 1.00 to 1.01.

Exceptional Circumstances

Council will make every effort to meet its commitments under its RMP. However, there may be situations or circumstances that affect Council's business activities to the extent that it cannot deliver on the service levels of the RMP. These include but are not limited to: natural disasters, such as fires, floods, or storms, or a prolonged labour or resource shortage, due to a need to commit or redeploy Council staff and/or equipment elsewhere or due to the effects of pandemic and or Government intervention.

Suspension of the RMP

In the event that the Chief Executive Officer (CEO) of Council has considered the impact of such an event on the limited financial resources of Council and its other conflicting priorities, and determined that the RMP cannot be met, then pursuant to Section 83 of the Wrongs Act 1958, the CEO will write to Council’s Officer in charge of the Plan and inform them that some, or all, of the timeframes and responses in Council’s Plan are to be suspended.

Reinstatement of the RMP

Once the scope of the event(s) have been determined, and the resources committed to the event response have been identified, then there will be an ongoing consultation between Council’s CEO and Council’s Officer responsible for the RMP, to determine which parts of Council’s RMP are to be reactivated and when.

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Communication and documentation around RMP suspension
Council will provide information/statements to residents about the suspension or reduction of the services under its RMP, including:

- How the work that will be done has been prioritised; and
- The period for which it is likely to be affected.

This information will be provided by the Council on its website where its RMP is located and other channels as appropriate such as press releases or social media.

Where Council has suspended, in part or whole, it's RMP, associated documents (e.g. communications, meeting minutes, schedules, etc.) will be recorded and stored.

Inspections and repairs during suspension of RMP
The suspension of the RMP will not necessarily mean that all inspections and repairs halt. However, it may mean that only certain categories of inspections and repairs are undertaken. These will be based on a risk assessment and resources available to the Council, taking into account the resources needed to address the impact of the trigger event. For example, some reactive inspections may take place and repair (temporary or permanent) of roads/footpaths which pose a high risk may be undertaken, depending on the resources available to the council and the accessibility of each asset.

Responsibility for the RMP

Overall responsibility for administering and implementing the RMP rests with Council's Manager City Assets.

Rights and Responsibilities

Public Roads

Public roads are defined in the Road Management Act 2004 as including:

- A freeway
- An arterial road
- A road declared under section 204(1) of the Local Government Act 1989;
- A municipal road declared under section 14(1) of the Road Management Act 2004
- A road in respect of which Council has made a decision that it is reasonably required for general public use and is included on the Register of Public Roads.

Key stakeholders

The key stakeholders impacted by this RMP include:

- The general community (for recreation, sport, leisure, and business)
- Residents and businesses adjoining the road network
- Pedestrians
- Vehicle users with motorised vehicles, such as trucks, buses, commercial vehicles, cars, and motorcycles
- Users of smaller, lightweight vehicles, such as pedal-powered bicycles, motorised buggies, wheelchairs, prams, and so on
- Tourists and visitors to the area
- Emergency Services (Victoria Police, Country Fire Authority, Ambulance Victoria, State Emergency Service)
- The military (in times of conflict and emergency)

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- Traffic and transportation managers
- Managers of the road network asset
- Construction and maintenance personnel who build and maintain asset components
- Utility agencies using the road reserve for infrastructure (water, sewerage, gas, electricity, telecommunications)
- State and Federal Governments who periodically provide funding for roads.

Coordinating & Responsible Road Authority

Section 35 of the Road Management Act 2004 provides that a road authority has power to do all things necessary or convenient to be done for or in connection with the performance of its functions under the Act.

Section 36 of the Road Management Act 2004 outlines which road authority is the coordinating road authority. According to subsection (c), the coordinating road authority is:

If the road is a municipal road, the municipal council of the municipal district in which the road or part of the road is situated.

However, there are instances where several authorities are responsible for components of the road within the road reserve. Section 37 of the Road Management Act 2004 identifies who is the responsible road authority in particular circumstances.

General Functions of a Road Authority

The general functions of a road authority are described within Section 34 of the Road Management Act 2004.

Rights of the Road User

The rights of public road users, which are legally enforceable, are set out in Sections 8 to 10 of the Road Management Act 2004.

Obligations of Road Users

General Usage

The common law requires that a road user must take reasonable care for their own safety (see Ghantous v Hawkesbury City Council).

The Road Safety Act 1986 sets out obligations on road users, including section 17A which requires that a person who drives a motor vehicle on, or uses, a highway must drive in a safe manner have regard for all relevant factors, including without limiting their generality, the following:

a. Physical characteristics of the road.

b. Prevailing weather conditions.

c. Level of visibility.

d. The condition of any vehicle the person is driving or riding on the highway.

e. Prevailing traffic conditions.

f. The relevant road laws and advisory signs.

g. The physical and mental condition of the driver or road user.

Section 17A of the Road Safety Act 1986 also requires that a road user must take reasonable care:

a. to avoid any conduct that may endanger the safety or welfare of other road users.
b. to avoid any conduct that may damage road infrastructure and non-road infrastructure on the road reserve.
c. to avoid conduct that may harm the environment of the road reserve.

Incident Claims

If a person proposes to make a claim in relation to a public road or infrastructure for which Council is the responsible road authority, that person should contact Council and Council will initiative respective investigation and insurance reporting processes.

In accordance with Section 110 of the Road Management Act 2004, Council is not legally liable for property damages where the value of the damage is equal to or less than the threshold amount ($1,490 as at 1 July 2025).

In cases where the claim relates to assets Council does not own or is not responsible for on the road reserve, the person who proposes to make a claim must refer the claim to the other authority or person responsible for those assets.

Permits for work within a road reserve

In cases where an individual or organisation proposes to carry out works within the road reserve that may impede public access, or interfere with road infrastructure, they must apply for a ‘works within road reserve’ permit (Temporary Road Opening Permit).

There are some exemptions, as noted in the Road Management (Works and Infrastructure) Regulations 2015.

Local laws also require property owners to apply for a vehicle crossing permit if they plan to build a driveway.

In both cases, a fee applies to cover the costs of the administration and inspection of the work.

Obligation of others

There are several assets within the road reserve that Council does not have an obligation to inspect and/or maintain.

These include:

Non-road infrastructure - This includes (but is not limited to) items such as gas pipes, water and sewerage pipes, cables, electricity poles and cables, tram wires, rail infrastructure, bus shelters, public telephones, mail-boxes, roadside furniture and fences erected by utilities, or providers of public transport.

Single property stormwater drains - for drains constructed within the reserve that carry water from a single property to an outlet in the kerb, or other drain.

Utilities - including, but not limited to, telecommunication, power, water, gas and rail authority assets.

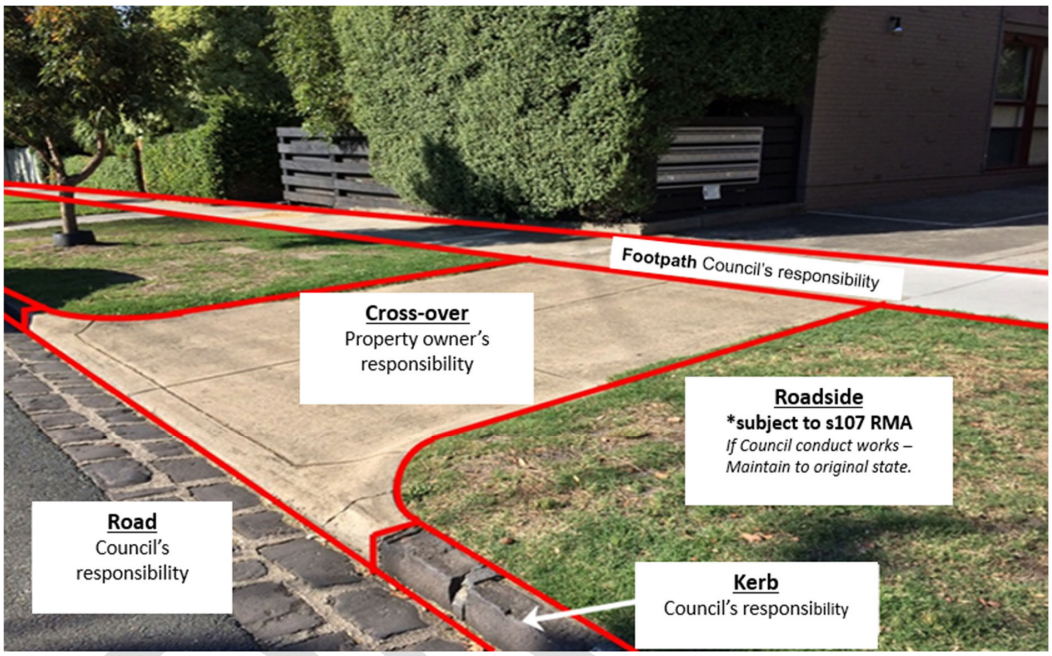
Roadside - as per Section 107 of the Road Management Act, Council has no “statutory duty or a common law duty to perform road management functions in respect of a public highway which is not a public road or to maintain, inspect or repair the roadside”, described as “any land that is within the boundaries of the road (other than shoulders) which is not a roadway or pathway”. This includes landscaped tree plots within the footpath/pathway where the surface of the tree plot is not constructed with the intention of providing a trafficable pedestrian surface.

Private roads - unformed roads, tracks, laneways and private streets not constructed under the provisions of the Local Government Act, (this includes roads and paths Not Maintained or Not on the Register). These roads are maintained by the private owners of property that benefit from the road.

Rail and tramway structures - maintained by VicTrack.

Pedestrian crossings (path links) - the portion of a pedestrian crossing located between the carriageway and the property boundary or the property boundary and the Council footpath is the responsibility of the adjoining property owner to maintain.

Residential Vehicle driveway - the vehicle crossing (Cross-over), located between the carriageway and the property boundary, must be maintained by the adjoining property owner. However, Council is responsible for the portion of the driveway where the constructed pathway is reasonably required by the public in accordance with the following diagram.



Note: Where a cross-over has been constructed such that it incorporates a Council stormwater pit, the pit surround (Lintel) and the trafficable pit lid must be maintained by the adjoining property owner. If works are required to be undertaken on the stormwater pit, Council reserves the rights to undertake such works. Council will not be liable for the reinstatement of the cross-over.

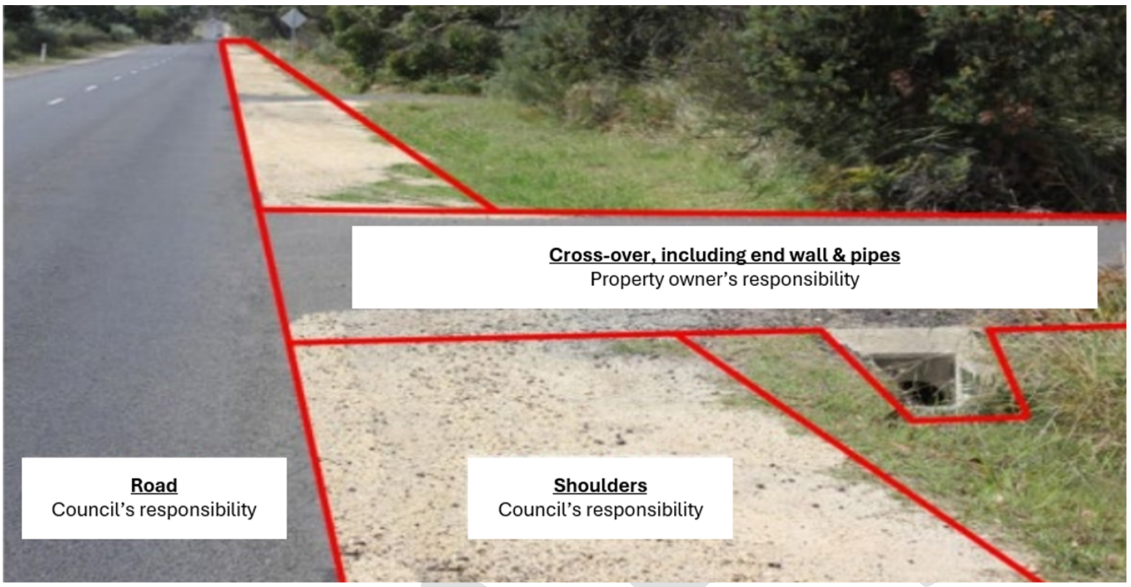
Boundary Roads - being boundary roads that are maintained by another Council or another Road Authority by the way of a formal agreement.

Nature Strips & infill areas - as per s.107 of the Road Management Act a road authority is not required to inspect maintain or repair "roadside" such as those residual areas between the road formation and the property boundary not occupied by footpath and private road crossings. These are normally sown to grass with the responsibility for maintenance of the grass being left to the property owner.

Paths - that are not within the boundaries of the road reserve and not defined in Latrobe City's Path and Shared Path hierarchy. These paths are maintained by the private owners of property that benefit from the path or by Committees on Management.

Cattle underpass structures - box culvert type structures built for the purpose of providing safe crossing under a road for cattle. The culvert is installed and owned by the property owner and owner responsibility for the maintenance of these structures is established through a Section 173 (Planning and Environment Act 1987) Agreement with the adjacent landowner.

Rural Vehicle Crossing – a specifically constructed access point that connects a private property (such as a farm or rural residence) to the roadway or road reserve managed by the local council. It enables vehicles to safely enter and exit the property from the public road network, especially across drainage ditches, culverts, or unsealed shoulders commonly found in rural areas.



Where Council becomes aware of a hazard created by the defective condition of assets/infrastructure owned by another party, Council may at its absolute discretion:

- If located within assets/infrastructure for which Council is responsible (e.g. footpaths, road surfaces, etc.), or otherwise presents an immediate and significant risk to members of the public, undertake temporary measures to reduce the risk to members of the public until such time as the respective owner can implement permanent repairs (subject also to Council's available resources), report in writing (e.g. email or letter) the presence of the hazard to the responsible party and request that repairs be implemented within a reasonable timeframe.
- Where repairs are not completed by the responsible party within the respective timeframe, Council may complete necessary repairs and invoice the responsible party for the costs.

However, where another party has a duty in relation to the asset/infrastructure, and Council has a discretionary power to take remedial action in relation to that matter, only that other party with the duty is liable in a subsequent proceeding, in accordance with s.104 of the Road Management Act 2004.

Road Management Systems

Background and Process

Road asset management involves managing both physical assets, uses and operations that have the potential to impact their condition. It applies to all road assets, including:

- the road – pavement and surface, as well as footpaths, kerb and channel
- structures – bridges, culverts and traffic management devices
- road infrastructure – traffic signals and on-road electrical assets.

The aim of Council's road management system is to deliver a safe and efficient road network and meet community needs to the best of Council's ability, within available resources.

To create a road asset management system that would best meet Council's needs when inspecting, maintaining and repairing public roads, we use the following nationally recognised asset management frameworks:

- International Infrastructure Management Manual (IIMM) 2020, IPWEA
- IPWEA National Asset Management Systems (NAMS+)
- Other references, as listed in Technical References.

The system is designed to set the direction for Council'sasset management activities. It is also linked to the annual business and budget planning cycle.

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Asset Hierarchies – Municipal Road Network

All roads and footpaths within the municipal road network are classified according to a hierarchy that takes into account how they are used, who uses them and how often.

The hierarchy classification is used to determine the levels of service required, prioritise works programs and determine defect intervention responses.

The hierarchy used are:

Urban road & street network

This is further divided into four categories, as follows:

- UR - Category 4: Main distributor
- UR - Category 3: Secondary distributor and collector
- UR - Category 2: Local access
- UR - Category 1: Access lane.

See Attachment 1: Road Hierarchy – Urban Roads for more information.

Hierarchy	Sealed Length (km)	% of Network	Unsealed Length (km)	% of Network
UR - Category 4	34.0	5.7	0.0	0.0
UR - Category 3	81.7	13.7	0.0	0.0
UR -Category 2	469.0	78.7	9.5	1.6
UR -Category 1	0.6	0.1	0.9	0.2
Total	**585.3**	**98.3**	**10.4**	**1.7**
Type	**Length (km)**		**% of Network**	
Urban Roads	**595.7**		**100**	

Table 3.1 – Urban Road length by hierarchy – date last updated: 2/06/2025

Rural road network

This is further divided into five categories, as follows:

- RR - Category 4: Link road
- RR - Category 3: Collector road – sealed and unsealed
- RR - Category 2: Local road – sealed and unsealed – Standard Construction
- RR - Category 1: Local road – sealed and unsealed – Non-Standard Construction
- RR - Category 0: Limited access track and fire tracks

See Attachment 2: Road Hierarchy – Rural Roads for more information.

Hierarchy	Sealed Length (km)	% of Network	Unsealed Length (km)	% of Network
RR -Category 4	38.4	4.1	0.0	0.0
RR - Category 3	92.2	9.8	7.1	0.8
RR - Category 2	313.2	33.4	333.1	35.6
RR - Category 1	2.5	0.3	150.4	16.1
RR - Category 0	0.0	0	0.0	0.0
Total	**446.3**	**47.6**	**490.6**	**52.4**
Type	**Length (km)**		**% of Network**	
Rural Roads	**936.9**		**100**	

Table 3.2 – Rural Road length by hierarchy – date last updated: 2/06/2025

Type	Length (km)	% of Network
Sealed Roads	1031.5	67.3
Unsealed Roads	501.1	32.7
Total	**1532.6**	**100**

Table 3.3 – Road length by hierarchy – date last updated: 2/06/2025

Carparks

This is further divided into four categories, as follows:

- CP - Category 4: High-use Carparks
- CP - Category 3: Medium-use Carparks
- CP - Category 2: Low-use Carparks
- CP - Category 1: Hard Stand areas at Latrobe City Reserves and Facilities

See Attachment 3: Carpark Hierarchy for more information.

Hierarchy	Sealed Carpark (#)	% of Network	Unsealed Carpark (#)	% of Network
CP - Category 4	44	15.4	0	0.0
CP - Category 3	85	29.8	13	4.6
CP - Category 2	59	20.7	26	9.1
CP - Category 1	39	13.7	19	6.7
Total	**227**	**79.6**	**58**	**20.4**
Type	**Number (#)**		**% of Network**	
Carparks	**285**		**100**	

Table 3.4 – Carpark numbers by hierarchy – date last updated: 2/06/2025

Road & Carpark Kerbs

This is further divided into four categories, as follows:

- Category 4: Kerbs abutting high-use footpaths
- Category 3: Kerbs associated with off-street carparks
- Category 2: Kerbs on urban roads
- Category 1: Kerbs on rural roads

See Attachment 4: Kerb Hierarchy for more information.

Hierarchy	Road Kerbs Length (km)	% of Network	Carpark Kerbs (km)	% of Network
KB - Category 4	0.0	0.0	10.0	1.0
KB - Category 3	0.0	0.0	19.5	1.9
KB - Category 2	948.6	93.9	0.0	0.0
KB - Category 1	31.7	3.1	0.0	0.0
Total	**980.3**	**97.1**	**29.5**	**2.9**
Type	**Length (km)**		**% of Network**	
Kerb	**1009.8**		**100**	

Table 3.5 – Kerb length by hierarchy – date last updated: 2/06/2025

Pathway network (Footpaths)

This is further divided into seven categories, each of which is divided into 3 categories, as follows:

- FP - Category 3: High-use Footpaths
- FP - Category 2: Moderate-use Footpaths
- FP - Category 1: Low-use Footpaths
- FP - Category 0: Tracks & Trails

See Attachment 5: Pathway Hierarchy for more information.

Hierarchy	Sealed Length (km)	% of Network	Unsealed Length (km)	% of Network
FP - Category 3	42.0	5.6	0.2	0.0
FP - Category 2	35.6	4.8	0.0	0.0
FP - Category 1	651.6	87.3	6.6	0.9
FP - Category 0	0.0	0.0	10.6	1.4
Total	**729.2**	**97.7**	**17.4**	**2.3**
Type	**Length (km)**		**% of Network**	
Footpaths	**746.6**		**100.0**	

Table 3.6 – Footpath length by hierarchy – date last updated: 2/06/2025

Shared and Bicycle Pathways

- SBP - Category 3: High-use Pathways
- SBP - Category 2: Moderate-use Pathways
- SBP - Category 1: Low-use Pathways

See Attachment 5: Pathway Hierarchy for more information

Hierarchy	Sealed Length (km)	% of Network	Unsealed Length (km)	% of Network
SBP - Category 3	19.3	15.1	1.8	1.4
SBP - Category 2	23.5	18.4	8.8	6.9
SBP - Category 1	46.9	26.6	27.7	21.6
Total	**89.7**	**70.1**	**38.3**	**29.9**
Type	**Length (km)**		**% of Network**	
Shared & Bicycle Paths	**128.0**		**100.0**	

Table 3.7 – Shared and Bicycle Pathways length by hierarchy – date last updated: 2/06/2025

Type	Length (km)	% of Network
Sealed Pathways	**818.8**	93.7
Unsealed Pathways	**55.7**	6.3
Total	**874.6**	**100.0**

Table 3.8 –Pathway Network length by hierarchy – date last updated: 2/06/2025

Bridges and Major Culverts

This is further divided into three categories, as follows:

- BMC - Category 3: Vehicular Bridges
- BMC - Category 2: Vehicular Major Culverts
- BMC - Category 1: Pedestrian Bridges

See Attachment 6: Bridge & Major Culvert Hierarchy for more information.

Hierarchy	Bridges & Major Culverts (#)	% of Network
BMC - Category 3	50	27.3
BMC - Category 2	72	39.3
BMC - Category 1	61	33.4
Total	**183**	**100.0**

Table 3.9 – Bridges and Major Culverts by hierarchy – date last updated: 2/06/2025

Maintenance Management System

Maintenance Management

Council has responsibilities to road users and the community to maintain public roads to a reasonably safe and suitable standard, within Councils available funds and resources. By developing long-term maintenance programs for Councils assets, Council is better able to plan how to do this.

The following maintenance requirements shape Councils annual program and budget:

Routine maintenance standards

Standards vary across the network depending on the asset type and relevant risk factors, such as traffic volumes and composition, operating speeds, the susceptibility of assets to deterioration and the cost effectiveness of repairs. Competing priorities for funding are also relevant.

Defect intervention levels have been established using the *DTP Section 750 Routine Maintenance Performance Based specification* and adapting it to local conditions.

The standards will be reviewed periodically to make sure they are adequate (see section Updating the Plan).

Repair and maintenance works

Works must be completed within a specified time, depending on the severity and location of the defect. Response times are determined using local knowledge and experience and past performance as a guide.

Response times are monitored and will be periodically reviewed (see section Updating the Plan).

Temporary mitigation measures

These are temporary works designed to reduce the risk of an incident, until such time as repair or maintenance works can be completed.

Response times and safety measures – for example warning signs, flashing lights, and safety barriers – are determined by reference to the risk to safety, road type and traffic volume.

Emergency works

Works that result from emergency incidents and must be undertaken immediately, for the safety of road users and the public.

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Emergency works might include traffic incident management, responses to fires, floods, storms and spillages, and any assistance required under the Victorian State Emergency Response Plan and Municipal Emergency Management Plan.

Response trigger is notification by either VicPol or State Emergency Service.

Asset Management Plans

Council's asset management plans guide the development of long-term asset renewal programs, helping us to plan and finance asset renewal and replacement.

Maintenance Surveys and inspections

A four-tier regime is used to inspect Council's road network assets. It covers safety issues, incidents, defects and condition inspections.

Reactive inspections (Request for Service or RFS)

These inspections are conducted in response to requests from the community. The inspection is carried out by a Council/Contracted employee and assessed according to the Hazard intervention levels, contained within Attachment 9: Defect Intervention Levels and Repair Timeframes.

Proactive Inspections

Regular timetabled inspections that are scheduled depending on traffic flow, the types of defects likely to impact the asset and the perceived risks of these defects.

Condition Inspections

These inspections identify structural integrity issues which, if untreated, are likely to adversely affect the network overall. These issues may impact short-term serviceability, as well as the ability of the asset to perform for the duration of its intended life span.

These inspections are carried out in accordance with the Council's asset management plans. They are undertaken by Asset Planning Team on a four to five yearly schedule.

Maintenance responsiveness and performance targets

The following information is recorded when we receive a Request for Service (RFS) from the community:

- Date the request was received
- Details of the request, including the location and nature of the reported hazard/defect (including any specific measurements if provided), name of the person making the request, copies of any photographs provided, etc.
- The personnel/department to which the request has been assigned for action
- Date by which the request must be actioned (based on the target response times specified in Attachment 9)
- Date when the request was actioned and/or completed (this typically involves someone carrying out an RFS inspection, as described in section Attachment 8: Inspection Frequencies, followed by any necessary repair works conducted).

By recording this information, we can monitor compliance against target response times – that is, the time it takes from receiving a request to carrying out an inspection and ultimately completing necessary works.

Customer requests will be inspected and assessed in accordance with timeframes specified in Attachment 8: Inspection Frequencies. The following are some possible outcomes from a reactive inspection:

- If a defect identified exceeds a Description/Intervention Levels specified in Attachment 9: Defect Intervention Levels and Repair Timeframes, a work order will be created with a date for completion of works in line with respective specified repair timeframes.
- If repairs are significant – for example, rehabilitation works are required – temporary mitigation measures may be undertaken to reduce the risk posed by the hazard/defect until the proper works can be undertaken (and subject to available resources).
- If the defect is assessed as below the Description/Intervention Level specified in Attachment 9: Defect Intervention Levels and Repair Timeframes, it will be noted (including why), but no remedial action will be conducted.

Target response times and intervention times are based on 'normal' conditions. The same level of service would not apply in cases where the Plan has been suspended, under Section Suspension of the Plan.

Asset Levels of Service

Five elements are considered when determining appropriate levels of service for the road network.

These are:

1. Community expectations
2. Technical standards
3. Organisational capacity
4. Performance measures and targets
5. Safety of road and footpath users.

The maintenance levels in this plan are not intended to increase the level of service for roads. They are designed to maintain what already exists and to manage hazards that occur through road use and environmental impacts.

All of Council's roads have been classified by a hierarchal system which considers the function and importance of each road, thus determining the level of service provided in terms of inspection interval, intervention levels and response time. The RMP hierarchy is separate to the road hierarchy used to determine the appropriate level of service with respect to design/configuration for roads that are provided through new development.

The standard of the existing road network results from historical standards and circumstances that gave rise to roads that may differ markedly from that which would be expected from that of a new development undertaken today.

Changes to the design/configuration of a road may occur where there is a nexus to new development such that road use is expected to change; or may result from requests from property owners where they contribute entirely to the cost of a design/configuration upgrade of a road as required by Council prior to a road being included onto the Public Road Register; or for a road on the Public Road Register where property owners contribute to the cost of a design/configuration upgrade through a declared Special Charge Scheme. Where a request is received for a road segment/road reserve segment to be included on the Public Road Register the property owner will need to arrange at their cost for the road segment/road reserve segment to be constructed to a standard which can be effectively maintained by Council.

The minimum standard of a road that Council will accept is the standard required by the CFA that ensures access by fire appliances. In considering the extent of roads included on the Public Road Register Council implements the principle of the closest point of access to the rateable property.

When a road reaches the end of its useful life and is scheduled for full reconstruction the appropriate design/configuration will be determined based on the level of use, the type of use, and

what the road environment can practically accommodate in terms of design/configuration and available Council funds.

Register of Public Roads

Council maintains a register of public roads – called the Register of Public Roads – with the details of all public roads and ancillary areas for which we are responsible.

The Register of Public Roads is available on Council's website. A hard copy is made available at Council's Customer Service Centres, in Churchill, Moe, Morwell and Traralgon, upon request.

Maintenance Demarcation (Boundary) Agreements

Where there are boundary agreements between Council and other road authorities or private organisations, the schedule of roads affected, are listed in the Municipal Road Register.

Roads not listed on the Register

The following roads are not listed on Council's Register of Public Roads:

- Roads which are the full responsibility of the state government, or a private enterprise.
- Unused roads for which Council has not accepted responsibility.
- Roads drawn out on a plan of subdivision, until such time that Council accepts responsibility for these roads.
- Roads which Council has not determined are reasonably required for general public use.

Technical References

6. AS ISO 31000:2018 – Risk Management – Guidelines.
7. Integrated Asset Management Guidelines for Road Networks (AP-R202) 2002, Austroads Inc.
8. International Infrastructure Management Manual (IIMM) 2020, IPWEA.
9. VicRoads Risk Management Guidelines.
10. VicRoads Standard Specification Section 750 – Routine Maintenance.

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Attachment 1: Road Hierarchy – Urban Roads

Category	Key to Register of Public Roads	Description
UR - Category 4 • Main Distributor	RDMC1 • Link	These carry heavy volumes of traffic, including commercial vehicles, and act as main routes for traffic flows in and around the municipality. Key features typically include: • Supplementary to arterial road system • Connector between arterial roads and lower order streets • Cater for, but may restrain, service and heavy vehicles • Provide access to significant public services • Minimum two clear traffic lanes (excluding parking)
UR - Category 3 • Secondary Distributor • Collector • Activity Centre Streets	RDMC1 • Collector	These carry significant volumes of traffic and provide access, by linking residential areas to arterial roads. They also provide links between the various collector roads. Key features typically include: • Non-continuous connector (do not cross arterial roads) • Limited through traffic (not promoted, or encouraged) • Cater for, but may restrain, service and heavy vehicles • Minimum two clear traffic lanes (excluding parking) This category includes the activity centre street with high traffic volumes providing access within the activity centres of Moe, Morwell & Traralgon.
UR - Category 2 • Local Access	RDMC3 • Sealed Access <= 60km/h RDMC2 • Unsealed Access	These carry only local traffic. The primary function is to provide access to private properties. Key features typically include: • Short distance travel to higher level roads. • Minimum one clear traffic lane (excluding parking).
UR - Category 1 • Lane	RDMC3 • Minor Access	These perform a very minimal function as local access roads. Key features typically include: • A side or rear entry lane, generally providing secondary access to properties. • Low traffic counts.

* Categories follow the Infrastructure Design Manual for residential streets

Attachment 2: Road Hierarchy – Rural Roads

Category	Key to Register of Public Roads	Description
RR - Category 4 • Link	RDMC1 • Link	These roads act as links between population centres and are supplementary to the arterial road network. Key features typically include: • High truck (commercial vehicle) traffic volume • Access to major industries • Minimum 2 clear traffic lanes (excluding parking)
RR - Category 3 • Collector	RDMC1 • Collector	These carry moderate volumes of traffic and provide access, by linking local areas to link and arterial roads. They also provide links between the various collector roads. Key features typically include: • Non-continuous connector (do not cross arterial roads) • Limited through traffic (not promoted, or encouraged) • Cater for, but may restrain, service and heavy vehicles • Minimum two clear traffic lanes (excluding parking)
RR - Category 2 • Local Access (Standard Construction)	RDMC2 • Sealed Access > 60km/h • Unsealed Access	These carry only local traffic. The primary function is to provide access to private properties. Key features typically include: • Short distance travel to higher level roads In the case of an unsealed local access road providing primary access to a single property with a full-time occupied residence, the road will only be maintained to the closest boundary of that property. Where a single property with a full-time occupied residence does not abut the road reserve and is separated from the road reserve by a waterway reserve any bridge or culvert structure crossing the waterway reserve is the responsibility of the property owner. The balance will be maintained as a limited access track (see below)
RR - Category 1 • Local Access (Non-standard Construction)	RDMC4 • Limited Access	These carry only local traffic. The primary function is to provide access to private properties. Key features typically include: • Short distance travel to higher level roads In the case of an unsealed local access road providing primary access to a single property with a full-time occupied residence, the road will only be maintained to the closest boundary of that property. Where a single property with a full-time occupied residence does not abut the road reserve and is separated from the road reserve by a waterway reserve any bridge or culvert structure crossing the waterway reserve is the responsibility of the property owner.

Category	Key to Register of Public Roads	Description
		The balance will be maintained as a limited access track (see below)
RR - Category 0 • Fire Access Tracks • Limited Access Track	RDMC0 • Not Maintained by Council	These perform a very minimal function. They typically act as fire access, or as a secondary or seasonal access road to large rural/farming/plantation properties. Key features typically include: • Low-use or seasonal primary access. • Provides secondary access to properties • Unsealed roads, often unformed or with minimal material. Due to the limited function and use of these roads, they are not subject to a proactive inspection regime or the same hazard intervention levels of other roads.

* Categories follow the Infrastructure Design Manual for residential streets

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Attachment 3: Carpark Hierarchy

Category	Key to Register of Public Roads	Description
CP - Category 3 • High-use off-street carpark	CMPC1 • High-use carparks	The category of 'highest use' that includes all off-street carparks in Activity Centres and select tourist/shopping precincts.
CP - Category 2 • Moderate-use off-street carpark	CMPC2 • Medium-use carparks	This category includes shopping strips, and other off-street carparking generators including, but not limited to: • Small strip shopping centres • Schools • Senior citizens centres, • Railway stations • Community centres
CP - Category 1 • Low-use off-street carpark	CPMC3 • Low-use carparks	This category includes all other off-street carpark within road reserves, including: • Residential areas • Commercial areas • Industrial areas • Hard stand areas accessed by vehicles in Council managed reserves and facilities. • Reserve access and carparks accessed by vehicles in Council managed reserves and facilities.

Attachment 4: Kerb Hierarchy

Category	Key to Register of Public Roads	Description
KB - Category 4 • High-use pedestrian areas	PMC1	The category of 'highest use' that includes all kerbs abutting (where footpath meets the back of kerb) footpaths in Activity Centres and select tourist/shopping precincts.
KB - Category 3 • High-use off-street carparks	N/A	The category of 'high use' that includes all kerbs in off-street carparks in Activity Centres and select tourist/shopping precincts.
KB - Category 2 • Moderate-use off-street carparks • Urban Roads	N/A	The category includes all kerbs in off-street carparks in shopping strips, and other parking generators including, but not limited to: • Small strip shopping centres • Schools • Senior citizens centres, • Railway stations • Community centres The category includes kerbs on urban roads.
KB - Category 1 • Low-use off-street carparks • Rural Roads	N/A	This category includes all kerbs in low-use carparks, including: • Residential areas • Commercial areas • Industrial areas • Hard stand areas accessed by vehicles in Council managed reserves and facilities. • Reserve access and carparks accessed by vehicles in Council managed reserves and facilities.

Attachment 5: Pathway Hierarchy

Footpaths

Category	Key to Register of Public Roads	Description
FP - Category 3 • High-use footpaths- Inclusive of Pram and Pedestrian Crossings	PMC1 • High-use footpaths	The category of 'highest use' that includes all footpaths in Activity Centres and select tourist/shopping precincts. • Small strip shopping centres • Schools.
FP - Category 2 • Moderate-use footpaths- Inclusive of Pram and Pedestrian Crossings	PMC2 • Medium-use Footpaths	The category includes shopping strips, and other pedestrian generators including, but not limited to: • Small strip shopping centres • Schools • Senior citizens centres, • Railway stations • Community centres.
FP - Category 1 • Low-use footpaths- Inclusive of Pram and Pedestrian Crossings	PMC3 • Low-use footpaths	The category includes all other footpaths within road reserves, including: • Residential areas • Commercial areas • Industrial areas • Council managed reserves and facilities.
FP - Category 0 • Track & Trails	PMC4 • Tracks & Trails	The category includes tracks and trails in Council controlled or managed conservation reserves: • maintained either directly by Latrobe City or by Community Committees of Management (CCoM). • gravel or natural surface track & trails. • often designed to fit with the natural topography and as such may not fully meet the needs of people with limited mobility. • due to the function and management arrangements of these tracks & trails, are subject to a proactive inspection regime, but are not subject to defined hazard intervention levels and response times of other pathways.

Shared & Bicycle Pathways

Category	Key to Register of Public Roads	Description
SP - Category 3 High-use footpaths- Inclusive of Pram and Pedestrian Crossings	PMC1 • High-use Shared Paths	The category of 'highest use' shared paths that includes pathways used by high volumes of commuter cyclists and select tourist pathways. In close proximity to the Activity Centres of: Moe, Newborough, Morwell, Churchill, & Traralgon.
SP - Category 2 Moderate-use footpaths- Inclusive of Pram and Pedestrian Crossings	PMC2 • Medium-use Shared Paths	This category includes pathways connecting to and within shopping strips, and other cyclist traffic generators including, but not limited to: • Schools • Railway stations • To/from and through popular parks/reserves. In close proximity to main streets of: Boolarra, Glengarry, Toongabbie, Tyers Yallourn North & Yinnar.
SP - Category 1 Low-use footpaths- Inclusive of Pram and Pedestrian Crossings	PMC1 • Low-use Shared Paths	This category includes all other shared and bicycle pathways other than tracks & trails.
SP - Category 0 • Track & Trails	PMC4 • Tracks & Trails	The category includes tracks and trails in Council controlled or managed conservation reserves: • maintained either directly by Latrobe City or by Community Committees of Management (CCoM). • gravel or natural surface track & trails. • often designed to fit with the natural topography and as such may not fully meet the needs of people with limited mobility. • due to the function and management arrangements of these tracks & trails, are not subject to a proactive inspection regime, and are not subject to defined hazard intervention levels and response times of other pathways.

Attachment 6: Bridge & Major Culvert Hierarchy

Category	Key to Register of Public Roads	Description
BMC - Category 4 • Vehicle Bridges	N/A	Vehicle Bridges are complex structures that provide a running surface for vehicles and span waterways that allow for the passage of water under a council road.
BMC - Category 3 • Vehicle Major Culverts	N/A	Major-Culverts are culverts that convey water under a council road. These have a cross-sectional area greater than or equal to 3.4 square metres, or a diameter of a single cell of greater than 1800 mm.
BMC - Category 2 • Pedestrian Bridges	N/A	Pedestrian Bridges are simple to complex structures that provide a running surface for pedestrians and that span waterways that allow for the passage of water under a footpath or shared pathway.
BMC - Category 1 • Vehicle Minor Culverts	N/A	Minor-Culverts, are culverts which have not been classified as Major Culverts. These generally have a cross-sectional area less than 3.4 square metres, or a diameter less than 1800mm.
BMC - Category 0 • Cattle Underpasses	N/A	Cattle underpass structures, box culvert type structures built for the purpose of providing safe crossing under a road for cattle. The culvert is installed and owned by the property owner and owner responsibility for the maintenance of these structures is established through a Section 173 (Local Government Act 1989) Agreement with the adjacent landowner. After the initial 12 month construction defect liability period, Council assumes responsibility for the road pavement, seal, markings, and guideposts only. Responsibility for the structure, including attachments such as guardrail, farm access approaches, fencing and underpass drainage remains with the owner for the duration of the agreement.

Attachment 7: Inspection Requirements

Inspection Type	Purpose	Inspection and Reporting Requirements	Management of Inspection Timeframes
Reactive – Request for Service (RFS)	Reactive inspections are designed to confirm the nature of defects/hazards reported by members of the public or Council staff, and identify any that exceed the intervention levels specified in (Attachment 9: Defect Intervention Levels and Repair Timeframes).	Performed by a Council/Contractor representative with knowledge of Description/Intervention Levels (Attachment 9: Defect Intervention Levels and Repair Timeframes). and road maintenance techniques who may then call in a higher level of expertise if necessary. All Reactive inspections are conducted on foot, with defects measured and photographed. The report is required to identify specific safety defect, time first reported, time inspected and by whom, subsequent action and time of completion.	Commences at the opening of business of the working day following lodgement and allocation within the Maintenance Management System to an Actioning Work Team. Elapses after the Reactive Inspection Timeframe. If a reactive inspection elapses on a Weekend, Public Holiday or Actioning Work Team Rostered Day Off, the actual date and time due will be the close of business of the next working day.
Proactive Inspection	Inspection undertaken in accordance with a formal programmed inspection schedule to determine if the road asset complies with the levels of service as specified. A record of each asset is to be completed detailing the name of the inspector, the inspection date, and a description of any defects found that exceed the intervention levels specified in (Attachment 9: Defect Intervention Levels and Repair Timeframes). In addition, details of the inspection will be electronically recorded against the particular asset inspected.	Proactive Inspections of roads, carparks, medium-use and low-use footpaths all shared pathways, are conducted via a slow-moving vehicle, while Proactive Inspections of all other asset types are conducted on foot, with defects measured and photographed. Performed by a dedicated Plan inspector.	Commences at the opening of business of the working day that it is scheduled Maintenance Management System to an Actioning Work Team. Elapses after the Proactive Inspection Timeframe. If a Proactive inspection elapses on a Weekend, Public Holiday or Actioning Work Team Rostered Day Off, the actual date and time due will be the close of business of the next working day.
Emergency Response	Emergency Response – All Asset/Categories Reported Incidents/Hazards that present an immediate and significant risk to members of the public. Reporting by VicPol, SES	**Bridges** Level 1 Inspection carried out after major accidents, flood, earthquake, bushfires or other incidents impacting the structure. Level 2 Inspections carried out within 13 months of the	Commences at the opening of business of the working day following lodgement and allocation within the Maintenance Management System to an Actioning Work Team.

Inspection Type	Purpose	Inspection and Reporting Requirements	Management of Inspection Timeframes
	Temporary measures (e.g. installing barriers, signage, closing the road/footpath, etc.) will be implemented to reduce the risk to users of the road network until such time as appropriate repairs can be completed.	completion of major maintenance/ opening to traffic and then on a 2 to 5 year cycle in accordance with the VicRoads Road Structures Inspection Manual Level 3 Inspections carried out on the recommendation resulting from a Level 1 or 2 Inspection.	Elapses after the Emergency Response Timeframe.
Night Inspections	Inspection undertaken in accordance with a formal programmed inspection schedule to assess the reflectivity of road signage, cat's eyes and roadside guideposts, and the visibility of line marking at night.	Conducted via a slow-moving vehicle with standard driving lights (low beam), with visibility/legibility/reflectivity assessed by eye from distances specified respective of each asset defect type. Performed by a dedicated Plan inspector.	Commences at the opening of business of the working day that it is scheduled Maintenance Management System to an Actioning Work Team. Elapses after the Night Inspection Timeframe. If a Night inspection elapses on a Weekend, Public Holiday or Actioning Work Team Rostered Day Off, the actual date and time due will be the close of business of the next working day.

Attachment 8: Inspection Frequencies

Asset Group	Hierarchy Category	Reactive Inspection Timeframe H = Hour W = Week Y = Year	Proactive Inspection Frequency H = Hour W = Week Y = Year	Emergency Response H = Hour W = Week Y = Year	Night Inspections H = Hour W = Week Y = Year
Urban Sealed Roads Unsealed Roads	UR - Category 4 • Main Distributor	48 H	9 W	48 H	3Y
	UR - Category 3 • Secondary Distributor • Collector • Activity Centre Streets	48 H	9 W	48 H	3Y
	UR - Category 2 • Local Access	1 W	31 W	48 H	3 Y
	UR - Category 1 • Lane	1 W	31 W	48 H	4 Y
Rural Sealed Roads Unsealed Roads	RR - Category 4 • Main Distributor	48 H	9 W	48 H	4 Y
	RR - Category 3 • Collector	48 H	9 W	48 H	3 Y
	RR - Category 2 • Local Access Standard Construction	48 H	16 W	48 H	3 Y
	RR - Category 1 • Local Access Non-Standard Construction	1 W	52 W	48 H	4 Y
	RR - Category 0 • Fire Access • Limited Access	N/A	N/A	N/A	N/A

Attachment 8: Inspection Frequencies (continued)

Asset Group	Hierarchy Category	Reactive Inspection Timeframe H = Hour W = Week Y = Year	Proactive Inspection Frequency H = Hour W = Week Y = Year	Emergency Response H = Hour W = Week Y = Year	Night Inspections H = Hour W = Week Y = Year
Urban Regulatory, Warning and Hazard Signs	UR - Category 4 • Main Distributor	48 H	9 W	48 H	3 Y
	UR - Category 3 • Secondary Distributor • Collector • Activity Centre Streets	48 H	9 W	48 H	3 Y
	UR - Category 2 • Local Access	1 W	31 W	48 H	3 Y
	UR - Category 1 • Lane	1 W	31 W	48 H	4 Y
Rural Regulatory, Warning and Hazard Signs	RR - Category 4 • Main Distributor	48 H	9 W	48 H	3 Y
	RR - Category 3 • Collector	48 H	9 W	48 H	3 Y
	RR - Category 1 • Local Access Non-Standard Construction	48 H	16 W	48 H	3 Y
	RR - Category 1 • Local Access Non-Standard Construction	1 W	52 W	48 H	N/A
	RR - Category 0 • Fire Access • Limited Access	N/A	N/A	N/A	N/A
All Asset Groups Vegetation Overhead clearance	All asset categories	2 W	N/A	48 H	N/A

Attachment 8: Inspection Frequencies (continued)

Asset Group	Hierarchy Category	Reactive Inspection Timeframe H = Hour W = Week Y = Year	Proactive Inspection Frequency H = Hour W = Week Y = Year	Emergency Response H = Hour W = Week Y = Year	Night Inspections H = Hour W = Week Y = Year
Carparks	CP - Category 3 • High-use carparks	48 H	16 W	48 H	3 Y
	CP - Category 2 • Medium-use carparks	48 H	31 W	48 H	3 Y
	CP - Category 1 • Low-use carparks	1 W	52 W	48 H	4 Y
Kerb & Channel	KB - Category 4 • Kerbs in High-use pedestrian areas	72 H	52 W	48 H	N/A
	KB - Category 3 • Kerbs in High-use off-street carparks	72 H	4-5 Y	48 H	N/A
	KB - Category 2 • Kerbs in Moderate-use off-street carparks • Kerbs on Urban Roads	1 W	4-5 Y	48 H	N/A
	KB - Category 1 • Kerbs in Low-use off-street carparks • Kerbs on Rural Roads	2 W	4-5 Y	48 H	N/A

Attachment 8: Inspection Frequencies (continued)

Asset Group	Hierarchy Category	Reactive Inspection Timeframe H = Hour W = Week Y = Year	Proactive Inspection Frequency H = Hour W = Week Y = Year	Emergency Response H = Hour W = Week Y = Year	Night Inspections H = Hour W = Week Y = Year
Footpaths **Shared & Bicycle Pathways**	Category 3 • High-use footpaths and pathways	48 H	52 W	48 H	N/A
	Category 2 • Moderate-use footpaths and pathways	48 H	2 Y	48 H	N/A
	Category 1 • Low-use footpaths and pathways	96 H	3 Y	48 H	N/A
	Category 0 • Track & Trails	N/A	N/A	N/A	N/A
Bridges	Level 1 Bridge Inspections • Vehicle Bridges • Vehicle Major Culverts	48 H	26 W	48 H	N/A

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Attachment 9: Defect Intervention Levels and Repair Timeframes

NOTES:

- If a Repair Timeframe elapses on a Weekend or Public Holiday, the actual due date will be the next Working Day.
- In cases where a defect is not due to be repaired in less than 4 weeks, temporary measures, such as installing warning signage, erecting barriers, or painting the defect with a bright contrasting colour, may be implemented at the time of identification to reduce the risk as much as is reasonably practicable until permanent repairs can be completed in line with the specified Repair Timeframes.

Defect Intervention Levels and Repair Timeframes

Sealed Roads

Category	Maintenance Class	Urban	Rural
Cat 4	RDMC1	Main distributor	Link
Cat 3	RDMC1	Secondary distributor Activity Centre streets	Collector
Cat 2	RDMC2, RDMC3	Local Access	Local access standard construction
Cat 1	RDMC4	Lane	Local access non- standard construction
Cat 0	RDMC0		Fire access tracks, limited access tracks

Defect type	Defect Code	Description & Intervention Level	Repair timeframes by hierarchy H = Hour W = Week			
			Cat 4 RDMC1	Cat 3 RDMC2	Cat 2 RDMC2 RDMC3	Cat 1 RDMC4
Pothole	S-POT1	Potholes in sealed pavement >50 mm in depth and >300 mm in diameter.	1 W	2 W	4 W	12 W
	S-POT2	Potholes located in dedicated/marked bicycle lanes >30 mm depth and >100 mm diameter.	1 W	2 W	4 W	12 W
Edge break	S-EBK	Edge breaks >100 mm laterally over a 10m or greater length from the nominal seal line.	1 W	2 W	4 W	12 W
Edge shoulder drop	S-DRO	Edge drops onto an unsealed shoulder >75 mm in depth over a 10m or greater length.	1 W	2 W	4 W	12 W
Depressions deformations	S-RUT	Depression/deformations in the wheel path of a sealed pavement >50 mm in depth under a 1.2m long straight edge. Affecting more than 20 % of trafficable surface over 100m of road length.	1 W	2 W	4 W	12 W
Missing pit lids	PIT1	Missing Council drainage pit lids.	24 H	48 H	72 H	96 H

Defect type	Defect Code	Description & Intervention Level	Repair timeframes by hierarchy H = Hour W = Week			
			Cat 4 RDMC1	Cat 3 RDMC2	Cat 2 RDMC2 RDMC3	Cat 1 RDMC4
Damaged pit lids	PIT2	Damaged Council drainage pit lids (such that they are potentially structurally unsound).	1 W	2 W	4 W	12 W
Roadside Vegetation Overhead clearance	VEG1	Vegetation intruding into the road envelope: • <5 m over the trafficable portion of road.	2 W	2 W	N/A	N/A
	VEG2	Vegetation intruding into the road envelope: • <4.5 m over the trafficable portion of road.	N/A	N/A	4 W	12 W
Roadside Vegetation Obstructing sightlines	VEG3	Vegetation that is obstructing sightlines to intersections or regulatory, warning and hazard signs.	2 W	2 W	4 W	12 W
Bleeding Seals	S-BLE	Bleeding seals due to high ambient temperature (resulting in pickup of binder due to traffic action)	24 H	24 H	24 H	48 H

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Unsealed Roads

Category	Maintenance Class	Urban	Rural
Cat 4	RDMC1	Main distributor	Link
Cat 3	RDMC1	Secondary distributor Activity Centre streets	Collector
Cat 2	RDMC2	Local Access	Local access standard construction
Cat 1	RDMC4	Lane	Local access non- standard construction
Cat 0	RDMC0		Fire access tracks, limited access tracks

Defect type	Defect Code	Description & Intervention Level	Repair timeframes by hierarchy H = Hour W = Week				
			Cat 4 RDMC1	Cat 3 RDMC1	Cat 2 RDMC2	Cat 1 RDMC4	Cat 0 RDMC0
Pothole	U-POT1	Potholes in sealed pavement >75 mm in depth and >300 mm in diameter.	4 W	4 W	4 W	N/A	N/A
	U-POT2	Potholes in unsealed pavement >100 mm in depth and >500 mm in diameter.	N/A	N/A	N/A	4 W	N/A
Wheel ruts scouring	U-CSR1	Wheel ruts or scouring on an unsealed road >75 mm in depth. Affecting more than 20 % of trafficable surface over 100m of road length.	2 W	2 W	4 W	8 W	N/A
Corrugations	U-CSR2	Corrugations on an unsealed road >75 mm in depth and 1500 mm in length. Affecting more than 20 % of trafficable surface over 100m of road length.	2 W	2 W	4 W	8 W	N/A
Roadside Vegetation Overhead clearance	VEG1	Vegetation intruding into the road envelope: • <5.0 m over the trafficable portion of road.	2 W	2 W	N/A	N/A	N/A
	VEG2	• <4.5 m over the trafficable portion of road.	N/A	N/A	2 W	2 W	N/A
Roadside Vegetation Obstructing sightlines	VEG3	Vegetation that is obstructing sightlines to intersections or regulatory, warning and hazard signs.	4 W	8 W	12 W	16 W	N/A

All Roads (Sealed & Unsealed)

Category	Maintenance Class	Urban	Rural
Cat 4	RDMC1	Main distributor	Link
Cat 3	RDMC1	Secondary distributor, Activity Centre streets	Collector
Cat 2	RDMC2, RDMC3	Local Access	Local access standard construction
Cat 1	RDMC4	Lane	Local access non- standard construction
Cat 0	RDMC0		Fire access tracks, limited access tracks

Defect type	Defect Code	Description & Intervention Level	Repair timeframes by hierarchy H = Hour W = Week				
			Cat 4 RDMC1	Cat 3 RDMC1	Cat 2 RDMC2 RDMC3	Cat 1 RDMC4	Cat 0 RDMC0
Road Obstruction	OBS	Materials fallen from vehicles, dead animals, wet clay and other slippery substances, hazardous materials, accumulation of dirt or granular materials on the traffic lane of sealed roads that pose a safety risk to vehicles (ie run off road, movement into oncoming lanes, loss of traction or braking capability).	24 H	24 H	48 H	48 H	N/A
Traffic Hazards	OCC	Traffic hazards requiring urgent response to ensure traffic safety - ponding of water >300mm deep • fallen trees • oil spills • stray livestock.	24 H	24 H	48 H	48 H	N/A
Emergency Events	EM	Emergency Event (e.g. road accident resulting in debris on road surface)	24 H	24 H	48 H	48 H	N/A
Missing Damaged Signage	SSI	Regulatory, warning and hazard signs missing, illegible or damaged making them substantially ineffective when viewed from the following distances: • Speed Limit – <=50km/h = 30m • Speed Limit – 60km/h = 40m • Speed Limit – 70km/h = 55m • Speed Limit – 80km/h = 65m • Speed Limit – 90km/h = 80m • Speed Limit – 100km/h = 95m	4 W	4 W	8 W	8 W	N/A
Missing Damaged Guard Rail or fencing	BAR	Guard rail/fence damaged or missing making them substantially ineffective.	4 W	4 W	8 W	8 W	N/A

Defect type	Defect Code	Description & Intervention Level	Repair timeframes by hierarchy H = Hour W = Week				
			Cat 4 RDMC1	Cat 3 RDMC1	Cat 2 RDMC2 RDMC3	Cat 1 RDMC4	Cat 0 RDMC0
Missing Damaged Pavement Markings	PMK	Pavement markings which are missing or faded making them substantially ineffective.	4 W	4 W	8 W	8 W	N/A

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Off-street Carparks

Category	Maintenance Class	Hierarchy
Cat 3	CPMC1	High-use off street carparks.
Cat 2	CPMC2	Medium-use off street carparks.
Cat 1	CPMC3	Low-use off street carparks.

Defect type	Defect Code	Description & Intervention Level	Repair timeframes by hierarchy H = Hour W = Week		
			Cat 3 CPMC1	Cat 2 CPMC2	Cat 1 CPMC3
Vertical Displacement **Pedestrian access areas pathways**	TS1	Vertical Displacement >20 mm in height.	4 W	N/A	N/A
	TS2	Vertical Displacement >30 mm in height.	N/A	12 W	32 W
Pothole	S-POT1	Potholes in sealed pavement >75 mm in depth and >300 mm in diameter.	4 W	12 W	32 W
	U-POT2	Potholes in unsealed pavement >100 mm in depth and >500 mm in diameter.	4 W	12 W	32 W
Wheel ruts/scouring	U-CSR1	Wheel ruts or scouring on an unsealed pavement >75 mm in depth Affecting more than 20 % of trafficable surface area.	4 W	12 W	32 W
Corrugations	U-CSR2	Corrugations on an unsealed pavement >75 mm in depth and 1500 mm in length. Affecting more than 20 % of trafficable surface area.	4 W	12 W	32 W
Vegetation Overhead clearance	VEG1	Vegetation intruding into the carpark envelope: • <4.5 m over the trafficable portion of carpark.	2 W	2 W	2 W
	VEG2	Vegetation intruding into the carpark envelope: • <2.1 m over the pedestrian access portion of carpark.	2 W	2 W	2 W

Kerb and Channel

Category	Maintenance Class	Hierarchy
Cat 4	PMC1	High-use pedestrian areas.
Cat 3	CPMC1	High-use off street carparks.
Cat 2	CPMC2	Medium-use off street carparks and urban roads.
Cat 1	CPMC3	Low-use off street carparks and rural roads.

Defect type	Defect Code	Description & Intervention Level	Repair timeframes by hierarchy H = Hour W = Week			
			Cat 4 PMC1	Cat 3 CPMC1	Cat 2 CPMC2	Cat 1 CPMC3
Kerb Displacement	KDIS 1	Vertical and/or horizontal displacement – uplift section >25 mm.	2 W	N/A	N/A	N/A
	KDIS 2	Vertical and/or horizontal displacement – uplift section >50 mm.	N/A	4 W	N/A	N/A
	KDIS 3	Vertical and/or horizontal displacement – uplift section >75 mm.	N/A	N/A	8 W	N/A
	KDIS 4	Vertical and/or horizontal displacement – uplift section >100 mm.	N/A	N/A	N/A	16 W

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Footpaths

Category	Maintenance Class	Hierarchy
Cat 3	PMC1	High-use footpaths
Cat 2	PMC2	Medium-use footpaths
Cat 1	PMC3	Low-use footpaths
Cat 0	PMC4	Tracks and Trails

Defect type	Defect Code	Description & Intervention Level	Repair timeframes by hierarchy H = Hour W = Week			
			Cat 3 PMC1	Cat 2 PMC2	Cat 1 PMC3	Cat 0 PMC4
Vertical Displacement	TS1	Vertical displacement >20 mm in height.	48 H	N/A	N/A	N/A
	TS2	Vertical displacement >30 mm in height.	N/A	1 W	2 W	N/A
	TS3*	Vertical displacement >50 mm in height. (unsealed footpaths)	N/A	2 W	4 W	N/A
Loose segmented pavers	LSP	Loose and unstable segmented pavers (i.e. bluestone, bricks, etc.) that move underfoot.	48 H	1 W	2 W	N/A
Cracking	CRK	Cracking in footpaths >40 mm wide.	48 H	1 W	2 W	N/A
Undulations	UND	Undulations (depressions/bumps) >75 mm in depth/height under a 1.5m straight edge.	48 H	1 W	2 W	N/A
Dislodged missing pieces potholes	DMP	Dislodged or missing pieces or potholes >150 mm in length/width and >20 mm in depth.	48 H	1 W	2 W	N/A
Missing pit lids	MPL	Missing Council drainage pit lids.	24 H	48 H	48 H	N/A
Damaged pit lids	DPL	Damaged Council drainage pit lids (such that they are potentially structurally unsound).	48 H	1 W	2 W	N/A
Vegetation overhead clearance	COV	Vegetation intruding into the footpath envelope: • <2.5 m over footpath surface.	2 W	2 W	2 W	N/A
Dislodged missing tactile indicator	TAC	Damaged or missing.	48 H	1 W	2 W	N/A

Note: Pram crossings/Pedestrian Crossings/Ramps providing transition between road and footpath levels are treated as part of the footpath for the purposes of the application of description/intervention levels.

* Not applied to intentional design elements such as integrated drainage swales / water-bars, speed humps, etc. Such elements are assessed on a case-by-case basis to ensure they remain functional while also not presenting an unreasonable safety risk to users.

Shared & Bicycle Pathways

Category	Maintenance Class	Hierarchy
Cat 3	PMC1	High-use pathways
Cat 2	PMC2	Medium-use pathways
Cat 1	PMC3	Low-use pathways
Cat 0	PMC4	Tracks and Trails

Defect type	Defect Code	Description & Intervention Level	Repair timeframes by hierarchy H = Hour W = Week			
			Cat 3 PMC1	Cat 2 PMC2	Cat 1 PMC3	Cat 0 PMC4
Vertical Displacement	TS1	Vertical displacement >20 mm in height.	48 H	N/A	N/A	N/A
	TS2	Vertical displacement >30 mm in height.	N/A	1 W	2 W	N/A
	TS3*	Vertical displacement >50 mm in height. (unsealed pathways)	N/A	2 W	4 W	N/A
Cracking	CRK	Cracking perpendicular to path of travel >30 mm wide Longitudinal cracking >20 mm wide.	48 H	1 W	2 W	N/A
Undulations	UND	Undulations (depressions/bumps) >75 mm in depth/height under a 1.5m straight edge.	48 H	1 W	2 W	N/A
Dislodged missing pieces potholes	DMP	Dislodged or missing pieces or potholes >150 mm in length/width and >20 mm in depth.	48 H	1 W	2 W	N/A
Missing pit lids	MPL	Missing Council drainage pit lids.	24 H	48 H	48 H	N/A
Damaged pit lids	DPL	Damaged Council drainage pit lids (such that they are potentially structurally unsound).	48 H	1 W	2 W	N/A
Vegetation overhead clearance	COV	Vegetation intruding into the pathway envelope: • <3.5 m over shared pathway surface and >50 cm beyond each edge.	2 W	2 W	2 W	N/A
Vegetation Obstructing sightlines	VOS	Vegetation that is obstructing sightlines to intersections or regulatory, warning and hazard signs when viewed from <20 m.	2 W	2 W	2 W	N/A
Dislodged missing tactile indicator	TAC	Damaged or missing.	48 H	1 W	2 W	N/A

Note: Pram crossings/Pedestrian Crossings/Ramps providing transition between road and footpath levels are treated as part of the pathway for the purposes of the application of description/intervention levels.

* Not applied to intentional design elements such as integrated drainage swales / water-bars, speed humps, etc. Such elements are assessed on a case-by-case basis to ensure they remain functional while also not presenting an unreasonable safety risk to users.

Bridges and Culverts

Category	Maintenance Class	Urban	Rural
Cat 4	RDMC1	Main distributor	Link
Cat 3	RDMC1	Secondary distributor, Activity centre streets	Collector
Cat 2	RDMC2	Local Access	Local access standard construction
Cat 1	RDMC4	Lane	Local access non- standard construction
Cat 0	RDMC0		Fire access tracks, limited access tracks

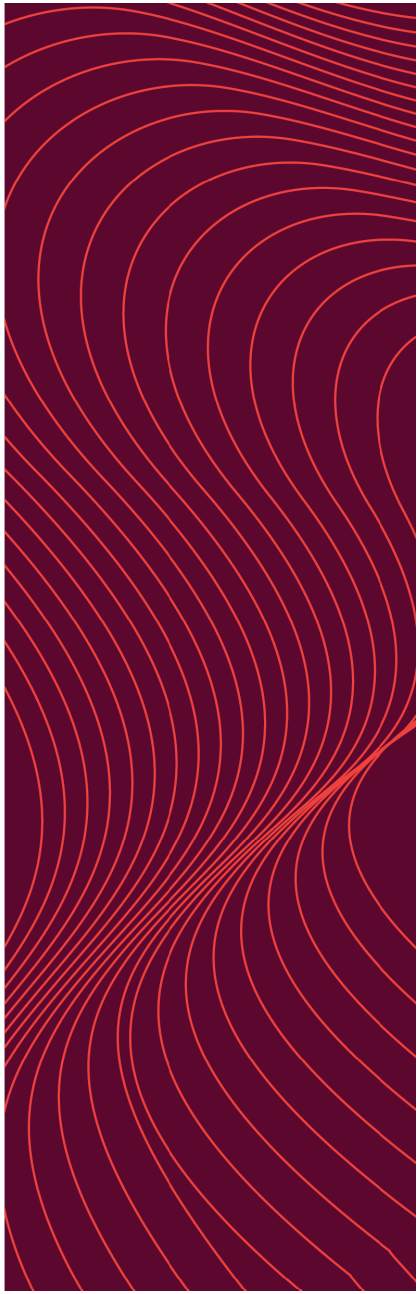
Defect type	Defect Code	Description & Intervention Level	Repair timeframes by hierarchy H = Hour W = Week				
			Cat 4 RDMC1	Cat 3 RDMC1	Cat 2 RDMC2	Cat 1 RDMC4	Cat 0 RDMC0
Bridge & Culvert defects	BCD	Visible damage likely to pose an immediate and significant risk to members of the public.	2 W	4 W	8 W	12 W	N/A

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Road Management Plan 2025-29

Comparison to Latrobe City RMP 2021 - 2025



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Defect Intervention Levels

mm = Millimeters m = Meters

Defect Type Defect Code	2021 RMP Range	Draft 2025 RMP Range	Relative to 2021 RMP	Comments and reasoning
Sealed Road Pothole depth	>75 mm	>50 mm	⇧	• Minor change from RMP 2021 – 2025 • No financial implication
Footpath vertical displacement	10 – 20 mm	20 – 30 mm	⇩	• Lower Level of Service than RMP 2021 – 2025 • No financial implication Note: Latrobe City spends $800K to $1050K annually to manage the path network which is a combination of response to RMP hazards at or above intervention and asset defects that are treated for asset lifecycle management. **RMP 2021 - 2025** High Zones – trip step >10 mm –> 12 M works program Medium Zones – trip step >20 mm –> 12 M works program Low Zones – trip step > 20mm –> 18 M works program **RMP 2025 - 2029** High Zones – trip step >20 mm – 4 W response Medium Zones – trip step >30 mm – 12 W response Low Zones – trip step > 30 mm – 32 W response Latrobe City will continue to implement it annual works program responding to lifecycle defects through step grinding and bay replacement to reduce the occurrence of RMP hazards.
Footpath Overhead Vegetation Clearance	2.1 m	2.5 m	⇩	• Minor change from RMP 2021 – 2025 • No financial implication

Defect Repair Timeframes

H = Hour WD = Work Day W = Week M = Month Y = Year

Sealed Roads

Defect Type Defect Code	2021 RMP Range	Draft 2025 RMP Range	Relative to 2021 RMP	Comments and reasoning
Pothole S-POT1, S-POT2 CATEGORY 2	2 W	4 W	↓	• Lower Level of Service than RMP 2021 – 2025 • No financial implication
Pothole S-POT1, S-POT2 CATEGORY 1	2 W	12 W	↓	• Lower Level of Service than RMP 2021 – 2025 • No financial implication
Roadside Vegetation – Overhead clearance VEG1 CATEGORY 4	5 WD	2 W	↓	• Lower Level of Service than RMP 2021 – 2025 • Minimal financial implication Note: Latrobe City implements an annual works program to manage vegetation encroaching into the road and pathway envelope. This program creates clearance greater that the RMP hazard intervention and allows for a period of vegetation growth before the envelope is encroached upon. This program reduces the occurrence of RMP hazards.
Roadside Vegetation – Overhead clearance VEG2 CATEGORY 1	4 W	12 W	↓	• Lower Level of Service than RMP 2021 – 2025 • No financial implication

Defect Repair Timeframes (continued)

H = Hour WD = Work Day W = Week M = Month Y = Year

Unsealed Roads

Defect Type Defect Code	2021 RMP Range	Draft 2025 RMP Range	Relative to 2021 RMP	Comments and reasoning
Roadside Vegetation – Overhead clearance VEG1 CATEGORY 4	5 WD	2 W	⇩	• Lower Level of Service than RMP 2021 – 2025 • No financial implication
Roadside Vegetation – Overhead clearance VEG2 CATEGORY 2	4 W	2 W	⇧	• Unchanged from RMP 2021 – 2025 • No financial implication
Roadside Vegetation – Overhead clearance VEG2 CATEGORY 1	4 W	2 W	⇧	• Unchanged from RMP 2021 – 2025 • No financial implication

Footpaths

Defect Type Defect Code	2021 RMP Range	Draft 2025 RMP Range	Relative to 2021 RMP	Comments and reasoning
Vertical Displacement TS 2 CATEGORY 2	12 M	1 W	⇧	• Higher Level of Service than RMP 2021 – 2025 • Minimal financial implication
Vertical Displacement TS 2 CATEGORY 1	18 M	2 W	⇧	• Higher Level of Service than RMP 2021 – 2025 • Minimal financial implication

Emergency Response Timeframes

H = Hour WD = Work Day W = Week M = Month Y = Year

Latrobe City RMP 2021 - 2025 has very responsive Emergency Response timeframe, this is appropriate for an individual response but is not suited to an emergency event where Council may receive multiple emergency notifications. While Latrobe City will continue to be responsive to emergency notifications, the proposed 48 H Emergency Response timeframe allows Council to prioritise responses.

LATROBE CITY COUNCIL'S SUBMISSIONS TO: THE DECLARED MINE REHABILITATION PLANS FOR HAZELWOOD AND YALLOURN MINE

PURPOSE

To endorse Council's submission to the Declared Mine Rehabilitation Plans for Hazelwood and Yallourn W Mines.

EXECUTIVE SUMMARY

- Declared Mine Rehabilitation Plans (DMRPs) are a legislated requirement under the Mineral Resources Sustainable Development Amendment Regulations 2022 that outline how declared mines will be rehabilitated.
- These plans are developed by mine operators and approved by the Victoria State Government. As living documents, DMRPs can be updated over time to reflect evolving environmental conditions, technological advancements, and regulator changes.
- There are currently 3 mining providers preparing DMRPs in Latrobe City:
    - ENGIE for Hazelwood;
    - Energy Australia for Yallourn; and
    - AGL for Loy Yang A.
- ENGIE released the DMRP for Hazelwood on 1 July 2025.
- Energy Australia released the DMRP for Yallourn on 18 June 2025.
- AGL has had their DMRP for Loy Yang A. deferred by the State Government until 2027.
- In response to the release of these documents, offices have prepared responses including Council's submissions to:
    - ENGIES DMPR for Hazelwood (Submission) – **Attachment 1;** and
    - Energy Australia DMRP for Yallourn (Submission) – **Attachment 2.**
- The submissions draw on Council's previously endorsed positions, with consideration given to policy changes, new information, reflecting more modern language and collectively focusing on 8 overarching recommendations, including**:**
    - Support the use of Environmental Effects Statements (EES) in assessing all rehabilitation proposals;

- Transfer land ownership to State and Federal Government;
- Apply a legacy project or initiative that will benefit the Latrobe City community;
- Further investigate the cumulative impacts of water;
- Apply an interrelationship model between mine rehabilitation plans;
- Support the Government's proposed recommendation for a bulk water entitlement fee;
- Consider Council's request to maintain a portion of land for the Inter-township Trail Network project; and
- Consider Council's request to maintain a portion of the mine licence land 3005 for a proposed Centre of Automotive Futures (CAAF).

- Following the endorsement of the submissions a copy will be made available on the Council website.

OFFICER'S RECOMMENDATION

That Council:

1. **endorses the submission to Energy Australia's Declared Mine Rehabilitation Plan for Yallourn W;**
2. **endorses the submission to ENGIE's Declared Mine Rehabilitation Plan for Hazelwood; and**
3. **approves the inclusion of both submissions in the formal consultation processes being led by the mining providers.**

BACKGROUND

DMRPs are required under the Victorian mining regulations - *Mineral Resources Sustainable Development Amendment Regulations 2022.* They are designed to outline the steps that a declared mine licence will take to rehabilitate land impacted by mining activities. Prepared by mining operators, DMRPs detail how the land within the declared mine licence will be restored to ensure it is safe, stable and sustainable, supporting proposed end land uses after mining operations conclude.

DMRPs are living documents, meaning they can be updated over time to reflect changes in the physical environment, advancements in knowledge, technology, and regulatory requirements. The Victorian State Government has the authority to approve or reject them.

Officers note that ENGIE is further into the rehabilitation planning process than Energy Australia: An Environmental Effects Statement (EES) process has already commenced for the Hazelwood site. Council supports the EES process and has a designated officer who contributes to the technical reference group.

Unlike a DMRP, the EES process is managed by the Victoria Department of Transport and Planning (DTP) on behalf of the Minister for Planning, The EES provides a comprehensive framework to assess the rehabilitation projects potential significant environmental effects.

ANALYSIS

Council's submission to the DMRPs states that, due to the complexity of mine rehabilitation and the unique environmental characteristics involved, Council will not provide rigorous technical commentary on the DMRPs. Instead, Council will reserve its position for the EES to ensure a thorough evaluation of the supporting evidence. This is particularly relevant for the Energy Australia submission for Yallourn as the EES process has not begun. As such Council Submissions focused on overarching advocacy requirements.

Across the two submission Council made a total of 6 overarching recommendations:

Recommendation 1: Transfer land ownership to State and Federal Government;

Recommendation 2: Further investigate the cumulative impacts of water;

Recommendation 3: Apply a legacy project or initiative that will benefit the Latrobe City community;

Recommendation 4: Apply an interrelationship model between mine rehabilitation plans;

Recommendation 5: Support the Government's proposed recommendation for a bulk water entitlement fee; and

Recommendation 6: Consider Council's request to maintain a portion of land for the Inter-township Trail Network project.

The submission to Yallourn's DMRP contains 2 additional recommendations including:

Recommendation 7: Support the use of the EES; and

Recommendation 8: Consider Council's request to maintain a portion of the mine licence land 3005 for a proposed Centre of Automotive Futures (CAAF).

RISK ASSESSMENT

RISK	RISK RATING	TREATMENT
FINANCIAL Failure to advocate as part of the DMRP could lead to potential attempts to transfer land to Council impacting future financial obligations	**Medium** *Possible x Medium*	Council will continue to engage with all relevant stakeholder to advocate for appropriate land ownership.
STRATEGIC Failure to endorse Council submissions at the Council meeting will mean Council do not submit to the process.	**Low** *Unlikely x Low*	Council endorses the submission at the Council meeting.
Failure to submit to the process could lead to community disappointment.	**Low** *Unlikely x Low*	Council endorses the submission at the Council meeting and submit to the process.

CONSULTATION

No consultation is planned as part of this report.

COMMUNICATION

No community consultation is being proposed as part of this report.

DECLARATIONS OF INTEREST

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 2020*.

APPENDIX 1 IMPACT ASSESSMENT

Gender

A Gender Impact Assessment (GIA) under the *Gender Equality Act 2020* has not been conducted as this matter does not include a policy with a significant and direct impact on the community.

Council has been included as a relevant stakeholder for engagement; however, it is not the agency leading this project. Accordingly, while the subject matter of this report does have a significant and direct impact on the community, it is not a program, service or policy of Council, which is when a GIA is required under the *Gender Equity Act 2020*.

Social

Failure to advocate for Council financial sustainability could lead to Council having to reduce services based on decreased rate revenue in the future.

Cultural

Not applicable.

Health

Not applicable.

Environmental

Council is participating the in EES process for the rehabilitation of the Hazelwood Mine site. A formal EES process for Yallourn W has yet to begin.

Economic

Failure to advocate for the appropriate transfer of mind land ownership will impact Council’s finances in the future.

Attachments

1. Latrobe City Council's Submission to: Yallourn Declared Mine Rehabilitation Plan
2. Latrobe City Council's Submission to: ENGIEs Declared Mine Rehabilitation Plan

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Latrobe City Council's Submissions to: The Declared Mine Rehabilitation Plans for Hazelwood and Yallourn Mine

1 Latrobe City Council's Submission to: Yallourn Declared Mine Rehabilitation Plan 143

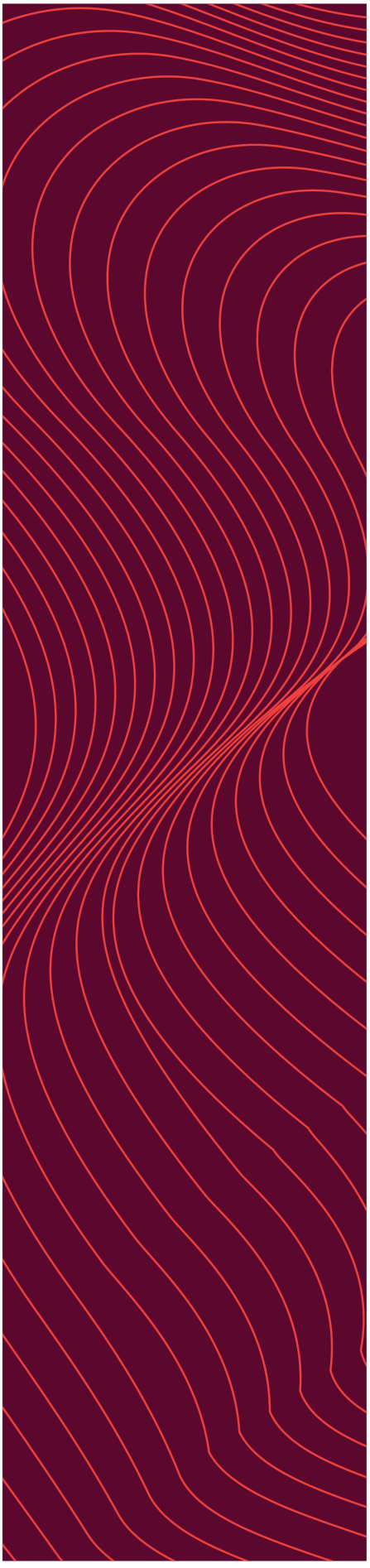
2 Latrobe City Council's Submission to: ENGIEs Declared Mine Rehabilitation Plan 150

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Latrobe City Council's Submission to:

Energy Australia Yallourn Declared Mine Rehabilitation Plan

August 2025



Introduction

Latrobe City Council welcomes the opportunity to provide feedback on Energy Australia's Declared Mine Rehabilitation Plan (DMRP) for the Yallourn W Mine site. The rehabilitation of this site presents a strategic opportunity to reshape the Latrobe City's landscape and support a strong, diversified economy post the closure of traditional industries.

Council acknowledges the significant work undertaken by Energy Australia and welcomes the collaborative approach being taken towards planning for future land uses. As one of the most significant post-industrial land transformations in Victoria's history, the rehabilitation of the Yallourn W Mine site and other mining land across the Latrobe City community must be managed with foresight, transparency, and collaboration.

Council recognises the critical responsibilities involved in mine rehabilitation and emphasises the need to balance environmental protection, public safety, economic resilience, and social wellbeing. The decisions made today will present both intergenerational opportunities and potential risks that will shape our land, water, economy, and communities for decades, if not centuries to come.

Given the complexity of mine rehabilitation and the distinct environmental characteristics, Council will not be providing technical commentary on the DMRP at this stage. Instead, Council will reserve its position until the Environmental Effects Assessment process begins, and a Technical Reference Group is established to rigorously assess the supporting evidence.

Summary of Recommendations:

Recommendation 1: Support the Use of Environmental Effects Statements (EES) in Assessing All Rehabilitation Proposals

Recommendation 2: Transfer Land Ownership to State and Federal Governments

Recommendation 3: Apply a Legacy Project or Initiative that will benefit the Latrobe City Community

Recommendation 4: Further Investigate the Cumulative Impacts of Water

Recommendation 5: Apply an Interrelationships Model between Mine Rehabilitation Plans

Recommendation 6: Support the Government's Proposed Recommendation for a Bulk Water Entitlement Fee.

Recommendation 7: Consider Council's Request to Maintain a Portion of the Mine Licence Land 3005 for a Proposed Centre of Automotive Futures (CAAF)

Recommendation 8: Consider Council's Request to Maintain a Portion of Land for the Inter-Township Trail Network Project.

Submission

Recommendation 1: Support the Use of Environmental Effects Statements (EES) in Assessing All Rehabilitation Plans

Council maintains that all mine rehabilitation plans must be underpinned by a formal Environmental Effects Statement (EES) in accordance with the Victorian Environmental Effects Act 1978. Given the scale, complexity, and potential long-term impacts of the rehabilitation of the Yallourn W mine site, the project clearly meets the thresholds outlined in the Ministerial Guidelines for Assessment of Environmental Effects under the Environment Effects Act 1978 (Eighth Edition, 2023) and should be referred to the Minister for Planning.

The EES process remains the most appropriate and rigorous mechanism available to assess rehabilitation proposals in detail and in a transparent manner. Council is currently participating in the EES for the rehabilitation of the Hazelwood Mine and recognises that while the EES framework is valuable, it may not be perfectly suited to the specific nature of mine rehabilitation, particularly because rehabilitation is a mandatory requirement, not an optional proposal.

Therefore, the core focus of any EES for mine rehabilitation should not be whether rehabilitation occurs, but how it can be delivered in a way that ensures the best possible environmental, cultural, and community outcomes. Council emphasises that this observation relates to the structure of the process, not the quality or integrity of the technical work or the Technical Reference Groups involved.

Considering this, Council strongly encourages Energy Australia to refer the rehabilitation of the Yallourn W site for EES assessment and to work in genuine partnership with all relevant stakeholders to ensure the EES process is adapted to reflect the unique context of mine rehabilitation.

Recommendation 2: Transfer Land Ownership to State and Federal Governments

Council maintains its firm position that responsibility for the ongoing maintenance and management of former mine sites should rest with State or Federal Governments and not with the Latrobe City community. Council will not take on long-term maintenance obligations and is committed to ensuring the community is not left with the financial burden of managing these complex sites.

A coordinated approach involving State and Federal Governments is essential to determine clear, long-term management and ownership arrangements. Any future transfer of land ownership or responsibilities must be supported by a sustainable funding model that ensures ongoing costs are covered well into the future.

In addition, Council encourages opportunities to return portions of rehabilitated land to productive uses that create local employment, support community initiatives, and drive regional development.

Strategic, forward-looking planning is crucial to establish a clear pathway for ownership and funding. This is especially important given the uncertainties surrounding pit-lake stability and the long-term environmental risks

Council will continue to advocate for clear ownership, long-term funding mechanisms, and sustainable outcomes that protect the Latrobe City community.

Recommendation 3: Apply a Legacy Project or Initiative that will benefit the Latrobe City Community

Council encourages Energy Australia to embed a legacy project or long-term initiative within the DMRP to ensure the mine's closure delivers economic value to the local community. Given the significant and lasting impacts of mining, a thoughtfully designed legacy project would reflect Energy

Australia's commitment to not only environmental rehabilitation, but also to social and economic regeneration ensuring the region remains strong and resilient.

Council proposes that the legacy project or initiative be co-designed in partnership with Council and the community, with a strong focus on supporting economic diversification into new industries.

The legacy project or initiative should aim to establish infrastructure or programs that align with local strengths and future-oriented industries, to reduce reliance on legacy sectors and foster a more resilient, inclusive economy. With genuine collaboration, transparency, and long-term planning, Energy Australia can help deliver a legacy that empowers the Latrobe community for generations to come.

Recommendation 4: Further Investigate the Cumulative Impacts of Water

Council continues to hold concerns about the cumulative impacts of mine rehabilitation on regional water resources. A key issue Council has identified as part of the Hazelwood EES process is the lack of sufficient detail in some of the EES reports particularly in relation to the closure of the other mines. This gap in information has made it difficult to fully assess the broader regional implications on water.

Council emphasis the need for a transparent process that considers the cumulative impact of water across the region. At present, Council is not confident that the current approach provides adequate oversight or assurance. Council would welcome additional work be undertaken in the cumulative Impact Assessments as part of all 3 mine sites EES processes.

There also appears to be gap regarding how water will be prioritised during times of scarcity. Currently, there is no clear framework outlining how competing water needs will be assessed or which projects will be prioritised when resources are limited.

Given the scale of mine rehabilitation and growing pressure on water resources due to climate change, drought conditions and competing demands, a holistic and integrated approach is essential.

Additionally, Council questions whether allocating large volumes of water to mine rehabilitation represents the most economically and socially beneficial use of this critical and limited resource. In a region where water is already under pressure, it is essential to establish clear, transparent priorities for water use especially when demand may exceed supply.

Recommendation 5: Apply an Interrelationships Model between Mine Rehabilitation Plans

Council maintains the position that mine operators need to consider the interrelationships between mine sites, such coordination is essential to ensure effective rehabilitation across Hazelwood, Yallourn W and Loy Yang A. Integrated planning will support improved environmental and conservation outcomes, reduce overlapping impacts, and allow rehabilitation efforts to complement one another.

By fostering open dialogue and collaboration, mine operators can align their strategies to avoid conflicting approaches and achieve cohesive land uses that enhance community benefit and align with broader landscape goals.

Council continues to emphasise the importance of ensuring that post-mining land use delivers long-term economic and social value. Rehabilitated sites should transition into productive uses that contribute to the local economy and community more broadly. This is particularly important given the scale of land that will be rehabilitated across all 3 sites.

Although current DMRP regulations do not mandate this level of strategic planning, Energy Australia has an opportunity to lead by example. By adopting a holistic, landscape-scale approach to mine

rehabilitation, one that extends beyond regulatory compliance, Energy Australia can help ensure that environmental, social, and economic outcomes are maximised for the Latrobe City's future.

Recommendation 6: Support the Government's Proposed Recommendation for a Bulk Water Entitlement Fee

While Council continues to advocate for all alternative mine rehabilitation options to be fully explored and publicly assessed before proceeding with the proposed full lake model, Council acknowledges the possibility that the full lake approach may ultimately be pursued.

In that event, Council encourages Energy Australia to work collaboratively with the Victorian State Government and support the Department of Energy, Environment and Climate Action's proposed recommendation to introduce a bulk water entitlement fee. This fee should reflect the full cost of water use, including:

- Environmental impacts,
- Infrastructure needs, and
- Social and economic implications for the region

Council supports a fair and transparent pricing framework and recommends that all revenue generated from bulk water entitlements, imposed on the mining providers be ring-fenced and allocated to a dedicated Latrobe City Economic Support Package. This package should support initiatives that deliver measurable benefits to the Latrobe City community particularly in the areas of supporting business capabilities, investment attraction and industry growth.

By ensuring that water, as a valuable public resource, delivers a return to the community, this approach can help strengthen the region's long-term economic resilience.

Recommendation 7: Consider Council's Request to Maintain a portion of the Mine Licence Land 3005 for a proposed Centre of Automotive Futures (CAAF)

Council encourages Energy Australia to consider its request to enter into a Memorandum of Understanding (MoU) that would enable Council to develop a business case for the proposed Centre of Automotive Futures (CAAF).

This request carries no financial obligation for Energy Australia. Rather, it would provide Council with the certainty needed to undertake the necessary assessments and determine the economic justification for the project.

Council cannot proceed with the business case without a formal commitment from Energy Australia. An MoU confirming that the site could be considered for the CAAF in future land use planning is essential to move forward. Council therefore urges Energy Australia to use this opportunity to support a visionary, future-focused project that could play a key role in the region's long-term transformation.

The CAAF has long been a priority for Council due to its potential to attract new industries and create meaningful employment opportunities for the community. To progress this initiative, Council is seeking Energy Australia's support in earmarking a 410-hectare greenfield site within Mine Licence 3005 at Yallourn W a potential location for the CAAF.

Envisioned as a national hub for advanced mobility, vehicle innovation, and sustainable transport solutions, the CAAF would offer education, training, and research opportunities in STEM and advanced manufacturing. It would help build a skilled local workforce and establish career pathways for the Latrobe City community.

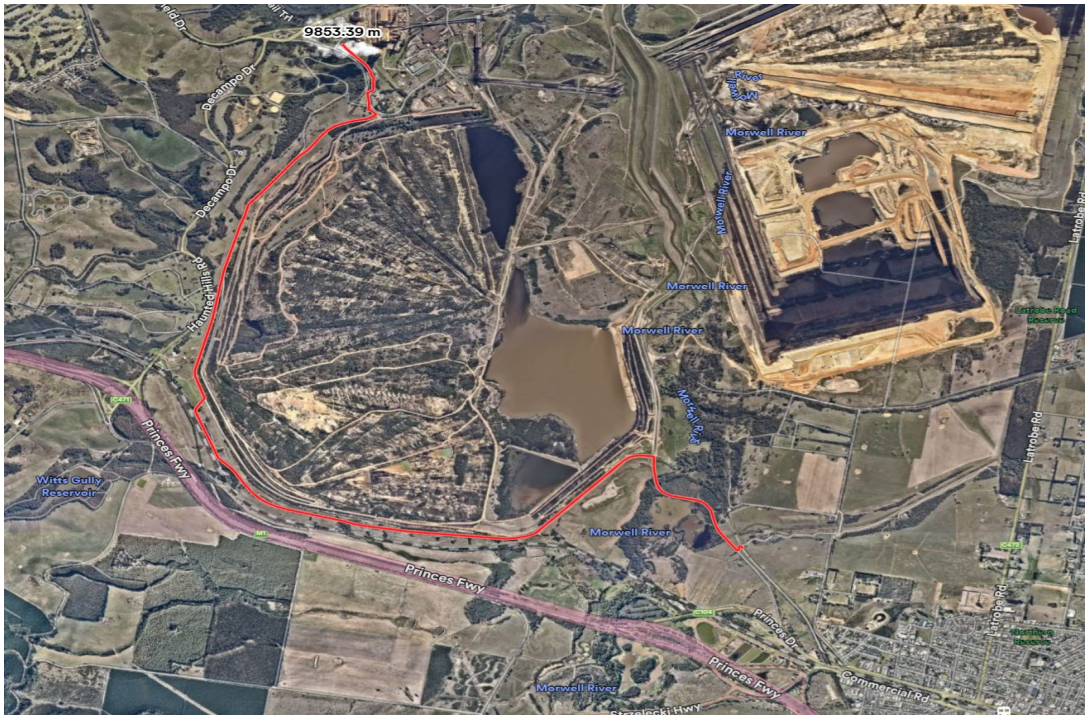
Recommendation 8: Consider Council's request to maintain a portion of land for the Inter-Township Trail Network Project

Council requests that Energy Australia enter discussions to permit early community access to a portion of the existing road network within the rehabilitation site. This site would enable the timely activation of the Morwell–Moe segment of Council's Inter-Township Trail Network project.

This section of land, which already contains an established internal road network, offers a valuable opportunity to create new community recreation spaces with minimal infrastructure investment. Integrating this area into the broader tracks and trails network would support the region's growing interest in mountain biking and outdoor activities, contributing to improved physical and mental health outcomes for the community.

In addition to health and wellbeing benefits, this project has strong potential to stimulate the local visitor economy, attract tourism, and support active transport options between key towns. By preserving this corridor and collaborating on early access, Energy Australia can contribute to a regionally significant initiative that aligns with broader community development, sustainability, and liveability objectives.

A copy of the proposed track alignment has been provided below for reference.



Conclusion

Council thanks Energy Australia for the opportunity to provide feedback on the Declared Mine Rehabilitation Plan and respectfully requests a written response to the recommendations outlined in this submission.

Council looks forward to ongoing collaboration with Energy Australia to ensure the rehabilitation of the Yallourn W mine is undertaken in a manner that is responsible, safe, and environmentally sustainable - delivering long term benefits for the Latrobe City community.

Council remains committed to working in partnership with government, industry, and the community to ensure that mine rehabilitation efforts contribute meaningfully to environmental restoration, economic diversification, and the long-term resilience of the region.

Please feel free to contact Latrobe City Council's Manager of Business and Industry Development Shae Hansen on Shae.Hansen@latrobe.vic.gov.au or 0459 847 411, should you wish to discuss any of the content outlined in this submission in greater detail.

Yours Sincerely

Steven Piasente
CEO

LATROBE CITY COUNCIL

Latrobe City Council's Submission to:

ENGIE Hazelwood Declared Mine Rehabilitation Plan

August 2025



Introduction

Latrobe City Council welcomes the opportunity to provide feedback to ENGIE on the recently released Declared Mine Rehabilitation Plan (DMRP) for the Hazelwood Mine site. The rehabilitation of this site presents a strategic opportunity to reshape the Latrobe City landscape and support a strong, diversified economy post the closure of traditional industries.

As one of the most significant post-industrial land transformations in Victoria's history, the rehabilitation of Hazelwood Mine and other mining land across the Latrobe City community must be managed with foresight, transparency, and collaboration.

Council recognises the critical responsibilities involved in mine rehabilitation and emphasises the need to balance environmental protection, public safety, economic resilience, and social wellbeing. The decisions made today will present both intergenerational opportunities and potential risks that will shape our land, water, economy, and communities for decades, if not centuries to come.

Given the complexity of mine rehabilitation and the distinct environmental characteristics, Council will be limiting the technical commentary provided on the DMRP at this time. Council will continue to participate in the Technical Reference Group established for the rehabilitation of Hazelwood to guide the Environmental Effects Statement process.

Summary of Recommendations

Recommendation 1: Transfer Land Ownership to State and Federal Governments

Recommendation 2: Apply a Legacy Project or Initiative that will benefit the Latrobe City Community

Recommendation 3: Further Investigate the Cumulative Impacts on Water

Recommendation 4: Apply an Interrelationships Model between Mine Rehabilitation Plans

Recommendation 5: Support the Government's Proposed Recommendation for a Bulk Water Entitlement Fee.

Recommendation 6: Consider Council's Request to Maintain a Portion of Land for the Inter-Township Trail Network Project.

Submission

Initial findings of the Environment Effects Statement (EES)

Council supports the use of the Environment Effects Statement (EES) process for the rehabilitation of the Hazelwood mine site. However, after participating in the process Council notes that the standard EES framework may not be perfectly suited to the unique context of mine rehabilitation. To be effective, the EES approach may need to be adapted so that technical studies focus not on whether rehabilitation should occur, but on how it should be carried out.

Rehabilitation is a necessary process, not an optional one. Therefore, the key question the EES should address is not *if* rehabilitation should occur, but *how* it should be delivered to achieve the best environmental and social outcomes.

While the technical studies reviewed have attempted to follow the standard EES methodology, some critical components particularly the risk assessment have not resulted in meaningful or practical conclusions. This observation is about the limitations of the process itself, not a reflection on the quality or integrity of the technical reports or the Technical Reference Groups.

While the EES process is currently underway, Council will continue to participate actively and provide feedback throughout its progression. However, Council has identified some early concerns that we wish to raise with ENGIE as part of this process.

Firstly, Council seeks greater assurance regarding the long-term stability of the lake banks. To date, Council is not satisfied that ENGIE has demonstrated the ability to guarantee bank stability in a way that ensures safety and long-term integrity for the community.

Secondly, Council requests clarification on responsibility for restoration works in the event of a future lake bank failure. It is essential that roles and responsibilities are clearly defined to avoid confusion or delays in remediation efforts should such an incident occur.

Council also notes that the bank surrounding the lake is currently not suitable for recreational use, Council would encourage ENGIE to reconsider this approach.

Recommendation 1: Transfer Land Ownership to State and Federal Governments

Council maintains its firm position that responsibility for the ongoing maintenance and management of former mine sites should rest with State or Federal Governments and not with the Latrobe City community. Council will not take on long-term maintenance obligations and is committed to ensuring the community is not left with the financial burden of managing these complex sites.

A coordinated approach involving State and Federal Governments is essential to determine clear, long-term management and ownership arrangements. Any future transfer of land ownership or responsibilities must be supported by a sustainable funding model that ensures ongoing costs are covered well into the future.

In addition, Council encourages opportunities to return portions of rehabilitated land to productive uses that create local employment, support community initiatives, and drive regional development.

Strategic, forward-looking planning is crucial to establish a clear pathway for ownership and funding. This is especially important given the uncertainties surrounding pit-lake stability and the long-term environmental risks

Council will continue to advocate for clear ownership, long-term funding mechanisms, and sustainable outcomes that protect the Latrobe City community.

Recommendation 2: Apply a Legacy Project or Initiative that will benefit the Latrobe City Community

Council encourages ENGIE to embed a legacy project or long-term initiative within the DMRP to ensure the mine's closure delivers economic value to the local community. Given the significant and

lasting impacts of mining, a thoughtfully designed legacy project would reflect ENGIEs commitment to not only environmental rehabilitation, but also to social and economic regeneration ensuring the region remains strong and resilient.

Council proposes that the legacy project or initiative be co-designed in partnership with Council and the community, with a strong focus on supporting economic diversification into new industries.

The legacy project or initiative should aim to establish infrastructure or programs that align with local strengths and future-oriented industries, to reduce reliance on legacy sectors and foster a more resilient, inclusive economy. With genuine collaboration, transparency, and long-term planning, ENGIE can help deliver a legacy that empowers the Latrobe community for generations to come.

Recommendation 3: Further Investigate the Cumulative Impacts on Water

Council continues to hold concerns about the cumulative impacts of mine rehabilitation on regional water resources. A key issue is the lack of sufficient detail in some of the Environmental Effects Statement (EES) reports particularly in relation to the closure of Yallourn and Loy Yangs A, which has made it difficult to fully assess the broader regional implications.

Council emphasis the need for a transparent process that considers the cumulative impact of water across the region. At present, Council is not confident that the current approach provides adequate oversight or assurance. Council would welcome additional work be undertaken in the cumulative Impact Assessment.

There also appears to be gap regarding how water will be prioritised during times of scarcity. Currently, there is no clear framework outlining how competing water needs will be assessed or which projects will be prioritised when resources are limited.

Given the scale of mine rehabilitation and growing pressure on water resources due to climate change, drought conditions and competing demands, a holistic and integrated approach is essential.

Additionally, Council questions whether allocating large volumes of water to mine rehabilitation represents the most economically and socially beneficial use of this critical and limited resource. In a region where water is already under pressure, it is essential to establish clear, transparent priorities for water use especially when demand may exceed supply.

Recommendation 4: Apply an Interrelationships Model between Mine Rehabilitation Plans

Council maintains the position that mine operators need to consider the interrelationships between mine sites, such coordination is essential to ensure effective rehabilitation across Hazelwood, Yallourn W and Loy Yang A. Integrated planning will support improved environmental and conservation outcomes, reduce overlapping impacts, and allow rehabilitation efforts to complement one another.

By fostering open dialogue and collaboration, mine operators can align their strategies to avoid conflicting approaches and achieve cohesive land uses that enhance community benefit and align with broader landscape goals.

Council continues to emphasise the importance of ensuring that post-mining land use delivers long-term economic and social value. Rehabilitated sites should transition into productive uses that contribute to the local economy and community more broadly. This is particularly important given the scale of land that will be rehabilitated across all 3 sites.

Although current DMRP regulations do not mandate this level of strategic planning, ENGIE has an opportunity to lead by example. By adopting a holistic, landscape-scale approach to mine rehabilitation, one that extends beyond regulatory compliance, ENGIE can help ensure that environmental, social, and economic outcomes are maximised for the Latrobe City's future.

Recommendation 5: Support the Government's Proposed Recommendation for a Bulk Water Entitlement Fee

While Council continues to advocate for all alternative mine rehabilitation options to be fully explored and publicly assessed before proceeding with the proposed full lake model, Council acknowledges the possibility that the full lake approach may ultimately be pursued.

In that event, Council encourages ENGIE to work collaboratively with the Victorian State Government and support the Department of Energy, Environment and Climate Action's recommendation to introduce a bulk water entitlement fee. This fee should reflect the full cost of water use, including:

- Environmental impacts;
- Infrastructure needs; and
- Social and economic implications for the region.

Council supports a fair and transparent pricing framework and recommends that all revenue generated from bulk water entitlements, imposed on the mining providers be ring-fenced and allocated to a dedicated Latrobe City Economic Support Package. This package should support initiatives that deliver measurable benefits to the Latrobe City community particularly in the areas of supporting business capabilities, investment attraction and industry growth.

By ensuring that water, as a valuable public resource, delivers a return to the community, this approach can help strengthen the region's long-term economic resilience.

Recommendation 6: Consider Council's Request to Maintain a Portion of Land for the Inter-Township Trail Network Project.

Council respectfully requests that ENGIE future-proof the proposed Morwell to Churchill, Yinnar, and Boolarra link of Council's Inter-Township Trail Network Project by embedding this corridor within the DMRP Council also requests that community access to this corridor be enabled at the earliest and safest opportunity and any associated infrastructure works to activate the connection are expedited.

A copy of the proposed track alignment has been provided below for reference.



This section of land, which includes some existing internal road infrastructure, presents a significant opportunity to establish new recreational spaces. It is identified as the highest priority connection in the *Gippsland Odyssey* and represents the critical missing link between the Grand Ridge Rail Trail and the Gippsland Plains Rail Trail.

Integrating this corridor into the broader regional tracks and trails network will directly support the growing demand for mountain biking and outdoor recreation in the Latrobe City community and the Gippsland Region more broadly. It will also contribute to improved community health and wellbeing through increased access to active outdoor spaces.

Beyond health and lifestyle benefits, the project holds strong potential to boost the local visitor economy, support tourism growth, and promote active transport between key regional centres. By preserving this corridor and enabling early access, ENGIE has an opportunity to contribute meaningfully to a regionally significant initiative aligned with strategic objectives around community development, sustainability, and liveability.

Conclusion

Council thanks ENGIE for the opportunity to provide feedback on the Declared Mine Rehabilitation Plan and respectfully requests a written response to the recommendations outlined in this submission.

Council looks forward to ongoing collaboration with ENGIE to ensure the rehabilitation of the Hazelwood mine is undertaken in a manner that is responsible, safe, and environmentally sustainable - delivering long term benefits for the Latrobe City community.

Council remains committed to working in partnership with government, industry, and the community to ensure that mine rehabilitation efforts contribute meaningfully to environmental restoration, economic diversification, and the long-term resilience of the region.

Please feel free to contact Latrobe City Council's Manager of Business and Industry Development Shae Hansen on Shae.Hansen@latrobe.vic.gov.au or 0459 847 411, should you wish to discuss any of the content outlined in this submission in greater detail.

Yours Sincerely

Steven Piasente
CEO

LATROBE CITY COUNCIL'S SUBMISSION TO: PAYMENT IN LIEU OF RATES SCHEME FOR ENERGY STORAGE

PURPOSE

To endorse Councils submission to the Department of Energy Environment and Climate Action's (DECCA's) Payment in Lieu of Rates (PILOR) Scheme for Energy Storage Systems.

EXECUTIVE SUMMARY

- On 18 July 2025, Council submitted a formal response – **Attachment 1** to the DECCA consultation into PILOR Scheme of Energy Storage Systems.
- The PILOR model enables electricity generators to negotiate payments to local councils in lieu of the Capital Improved Value rating system.
- The objective of Council's submission was to advocate for a PILOR model that:
    - Ensures revenue predictability and avoids administrative burdens; and
    - Protects Council from being financially disadvantaged.
- Key recommendation of the submission include:
    - Clearly defining energy storage systems in legislation and applying eligibility criteria;
    - Applying a separate PILOR framework for hybrid models that have both storage and generation capability;
    - Basing PILOR payments on physical footprint rather than installed megawatt capacity;
    - Ensuring payments continue until the land is returned and can be repurposed for its highest and best use; and
    - Opposing discounts for underperforming storage systems.
- Public consultation for this submission commenced on 26 May 2025 and concluded on 14 July 2025 with officers requesting an extension until 18 July 2025 not allowing officers sufficient time to bring the submission to a Council meeting, prior to the submission being made.
- A draft version of the submission was circulated to Councillors via email on 11 July 2025 for feedback and input.

OFFICER'S RECOMMENDATION

That Council endorses the submission to: Payment in lieu of rates scheme for energy storage systems.

BACKGROUND

The consultation into the PILOR Scheme for Energy Storage Systems sought feedback from the local government sector and relevant stakeholders on how a PILOR model could be applied to battery storage systems.

The PILOR model enables electricity generators to negotiate payments to local councils in lieu of the Capital Improved Value rating system traditionally used for residential and commercial properties.

Council has extensive experience applying the PILOR model to energy generation. At present, there is no approved methodology for calculating a PILOR for energy storage systems This consultation seeks to address that gap.

Given Latrobe City's strategic location near critical energy infrastructure, it is likely that the region will host future energy storage systems. Consequently, Council's submission is particularly relevant, as it advocates for a rating method that ensures Council is not left financially disadvantaged.

As part of the consultation the DECCA invited feedback on several questions designed to inform the future structure of the PILOR model.

Public consultation commenced on 26 May 2025 and concluded on 14 July 2025. However, officers successfully obtained an extension until 18 July 2025 to accommodate for End-of-Financial-Year operational demands. A draft submission was circulated to Councillors via email for feedback and input on 11 July 2025.

Council's final written response was submitted on 18 July 2025 – **Attachment 1.**

ANALYSIS

As part of the consultation process, DECCA sought feedback from stakeholder on several key topics to help shape the future PILOR model. These topics included:

- The definition of storage technologies;
- How the PILOR framework could be designed to balance the interest of all relevant stakeholder, including local government;
- The feasibility of implementing a customised payment method;
- How the model could be applied to hybrid systems that both generate and store energy; and
- Whether discounts should be considered.

Council's submission made several recommendations including:

- Incorporating a clause specifying that PILOR payments should only stop once the land is returned and can be repurposed for its highest and best use;
- A clear definition of energy storage systems and a legislated eligibility criteria;
- Ensuring hybrid systems are rated separately for both storage and generation components;

- A base PILOR rate guided by physical footprint of the project, rather than energy capacity; and
- Not applying discounts for underperforming storage units.

RISK ASSESSMENT

RISK	RISK RATING	TREATMENT
FINANCIAL Failure to advocate for a fair PILOR model impact Councils financial sustainability.	**Low** *Possible x Medium*	Council will continue to advocate for financial sustainability via Government consultations and submissions.

CONSULTATION

A draft version the submission was circulated to the Councillors via email for feedback on 11 July 2025.

COMMUNICATION

Following the endorsement of the submission a copy will be made available on the Council website.

DECLARATIONS OF INTEREST

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 2020*.

APPENDIX 1 IMPACT ASSESSMENT

Gender

A Gender Impact Assessment (GIA) under the *Gender Equality Act 2020* has not been conducted as this matter does not involve a program, service or policy with a significant and direct impact on the community.

Council has been included as a relevant stakeholder for engagement; however, it is not the agency leading this policy. Accordingly, while the subject matter of this report does have a significant and direct impact on the community, it is not a program, service or policy of Council, which is when a GIA is required under the *Gender Equity Act 2020.*

Social

Not applicable.

Cultural

Not applicable.

Health

Not applicable.

Environmental

Not applicable.

Economic

Not applicable.

Financial

The PILOR model for energy storage systems will have a direct impact on Council's future rate revenue. By participating in the consultation process, Council is advocating for a model that supports revenue predictability and ensures it is not placed at a financial disadvantage.

Attachments

1. Latrobe City Council Submission to: Payment in Lieu of Rates Scheme for Energy Storage Systems.

8.5

Latrobe City Council's submission to: Payment in lieu of rates scheme for energy storage

1 Latrobe City Council Submission to: Payment in Lieu of Rates Scheme for Energy Storage Systems. 162

LATROBE CITY COUNCIL

Latrobe City Council Submission to:

Payment in Lieu of Rates Scheme for Energy Storage Systems.

July 2025



Payment in Lieu of Rates Scheme for Energy Storage Systems:

Introduction

Latrobe City Council welcomes the opportunity to contribute to the Victorian State Government's consultation on the proposed Payment in Lieu of Rates (PILOR) scheme for energy storage systems. As a municipality with extensive experience operating under the PILOR framework for energy generation infrastructure, Council offers valuable insights into the potential financial implications of extending this model to energy storage technologies.

Latrobe City is strategically positioned near major grid access points at the former Hazelwood power station, Yallourn, and Loy Yang A and B power stations. It has also been identified as one of Victoria's seven proposed Renewable Energy Zones in VicGrid's *Draft Transmission Plan*. Given this strategic context, it is highly likely that our municipality will host future large-scale energy storage developments. As a result, the proposed PILOR framework will have direct implications for the financial sustainability of our Council. This makes our submission especially relevant, as it puts forward a series of recommendations aimed at ensuring a balanced and fair framework that serves the interests of all stakeholders.

A key recommendation from Council is that the PILOR system include a clear clause specifying when payments should cease. Specifically, PILOR payments should continue until the land is returned and can be repurposed for its highest and best use. The former Hazlewood power station and mine site illustrates the importance of this approach: following the mine's closure in 2017, PILOR payments ceased immediately, despite the land remaining unusable due to the need for extensive rehabilitation. To avoid such scenarios in the future, Council proposes that energy storage proponents remain responsible for PILOR payments until the land is fully rehabilitated and capable of being repurposed.

Additionally, Council strongly advocates for a clear, legislated definition of energy storage systems, distinct from electricity generation, and for the development of robust eligibility criteria to guide inclusion under the PILOR model. Without such clarity, local governments risk being left to negotiate definitions and rates on a case-by-case basis, leading to inconsistency, administrative burden, and financial uncertainty.

A fundamental principle guiding Council's position is the need for fairness and revenue predictability. Any land used for energy storage infrastructure should be rated in a way that reflects its highest and best use, consistent with how other industrial or commercial land is treated. The introduction of PILOR payments must not leave councils financially worse off than they would be under traditional rating methodologies. This includes ensuring that land occupied by storage systems receives fair compensation through a fixed, transparent payment structure, regardless of utilisation levels or asset performance.

Furthermore, Council believes that energy generation and storage components of hybrid systems should be rated separately, in recognition of their distinct operational roles. It also recommends that the scale of PILOR payments be based on the physical footprint of the project, rather than installed megawatt (MW) capacity, to ensure equitable and practical valuation across different sites and technologies.

Ultimately, Council supports a PILOR model that is simple, consistent, and enforceable balancing the interests of local governments, developers, communities, and energy consumers. A well-designed framework will support investment in renewable energy infrastructure while ensuring that host councils are not left to carry the financial burden of facilitating the energy transition.

Submission

How should storage technologies be defined? By what characteristics should storage technologies be distinguished from electricity generators?

Council recommends that the Victorian State Government establish a clear and consistent definition of energy storage systems to ensure uniform application of the PILOR scheme across all local government areas. This will help avoid placing the burden of interpretation and negotiation on individual councils and project developers.

As part of this definition, Council strongly encourages the Victorian State Government to develop and publish detailed eligibility criteria outlining which projects will and will not be included under the PILOR scheme. It is essential that these criteria are robust, legislated, and capable of clearly distinguishing energy storage systems from traditional batteries.

Specifically, the definition should apply only to large-scale battery storage systems whose sole function is to support the electricity grid by storing and discharging energy. Council holds the view that installations in residential or commercial settings such as battery systems for individual homes or businesses should not be considered eligible under the PILOR framework. These installations differ significantly in scale, function, and economic impact, and therefore should remain subject to the traditional capital- improved valuation rating methodology.

This clarity is necessary because the PILOR scheme, as currently proposed, is expected to yield lower rate revenue than the existing capital-improved value model applied to residential and commercial properties.

A well-defined and targeted application of the scheme will help protect the financial sustainability of local governments while supporting the Victorian State Governments objective to encourage investment in renewable energy projects.

How can the PILOR framework and arbitrator methodology for energy storage systems be designed to:

a - balance the interests of local councils, communities, storage developers and energy consumers?

Council welcomes an effective and balanced approach for all stakeholders, including local councils, communities, storage developers, and energy consumers and would therefore encourage the Victorian State Government to establish a fair and consistent base rate for payments that applies uniformly across all local government areas.

Council strongly opposes a model in which PILOR payments are adjusted downward based on the financial or technical performance of individual storage assets. For instance, under a traditional capital improved value rating system, rate liability is not reduced simply because a commercial property is underperforming. Similarly, allowing lower PILOR payments for poorly performing energy storage units would set a problematic precedent and undermine the equity of the system.

By applying a standardised base rate, the PILOR framework can ensure transparency, manage stakeholder expectations, and provide local governments with a predictable and stable revenue stream. This approach would also support planning certainty for proponents and uphold the broader public interest by fairly contributing to the cost of local infrastructure and services that support the community.

Council recommends that the PILOR system include a clause specifying when PILOR payments should cease. Specifically, payments should continue until the land is returned and can be repurposed for its highest and best use. A clear example of this issue is the former Hazlewood Power station and mine site: following the mine’s closure in 2017, PILOR payments stopped immediately, even though the land remains unusable until rehabilitation is complete. To prevent similar situations, Council proposes that energy storage proponents remain responsible for PILOR payments until the land is fully rehabilitated and available for its highest and best use.

2c - balance the benefits of a highly customised methodology with those of simplicity and ease of use by both parties?

As outlined in previous responses, Council strongly encourages the Victorian State Government to adopt a standardised approach by setting a clear base payment and publicly releasing a defined set of eligibility criteria for energy storage systems under the PILOR framework.

While a highly customised methodology may offer tailored solutions for individual projects, it introduces complexity, increases administrative burden, and creates the potential for inconsistency across local government areas. A simplified and transparent framework will enhance predictability for both councils and developers, reduce the need for case-by-case negotiations, and ensure equitable treatment across the state.

3 - Should the PILOR arbitrator methodology for energy storage systems use MW capacity as the metric to guide scale of payments or should another metric, be used?

e.g. footprint of project

Council recommends that the Victorian State Government base PILOR payments for energy storage systems on the physical footprint of the project, rather than on installed megawatt (MW) capacity. This approach better reflects the land use and associated demand on local infrastructure and services, and more accurately aligns with traditional rating methodologies.

Using project footprint as the primary metric will help ensure that councils are not financially disadvantaged by the implementation of the PILOR framework. It also supports fairness and transparency by linking payments to tangible land impacts, rather than fluctuating or technical performance measures. This approach strikes a better balance between the interests of councils, developers, and communities, and contributes to a more stable and equitable revenue model.

4 - For hybrid energy systems, such as solar-battery projects, how should the generation and storage energy system be included under PILOR, giving consideration to the fixed charge and the variable charge (per MW) methodology, and the annual capacity factor?

Council recommends that hybrid energy systems such as solar paired with battery storage be assessed as two distinct components under the PILOR framework. Energy generation assets should continue to be rated under the existing PILOR methodology that currently applies to generation infrastructure. In contrast, the storage component should be assessed and rated separately, under a dedicated framework developed specifically for energy storage systems.

This separation recognises the fundamentally different functions and operational characteristics of generation and storage technologies. Maintaining this distinction will ensure consistency, transparency, and fairness in how hybrid systems are treated avoiding the risk of under- or over-valuing either component or support councils in managing the financial implications of hosting such infrastructure.

5 - How would discounts for storage systems with low utilisation (low-capacity factors) impact the predictability of revenue (for councils) and expenses (for owners of storage systems)? How are the benefits of these discounts best balanced with minimising uncertainty and volatility?

Council does not support the application of discounts based on utilisation or capacity factors for energy storage systems. Storage infrastructure, like any other commercial or industrial development, occupies land and draws upon local services and infrastructure regardless of its operational performance. As such, it should be subject to a fixed annual payment under the PILOR framework.

Introducing discounts based on low utilisation would undermine revenue predictability for councils, making long-term financial planning and service delivery more difficult. It would also create

unnecessary complexity and potential for dispute, as utilisation levels may fluctuate and be difficult to verify consistently.

To minimise uncertainty and volatility for both councils and developers, the PILOR framework should apply a clear, fixed annual charge to storage systems, similar to the treatment of other businesses and ratepayers. This approach ensures fairness, administrative simplicity, and stable revenue outcomes for local governments, while providing storage operators with clarity and consistency in their financial obligations.

Thank you for taking the time to consider the content of this submission, Should you require additional information of if you wish to discuss any of the matters raise please contact Shae Hasnen Council's Senior Strategy and Advocacy Advisor on Shae.Hansen@Latrobe.vic.gov.au or 0459 847 411.

Yours Sincerely



Steven Piasente

CEO

BLACK SPOT PROGRAM APPLICATIONS 2026/2027

PURPOSE

To seek endorsement of applications to the Australian Government's 2026/2027 Black Spot Program.

EXECUTIVE SUMMARY

- Following a review of crash data provided by the Department of Transport and Planning (DTP), officers propose the following locations for an application to the 2026/2027 Black Spot Program:
    1. Post Office Place, Seymour and Hotham Streets, Traralgon (new application for area treatment);
    2. Black Spot Intersection - Grubb Avenue and Wirilda Crescent, Traralgon (new application);
    3. Old Sale Road, Newborough between Haigh Street and Newark Avenue (resubmission);
    4. Bridle Road, Morwell, between Princes Drive and Airlie Bank Road (resubmission); and
    5. Shakespeare Street, Traralgon, between Hyland Highway and McNairn Road (resubmission).
- Officers have engaged traffic safety consultants to review the subject roads lengths, consider the crash history to identify safety issues, and propose relevant treatments to inform the application process.
- Applications must be submitted in September 2025, with announcements usually made toward the middle of the following calendar year (e.g. June 2026).
- If any applications are successful, officers propose community engagement with residents living near the proposed sites seeking their feedback on the proposed treatments for each location through the design development process.
- Resubmitted applications that are unsuccessful again, will be referred to future capital works programs.

OFFICER'S RECOMMENDATION

That Council endorses applications to the 2026/2027 Black Spot Program to include:

1. **Seymour Street, Hotham Street, and Post Office Place, Traralgon;**
2. **Grubb Avenue and Wirilda Crescent, Traralgon;**
3. **Old Sale Road, Newborough;**
4. **Bridle Road, Morwell; and**
5. **Shakespeare Street, Traralgon.**

BACKGROUND

The Black Spot Program is a road safety program administered by the Australian Government to fix dangerous roads by treating road locations where motor vehicle accidents are more common based on previous crash statistics. It forms a key tool to achieve the Australian Government's National Road Safety Strategy aiming for zero road deaths and serious injuries by 2050, known as Vision Zero.

Council has successfully implemented road safety improvement projects funded by the Black Spot Program over several years.

In the last round the following projects were submitted:

Street	Section	Funded 2025/26?
Bridle Road, Morwell	Between Princes Drive and Airlie Bank Road	No
Old Sale Road, Newborough	Between Haigh Street and Newark Avenue	No
Shakespeare Street, Traralgon	Between Hyland Highway and McNairn Road.	No
McNairn Road, Traralgon	Between Shakespeare Street and Standing Drive	Yes
Franklin Street, Traralgon	Between Davidson Street and Park Lane.	No

Table 1 - Previous Black Spot Round Results

There are also ongoing projects from previous rounds which are included in the 2025/2026 Capital Works Program:

- Intersection works at Coalville Road, Pearces Road and Two Mile Track, Hearnes Oak;
- Roundabout works at the Liddiard Road and Shakespeare Road intersection in Traralgon; and
- Franklin Street, Traralgon between the Princes Highway and Davidson Street.

Works have also been recently completed on Monash Road, Newborough and Vincent Road, Morwell.

ANALYSIS

As an active road safety partner, Victoria's Department of Transport and Planning reviewed crash history within the Latrobe Region. Locations were identified from crash data over the most recent five-year period (January 2019 to December 2023) and prioritised based on crash frequency and type as that is linked to the cost/benefit ratio for a proposed grant.

The top ten Black Spot Roads and top three Black Spot Intersections are shown below, with previous applications to be updated in blue and recommended new applications in green. Sites that will not proceed to an application have no highlight.

Black Spot Roads	*Length*	*Fatal Crash*	*Serious Injury*	*Other Injury*	*Total Crashes*
Shakespeare Street, Traralgon	Between Rogers and Liddiard Roads		2	3	5
Old Sale Road, Newborough	Between Haigh Street and Newark Avenue			5	5
Seymour Street, Traralgon	Between Church and Franklin Streets		2	2	4
Hotham Street, Traralgon	Between Church and Franklin Streets		2	2	4
Shakespeare Street, Traralgon	Between Liddiard and Melrossa Roads			4	4
Post Office Place, Traralgon	Between Franklin Street and Princes Highway			4	4
Waterloo Road, Moe	Between level crossing and Saviges Road			3	3
Downies Lane, Traralgon South	Within HVP managed land	1		1	2
Bank Street, Traralgon	Between McNulty and Oak Avenue		2		2
Ollerton Avenue, Newborough	Between Colli and Narracan Drives		2		2

Table 2 – Top Ten Black Spot Road Lengths Supporting Crash Stats 2019-2024

Black Spot Intersections	*Serious Injury*	*Other Injury*	*Total Crashes*
Bridle Road and Chestnut Avenue, Morwell	1	2	3
Grubb Avenue and Wirilda Crescent, Traralgon		2	2
(Service Lane) Grey Street, Traralgon near Lavalla Catholic College and Traralgon College (West)		1	2

Table 3 – Black Spot Intersections Supporting Crash Stats 2019-2024

Downies Lane, Traralgon South is shown with a fatal crash. However, this was an incident between a motorcycle and a four-wheel-drive on un-maintained road within the nearby HVP managed land and not on Latrobe City's road network.

Following a review of the crash data, consideration of Council's other traffic projects and priorities, Council Officers propose the following new locations for funding by the 2026/2027 Black Spot Program:

- Black Spot Area Treatment – Post Office Place, Seymour and Hotham Streets.
- Black Spot Intersection - Grubb Avenue and Wirilda Crescent, Traralgon.

Furthermore, the following un-successful applications from the previous grant round are proposed to be updated and re-submitted:

- Old Sale Road, Newborough between Haigh Street and Newark Avenue.
- Bridle Road, Morwell, between Princes Drive and Airlie Bank Road.
- Shakespeare Street, Traralgon, between Hyland Highway and McNairn Road.

The combined package of works between the proposed new and re-submitted applications will compliment other works planned under the Safe Local Roads and Streets Program (SLRSP).

Should the re-submitted application be unsuccessful again and not incorporated into the SLRSP, they will be referred to the capital works program for consideration.

RISK ASSESSMENT

RISK	RISK RATING	TREATMENT
SERVICE DELIVERY Funding applications not submitted in accordance with grant guidelines.	**Low** *Unlikely x Minor*	Council has engaged a consultant to help with preparation and submission of applications for funding.
REPUTATIONAL Community members may object to the proposed safety treatments.	**Low** *Unlikely x Minor*	Officers will undertake community engagement with community members living near the proposed sites seeking their feedback on the proposed treatments for each.
FINANCIAL If the funding is not granted Council could not deliver these projects.	**Medium** *Possible x Minor*	Council has engaged a consultant to help make the funding applications as attractive as possible.

CONSULTATION

Officers visited each site with the traffic safety consultant to review the subject roads lengths, consider the crash history to identify safety issues, and propose relevant treatments.

If applications are successful, Council officers propose community engagement with residents living near the proposed sites seeking their feedback on the proposed treatments for each location through the design development process.

COMMUNICATION

There has been minimal external communication on this matter to date, however, officers have worked with the Department of Transport and Planning to develop the list of applications.

DECLARATIONS OF INTEREST

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 2020*.

APPENDIX 1 IMPACT ASSESSMENT

Gender

A Gender Impact Assessment (GIA) under the *Gender Equality Act 2020* has not been conducted as this matter does not involve a program, service or policy with a significant and direct impact on the community.

Social

Social impacts have not been identified as part of this report.

Cultural

No cultural impacts identified associated with this report.

Health

The Black Spot Program is a safety improvement initiative, designed to improve the health and safety of the community.

Environmental

Assessment of impact in short and longer term on sustainability.

Economic

No economic impacts have been identified as part of this report.

Financial

If the funding applications are successful, the project works will be wholly funded by the Australian Government and will not require reallocation of existing budget.

An existing allocation of funding is used to develop the applications each round which is recouped with successful applications.

Attachments

Nil

COMMUNITY CONSULTATION UPDATE - PROPOSED SALE LOT 2, MOUNTAIN GLEN DRIVE, MOE

PURPOSE

To present the feedback from the community consultation process undertaken as part of the proposed sale and purchase of land located along Mountain Glen Drive, Moe and propose Council proceed with its notified intention and sell Lot 2 via a publicly advertised sale process.

EXECUTIVE SUMMARY

- At the September 2022 Council Meeting, Council resolved to undertake community consultation on a proposed sale and potential purchase of land located along Mountain Glen Drive, Moe jointly owned by Council and Department of Treasury and Finance Victoria (DTF).
- The land parcels are known as Lots 2, 3 and 4, as detailed in the map at **Attachment 1**, are all zoned INZ3 (Industrial Zone 3) with the portion of Lot 2 to the south of Mountain Glen Drive zoned GRZ3 (General Residential Zone 3).
- Community consultation was undertaken from 5 July – 5 August 2024 including a public notice published in the LV Express on 10 July 2024 (**Attachment 2**) and a Have your Say campaign on Council's website which generated 508 page views and 51 submissions (**Attachment 3**).
- Community responses focused on community concern that koalas were living within the native habitat on Lot 4 and that Council should consider retaining ownership of this parcel to protect habitat and biodiversity.
- Valuations were completed in March 2025, and Lot 2 has been valued separately, whilst Lots 3 & 4 have been valued jointly (**Attachment 4**).
- After considering the community feedback, officers recommend:
    - proceeding with Council's notified intention to sell Lot 2 via a public sale process at market value, with DTF to lead the sale process as co-owners of the land; and
    - that Lots 3 & 4 are not offered for sale at this time.

OFFICER'S RECOMMENDATION

That Council, having considered the submissions received and having complied with sections 55 and 114 of the *Local Government Act 2020*:

1. **resolves to sell the land parcel known as Lot 2 Mountain Glen Drive, Moe (Parent Title Volume 10123 Folio 598);**
2. **supports the public sale process of Lot 2 Mountain Glen Drive (Parent Title Volume 10123 Folio 598) being led by the Department of Treasury and Finance; and**
3. **authorises the Chief Executive Officer to execute all documents necessary to offer the property for sale and to complete a sale at a price no less than 90% of the valuation amount in accordance with the Local Government Act 2020.**

BACKGROUND

In 1998 Council and the State Government became joint owners of three land parcels on Mountain Glen Drive, known as Lots 2, 3 & 4 (Parent Title 10123 / 598) (all zoned INZ3 with the portion of Lot 2 to the south of Mountain Glen Drive, zoned GR3) as per site plan (**Attachment 1**), with land identified as a future industrial precinct.

Following a request from Department of Treasury and Finance Victoria (DTF) a land sale process was considered worth exploring and at the September 2022 Council Meeting, Council resolved that:

1. *Gives public notice of its intention to sell in a process led and determined by the Department of Treasury and Finance Victoria ("DTF") three parcels referred to in the Report and invites public comment on the proposal;*
2. *Considers at a future Council meeting any submissions received that are opposed to the proposed sale of land; or*
3. *If no submissions are opposed to the land are received, authorises the Chief Executive Officer to do all things required to sell and transfer the land following a sale process led and determined by DTF;*
4. *Requires the Chief Executive Officer to enter into and if possible conclude negotiations with DTF for DTF to pay half the costs of bringing the parcel of land referred to as Lot 4 in the Report ("Lot 4") into a properly maintained state; and*
5. *If Lot 4 is unable to be sold, authorises the Chief Executive Officer to conclude an agreement with DTF for Council to buy Lot 4 for no more than $10,000.*

The intention to sell was published in line with the requirements of the Community Engagement Policy from 5 July 2024 until 5 August 2024 via the Have your Say platform on Council's website and a public notice in the Latrobe Valley Express (refer **Attachment 2**). The Have your say Campaign generated 508 page views and 51 submissions (**Confidential Attachment 3**).

Following the Have your Say campaign, the Property Operations team engaged with DTF in September 2024 to request a valuation be undertaken on the property to understand the value of the site (**Confidential Attachment 4**).

ANALYSIS

The community consultation submissions highlighted the following

- Community desire to retain the heavily vegetated parcel through Council purchasing Lot 4
- Several submissions suggesting a fenced dog park; and
- Suggesting the land be used for an under / over pass.

Community desire to retain the heavily vegetated parcel through Council purchasing Lot 4

Given the existing vegetation it is believed there is limited interest or capacity for this site to be sold or developed.

The heavy native vegetation on Lot 4, makes the possibility of future development extremely unlikely with any future developer required to demonstrate how they have attempted to avoid and then minimise the removal of native vegetation from the site before offsets would be considered as part of the planning process.

This would then increase the financial burden of the parcel significantly and this burden is believed to be greater than any potential yield from the site.

Further investigation will be undertaken into the viability of the land parcel as a native vegetation off-set or carbon off-set.

Creating a fenced dog park

A fenced dog park would be required to be established on Lot 2 of the site, as the clearing of Lots 3 & 4 would require a planning permit that highlights how Council is avoiding and then minimising the removal of native vegetation. The use of Lot 2 as a dog park is not considered to be of highest and best use, and is not likely to be supported by DTF.

Creation of an under/over pass connecting the north and south of Moe from the highway

The eastern boundary of Lot 4 is directly adjacent to Old Gippstown Drive that connects Lloyd Street on the northern side of highway to Mountain Glen Drive on the southern side of the highway. A second under/over pass is not considered necessary.

Next Steps

After consideration of the community feedback, it is recommended that Council proceed with its intention to sell Lot 2 and not proceed with the sale of Lots 3 and 4 at this time.

RISK ASSESSMENT

RISK	RISK RATING	TREATMENT
COMPLIANCE Failure to comply with the *Local Government Act 2020* requirements of community consultation in relation to land sales.	**Medium** *Possible v Moderate*	A detailed community engagement process has been followed that meets the needs of our Community Engagement Policy and the *Local Government Act 2020*.

RISK	RISK RATING	TREATMENT
FINANCIAL Funding the purchase of Lots 3&4 has not been budgeted	**Medium** *Unlikely v Moderate*	The purchase would only be funded through the proceeds of sale of the adjacent lot.
STRATEGIC Completing community consultation and not updating the community on the outcomes of the process may lead to mistrust	**Medium** *Possible vs Minor*	Presenting the 'Have your Say' submissions to the Council for consideration.

CONSULTATION

As part of Council's process to consider a land sale, a community engagement process was completed between 5 July and 5 August 2024, generating 508 page views and resulted in 51 submissions. Community Engagement activities included:

- Public Notice published in the Latrobe Valley Express (10 July 2025) **Attachment 2**;
- Have your Say campaign on Latrobe City Council's website; and
- Social Media posts on Council owned social media channels **Attachment 5**.

COMMUNICATION

Direct communication with each of the parties who provided a submission has been undertaken to provide an update on the matter.

DECLARATIONS OF INTEREST

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 2020*.

APPENDIX 1 IMPACT ASSESSMENT

Gender

A Gender Impact Assessment (GIA) under the *Gender Equality Act 2020* has not been conducted as this matter does not involve a program, service or policy with a significant and direct impact on the community.

Social

Not Applicable.

Cultural

Not Applicable.

Health

Not Applicable.

Environmental

Consideration of the impacts of retaining a heavily native vegetated Lots 3 & 4 parcel and the ability to protect this site for years to come.

Economic

Should Lots 3 & 4 be purchased an investigation into the available carbon credits or native vegetation off-sets will be undertaken.

Financial

For sale of a property asset, the proceeds of the sale at full market value will incur several costs that will be covered by the gross sale proceeds, and shared jointly with DTF as co-owner.

Attachments

1. Site Map
2. Public Notice
3. Community Engagement Submissions (Published Separately)

   This attachment is designated as confidential under subsection (f) of the definition of confidential information contained in section 3(1) of the Local Government Act 2020, as it relates to personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs. The community engagement submissions include the personal details of the submitters.

4. Valuations (Published Separately)

This attachment is designated as confidential under subsection (a) of the definition of confidential information contained in section 3(1) of the Local Government Act 2020, as it relates to Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released. The release of the valuations would prematurely disclose Council's valuation of these land parcels.

5. Social Media Posts

8.7

Community Consultation Update - Proposed Sale Lot 2, Mountain Glen Drive, Moe

1 Site Map 182

2 Public Notice 183

5 Social Media Posts 184

Mountain Glen Drive, Moe



LATROBE CITY COUNCIL

Attachment 2 – Public Notice



Public Notices

Southern Rural Water

Notice
Under Section 260 of the Water Act 1989

The Board of Southern Rural Water has set tariffs for 2024-25. The new tariffs apply across Southern Victoria.

The tariffs accord with those approved by the Essential Services Commission, based on the following averages:

- Ground Water and Rivers – 3.6% increase
- Bacchus Marsh Irrigation District – 3.8% increase
- Werribee Irrigation District – 4.6% increase
- Macalister Irrigation District – 5.1% increase

The tariffs apply from 1 July 2024 to 30 June 2025.

Further details on specific tariffs can be:

- found our website at www.srw.com.au/customer/accounts/prices-and-forms
- obtained by contacting us on 1300 139 510 or at srw@srw.com.au

NEIGHBOUR NOTIFICATION

APPLICATION TO PERMANENTLEY TRANSFER SURFACEWATER IN LATROBE BASIN

Southern Rural Water (SRW) wishes to advise of an application to permanently transfer 48.0 megalitres of surfacewater for irrigation purposes on land described as Lot 1 & 2 of Plan LP086569, CA 73A & 73 Parish of Narracan South - 125 Yinnar-Driffield Road, Driffield.

All surfacewater proposed to be extracted will be sourced from the Morwell River.

Southern Rural Water is committed to an appropriate consultation process to ensure the proper consideration of relevant matters as prescribed by the Water Act 1989.

We therefore seek comment from any interested person or parties that considers they may be affected by these applications. Submissions on this proposal will be accepted until 4pm on 22nd July 2024 and will be taken into account in determining these applications.

Please direct enquiries and submissions to:

Alisha Clark
Manager Water Licencing
P.O. Box 153
Maffra Vic 3860
Telephone 1300 139 510
Please quote reference: AR1806435

Southern Rural Water
Managing Water. Serving Communities.

LATROBE VALLEY EXPRESS CLASSIFIED ADVERTISING
TRARALGON RESIDENTS

Seymour St Newsagents will no longer be taking Latrobe Valley Express Classified advertisements in Traralgon.

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Public Notices

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Latrobe Valley Express

Responsibility

PLEASE CHECK YOUR AD

Please check your ad on the first day and bring any errors to the attention of the Classifieds Department immediately.

The Latrobe Valley Express makes every effort to avoid errors. We regret that we cannot be responsible for any errors beyond the first day if you fail to bring it to our attention.

No allowances can be made for errors not materially affecting the effectiveness of the ad.

Position cannot will not be guaranteed.

All claims for adjustment of credit must be made within seven days after billing date.

We reserve the right to revise or restrict any ad we deem objectionable and to change the classification when necessary to conform to the policy of this newspaper.

In the event an ad is omitted from publication, we assume no liability for such omission.

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Public Notices

PUBLIC NOTICE

PROPOSED SALE OF VACANT LAND AT MOUNTAIN GLEN DRIVE, MOE

Latrobe City Council gives notice of its intention to consider a proposal to sell an estimated 15 hectares of vacant land that is equally owned with the Department of Treasury and Finance.

The vacant land is identified as:

Lot 2 PS314688G Volume 10460 Folio 737, Lot 2 PS314688G Volume 10460 Folio 738, Lot 3 PS314688G Volume 10461 Folio 840, Lot 3 PS314688G Volume 10461 Folio 841,Lot 4 PS314688G Volume 10461 Folio 842, Lot 4 PS314688G Volume 10461 Folio 843.

The community is invited to comment on this proposal.

If you wish to make a submission, please write to Mr Steven Piasente, Latrobe City Council, PO Box 264, Morwell VIC 3840 or email Latrobe@Latrobe.vic.gov.au or visit yoursay.latrobe.vic.gov.au/mountainglendrive with the subject line "Submission – Proposed Sale of Land – Mountain Glen Drive, Moe". Your submission should be received by 5pm Monday 5 August 2024, and state if you or a person acting on your behalf wishes to speak in support of the submission.

Any submissions received will be considered at a future Council Meeting. All persons submitting a written submission will be advised of the Council Meeting date and invited to attend.

All submissions will be considered public documents unless specified otherwise by the submitter.

In the event that no submissions are received objecting to the proposal, the land will be sold by either Public Auction or Tender process led and administered by the Department of Treasury and Finance.

Further information and a locality plan can be obtained from the Latrobe City Council website:

https://www.latrobe.vic.gov.au/Council/Our_Council/Lists/Minutes_and_Agenda_Entry/CM_1_Sep_2022 and included in the Meeting Documents - Minutes for 5 September 2022, "Item 9.2 Proposed Sale and Potential Purchase of Land – Mountain Glen Drive, Moe", or contact Mr Josh Graham, telephone 1300 367 700.

STEVEN PIASENT
Chief Executive Office

www.latrobe.vic.gov.au

Latrobe

Page 38 — The Latrobe Valley Express, Wednesday, 10 July, 2024

Public Notice published in the Latrobe Valley Express – Wednesday 10 July 2024

LATROBE CITY COUNCIL

Attachment 5 – Social Media Posts



Boost

A proposal to sell three parcels of vacant land at Mountain ...
11 July 2024, 08:19
ID: 805857861718868

Interactions

159 reactions | 213 comments | 41 shares

Overview | Performance | Feed preview

Performance

Overview

Reach	Impressions	Interactions	Link clicks
19,496	21,821	81	134

This post received **more reach** compared to your recent Facebook posts.

PETITION- SEALING OF ROCLA ROAD AND UPGRADE OF DRANES ROAD T-INTERSECTION, TRARALGON EAST

PURPOSE

To provide Council a detailed response to the petition received requesting Council seal a 375-metre section of Rocla Road and upgrade the Rocla Road - Dranes Road T-intersection.

EXECUTIVE SUMMARY

- Council was presented with a petition (**Attachment 1**) containing 237 signatures requesting that Council seal a 375-metre section of Rocla Road and upgrade the Rocla Road - Dranes Road T-intersection, Traralgon East.
- The petition was tabled at the Council Meeting held on Monday 26 May 2025, where it was resolved that a further report would be presented to Council in response to the petition.
- According to Council's current Road Register, the 375-metre-long section of Rocla Road is a Minor Access Road which is typical of similar roads that provide access to low numbers of inhabited properties.
- The last recorded traffic count was undertaken in 2012 and indicated an Annual Average Daily Traffic count of 169 vehicles per day which is higher than the average for a Minor Access road, that being 101 vehicles per day.
- This section of Rocla Road has a 3-tonne load limit to control and prevent the use of the road by light and heavy commercial vehicles.
- The petition outlines the desire for community to use this route over the arterial roads Traralgon-Maffra Road and Princes Highway, in order to avoid:
    - Traffic lights;
    - Having to cross two lanes of the Princes Highway to the McNairn Road turning lane when heading south;
    - Use the McNairn Road turning lane which has limited storage space; and,
    - Crossing the Princes Highway from McNairn Road to the Traralgon-Maffra Road turning lane when heading north.
- Options considered by officers included:
    - No improvement works, zero cost;
    - Sealing of Rocla Road, $175,000 estimated cost; and,

- Upgrade of Rocla Road - Dranes Road intersection, $206,250 estimated cost.

- The give way sign at Rocla Road - Dranes Road intersection has recently been replaced with a Stop sign and a T-Intersection advisory sign has been installed on the approach from Rocla Road.
- It is recommended not to undertake any further improvements works on Rocla Road and Dranes Road. Any further improvements would make Rocla Road and Dranes Road more attractive for use as an alternative route to the arterial network and it is likely that Rocla Road will have improvements undertaken associated with future residential development.

OFFICER'S RECOMMENDATION

That Council:

1. **notes the report, that no further works be undertaken in relation to the sealing of Rocla Road and upgrading of the Rocla Road - Dranes Road T-intersection; and**
2. **advises the head petitioner of this resolution.**

BACKGROUND

The petition statement outlines the following:

Please find attached our 20 page Petition with 204 signatures of individuals who are local residents and/or regular users of Rocla Road. This is a limited insight into the actual number of users as many use it as a throughfare.

We would greatly appreciate your attention to this matter and on behalf of the petitioners I welcome the opportunity for further discussion.

Rocla Road is a Public through road and provides a critical link within our community for access to the diverse businesses within the Industrial Estate including a Green Waste Depot and to businesses south of the Princes Highway, such as Bunnings, McDonalds and two Agricultural Stock Supplies. Many users are trades people, farmers and rural life style individuals who always have a trailer in tow.

Residents from Glengarry, Tyers and Toongabbie regularly use Rocla Road to access these businesses and the roundabout at the Princes Highway, as a preferred option to the T-intersection at Traralgon-Maffra Road traffic lights which require crossing two Princes Highway lanes to access the limited space of the turning lanes to access McNairn Road, south of Princes Highway and again when returning home via this intersection.

***Upgrade of unsealed section of Rocla Road and T-intersection at** Dranes Road*

We the undersigned concerned citizens wish to inform the Latrobe City Council of our ongoing concerns for Public Safety regarding 350 metre unsealed gravel section of Rocla Road and the poor visibility at the t-intersection with Dranes Road.

We ask the Latrobe City Council Seal this 350-metre section of gravel on Rocla Road and improve visibility and safety at the T-intersection at Dranes Road.

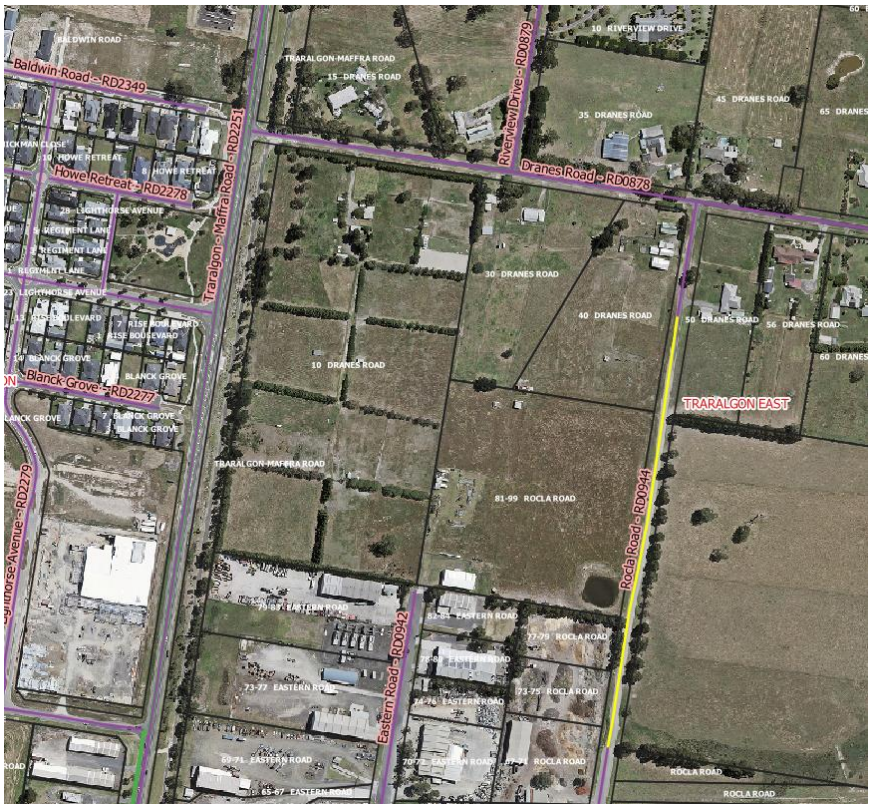


Figure 1 – Unsealed section of Rocla Road



Figure 2 – Unsealed section of Rocla Road, Traralgon East



Figure 3 – Traffic Controls currently in place on Rocla Road and Dranes Road

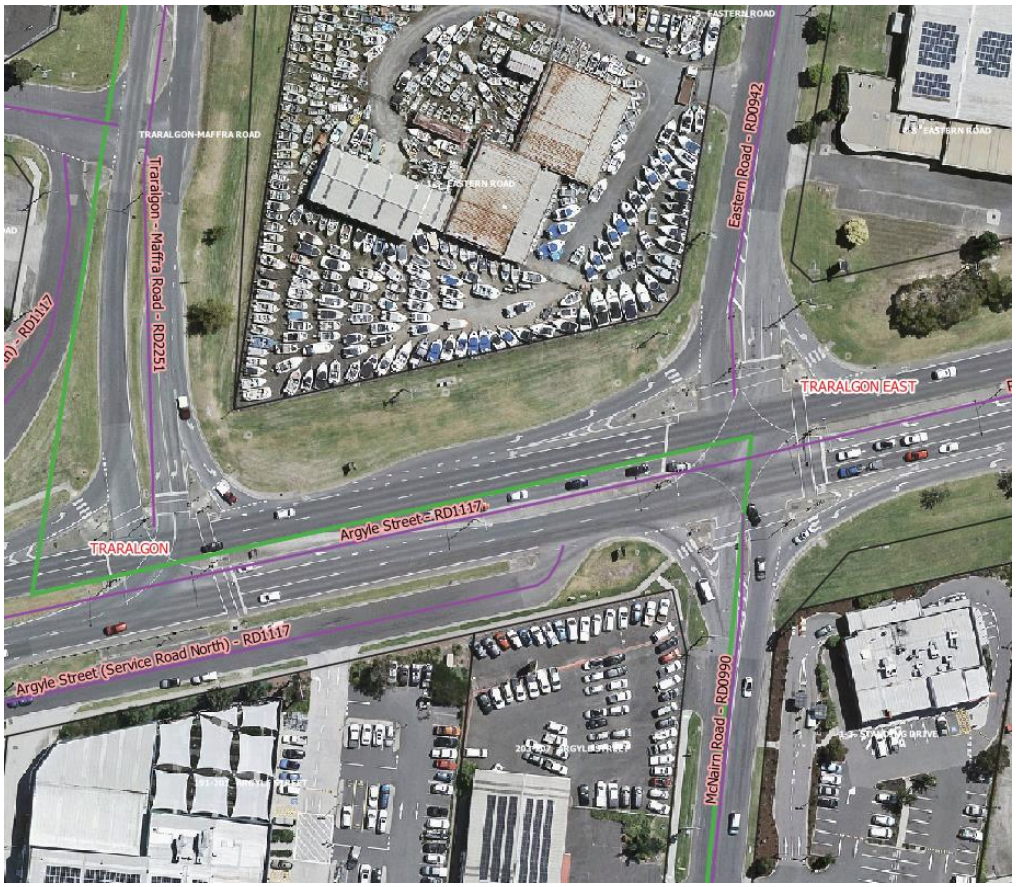


Figure 4 – Princes Highway (Traralgon-Maffra Road and McNairn Road intersections)



Figure 5 – Princes Highway turning lane to McNairn Road

Historically there has been unnecessary use of Dranes Road and Rocla Road to avoid traffic lights and high traffic levels on the Princes Highway. With the recently completed construction works on the Traralgon Maffra Road - Marshalls Road intersection, this usage is likely to have increased and may well have become an ingrained “Ratrun” whilst construction works were undertaken.

Key characteristics of a Ratrun include:

- *Residential or local roads used as unintended thoroughfares.*
- *Drivers use them to save time, or when GPS navigation apps suggest them.*
- *Can cause increased traffic, noise, and safety concerns for residents.*
- *Often leads to calls for traffic calming measures, like speed reduction, speed bumps, road closures, or restricted access during certain hours.*

The use of such traffic diversion often extends beyond the level of expected local traffic.

The land to the east of the unsealed section of Rocla Road is Area 2 of the Traralgon Township Structure Plan and as such is reserved for future residential development. At the time of that future development, it is likely that there will be a need for improvements to both Dranes Road and Rocla Road to cater for increased local traffic. With this in mind, works funded by Council that pre-empt any works that may be linked to future development would not be prudent.

The three options considered are tabled below:

Table 2 – Options considered

Option 1 Do not undertake any further road improvements	Option 2 Seal 375-metres on Rocla Road to a minimum standard (5.5 metre wide seal on a 6.0 metre pavement):	Option 3 Upgrade Dranes Road T-intersection:
• Consistent with the current road hierarchy • Does not pre-empt road improvements that may occur associated with future residential development • Will not encourage unnecessary use	• Minimum cost option for sealing • Is likely to only have an expected lifespan until development of adjacent land. • Likely to encourage unnecessary use. • Likely to encourage speed of travel above the posted 40 Km/Hr speed limit	• Widen the approaches to the intersection • Kerb returns • Splitter island • Overhead lighting • Upgrade culvert at Rocla Road • Line mark lanes • Reinstate Stop Sign on Rocla Road • Line mark stationary control for the stop sign
Cost $0	Cost $175,000	Cost $206,250

At this point in time officers do not recommend any further works to be undertaken on the unsealed section of Rocla Road and the intersection with Dranes Road. Any improvements are likely to increase the level of unnecessary traffic and future improvements are likely to occur associated with residential development.

ANALYSIS

Google Maps was used to check what route would be provided if a motorist chose a route from Glengarry to Bunnings, Traralgon or from Glenloth Court, Traralgon East to Bunnings, Traralgon. In both cases motorists were directed down the Traralgon-Maffra-Road. In the first case travelling from Glengarry detouring along Rocla Road resulted in both longer travel distance and travel time. In the second case travelling from Glenloth Court detouring along Rocla Road resulted in a shorter travel distance but no difference in travel time. These example routes are included as **Attachment 2**.

The petition received contained 237 signatories that provided a wide range of addresses. Though address does not directly indicate the need for the use of the route it does provide an insight into the use of the route by traffic other than local traffic.

Table 1 – Origin of signatories by Grouped Locality

Address noted on Petition	# of signatories	%
Cowwarr	1	0.4
Toongabbie	7	3.0
Glengarry North	2	0.8
Glengarry	10	4.2
Localities to the North	20	8.4
Traralgon East (Rural Living North)	27	11.4
Traralgon East (Industrial)	35	14.8
Traralgon (Local Traffic)	62	26.2
Traralgon East (South of Highway)	7	3.0
Traralgon	103	43.5
Traralgon (Other)	110	46.4
Hazelwood North	1	0.4
Churchill	5	2.1
Morwell	13	5.5
Tyers	6	2.5
Yallourn North	2	0.8
Traralgon South	1	0.4
Newborough	4	1.7
Moe	3	1.3
Callignee	1	0.4
Yinnar South	1	0.4
Other Latrobe City Localities	37	15.6
Gormandale	1	0.4
Mirboo North	1	0.4
Longwarry	1	0.4
Longford	1	0.4
Clydebank	1	0.4
Heyfield	1	0.4
Newry	1	0.4
Sarsfield	1	0.4
Other Non-Latrobe City Localities	8	3.4
Total	237	100.0

Of the 237 signatories 26.2% (62) provided addresses that indicate that they were local that may have a need (at times) to use Rocla Road.

Of the eight (8) properties along Dranes Road that are impacted by unnecessary traffic two (2) were signatories to the petition.

RISK ASSESSMENT

RISK	RISK RATING	TREATMENT
COMPLIANCE Non-compliance with statutory requirements in response to petition	**Low** *Rare* x *Minor*	Ensure petition is assessed under legislative provisions. Maintain clear documentation of decision-making process and rationale.
SERVICE DELIVERY Failure to meet the needs of the majority of road users.	**Medium** *Possible* x *Moderate*	Undertake transparent assessment of road against strategic priorities. Provide head petitioner with a clear explanation of the decision.
FINANCIAL Increased budget requirements.	**Low** *Unlikely* x *Minor*	Prepare detailed scope and cost estimates.
STRATEGIC Misalignment of petition outcome with Council's strategic priorities.	***Medium*** *Possible* x *Moderate*	Ensure project assessment is aligned with Council's strategic plans and asset management framework.

CONSULTATION

The Latrobe City Traffic team and Capital Works team were consulted during the preparation of this report to provide informed input with respect to traffic management of capital works costings.

COMMUNICATION

Communication with the head petitioner will occur on the decision made by Council.

DECLARATIONS OF INTEREST

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 2020*.

APPENDIX 1 IMPACT ASSESSMENT

Gender

A Gender Impact Assessment (GIA) under the *Gender Equality Act 2020* has not been conducted as this matter does not involve a program, service or policy with a significant and direct impact on the community.

Social

Not applicable.

Cultural

Not applicable.

Health

Not applicable.

Environmental

Not applicable.

Economic

Minimal impact.

Financial

Minimal impact.

Attachments

1. Petition for the Sealing of Rocla Road and Dranes Road T-Intersection Upgrade, Traralgon East (Published Separately) (Published Separately)

   This attachment is designated as confidential under subsection (l) of the definition of confidential information contained in section 3(1) of the Local Government Act 2020, as it relates to information that was confidential information for the purposes of section 77 of the Local Government Act 1989. Contains names and addresses of signatories.

2. Petition for the Sealing of Rocla Road and Dranes Road T-Intersection Upgrade, Traralgon East - Travel Times

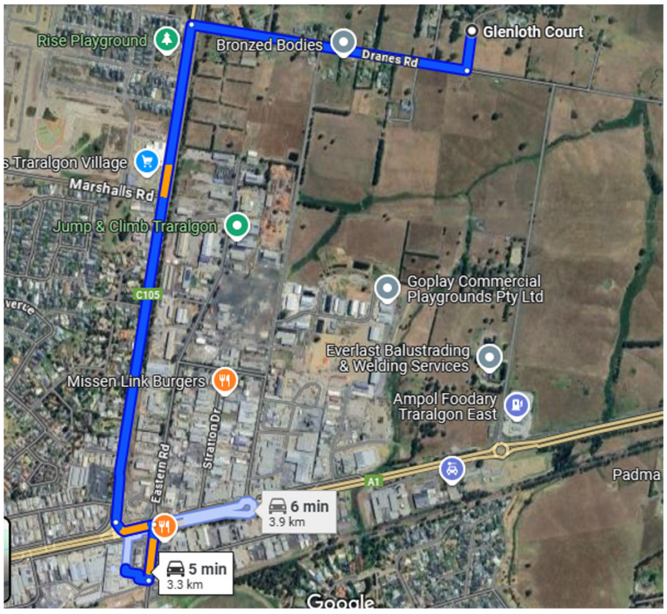
8.8

Petition- Sealing of Rocla Road and Upgrade of Dranes Road T-Intersection, Traralgon east

2 Petition for the Sealing of Rocla Road and Dranes Road T-Intersection Upgrade, Traralgon East - Travel Times 197

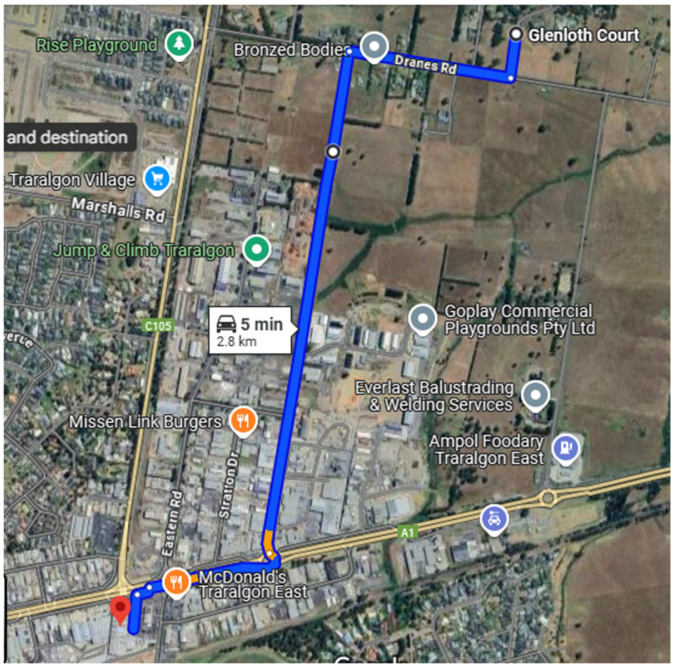
Attachment 2: Google Maps Route and Travel Time

Glenloth Court, Traralgon East to Bunnings Traralgon via Traralgon-Maffra Road
Distance = 3.3 km
Travel Time = 5 minutes



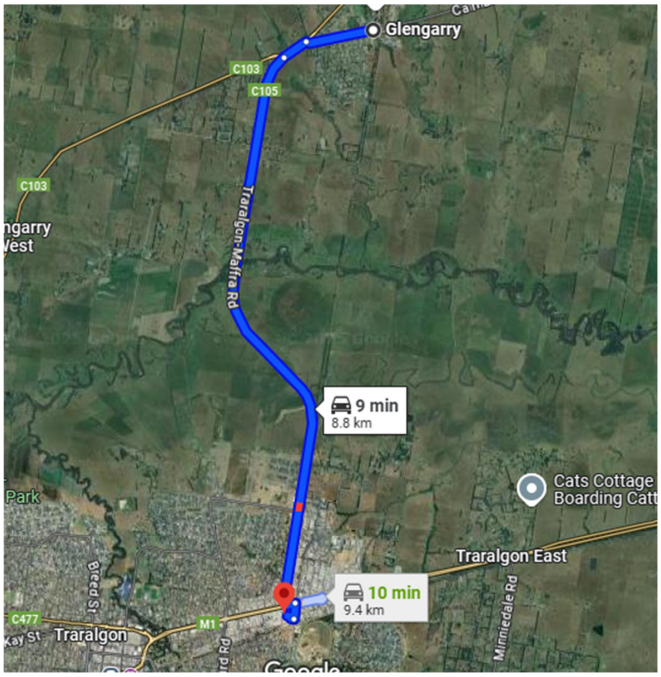
Glenloth Court, Traralgon East to Bunnings Traralgon forced detour via Rocla Road

Distance = 2.8 km
Travel Time = 5 minutes



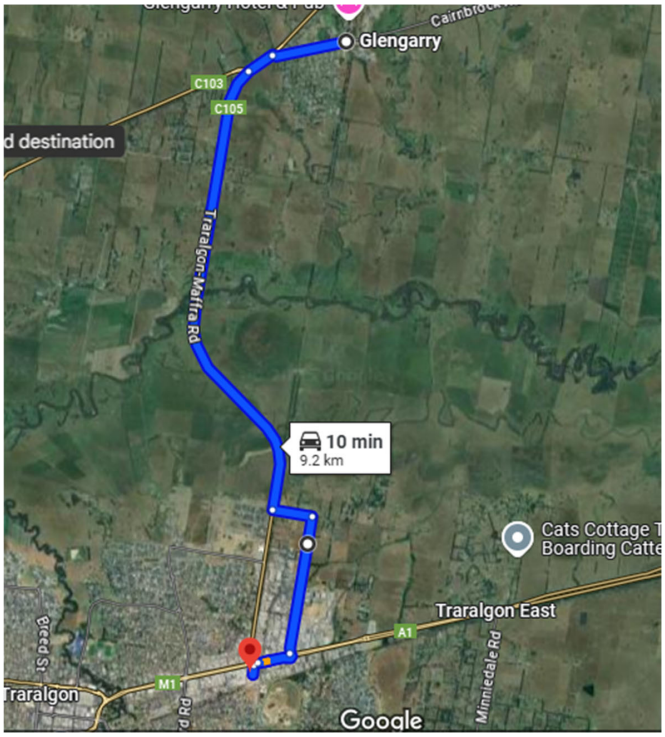
Glengarry to Bunnings, Traralgon via Traralgon-Maffra Road

Distance = 8.8 km
Travel Time = 9 minutes



Glengarry to Bunnings, Traralgon forced detour via Rocla Road

Distance = 9.2 km
Travel Time = 10 minutes



LEASE UPDATE - OLD METHODIST CHURCH (41 PRINCES STREET, TRARALGON)

PURPOSE

To provide the Council with an update on the lease negotiations with VicTrack and options available for 41 Princes Street, Traralgon, site of the Old Methodist Church.

EXECUTIVE SUMMARY

- In November 2021, Council resolved to demolish the Old Methodist Church after salvageable items had been removed, based on the condition of the building and the lack of an identified service need for the space.
- In December 2021, Council resolved to halt the demolition and complete further community consultation on the matter.
- In May 2023, Council resolved to undertake an Expression of Interest campaign calling for suggested future uses for the building.
- In November 2023, Council received the outcomes of the Expression of Interest (EOI) and resolved to engage with VicTrack to negotiate a new lease for the site, noting the previous agreement had expired.
- Officers engaged VicTrack in 2023 and have been working with representatives until April 2025 when a draft lease agreement has been presented, with a lease term of 10 years with one further 10 year option.
- An updated costing for the refurbishment of the building was undertaken in June 2025, the cost to refurbish the building to a make safe standard and install a compliant toilet is a minimum of $844,000 plus GST (**Attachment 1**).
- As the building has reached the end of its useful life, is surplus to Council's requirements and Council funding is not available to undertake any works on the building, demolition of the building is the recommended course of action.
- However, given the significant community engagement previously undertaken and the passage of time since this process commenced, officers recommend first undertaking a final community engagement campaign seeking community submissions to ensure all community ideas and financing options are identified as to potential uses or future location for the building.

OFFICER'S RECOMMENDATION

That Council resolves to undertake final community engagement regarding the Old Methodist Church building located at 41 Princes Street, Traralgon, and seeks written submissions from the public as to the future use and/or location of the building (including funding options) by no later than 5pm, 31 October 2025.

BACKGROUND

The Old Methodist Church was relocated to its current site on VicTrack land in late 1995 after a lease with Public Transport Commission was secured. The 25-year lease was specifically for the purpose of the relocation and housing the Old Methodist Church building.

After the Church's relocation it was the home of Council's Visitor Information Centre (VIC), until the construction of the Gippsland Performing Arts Centre in 2021, when the VIC was relocated to its current location at GPAC.

Since the VIC was relocated to GPAC there has been no identified service need for the Old Methodist Church. In the preparation for the November 2021 Council report, community consultation with the Traralgon Chamber of Commerce and the Traralgon Historical Society was undertaken.

At the time both groups where in favour of saving the Church. However, they both acknowledged the significant financial resources required to bring the building up to a usable space and agreed that salvaging the doors and windows prior to the buildings demolition was the most appropriate course of action.

In November 2021, Council resolved to:

1. *Give delegation to the Chief Executive Officer to engage a contractor to demolish the Visitor Information Centre building (the Old Church) at 41 Princes Street, Traralgon;*
2. *Recover salvageable items with social or cultural value from the building; and*
3. *Run a community expression of interest and information process and report back to Council with recommendations for locations to display the items within Latrobe City.*

In December 2021, Council resolved:

1. *Requests the Chief Executive Officer defer implementation of the decision made at the 08 November 2021 Council Meeting in relation to Item 15.2 - Visitor Information Centre Building until such time as further community consultation has taken place in relation to this matter and a report is presented to future Council Meeting outlining the findings; and*
2. *Notes the speakers and questions at the 30 November 2021 community meeting held in relation to this matter.*

A heritage assessment was undertaken in May 2022, which identified the building was of local historical significance but noted it is not in its original location.

In August 2023, Council resolved to undertake a Community EOI process to determine if there were any suggestions for the use of the building.

The results of this process were presented to Council at the November 2023 meeting and resolved:

1. *Note the outcomes of the community consultation relating to the future use of the Old Methodist Church and thanks community members who made submissions.*
2. *Request VicTrack enter a new lease for Lot 84 Traralgon as a precondition to further considerations regarding the future of the Old Methodist Church and the site.*
3. *Note a further report will be presented to Council in the first quarter of 2024 regarding the outcome of item 2 (above) and options for next steps.*

Officers engaged with VicTrack in December 2023, and a draft lease agreement for the consideration was received in May 2025. The current proposed lease is for an initial 10 years with an additional further term of 10 years, the proposed rental amount is $800 plus GST per annum with 4% increase annually.

ANALYSIS

An updated costing for the refurbishment of the building was undertaken in June 2025, the cost to refurbish the building to a make safe standard and install a compliant toilet is a minimum of $844,000 plus GST (**Attachment 1**).

Images from a recent site visit at **Attachment 2** highlight the current state of the building. The most recent condition assessment undertaken by the City Assets team in 2022 identified the building's superstructure (floor, walls, beams and columns, slab) as 5 (very poor).

Should the works be undertaken, the building would be added to Council's venue booking pool, currently there are 16 sites within Traralgon that are available to hire a similar space.

The building has previously identified as a building surplus to Council's requirements in 2023. As Council does not have an identified use for the building, it is recommended to undertake a final community engagement campaign on the building and its potential use, before given consideration to the building's removal.

RISK ASSESSMENT

RISK	RISK RATING	TREATMENT
SERVICE DELIVERY *Increasing the availability of venues for hire, decreases the use of all available venues.*	**Medium** *Minor vs Possible*	If no use is identified, then remove this asset.

RISK	RISK RATING	TREATMENT
FINANCIAL Committing significant funds to a building without an identified service need.	**High** *Moderate vs Likely*	Demolition of the building.
STRATEGIC Maintaining an asset base that is significantly larger than operationally required.	**High** *Moderate vs Likely*	Demolition of the building and removal of the asset from Council's asset register.

CONSULTATION

There have been several previous community engagement processes undertaken on this matter, however in order to understand the community's current sentiment towards the Old Methodist Church it is recommended a final community engagement process is undertaken.

COMMUNICATION

All of the previous community members and organisation who have made a submission on this matter will be contacted to make an additional submission during the community engagement process.

DECLARATIONS OF INTEREST

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 2020*.

APPENDIX 1 IMPACT ASSESSMENT

Gender

A Gender Impact Assessment (GIA) under the *Gender Equality Act 2020* has not been conducted as this matter does not involve a program, service or policy with a significant and direct impact on the community.

Social

Not Applicable.

Cultural

Not Applicable.

Health

Not Applicable.

Environmental

Not Applicable.

Economic

Not Applicable.

Financial

The risk of committing to investing significant financial resources into a single Council site without an identified service need or future use, presents a poor return on investment.

Attachments

1. Price Estimate for Essential Building Works (Published Separately)

   This attachment is designated as confidential under subsection (g) of the definition of confidential information contained in section 3(1) of the Local Government Act 2020, as it relates to private commercial information, being information provided by a business, commercial or financial undertaking that—
   (i) relates to trade secrets; or
   (ii) if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage. The price estimate has been completed by a qualified estimator, and the report is designated for decision making.

2. Site Visit Images

8.9

Lease Update - Old Methodist Church (41 Princes Street, Traralgon)

2 Site Visit Images 206

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Attachment 2 – Site Visit Images

30 June 2025



Internal View – Facing South



Floor Damage

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Internal Damage -Western Wall



Internal Western Wall (Bowing)



Internal Eastern Wall (bowed)

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Ceiling Structure

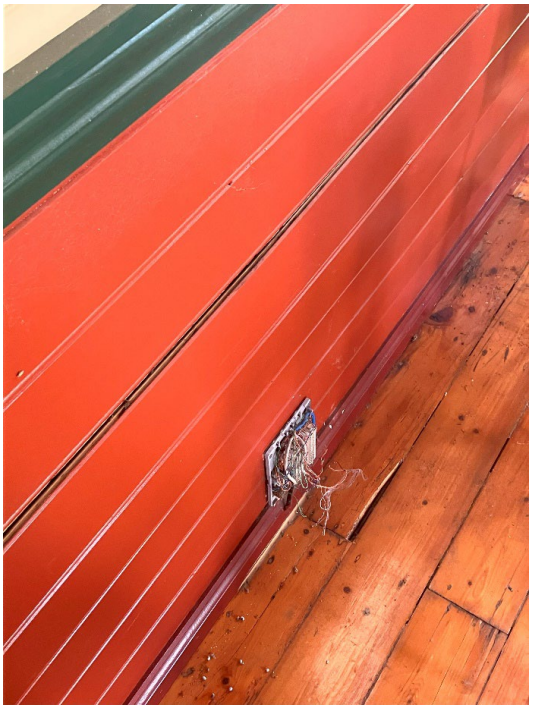


Gap between counter and floor indicating significant movement

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Internal Window and Door Damage

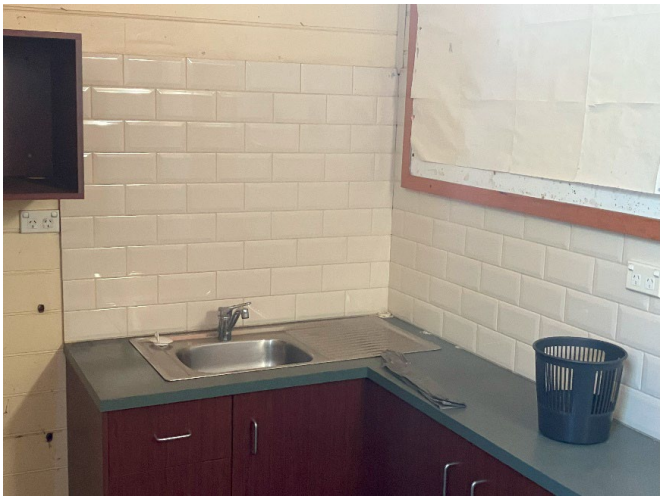


Internal Western Wall Damage / Floor Damage / Communications wiring

LATROBE CITY COUNCIL



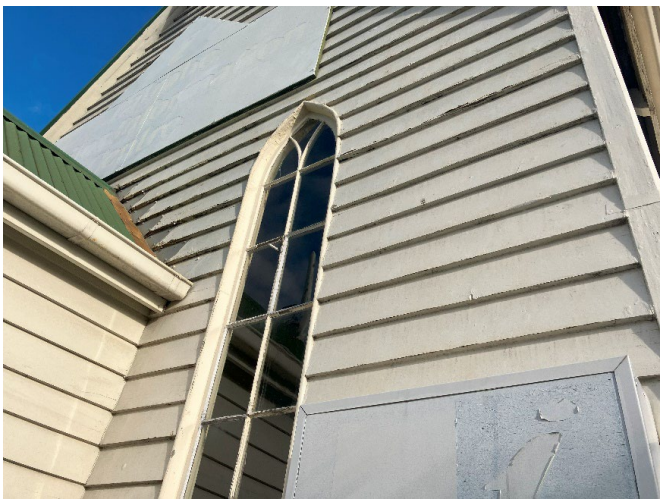
Non-Compliant Toilet



Kitchenette (not quoted for replacement)

LATROBE CITY COUNCIL

External Images



External Northen Wall / Entrance



External Eastern Wall

STATUTORY PLANNING

ENDORSEMENT OF BALDWIN ROAD DEVELOPMENT PLAN

PURPOSE

To present the Baldwin Road Development Plan (BRDP) to Councillors for endorsement.

EXECUTIVE SUMMARY

- The draft BRDP was lodged on 22 August 2024 by NBA Group. It sets out a strategic framework for the coordinated residential development of land in Traralgon North, addressing road connections, infrastructure, public open space, and the interface with the Gippsland Plains Rail Trail.
- The plan facilitates the development of approximately 400 residential lots at a density of around 10 lots per hectare and includes key urban features such as a shared path connection to the rail trail, a neighbourhood park, and an acoustic barrier along Traralgon-Maffra Road.
- The BRDP has been updated in response to community consultation and referral authority feedback. Key changes reflect stakeholder submissions and clarify infrastructure delivery responsibilities. Officer feedback has been incorporated into the revised plan and supporting documents. Updates in response to community feedback include additional noise attenuation measures and design refinements relating to the rail trail and its users.
- In the absence of a formal Development Contributions Plan, development contributions will be secured via Section 173 Agreements. These will cover Community Infrastructure Levies and nominated Development Infrastructure items.
- The plan ensures the provision of at least 8% public open space (based on net developable area). It also allows for encumbered land (e.g. easements and tree protection zones) to be included at a discounted contribution rate. Clear expectations are set for the design and delivery of open space, shared paths, and noise barriers.

OFFICER'S RECOMMENDATION

That Council, having considered all written submissions received in relation to the draft Baldwin Road Development Plan:

1. **endorses Attachments 1 to 4 as follows:**
    a) **Report;**
    b) **Map (Appendix 3);**
    c) **Streetscape Cross Sections Plan (Appendix 4); and**
    d) **Conceptual Landscape Masterplan (Appendix 9).**
2. **updates Council's website to include the endorsed documents; and**
3. **advises those persons who made written submissions to the draft Baldwin Road Development Plan of Council's decision.**

BACKGROUND

The BRDP applies to a strategic growth area in Traralgon North (**Attachment 9**) identified for residential development under the Latrobe Planning Scheme. The BRDP has been prepared in accordance with the requirements of Development Plan Overlay – Schedule 11 (DPO11 – **Attachment 5**).

Key elements of the BRDP include:

- A clearly defined open space network, with mechanisms to secure an 8% public open space contribution based on net developable area (NDA), in line with Clause 53.01 of the Latrobe Planning Scheme;
- A valuation methodology for public open space that attributes a 20% land contribution value to encumbered areas (e.g. pipeline easements and tree protection zones), recognising their recreational and amenity value;
- Development and community infrastructure contributions secured via Section 173 Agreements;
- An identified future road network that supports safe and legible connections for vehicles, pedestrians, and cyclists; and
- An acoustic barrier along Traralgon-Maffra Road.

The following steps have been undertaken in assessing the BRDP:

- Lodgement of the draft Development Plan by the proponent (August 2024).
- Review of the draft by Council officers (August–September 2024).
- Internal and external referrals, and notification of affected landowners (September 2024).
- Further information requested following initial review and referrals (October 2024).
- Submission of revised development plan documents by the proponent (April 2025).
- Preparation for community consultation, including materials and session planning (April–May 2025).

Following community and referral authority consultation, the BRDP has been updated to reflect stakeholder feedback and to align with Council policies and planning requirements. Key issues raised during consultation are summarised below.

CONSULTATION

Preparation of the BRDP has involved extensive consultation with key stakeholders, including landowners, internal Council departments, and external referral authorities. Community consultation was conducted from 7 May to 4 June 2025 in accordance with Council's Community Engagement Policy. A total of **six submissions** were received from nearby residents and stakeholders (**Attachments 6 & 7**).

Community notification activities included:

- Letters sent to landowners and occupiers within and surrounding the Development Plan area;
- Two advertisements in the Latrobe Valley Express Council Noticeboard;
- Hard copies of the draft BRDP and supporting documents available at the Traralgon, Morwell, Moe, and Churchill Service Centres; and
- Online access to information and submission opportunities via Council's website.

A drop-in community consultation session was held on **Tuesday 20 May 2025**, from 3:00pm to 7:00pm at the Gippsland Performing Arts Centre, attended by one community member.

Feedback received during the consultation period has informed refinements to the BRDP.

ANALYSIS

Noise Impacts

A submitter raised concerns about the potential for the proposed acoustic wall or earth berm to redirect traffic noise from Traralgon-Maffra Road toward dwellings east of the road, including a request for further modelling or mitigation.

Response:

An updated Acoustic Report (**Attachment 11**) confirmed that any increase in noise levels east of the road would be negligible (up to 1 dB(A)), which is well below the threshold for a noticeable impact. As noise modelling is predictive, actual outcomes may vary with future traffic volumes.

Section 3.8 of the BRDP has been updated to specify the type of acoustic treatment preferred by Council (i.e. earth bunds) and also requiring further assessment of noise impacts for any planning permit application that includes acoustic mitigation works and is now resolved.

Increased Traffic Volumes

Two submissions raised concerns regarding increased traffic volumes and the adequacy of surrounding road infrastructure to accommodate future development.

Response:

Traffic volumes generated by development under the BRDP are within the expected capacity of the existing road network. Rise Boulevard is a collector road constructed to appropriate standards, and the submitted Traffic Impact Assessment (**Attachment 10**) supports this conclusion, identifying no need for upgrades.

The proposed extension of Lighthorse Avenue aligns with its function as an Access – Major road, and traffic modelling confirms that the broader network can accommodate projected volumes. While on-street parking may be limited, the proposed cross-section is consistent with the intended road hierarchy. No design changes are recommended at this stage.

Acoustic Barrier Design and Shared Path Connection

The Gippsland Plains Rail Trail Committee of Management (GPRT) requested involvement in the design of the acoustic barrier and planning of a shared path connection to the Rail Trail and Burnetts Road car park.

Response:

The BRDP has been updated to require consultation with GPRT during the subdivision permit stage. This requirement is now reflected in Sections 3.2 and 3.8 of the BRDP.

Sustainable Design and Climate Resilience

A detailed submission from Latrobe Valley Sustainability Group (LVSG) called for the adoption of the Sustainable Subdivisions Framework (SSF), with recommendations across seven sustainability categories, including energy, ecology, and urban heat.

Response:

The BRDP supports sustainable outcomes through Clause 56 requirements, lot orientation, canopy tree integration, and walkable neighbourhood design. While the SSF is not embedded directly, many of its principles can be addressed through permit conditions. No change to the BRDP is required.

Vegetation Retention and Canopy Cover

LVSG emphasised the importance of retaining mature vegetation and achieving adequate canopy cover in both streets and open space areas.

Response:

The BRDP promotes the retention of existing native vegetation and identifies opportunities for new canopy planting through extensive public open space provision and street tree planting. No changes to the BRDP are required.

Water and Sewer Infrastructure (Gippsland Water)

Gippsland Water confirmed servicing is feasible, subject to upgrades including a trunk sewer and water main extension. They also encouraged consideration of alternative water sources for irrigation.

Response:

These requirements will be addressed at the subdivision stage through permit conditions. No changes to the BRDP are required.

Gas Infrastructure

The LVSG opposed new gas infrastructure and advocated for an all-electric development in line with the Victorian Government's Gas Substitution Roadmap.

Response:

This issue is outside the scope of the BRDP. However, recent changes to Victorian Building Regulations prohibit new gas connections for residential dwellings. No changes to the BRDP are required.

Other Issues

Although the BRDP does not directly trigger major infrastructure delivery, it forms a key part of strategic planning for community infrastructure in Traralgon North. The plan identifies infrastructure items and associated costs in the Development Contributions section. These will be secured through Section 173 Agreements using Development Infrastructure Levy (DIL) and Community Infrastructure Levy (CIL) mechanisms.

Given that properties within the precinct may be developed independently, a formal Development Contributions Plan (DCP) is not proposed. Instead, infrastructure delivery will be secured via planning permit conditions. This is particularly relevant to Property 6, which is required to deliver key infrastructure items including:

- A main local park (Reserve C);
- A shared path connection to the Gippsland Plains Rail Trail; and
- A 3-metre-high acoustic barrier along the eastern boundary.

The landowner has been made aware of these requirements.

Conclusion

Council officers are satisfied that the BRDP meets the requirements of Schedule 11 to the Development Plan Overlay (DPO11) and broader planning policy.

RISK ASSESSMENT

RISK	RISK RATING	TREATMENT
COMPLIANCE Council does not meet statutory timeframes under the Planning and Environment Act 1987, triggering an applicant's right of review at VCAT under section 79. The land proposed as public open space is not transferred in accordance with Council policy.	**Low** *Unlikely × Minor*	Council officers are satisfied that the BRDP meets the requirements for endorsement. Any future planning permits will include conditions ensuring open space transfer is consistent with Council's policies. Section 173 Agreements will secure required contributions and infrastructure delivery.
SERVICE DELIVERY Incomplete or unclear development requirements in the BRDP result in poor service outcomes or implementation delays.	**Medium** *Possible x Moderate*	The BRDP clearly outlines infrastructure responsibilities, including open space, shared paths and acoustic treatments. Delivery mechanisms will be enforced through permit conditions and Section 173 Agreements.
FINANCIAL Future maintenance costs for public open space, roads, and stormwater assets are not accounted for in Councils budget.	**Medium** *Possible x Moderate*	While no detailed asset lifecycle costing has been undertaken at the BRDP stage, this will be addressed in future capital works and operational budgets as permits are approved and assets are handed over. Current assessment has been completed within existing Urban Growth Team resources.

RISK	RISK RATING	TREATMENT
STRATEGIC Dissatisfaction from submitters whose suggestions have not been incorporated, potentially affecting Council's reputation.	**Low** *Likely x Minor*	Submitters have been acknowledged and responses provided. The Development Plan reflects a balance of strategic planning objectives and community input.

DECLARATIONS OF INTEREST

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 2020*.

Attachments

1. BRDP - Report
2. BRDP - Map (Appendix 3)
3. BRDP - Streetscape Cross Sections Plan (Appendix 4)
4. BRDP - Conceptual Landscape Masterplan (Appendix 9)
5. Development Plan Overlay - Schedule 11
6. Summary of submissions and response provided
7. Redacted submissions
8. Redacted responses
9. Appendix 2 - Site & Context Description
10. Appendix 13 - Traffic Impact Assessment
11. Appendix 18 - Acoustic Engineering Report

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BALDWIN ROAD DEVELOPMENT PLAN

TRARALGON NORTH

Latrobe City Council

July 2025 Version 3

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Appendices

Appendix 1 – Certificate of Titles	Appendix 12 – Safety Management Study Report, Delphi Risk April 2024
Appendix 2 – Site & Context Description 25950P1_Version 4 – 3 sheets;	Appendix 13 – Traffic Report, O'Brien Traffic April 2025
Appendix 3 – Development Plan 25950DP1_Version 3;	Appendix 14 – Native Vegetation Report, ID Ecological Management June 2024
Appendix 4 – Streetscape Cross Sections Plan 25950DP2_Version 2;	Appendix 15 – Terrestrial Fauna Assessment, Tactecol Consulting July 2024
Appendix 5 – Movement Plan 25950DP3_Version 2;	Appendix 16 – Aquatic Targeted Survey, Aquatica Environmental March 2024
Appendix 6 – Locality Context Plan 25950DP4_Version 2;	Appendix 17 – Cultural Heritage Due Diligence, ACHM February 2024
Appendix 7 – Open Space Contribution Plan 25950DP5_Version 3;	Appendix 18– Acoustic Engineering Report, DDEG June 2025
Appendix 8 – Bushfire Management Plan 25950DP6_Version 2;	Appendix 19 – Air Quality Assessment, Tonkin & Taylor July 2024
Appendix 9 – Landscape Masterplan 25950L01_Version 3;	Appendix 20 – Community Infrastructure Needs Analysis, Ethos Urban February 2025
Appendix 10 – Infrastructure Services Report, Millar Merrigan April 2025	Appendix 21 – Functional Concept & Earthworks Plans 25950 E 00 FP & 25950 00 CE_A
Appendix 11 – Stormwater Management Strategy, Millar Merrigan April 2025	Appendix 22 – Development Contribution Plan Calculation of Costs, Version 3.0

1. Introduction

The Baldwin Road Development Plan (BRDP) Report applies to land located on the northern side of Baldwin Road, Traralgon and covers an area of approximately 59 hectares (ha). The land is situated on the northern periphery of the Traralgon Township.

The BRDP will guide future use and development of the land to ensure seamless integration with the surrounding developing residential areas to the south. It has been prepared with consideration of the *Traralgon Town Structure Plan (TTSP)* and in accordance with the *Development Plan Overlay, Schedule 11.*

The BRDP identifies where roads, reserves and physical infrastructure should be located and is based on best practice urban design principles.

As required by Schedule 11, the BRDP will:

- *Ensure development of the land is occurring in an orderly manner having regard to the timing and staging of the development of the land and provision of essential services, community facilities, open space and roads;*
- *Ensure the design of any proposed subdivision and buildings enhance and reinforce the character of the area;*
- *Minimise crossings over existing pipeline infrastructure.*

The BRDP has been informed by the following investigative reports and assessments (refer to Appendices):

- **Infrastructure Servicing Report –** an assessment of available infrastructure and its ability to service the future development, prepared by *Millar | Merrigan.*
- **Stormwater Management Plan –** an analysis of existing major drainage and flooding associated with the site and assessment of proposed developed conditions, prepared by *Millar |Merrigan.*
- **Safety Management Study Report –** a review of the existing pipeline infrastructure and safety mitigation recommendations, prepared by *Delphi Risk.*
- **Traffic Impact Assessment –** an assessment of the surrounding road network and its ability to accommodate the proposed development, prepared by *O'Brien Traffic.*
- **Native Vegetation Assessment** – an analysis of existing vegetation on site and an assessment of the proposed impacts on this vegetation as a result of development, prepared by *ID Ecological Management.*
- **Terrestrial Fauna Assessment –** an assessment of general quality and extent of habitat across the site and targeted surveys of fauna species, prepared by *Tactecol Consulting.*
- **Aquatic Targeted Survey –** survey and assessment targeted towards threated aquatic faunal species, prepared by *Aquatica Environmental.*
- **Cultural Heritage Due Diligence –** an analysis of cultural heritage values of the site, prepared by *ACHM.*
- **Acoustic Engineering report –** an analysis of road noise generated by Traralgon Maffra Road and potential impacts on the development, prepared by *DDEG.*
- **Air Quality Assessment –** an analysis of air pollution generated by Traralgon Maffra Road and potential impacts on the development, prepared by *Tonkin and Taylor.*

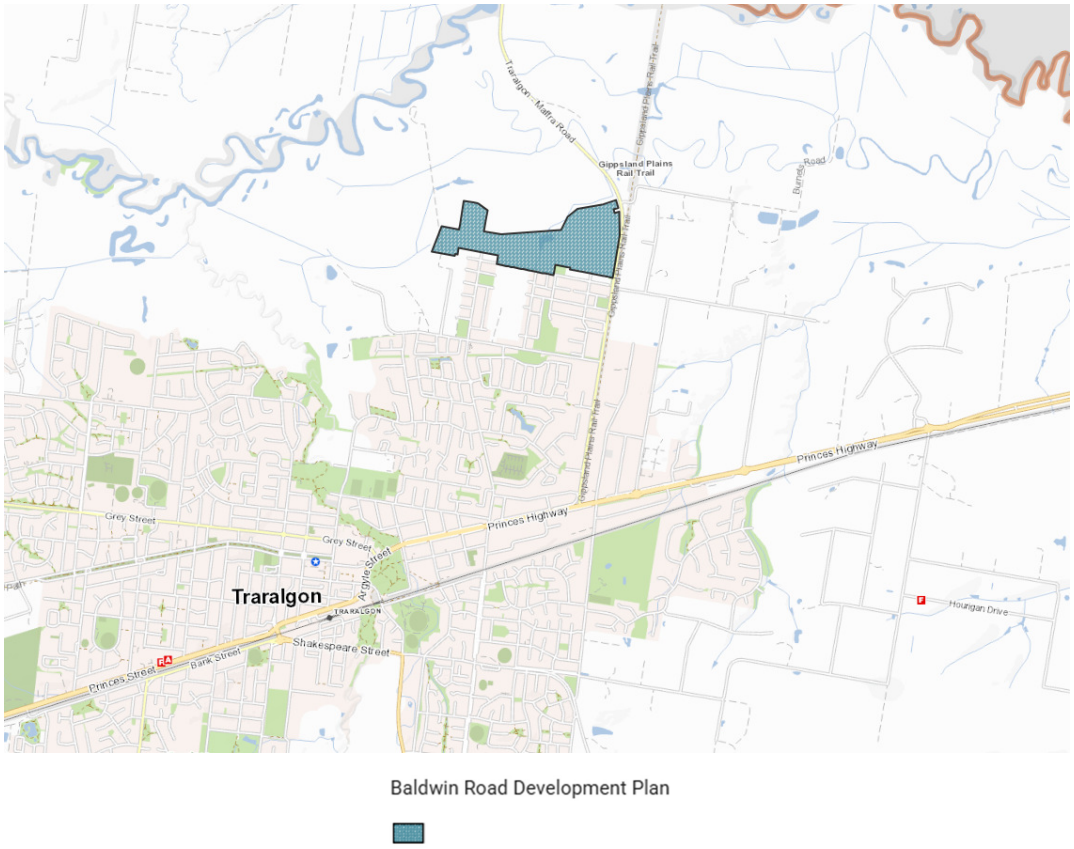


Figure 1: Context Plan

2. Local Context and Site Description

2.1 *Regional Context*

Traralgon is the largest of the four main towns within the Latrobe City Council. It is the key Regional Retail Centre for Gippsland located approximately 170kms east of the Melbourne Central Business District. Latrobe City is recognized as a Regional City within the *Gippsland Regional Growth Plan* which promotes growth within the township of Traralgon.

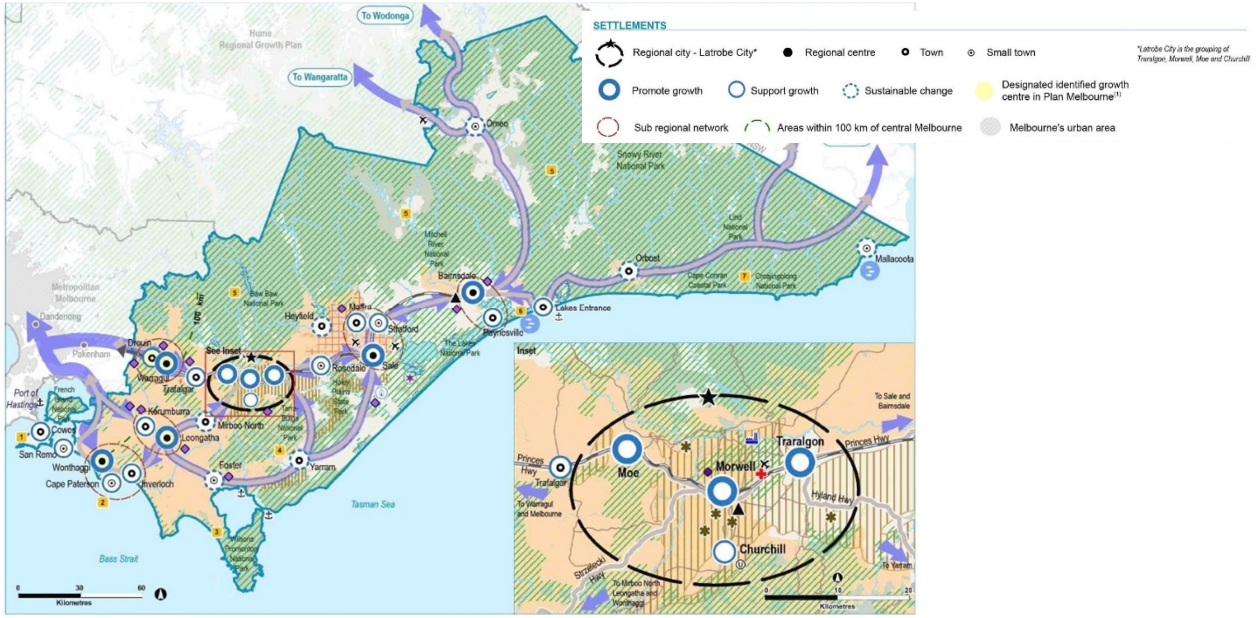


Figure 2: Gippsland Regional Growth Plan

2.2 Local Context

The land is located on the northern periphery of the Traralgon urban areas, less than 2 kilometres from commercial areas situated along Princes Highway that form part of the sprawling town centre. It is within the Traralgon Township Boundary as identified by the TTSP and nominated as 'Residential Supply'. An extract of the TTSP is reproduced below.

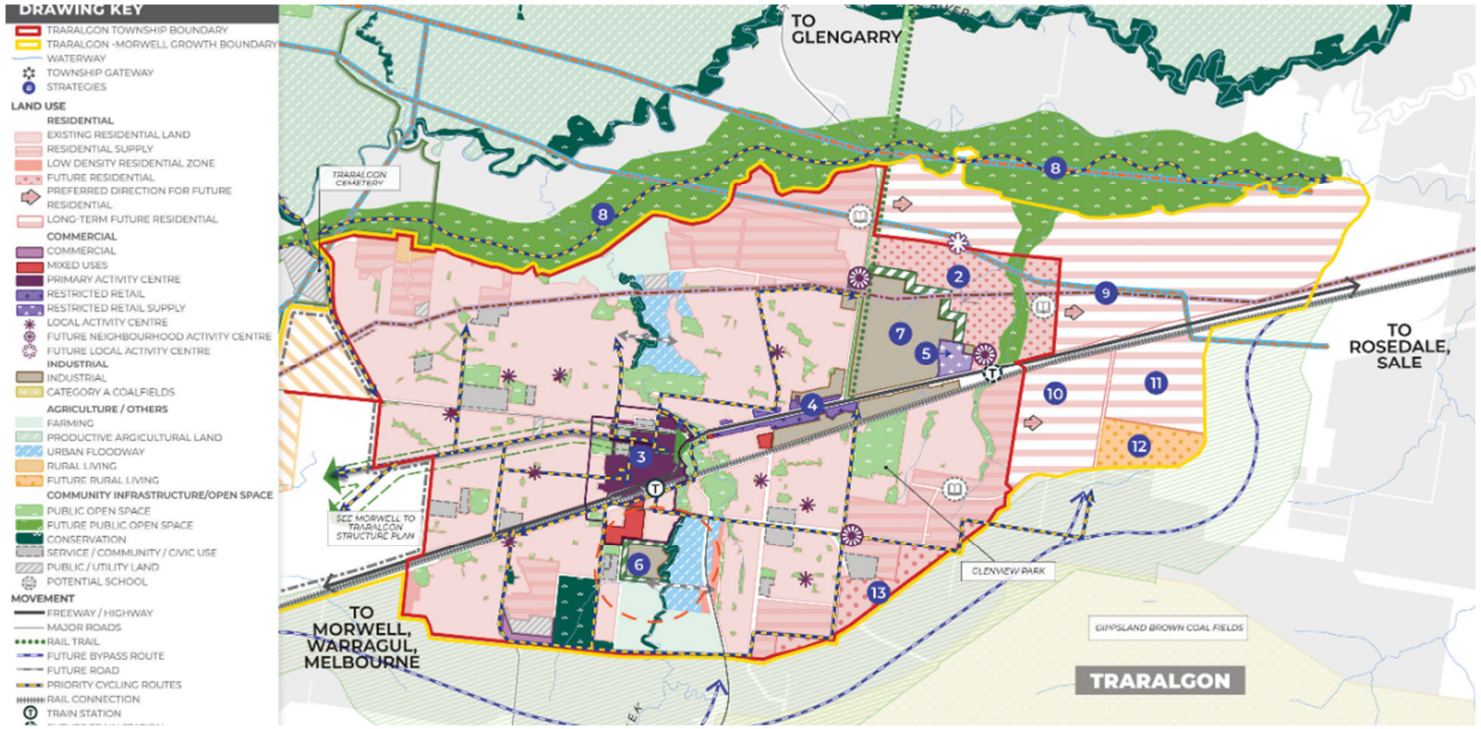


Figure 3: Traralgon Town Structure Plan

2.3 Development Plan Area

This BRDP relates to seven properties situated on the northern side of Baldwin Road, covering a total area of approximately 59ha – 51ha zoned for residential use and 8ha zoned for farming. The properties are identified as the following:

- Property 1 – part 26F PP3647;
- Property 2 – proposed lot C PS826058 (part existing parcel Lot 1 PS917901);
- Property 3 – Res 1 on PS917901;
- Property 4 – proposed lot G PS907112;
- Property 5 – lot 2P835779;
- Property 6 – Lot H PS826075;
- Property 7 – Res 1 PS917899.

The Certificate of Titles and certified plans of subdivision associated with the land are contained within Appendix 1.

The land comprises of pasture grass that has a long history of grazing and some farming infrastructure such as shedding, internal fencing and dams are present. Wetlands are under construction within properties 3 and 7 to cater for stormwater associated with existing subdivisions to the south and these are designed to cater for future development of part of the BRDP area. The topography of the land is generally flat, falling gently towards the Loy Yang Creek which is some 300m north of the land. A drainage line is present on properties 5 and 6, and the northern parts of the subject properties are subject to inundation.

A series of easements are present across the land, with the most significant being a 24.38m wide ESSO easement that dissects the south part of the land in an east/west direction and contains major gas and oil infrastructure. The Longford–Dandenong (T60) high pressure gas pipeline runs north of the site, with a lateral pipeline feeding the above-ground City Gate facility on Traralgon-Maffra Road.

In terms of flora and fauna, the site is dominated by exotic pasture grass with overall native vegetation coverage very limited. A cluster of Gippsland Red Gums are located in the south eastern corner of the site (property 6) and a few planted trees are within property 2. Faunal surveys have been undertaken with suitable habitat for Glossy Grass Skink identified in the north east corner of the site (property 6) and potential habitat for Flinders Pygmy Perch within the water bodies (properties 3, 5 and 7). Whilst there were no recorded sightings of the Flinders Pygmy Perch, they are considered to be an occasional site visitor. Records of Glossy Grass Skink occur outside of the BRDP area whilst the Eastern Grey Egret was recorded around water bodies in properties 3 and 4.

Property 6 has an area of Aboriginal Cultural Heritage Sensitivity in the north-east corner.

The land can be connected to all reticulated services as determined by the attached Infrastructure Servicing Report.

The land has road abuttal to Traralgon Maffra Road to the east and Baldwin Road to the south.

Approximately 51ha of the BRDP area is contained within the *General Residential Zone – Schedule 3 (GRZ3)* wholly covered with the *Development Plan Overlay – Schedule 11 (DPO11)* and partially covered by the *Land Subject to Inundation Overlay* and *Buffer Area Overlay.* An additional 8ha of the BRDP area is within the *Farming Zone – Schedule 1 (FZ1)* and *Floodway Overlay*.

2.4 Surrounding Area

The following provides a detailed description of the surrounding land uses:

North

Cleared farming land extends to the north of the land and Latrobe River is approximately 700m north-west. This area is subject to inundation.

East

The BRDP area abuts Traralgon Maffra Road to the east, together with AGN Gas facilities located towards the north east and south easter corners of the BRDP area. East of Traralgon Maffra Road is the Gippsland Plains Rail Trail and land contained within the Rural Living Zone.

South

The BRDP area abuts the Traralgon North Development Plan (TNDP) area to the south. Residential development in this area is well progressed with Baldwins Road fully constructed at the eastern end and under construction in other areas.

West

The BRDP area abuts cleared farming land to the west that extends out to the Latrobe River. This area is subject to inundation.



Photograph 1: Residential development to south of BRDP area



Photograph 2: Infrastructure services adjacent to Traralgon Maffra Rd

3. Development Plan

The BRDP has been prepared in accordance with the objectives of the Latrobe Planning scheme and the strategic directions for the area, namely the TTSP. The BRDP Map is attached at Appendix 3.

Schedule 11 to the *Development Plan Overlay* relates to Baldwin Road, Traralgon and stipulates key requirements under the following categories:

- *Land Use and Subdivision;*
- *Infrastructure Services;*
- *Open Space*
- *Community Hubs and Meeting Places;*
- *Flora and Fauna;*
- *Cultural Heritage*
- *Infrastructure Asset Risk Management*
- *Sensitive Land Use*
- *Bushfire Protection Measures*
- *Development Contributions*
- *Process and Outcomes.*

The following sections provide a summary of key considerations when formulating the BRDP in relation to each requirement of the *DPO11*.

3.1 *Land Use & Subdivision*

The BRDP seeks to deliver land use and subdivision that is in keeping with the character of the existing developing areas of Traralgon North and the preferred character outlined in strategic documentation as follows:

- The boundaries of the BRDP correlate with the TTSP and the zoning of the land. All residential development is contained within the residentially zoned land. Drainage infrastructure is contained within *Farming Zone* land.
- The BRDP provides an internal road layout, delineates open space areas and residential lot areas.
- The BRDP provides three residential lot typologies to provide for a diversity of housing as follows:
  - Lots under 500sqm;
  - Lots 500sqm-900sqm;
  - Lots over 900sqm.
- The diversity of lot sizes caters for increased densities adjacent to the public open space reserve and larger lot sizes within proximity to the pipeline corridor as required by ESSO.

- Smaller lot sizes, particularly those under 500sqm, highlight the importance of achieving strong urban design outcomes. These lots will be assessed against the Latrobe City Urban Design Guidelines, and a Section 173 Agreement may be required where necessary. While each application is considered on its individual merits and many will not need further controls, additional urban design requirements are typically applied to lots within the BRDP that include specific design objectives—particularly where lots overlook public open space and opportunities for passive surveillance are critical.
- The BRDP provides a 15m setback between residential lots and the gas easement to provide adequate separation distance from infrastructure. On the south side this is fully encompassed in open space reserve, whilst on the north side 6m is catered for as open space reserve with the balance within the road reserve, as per agreement with authorities during the Safety Management Study (SMS) process.
- The BRDP provides the overall development pattern of the area, comprising of open space areas and residential development areas. Any future land use and development will be subject to planning requirements.
- The BRDP provides street networks that support building frontages with two-way surveillance.
- The proposed road layout obtains vehicle access via Baldwins Road through continuation of three north- south roads connecting from the subdivisions to the south. No direct vehicle access is proposed to Traralgon Maffra Road with a shared path shown along the eastern boundary of the land and residential areas accessed via an internal road. Lots will overlook Traralgon Maffra Road to create an active frontage. The proposed road network is as supported by the attached Traffic Report.
- The BRDP includes an extensive network of walking and cycling routes to encourage alternative means of travel to activities. The internal shared path network is designed to integrate with existing shared paths in adjacent subdivisions to the south and provides a direct connection to the Gippsland Rail Trail and car park area off Burnets Road. See the attached Movement Plan.
- The BRDP does not specify the location of any community facilities within 180m of the major gas pipeline. An indicative playground is situated within the central unencumbered open space reserve, and this is well located away from pipeline infrastructure as required.

The nature of the BRDP, lends itself to development of individual properties on a stand-alone basis and as such proposes no staging.



Figure 5: Baldwin Road Development Plan - Map

3.2 Infrastructure Services

An Infrastructure Servicing Report (Millar Merrigan), Stormwater Management Plan (Millar Merrigan) and Traffic Report (O'Brien Traffic) have been prepared as part of this BRDP. They provide the following in relation to infrastructure services:

- **Sewerage:** Existing sewerage facilities have been constructed and upgraded within the area as part of the TNDP. These facilities will adequately cater for this BRDP.
- **Water:** a new 300mm water main extension has been provided along Traralgon Maffra Road and is currently being interconnected with the development to the south of the site. There are no anticipated issues with water supply with these services able to be extended into the BRDP area.
- **Electricity:** Numerous 22kV transmission lines within the vicinity of the site have the capacity to cater for the BRDP.
- **Telecommunications:** Telstra/NBN facilities are available within Marshalls Road and Traralgon Maffra Road. Future development can connect to this infrastructure subject to detailed design.
- **Gas:** Gas is available in the area and is available to connect to at the subdivision stage if so required.
- **Stormwater:** The BRDP provides an integrated drainage solution with the attached Stormwater Management Strategy providing guidance on how stormwater will be managed within the site.

  The strategy proposes underground stormwater drainage with underground pipes within proposed road reserves to cater for the 20% annual exceedance probability rainfall event and proposed road reserves themselves catering for the 1% AEP. Smaller drainage infrastructure can be provided in the rear of lots where necessary.

  In addition, three wetland systems are provided (some already constructed as part of the TNDP development) which will treat and retain flows from the BRDP area and the TNDP developments.

  The proposed stormwater strategy is per the negotiated outcome during the rezoning stage of the development and is to West Gippsland Catchment Management Authority and Council requirements.
- **Road Network:** The proposed BRDP provides an integrated road network that provides for connection to and movement within the land as per the recommendations of the Traffic Report.

  The existing road networks within TNDP of Lighthorse Avenue, Broadway Boulevard and George Albert Drive will provide connection to the proposed BRDP. Any planning permit issued for Properties 2, 4, 5 and 6 must provide for the construction of the relevant roundabout and associated road extension as shown in the Development Plan, to the satisfaction of the Responsible Authority. The cross sections of the three main Access Streets differ from each other, allowing for continuation of the existing cross sections provided for within the developed areas of TNDP (see attached Cross Sections).

Road crossings of the pipeline easement have been limited as per the requirements of the relevant authority. No more than three crossings will be provided, and all construction will occur in accordance with the SMS.

No road connection is proposed to Traralgon Maffra Road as per recommendations of the Traffic Engineers.

The internal road network provides for good circulation within the development and provides for good surveillance over open space reserves. Varied cross sections are provided to cater for reserve abuttals and provide an appropriate road hierarchy. The road network has been designed to ensure adequate access and clear spacing is provided along the pipeline corridor for maintenance as required.

The proposed road network is considered appropriate and there will be no negative traffic impacts on the surrounding road network as a result of the proposal, as determined in the attached Traffic Report.

- **Pedestrian and Bicycle Movements:** An integrated shared path network is provided for with the BRDP to encourage alterative means or travel.

  Shared paths are provided for around the periphery of the development, along the pipeline easement, within the main north south Access Streets and within the proposed open space and drainage reserves.

  Shared paths are designed to provide connection to each other and the existing shared path network including along Traralgon Maffra Road and Broadway Boulevard. It is noted that no shared path is available within the existing areas of George Albert Drive or Lighthorse Avenue and as such in these areas' footpaths are provided south of the pipeline to allow for seamless connection.

  All other roads within the BRDP are provided with footpaths on both sides.

  Additionally, the shared path network should provide a direct connection to the Gippsland Rail Trail and the car park area off Burnets Road, to the satisfaction of the Responsible Authority, in consultation with the Gippsland Plains Rail Trail Committee of Management and the responsible road authority. A planning permit issued for Property 6 must ensure delivery of this connection or otherwise demonstrate that the connection cannot reasonably be delivered, to the satisfaction of the Responsible Authority. See the attached Movement Plan.

3.3 Open Space

The Development Plan identifies areas of unencumbered public open space, as well as encumbered drainage reserves, pipeline easements, buffers, and tree protection zones for each property. While encumbered reserves serve a functional role, they are also recognised for their passive recreational and visual amenity value. Accordingly, encumbered land may contribute toward the required public open space contribution but will be assigned a reduced contribution value equal to 20% of the value of unencumbered open space.

The overall landscape response is shown in *Appendix 9 – Landscape Masterplan 25950L01_Version 3*, which is to be treated as a conceptual plan. It illustrates the intended structure and key features of the open space and landscaping network across the drainage reserves, pipeline easement, and unencumbered reserves. While endorsed as a guiding document, it is subject to further refinement during the permit stage. Any future subdivision application must include a detailed Landscape Master Plan generally in accordance with Appendix 9, to the satisfaction of the Responsible Authority.

Any planning permit issued for subdivision within the BRDP must require a public open space contribution equal to at least 8% of the net developable area, in accordance with Clause 53.01 of the Latrobe Planning Scheme. This contribution may be provided as unencumbered land, encumbered land (valued at 20%), cash, or a combination of these. No credit will be given for contributions above 8%, as the BRDP does not include an equalisation mechanism for excess land or financial contributions. A Public Open Space Contribution Plan must be submitted to the satisfaction of the Responsible Authority, demonstrating the total percentage of public open space provided across the development, including a breakdown of encumbered and unencumbered land.

The proposed BRDP provides extensive areas of public open space throughout as identified on the Open Space Contributions plan, including:

Pipeline reserve

Reserve E is nominated as an encumbered pipeline reserve. It encompasses the existing easement. Reserve G encompasses the 15m wide strip along the south of the easement, whilst on the north side is reserve F where 6m is catered for as open space reserve with the balance within the road reserve, as required by the relevant authorities. No landscaping within this reserve is permitted or proposed.

Drainage reserves

Reserves A, B1 & B2 are nominated as drainage reserves, some of which infrastructure has already been provided or is under construction as part of subdivisions to the south of the pipeline.

The BRDP recommends landscaping within the drainage reserves. Timing of landscaping within these reserves is to be determined with works in these spaces continuing as part of subdivisions to the south.

Seating must be provided within all three reserves, and a shelter is to be installed in Reserve B1. Any planning permit issued for Properties 2, 5 and 6 must provide for the delivery of these elements to the satisfaction of the Responsible Authority.

The existing drainage reserves have not been constructed to support public access, with only a gravel maintenance track currently provided around the wetlands. Any planning permit issued for Properties 2 and 5 must require the delivery of a concrete shared path that accommodates both public access and maintenance vehicles, to the satisfaction of the Responsible Authority.

Additional landscaping can be provided as needed.

Open Space

Reserves C, D and F are provided as open space areas and lineal linkages. Any planning permit issued must provide for the lineal linkages within Reserve F to the satisfaction of the Responsible Authority.

The BRDP recommends landscaping within the reserves including canopy trees, underplanting, walkways and shelters.

The main local park Reserve C is to be developed as a recreation space offering walking and cycling paths, play spaces, seating, amenities and shelters. Any planning permit issued for Property 6 must provide for the delivery of these elements to the satisfaction of the Responsible Authority.

The secondary local park (reserve D) is designed to encompass existing significant vegetation, with complementary walking and cycling paths, seating and plantings. Any planning permit issued for Property 6 must provide for the delivery of these elements to the satisfaction of the Responsible Authority. Works within the APA pipeline easement (including tree planting and landscape plan approval) will require review and consent from APA.

The BRDP layout has been designed to provide for visual surveillance over all reserve areas to provide for active frontages.

3.4 Community Hubs and Meeting Places

A Community Needs Analysis has been undertaken by Ethos as part of the preparation of this BRDP.

By 2036 the greater Traralgon area will have a need for additional community facilities, including Primary and Secondary Schools. Some community facilities are planned for within the TNDP and it is considered that these facilities will meet local demand generated by future residents of the proposed BRDP area.

The report addresses the limitations of the BRDP area in catering for such community uses when considering the location of the major gas pipeline, the findings of the SMS, views of the relevant pipeline authorities and the planning scheme requirements of *avoiding community facilities…within 180m of a major LPG licensed pipeline.*

In particular the report concludes that in line with the level of risk and the Department of Education's land acquisition guidelines which note *new school sites should be located away from potential hazards, including but not limited to transmission lines and high pressure gas pipelines…*

The BRDP area is inappropriate for a proposed school site. It is understood investigations are underway for school provision in the Traralgon North East precinct.

The BRDP has considered the need for public amenities with the provision of a public toilet block within the main local reserve. Any planning permit issued for Property 6 must provide for the delivery of this to the satisfaction of the Responsible Authority.

The integrated network of walking and cycling paths within the BRDP area ensures that all paths are linked within and to external connections.

3.5 Flora and Fauna

The land has a long history of grazing and as a result comprises mostly of degraded pasture grass.

A Native Vegetation Assessment has been prepared and notes the following key native vegetation and biodiversity values:

- A small highly modified remnant patch of Plans Grassy Woodland that lacks any trees (HZ1);
- A 0.4ha patch of wetland vegetation that is contained within a DEECA mapped wetland (863043).
- A small patch of riparian vegetation situated on the upper branch of Loy Yang Creek (HZ4);
- 7 large remnant scattered trees (River Red Gums T1-T6);
- 3 small planted scattered trees (T12, T13 and T14).

The Native Vegetation Assessment did not record any threatened flora species on the land. The DPO11 identifies Strzelecki Gum, Matted Flax-Lilly and Grey Billy Buttons as threatened flora species requiring specific considerations. None of these species were recorded during the inspections and as such are considered highly unlikely to occur on site due to a near total absence of suitable habitat.

The BRDP provides for the retention and protection of River Red Gums through provision of an open space where they are located.

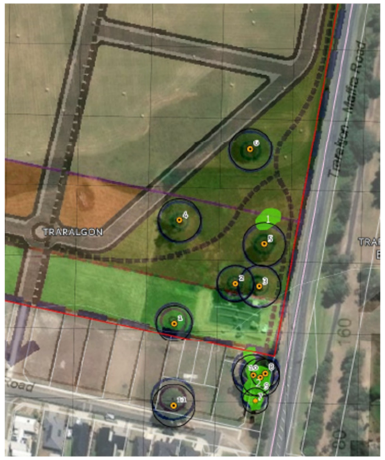


Figure 6: Vegetation on site

Targeted Fauna surveys were undertaken for both Aquatic and Terrestrial Fauna as required by the DPO11.

The Aquatic Fauna Assessment targeted Dwarf Galaxias, Flinders Pygmy Perch and Growling Grass Frog. The Report concluded that whilst these species are known to occur in the wider Latrobe River catchment, there were no records of the targeted species on the site itself nor within any reasonable distance of potential implication from development of the site. The report concluded that there would be no direct aquatic ecology related policy or legislation implications for the projected pertaining specifically to the targeted species.

The Terrestrial Fauna Assessment was undertaken to ascertain the presence of threatened fauna species on site, including Swamp Skink, Glossy Grass Skink and various threatened waterbirds. The study found a large area of suitable habitat for Glossy Grass Skink and a few Skink records at the northern extent

of Property 6, together with records of Eastern Grey Egret within the waterbodies on site. The BRDP has been designed to limit the size of and co-locate drainage on Property 2 in proximity to that proposed and already under construction in property 7 to reduce impacts on skink habitat. This is considered to be an appropriate design measure to avoid and minimize the habitat.

Future subdivision applications must have regard to the protection of biodiversity and must implement the recommendations of the targeted aquatic and terrestrial fauna surveys, to the satisfaction of the Responsible Authority.

Future subdivision applications must provide a Construction Environment Management Plan (CEMP) and a separate Glossy Grass Skink Habitat Management Plan. The Glossy Grass Skink Plan must outline how the habitat area will be managed, including responsibilities for ongoing maintenance and any handover arrangements with Council, to the satisfaction of the Responsible Authority.



Figure 7: Habitat areas

3.6 Cultural Heritage

The land contains a small area of Aboriginal Cultural Heritage Sensitivity within property 1 and property 6 as shown below. It is noted that the property 1 extent is well outside of the BRDP area.

A Cultural Heritage Due Diligence has been prepared as part of the BRDP, and it notes that there is a mandatory requirement for preparation of CHMP on affected properties, unless there is evidence of significant ground disturbance.

Should subdivisions of the BRDP area occur separately within individual lots (as is provided for within the staging plan), each lot should be assessed individually to determine Aboriginal Cultural Heritage Sensitivity and the need for a mandatory CHMP. At the current time only Property 1 and Property 6 contains a trigger for mandatory CHMP.

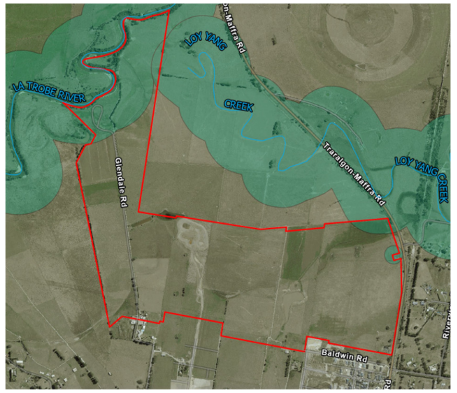


Figure 8: Area of Aboriginal Cultural Heritage Sensitivity

3.7 Infrastructure Asset Risk Management

The BRDP provides for residential land use (dwellings) within proximity to major pipeline infrastructure and associated gas facility. No other sensitive uses are proposed.

A SMS has been prepared, and the following mitigation measures have been incorporated into the BRDP design as a result of the preparation of the SMS:

- Road crossings of the pipeline limited to three access roads;
- As per the recommendation of the SMS, where the pipeline easement is crossed, the pipe will be recoated and protecting slabbing will be installed to protect the infrastructure to the satisfaction of the Responsible Authority;
- No street tree plantings within the sections of road reserve that cross the pipeline easement;
- No landscaping or works proposed within the pipeline easement. The reserve area will be maintained as grass, mown regularly by the Responsible Authority;
- Provision of 15m of reserve in the form of lineal reserve or road reserve, provided either side of the pipeline easement to provide for maintenance;
- Provision of larger lots (above 900sqm) in vicinity of the pipeline reserve;
- No structures or poles are proposed within 3m of a licensed transmission pipeline easement.

Future subdivision applications should consider and accord with the SMS requirements as appropriate.

3.8 Sensitive Land Use

As per the requirements of DPO11, the BRDP includes the following assessments of Traralgon Maffra Road:

- Air Quality Assessment
  An air quality assessment was prepared to consider the impacts from traffic emissions of Traralgon Maffra Road on the proposed development.

  The assessment concludes that the Traralgon Maffra Road presents insignificant additional air quality impacts to people who would be located in the nearest likely residential dwelling and no further mitigation would be required.

- Acoustic Assessment
  An Acoustic assessment was undertaken of Traffic noise emitted from Traralgon Maffra Road. It identified that noise emitted from the road will exceed ideal criteria post development and as such noise attenuation measures have been recommended.

  The BRDP includes a requirement for a 3m high acoustic barrier/berm in accordance with the recommendations of the Acoustic Engineering Report by DDEG. The report provides options for an acoustic wall, earth berm, or combination of both, with detail to be specified at the subdivision stage. Any planning permit issued for Property 6 must require delivery of this barrier or berm to the satisfaction of the Responsible Authority, in consultation with the Gippsland Plains Rail Trail Committee of Management, to ensure a suitable visual outcome for users of the rail trail.

Earth bunds are the preferred noise attenuation measure where reasonably practicable. Acoustic walls should only be used where bunds are not viable due to land or engineering constraints. Where used, bunds should be designed to integrate with the surrounding landscape, including the incorporation of shared paths along the crest. Side slopes should be finished with either 1:6 grassed batters, or 1:3 low-maintenance planted batters with a 2-metre-wide mower strip at the base to support safe maintenance access.

Any barrier must incorporate finishes that resist graffiti and vandalism or, alternatively, include vegetation treatments designed to discourage graffiti. The design, acoustic performance, and maintenance life of the barrier must be developed by a suitably qualified acoustic engineer and landscape professional, to the satisfaction of the Responsible Authority.

To ensure adequate assessment of noise impacts on properties east of Traralgon-Maffra Road, any planning permit application for subdivision that includes acoustic mitigation works must be supported by:

- A baseline acoustic survey undertaken on the eastern side of Traralgon-Maffra Road, including measurement periods between 7:00–8:00am and 5:00–6:00pm on a weekday, reflecting known peak traffic periods;
- A post-construction acoustic survey (on the eastern side) to assess the effect of any redirection or reflection of noise as a result of the barrier; and
- Details of the measures to be implemented in the event that post-installation noise levels exceed a change of 3 dB(A), consistent with the commonly recognised threshold for perceptible changes in noise.

In addition to the above, and depending on the extent of the acoustic screening, dwellings within the development are to be constructed to Construction Category 1, with the exception of dwellings north of the pipeline easement and to the east of George Albert Drive that will be required to be constructed to Construction Category 2, defined in AS3771:1989. These construction standards can be implemented through a restriction on the Plan of Subdivision, or via a Section 173 Agreement, as required by future planning permit conditions.

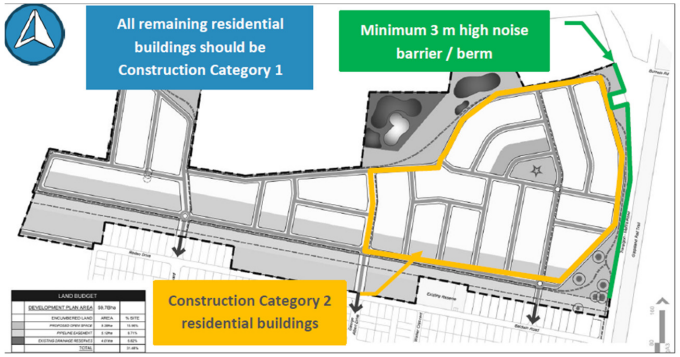


Figure 9: Recommended Noise Attenuation Measures

3.9 Bushfire Protection Measures

A Bushfire Plan has been prepared for the BRDP to demonstrate how the land can be developed in accordance with bushfire protection requirements as follows:

- Low threat environments are available to the south of the site whilst Grassland interfaces are available to the north, west and east on the opposite side of Traralgon Maffra Road.
- The BRDP has been provided with a perimeter road along all bushfire hazards.
- All future lost are capable of achieving a BAL 12.5 construction standard.
- The Bushfire Plan demonstrates how a 22m setback from bushfire hazards can be achieved, all future lots can be developed outside of this setback as required.
- Future subdivision should consider how non-combustible fencing can be incorporated as appropriate.
- All reserve and open space areas including the pipeline reserve will be developed and maintained to low threat conditions so as to not create additional bushfire risk.
- Subdivision applications should demonstrate measures to manage grassfire hazard interfaces while residential areas within the BRDP remain undeveloped including the provision of a Site Management Plan.

3.10 Development Contributions

The BRDP Development Contribution Plan (DCP) has been prepared to fund the delivery of infrastructure required to support the population growth planned for by the DP. The following items are not included in the DCP and must be provided by developers at their cost if required:

- On-site detention and localised drainage work;
- Upgrades to existing roads and intersections;
- Internal streets and associated traffic management measures;
- Construction of new intersections required to access developments;
- Water, sewerage, electricity, gas, and telecommunications services;
- Local pathways and connections to the regional and/or district pathway network;
- Basic levelling, provision of biodiversity offsets, water tapping and improvements and landscaping of local parks, except where specified as DCP projects;
- Local parks master plans and any agreed associated works required by the DP;
- Council's plan checking and supervision costs; and
- Bus stops.

The above items are considered to be normal to the construction of a development and are not considered to warrant cost sharing arrangements.

Contribution Collection

Development contributions will be secured through Section 173 Agreements, as required by Clause 3.0 of the Development Plan Overlay Schedule 11 (DPO11). This clause requires all landowners to enter into an agreement with Latrobe City Council prior to the commencement of any development. Contributions will be collected through development and community infrastructure levies.

- **Development Infrastructure Levy (DIL):** Applies to all developable land and is based on a per-hectare rate. The DIL must be paid by developers.
- **Community Infrastructure Levy (CIL):** Applies to residential development only and is based on a per dwelling rate (or per lot for subdivisions). The CIL is levied in accordance with the requirements of the *Planning and Environment Act 1987*. It is indexed each year but rounded to the nearest $10.00. CIL must be paid by developers.

For the purposes of the BRDP DCP, Latrobe City Council is the Collecting Agency and the Delivery Agency and therefore are responsible for collecting levies and delivering DCP projects.

Current Contribution Rates (FY2025/26)

- DIL: $14,193.22 per net developable hectare (NDA)
- CIL: $1,330 per lot or dwelling

Project Cost Apportionment

Infrastructure costs are apportioned based on the projected demand from the BRDP. Table 1 specifies the percentage of cost attributed to the BRDP for each item. Items apportioned at 100% are entirely funded by the BRDP DCP. Some items are not 100% funded by the DCP. In these cases, Latrobe City Council is responsible for funding the balance. Key items which are not 100% funded include:

- Traralgon North Community Centre (development and community infrastructure components);
- Glenview Park Master Plan community facilities; and
- Inter-township trail connection to the Traralgon CBD and Gippsland Rail Trail

Timing of Payments

Subdivision of land:

- The contributions must be paid after certification of the plan of subdivision but no more than 21 days before issue of Statement of Compliance under the *Subdivision Act 1988*.
- For staged subdivisions, contributions for each stage may be paid up to 21 days before the Statement of Compliance for that stage, provided a Schedule of Development Contributions is submitted showing the contributions payable per stage and any amounts already paid.

Development of land without subdivision (e.g. retirement homes):

- Where no previous payment has been made, the contributions must be paid before development commences. This may be required at either the planning or building permit stage, depending on Council's requirements.

Development where no planning permit is required:

- The contributions must be paid prior to development commencing, unless otherwise agreed with Latrobe City Council in a Section 173 Agreement.

Administration

- **Indexation:** DIL and CIL amounts will be indexed annually using the Building Price Index from *Rawlinsons Australian Construction Handbook* to reflect inflation.
- **Collection:** Contributions will be collected by Latrobe City Council in accordance with the terms of the Section 173 Agreement. No Statement of Compliance will be issued until all required levies have been paid.

Table 1 – Infrastructure Levy Summary of Costs

Community or Development Item	Category	Project ID	Project Summary	Project Description	Quantity	Unit	Reference	FY25 Indexed Capital Cost	% of cost apportioned to DP Area	Cost attributable to DP Area	Demand Units	DI LEVY ($/ha)	CI LEVY ($/dw)	Notes/Assumptions
Trails														
Development	Trail	DI_TR_1	Traralgon CBD to the Gippsland Rail Trail Inter-township Trail Network	Complete construction of the inter-township trail link from Traralgon CBD to the Gippsland Rail	1.0	allow	PNP Urbanist	$2,905,125	10%	$290,512	41.24	$7,044.43		Cost estimate provided from PNP Urbanists, September 2023. Cost apportionment based on 400 dwellings, 2.5 pop. per h/h, pop 1000, benchmark 11,000, (rounded up to 10%).
Open Space														
Development	Open Space	DI_OS_1	Glenview Park Outdoor Event Space	Improvements to the Glenview Park's outdoor event space by improving drainage and creating a natural amphitheatre, installing sewer and power connections, adding security fencing, and constructing access roads, event parking, all-weather paths, and hardstand areas for event infrastructure.	1.0	allow	Latrobe City Council	$1,173,134	5%	$58,657	41.24	$1,422.33		Glenview Park Master Plan estimate (FY22). Cost apportionment based on 400 dwellings, 2.5 pop. per h/h, pop 1000, benchmark 30,000. (rounded up to 5%)
Community Facilities														
Development	Community Facilities	DI_CF_1	TNDP multi-purpose community centre - DI component	Construction of the Development Infrastructure component of a level 1 multi purpose community centre.	1.0	allow	UE Estimate	$2,361,591	10%	$236,159	41.24	$5,726.46		TNDP cost estimate. Cost apportionment based on 400 dwellings, 2.5 pop. per h/h, pop 1000, benchmark 11,000, (rounded up to 10%).
Community	Community Facilities	CI_CF_1	TNDP multi-purpose community centre - CI component	Construction of the Community Infrastructure component of a level 1 multi purpose community centre, including community meeting rooms.	1.0	allow	UE Estimate	$1,574,394	10%	$157,439	400.00		$393.60	TNDP cost estimate. Cost apportionment based on 400 dwellings, 2.5 pop. per h/h, pop 1000, benchmark 11,000, (rounded up to 10%).
Community	Community Facilities	CI_CF_2	Glenview Park Community Facilities	Construction of the multi-purpose sports hall, including meeting rooms, offices, and commercial kitchen.	1.0	allow	Latrobe City Council	$4,500,000	5%	$225,000	400.00		$562.50	LCC Estimate, July 2025. Cost apportionment based on 400 dwellings, 2.5 pop. per h/h, pop 1000, benchmark 20,000.
Community	Community Facilities	CI_CF_3	Glenview Park Community Facilities	Construction of the men's shed.	1.0	allow	Latrobe City Council	$2,000,000	5%	$100,000	400.00		$250.00	LCC Estimate, July 2025. Cost apportionment based on 400 dwellings, 2.5 pop. per h/h, pop 1000, benchmark 20,000.
Community	Community Facilities	CI_CF_4	Glenview Park Community Facilities	Construction of the other buildings and equipment storage for community groups.	1.0	allow	Latrobe City Council	$1,000,000	5%	$50,000	400.00		$125.00	LCC Estimate, July 2025. Cost apportionment based on 400 dwellings, 2.5 pop. per h/h, pop 1000, benchmark 20,000.
							Development Total	$6,439,849		$585,328	**DIL**	$14,193.22		
							Community Total	$9,074,394		$532,439	**CIL**		$1,331.10	
							Total	**$15,514,243**		**$1,117,768**				

3.11 Process & Outcomes

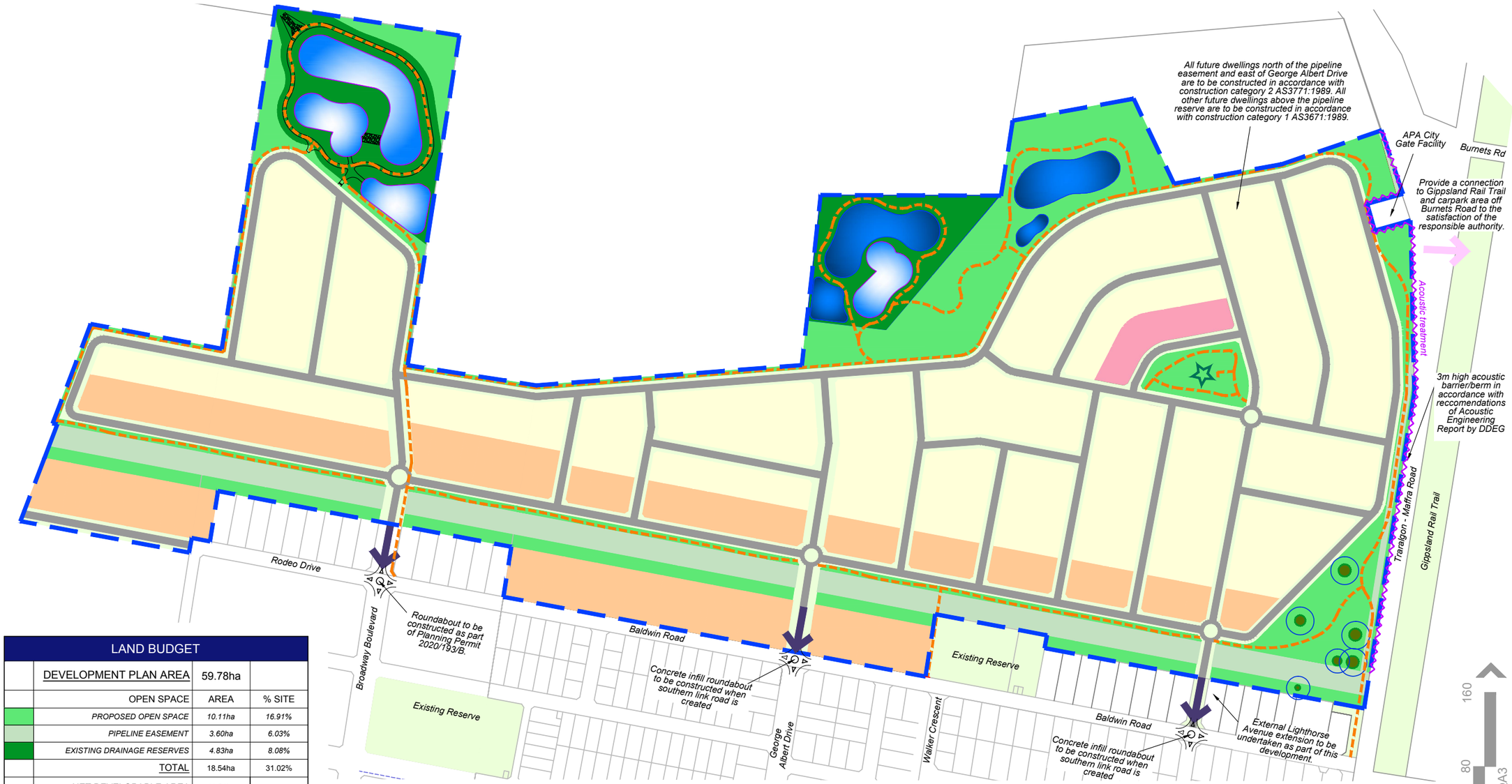
A Staging Plan has been prepared to demonstrate how the BRDP area can be developed. It is noted there is opportunity for development to occur out of sequence, subject to infrastructure provision.

Any application for subdivision should consider the following:

- Subdivision layouts must be generally in accordance with the BRDP.
- Subdivision layouts must meet the requirements of *Clause 56: Subdivision* at the discretion of Latrobe City Council;
- Open space must be provided in accordance with the BRDP and *Clause 53.01: Public Open Space Contribution and Subdivision*, at the discretion of Latrobe City Council and in accordance with Latrobe City Public Open Space Plan 2007 (as amended).
- Street networks should support building frontages with two-way surveillance.
- Provide for walking and cycling networks that link with existing pathways and provide for circulation to town in accordance with *Latrobes City Bicycle Plan 2007-2010 (or as amended).*
- Infrastructure must be designed and constructed in accordance with Council's infrastructure design guidelines and the Victorian *Stormwater Committee Best Practice Guidelines*.
- Subdivision design should consider the retention and protection of native vegetation where possible and provision of offsets where applicable under Clause 52.17.
- Any future subdivision application must include a detailed Landscape Master Plan that is generally in accordance with the concept in Appendix 9, to the satisfaction of the Responsible Authority.
- Any sequence of staging for the subdivision should provide for the orderly and timely provision of services.

Baldwin Road
Development Plan

END OF DOCUMENT



LAND BUDGET			
	DEVELOPMENT PLAN AREA	59.78ha	
	OPEN SPACE	AREA	% SITE
	PROPOSED OPEN SPACE	*10.11ha*	*16.91%*
	PIPELINE EASEMENT	*3.60ha*	*6.03%*
	EXISTING DRAINAGE RESERVES	*4.83ha*	*8.08%*
	TOTAL	18.54ha	31.02%
	NET DEVELOPABLE AREA	41.24ha	
	LAND USES		% NET DEV. AREA
	LOCAL ROADS	*12.07ha*	*29.27%*
	RESIDENTIAL LOTS <500m²	*0.56ha*	*1.37%*
	RESIDENTIAL LOTS 500- 900m²	*20.40ha*	*49.47%*
	RESIDENTIAL LOTS > 900m²	*8.21ha*	*19.90%*
	TOTAL AREA	41.24ha	100.00%

- *Site Boundary*
- *Existing Water Sensitive Urban Design*
- *Proposed Water Sensitive Urban Design*
- *Pipeline Easement*
- *Play Space & Community Facility*
- DPO11 Boundary
- *Indigenous Tree to be Retained (with Tree Protection Zone)*
- *Indigenous Tree to be Removed*
- *Roundabout*
- *Road connection*
- *Shared Path Network*
- External roundabout (Indicative)

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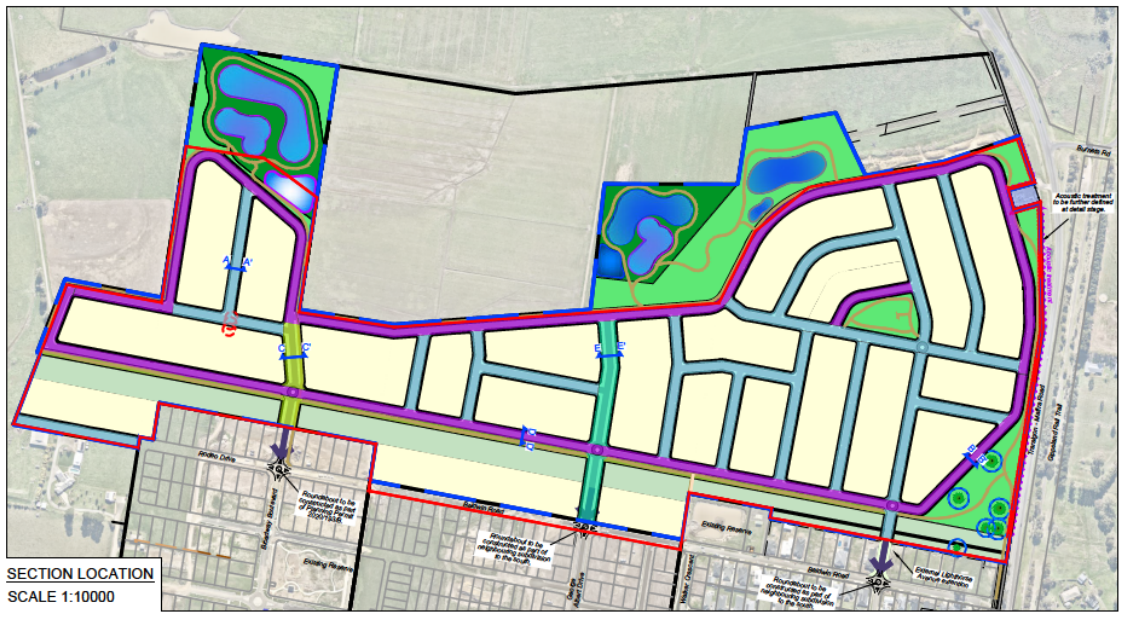
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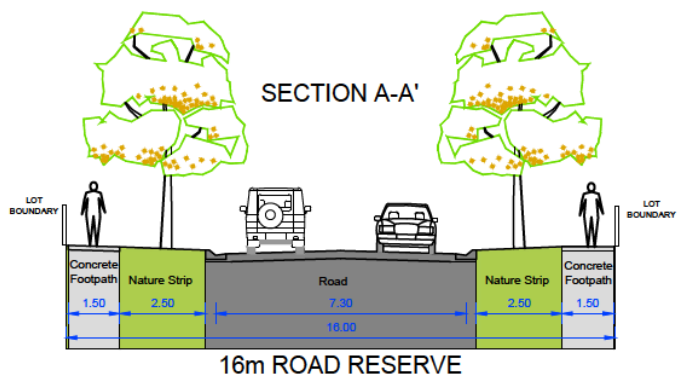
BALDWIN ROAD DEVELOPMENT PLAN

Traralgon-Maffra Road, Traralgon
Latrobe City Council
25950 DP1_V3
(July 2025)

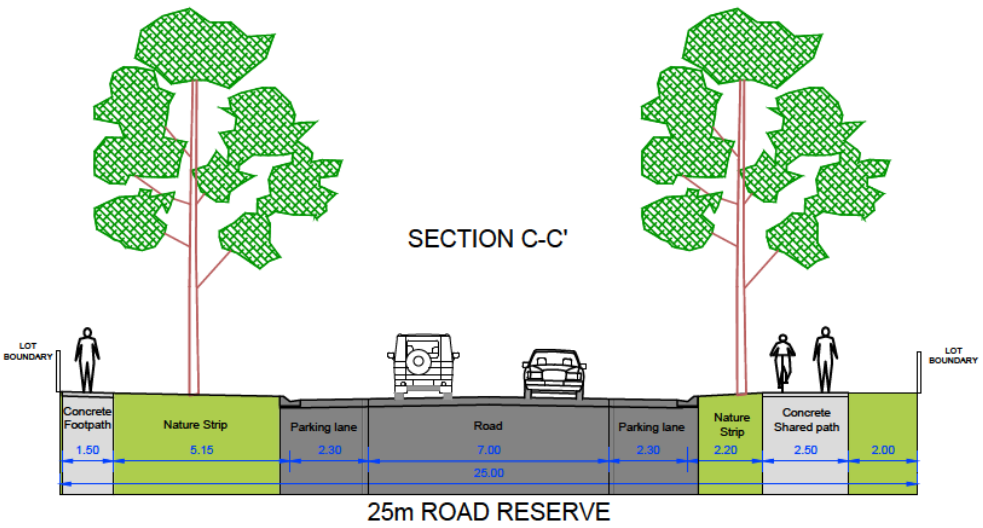
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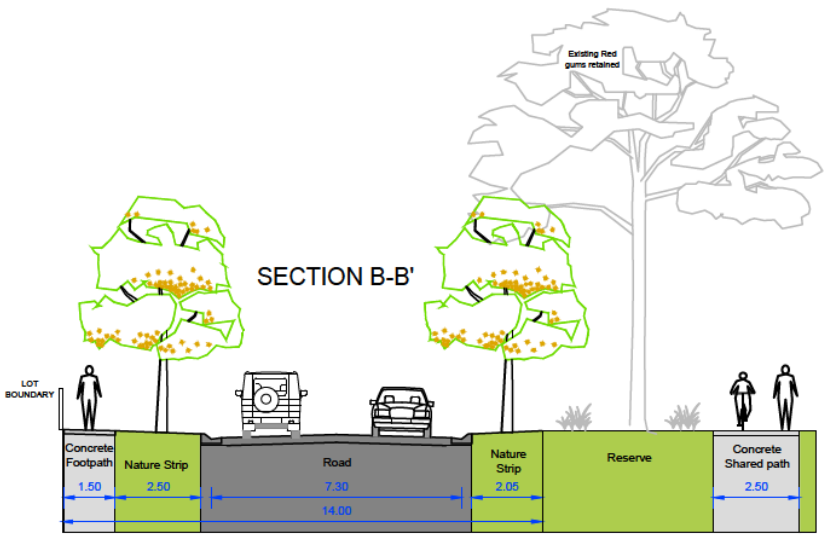




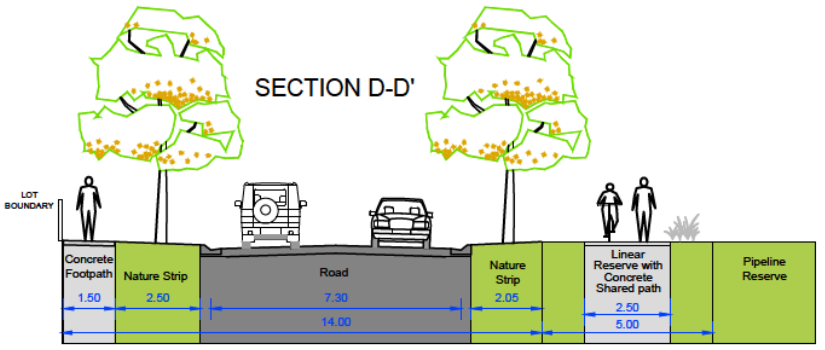
16m ROAD RESERVE



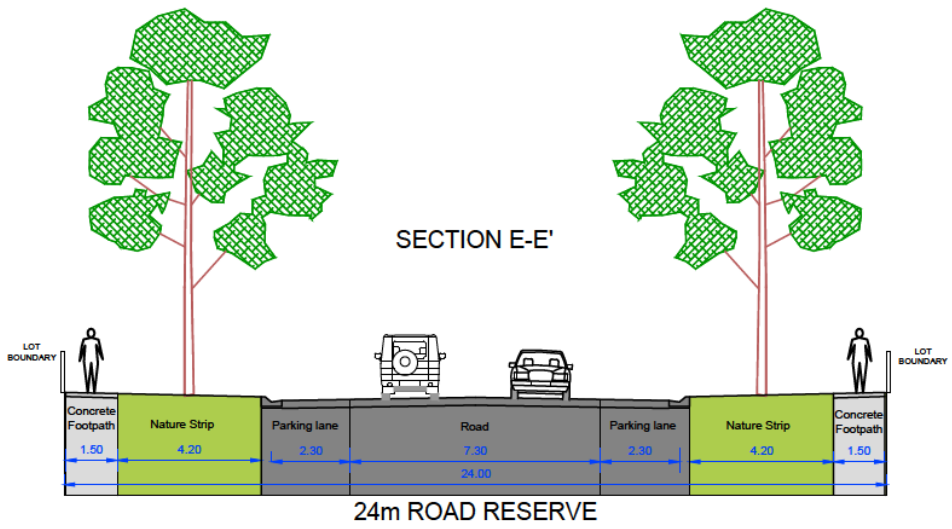
25m ROAD RESERVE



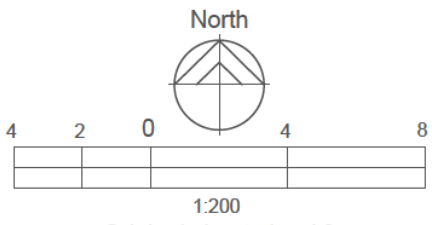
14m ROAD RESERVE ABUTTING RESERVE



14m ROAD RESERVE ABUTTING LINEAR RESERVE



24m ROAD RESERVE



Original sheet size A3

Dimensions and streetscapes shown hereon are indicative for representative purposes and are subject to detailed engineering design.

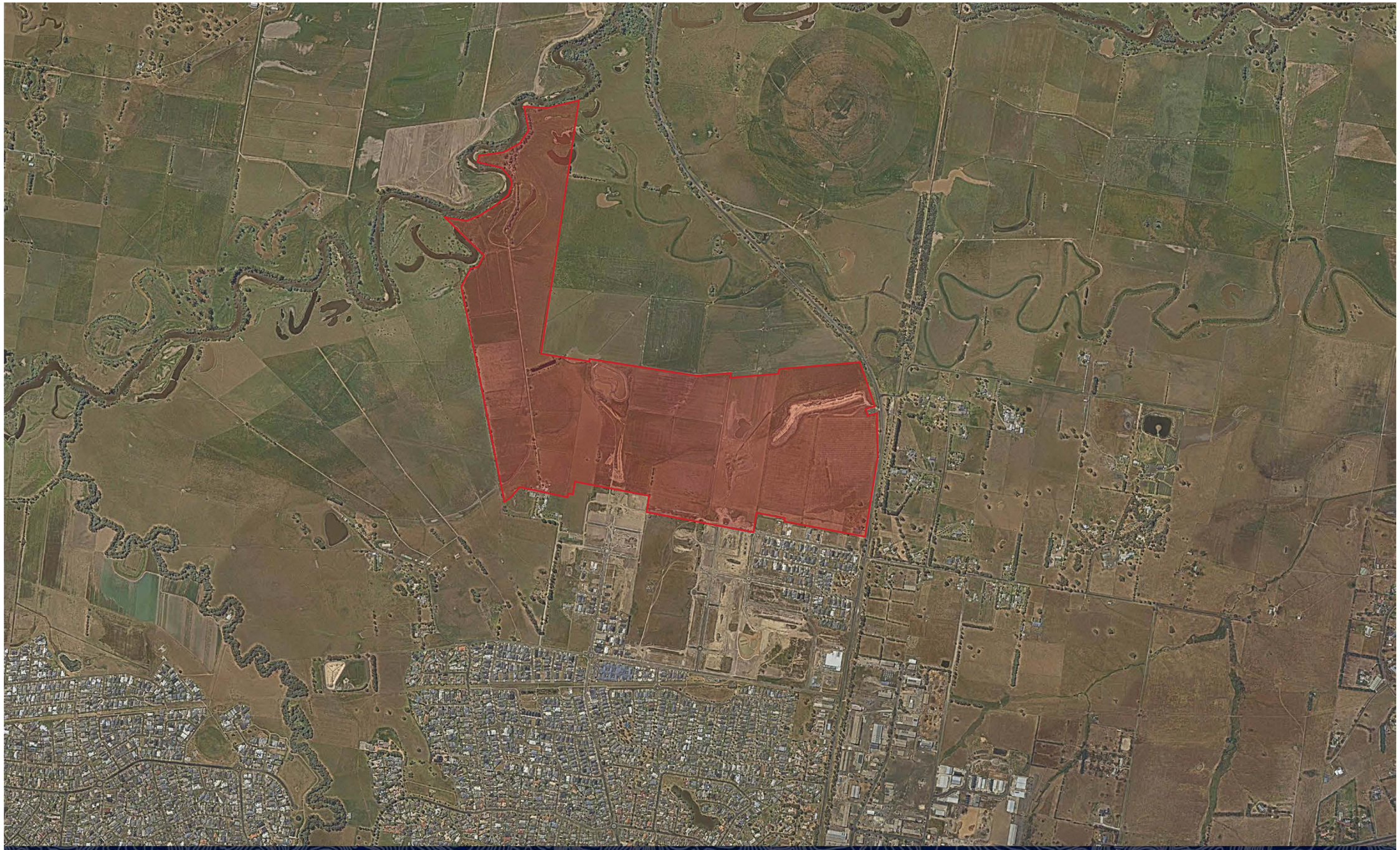
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STREETSCAPE CROSS SECTIONS

Traralgon-Maffra Road, Traralgon
Latrobe City Council
25950 DP2
Version 2
Date: February 2025

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M M

BALDWIN ROAD, TRARALGON
DEVELOPMENT PLAN
LANDSCAPE MASTERPLAN
25950

Millar Merrigan

Land Development Consultants

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2. LANDSCAPE MASTERPLAN
3. TREE RETENTION & REMOVAL PLAN
4. STREET TREE MASTERPLAN
5. RESERVE A
6. RESERVE B1
7. RESERVE B2
8. RESERVE C
9. RESERVE D
10. INDICATIVE RESERVE PLANTING PALETTE
11. INDICATIVE MAINTENANCE SCHEDULE

No.	Revision Description	Drawn	Checked	Date
3	Amended as per council comments from L.Shaw dated 20/06/2025	LR	PH	July 2025
2.	Amended as per council comments	PH	LR	Feb 2025
1	Prepared for planning purposes	JG/LR	IS	August 2024

TO BE APPROVED

01.
INTRODUCTION
BALDWIN ROAD DP

The local character of Traralgon will influence this development through landscape design choices, creating a local sense of place and connectivity with neighbouring developments.

The objective of the Baldwin North DP is to generate additional opportunities for landscape character in a public realm, including the following:

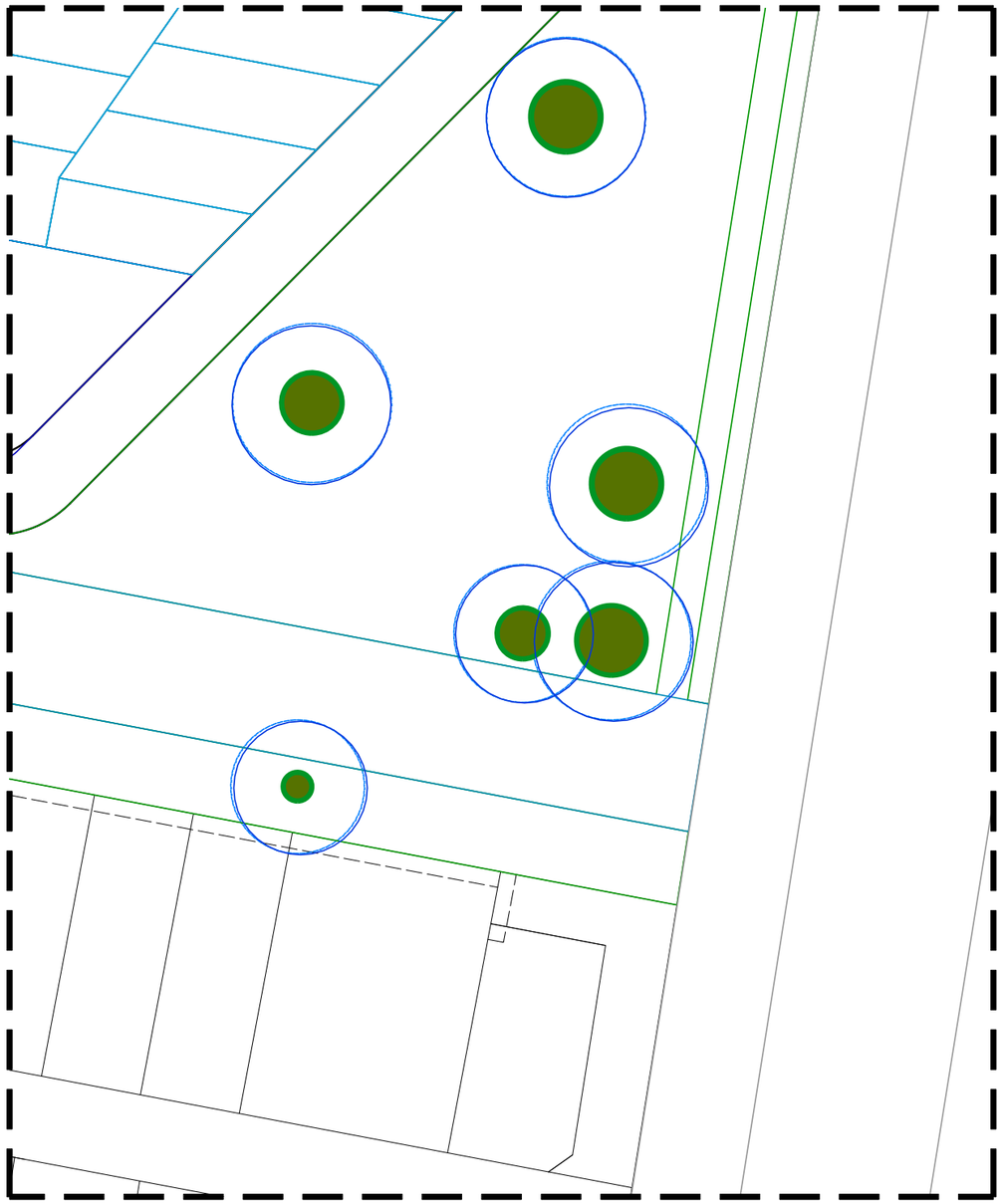
- Introduce suitable plantings of deciduous street trees to provide solar access during the winter and introduce seasonal landscape character.
- Provide a plant palette that contributes to the local ecology of the site whilst recognising the constraints of an urban environment and a changing climate.
- Provide further connection to current and future neighbouring developments.



02.
LANDSCAPE MASTERPLAN



03.
TREE RETENTION & REMOVAL



Refer to the Native Vegetation Assessment completed by ID Ecological Management dated June 2024 for further vegetation information



Trees for Retention						
Tree no.	Botanical name	Common Name	DBH	Origin	Size category	TPZ
1	*Eucalyptus tereticornis subsp. mediana*	Gippsland Red-gum	105	Locally Indigenous	Large	12.6
2	*Eucalyptus tereticornis subsp. mediana*	Gippsland Red-gum	108	Locally Indigenous	Large	13.0
3	*Eucalyptus tereticornis subsp. mediana*	Gippsland Red-gum	130	Locally Indigenous	Large	15.0
4	*Eucalyptus tereticornis subsp. mediana*	Gippsland Red-gum	160	Locally Indigenous	Large	15.0
5	*Eucalyptus tereticornis subsp. mediana*	Gippsland Red-gum	172	Locally Indigenous	Large	15.0
6	*Eucalyptus tereticornis subsp. mediana*	Gippsland Red-gum	151	Locally Indigenous	Large	15.0

Trees for Removal							
Tree no.	Botanical name	Common Name	DBH	Origin	Size category	TPZ	Comments
12	*Eucalyptus ovata*	Swamp Gum	22	Locally Indigenous	Small	2.6	Planted in row
13	*Eucalyptus ovata*	Swamp Gum	42	Locally Indigenous	Small	5.0	Planted in row
14	*Eucalyptus ovata*	Swamp Gum	34	Locally Indigenous	Small	4.1	Planted in row

04.
INDICATIVE STREET TREE PLAN

Species have been selected Latrobe City Council Tree List dated July 2022, or as per species proposed in the developments to the south





Acer x freemanii
'Autumn Blaze'
13.0 x 10.0



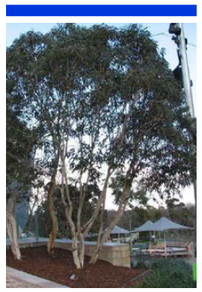
Acer rubrum 'October Glory'
13.0 x 9.0



Angophora hispida
8.0 x 6.0



Hymenosporum flavum
10.0 x 8.0



Eucalyptus leucoxylon rosea
15.0 x 7.0



Eucalyptus mannifera
'Little Spotty'
7.0 x 5.0



Melia azedarach 'Lilac Lady'
10.0 x 8.0



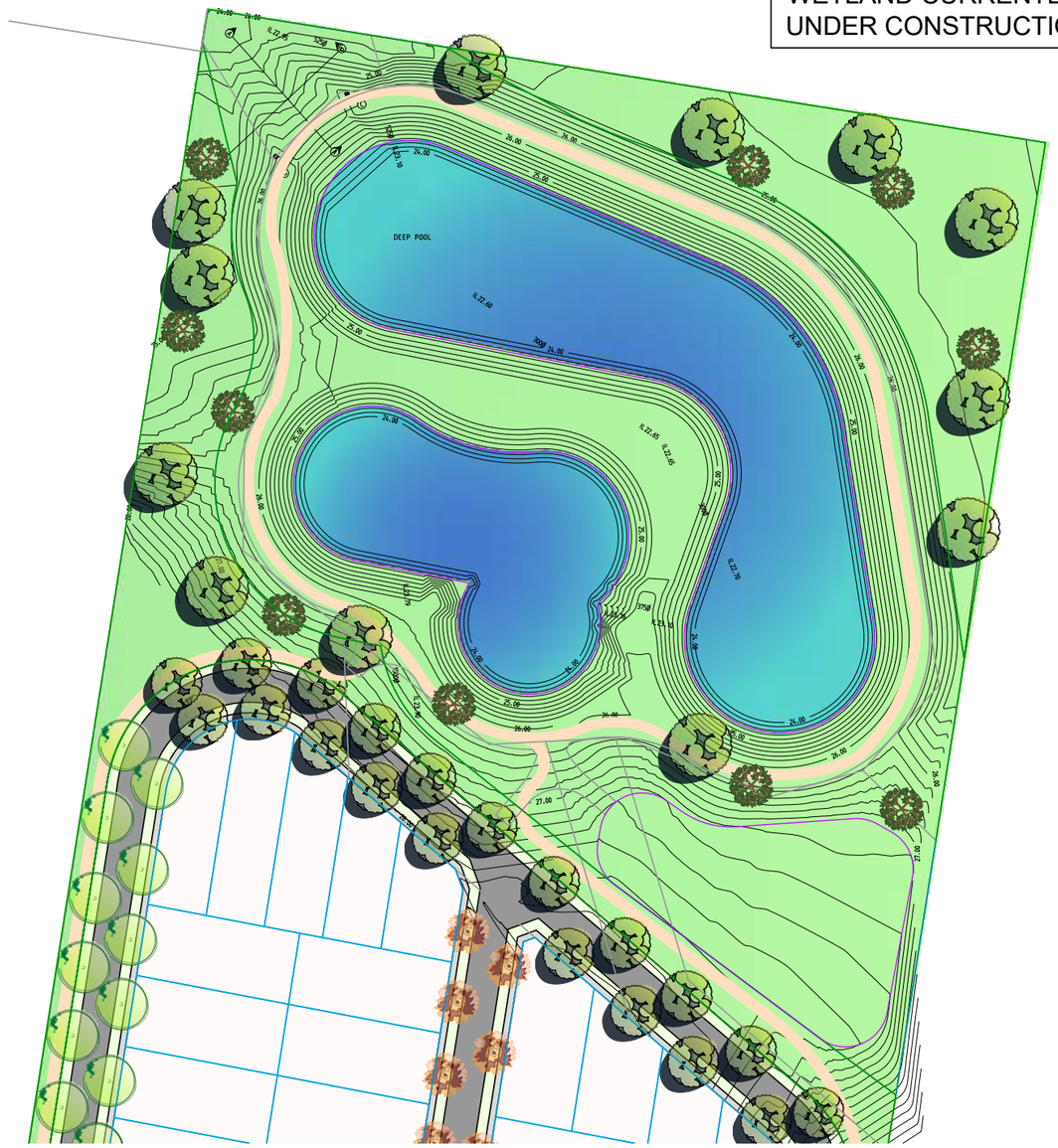
Pistachia chinensis
8.0 x 6.0



Ulmus parvifolia 'Todd'
10.0 x 11.0

05.
RESERVE A

WETLAND CURRENTLY
UNDER CONSTRUCTION



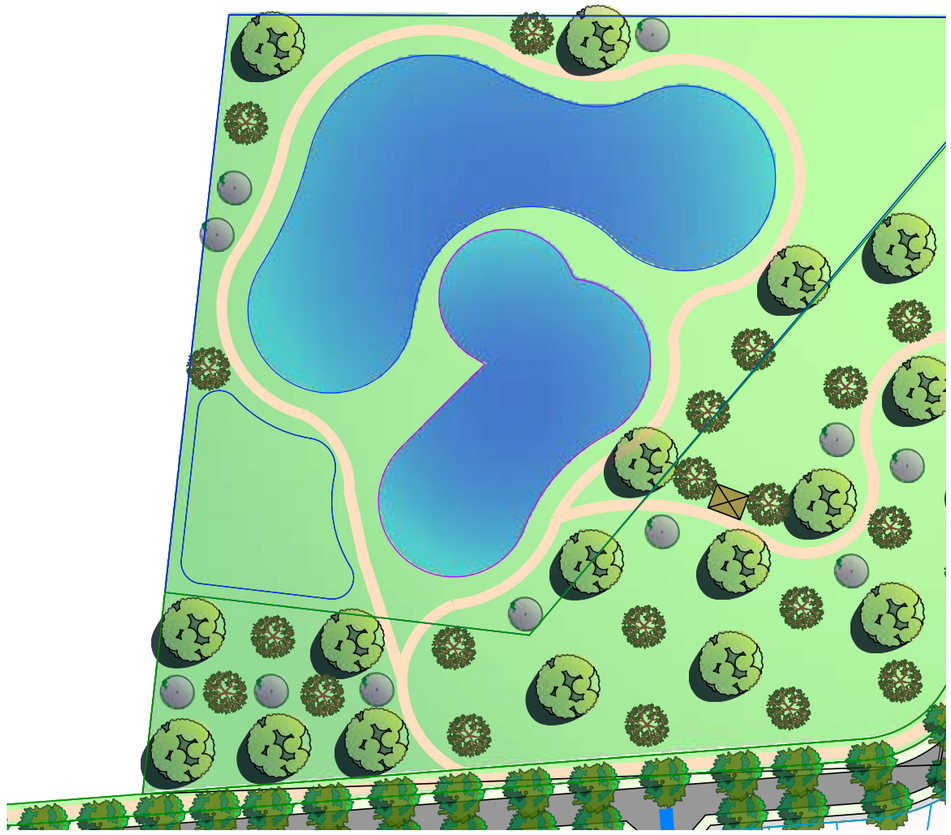


Proposed wetland



Share paths, canopy trees and open space proposed within Reserve A

06.
RESERVE B1



WETLAND CURRENTLY
UNDER CONSTRUCTION



Proposed wetland



Proposed shelter

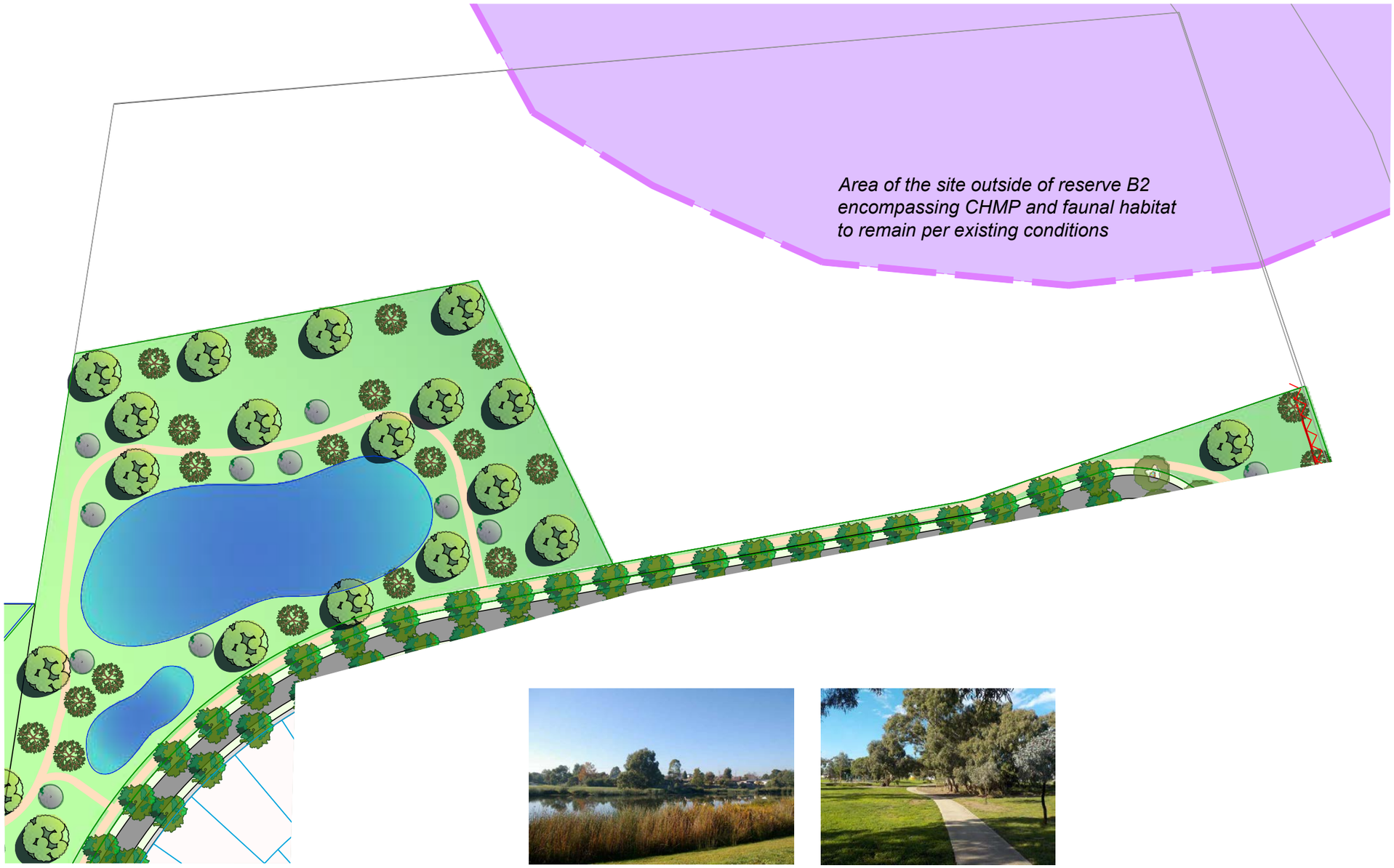


Share paths, canopy trees and open space proposed within Reserve B1



Indicative park bench with back

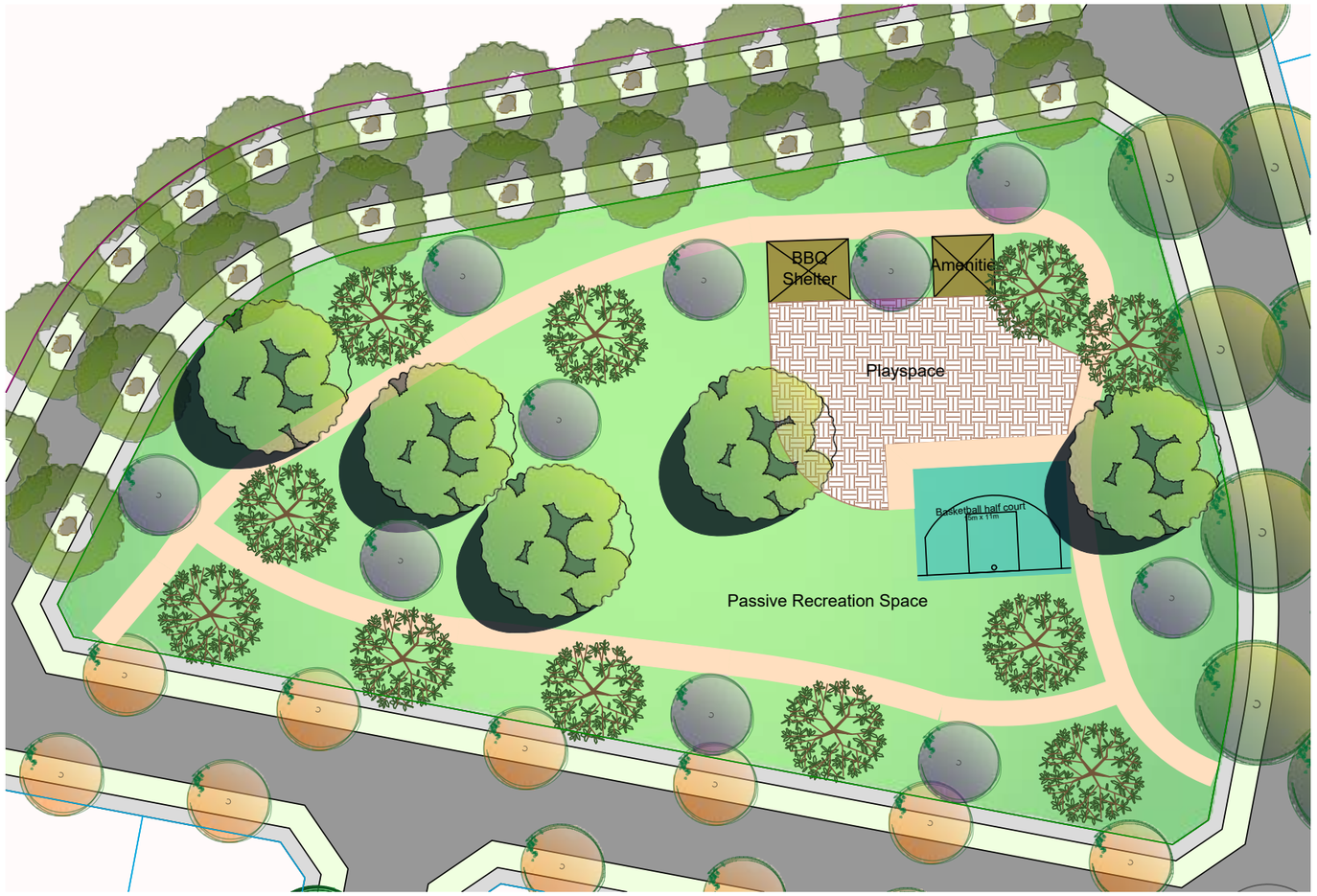
07.
RESERVE B2



Proposed wetland

Share paths, canopy trees and open space proposed within Reserve B2

08.
RESERVE C





Proposed shelter & amenities block







Indicative playground equipment within reserve C selected to be accessible to a variety of age groups and physical capabilities, with a focus on engaging teenagers.



Share paths, canopy trees and open space proposed within Reserve C

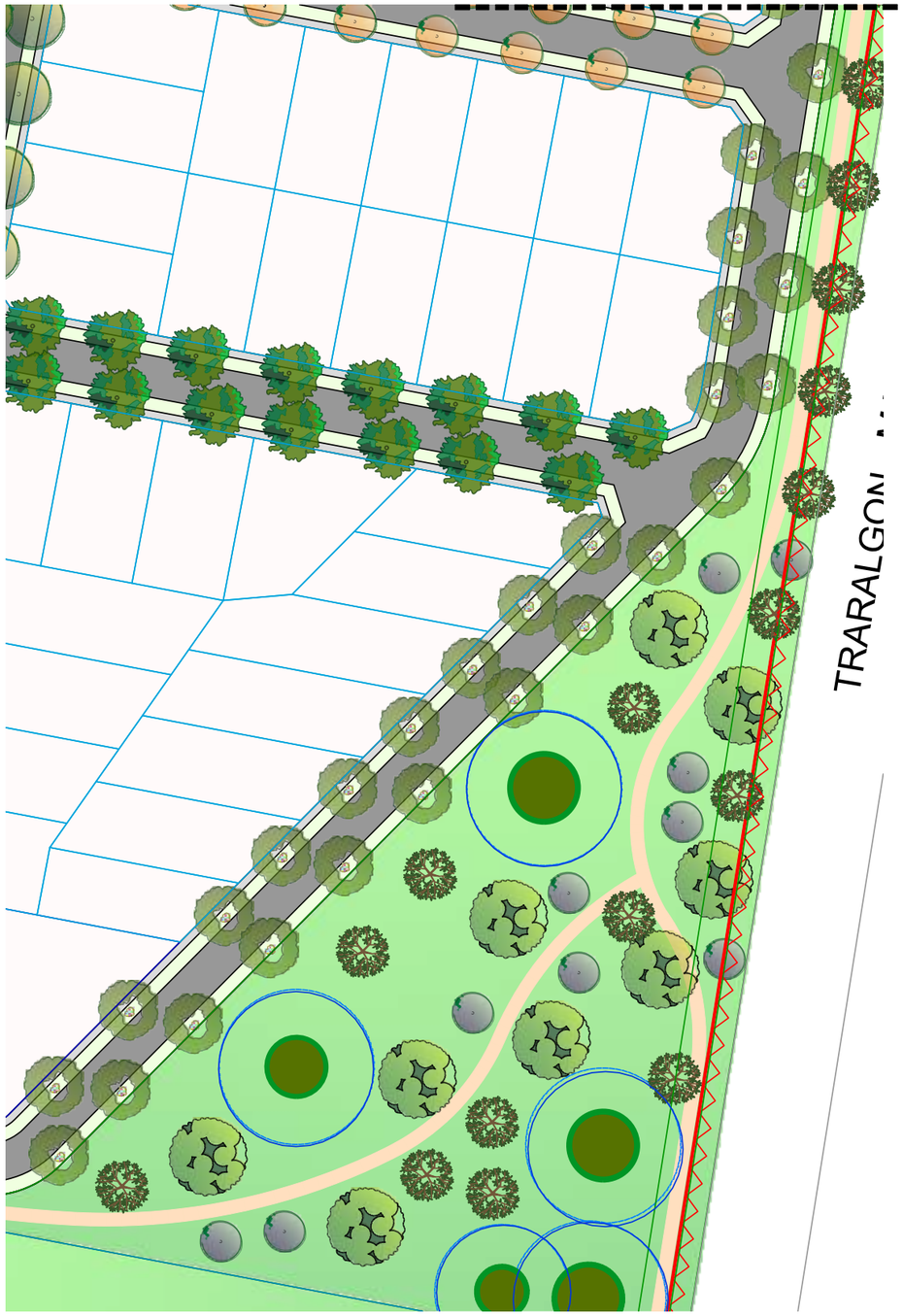


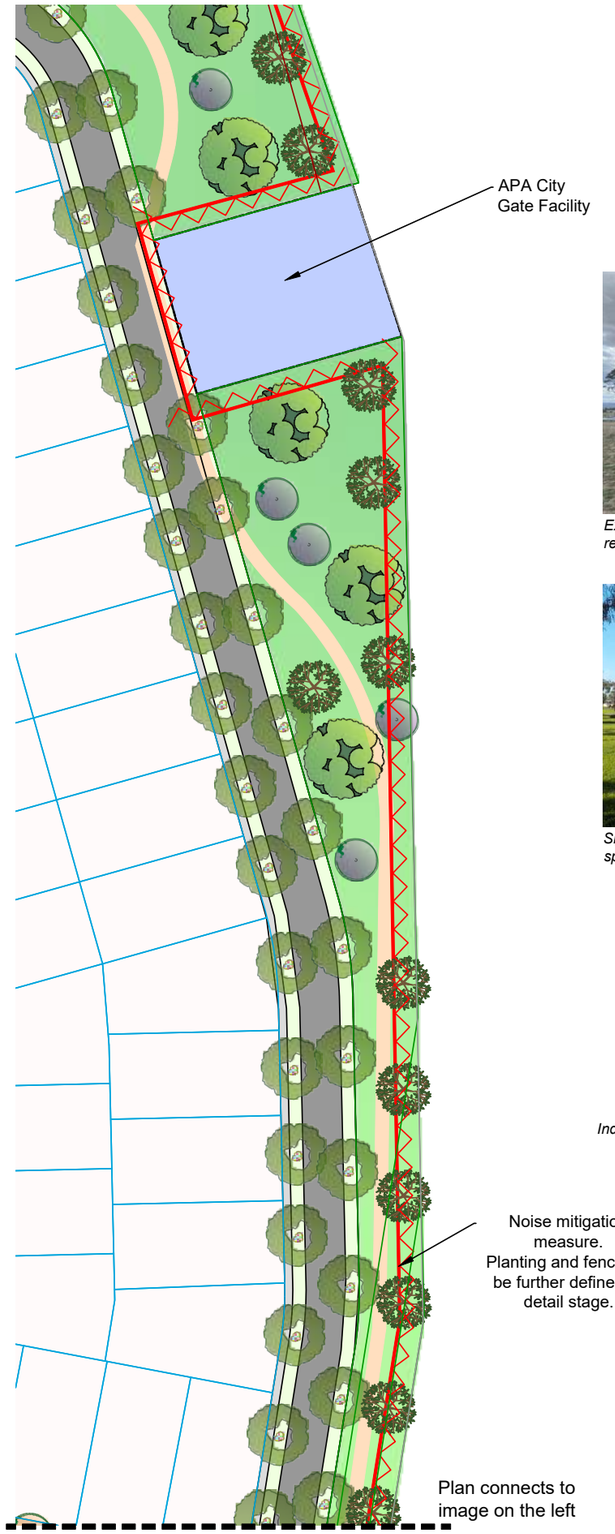
Indicative basketball half court.



Indicative park bench with back

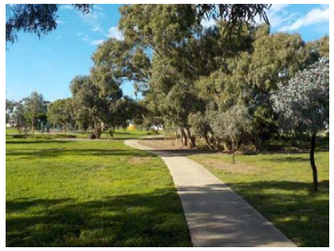
09.
RESERVE D







Existing trees within Reserve D to be retained and protected



Share paths, canopy trees and open space proposed within Reserve D



Indicative park bench with back

10.
INDICATIVE RESERVE PLANTING PALETTE


Eucalyptus leucoxylon
20.0 x 15.0


Hymenosporum flavum
10.0 x 8.0


Acacia melanoxylon
20.0 x 12.0


Brachychiton acerifolius
6.0 x 5.0


Eucalyptus scoparia
10.0 x 8.0


Malus spectabilis
4.0 x 3.0

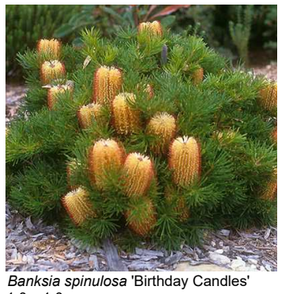

Eucalyptus melliodora
15.0 x 10.0


Quercus palustris
15.0 x 8.0


Cassinia aculeata
4.0 x 2.0


Correa reflexa
2.0 x 2.0


Goodenia ovata
1.5 x 1.5


Banksia spinulosa 'Birthday Candles'
1.0 x 1.0


Westringia fruticosa 'Wynabbie Gem'
1.5 x 1.5


Grevillea 'Robyn Gordon'
1.5 x 1.5


Dodonaea viscosa 'Purpurea'
3.0 x 1.0


Anigozanthos flacidus
1.0 x 1.0


Lomandra longifolia
1.0 x 1.0


Poa labillardieri
0.8 x 1.0


Lomandra longifolia 'Tanika'
0.6 x 0.6


Dianella revoluta
0.8 x 0.8


Myoporum parvifolium 'Garden Armour'
0.2 x 2.0


Chrysocephalum semipapposum
0.5 x 1.0

11.
INDICATIVE MAINTENANCE SCHEDULE

ITEM	ASSETS	MAINTENANCE WORKS	MAINTENANCE OUTCOMES	FREQUENCY
Mowing	Naturestrips	Mowing and trimming of all lawn surfaces and edges	Maintain lawn surfaces at a height of 50-100mm	4-6 visits/seasonally
Weed Treatment	Naturestrips	Manual/chemical removal of weed species	Weed free naturestrips	4 visits/seasonally
Plant Replacement	Street trees & garden beds	Removal and like-for-like replacement of poor condition specimens	All stock in healthy condition able to develop good structure	As needed
Tree Care	Street trees	Inspection of trees and maintenance of stakes & ties	Healthy plantings with continuous growth	Monthly
Watering	Trees, garden beds & lawn	Irrigation of planting and lawn	Healthy plantings with continuous growth	Weekly*
Fertilising	Trees, garden beds & lawn	Suitable application of an appropriate fertiliser to lawn and plantings	Healthy plantings with continuous growth	4 visits/seasonally
Litter Management	Naturestrips & reserves	Removal and suitable disposal of all visible litter on the site	Areas outlined to be litter free	Monthly
Mulch coverage	Tree basins and garden beds	Inspect and reinstate mulch as required in tree basins and garden beds	Mulch should be at a settled depth of 80mm to extent of basin or garden bed	4 visits/seasonally

- Litter Management is ongoing and to be undertaken as a component of each site visit
- All tree/plant stock is to maintained in a healthy condition, and able to develop good structure. Replacement is to be ongoing as required. Damage by vandalism is to be replaced with like-for-like replacement. Any ongoing, repeated vandalism by third parties is be discussed with the Contract Administrator and Council to provide a viable solution to resolve.
- If required, the landscape areas shall be sprayed against insect and fungus. All spraying shall be carried out in suitable climatic conditions and to the manufacturers written directions and rates.
- * All trees are to be watered to ensure continuous health and growth. The minimum requirements for trees should be 25mm of natural rainfall or its applied equivalent, or a combination of both during weekly periods.
- Maintenance periods are typically undertaken for a 24 month period. All maintenance requirements are to be provided for the duration nominated within the planning permit.

LATROBE PLANNING SCHEME

23/06/2023
C138latr

SCHEDULE 11 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO11** .

BALDWIN ROAD, TRARALGON

1.0 Objectives

23/06/2023
C138latr

To ensure development of the land is occurring in an orderly manner having regard to the timing and staging of the development of the land and provision of essential services, community facilities, open space and roads.

To ensure the design of any proposed subdivision and buildings enhance and reinforce the character of the area

To minimise crossings over existing pipeline infrastructure.

2.0 Requirement before a permit is granted

23/06/2023
C138latr

A permit may be granted for minor buildings and works before a development plan has been prepared to the satisfaction of the responsible authority. Minor buildings and works means a minor extension, minor addition or minor modification to an existing building(s) and works that do not prejudice the future, orderly development of the general area affected by the Development Plan Overlay.

3.0 Conditions and requirements for permits

23/06/2023
C138latr

Infrastructure contributions condition

The following conditions and/or requirements apply to permits:

Except for a permit granted for Minor Buildings and Works; for boundary realignments; or for a subdivision along a zone boundary to correct a split zone, a permit must contain the following condition:

- Prior to the commencement of any development, the owner(s) of the land must enter into an agreement under section 173 of the Planning & Environment Act 1987. The agreement must provide for infrastructure contributions to be paid prior to the commencement of any development of the land or prior to the issue of a statement of compliance in respect of the subdivision of land. The agreement must require the payment of infrastructure contributions for:
  - The acquisition of any land required for a road reserve for a road that Council proposes to be funded by the contributions agreement. Where that road is proposed to be wider than what presently exists, the infrastructure payment required must only relate to the additional width of the required road reserve. The contributions must be in the proportions set out in the development contributions tables in the approved development plan.
  - The construction of any road that Council proposes is to be funded by the contributions agreement. If widening is to an existing road, then the infrastructure payment required must only relate to the difference between a road comprising the existing pavement width and a road comprising a widened pavement and associated facilities in the proportions set out in the development contributions tables in the approved development plan.
  - The design and construction of stormwater drainage infrastructure including main drainage, wetlands, and retarding basins as described in the approved development plan.
  - The improvement of public open space, including active open spaces as identified in the approved development plan.
  - The acquisition of land for public open space, including active open spaces and community facilities, in the proportions set out in the development contributions tables in the approved development plan.

- A contribution towards the development of community facilities in the proportions set out in the development contributions tables in the approved development plan.
- The acquisition of land for stormwater drainage purposes in the proportions set out in the development contributions tables in the approved development plan.
- Infrastructure associated with the proposed bus route.
- Traffic calming treatments.
- The walking and cycling network including safe crossing points on the abutting arterial roads (excluding footpaths along roads).

The agreement must be prepared at the cost of the owner(s) and be to the satisfaction of the responsible authority.

Bushfire Management Plan

A Bushfire Management Plan that demonstrates how the application will address bushfire risk at the site and implement required bushfire protection measures. The plan must be prepared in accordance with requirements of the DPO, unless otherwise agreed in writing by the Responsible Authority. The plan must include:

- The design and layout of the subdivision, including lot layout, road design and access points, both vehicular and pedestrian;
- The location of any bushfire hazard areas that are to be created within the DPO or areas within a site boundary of any land that is partly covered by the DPO;
- The location of any reserves within or adjacent to the DPO;
- The details of any required bushfire protection measures;
- The identification of any areas to form the setback between a bushfire hazard and built form.
- The details of any vegetation management in any area of defendable space including, information on how vegetation will be managed and when the vegetation management will occur i.e. annually, quarterly, during the fire danger period.
- Notations that indicate what authority is responsible for managing vegetation within open space areas.
- Notations that ensure that the reserves will be managed in a low threat condition.

Development Permit Decision Guidelines

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

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

4.0
23/06/2023
C138latr

Requirements for development plan

A development plan must include the following requirements:

- A single Development Plan must be prepared for the whole of the land to which this schedule applies.

Land Use and Subdivision

- The proposed boundaries of the development area, and provide the strategic justification for those boundaries.
- The overall subdivision of the area, including where possible, the proposed lot layout, sizes and density of lots which provide opportunities for a diverse range of housing types.
- Larger residential lot sizes located in proximity to licensed transmission pipeline corridor and associated gas facility.
- An additional 15m either side of the gas and oil transmission pipeline easements and any associated gas facility must be included in a public reserve to provide adequate separation distance from sensitive land uses.
- The overall pattern of development of the area, including any land use activity areas.
- Street networks that:
  - support building frontages with two way surveillance; and
  - have no direct access to lots from Traralgon - Maffra Road (arterial road). Direct access to these lots will need to be provided by internal road networks of the subdivision area.
- An accessible and integrated network of walking and cycling routes for safe and convenient travel to adjoining communities (including existing and future areas included in the DPO), local destinations or points of local interest, activity centres, community hubs, open spaces and public transport.
- Avoid community facilities, including but not limited to accommodation (other than dwelling, camping and caravan park, group accommodation, host farm, residential hotel, rooming house, rural worker accommodation and residential village) children's playground, education centres, places of assembly, fuel depots and hospitals within 180m of a major LPG licensed pipeline corridor and with 85m of a major gas licensed pipeline corridor.

Infrastructure Services

- An integrated stormwater management plan that incorporates water sensitive urban design techniques which provides for the protection of natural systems, integration of stormwater treatment into the landscape, improved water quality, and reduction and mitigation of run-off and peak flows, including consideration of downstream impacts.
- Provision of a road network providing a high degree of connectivity and external and internal permeability.
- A Traffic Impact Assessment approved by the Department of Transport which shows the location of the major arterial network of the area and which supports the location and details of any required:

  - road widening
  - intersections
  - access points (which are to be minimised)
  - pedestrian crossings or safe refuges
  - cycle lanes
  - bus lanes and stops

- The pattern and location of any internal road system based on a safe and practical hierarchy of roads including safe pedestrian and bicycle connections and crossing points in accordance with the background document Latrobe City Bicycle Plan 2007-2010 (as amended).
- In consultation with relevant agencies and authorities, provision of public transport stops where appropriate within easy walking distance to residential dwellings and key destinations. Stops should also be located near active areas where possible.
- Provision of adequate access and clear space along the licensed pipeline corridors for the purposes of pipeline operations and maintenance activities.

Open Space

- A landscape concept plan for all open space areas, indicating the location of plantings, pathways, shade, shelter and seating at activity areas as well as at intervals along pathways.
- The location and size of the proposed open spaces that cater for a range of user groups and provide a variety of functions that perform both an active and passive role for recreation, as appropriate.
- Public open spaces designed to:

  - Provide public spaces of a minimum of 0.5 hectares within a 500 metre walking distance of all residents in accordance with the background document Latrobe City Public Open Space Plan 2007 (as amended).

  - Incorporate all licensed pipeline corridors within linear reserves with road frontages.

  - Include pedestrian and cycle paths and play equipment, that encourage active recreational opportunities.

  - Provide opportunities for visual surveillance to promote safety of users, through encouraging active frontages.

Community Hubs and Meeting Places

- In consultation with relevant agencies and authorities, the provision of appropriate community facilities, including schools, pre-schools, maternal child health centres, senior citizen centres and general community centres within a walkable range of 400-800 metres across large subdivisions.
- The location and general dimensions of a government school site must be in accordance with the Victorian Government School Site Selection Criteria and to the satisfaction of the Department of Education.
- Provision for access and social interaction, particularly where this encourages physical activity. For example:

  - Consider the need for public amenities, including toilets and bicycle parking at key destinations in accordance with the background documents Latrobe City Public Toilet Strategy 2006 (as amended) and Latrobe City Bicycle Plan 2007-2010 (as amended).

  - The pattern and location of pedestrian and bicycle paths should provide safe and practical access to and from community hubs and meeting places.

  - Spaces should be designed to accommodate community events and cultural programs including local arts activities and other festivals.

Flora and Fauna

- A flora and fauna survey, prepared by a suitably qualified consultant and with the approval of the Department Environment, Energy and Climate Action and other relevant agencies and authorities, which includes but is not limited to species surveys for:

- Growling Grass Frog and avifauna;
- Eastern Grey Egret;
- Blue - Billed Duck;
- Dwarf Galaxias;
- Australian Grayling;
- White - Bellied Sea Eagle;
- Southern Brown Bandicoot;
- Glossy Grass Skink;
- Strzelecki Gums;
- Matted Flax Lily;
- Grey Billy Buttons; and
- Forest Red Gum Grassy Woodland Community

and measures required to protect the identified species.

- An assessment of any native vegetation to be removed having regard to the background document Protecting Victoria's Environment - Biodiversity 2037, including how it is proposed to protect and manage any appropriate native vegetation.
- Identification of any existing native vegetation and how is responds to the Guidelines for the Removal, Destruction or Lopping of Native Vegetation, 2017.
- Regard must be had to the background document West Gippsland Native Vegetation Plan 2003.
- Any management plan should take into account that the Strzelecki Bioregion is one of Victoria’s most fragmented Bioregions and address this as a consideration.

Cultural Heritage

- A cultural heritage assessment including how cultural heritage values will be managed.

Infrastructure Asset Risk Management

- Identify sensitive land uses that need to be risk assessed due to proximity to major pipeline infrastructure and any associated gas facility (Accommodation (other than dwelling, camping and caravan park, group accommodation, host farm, residential hotel, rooming house, rural worker accommodation and residential village) education centres, places of assembly, fuel depots and hospitals) via a Safety Management Study.
- Preparation of a Safety Management Study in accordance with Australian Standard AS2885 (Pipelines – Gas and Liquid Petroleum) in consultation with the relevant pipeline owner/operator and to the satisfaction of the relevant authority. The findings of the Safety Management Study are to be incorporated into any approved development plan and corresponding planning controls.
- Any proposed works including any temporary or permanent road or infrastructure crossings of the gas pipeline easements will require consultation with and consent from the pipeline owner/operator.
- Clear access on and either side of the major pipeline corridors shall be maintained, with any vegetation other than light grasses along the corridor subject to pipeline owner / operator consent.
- Provisions for the re-coating, protective slabbing of the impacted pipelines to the satisfaction of the relevant authority. The degree and nature of the re-coating and / or protective slabbing

shall be determined as an outcome of the Safety Management Study for the affected pipeline(s).

- Any structures within 3m of a licensed transmission pipeline shall obtain consent from the Minister administrating the Pipelines Act.

Sensitive Land Use

- Preparation of an assessment on the potential for noise and air pollution impacts from the Traralgon Maffra Road considering the Environment Reference Standards for Ambient Sound and Guidelines for Minimising Air Pollution in Victoria (EPA publication 1961)
- Any proposed mitigating measures that are required to be included as part of the noise and air pollution assessment.

Bushfire Protection Measures

- The subdivision design must appropriately consider publication 'Design Guidelines Settlement Planning at the Bushfire Interface' (Country Fire Authority and Department of Environment, Land and Planning, 2020)
- Provision of perimeter roads along any bushfire hazard interface.
- All lots to achieve a minimum construction standard of BAL-12.5.
- All lots must be setback a minimum of 22m from a bushfire hazard.
- Non combustible fencing must be utilised.
- The landscape concept plans to demonstrate that all reserves will be developed and maintained to low threat conditions and subsequently no increased bushfire hazard.
- Municipal reserves outside the extent of the DPO as shown in the draft concept plan be developed and maintained to low threat conditions and subsequently no increased bushfire hazard.
- Measures to manage grassfire hazard interfaces while residential areas remain undeveloped.
- A site management plan is required to be prepared to address interim bushfire hazard management for stages of the subdivision. This plan is to identify the likely bushfire risks at each stage, identify how these will be managed.

Development Contributions

- Development contributions tables including an equalisation table which identifies the proportion of each lot which is to be provided for road purposes, open space and stormwater drainage purposes. Once the Development Plan is approved incorporating the development contributions tables, the Development Plan (and the various tables) must not be amended without specific consideration of the impacts that changes to the Development Plan and the various tables will have on the ability of Council to deliver the road, public open space and stormwater infrastructure.
- A clause which explains how the equalisation of land and contributions for the various items of infrastructure is to operate.

Process and Outcomes

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

LATROBE CITY COUNCIL

Draft Baldwin Road Development Plan

Summary of Submissions and Planning Comment Table

Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Plan Required? Yes / No	Date submission received
1	Landowner	Objection	a) Object on the grounds of lack of consideration to the increased traffic entering and exiting the estate from two main entrances. b) Traffic coming from Glengarry are already avoiding the new traffic lights at the intersection of Traralgon-Maffra Road and Marshalls Road by turning right down Rise Boulevard. c) The traffic report included as an appendice to the draft Development Plan quotes data from 2015 and 2020. Due to the increase in traffic as development has expanded in the area, a new traffic survey should be conducted of Rise Boulevard, Lighthouse Avenue, George Albert Drive and Marshalls Road to understand the current traffic situation. d) An increase in traffic due to further subdivision will affect road surfaces in the area – Rise Boulevard is starting to crack and develop potholes due to trucks using the street regularly.	Traffic volumes generated by the BRDP are within the expected capacity of the existing road network. Rise Boulevard is a collector road constructed to appropriate standards. The Traffic Impact Assessment supports this conclusion and does not identify the need for upgrades. Ongoing road maintenance and enforcement concerns are managed outside the Development Plan process.	No	08/05/2025

Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Plan Required? Yes / No	Date submission received
2	Gippsland Plains Rail Trail Committee of Management (GPRT)	Support with changes	a) GPRT would like input into the location, standard and signing of the connection from the DP area to the Rail Trail and the Burnets Road - ideally the DP would include the wording 'to the satisfaction of Gippsland Plains Rail Trail Committee of Management'. b) The plan indicates that there will be a 3-metre-high acoustic barrier/berm between the subdivision and the Maffra Road. GPRT would appreciate input into the design or form of the acoustic barrier as it will have a visual impact on the rail trail and its users. GPRT's preference for the style of acoustic barrier would be a planted-out earth berm.	The BRDP has been updated to ensure GPRT is consulted during subdivision stage on the design of the shared path connection and acoustic barrier. Wording has been added to Sections 3.2 and 3.8 of the plan to reflect this.	Yes	29/05/2025

Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Plan Required? Yes / No	Date submission received
3	Gippsland Water	Support with changes	a) Gippsland Water requests that consideration be given for opportunities to supplement potable water with reclaimed water from stormwater capture or other sources to irrigate green spaces, ie. Proposed open spaces, in line with Schedule 10 to Clause 43.04 Development Plan Overlay. b) The proposed land is situated outside of Gippsland Water's current Sewerage District and inside their Water Supply District. **Sewer** a) If the proposal is implemented, then Gippsland Water will extend the Sewerage District during our bi-annual review of all districts within our region. b) The land within the proposed Baldwin Road Development Plan can be serviced with sewer, by gravitating back to the existing Baldwin Road SPS via a large trunk sewer main/s in line with Gippsland Water's standards. **Water** a) A large water main will be required through the development. This water main will be required to be extended from the existing DN225 water main at the northern end of Hollywood Boulevard, through the development to the future DN375 water main located on Traralgon-Maffra Road (approximately at the intersection of Traralgon-Maffra Road and Burnets Road).	Sewer and water servicing requirements, including infrastructure extensions and network upgrades, are noted and will be addressed through future permit applications. The suggestion for alternative water sources (e.g., stormwater reuse) is acknowledged. These matters are appropriately addressed at subdivision stage through conditions and design	No	4/06/2025

Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Plan Required? Yes / No	Date submission received
4	Landowner	Objection	a) Original planning (TNDP) did not take into account the extension of Lighthorse Avenue. b) Lighthouse Avenue is too narrow to cater for increase in traffic from extension through BRDP. c) There is currently no roadside parking on Lighthorse Avenue. d) The increase in traffic could also result in an increase the possibility for accidents to occur.	The extension of Lighthorse Avenue aligns with its role as an Access – Major road. Traffic modelling indicates the road network can accommodate projected volumes. While on-street parking is limited, the road cross-section is consistent with its function in the hierarchy. No design changes are recommended at this stage.	No	3/06/2025
5	Latrobe Valley Sustainability Group	Support with changes	a) Planning should be done in accordance with CASBE guidelines (Council Alliance for a Sustainable Built Environment). The Sustainable Subdivisions Framework identifies seven categories that assist in creating sustainable subdivisions: • Site Layout and Liveability • Streets and Public Realm • Energy • Ecology • Integrated Water Management • Urban Heat • Circular Economy	The BRDP incorporates many elements of the Sustainable Subdivisions Framework (SSF) through subdivision layout, open space, tree planting, and compliance with Clause 56. Detailed sustainability outcomes will be addressed through planning permit conditions. No change to the BRDP is required.	No	5/05/2025

Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Plan Required? Yes / No	Date submission received
6(a)	Landowner	Objection	Queries regarding Acoustic Report: - nowhere in the report states the noise levels on the East side of the Traralgon-Maffra road and what effect the noise barrier/berm would have on these noise levels. - in the report Appendix B Noise Measurement Methodology, Section A.2 Measurement Procedure that the attended measurements were taken between 3pm and 4pm. This is not the busiest time on the road and suggest monitoring between 5pm and 6pm or 7am and 8am.	The acoustic assessment found any noise increase east of Traralgon-Maffra Road would be minor (up to 1 dB(A)) and not perceptible. While the modelling uses a standard methodology and time period, noise impacts are not expected to materially worsen.	No	23/05/2025
6(b)	Landowner	Objection	Requests inclusion of monitoring and mitigation measures in the Development Plan to protect existing dwellings east of Traralgon-Maffra Road. Reiterates concern that existing noise levels east of the road have not been adequately measured and that modelling assumptions may underestimate noise impacts.	Section 3.8 of the BRDP has been updated to require a 3m high acoustic barrier or berm to mitigate noise impacts to the west, with earth bunds preferred where feasible. It also requires baseline and post-construction acoustic monitoring to identify any change in noise levels to the east. If monitoring identifies an increase greater than 3 dB(A), mitigation must be implemented.	Yes	25/07/2025

Submission 1

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From: "[redacted]" >
Sent: Thu, 8 May 2025 15:53:58 +1000
To: Latrobe@latrobe.vic.gov.au
Subject: Urban Growth Team - Baldwin Road Development

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This message needs your attention
- This is a personal email address.
- This is their first email to your company.

Mark Safe Report

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Dear Urban Growth Team

We have reviewed all the documents regarding the Baldwin Road Development Plan and wish to submit an objection on the grounds of lack of consideration to the increased traffic entering and leaving the estate from only two main entrances.

We live on Rise Blvd and have had a huge increase in traffic over the years as the subdivision has expanded. In recent weeks with the traffic lights starting to operate on Marshalls Road we thought the traffic may decrease.... unfortunately this isn't the case. Traffic speeds down Rise Blvd to avoid the lights. I have seen this in the evening when traffic coming from Glengarry suddenly turns right as they approach the intersection.

The traffic report in the planning submission is quoting data from 2020 and 2015. This traffic report states "assuming" many times; "assuming" traffic will use Marshalls Road to enter. This is no longer relevant with the increase in population and traffic in the area. A more recent and comprehensive traffic survey needs to be conducted of Rise Blvd, Lighthouse Ave, George Albert Dve and Marshalls Rd for council and planners to understand the demands of the area.

We were told years ago by council that speed humps were to be put in Rise Boulevard to slow traffic...this has not occurred. Areas such as Donegal Drive, Kilkenny Close and surrounding streets don't have the amount of traffic Rise Estate does and yet they have speed humps.
We approached council about the speed of not only cars but trucks/B doubles using the road and nothing has happened. Is it going to take a child from the park being killed or some other major accident before something happens?

If this subdivision proceeds the impact on Rise Blvd will be exponential. The road is already starting to crack and potholes with the weight of the trucks using it regularly. Not to mention when the street cleaner is in the area they always stop at the roundabout with Lighthouse and never clean the road between Lighthouse and Traralgon Maffra Road.

Regards

[redacted]

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Submission 2

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From: [redacted]
Sent: Thu, 29 May 2025 20:22:16 +1000
To: latrobe@latrobe.vic.gov.au
Cc: [redacted]
Subject: Attn: Urban Growth - Baldwin Road Development Plan

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This message needs your attention
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- This is a personal email address.

Mark Safe Report

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To Urban Growth Team,

My name is [redacted] and I'm a member of the Gippsland Plains Rail Trail Committee of Management (GPRT). I'm providing feedback on the Baldwin Road Development Plan on behalf of GPRT.

As a preamble, we had some preliminary discussions with Council Officers, a couple of years ago, about the safety of the Maffra Rd/Burnetts Rd intersection. Indications were that this intersection maybe upgraded with turn lanes as part of the access for the next stage of the subdivisions to the west of Maffra Rd. Disappointingly this new access is not indicated as part of the development plan.

In relation to the development plan we offer the following comments:-

- The plan refers to a connection to the rail trail and the Burnetts Road carpark. I don't think we are the responsible authority referred to in the Plan (I assume this is the department of Transport and Planning). However GPRT would want input into the location, standard, signing of the connection - ideally include the wording 'to the satisfaction of Gippsland Plains Rail Trail Committee of Management'.

- The plan also indicates that there will be a 3 metre high acoustic barrier/berm between the subdivision and the Maffra Road. GPRT would appreciate input into the design or form of the acoustic barrier as it will be very visual to the rail trail and its users. Our preference would be a planted out earth berm.

Regards

[redacted]

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Version: 1, Version Date: 30/05/2025

Submission 3

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From: [redacted]
Sent: Wed, 4 Jun 2025 11:07:46 +1000
To: [redacted]
Cc: [redacted]
Subject: ATTENTION: Urban Growth - Draft Baldwin Road Development Plan
Attachments: Draft Baldwin Road Development Plan - GW Response.pdf

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Hi Leigh

Please find attached Gippsland Water's response to the draft Baldwin Road Development Plan.

Regards, [redacted]

OFFICIAL

OFFICIAL

From: [redacted]
Sent: Friday, 16 May 2025 12:17 PM
To: [redacted]
Subject: CM: Attached Image

Hello,

Please see attached letter received via post, from Latrobe City Council regarding The Baldwin Road Development Plan.

The letter is for your information, action is optional.

Kind regards,
[redacted]

OFFICIAL

Gippsland Water

4th June 2025

[redacted]

Dear [redacted]

RE: DRAFT BALDWIN ROAD DEVELOPMENT PLAN (Ref: 2800048)

Thank you for the opportunity to comment on the draft Baldwin Road Development Plan that was released for community consultation on the 7th of May 2025.

Gippsland Water has no objection to the proposed development plan, subject to the following comments.

- Consideration to be given for opportunities to supplement potable water with reclaimed water from stormwater capture or other sources to irrigate green spaces, ie. Proposed open spaces, in line with Schedule 10 to Clause 43.04 Development Plan Overlay.
- The proposed land is situated outside of our current Sewerage District and inside our Water Supply District.

Sewer

- If the proposal is implemented, then Gippsland Water will extend the Sewerage District during our bi-annual review of all districts within our region.
- The land within the proposed Baldwin Road Development Plan can be serviced with sewer, by gravitating back to the existing Baldwin Road SPS via a large trunk sewer main/s in line with Gippsland Water's standards.

Water

- A large water main will be required through the development. This water main will be required to be extended from the existing DN225 water main at the northern end of Hollywood Boulevard, through the development to the future DN375 water main located on Traralgon-Maffra Road (approximately at the intersection of Traralgon-Maffra Road and Burnets Road).

Please contact our Infrastructure Planning team by reply email (infrastructureplanning@gippswater.com.au) if you require further information or to discuss our submission further

Kind Regards,

[redacted]

P 1800 050 500 F (03) 5174 0103 Interpreter service 131 450 TTY 1800 555 677 E contactus@gippswater.com.au
A 55 Hazelwood Road, Traralgon, VIC, 3844 PA PO Box 348, Traralgon, VIC, 3844 ABN 75 830 750 413 www.gippswater.com.au

Document Set ID: 2816005
Version: 1, Version Date: 04/06/2025

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Submission 4

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From: [redacted]
Sent: Tue, 3 Jun 2025 13:55:52 +1000
To: [redacted]
Subject: Anonymous User completed Make a submission

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Anonymous User just submitted the survey Make a submission with the responses below.

Name

[redacted]

Untitled question

[redacted]

Address

[redacted]

Please select to either support, object or request a change be made to the draft document (s)

Object

Your submission

Original planning did not take into consideration that Lighthorse Avenue would be extended into next development north of gas pipeline easement. As such, Lighthorse Avenue is too narrow for expected expansion of traffic from new subdivision. There is no roadside parking available along Lighthorse Avenue and with a new roundabout and an increase in traffic volumes, accidents will be inevitable.

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Submission 5

From: "[redacted]"
Sent: Thu, 5 Jun 2025 09:32:23 +1000
To: "[redacted]"
Cc: "[redacted]"
Subject: FW: LVSG submission re Baldwin Rd development in Traralgon
Attachments: Submission on Baldwin Rd Development in Traralgon.docx

Hi [redacted]

Could you please record and respond to this submission and register it in CiA?

Thanks

[redacted]

[redacted] | [redacted]

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-

From: [redacted]
Sent: Tuesday, 3 June 2025 2:25 PM
To: [redacted]
Subject: LVSG submission re Baldwin Rd development in Traralgon

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Hi [redacted]

Thanks for inviting the [redacted] to make a submission re the Baldwin Rd proposed development.

Please find our submission attachment in this email.

Cheers

[redacted]

On 2025-05-07 16:46, [redacted]:

Dear [redacted]

HAVE YOUR SAY ON THE BALDWIN ROAD DEVELOPMENT PLAN

A proposal has been lodged with Latrobe City Council for assessment by NBA Group Pty Ltd on behalf of a landowner who is proposing to undertake a residential development north of Baldwin Road, Traralgon. This proposal is known as the Baldwin Road Development Plan (BRDP).

The draft BRDP will be on community consultation from 7 May 2025 to 4 June 2025, and this is your opportunity to comment on the proposal before a decision is made by Council.

We are writing to you because your group may have an interest in this Draft Development Plan.

The BRDP applies to land north of Baldwin Road in Traralgon. A copy of the draft Baldwin Road Development Plan map is enclosed for your information.

For details on how you can learn more about the draft BRDP and how you can have your say on the proposal, please refer to the enclosed Fact Sheet.

Please note that this letter is for your information only and you do not have to act. However, any person who wishes to make their views known is encouraged to make a written submission.

If you require further information, please contact me on [redacted] -

Yours sincerely

[redacted]

[redacted]

Document Set ID: 2816173
Version: 1, Version Date: 05/06/2025

[redacted] | [redacted]

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Document Set ID: 2816173
Version: 1, Version Date: 05/06/2025

Latrobe Valley Sustainability Group Submission into Baldwin Rd Residential Development in Traralgon

FROM: Latrobe Valley Sustainability Group

AUTHOR: [redacted]

PHONE CONTACT: [redacted]

EMAIL CONTACT: [redacted]

WEBSITE: [redacted]

DATE OF SUBMISSION: [redacted]

About the LVSG

The LVSG is a grass roots group of local citizens from Traralgon, Churchill, Morwell, Moe and surrounds, who have been campaigning since 2009 for a phase out of all coal and natural gas operations in the Latrobe Valley and for a just transition to truly sustainable and environmentally sound industries and lifestyles to provide alternative employment to the jobs that will be lost as the power stations close, hopefully by the early to mid 2030's, in line with their declared closure dates. Our perspective is that we as individuals all must bear some responsibility for fighting climate change and that we must think globally and act locally.

We also campaign on environmental issues such as protection of local biodiversity, forests, fighting pollution and supporting sustainable industries for our local area.

At the moment, there are over 220 people on our contacts list.

RE THE BALDWIN ROAD PROPOSAL

Planning should be done in accordance with CASBE guidelines (Council Alliance for a Sustainable Built Environment)

The Sustainable Subdivisions Framework (SSF) identifies seven categories that can assist in creating sustainable subdivisions:

- Site Layout and Liveability
- Streets and Public Realm
- Energy
- Ecology
- Integrated Water Management

Document Set ID: 2816173
Version: 1, Version Date: 05/06/2025

- Urban Heat
- Circular Economy

Matters that LVSG would like to be at front of mind in this development are:-

Functional site layout and liveability: Proper design can drive reductions in transport related emissions by providing residents with access to alternatives to the private vehicle, ultimately reducing car dependence. Alternative transport principles include:

- Improving transport efficiency
- Reducing air pollution from transport related emissions
- Reducing car dependence
- Providing a commuter and recreational bicycle network
- Providing for transition to new transport modes (electric vehicles, electric scooters etc.)

Streets and the Public Realm: Subdivision design can respond to a variety of sustainability outcomes to create a people-focused local street network and public realm to encourage walking whilst increasing biodiversity and mitigating the urban heat island effect.

- Designing and constructing footpaths, shared path and cycle path networks that are safe, comfortable, well-constructed and accessible for people with disabilities.
- Ensuring that streetscape liveability is prioritised by underground service design.
- Encouraging walking to local destinations
- Creating pockets of nature with seats for resting and shade from trees to improve the streetscape, comfort, amenity and increase biodiversity.

Energy:

- All dwellings on site adhere to the highest energy efficiency principles. These include:-
    - Construction materials are thermally efficient, naturally insulating and with low embodied energy.
    - The highest insulation standards for all dwellings, including walls, ceiling cavities and floors.
    - Site orientation to take advantage of northern sun exposure.
    - Eaves on the north and west sides of the house to block out direct summer sun inside and that allows heat penetration in the wintertime when the sun is lower in the sky.

  - Large north-facing windows to maximise passive solar design features.
  - Small windows on the south side of the house to reduce heat loss.
  - Internal thermal mass to retain passively acquired heat from day-time sunshine, to be released at nighttime.
  - Double or triple glazed windows over all the house
  - Installation of heat pump hot water systems.
  - Reverse cycle air-conditioning for space heating and cooling.
  - Discouragement of black rooves.
  - Encourage the installation of rooftop solar PV and where possible, batteries.
- Avoid the extension of new gas networks. Gas is a diminishing and increasingly costly form of energy and is a major contributor to global heating. Residents will be disadvantaged by having gas connections because of the ever-rising cost of the fuel and the reduced resale value of their house. Note that Victorian government has banned connection of new dwellings {incl apartments} to the gas network from 1/1/24. There are also bans on appliance replacement with gas, excepting for gas cooktops. See Gas substitution roadmap
- Support electric-only suburbs as a general policy in Latrobe City.
- Providing lots with areas and dimensions that enable the appropriate siting and construction of a dwelling for solar access. This allows residents to be able to provide more of their own electricity and help with cost-of-living pressures.
- Ensuring streetlights and other public infrastructure requiring energy supply (pumps etc.) are of the highest efficiency standard available and integrate smart technology where appropriate. This obviously means LED lighting and appropriate control systems to ensure that they only operate in darkness.

The energy category seeks to ensure Effective Subdivision Design:

- Considers options to change the street layout to enable at least 70% of lots to have appropriate solar orientation. Ideally, as many houses as possible should be able to enjoy an East-West orientation so that the longer side of the house faces north, so that more solar PV panels can be deployed and maximum value of passive heating can be utilised.
- Maximising the provision of renewable energy to the subdivision
- Promoting adoption of battery storage at the subdivision or lot scale. Neighbourhood batteries are increasingly becoming a consideration to prevent the curtailment of solar energy produced in the peak sunshine part of the day and to be fed back to householders in the evening and morning peaks. This measure

would increase resale values of the houses as well as saving householders a lot of energy costs while they reside there.

Opportunities can be sought to include precinct scale renewable energy supply and battery storage to support the overall energy usage within the subdivision. Alternatively, developers can seek to influence renewable energy generation and storage on lot through design guidelines.

- Provide opportunity to participate in virtual power program technology (VPP) which will benefit the householder and possibly provide funds to the community.

Ecology: Large canopy trees are a key contributor to urban cooling, however, also benefit the overall biodiversity value of the site.

Canopy cover principles include:

- Providing lots with areas and dimensions that enable the retention and establishment of trees.
- Promoting early delivery of medium and large street tress, which are appropriate for the location and which do not cause problems as they age.

Public realm targets for projected canopy of 30% will ensure that trees can establish effectively within road reserves and open spaces. This includes ensuring integrated water management provides trees with adequate access to water, particularly as they are establishing.

This first step to enabling large canopy trees is to design around existing mature trees and implementing tree protection measures during construction. See

AS 4970-2009 Protection of trees on development sites.

Accelerating the process of planting medium and large trees, will ensure that even the first residents will have improved amenity and access to significant greening.

Enhancement of biodiversity value principles include:

- Promoting the creation of habitat corridors and movement of flora and fauna.
- Avoiding the planting and spread of environmental weeds.
- Promoting the delivery of any vegetation offsets locally to the subdivision.

Strategies to enhance biodiversity include using native species in landscaping, layering of plantings to create diversity of habitat and novel habitat creation such as hollows creation for birds and mammals.

Integrated Water management: Water management needs to cover the supply of water and sewerage to homes in the usual manner, but also includes making the best use of

the available rainfall which falls on the area, while at the same time providing efficient drainage when large rainfall events occur.

Optimised stormwater management principles include:

- Incorporating water sensitive urban design techniques into development including enhancing riparian vegetation (waterway health), drainage reserves adjacent to wetlands and protection of biodiversity and landscape features for improved amenity.
- Inclusion of permeable surfaces and onsite use of stormwater run-off. Preserving natural stream watercourses.
- Ensuring the location and scale of open space responds to existing drainage channels.
- Meeting the Best Practice Environmental Management Guidelines for Urban Stormwater.
    - If possible the lowest drainage point on this sub-division can be devoted to a natural space for biodiversity that captures rainwater run-off from the streetscape
    - This could possibly mean a small lake or wetland which becomes a tool to fight the urban heat effect in hot weather by providing evaporative cooling and to provide riparian vegetation which is especially effective for this effect.
- Controlling localised flooding and plan for increasingly intense rainfall events, as projected by climate change models.
- Using water as a tool for reducing urban heat as stated in the sub-point above.

Urban Heat Mitigation:

There are several strategies that can be undertaken through the subdivision design process to mitigate the impact of urban heat. Urban heat mitigation principles include:

- Providing shading of roads and carparks to reduce urban heat:
    - These could include shade sails, but the planting of quick growing shady trees should also be considered. The preferred large trees would be native eucalypts, but deciduous trees such as elms, liquidambars and oaks may enhance the area as well as allowing light into the landscape in wintertime.
- Irrigating streets and open space to cool the landscape: The street verges could be irrigated grassland and nature strips could also be irrigated. Street verges could also be vegetated to reduce heat island effect, using drought resistant plantings or perhaps allow residents to cultivate.
- Shaded playgrounds for children with provision of drinking water
- Consideration for nearby facilities such as shops, schools, petrol stations, service centres/libraries which can provide ‘cooling stations’ for respite during extreme heat.

Strategies to mitigate urban heat include introducing irrigated and vegetated landscapes into the subdivision - these create evapotranspiration which helps to naturally cool the outdoor environment.

The above suggestions for this project are based on the obvious need to promote projects which respect biodiversity and the environment, recognise the already present and emerging effects of global heating and to provide the residents with the most comfortable and best quality of life. Ultimately, these principles are what support environmental sustainability and community welfare.

Thank you for inviting our participation in this approval process and thank you for reading our submission.

Submission 6

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From: [redacted]
To:
Subject: FW: Baldwin Road Development Plan
Date: Thursday, 5 June 2025 10:19:50 AM
Attachments: image001.png
0.png

Hi [redacted]

Could you please record and acknowledge this submission? When this came in, I believed it was an enquiry but [redacted] would like it treated as a submission. [redacted] has already responded to them, so you might not need to send an acknowledgement?

Thanks
[redacted]

[redacted]

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From: [redacted]
Sent: Friday, 23 May 2025 11:00 AM
To: [redacted]
Subject: Re: Baldwin Road Development Plan

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Hello,

Thank you for the copy of the Acoustic Report for the Baldwin Road development.

After reading the report I have a question I would like to ask as I am concerned about the health and wellbeing of my family if the recommended Noise Attenuation Measures are put into place.

There was nowhere in the report that stated the noise levels on the East side of the Traralgon-Maffra road and what effect the noise barrier/berm would have on these noise levels after installation. This is concerning as the tested noise levels are quite high and if

redirected back across the road it could substantially increase the noise levels on my property, increasing the potential levels which may harm the health of my family. Perhaps a noise barrier/berm may need to be constructed on the East side of theTraralgon-Maffra road. Is there a report that addresses this issue or will one be undertaken to answer this question?

I also noted in the report Appendix B Noise Measurement Methodology, Section A.2 Measurement Procedure that the attended measurements were taken between 3pm and 4pm. This is nowhere near the busiest time on the road and I believe it would have given a very different result if taken between 5pm and 6pm or 7am and 8am.

Please don't hesitate to contact me if you have any questions.

[redacted]

On Fri, 16 May 2025 at 10:10, Urban Growth - Shared Mailbox <[redacted]> wrote:

> Good morning [redacted]
>
> As requested, please find below a link to the Acoustic Engineering Report (Appendix 11),referred to in the draft Baldwin Road Development Plan (DP).
>
> https://www.latrobe.vic.gov.au/sites/default/files/2025-05/Appendix%2018%20-%20Acoustic%20Engineering%20Report.pdf
>
> If you wish to view any other appendices to the draft DP, those and other relevant information are available on the Baldwin Road DP page on council's website (at the bottom of the page).
> https://www.latrobe.vic.gov.au/baldwinroaddp
>
> Kind regards,
> [redacted]
>
> [redacted] | [redacted]
>
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>
> **From:** [redacted]
> **Sent:** Wednesday, 14 May 2025 1:51 PM
> **To:** [redacted]
> **Subject:** Baldwin Road Development Plan
>
> [redacted]

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Hello,

I live opposite the proposed development and I would like a copy of the Acoustic Engineering Report by DDEG to ascertain what effect the acoustic barrier along the road will have on noise levels at my place of residence.

Regards,

[redacted]

[redacted]



****
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Leigh Shaw

From: [redacted]
Sent: Friday, 25 July 2025 10:27 AM
To: latrobe@latrobe.vic.gov.au
Subject: Attn Urban Growth - Baldwin Road Development Plan (BRDP)
Attachments: Submission 6 - BRDP - Response - Farley.pdf

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Hello,

I submitted an enquiry regarding the potential redirection of noise resulting from the proposed acoustic barrier along Traralgon-Maffra Road. I have attached the response I received for reference.

In this context, I believe it is essential to conduct an acoustic survey on the eastern side of Traralgon-Maffra Road prior to the installation of the barrier. This would establish a baseline noise level to serve as a reference for assessing any future changes.

Additionally, a follow-up acoustic survey should be carried out after the barrier is installed to ensure the ongoing amenity and acoustic environment for residents on the eastern side of the road is maintained.

Furthermore, I would appreciate clarification on the Council's procedure in the event that post-installation noise levels exceed the 3 dB(A) threshold—commonly recognized as the point at which changes in loudness become perceptible. Specifically, what measures are in place to address and rectify such an outcome?

Regards,

[redacted]

LATROBE CITY COUNCIL

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latrobe@latrobe.vic.gov.au
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Our Ref: 2832032
LS:JP

09 July 2025

[redacted]
TRARALGON VIC 3844

[redacted]

Baldwin Road Development Plan - Response to Submission

Thank you for your submission regarding the Baldwin Road Development Plan (BRDP), specifically in relation to traffic volumes, vehicle speed, and road condition on Rise Boulevard.

Rise Boulevard is identified as a collector road under the Traralgon North Development Plan (TNDP) and has been designed and constructed to collector road standards to accommodate anticipated residential growth and potential future public transport services. The projected traffic volumes are not expected to exceed the typical capacity for a collector road.

The subject land is zoned for residential development and is located within a designated growth area for Traralgon. An increase in housing and associated traffic is expected and planned for through the TNDP and BRDP.

A Traffic Impact Assessment was prepared in support of the BRDP. While this report includes data from previous years, it applies future growth assumptions and concludes that the road network, including Rise Boulevard, will adequately accommodate traffic generated by development within the BRDP area. It does not identify any need for upgrades or interventions to the existing road network as a result of the development plan.

Please note that issues relating to traffic speed, enforcement, or road maintenance are not addressed through the BRDP process. If you wish to report safety or maintenance concerns, we encourage you to use Council's online reporting tool at: https://www.latrobe.vic.gov.au/Contact_Us/Report_an_Issue

This response is being provided to give you the opportunity to advise whether your concerns have been addressed. If not, please let us know by submitting a written response to latrobe@latrobe.vic.gov.au (Attention: Urban Growth) by Wednesday 30 July 2025, so this can be noted and reported in the final Council report.

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Thank you again for taking the time to participate in the community consultation process.

If you require further information, please contact Urban Growth on 1300 367 700 or email latrobe@latrobe.vic.gov.au – Attention: Urban Growth.

Yours sincerely



Leigh Shaw
Principal Urban Growth Planner

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Our Ref: 2832033
LS:JP

09 July 2025

Gippsland Plains Rail Trail (GRPT) Committee of Management
via email

Dear [redacted]

Baldwin Road Development Plan - Response to Submission

Thank you for your submission on the Baldwin Road Development Plan (BRDP), and for outlining the key areas of interest for the Gippsland Plains Rail Trail Committee of Management (GPRT).

It is understood that GPRT seeks input into two key matters:

1. The design of the acoustic barrier or earth berm along the western side of Traralgon-Maffra Road; and

2. The shared path connection from the Development Plan area to the Gippsland Plains Rail Trail and Burnets Road carpark.

In response, the BRDP has been updated to include clear guidance that will ensure GPRT is consulted during the future delivery of both infrastructure items at the subdivision (planning permit) stage. Specifically:

- Section 3.2 of the BRDP has been updated to state:
  "Additionally, the shared path network should provide a direct connection to the Gippsland Rail Trail and the car park area off Burnets Road, to the satisfaction of the Responsible Authority, in consultation with the Gippsland Plains Rail Trail Committee of Management and the responsible road authority."

- Section 3.8 of the BRDP now includes:
  "Any planning permit issued for Property 6 must require delivery of this barrier to the satisfaction of the Responsible Authority, in consultation with the Gippsland Plains Rail Trail Committee of Management, to ensure a suitable visual outcome for users of the rail trail."

The responsible road authority for Traralgon-Maffra Road is the Department of Transport and Planning (DTP). It is also recommended you refer to the *Flexible Local Transport Solutions Program* https://www.vic.gov.au/sites/default/files/2024-07/Program-Information-Flexible-Local-Transport-Solutions-Program.pdf regarding the safety of the Traralgon-Maffra Road/Burnets Road intersection.

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As per DTP requirements, new street networks must not provide direct access to Traralgon-Maffra Road (an arterial road). Instead, access must be provided via internal road networks within the subdivision area. For this reason, an intersection upgrade at Burnets Road is not supported as part of the Baldwin Road Development Plan.

We appreciate your ongoing input. This response is being provided to give you the opportunity to advise whether your concerns have been addressed. If not, please let us know by submitting a written response to latrobe@latrobe.vic.gov.au (Attention: Urban Growth) by Wednesday 30 July 2025, so this can be noted and reported in the final Council report.

Thank you again for taking the time to participate in the community consultation process.

If you require further information, please contact Urban Growth on 1300 367 700 or email latrobe@latrobe.vic.gov.au – Attention: Urban Growth.

Yours sincerely

Leigh Shaw
Principal Urban Growth Planner

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Our Ref: 2832039
LS:JP

09 July 2025

Gippsland Water
PO Box 348
TRARALGON VIC 3844

Dear [redacted]

Baldwin Road Development Plan - Response to Submission

Thank you for your submission on the draft Baldwin Road Development Plan (BRDP). Council acknowledges the feedback provided and appreciates Gippsland Water's proactive engagement in the planning process.

The matters raised regarding water and sewer servicing, including:

- the future extension of the Sewerage District;
- the need for a trunk sewer main gravitating to the existing Baldwin Road SPS; and
- the requirement for a large water main connection through the site,

are noted and will be addressed at the subdivision stage in consultation with Gippsland Water.

Council also notes the encouragement to consider alternative water sources for open space irrigation, such as stormwater harvesting, consistent with Schedule 11 (not 10) to Clause 43.04 of the Latrobe Planning Scheme. While no specific changes are proposed to the BRDP in response to these comments, the matters raised are relevant to future subdivision applications and can be implemented through standard permit conditions and design responses.

We appreciate your contribution. This response is being provided to give you the opportunity to advise whether your concerns have been addressed. If not, please let us know by submitting a written response to latrobe@latrobe.vic.gov.au (Attention: Urban Growth) by Wednesday 30 July 2025, so this can be noted and reported in the final Council report.

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Thank you again for taking the time to participate in the community consultation process.

If you require further information, please contact Urban Growth on 1300 367 700 or email latrobe@latrobe.vic.gov.au – Attention: Urban Growth.

Yours sincerely

Leigh Shaw
Principal Urban Growth Planner

LATROBE CITY COUNCIL

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Our Ref: 2832044
LS:JP

09 July 2025

[redacted]
TRARALGON VIC 3844

Dear [redacted]

Baldwin Road Development Plan - Response to Submission

Thank you for your submission regarding the extension of Lighthorse Avenue as part of the Baldwin Road Development Plan (BRDP).

Lighthorse Avenue is classified as an Access – Major road under the Latrobe City Council Public Road Register (2025) and VicMap Hierarchy. The proposed extension of Lighthorse Avenue into the new development area is consistent with its existing cross-section and intended function as part of the local road network.

The traffic distribution assumptions within the Traffic Engineering Assessment supporting the BRDP indicate that approximately one-third (33%) of traffic generated by the new development is expected to utilise the eastern access point, which continues as Lighthorse Avenue. The assessment concludes that this road, along with other existing and proposed connections, can accommodate the forecast traffic volumes without undue impact on safety or network performance.

Although on-street parking is limited along Lighthorse Avenue, the existing design and proposed continuation reflect its intended role in the road hierarchy. Council will continue to monitor traffic conditions and the performance of the local road network as development progresses and may consider additional management measures in the future, where appropriate.

We appreciate your input, and your concerns have been recorded for consideration as part of Council's review of the BRDP. This response is being provided to give you the opportunity to advise whether your concerns have been addressed. If not, please let us know by submitting a written response to latrobe@latrobe.vic.gov.au (Attention: Urban Growth) by Wednesday 30 July 2025, so this can be noted and reported in the final Council report.

Thank you again for taking the time to participate in the community consultation process.

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If you require further information, please contact Urban Growth on 1300 367 700 or email latrobe@latrobe.vic.gov.au – Attention: Urban Growth.

Yours sincerely

Leigh Shaw
Principal Urban Growth Planner

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Our Ref: 2832045
LS:JP

09 July 2025

Latrobe Valley Sustainability Group
via email

Dear [redacted]

Baldwin Road Development Plan - Response to Submission

Thank you for your detailed submission to the draft Baldwin Road Development Plan (BRDP) and your advocacy for environmentally sustainable development. The issues raised by Latrobe Valley Sustainability Group (LVSG) across the Sustainable Subdivisions Framework (SSF) categories are acknowledged and have been considered in the preparation and refinement of the BRDP.

The proponent has provided the following in response to your submission:

- Functional site layout and liveability – The development of land within the township boundary where land has been zoned for residential purposes and considered appropriate for redevelopment given its proximity to services is considered appropriate. The site is located within the main township of Traralgon where a vast array of services are available. Public transport is available within the area and can be extended within the BRDP area to encourage alternative means of travel to daily activities.

- Streets and the Public Realm - The BDRP results in a people-focused local street network through excellent surveillance of public spaces, including the provision of lots overlooking the street network, perimeter roads provided adjacent to open spaces and an integrated network of walking and shared paths. The public open space network is considered to be appropriate and all lots are located within proximity to these areas, which will offer playspaces, seating, shade and landscaping. Underground services can be provided at the subdivision stage.

- Energy – All future dwellings will be constructed in accordance with current Energy Rating requirements. The development plan provides provision for lot sizes that support appropriate solar access with Clause 56 (Residential Subdivision) of the Latrobe Planning Scheme applicable to future permit applications, ensuring lots achieve appropriate solar access as required by the planning scheme.

- Ecology – The development plan has been designed to provide for the retention of existing vegetation where appropriate. Large public open spaces are provided and extensive new canopy vegetation can be provided.

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- Integrated water management – Future subdivisions will be designed to meet best practice environmental management guidelines for urban stormwater as required. A Stormwater Management Plan has been prepared to demonstrate how the development plan is appropriate and will have no impact on local flood conditions.

- Urban Heat Mitigation – detailed design at the subdivision stage can implement appropriate shading throughout the development through the use of shade structures in reserves, canopy vegetation retention and planting of new canopy trees of both native and deciduous nature.

This response is being provided to give you the opportunity to advise whether your concerns have been addressed. If not, please let us know by submitting a written response to latrobe@latrobe.vic.gov.au (Attention: Urban Growth) by Wednesday 30 July 2025, so this can be noted and reported in the final Council report.

Thank you again for taking the time to participate in the community consultation process.

If you require further information, please contact Urban Growth on 1300 367 700 or email latrobe@latrobe.vic.gov.au – Attention: Urban Growth.

Yours sincerely

Leigh Shaw
Principal Urban Growth Planner

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Our Ref: 2832046
LS:JP

09 July 2025

[redacted]
TRARALGON EAST VIC 3844

Dear [redacted]

Baldwin Road Development Plan - Response to Submission

Thank you for your submission regarding the Baldwin Road Development Plan (BRDP), and in particular your concerns about the potential redirection of noise from the proposed acoustic barrier along Traralgon-Maffra Road.

The updated acoustic report supporting the BRDP concludes that the predicted change in noise levels at the nearest dwellings on the eastern side of Traralgon-Maffra Road would be up to 1 dB(A). This level of increase is well below the 3 dB(A) threshold typically considered to result in a perceptible change in loudness. As such, the assessment finds that the barrier will not result in a material change in noise conditions.

It is acknowledged, however, that this finding is based on predictive modelling, and that actual outcomes may vary depending on future traffic volumes and the final form of development.

Your submission will be noted in the final report to Council as **unresolved**, as the issues raised are unable to be fully addressed through the BRDP process.

Thank you again for your detailed feedback on this matter, and for taking the time to participate in the community consultation process.

If you require further information, please contact Urban Growth on 1300 367 700 or email latrobe@latrobe.vic.gov.au – Attention: Urban Growth.

Yours sincerely

Leigh Shaw
Principal Urban Growth Planner

Leigh Shaw

From: Leigh Shaw
Sent: Thursday, 7 August 2025 11:25 AM
To: [redacted]
Cc: John Petrakos; Urban Growth - Shared Mailbox
Subject: RE: Attn Urban Growth - Baldwin Road Development Plan (BRDP)
Attachments: 25950 Baldwin Road Traralgon V3.1 (tracked changes).pdf

Hi [redacted],

I've negotiated the attached changes to the Baldwin Road Development Plan with the proponent. Could you please review and let us know whether this resolves the concerns raised in your submission?

Please note that I'll be on leave from 8 August to 1 September 2025. John will be finalising the report for the Council meeting in my absence, so please ensure you *reply all* with your response.

Leigh Shaw
Principal Urban Growth Planner

Phone:
Mobile: 0474633546
Leigh.Shaw@latrobe.vic.gov.au

Please note that I will be unavailable from 8 August 2025 until 1 September 2025

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PO Box 264, Morwell 3840
www.latrobe.vic.gov.au

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[redacted]
#ECMBODY

From: [redacted]
Sent: Friday, 25 July 2025 10:27 AM
To: latrobe@latrobe.vic.gov.au
Subject: Attn Urban Growth - Baldwin Road Development Plan (BRDP)

⚠ EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe. ⚠

This message needs your attention

- This is a personal email address.
- You've never replied to this person.

Mark Safe | Report

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Hello,

I submitted an enquiry regarding the potential redirection of noise resulting from the proposed acoustic barrier along Traralgon-Maffra Road. I have attached the response I received for reference.

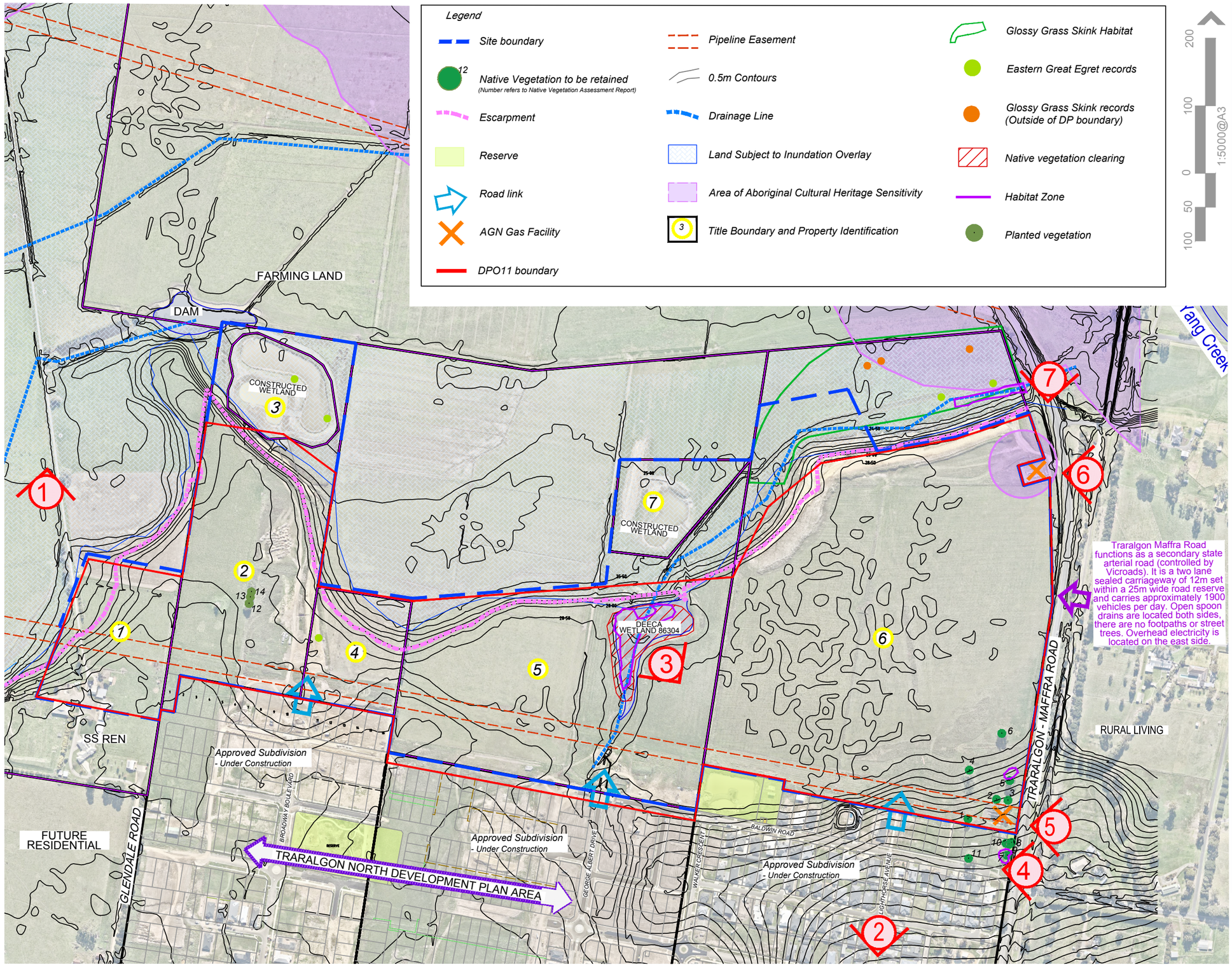
In this context, I believe it is essential to conduct an acoustic survey on the eastern side of Traralgon-Maffra Road prior to the installation of the barrier. This would establish a baseline noise level to serve as a reference for assessing any future changes.

Additionally, a follow-up acoustic survey should be carried out after the barrier is installed to ensure the ongoing amenity and acoustic environment for residents on the eastern side of the road is maintained.

Furthermore, I would appreciate clarification on the Council's procedure in the event that post-installation noise levels exceed the 3 dB(A) threshold—commonly recognized as the point at which changes in loudness become perceptible. Specifically, what measures are in place to address and rectify such an outcome?

Regards,

[redacted]



SITE & CONTEXT DESCRIPTION - SITE PLAN

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Traralgon Maffra Road, Traralgon
Latrobe City Council
25950P1 Version 4
Sheet 1 of 3
Date: February 2025

NBAgroup M | M

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1 Looking north over land subject to inundation to the north-west of the site between the western boundary and Latrobe River.



2 Residential development to south of site (eastern end)



3 Looking over grassed areas and the dam on site



4 Looking west along the recently constructed road to the south of the site (eastern end)



5 Naturally occurring trees in the south-east corner of the site



6 Infrastructure station abutting site



7 Looking down Traralgon Maffra Road with site on right

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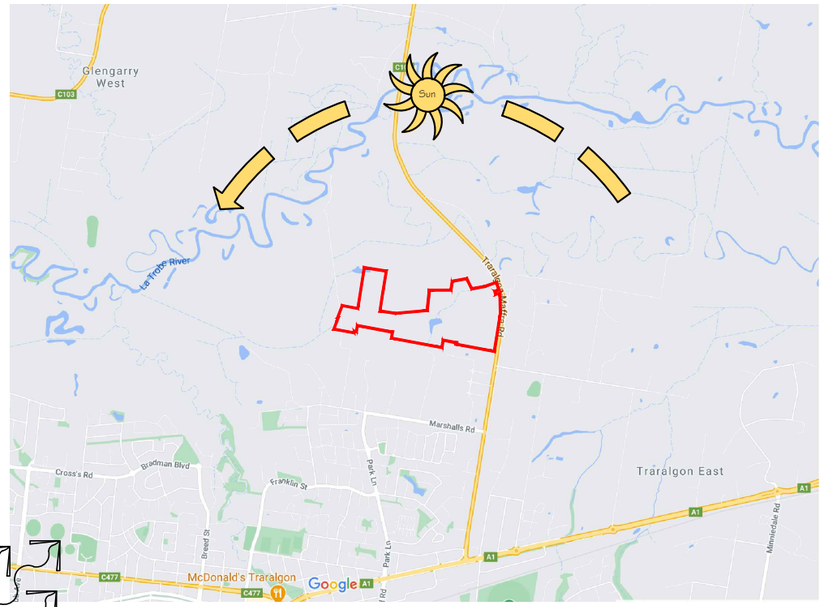
SITE & CONTEXT DESCRIPTION- PHOTOS

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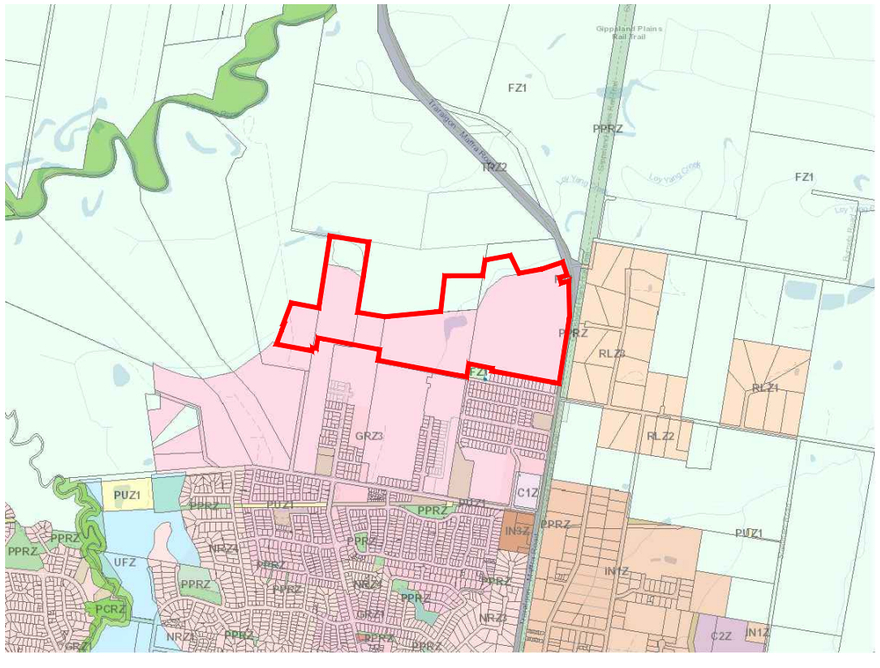
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Traralgon Maffra Road, Traralgon
Latrobe City Council
25950P1 Version 4
Sheet 2 of 3
Date: February 2025

NBA group
M | M



Street Directory (not to scale)



Zoning Map (not to scale)

Notes

1. Site: *The titles subject to this amendment comprise of the following allotments as show hereon:*

- *Property 1: 55 Glendale Road, Traralgon (CA 26F).*
- *Property 2: 50 Glendale Road, Traralgon (Proposed Lot C on PS826058).*
- *Parcel 3: 50 Glendale Road, Traralgon (Res 1 on PS917901)*
- *Property 4: 110 Marshalls Road, Traralgon (Proposed Lot G on PS907112).*
- *Property 5: 50 Baldwin Road, Traralgon (Lot 2 on PS835779).*
- *Property 6: Lot H on PS826075.*
- *Proposed Parcel 7: 50 Baldwin Road, Traralgon (Res1 on PS917899).*

2. Surrounding Area*:*
The site interfaces with several land uses which include residential, rural living and farming land, as follows:

- *Land to the east of Traralgon - Maffra Road is generally contained within the Rural Living Zone and comprises of developed allotments that vary in sizes.*
- *Land to the south comprises of developing residential areas, in accordance with the Traralgon North Development Plan.*
- *Land to the north and west comprise of broadacre farming land, with the Latrobe river and Loy Yang Creek key landscape features.*

3. Topography: *The southern part of the land is flat to gently sloping towards an escarpment which offers a significant level change. North of the escarpment are river flats.*

4. Views: *Views across the river flats and distant mountains are available to the north of the site.*

5. Infrastructure: *There are a number of drainage lines traversing the site, one of which presents as a large man made dam (DEECA Wetland 86304). A significant pipeline easement dissects the southern part of the land and an AGN gas facility is located adjacent to the site near Traralgon-Maffra Road a Safety Management Study has been undertaken for this infrastructure. Large wetland has been constructed in the north-western corner of the site (property 3) and the centre of the site (property 7) and are situated within existing reserves.*

6. Flora & Fauna: *Given the long farming history, the site has little environmental significance. Targeted Surveys have been undertaken for flora, aquatic and terrestrial fauna with the following key findings:*
- Scattered Gippsland Red Gums are present in the south-east corner of the site .
-One threatend terrestrial fauna species was identified on site, The Glossy Grass Skink.
- One aquatic fauna species was assessed as possibly present, The Flinders Pygmy Perch (occasional visitor)

7. Cultural Heritage: *A small patch along the north-eastern boundary of the site is identified as an area of 'Aboriginal Cultural Heritage Sensitivity' and a Cultural Heritage Assessment has been prepared.*

8. Planning: *The site has the following planning controls:*
-General Residential Zone - Schedule 3 (GRZ3).
-Farming Zone - Schedule 1 (FZ1).
-Buffer Area Overlay - Schedule 1 (BAO1).
-Development Plan Overlay - Schedule 11 (DPO11).
-Land Subject to Inundation Overlay (LSIO) - part of land as shown coloured on sheet 1.
-Bushfire Prone Area.
-Traralgon-Maffra Road is contained within a Transport Zone 2 (TRZ2).
-Cultural Heritage Overlay (Property 6 only).

Opportunities:

- *To provide additional residential development within close proximity to the township of Traralgon.*
- *To provide a definitive and attractive edge to the urban/rural interface.*
- *To provide an integrated stormwater treatment that meets best practice guidelines.*
- *To incorporate the pipeline easement in a reserve.*
- *To limit sensitive land uses within proximity to pipeline infrastructure (ie. childcare).*
- *To meet market gaps in medium to premium housing and contributing to diversity of choice.*
- *To retain native vegetation if practicable.*
- *To enhance the communities resilience to bushfire.*
- *To link with existing roads to the south.*
- *To make use of residentially zoned land.*

Constraints:

- *The topography;*
- *Parts of land subject to flooding.*
- *Location of drainage lines.*
- *The bushfire threat posed by surrounding grassland.*
- *The location of the existing pipeline easement.*
- *Traralgon Maffra Road is within a TRZ2.*
- *The location of native vegetation.*
- *Identified Fauna habitat.*

SITE & CONTEXT DESCRIPTION - NOTES

Traralgon Maffra Road, Traralgon
Latrobe City Council
25950P1 Version 4
Sheet 3 of 3
Date: February 2025

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TRAFFIC IMPACT ASSESSMENT

PROPOSED DEVELOPMENT PLAN

TRARALGON-MAFFRA ROAD, TRARALGON NORTH

8 APRIL 2025

TRARALGON-MAFFRA ROAD, TRARALGON NORTH

CLIENT: Millar Merrigan

OBT JOB NUMBER: 24970

Suite 2.03, 789 Toorak Road
Hawthorn East, Victoria 3123

T: 61 3 9804 3610
W: obrientraffic.com

ABN 55 007 006 037

STUDY TEAM

Deborah Donald

Derek Lee

CONTENTS

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2	EXISTING CONDITIONS	1
3	THE PROPOSAL	6
4	PROPOSED FUTURE ROADWORKS	6
5	TRAFFIC GENERATION, DISTRIBUTION AND IMPACT	8
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1 INTRODUCTION

O'Brien Traffic has been engaged by Millar Merrigan to undertake a traffic impact assessment of a proposed development plan for land adjacent to Traralgon-Maffra Road and Baldwin Road, Traralgon North. This land was rezoned from Farming Zone (Schedule 1) to General Residential (Schedule 3) in June 2023.

In the course of preparing this report:

- The Baldwin Road Development Plan prepared by Millar Merrigan has been reviewed (Plan 25950 DP1_V2, dated February 2025 – **Appendix A**);
- The Traralgon North Development Plan, dated November 2015 has been reviewed;
- The addendum to the Traralgon North Development Plan, approved 19/2/2020 has been reviewed;
- The Infrastructure Design Manual (Version 5.40) has been reviewed;
- The subject site and surrounding area have been inspected; and
- The traffic implications of the proposal have been assessed.

2 EXISTING CONDITIONS

2.1 LOCATION AND LAND USE

The subject site is located on the western side of Traralgon-Maffra Road, north of Baldwin Road. The site is zoned General Residential under the Latrobe City Planning Scheme. It is irregular in shape in shape with a frontage of approximately 800 metres to Traralgon-Maffra Road and comprises an area of approximately 65 hectares. The site is generally undeveloped.

The site comprises a number of lots, which are:

- Parcel H\PS826075 (southern portion);
- 50 Baldwin Road (southern portion);
- 110 Marshalls Road (northern portion); and
- 118 Marshalls Road (northern portion).

A locality plan showing the approximate location of the subject site (approximate boundaries only) and the surrounding area is provided in **Figure 1**, and a recent aerial photo of the same area is provided in **Figure 2**.

The development plan prepared by NBA Group and Millar Merrigan (Plan No. 25950 DP1 V2 dated February 2025) is shown in **Figure 3** and is also provided in **Appendix A**.

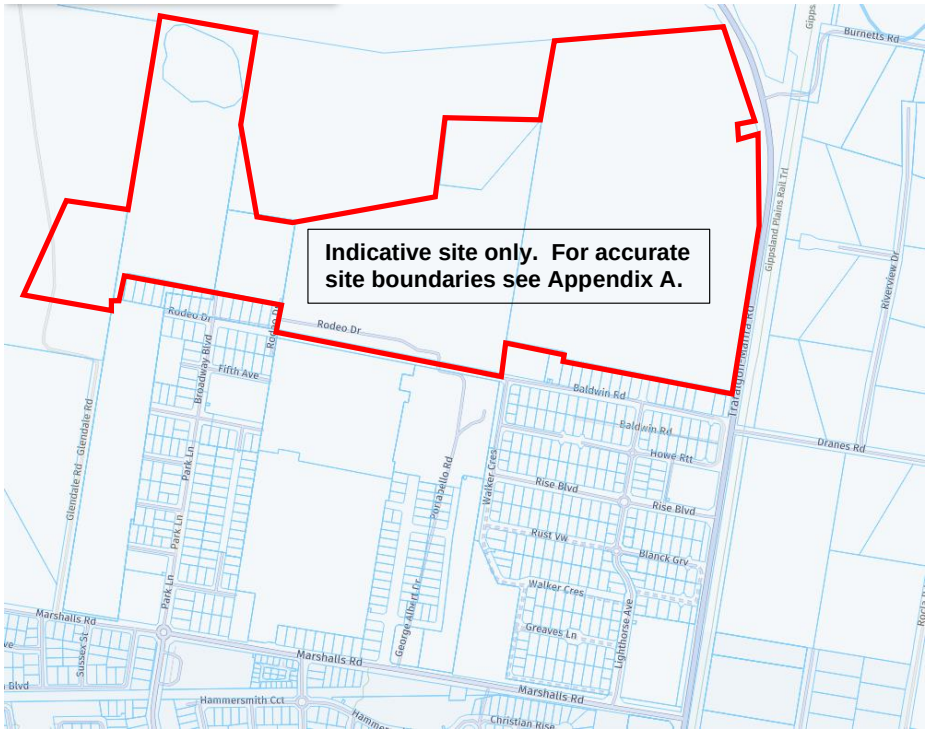
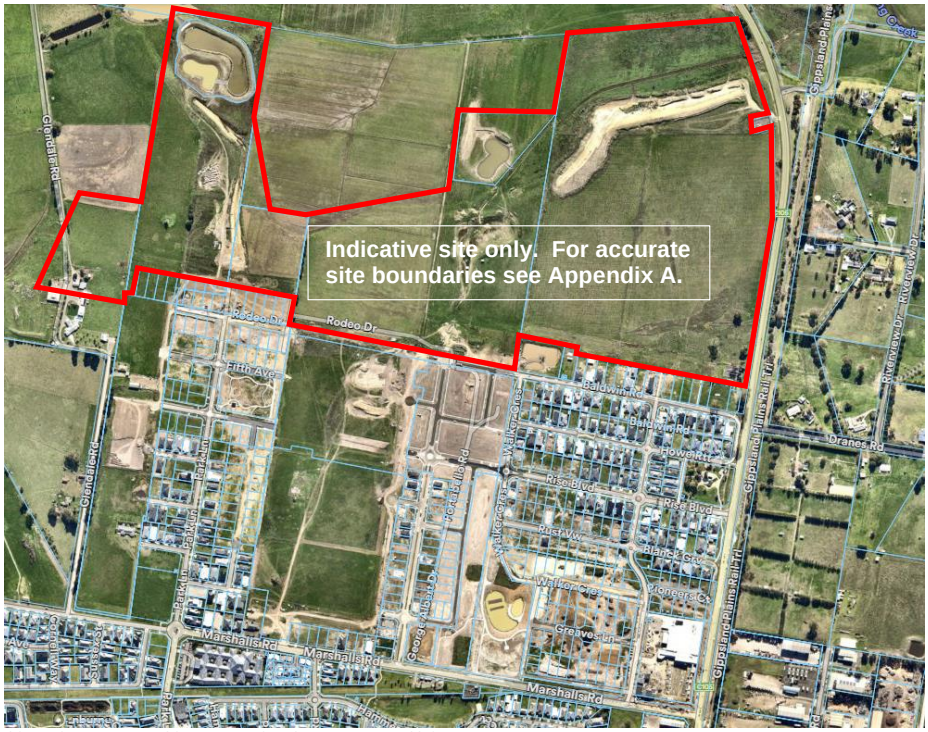


FIGURE 1: LOCALITY PLAN



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FIGURE 2: AERIAL PHOTO OF SUBJECT SITE AND SURROUNDING AREA - PHOTO DATED MAY 2024

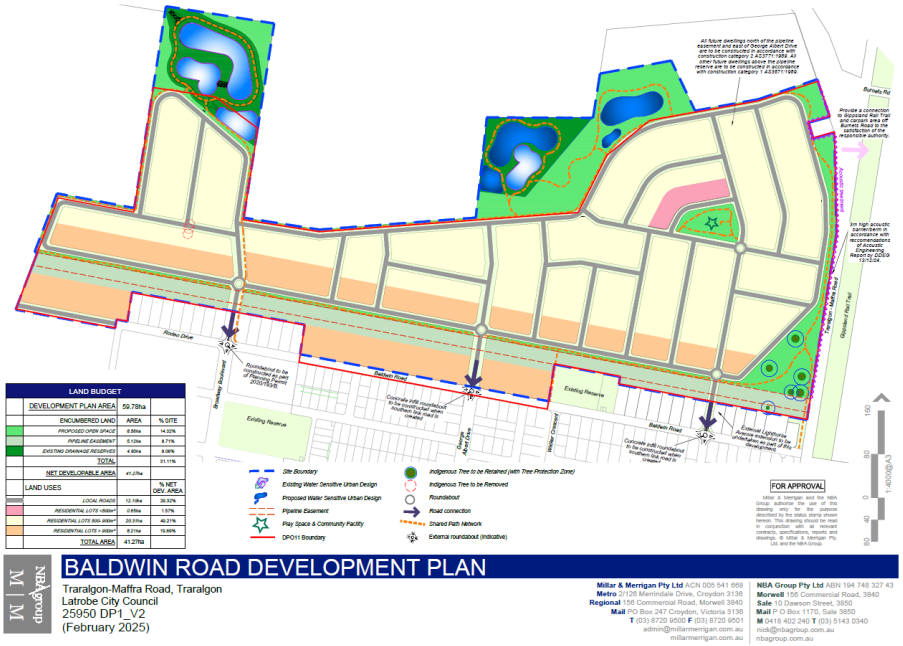


FIGURE 3: BALDWIN ROAD DEVELOPMENT PLAN

2.2 SURROUNDING LAND USE

The subject site is located in an area that is generally farming to the north, east and west. There is some rural living on the eastern side of Traralgon-Maffra Road, directly opposite the site frontage, and further residential development is planned in this area. The land to the south is currently being redeveloped into a residential area as part of the Traralgon North Development Plan.

2.3 ROAD NETWORK

Traralgon-Maffra Road is an arterial road (Transport Zone Category 2) under the control and management of Department of Transport. It runs in a north-south orientation. In the vicinity of the subject site, Traralgon-Maffra Road has a road reserve of approximately 20 metres and a pavement width of approximately 12 metres providing one traffic lane (3.8 metres wide) and a sealed shoulder (between 2 and 2.5 metres wide) in each direction.

The posted speed limit on Traralgon-Maffra Road changes along the site frontage. A posted speed limit of 80 km/h applies from the southern boundary of the site for a distance of approximately 250 metres. North of this point, the posted speed limit increases to 100 km/h.

Views of Traralgon-Maffra Road in the vicinity of the subject site are shown in **Figure 4** and **Figure 5**.



FIGURE 4: TRARALGON-MAFFRA ROAD FACING NORTH (SUBJECT SITE ON LEFT)



FIGURE 5: TRARALGON-MAFFRA ROAD FACING SOUTH (SUBJECT SITE ON RIGHT)

2.4 EXISTING TRAFFIC VOLUMES

Department of Transport & Planning (DTP) open data from 2020 indicates that Traralgon-Maffra Road in the vicinity of the subject site carries traffic volumes of 5,100 vehicles per day with a split of 2,600 northbound and 2,500 southbound.

Data collected by Council over a 13-day period from the 7th to the 21st of August 2015 on Marshalls Road, approximately 200 metres west of Traralgon-Maffra Road, recorded a weekday AADT of 973 vehicles per day, with approximately half recorded in each direction. The AM peak (fewer than 90 vehicles in the peak hour) was generally between 8am and 9am, and the PM peak (in the order of 100 vehicles in the peak hour) was generally between 5pm and 6pm. Given that a limited amount of development has occurred in the area since 2015 it is expected that the 2015 data will still be valid.

2.5 CASUALTY CRASH HISTORY

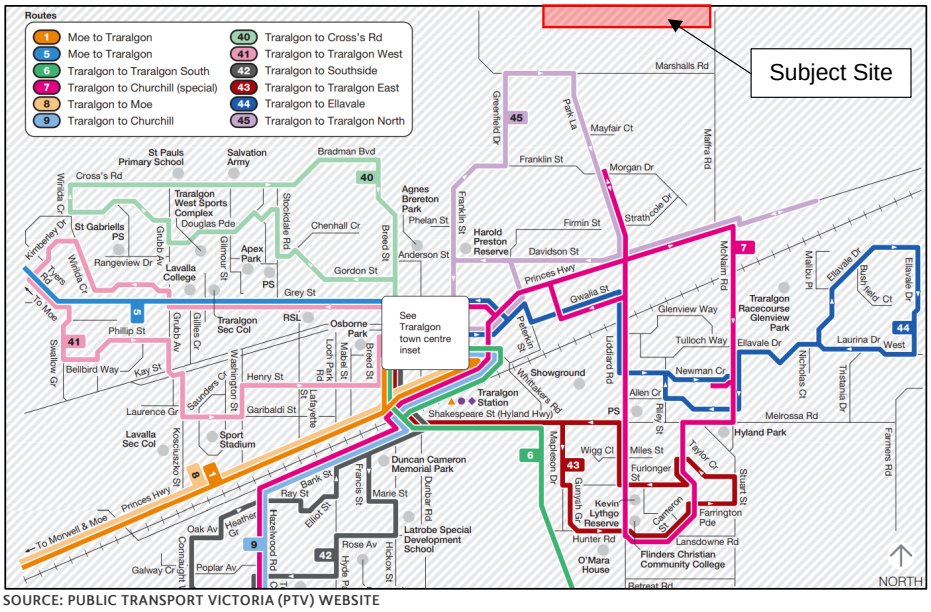
A review of the casualty crash history in the last five years of available data (2019-2024) indicated that there were no crashes at any of the intersections along Traralgon-Maffra Road that would provide access to the subject site.

2.6 PUBLIC TRANSPORT

Traralgon Train Station is located approximately 4 km south-west of the subject site.

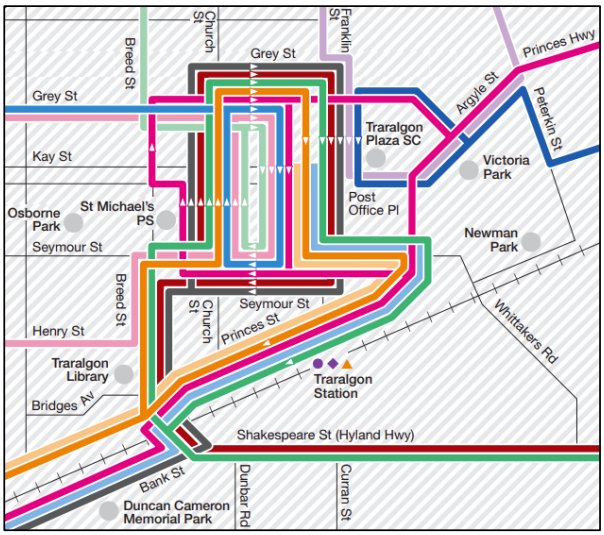
Bus Route 45 (Traralgon to Traralgon North) runs north along Park Lane and turns left at the intersection of Marshalls Road to the south-west of the subject site. The nearest bus stop is located approximately 500 metres walk from the subject site's nearest connection to Marshalls Road.

The public transport services within Traralgon are shown in **Figure 6** and **Figure 7**.



SOURCE: PUBLIC TRANSPORT VICTORIA (PTV) WEBSITE

FIGURE 6: PUBLIC TRANSPORT SERVICES - GREATER TRARALGON



SOURCE: PUBLIC TRANSPORT VICTORIA (PTV) WEBSITE

FIGURE 7: PUBLIC TRANSPORT SERVICES – TOWN CENTRE

3 THE PROPOSAL

The Baldwins Road Development Plan has been prepared in accordance with Schedule 11 of the Development Plan Overlay. The Development Plan will provide for the future subdivision of the subject land into typical residential allotments. Initial concepts suggest the site could accommodate 457 lots ranging from smaller lots below 500m^2 to larger lots greater than 900m^2. The proposed development plan is provided in **Figure 3** and **Appendix A**.

Vehicle access is proposed to be from the adjacent subdivisions to the south (i.e. the area covered by the Traralgon North Development Plan) via three north-south roads connecting to either Rise Boulevard or Marshalls Road (see **Figure 1**).

It is noted that the western-most of the three proposed north-south roads will connect to Broadway Boulevard, which continues into Park Lane south of Marshalls Road.

The intersection of Marshalls Road and Traralgon-Maffra Road is to be signalised as part of a future DCP project, and Marshalls Road will be upgraded, as discussed in **Section 4**.

4 PROPOSED FUTURE ROADWORKS

4.1 MARSHALLS ROAD AND TRARALGON-MAFFRA ROAD INTERSECTION

The intersection of Marshalls Road and Traralgon-Maffra Road is to be upgraded with traffic signals.

Work on the design of this intersection was undertaken for Council by GTA in 2016,

with the current design shown in **Figure 8**. Right and left turn approach lanes are provided on Marshalls Road. Widening of Traralgon-Maffra Road to provide turn lanes at the Marshalls Road intersection is underway. Council's website states that construction is to be completed by August 2024. While this is unlikely, a date in late 2024 is realistic.

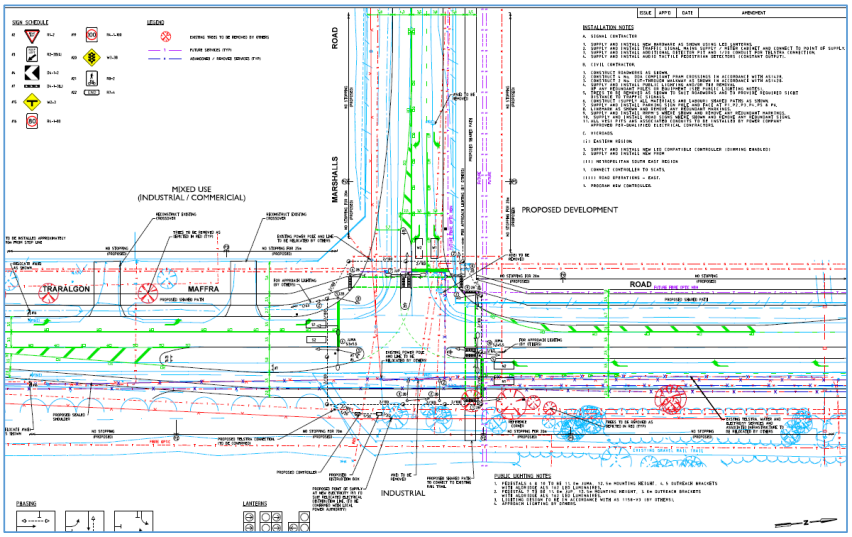


FIGURE 8: TRAFFIC SIGNAL PLAN

4.2 MARSHALLS ROAD UPGRADE

Marshalls Road is to be upgraded west of Traralgon-Maffra Road, including provision of right and left turn lanes at Lighthorse Avenue, as shown in **Figure 9**. The left turn lane has recently been constructed. A roundabout has been constructed at the intersection of Marshalls Road and Park Lane.

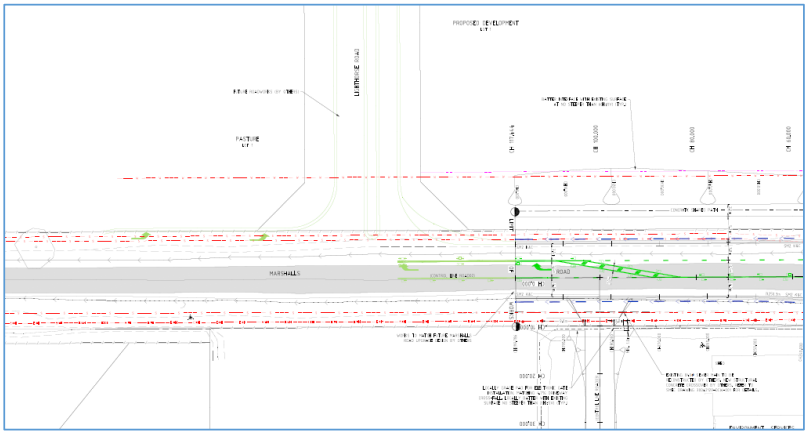


FIGURE 9: MARSHALLS ROAD INTERSECTION WITH LIGHTHORSE AVENUE

4.3 OTHER ROADWORKS

A range of other roadworks in the area surrounding the subject site, including roundabouts and intersection upgrades, are included in the Addendum to the Traralgon North Development Plan.

5 TRAFFIC GENERATION, DISTRIBUTION AND IMPACT

5.1 TRAFFIC GENERATION

The development will ultimately include 457 residential lots.

It is anticipated that the subdivision will generate up to 10 daily vehicle trips per lot, with 10% of these trips occurring in each of the AM and PM peak hours. At full occupancy, this equates to a total of 4,570 trips per day and up to 457 trips in each of the peak hours. This includes trips into and out of the site.

Given that there will ultimately be three north-south connection roads between the subject site and Marshalls Road, equally spaced along the southern boundary of the site, it is anticipated that at full build-out each of the three north-south connector road would carry one third of the total trips generated by the site (i.e. approximately 1,520 trips per day – with approximately 150 trips per peak hour on each of the three roads including trips into and out of the site).

5.2 TRAFFIC DISTRIBUTION

To determine peak hour traffic volumes, the typical residential splits between entry and exit movements have been adopted, which are:

- AM peak hour: 20% IN and 80% OUT; and
- PM peak hour: 60% IN and 40% OUT.

Based on the location of the subject site in relation to the Traralgon town centre and the surrounding towns in general, the following distribution assumptions have been made:

- One third (33%) of the trips generated by the site will use the eastern access road (which continues as Lighthorse Avenue), 33% will use the central access road (which continues as Portabello Road/George Albert Drive) and 33% will use the western access road (which continues as Broadway Boulevard/Park Lane);
- All trips using the western and central access roads and 50% of trips using the eastern access road will be to and from Marshalls Road;
- The other 50% of trips using the eastern access road will use Rise Boulevard;
- 5% of trips will be to/from the north (i.e. towards Glengarry);
- 30% of trips will use Park Lane south of Marshalls Road;
- 65% of trips will use Traralgon-Maffra Road to travel to and from the south.

Based on the above, the anticipated AM and PM peak hour traffic generation to/from the proposed subdivision is shown in **Figure 10**, and the distribution of this traffic is shown in **Figure 11**.

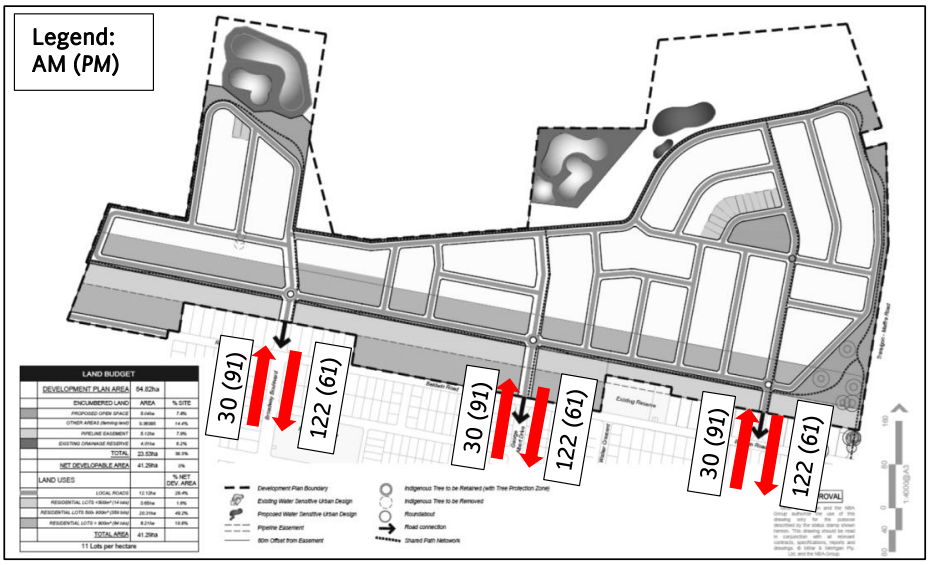


FIGURE 10: ANTICIPATED TRAFFIC VOLUMES (AM AND PM PEAK HOURS)

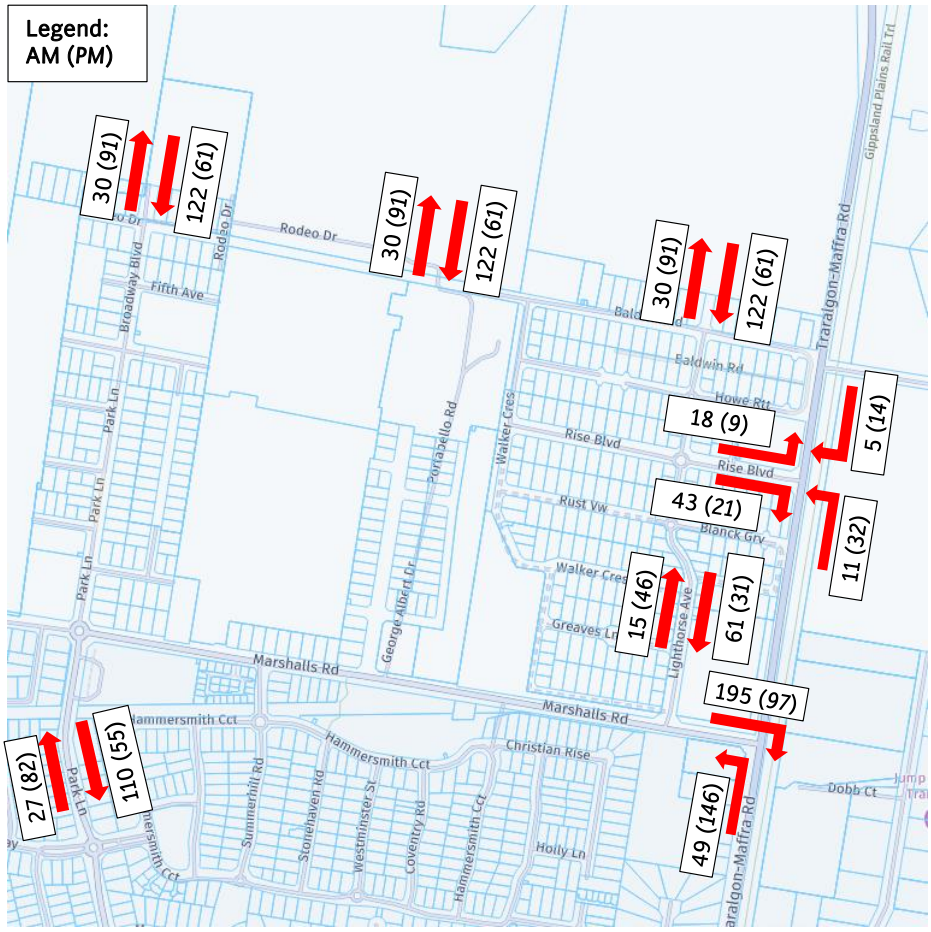


FIGURE 11: DISTRIBUTION OF TRAFFIC (AM AND PM PEAK HOURS)

5.3 TRAFFIC DISTRIBUTION – OTHER SITES

Information in relation to the development of land between the subject site and Marshalls Road is provided in **Figure 12**.

Figure 12 shows that a total of 1,235 lots are proposed to be developed on the land north of Marshalls Road and south of the subject site.

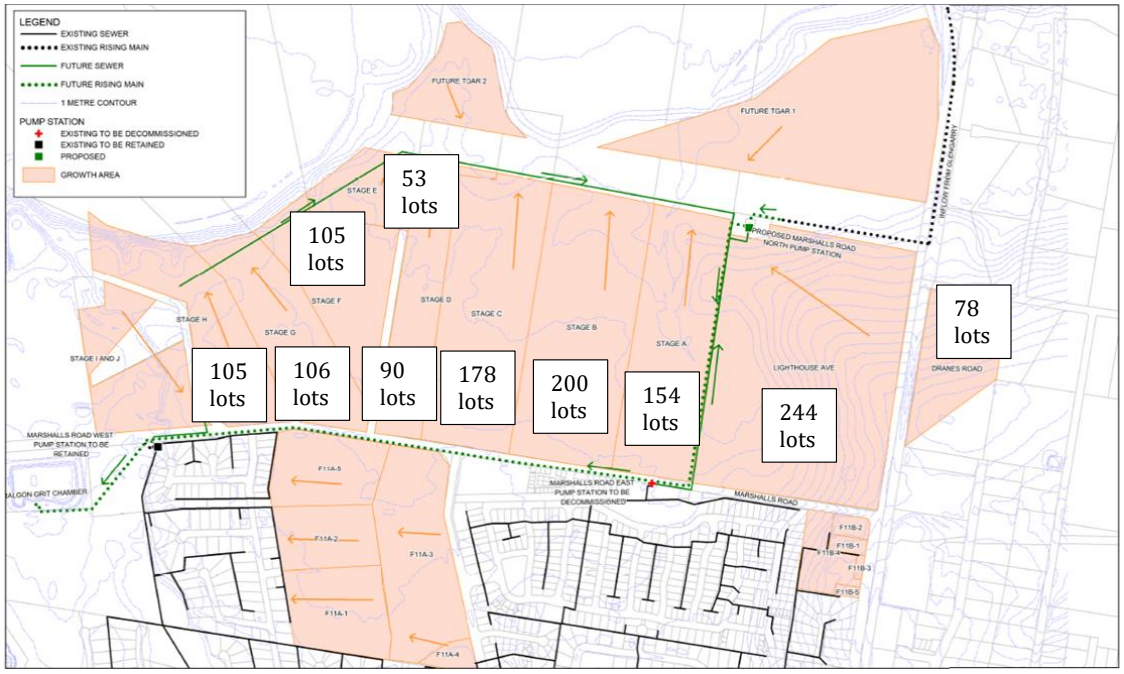


FIGURE 12: ESTIMATED LOTS

These lots will generate in the order of 12,000 trips per day (in both directions), with 1,200 trips generated each peak hour. It is likely that almost all of these trips will move southwards to Marshalls Road.

Adding this to the 4,570 trips generated by the subject site and conservatively assuming that all of this traffic uses Marshalls Road, this totals 16,570 trips per day on Marshalls Road, with approximately 1,660 each peak hour. Half of this traffic (i.e. 8,285 trips) will be in each direction along Marshalls Road across the day. This is a worst-case scenario assessment. In reality, a proportion of this traffic will use Park Lane, or will use Rise Boulevard, and will not need to use the intersection of Marshalls Road and Traralgon-Maffra Road.

It is assumed that the signalisation of Marshalls Road and Traralgon-Maffra Road was planned with knowledge of the development of land to the south of the subject site. Therefore, it is only the additional traffic generated by the subject site that needs to be assessed.

The main movements will be the right turn out of Marshalls Road into Traralgon-Maffra Road, and the left turn from Traralgon-Maffra Road. Based on the peak hour volumes shown in **Figure 11**, it is anticipated that there would be up to 195 right turn out

movements (AM peak) and up to 146 left turn in movements (PM peak), equating to an average of approximately 3 movements per minute and 2-3 movements per minute, respectively. It is clear that the signalised intersection of Marshalls Road and Traralgon-Maffra Road will be able to accommodate the additional traffic generated by the proposed development area.

5.4 TRAFFIC IMPACT

On the basis of the above traffic assessment, the traffic movements anticipated to be generated by the proposal would be readily accommodated on the proposed road network without any significant adverse impacts.

6 INTERNAL ROAD NETWORK

6.1 FUNTIONAL CLASSIFICATIONS

Having regard to the configuration of the internal road network, the surrounding roads, the location of the town centre in relation to the subject land and Table 2 of Section 12.3.2 (Road/Street Characteristics and Road Reserve Widths) of the Infrastructure Design Manual (IDM), the recommended road hierarchy is shown in **Figure 13**.

The western and central north-south roads connecting to Marshall Road would function as Collector Streets – Level 1, while all other roads would function as Access Streets.

In accordance with the IDM, an Access Street carries an indicative traffic volume of 0 – 2,500 trips/day. A collector street carries an indicative traffic volume of 2,500 – 6,000 trips/day.

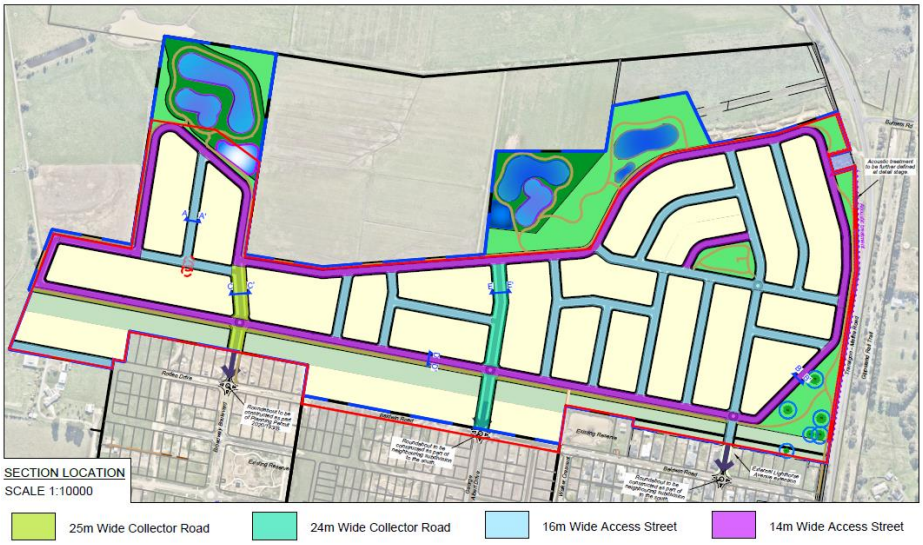


FIGURE 13: INTERNAL ROAD CLASSIFICATION

6.2 STREET DESIGN

The road reserve widths and cross sections would be designed in accordance with the requirements of the IDM and according to the practice of Latrobe City Council.

The majority of the access streets are proposed to have a road reserve width of 16 metres, which would provide a 7.3-metre-wide carriageway with 1.5-metre-wide footpaths and 2.5-metre-wide nature strips on both sides.

Access streets adjacent to reserves are proposed to have a road reserve width of 14 metres, which would provide a 7.3-metre-wide carriageway with a 1.5-metre-wide footpath and 2.5-metre-wide nature strip on the developed side. A 2.5-metre-wide shared path would be provided within the reserve on the opposite side.

The connector streets are proposed to have road reserve widths of 24 or 25 metres to match into the existing streets to the south. The 24-metre road reserve would provide a 7.3-metre-wide carriageway with 2.3-metre-wide parking lanes, 1.5-metre-wide footpaths and 4.2-metre-wide nature strips on both sides.

The 25-metre road reserve would provide a 7.0-metre-wide carriageway with 2.3-metre-wide parking lanes on both sides, a 1.5-metre-wide footpath on one side and a 2.5-metre-wide shared path on the other side.

The proposed cross-sections are shown in the cross-section plan in **Appendix A**.

6.3 ROAD CONNECTIONS TO MARSHALLS ROAD

As discussed previously, there will ultimately be three road connections through the land to the south to Marshalls Road, as indicated in **Figure 14**.

The western connection continues as Broadway Boulevard/Park Lane, the middle connection continues into Portabello Road, and the eastern connection continues as Lighthorse Avenue. Aerial imagery from May 2024 indicates that these roads already connect to Marshall Road and are currently being extended further north towards the subject land.

For intersection control, roundabouts will be constructed at the intersections of these roads with Baldwin Road as required.

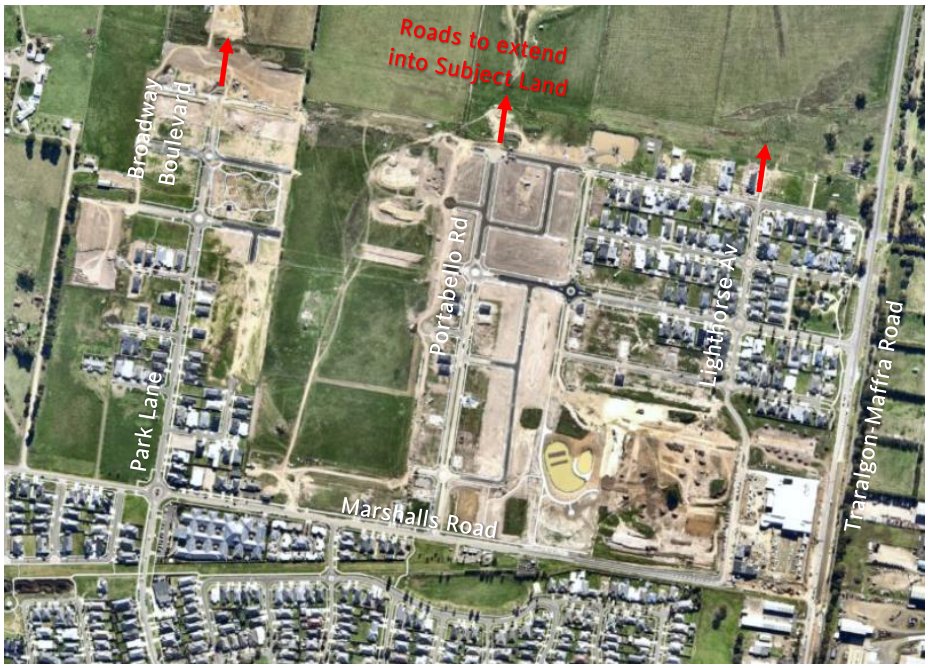


FIGURE 14: ROAD CONNECTIONS TO MARSHALLS ROAD

6.4 PEDESTRIAN & CYCLIST PROVISION

The cross-sections would provide pedestrian footpaths as required in the IDM. Shared paths will be provided along the main east-west street, the western north-south connector road, and streets fronting reserves.

On other streets cyclists would use the road pavement. Indicative locations for the shared paths are shown as brown lines on the Concept Layout plan in **Appendix A**.

It is noted on the Concept Layout plan that it is proposed to provide a connection from the shared path along the eastern site boundary to the Gippsland Rail Trail which runs along the eastern side of Traralgon-Maffra Road.

6.5 PUBLIC TRANSPORT

There is no requirement for any of the internal streets within the proposed subdivision to be 'bus capable'.

6.6 LOCAL AREA TRAFFIC MANAGEMENT

It is intended that the intersections within the subdivision will typically be T-intersections. This is appropriate from a road safety perspective. In accordance with Clause 56.06-7 of the Planning Scheme, a minimum 3m x 3m corner splay should be provided at intersections of streets within the subdivision.

Roundabouts will be located at any cross-intersections to mitigate any safety or operational issues. This is an appropriate safety treatment to reduce vehicle speeds and the angle of conflict at the intersection.

The street blocks are generally between 120 – 240 metres in length and between 60 – 120 metres in width, which is in accordance with the requirements of Clause 56.06-7 to facilitate pedestrian movement and control traffic speed.

The IDM states that slowing devices (i.e. speed humps) are optimally located at spacings of 100-150m. It is recommended that the location of any slowing devices is determined at the detailed design stage in consultation with Council.

6.7 EMERGENCY AND SERVICE VEHICLE ACCESS

Country Fire Authority (CFA) requirements for fire truck access are specified in the document *Vehicle Access and Water Supply Requirements in Residential Developments (2022)*. The requirements outlined in this guide would be met with the IDM road cross-sections. This also ensures appropriate access for emergency and service vehicles.

7 CONCLUSION

Based on the investigations made during the preparation of this report it is concluded that the traffic impacts of the proposed development plan will be adequately catered for and will not cause any adverse impact to the surrounding road network.

APPENDIX A

PROPOSED DEVELOPMENT PLAN



LAND BUDGET			
	DEVELOPMENT PLAN AREA	59.78ha	
	ENCUMBERED LAND	AREA	% SITE
	PROPOSED OPEN SPACE	*8.56ha*	14.32%
	PIPELINE EASEMENT	*5.12ha*	8.71%
	EXISTING DRAINAGE RESERVES	*4.83ha*	8.08%
	TOTAL		31.11%
	NET DEVELOPABLE AREA	*41.27ha*	
	LAND USES		% NET DEV. AREA
	LOCAL ROADS	*12.10ha*	29.32%
	RESIDENTIAL LOTS <500m²	*0.65ha*	1.57%
	RESIDENTIAL LOTS 500- 900m²	*20.31ha*	49.21%
	RESIDENTIAL LOTS > 900m²	*8.21ha*	19.89%
	TOTAL AREA	41.27ha	

Site Boundary
Existing Water Sensitive Urban Design
Proposed Water Sensitive Urban Design
Pipeline Easement
Play Space & Community Facility
DPO11 Boundary
Indigenous Tree to be Retained (with Tree Protection Zone)
Indigenous Tree to be Removed
Roundabout
Road connection
Shared Path Network
External roundabout (Indicative)

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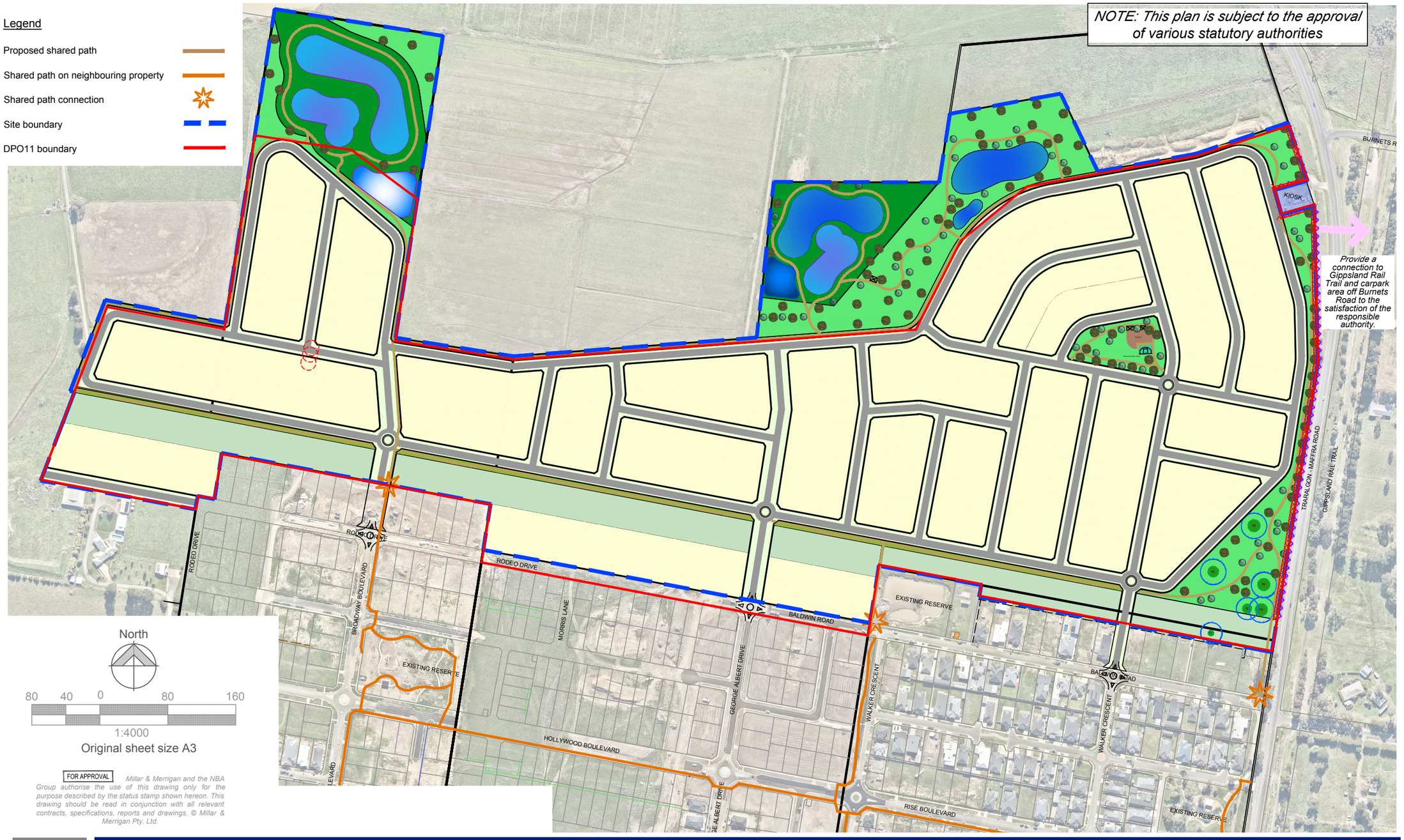
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BALDWIN ROAD DEVELOPMENT PLAN

Traralgon-Maffra Road, Traralgon
Latrobe City Council
25950 DP1_V2
(February 2025)

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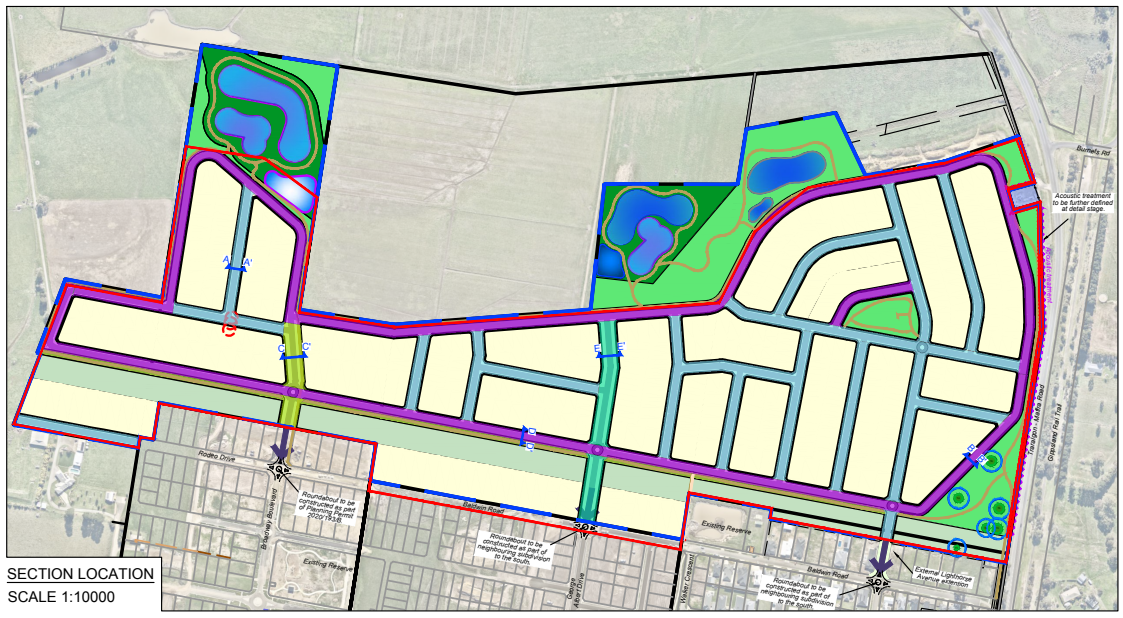


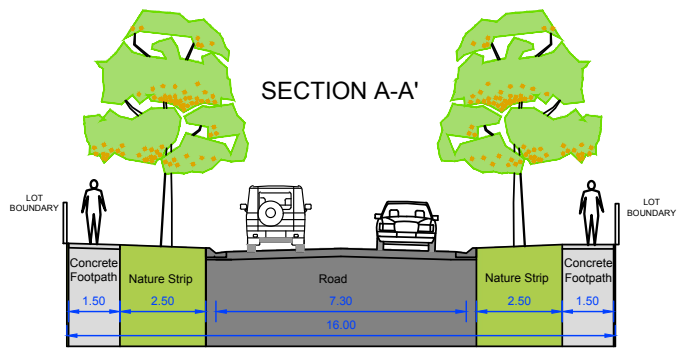
MOVEMENT PLAN

Traralgon-Maffra Road, Traralgon
Latrobe City Council
25950 DP3
Version 2
Date: February 2025

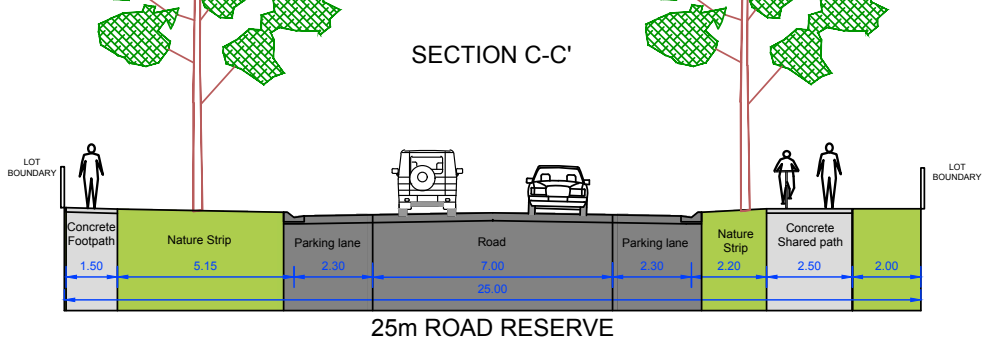
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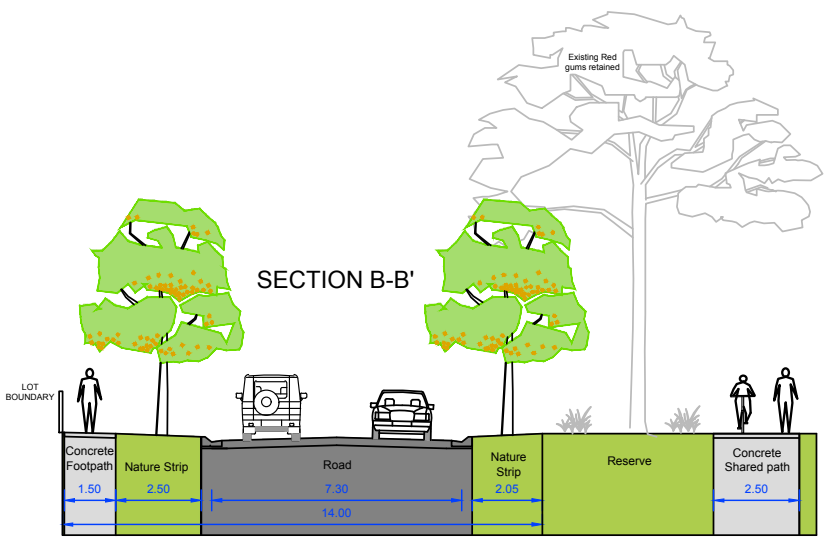




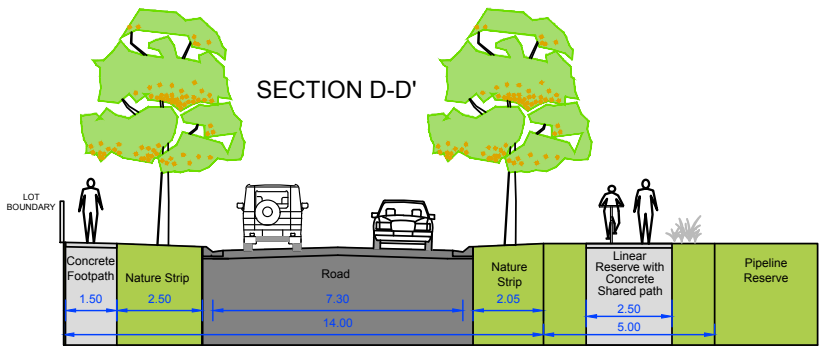
16m ROAD RESERVE



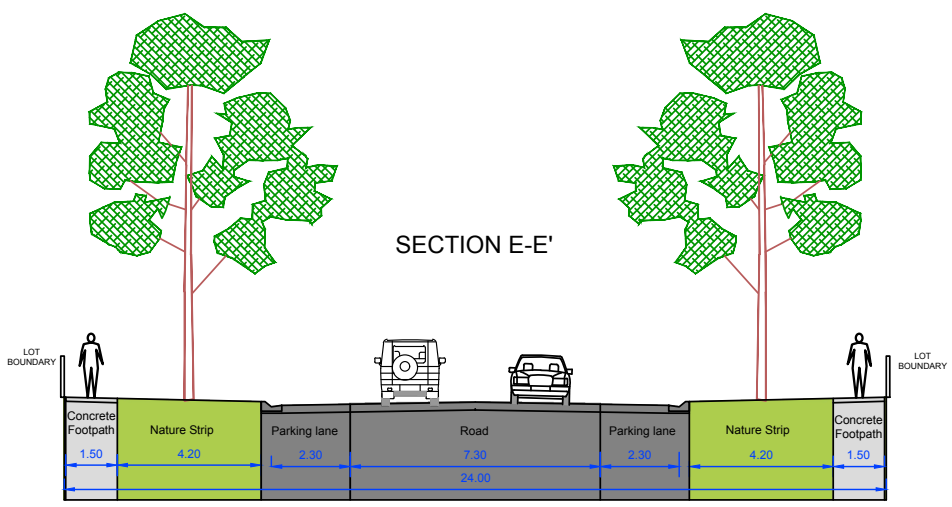
25m ROAD RESERVE



14m ROAD RESERVE ABUTTING RESERVE

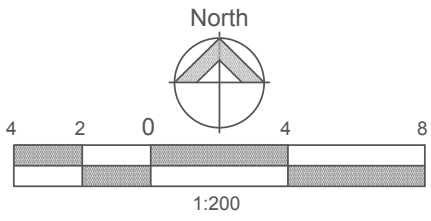


14m ROAD RESERVE ABUTTING LINEAR RESERVE



24m ROAD RESERVE

Dimensions and streetscapes shown hereon are indicative for representative purposes and are subject to detailed engineering design.



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STREETSCAPE CROSS SECTIONS

Traralgon-Maffra Road, Traralgon
Latrobe City Council
25950 DP2
Version 2
Date: February 2025

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DDEG

Acoustic Engineering Report

Baldwin Road Development

Project No: 204773-A
Date: 23/06/2025
Revision: 3

Fire Engineering | Acoustics | Access | Building Solutions | Façade Testing

Document Control

Document Title: Acoustic Engineering Report

Project: Baldwin Road Development

Project No: 204773-A

Prepared For: Millar & Merrigan Pty Ltd

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Signature



Revision History

Doc.	Rev.	Date	Purpose	Author	Reviewer
AER	0	21/12/2023	Not for endorsement	C. Johnstone	T. Chong
AER	1	14/03/2024	Original issue	C. Johnstone	T. Chong
AER	2	13/12/2024	Revised treatment options	C. Johnstone	T. Chong
AER	3	23/06/2025	Additional comments regarding potential noise impacts east of Traralgon-Maffra Road	C. Johnstone	T. Chong

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Executive Summary

DDEG has been appointed by Millar & Merrigan Pty Ltd to provide acoustic engineering consulting services associated with the proposed residential subdivision at the corner of Baldwin Road and Traralgon-Maffra Road, Traralgon, VIC.

Advice in relation to the following acoustic engineering element has been requested, and is presented in this document:

Table 1 Acoustic Engineering Element and Reference Criteria

Acoustic Engineering Element	Reference Criteria
Potential noise impacts on proposed future dwellings due to noise from Traralgon-Maffra Road	▪ Environment Protection Act 2017 ▪ Environment Reference Standard for Ambient Sound ▪ AS/NZS 2107:2016 ▪ AS 3671:1989

Results of environmental noise logging (see Section 5) and subsequent traffic noise modelling (see Section 7) indicate that external noise levels within the majority of the proposed residential development area will exceed the ERS Objectives 10 years after the assumed development finalisation date of 2027. Two potential noise attenuation options are outlined in Section 8, and are summarised below:

- Option 1 involves construction of a 3 m high noise barrier / berm along the eastern boundary of the site (closest to Traralgon-Maffra Road), as shown in Figure 6.
- Option 2 involves construction of a 5 m high noise barrier / berm along the eastern boundary of the site (closest to Traralgon-Maffra Road) and a section of the northern boundary of the site, as shown in Figure 7.
- Residential buildings constructed within the lots highlighted in orange in Figure 6 for Option 1 and in Figure 7 for Option 2 should be constructed in general accordance with Construction Category 2 as prescribed in AS 3671:1989.
- Residential buildings constructed within all remaining lots (i.e. those not highlighted in Figure 6 for Option 1 or Figure 7 for Option 2) should be constructed in general accordance with Construction Category 1 as prescribed in AS 3671:1989.
- Recommended indicative construction details for Construction Category 2 are outlined in Section 8. If deviations from the indicative construction details are sought for any residential building where Construction Category 2 is recommended, specialist acoustic advice from a qualified acoustic consultant should be obtained during planning permit stage.

Noise levels at the nearest dwellings on the eastern side of Traralgon-Maffra Road are expected to increase by up to 1 dB(A) as a result of a noise barrier / berm constructed as per the recommendations of Option 1 or Option 2. It should be noted that a 3 dB(A) change is typically a just-noticeable difference in subjective loudness in practice. As such, an increase of 1 dB(A) to the road noise levels at these properties is considered to be of no material significance, as the subjective loudness of the calculated noise levels with a noise barrier / berm constructed as per Option 1 or Option 2 would not differ perceivably from the existing noise levels at the nearest dwellings on the eastern side of Traralgon-Maffra Road.

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1 Introduction

1.1 Purpose

DDEG has been appointed by Millar & Merrigan Pty Ltd to provide acoustic engineering consulting services in relation to the proposed residential subdivision at the corner of Baldwin Road and Traralgon-Maffra Road, Traralgon, VIC.

The scope of this document comprises review of existing environmental noise levels at the site and provision of advice on noise attenuation measures to protect future occupants from external noise due to road traffic.

A glossary of the acoustic nomenclature used in this document is presented in Appendix A.

1.2 Reference Documentation

This document is based on information contained in the following documents and drawings:

Table 2 Reference Documentation

Document	Prepared by	Issue
Baldwin Road Development Plan; Ref No. 25950 DP1, Version No. 5	Millar & Merrigan	May 2024
Letter (Ref No. 2687785) To: Nick Anderson Subject: DRAFT BALDWIN ROAD DEVELOPMENT PLAN	Leigh Shaw, Latrobe City Council	23/10/2024
Letter (Ref No. REQ005720) To: Leigh Shaw Subject: RE: PROPOSAL: DRAFT BALDWIN ROAD DEVELOPMENT PLAN ADDRESS: BALDWIN ROAD, TRARALGON-MAFFRA ROAD, TRARALGON	Chris Chiu, Environment Protection Authority Victoria	05/12/2024

1.3 Document Limitations

The following limitations are applicable with respect to the acoustic advice presented in this document:

- DDEG has prepared this document for the sole use of the relevant stakeholders and approval authorities and for the specific purpose expressly stated in the document. No other party should rely on this document without the prior written consent of DDEG. DDEG undertakes no duty, nor accepts any responsibility, to any third party who may rely upon or use this document.

- The information contained in this document provides advice in relation to acoustics and vibration only. No claims are made and no liability is accepted in respect of design and construction issues falling outside of the specialist field of acoustics and vibration engineering including and not limited to structural integrity, fire rating, architectural buildability and fitness-for-purpose, waterproofing and the like. Supplementary professional advice should be sought in respect of these issues.
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- Subject to the above conditions, this document may be transmitted, reproduced or disseminated only in its entirety.

2 Project Characteristics

2.1 Site Location

The project site is located at the corner of Baldwin Road and Traralgon-Maffra Road, Traralgon, VIC, as shown in Figure 1.



Figure 1 Aerial Image of Site (Aerial Photo Source: Google Maps)

2.2 Proposed Project

The project comprises a proposed residential subdivision following the rezoning of existing rural land for the purpose of general residential development.

Figure 2 shows the proposed concept site layout.

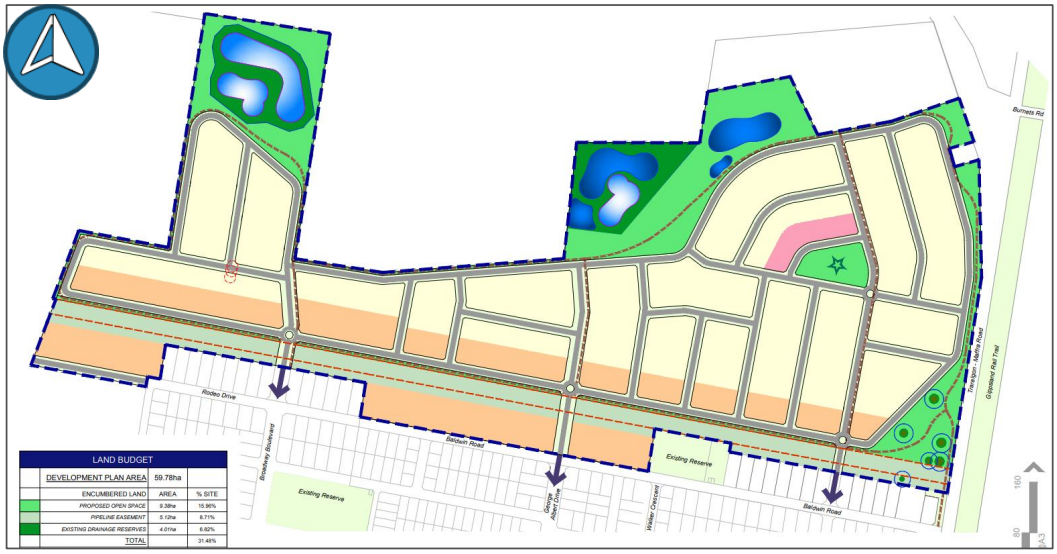


Figure 2 Proposed Concept Site Layout (Image Source: Millar & Merrigan)

3 Legislation and Guidelines

Table 3 presents a summary of the relevant legislation and guidelines applicable to the proposed project. The information contained in these documents forms the basis of the design criteria and advice presented in this document.

Table 3 Summary of Relevant Statutory Requirements and Guidelines

Document	Status	Relevance to this Project
Environment Protection Act 2017 (EP Act) (State of Victoria, 2021)	Legislation	Prescribes an overarching General Environmental Duty (GED) to minimise the risk of harm to human health or the environment due to noise, so far as reasonably practicable.
Environment Reference Standard (State of Victoria, 2021)	Legislation	Prescribes the indicators and objectives applicable to the ambient sound environment of proposed developments, depending on the land use category.
AS/NZS 2107:2016 Acoustics – Design Sound Levels and Reverberation Times for Building Interiors (Standards Australia, 2016)	Guideline	Provides guidance on internal noise levels and reverberation times for different types of spaces. The guidance provided is relevant to the development in respect of noise intrusion from external sources.
AS3671:1989 – Acoustics – Road Traffic Noise Intrusion – Building Siting and Construction (Standards Australia, 1989)	Guideline	Provides guidance on determining the required traffic noise reduction from outside to inside a building exposed to traffic noise, and the types of construction required to achieve acceptable internal noise levels.

4 Development Plan Overlay Requirements

It is understood that a Development Plan Overlay prescribing requirements applicable to the development was issued following the successful rezoning of the land at the project site. Table 4 presents the relevant acoustic requirements:

Table 4 Relevant Acoustic Requirements

Item	Text from Development Plan Overlay
Sensitive Land Use	▪ Preparation of an assessment on the potential for noise and air pollution impacts from the Traralgon Maffra Road considering the Environment Reference Standards for Ambient Sound and Guidelines for Minimising Air Pollution in Victoria (EPA publication 1961). ▪ Any proposed mitigating measures that are required to be included as part of the noise and air pollution assessment.

It should be noted that assessment of air pollution is outside the scope of this document.

5 Existing Acoustic Conditions

5.1 Exterior Soundscape

During our site visits on 5 and 12 December 2023, the soundscape was dominated by road traffic noise from Traralgon-Maffra Road.

5.2 Road Noise Levels

Environmental noise logging was performed at the site to establish the road traffic noise. The measurements were performed along the eastern boundary of the site between 5 and 12 December 2023. Details of the measurement location and measurement methodology are presented in Appendix B. Table 5 presents a summary of the measured Sound Pressure Levels. Graphs showing the variation of the Sound Pressure Levels over the full measurement period are presented in Appendix C.

Table 5 Summary of Measured Environmental Noise Levels

Date	Measured Sound Pressure Level, dB(A)	
	Overall $L_{Aeq,16hr}$ (6 am to 10 pm)	Overall $L_{Aeq,8hr}$ (10 pm to 6 am)
Tuesday, 5 December 2023	76[1]	68
Wednesday, 6 December 2023	76	68
Thursday, 7 December 2023	76	68
Friday, 8 December 2023	76	67
Saturday, 9 December 2023	76	68
Sunday, 10 December 2023	75	68
Monday, 11 December 2023	77	68
Tuesday, 12 December 2023	77[2]	-
Adopted Design Sound Level	**77**	**68**

1 Partial measurement period: 3:30 pm to 10 pm only

2 Partial measurement period: 6 am to 12:30 pm only.

Attended noise measurements were performed along the eastern boundary of the site on 5 December 2023. The purpose of the attended measurements was to compare with the noise logging data and determine any differences in traffic noise levels along the eastern boundary of the project site with Traralgon-Maffra Road. Details of the measurement locations and measurement methodology are presented in Appendix B. Table 6 presents the measured road traffic noise levels.

Table 6 Measured Octave Band Sound Pressure Levels

Measurement Location	Overall, L_{Aeq} dB(A)
1B	74
2	64
3	70

6 Acoustic Criteria

6.1 Environment Reference Standard

The *Environment Reference Standard* (State of Victoria, 2021) prescribes the indicators and Ambient Sound Objectives (ERS Objectives) applicable to the ambient sound environment of proposed developments, depending on the land use category.

The project site has been rezoned as a General Residential Zone, which falls under Category III in accordance with Table 3.2 of the *Environment Reference Standard* (State of Victoria, 2021).

Table 7 presents the applicable external noise level design criteria in accordance with the ERS Objectives.

Table 7 Design External Noise Levels

Land Use Category	Applicable Times	Design External Noise Levels, dB(A)
Category III	6 am to 10 pm	$L_{Aeq,16hr} \leq 50$
	10 pm to 6 am	$L_{Aeq,8hr} \leq 40$

6.2 Australian Standard AS/NZS 2107:2016

Where the ERS Objectives cannot be met, consideration should be given to the recommended internal noise levels prescribed by *AS/NZS 2107:2016 Acoustics – Design Sound Levels and Reverberation Times for Building Interiors* (Standards Australia, 2016). To achieve acceptable overall internal noise levels within the development, it is considered that buildings should be designed to achieve the middle to lower end of the range recommended by AS/NZS 2107:2016 for overall internal noise levels during the daytime and night-time (i.e. $L_{Aeq,16hr}$ (6 am to 10 pm) and $L_{Aeq,8hr}$ (10 pm to 6 am) respectively).

Table 8 presents the adopted internal noise level design criteria based on the above approach:

Table 8 AS/NZS 2107:2016 Recommended Internal Noise Levels

Type of Occupancy / Activity	AS/NZS 2107:2016 Recommended Design Noise Level Range, L_{Aeq}, dB(A)	Adopted Project Design Criteria, dB(A)
		Day or Night Overall
Houses and apartments in inner city areas or entertainment districts or near major roads		
Living areas, work areas	35 to 45	$L_{Aeq,16hr} \leq 40$
Sleeping areas (night-time)*	35 to 40	$L_{Aeq,8hr} \leq 35$

* The noise criteria for sleeping areas have been taken to apply during the night-time (10 pm to 6 am) only. Higher noise levels in sleeping areas are considered to be acceptable during the daytime when occupants would generally not be sleeping, provided that the daytime noise levels in sleeping areas do not exceed the adopted criteria for living areas. The noise criteria for living areas has therefore also been adopted for sleeping areas during the daytime.

6.3 Australian Standard AS 3671:1989

Australian Standard *AS 3671:1989 – Acoustics – Road Traffic Noise Intrusion – Building Siting and Construction* (Standards Australia, 1989) provides recommended building construction to reduce road traffic noise intrusion.

AS 3671:1989 provides recommendations based on the required Traffic Noise Reduction (TNR) which is the difference between the external noise level and AS/NZS 2107:2016 design internal noise level. Depending on the required TNR, the recommended building construction will be categorised into one of four categories ranging from standard construction to where specialist acoustic advice should be sought.

Table 9 presents details of the AS 3671:1989 required Construction Categories.

Table 9 AS 3671:1989 Required Construction Categories for Residential Buildings

External Traffic Noise Level		Traffic Noise Reduction, dB(A)	AS 3671:1989 Construction Category
$L_{Aeq,16hr}$ dB(A)	$L_{Aeq,8hr}$ dB(A)		
≤ 50	≤ 45	≤ 10	1
51 to 65	46 to 60	11 to 25	2
66 to 75	61 to 70	26 to 35	3
> 75	> 70	> 35	4

7 Road Traffic Noise Assessment

7.1 Noise Modelling

SoundPLAN environmental noise modelling software was used to calculate the existing and future traffic noise levels at the development.

Traffic noise has been modelled on Traralgon-Maffra Road only. No other roads have been included in the modelling.

Full details of noise modelling input parameters and data sources are presented in Appendix D.

7.2 Noise Model Calibration

For model calibration purposes, a version of the model representing the existing scenario (year 2023) was generated and used to calculate the road traffic noise levels at the noise logging position. The traffic noise levels calculated by the model were then compared with the measured road traffic noise levels, as shown in Table 10.

Table 10 Traffic Noise Model Calibration Results

Location	Sound Pressure Level Parameter	Measured Sound Pressure Level, dB(A)	Modelled Year 2023 Sound Pressure Level, dB(A) (Without Calibration Adjustment)	Difference, dB
1A	$L_{Aeq,16hr}$	77	69	-8
1A	$L_{Aeq,8hr}$	68	62	-6
1B	L_{Aeq}	74	69	-5
2	L_{Aeq}	64	62	-2
3	L_{Aeq}	70	64	-6

The results show that a deviation of up to -8 dB(A) was calculated between the measured and modelled noise levels. It is considered that the deviation between the measured and modelled noise levels are primarily due to the modelled levels having been based on VicRoads data taken in year 2020, when travel restrictions may have been in place due to COVID-19. The data obtained is the latest traffic volume data published by VicRoads.

The speed limit along Traralgon-Maffra Road is understood to be vary between 80 km/h and 100 km/h, as shown in Figure 3. The speed limit is 80 km/h at Location 2, and 100 km/h at all other locations.

Therefore, a +2 dB(A) calibration adjustment has been applied to the modelled traffic noise levels generated by sections of road which feature a speed limit of 80 km/h. A +8 dB(A) calibration adjustment has been applied to the modelled traffic noise levels generated by all other sections of road.



Figure 3 Posted Speed Limits Along Traralgon-Maffra Road (Aerial Photo Source: Google Maps)

7.3 Input Parameters

Traffic noise modelling will be conducted for the situation 10 years after the assumed development finalisation date of 2027.

Year 2037 traffic noise levels were calculated by adjusting the traffic volumes in the model to represent year 2037 traffic volumes.

The noise modelling has considered the acoustic screening effect from first two rows of proposed residential properties along the eastern boundary of the site (i.e. closest to Traralgon-Maffra Road). As building layouts have not been developed at the time of writing, modelling has been based on indicative building layouts and locations. Screening effects of buildings further back from Traralgon-Maffra Road have not been modelled. Therefore, the modelling may over-predict the noise levels at greater distances from Traralgon-Maffra Road.

7.4 Modelling Results

Figure 4 and Figure 5 presents noise contour maps showing the calculated $L_{Aeq,16hr}$ and $L_{Aeq,8hr}$ traffic noise contours in year 2037.



Figure 4 Calculated Year 2037 $L_{Aeq,16hr}$ Traffic Noise Contours



Figure 5 Calculated Year 2037 $L_{Aeq,8hr}$ Traffic Noise Contours

The noise modelling results indicate that external noise levels within the majority of the proposed residential development area will exceed the $L_{Aeq,16hr}$ and $L_{Aeq,8hr}$ ERS Objectives in the year 2037.

On the above basis, noise attenuation measures are recommended to reduce the impact of traffic noise on the residential development area.

8 Recommended Noise Attenuation Measures

Two potential noise attenuation options are outlined below:

Option 1:

- A 3 m high noise barrier / berm (may be either a barrier or a berm or a combination of the two to achieve the recommended 3 m total height) should be constructed along the eastern boundary of the site (closest to Traralgon-Maffra Road), as shown in Figure 6. This considers that the barrier / berm will not span within the pipeline easement area at the southern corner of the site.
- Residential buildings constructed within the lots highlighted in orange in Figure 6 should be constructed in general accordance with Construction Category 2 as prescribed in AS 3671:1989.
- Residential buildings constructed within all remaining lots (i.e. those not highlighted in Figure 6) should be constructed in general accordance with Construction Category 1 as prescribed in AS 3671:1989. Note that while the results of the noise modelling conducted in Section 7 indicate that some of these buildings will not meet the ERS Objectives, it is expected that the screening effects of buildings further back from Traralgon-Maffra Road (which have not been included in the modelling) will result in the external noise levels at these locations being broadly in accordance with the ERS Objectives.

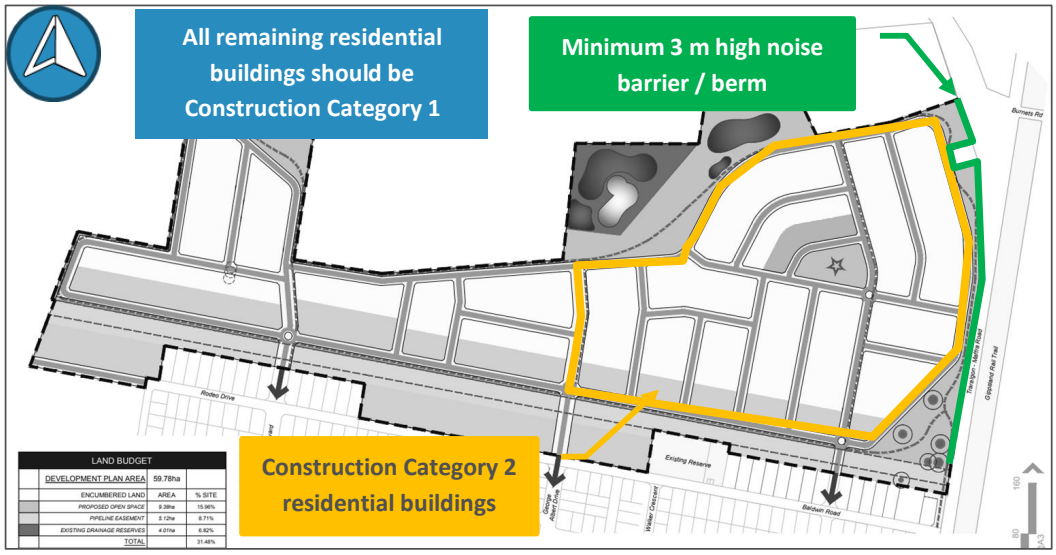


Figure 6 Recommended Noise Attenuation Measures – Option 1 (Image Source: Millar & Merrigan)

- Where Construction Category 2 is recommended, acceptable forms of construction will indicatively require:

- Masonry external facade construction with 90 mm thick, 20 kg/m^3, fibreglass or mineral wool insulation (equivalent to R2.5 wall batt) in stud wall cavity;
- Double glazed window units consisting of 6 mm glass + 12 mm air gap + 6.38 mm laminated glass; or alternative equivalent glazing system rated to $R_w \geq 34$ / $R_w + C_{tr} \geq 29$;
- Framing specified to match the required acoustic rating of the glazing;
- Glazing area comprising no more than 20% of the total floor area of the subject room;
- Roof / ceilings complete with minimum 210 mm thick, 11 kg/m^3 fibreglass, or mineral wool insulation (equivalent to R5.0 ceiling batt) cavity infill and minimum one layer of 13 mm fire-rated or acoustic plasterboard (min. mass 10.5 kg/m^2) ceiling lining fixed to underside of roof framing.
- Openable windows and exterior doors should be fitted with rubber-type acoustic seals;
- Fresh air intake or exhaust systems should be ducted, and consideration should be given to fitting acoustic attenuators or internal acoustic lining to the ductwork.

- If deviations from the indicative construction details outlined above are sought for any residential building where Construction Category 2 is recommended, specialist acoustic advice from a qualified acoustic consultant should be obtained during planning permit stage. The acoustic specialist should take into account the guidelines prescribed by AS/NZS 2107:2016 and AS 3671:1989. The sound insulation performance of each facade should account for the location of each room, their intended occupancy, and exposure to traffic noise.
- These requirements and this report shall be referenced on future subdivision permits.

Option 2:

- A 5 m high noise barrier / berm (may be either a barrier or a berm or a combination of the two to achieve the recommended 5 m total height) should be constructed along the eastern boundary of the site (closest to Traralgon-Maffra Road) and a section of the northern boundary of the site, as shown in Figure 7. This considers that the barrier / berm will not span within the pipeline easement area at the southern-corner of the site.
- Residential buildings constructed within the lots highlighted in orange in Figure 7 should be constructed in general accordance with Construction Category 2 as prescribed in AS 3671:1989.
- Residential buildings constructed within all remaining lots (i.e. those not highlighted in Figure 7) should be constructed in general accordance with Construction Category 1 as prescribed in AS 3671:1989. Note that while the results of the noise modelling indicate that some of these buildings will not meet the ERS Objectives, it is expected that the screening effects of buildings further back from Traralgon-Maffra Road (which have not been included in the modelling) will result in the external noise levels at these locations being broadly in accordance with the ERS Objectives.

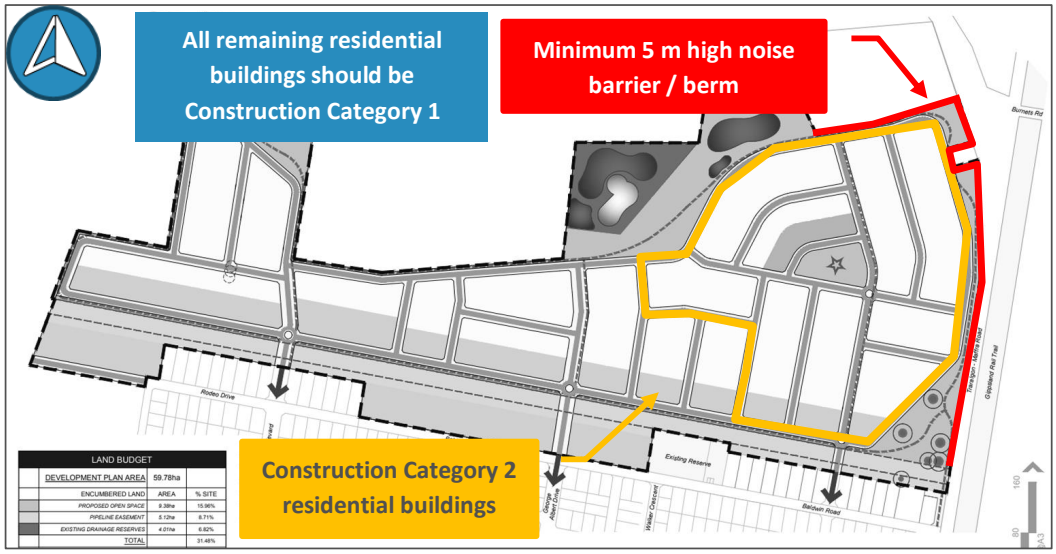


Figure 7 Recommended Noise Attenuation Measures – Option 2 (Image Source: Millar & Merrigan)

- Indicative construction details to achieve Construction Category 2 are outlined in Option 1. If deviations from the indicative construction details outlined in Option 1 are sought for any residential building where Construction Category 2 is recommended, specialist acoustic advice from a qualified acoustic consultant should be obtained during planning permit stage. The acoustic specialist should take into account the guidelines prescribed by AS/NZS 2107:2016 and AS 3671:1989. The sound insulation performance of each facade should account for the location of each room, their intended occupancy, and exposure to traffic noise.
- These requirements and this report shall be referenced on future subdivision permits.

Noise levels at the nearest dwellings on the eastern side of Traralgon-Maffra Road are expected to increase by up to 1 dB(A) as a result of a noise barrier / berm constructed as per the recommendations of Option 1 or Option 2. It should be noted that a 3 dB(A) change is typically a just-noticeable difference in subjective loudness in practice. As such, an increase of 1 dB(A) to the road noise levels at these properties is considered to be of no material significance, as the subjective loudness of the calculated noise levels with a noise barrier / berm constructed as per Option 1 or Option 2 would not differ perceivably from the existing noise levels at the nearest dwellings on the eastern side of Traralgon-Maffra Road.

9 Conclusion

This document has presented an acoustic assessment for the proposed residential subdivision at the corner of Baldwin Road and Traralgon-Maffra Road, Traralgon, VIC.

The assessment has been undertaken with regard to the acoustic criteria prescribed by the *Environment Reference Standard* (State of Victoria, 2021) and the recommendations prescribed by *AS/NZS 2107:2016 Acoustics – Design Sound Levels and Reverberation Times for Building Interiors* (Standards Australia, 2016) and *AS 3671:1989 – Acoustics – Road Traffic Noise Intrusion – Building Siting and Construction* (Standards Australia, 1989).

Acoustic engineering advice for the proposed project has been presented in Sections 7 and 8.

Subject to implementation of the advice presented in this document and either of the noise attenuation options outlined in Section 8, it is considered that the proposed project will satisfy the applicable acoustic legislation and guidelines.

10 References

Abbott, P. G. (2002). *Converting the UK traffic noise index LA10,18h to EU noise indices for noise mapping.* TRL Limited.

ISO. (1996). ISO 9613-2:1996 Acoustics - Attenuation of Sound During Propogation Outdoors - Part 2: General Method of Calculation. International Standards Organisation.

Standards Australia. (1989). AS 3671:1989 Acoustics – Road Traffic Noise Intrusion – Building Siting and Construction.

Standards Australia. (2016, October). AS/NZS 2107:2016 Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors.

State of Victoria. (2021, July 01). Environment Protection Act 2017.

State of Victoria. (2021, May 25). Environment Reference Standard.

UK DoT. (1988). Calculation of Road Traffic Noise (CoRTN). Department of Transport, Welsh Office.

Appendix A Glossary of Acoustic Terms

dB / dB(A) — Decibels or 'A'-weighted Decibels, the units of Sound Pressure Level. 'A'-weighting adjusts the levels of frequencies within the sound spectrum to better reflect the sensitivity of the human ear to different frequencies at Sound Pressure Levels typical of everyday sounds. [Unit: dB / dB(A)]

The following are examples of the decibel readings of every day sounds;

- 0 dB The faintest sound we can hear
- 30 dB A quiet library or in a quiet location in the country
- 45 dB Typical office space. Ambience in the city at night
- 60 dB The sound of a vacuum cleaner in a typical lounge room
- 70 dB The sound of a car passing on the street
- 80 dB Loud music played at home
- 90 dB The sound of a truck passing on the street
- 100 dB The sound of a rock band
- 120 dB Deafening

C_{tr} — A spectrum adaptation term, commonly used with R_w. C_{tr} adjusts the sound insulation ratings to better describe the performance of the particular construction under consideration when subject to low frequency noise, such as noise from heavy vehicle traffic or subwoofers. [Unit: dB]

Frequency — The rate of repetition of a wave i.e. the number of cycles per second [Unit: Hz]

$L_{A10,18hr}$ — This is the arithmetic average of the 18 individual $L_{A10,1hr}$ values for the hours from 6 am to midnight in a single day. It is one of the standard traffic noise descriptors used in Australia. [Unit: dB / dB(A)]

$L_{Aeq,T}$ — The Equivalent Continuous A-weighted Sound Pressure Level measured over the period T (also known as Time-Average Sound Pressure Level). The Equivalent Continuous A-weighted Sound Pressure Level is the constant value of A-weighted Sound Pressure Level for a given period that would be equivalent in sound energy to the time-varying A-Weighted Sound Pressure Level measured over the same period. In simple terms, this can be thought of as the average Sound Pressure Level. [Unit: dB / dB(A)]

R_w	Weighted Sound Reduction Index. A single number rating of the airborne sound insulation performance of a specific building element in the absence of flanking transmission. R_w is a laboratory test rating for a single building element (e.g. a door, a window or a wall) determined under ideal conditions with minimal flanking transmission, and is largely independent of partition size and room effects. R_w ratings cannot be accurately tested outside of a controlled laboratory environment. A higher R_w value indicates better airborne sound insulation. [Unit: dB]
Sound Pressure Level	A measure of the magnitude of a sound wave. Mathematically, it is twenty times the logarithm to the base ten of the ratio of the root mean square sound pressure at a point in a sound field, to the reference sound pressure; where sound pressure is defined as the alternating component of the pressure (Pa) at the point, and the reference sound pressure is $2x10^{-5}$ Pa. [Unit: dB]

Appendix B Noise Measurement Methodology

A.1 Measurement Location

Table A.1 presents details of the noise measurement locations. Figure A.1 to Figure A.3 present a map and photographs of the noise measurement locations.

Table A.1 Noise Measurement Location Details

Location Reference	Measurement Description	Microphone Height Above Ground Level
1A	Environmental noise logging	1.3 m
1B, 2, 3	Attended traffic noise measurement	1.5 m

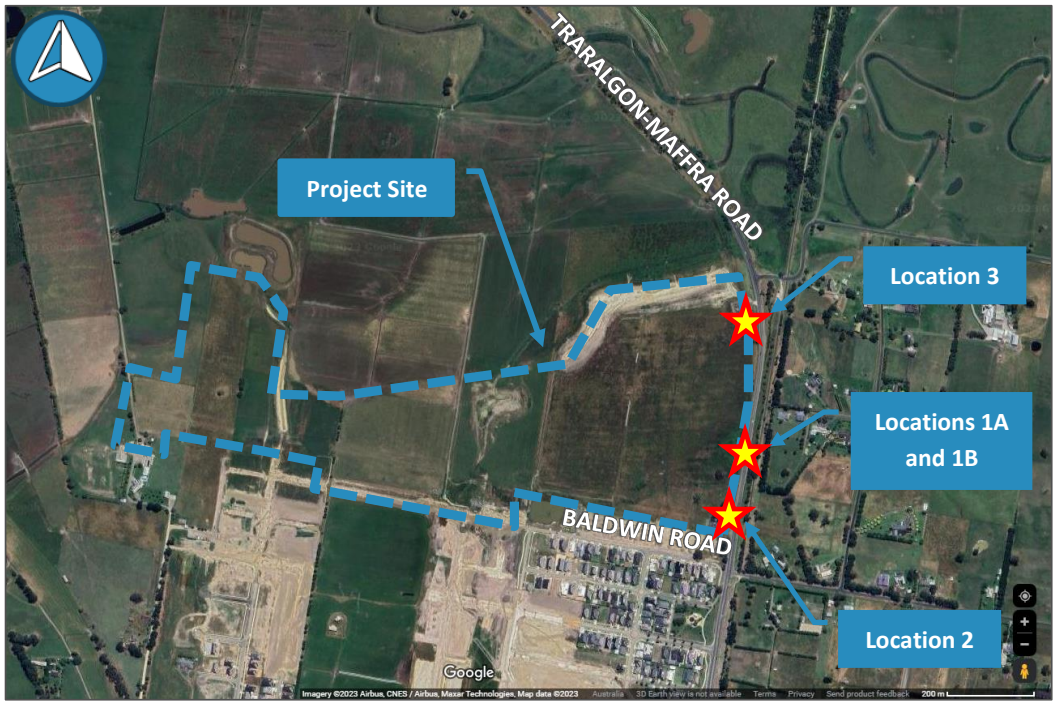


Figure A.1 Noise Measurement Locations (Aerial Photo Source: Google Maps)

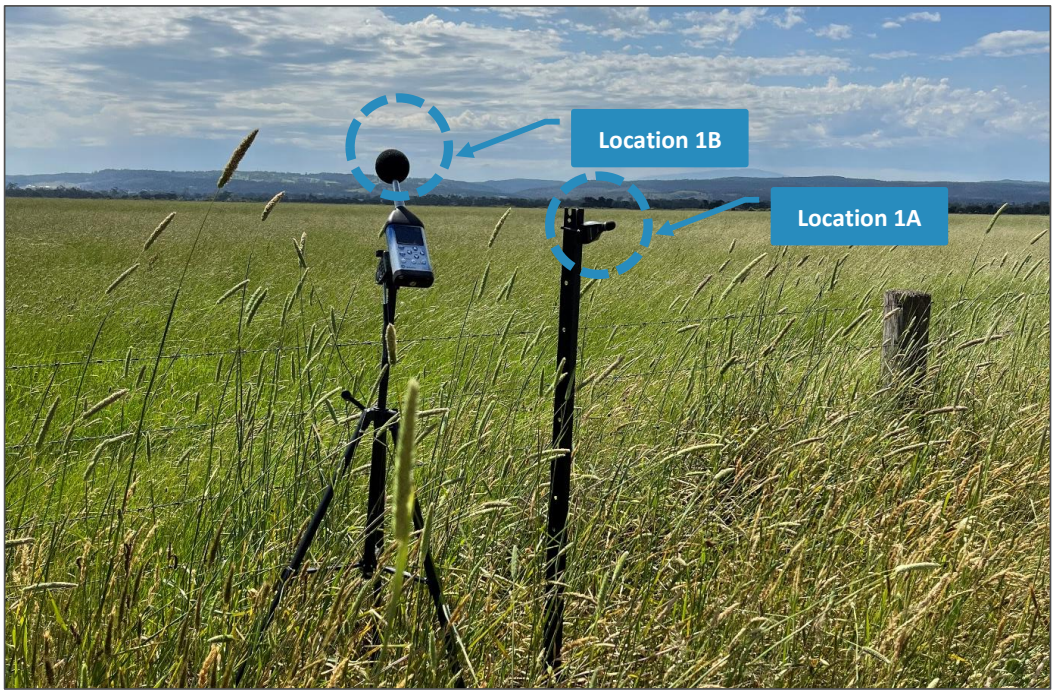


Figure A.2 Noise Measurement Locations 1A and 1B – Photo Facing North-West



Figure A.3 Noise Measurement Location 2 – Photo Facing South



Figure A.4 Noise Measurement Location 3 – Photo Facing North

A.2 Measurement Procedure

Noise measurements were performed at the site to establish the environmental noise levels. Table A.2 presents details of each measurement:

Table A.2 Details of Measurement Period

Location Ref.	Measurement Type		Start Time	Start Date	End Time	End Date
	Attended	Unattended				
1A	☐	☒	3:30 PM	Tuesday 5/12/2023	12:30 PM	Tuesday 12/12/2023
1B	☒	☐	3:38 PM	Tuesday 5/12/2023	3:48 PM	Tuesday 5/12/2023
2	☒	☐	3:05 PM	Tuesday 5/12/2023	3:20 PM	Tuesday 5/12/2023
3	☒	☐	3:55 PM	Tuesday 5/12/2023	4:05 PM	Tuesday 5/12/2023

The equipment was configured to provide the measurement results as a continuous series of 1 second A- and Z-weighted Sound Pressure Levels. Metrics used for the assessment were then post-processed from this data.

A foam windscreen was installed on each microphone to minimise the effect of wind-induced pressure fluctuations on the measurements.

A.3 Instrumentation

All acoustic instrumentation used for the measurements held a current certificate of calibration from a National Association of Testing Authorities (NATA) accredited laboratory or from the manufacturer at the time of the measurements.

A field check to confirm correct calibration of the instrumentation was performed at the beginning and end of the measurement period using a laboratory calibrated portable Sound Level Calibrator. At the time of each check the instrumentation was found to be reading correctly and the deviation between consecutive checks was found to be less than 1 dB.

Details of the acoustic instrumentation used for measurements are presented in Table A.3.

Table A.3 Acoustic Instrumentation Details

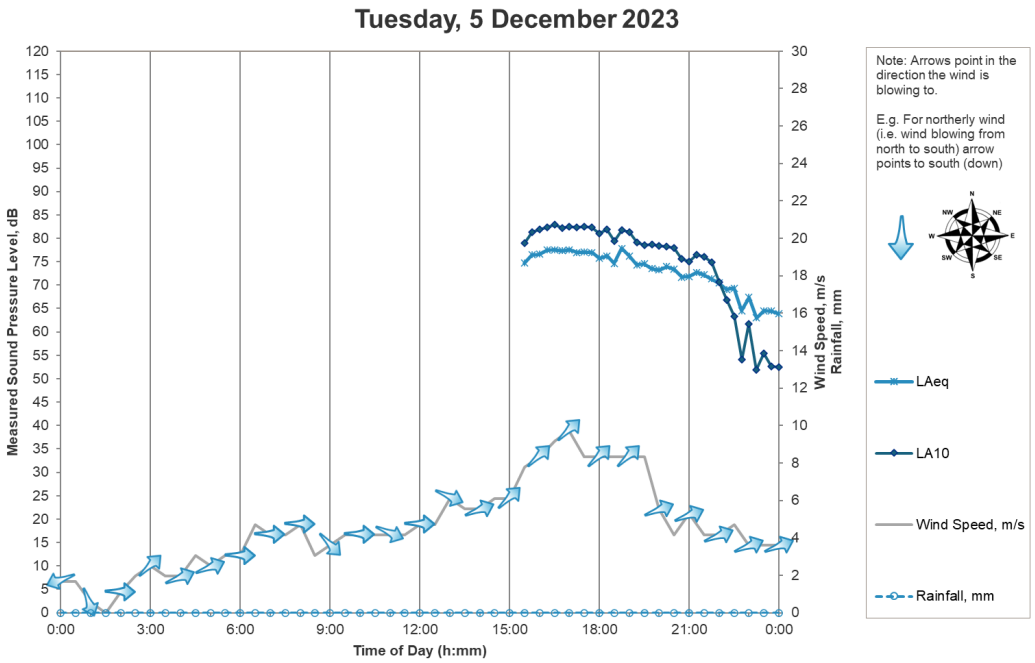
Location Reference	Instrument Description	Serial No.	Date of Last Laboratory Calibration*
1A	Convergence Instruments NSRT_mk2 Type 1 Sound Level Meter	CFh+pP0YcdWXKjNgSyLRHD	10/10/2018
1B, 2, 3	Svantek 977 Class 1 Sound Level Meter	45758	20/10/2023
-	Svantek SV33B Portable Sound Level Calibrator	112498	16/01/2023

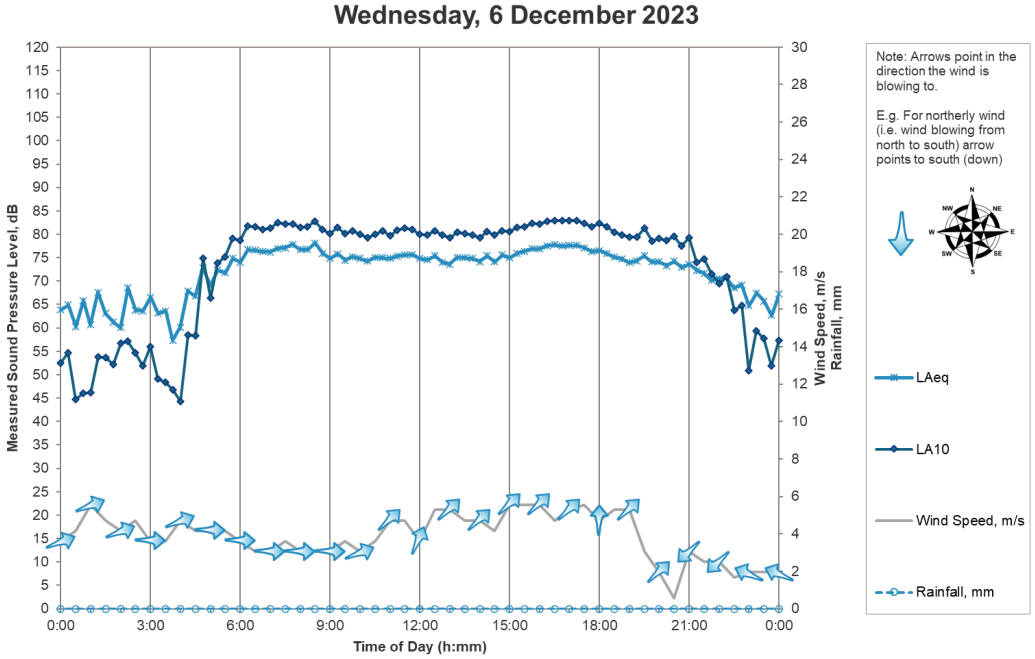
* In accordance with AS 1055.1-1997 and National Association of Testing Authorities Guidelines, Sound Level Calibrators require calibration annually.

A.4 Meteorological Data

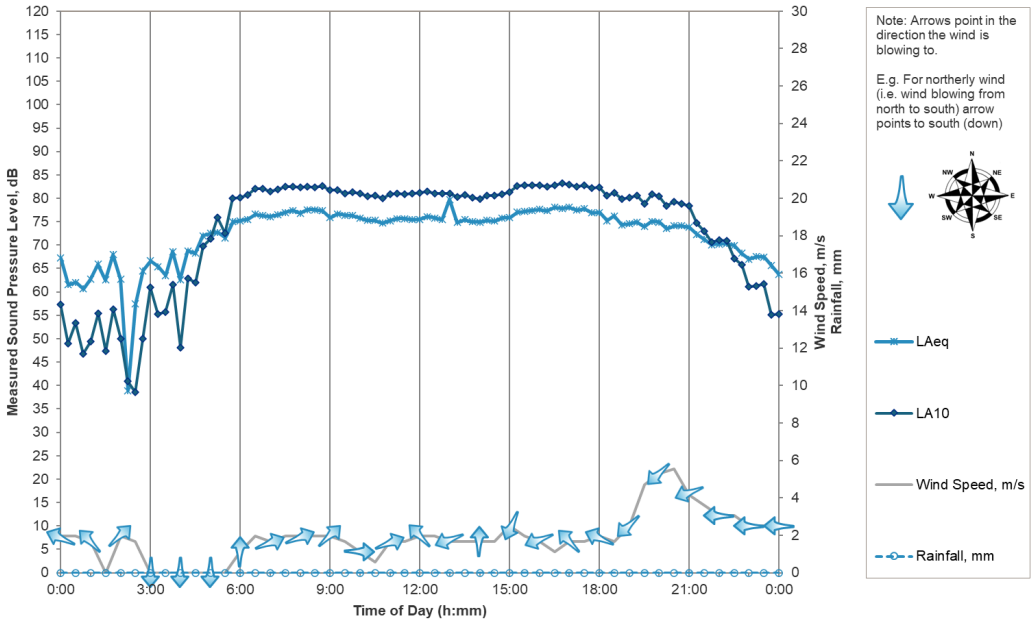
Weather observations during the monitoring period were taken from the Bureau of Meteorology Weather Station at Latrobe Valley, approximately 9 km away. Appendix C shows the meteorological observations plotted against the measured L_{Aeq} and L_{A10} Sound Pressure Levels for the duration of the measurement period.

Appendix C Graphed Noise Measurement Results

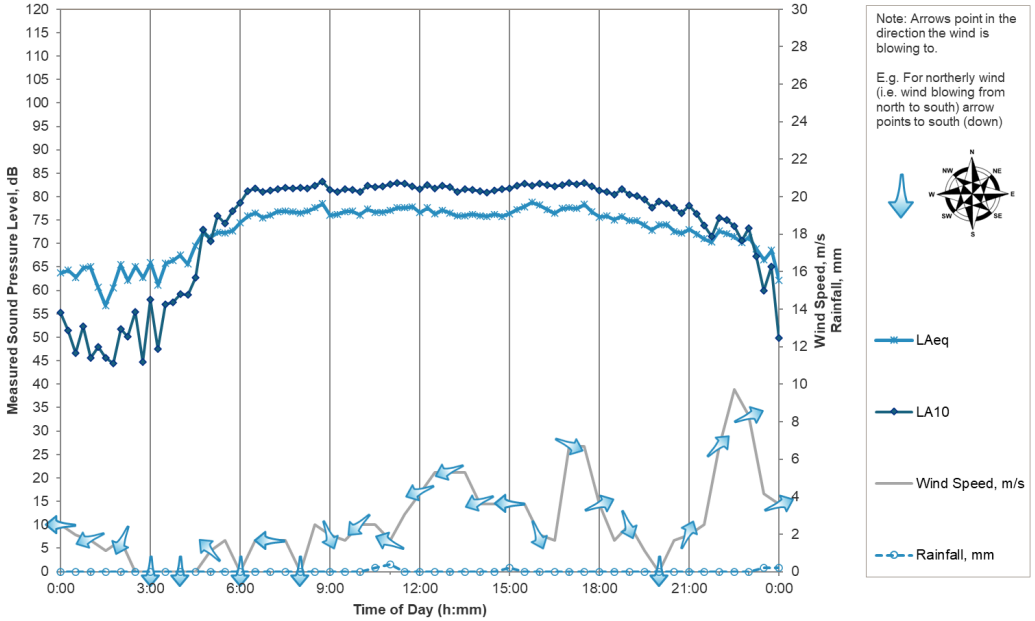




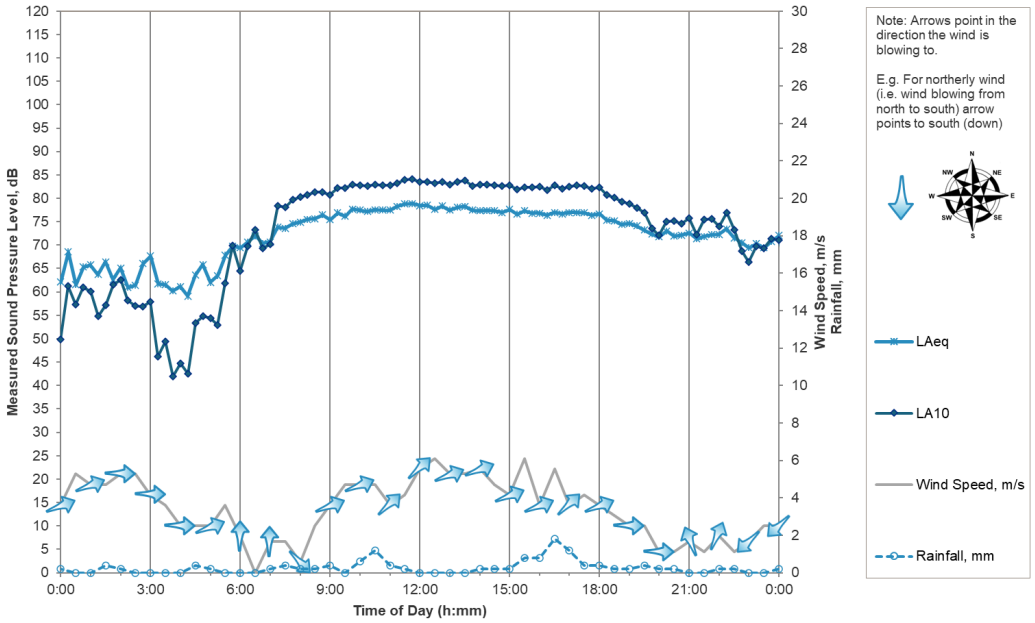
Thursday, 7 December 2023



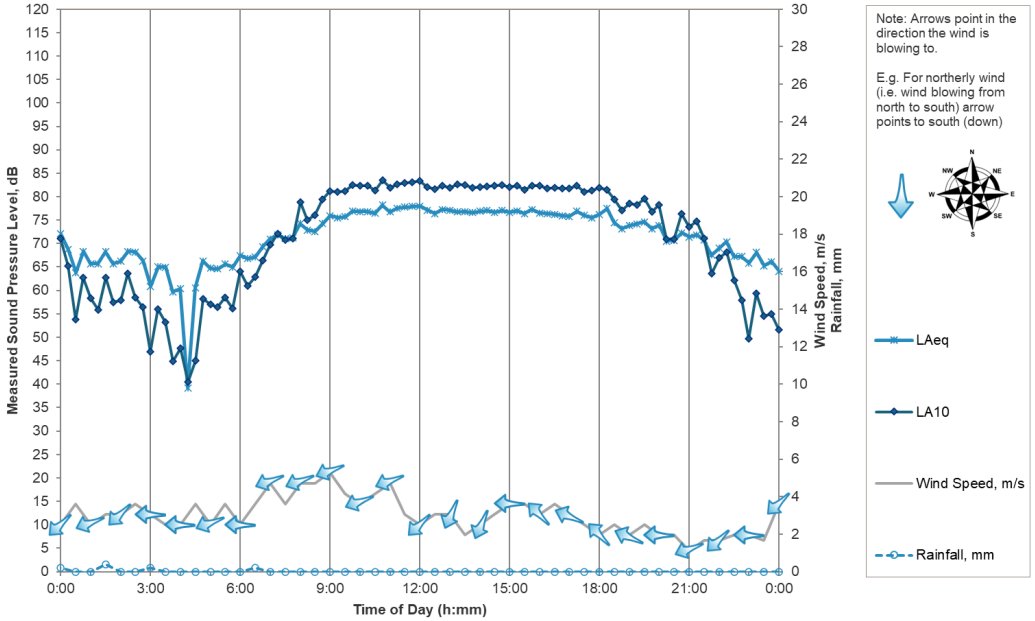
Friday, 8 December 2023



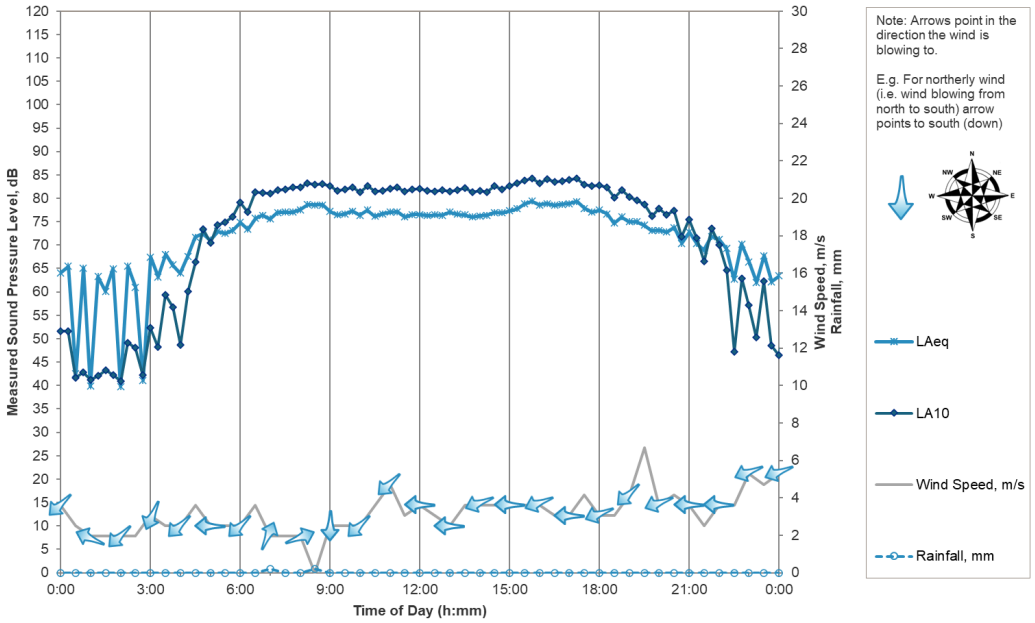
Saturday, 9 December 2023



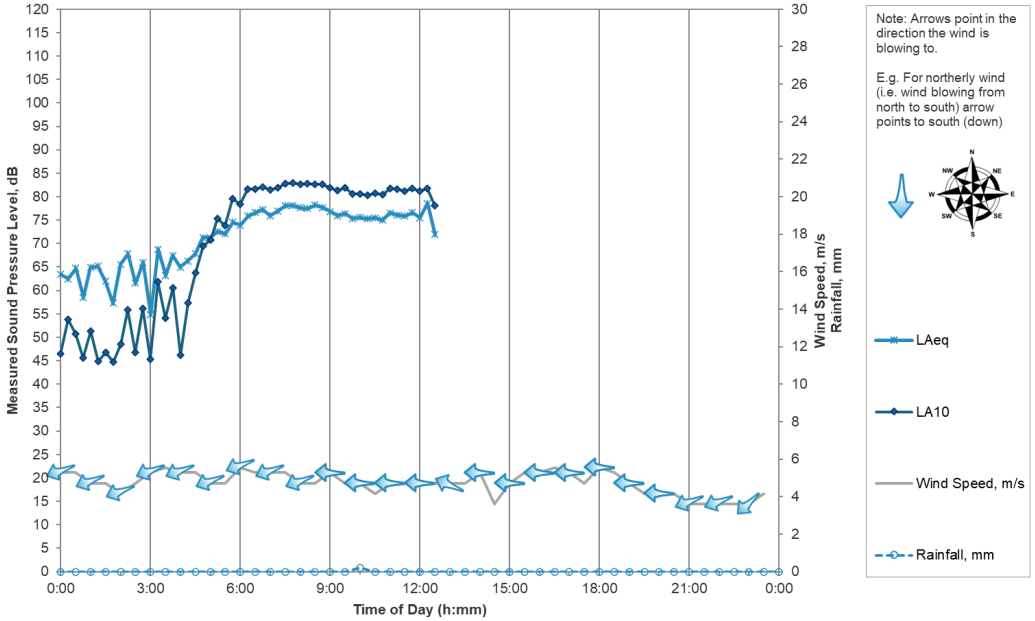
Sunday, 10 December 2023



Monday, 11 December 2023



Tuesday, 12 December 2023



Appendix D Modelling Parameters

A.5 General Parameters

Parameter	Description
Software	SoundPLAN Version 7.4
Calculation Method	ISO 9613-2:1996 (ISO, 1996) Road Noise: CoRTN (UK DoT, 1988)

A.6 Geometrical Parameters

Parameter	Description
Site Layout	▪ As per reference documentation.
Terrain	▪ Ground modelled according to elevation data from ELVIS (Elevation Information System).
Ground absorption	▪ Traralgon-Maffra Road has been modelled as hard ground using a ground factor of 0. ▪ All other areas have been modelled as a combination of hard and soft ground using a ground factor of 0.6.
Buildings	▪ Residential boundaries within the project have been modelled as per reference documentation. ▪ Buildings within the project site nearest to Traralgon-Maffra Road were modelled as 3.5 m high with a rectangular outline.
Receptors	▪ Noise levels calculated at proposed residential boundaries have been modelled 1.5 m above ground level.

A.7 Environmental Parameters

Parameter	Description
Air Absorption Calculation	ISO 9613-2:1996
Air Temperature	10 degrees Celsius
Air Pressure	1013.3 mbar
Humidity	70%
Propagation Conditions	▪ The propagation conditions used in the modelling are the standard ISO 9613-2 conditions. These represent downwind propagation with: ○ Wind direction ± 45 degrees of the direction connecting the centres of the dominant sound source and the specified receiver region, with the wind blowing from source to receiver; and ○ Wind speed between approximately 1 m/s and 5 m/s, measured at a height of 3 m to 11 m above ground.

Parameter	Description
	▪ The modelled conditions would similarly represent average propagation under a well-developed moderate ground-based temperature inversion, such as commonly occurs on clear, calm nights. ▪ Such conditions result in enhanced noise propagation and can be considered to represent a worst-case scenario for noise propagation.

A.8 Road Parameters

<table>
<tr><th>Parameter</th><th>Description</th></tr>
<tr><td>Road Geometry</td><td>▪ Traralgon-Maffra Road modelled as two single-lane carriageways, with each lane modelled as 4 m wide.
▪ No other roads have been included in the model.</td></tr>
<tr><td>Traffic Volumes</td><td>▪ VicRoads Open Data provided the data used to model traffic volume along Traralgon-Maffra Road. Forecast year 2037 AADT was derived based on the current annual traffic growth rate. The AADTs used in the traffic noise modelling therefore as follows:
<table>
<tr><th>Traralgon -Maffra Road</th><th>2023 All Vehicles AADT</th><th>2023 %HV</th><th>Annual Growth Rate</th><th>2037 All Vehicles AADT</th><th>2037 %HV</th></tr>
<tr><td>Two-Way</td><td>5,100</td><td>7%</td><td>2.5%</td><td>7,200</td><td>7%</td></tr>
</table>
▪ The CoRTN modelling methodology uses 18-hour traffic volumes (6 am to midnight) rather than AADT volumes. To account for this difference the 18-hour road traffic volume used in the modelling was based on 96% of AADT volume.</td></tr>
<tr><td>Vehicle Speeds</td><td>Modelling of traffic flow based on a mean speed limit of:
▪ 80 km/h along the section of Traralgon-Maffra Road highlighted in orange in Figure 3.
▪ 100 km/h along all other sections of Traralgon-Maffra Road (i.e. to the east and the north of the project site, highlighted in purple in Figure 3).</td></tr>
<tr><td>Conversion from $L_{A10,18hr}$ to $L_{Aeq,16hr}$ (Day) and $L_{Aeq,8hr}$ (Night)</td><td>Conversion from $L_{A10,18hr}$ to the L_{Aeq} metrics used for the assessment performed in accordance with the equations recommended in Converting the UK Traffic Noise Index $L_{A10,18h}$ to EU Noise Indices for Noise Mapping (Abbott, 2002).</td></tr>
</table>

PROPOSED PLANNING SCHEME AMENDMENT C150LATR - TRARALGON GOLF CLUB

PURPOSE

To provide Council with an update on the Draft Traralgon Golf Club Planning Scheme Amendment (the Amendment) and detail the next steps to progress the Amendment for Authorisation.

EXECUTIVE SUMMARY

- A draft socio-economic analysis of the Traralgon Golf Club (TGC) and the Amendment Report have been prepared by the consultants.
- These documents outline the cost-benefit of retaining the TGC at its present location to inform and strategically support the proposed Amendment.
- The cost benefit outlined in the Socio-economic Analysis is that by retaining the TGC on site for every $1 spent, $1.32 would be returned. In comparison, relocation of the TGC would have a negative impact that for every $1 spent $0.70 would be returned.
- Consultation with the TGC and Golf Australia was undertaken in May 2025. A meeting was held with the TGC on 24 July 2025 to outline the findings of the reports and next steps as outlined below.
- It is proposed to proceed with the Amendment as follows:
    - Amend the Morwell to Traralgon Structure Plan (MTTSP) to retain the TGC at its current location.
    - Rezone the TGC site to the Special Use Zone (SUZ). A SUZ would provide for the use and development of land as a golf course and associated land uses. The SUZ would allow for the establishment of local purposes in relation to the Club.

OFFICER'S RECOMMENDATION

That Council:

1. **endorses the draft Socio-Economic Report (Attachment) 1 for public exhibition as part of Amendment C150;**
2. **endorses the draft Planning Scheme Amendment Report provided at Attachment 2 for public exhibition as part of Amendment C150;**
3. **requests authorisation from the Minister for Planning to prepare and exhibit Amendment C150 to the Latrobe Planning Scheme, in accordance**

with section 8A of the *Planning and Environment Act 1987;*

4. **prepares Amendment C150 to the Latrobe Planning Scheme to rezone the Traralgon Golf Club to a Special Use Zone (SUZ) to support the ongoing operation of the Club at 280A and 280B Princes Street, Traralgon, generally in accordance with the documentation provided at Attachment 1 & 2, subject to Ministerial Authorisation; and**

5. **places Amendment C150 on exhibition in accordance with the requirements of section 19 of the *Planning and Environment Act 1987*, subject to Ministerial Authorisation.**

BACKGROUND

The TGC is situated within the Morwell to Traralgon Structure Plan (MTTSP) under Clause 11.03-2L of the Latrobe Planning Scheme. The land on which the TGC sits is identified as First Stage Future Residential, one of the strategies for the Site seeks to, "*encourage the relocation of the Traralgon Golf Course (MTTSP Area 2) and its development for residential purposes."*

On 20 November 2023, Council officers undertook Planning Scheme Amendment C144 (Amendment C144) which sought to apply a Development Plan Overlay to the Traralgon West precinct.

Concurrent to that process, a Development Plan and Development Contribution Plan was being prepared for Traralgon West to explore most appropriate uses and zones for the area.

At the 16 December 2024 Council Meeting, Council resolved to abandon Amendment C144 and abandon the Traralgon West Development Plan and Development Contribution Plan. The Council concluded that Amendment C144:

- was not in the best interest of the whole community. As represented numerous times in the media, at the Council Meeting and with submissions;
- that developing the golf course would make the Bank Street Railway crossing and intersection hazardous to all road users.
- would result in the loss of the Traralgon Golf Club; and
- the local area will experience the loss of the liveability of their neighbourhood.

In addition, it was resolved to '*undertake all necessary strategic planning work, as a matter of urgency for the preparation of a planning scheme amendment to facilitate the rezoning of the land'* at 280A and 280B Princes Street, Traralgon.

Council engaged Dartmouth Consulting and REMPLAN in April 2025 to undertake a socio-economic analysis which included a cost-benefit analysis of retaining the current location of the TGC. The Draft Socio-Economic Report was presented to the Councillors on Monday 2 June 2025.

ANALYSIS

The Draft Socio-economic Report and Draft Planning Scheme Amendment Report provide a robust analysis of the benefits of retaining the Club at its at 280A Princes Street, Traralgon.

Planning Practice Note 46 (PPN46) requires strategic justification for an amendment to the planning scheme. *PPN 46: Strategic Assessment Guidelines* provide a consistent framework for preparing and evaluating a proposed planning scheme amendment. Although there are some complexities involved with the rezoning in relation to community expectations, the assessment has assumed that the Amendment Report will 'briefly' assess the Amendment against the strategic considerations in the Practice Note.

A stakeholder engagement plan in accordance with Council's Community Engagement Policy was implemented. Consultation was undertaken with the TGC and Golf Australia in May 2025.

Topics discussed during the engagement phase included:

- Current operations of the Golf Club including membership, golf and community programs and financial status.
- Golf Club social and community impact.
- Strategic development opportunities for the Golf Club, including master planning, membership growth and future golf programs.
- Future opportunities to be realised through the strategic planning for the Club.
- Implications for retaining the Golf Club in its current locations, and relocating the club.

Additionally, because of this consultation and further data analysis through an Economic Impact Analysis (EIA), the Draft Socio-economic Report concludes the cost-benefit analysis, projects a net community benefit of $8.3 million over 20 years with a cost-benefit ratio of 1:1.32. (for every $1 spent $1.32 would be generated). Alternatively, the Net Present Value (NPV) and benefit ratio under a relocation model would provide a Cost Benefit Ratio of 1:00:0.70 (for every $1 spent $0.70 is generated) or a loss of -$17.1 million over a 20-year period. Based on the findings of the assessment, the continued operation of the TGC at its existing site is the preferred option for delivering long-term community, environmental and economic benefits. TGC at its current site offers a greater degree of certainty, lower risk and a more immediate and measurable community benefit.

A draft Planning Report was prepared to explore what the most appropriate zone to support the ongoing operations of the TGC would be. It is proposed that a SUZ should support the proposed use, buildings and works required to implement the TGC's masterplan.

The SUZ allows for:

- the establishment of local purposes in relation to the TGC;
- the prescription of a flexible Table of Uses that ensures that the planning process is efficient and simple for uses that support the purpose of the zone; and
- prescribed land use provisions that support appropriate development, simplify planning approvals and provide the Responsible Authority guidelines to assess planning applications.

The Amendment proposes to:

- Rezone the TGC site to a Special Use Zone. This will ensure the Club remains an important economic benefit to Latrobe City and Traralgon.

- Amend the Latrobe Planning Scheme Clause 11.03-2L Morwell to Traralgon Structure Plan (MTTSP) to ensure the land identified as future residential be retained as a golf club.
- Apply to Environmental Audit Overlay to land identified as potentially contaminated as identified in the Preliminary Site Investigation (PSI).

Legal and Compliance

The planning scheme amendment process is shown in in Figure 1 below, which identifies the current stage Amendment C150 is at in the process:

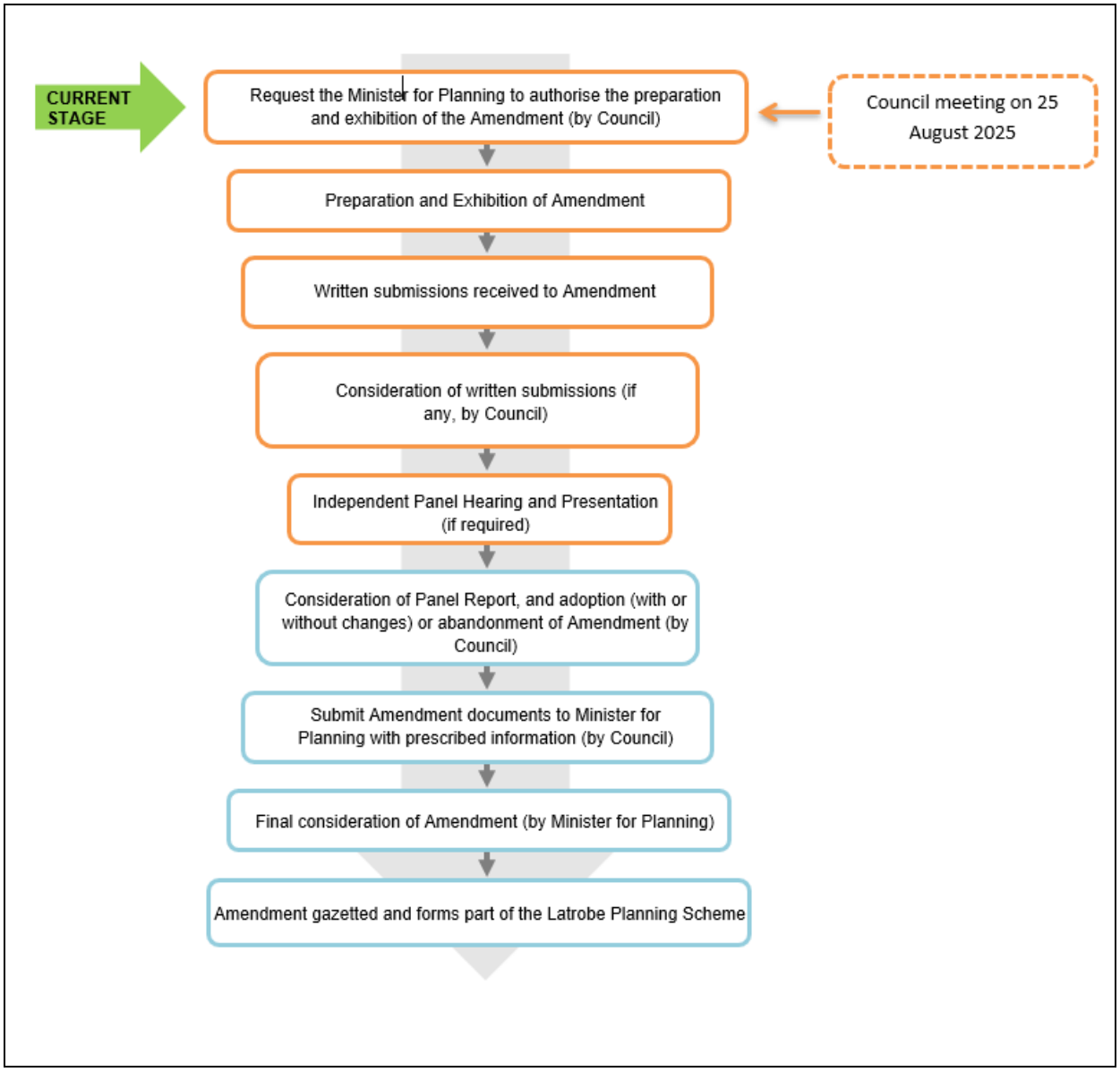


Figure 1 – Amendment C150 Planning Scheme Amendment Process

In accordance with section 8A of the *Planning and Environment Act 1987* (the Act), the Minister for Planning may authorise Council to prepare an amendment to State and local provisions of the Latrobe Planning Scheme.

The purpose of the Act is to establish a framework for planning the use, development and protection of land in Victoria in the present and long-term interest of all Victorians. Council has had regard to section 12(2) of the Act that requires strategic

justification and considers Amendment C150 to be consistent with these requirements.

RISK ASSESSMENT

RISK	RISK RATING	TREATMENT
COMPLIANCE Failure to deliver housing targets Council has allocated under Plan for Victoria 2025.	**Medium** *Possible x Moderate*	Under Plan for Victoria 2025 and Live Work Latrobe Housing Strategy 2019. With the anticipated growth of 13,000 new dwellings in Latrobe City by 2051, these dwellings can be catered for in other areas of the municipality as Latrobe City has sufficient land supply elsewhere.
STRATEGIC Inability to engage with the community. This will likely have a negative impact on the reputation of the Council.	**Low** *Unlikely x Minor*	Planning officers will respond to any submissions received. If the submission cannot be resolved, Council has the option to refer the Amendment to an independent planning panel to be considered. Clear and concise communication with the community and the TGC is needed throughout the Exhibition process.

CONSULTATION

Consultation was undertaken with the TGC and Golf Australia to support the development of the Socio-economic Report. A detailed understanding of TGC's finances, membership-base and the current masterplan were collected from TGC records.

The Socio-economic Report detailed a cost benefit analysis (CBA) to determine the net societal benefit with the TGC continuing operations at the current site over a 20-year period. Insights were provided from Golf Australia and a series of assumptions were developed by REMPLAN. The TGC were consulted on the Socio-economic

Report and Planning Scheme Amendment Report on Thursday 24 July and were generally supportive of the proposal.

A meeting was held with the TGC on 24 July 2024 to go through the findings of the reports and identify the next steps for implementation through the Amendment. The TGC raised no concerns with the proposed process.

COMMUNICATION

The exhibition of Amendment C150 will be undertaken in accordance with the public notice and consultation requirements of section 19 of the Act. An engagement plan will be developed to ensure appropriate engagement activities are undertaken for Amendment C150. This will include:

- exhibition of Amendment C150 for a minimum of one calendar month;
- documents available on Council's website
- have Your Say page created;
- letters / emails notifying affected owners and occupiers, agencies, public authorities and Ministers believed to be materially affected by Amendment C150 or prescribed under the Act;
- notices in the Latrobe Valley Express; and
- notice in the Government Gazette; and
- council officers will be available during the exhibition period to discuss the proposal.

DECLARATIONS OF INTEREST

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 2020*.

APPENDIX 1 IMPACT ASSESSMENT

Gender

A Gender Impact Assessment (GIA) under the *Gender Equality Act 2020* has not been conducted as this matter does not involve a program, service or policy with a significant and direct impact on the community.

The TGC Planning Scheme Amendment is a site-specific amendment and does not directly affect the community outside of the boundary. The amendment will not change Council's strategic policy; therefore, a GIA is not required.

Social

The social benefits of retaining the TGC at its current location will support physical health, mental health and neighbourhood amenity, $2.5 million in social benefits are expected to be returned (SGS Economics and Planning, 2023).

Cultural

Not applicable.

Health

The TGC plays an important role in promoting community health by encouraging regular, moderate physical activity that is known to support cardiovascular fitness, musculoskeletal strength and joint mobility. Beyond physical benefits, the club promotes mental well-being by offering a combination of exercise, social interaction, and time spent in the natural environment.

The Club also integrates broader public health initiatives into its activities, such as linking participation to the Heart Foundation Walking program through media outlets. The proposed rezoning ensures that these benefits can continue.

Environmental

The TGC provides important ecological benefits through its wetlands, native vegetation and preserves remnant trees, which together create habitats for a range of native fauna, including birds, frogs and potentially threatened species.

By retaining this large, contiguous green area within an increasingly urban setting, the Club helps mitigate urban heat effects and contributes to improved air quality.

The proposed rezoning ensures that these environmental benefits can be retained.

Economic

An economic impact analysis (EIA) was undertaken to estimate the direct and flow-on benefits generated by the Clubs' operations and associated visitor activity. This analysis focused on two key components:

- Ongoing operations and employment: This includes annual revenue generated by the club and the wages paid for direct onsite employment
- Visitor expenditure: This encompasses spending by non-local visitors who participate in casual rounds of golf and those amending the club/s annual Pro-

Am Classic event. This component captures tourism-related activity such as spending on accommodation, food, beverages, retail, and transport within Latrobe City Council.

The direct activity of TGC is estimated to generate a total economic effect (i.e. direct, supply chain and consumption) valued at $2.7 million in gross revenue within Latrobe LGA, annually. This gross revenue generates the equivalent of $1.2 million in value-added, a directly contribution to Gross Regional Product (GRP) for Latrobe LGA. The direct and indirect effects of the visitor expenditure associated with these visitors is estimated to support a total of $211,535 in gross revenue.

The proposed rezoning ensures that these benefits can continue.

Financial

Amendment C150 will be undertaken with the Strategic Planning BAU budget for the 2025 – 2026 financial year. This includes costs associated with the Planning Panel (if required); this could be around $12,500 based on similar size amendments. The Planning Scheme Approval fee is increased annually but will be approximately $546.30 (32.5 fee units).

Attachments

1. Traralgon Golf Club Socio-Economic Report
2. Traralgon Golf Club Planning Scheme Amendment Report

9.2

Proposed Planning Scheme Amendment C150latr - Traralgon Golf Club

1 Traralgon Golf Club Socio-Economic Report 378

2 Traralgon Golf Club Planning Scheme Amendment Report 430



Traralgon Golf Club Socio-Economic Analysis

Traralgon Golf Club Planning Scheme Amendment

Report undertaken for Dartmouth Consulting Pty Ltd and Latrobe City Council

June 2025

REMPLAN

Traralgon Golf Club Socio-Economic Analysis

Traralgon Golf Club Planning Scheme Amendment

This report has been prepared by the team at REMPLAN

Arlette White
Senior Economist

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Consultant

JUNE 2025

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DISCLAIMER:

All figures and data presented in this document are based on data sourced from the Australian Bureau of Statistics (ABS), other government agencies and information provided by Dartmouth Consulting, Latrobe City Council and Traralgon Golf Club. Using ABS datasets, the regional economic modelling software REMPLAN, developed by REMPLAN has also been applied to generate industrial economic data estimates. This document is provided in good faith with every effort made to provide accurate data and apply comprehensive knowledge. However, REMPLAN does not guarantee the accuracy of data nor the conclusions drawn from this information. A decision to pursue any suggestions mentioned in the report is wholly the responsibility of the party concerned. REMPLAN advises any party to conduct detailed feasibility studies and seek professional advice before proceeding with any action and accept no responsibility for the consequences of pursuing any of the findings or actions discussed in the document. REMPLAN reports incorporate AI driven analysis to enhance accuracy and efficiency. All AI generated results are thoroughly reviewed and validated by our experts to ensure reliability and quality.

RESOURCES:

Economic Impact Modelling has been undertaken using REMPLAN™ software that has been authored by Principal Research Fellow (ret.), Ian Pinge, at La Trobe University Bendigo.

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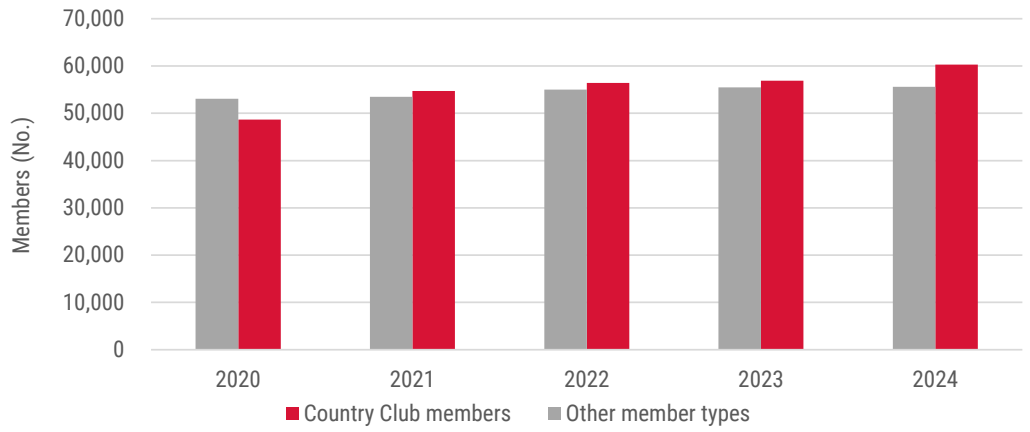
Executive Summary

Growth of Golf as an Accessible Sport

Golf is one of Australia's fastest-growing and most accessible sports, offering opportunities for people of all ages, abilities, and backgrounds to engage in regular, low-impact physical activity. Participation has grown strongly in recent years, supported by programs targeting juniors, seniors, women, and people with disabilities. Beyond physical benefits, golf delivers significant social value by promoting community interaction, reducing social isolation, and supporting mental wellbeing. Golf clubs often act as important community hubs, fostering inclusion, volunteerism, and charitable activities, while preserving vital green open space in increasingly urbanised environments.

Over the past five years, total golf memberships in Victoria have grown by 14%, rising from 101,764 in 2020 to 115,907 in 2024. This steady growth is particularly significant given the disruptions caused by the COVID-19 pandemic, highlighting the sport's resilience and ability to adapt during challenging social and economic conditions. Growth has been even stronger in regional Victoria, where memberships increased by 24% over the same period. This surge reflects the strong demand for accessible recreational opportunities outside metropolitan centres and underscores the important role golf plays in bringing communities together. Notably, regional clubs now account for over 50% of all golf memberships in Victoria, demonstrating their significant and growing contribution to the state's golfing community.

Figure ES-1: Regional Golf Memberships



Source: Golf Victoria.

Traralgon Golf Club

The Traralgon Golf Club (TGC) reflects broader golfing trends and contributions at a local level. Established in 1904, TGC is a longstanding community asset in Latrobe City, Victoria. TGC is one of the largest and most active clubs in Gippsland, helping to meet regional demand for accessible, high-quality golf facilities. The Club complements nearby courses and enhances the recreational offering across the region, supporting golf tourism, player development, and regional sports participation. Its central location, regular competitions, and hosting of major events such as the Pro-Am Classic further position it as a critical venue for the sport's continued growth beyond metropolitan Melbourne.

Club operations support community health and wellbeing, provides inclusive recreational opportunities, supports the visitor economy and generate local employment. TGC generates $1.5 million in gross annual revenue, supports 16 jobs (9 ongoing and 7 casual jobs), and plays an active role in community development through charitable fundraising, junior programs, and volunteer engagement. The Club also maintains important environmental functions, including native vegetation protection, biodiversity support, and urban cooling benefits.

Figure ES-2: Traralgon Golf Club aerial view



Located just outside Traralgon's town centre along the Princes Highway, the TGC is easily accessible to both local residents and visitors from Greater Melbourne and regional Victoria. The Club has held sole ownership of the site since 1995. TGC operates over a land size of 40 hectares which includes extensive open space to accommodate the Club's 18-hole golf course, practice facilities, and clubhouse.

Figure ES-3: Traralgon Golf Club location in relation to Traralgon Township



Source: Reproduced from VicPlan.

Options Analysis

The TGC site in Traralgon West has been identified by Latrobe City Council (LCC) as a strategic asset and is currently under review to inform a proposed Planning Scheme Amendment. Located within a designated 'Future Residential Area,' the site presents an opportunity to deliver housing for future populations. The review process will evaluate the most appropriate future use of the site and the TGC's role in delivering community, health, and environmental outcomes.

This report presents a socio-economic analysis of two options for the future use of the TGC site: a business as usual scenario, underpinned by the Club's Strategic Plan and Course Masterplan; and a hypothetical relocation option. The business as usual scenario indicates a strong and sustainable future for TGC, projecting a net community benefit of $8.3 million over 20 years with a cost-benefit ratio of 1:1.32. Planned improvements, including a new 19th hole, are expected to enhance member participation, financial stability, and the Club's role as a major community hub.

Conversely the hypothetical relocation scenario — based on preliminary assumptions — carries substantial risks. Relocation would require an estimated $50 million investment, generate a temporary decline in membership and revenue, and threaten established community ties. It would result in a negative net community benefit of -$17.1 million over 20 years, with a cost-benefit ratio of 1:0.70. The relocation option also risks the loss of existing environmental assets and increases uncertainty around accessibility for current members. It is noted that the relocation analysis was based on preliminary information and would require detailed feasibility investigations if pursued.

Table ES-1 Options Analysis

Business as Usual	Traralgon Golf Club Relocates
Net Community Benefit + $8.3M over 20 years (CBR 1.00:1.32)	**Net Community Benefit** - $17.1M over 20 years (CBR 1.00:0.70)
Community Maintains strong community connection.	**Community** Potential to expand, but risks loss of social ties.
Health (Participation) Supports activity and wellbeing; highly accessible.	**Health (Participation)** Reduced participation during transition; long-term gains depend on site accessibility.
Environment Preserves native vegetation and biodiversity.	**Environment** Opportunity for new environmental design but risks disturbance.
Economy Supports local jobs, visitor economy, and stable events.	**Economy** Potential to increase tourism with larger events post-relocation.
Financial Strong, stable financial outlook under Strategic Plan.	**Financial** Short-term revenue decline; potential long-term gains.
Housing No additional housing created.	**Housing** Allows approx. 400 new dwellings.
Open Space Retains valuable recreational green space.	**Open Space** Loss of existing green space, however there is opportunity for new open space following planning and investment.

Conclusion

Based on the findings of this assessment, the continued operation of Traralgon Golf Club (TGC) at its existing site is the preferred option for delivering long-term community, environmental, and economic benefits. Having served the Latrobe community for over a century, TGC plays a vital role in supporting physical and mental health outcomes, fostering social cohesion, contributing to the visitor economy, and preserving valuable green open space and biodiversity within an increasingly urbanised area.

Retaining TGC at its current site offers a greater degree of certainty, lower risk, and a more immediate and measurable community benefit. Continued investment in the current facility will allow the Club to build upon its strong historical foundations, enhance its contribution to community health and wellbeing, and secure its position as a vital social and recreational asset for the Latrobe community into the future.

Short Forms and Abbreviations

$M	$ millions
M^2	Square metres
ABS	Australian Bureau of Statistics
CBA	Cost Benefit Analysis
CBR	Cost Benefit Ratio
DELWP	Department of Environment, Land, Water and Planning
EIA	Economic Impact Analysis
GRP	Gross Regional Product
KGC	Keysborough Golf Club
LCC	Latrobe City Council
LGA	Local Government Area
NPV	Net Present Value
SESH	South West Sports Hub
TGC	Traralgon Golf Club
VFR	Visiting Friends and Relatives

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1. Introduction

Established in 1904, Traralgon Golf Club (TGC) is a longstanding community asset in the Latrobe Valley. It features an 18-hole championship golf course with tree-lined fairways, and well-maintained greens. In addition to its high-quality course, the Club features a functional clubhouse, pro shop, practice facilities, and a function space. Regular competitions, including initiatives for women, juniors, and seniors, promote inclusivity and participation, while its status as a community organisation ensures affordable fees and reinvestment into facilities.

Serving as a local hub and a drawcard for visitors from Greater Melbourne and beyond, the Club contributes to regional economic growth by supporting tourism and local businesses. By enhancing accessibility, recreation, and health, the TGC plays a vital role in community enrichment and Gippsland's reputation as a destination for outdoor activities.

The TGC site in Traralgon West, Victoria, has been identified by Latrobe City Council (LCC) as a location of strategic interest and is currently under investigation to inform an amendment to the Latrobe Planning Scheme. Situated within an area designated as a 'Future Residential Area' in the planning scheme, the site presents a significant opportunity to explore long-term planning outcomes that balance residential growth, economic sustainability, and community benefit.

The proposed amendment will evaluate the most appropriate future use of the TGC site, considering zoning options, development constraints, and broader strategic land use objectives. As part of this project, Council is assessing the site's current use and community value, including its social, economic, and health-related contributions.

This report, along with its supporting analysis, examines a range of critical aspects related to the TGC, including the community and social benefits provided, its financial and operational viability, and an options analysis to assess TGC's site future potential. The findings of the report will assist LCC in determining whether rezoning the TGC site is appropriate, and if so, which zoning classification would best support the Club's long-term sustainability.

The analysis presented draws on a range of data sources in addition to information provided by TGC and LCC. Key data sources referenced throughout the report include the Australian Bureau of Statistics, Golf Australia, Golf Victoria, the Department of Environment, Water and Planning (DELWP), and the Australian Sports Commission (AusPlay).

2. The Growth of Golf as an Accessible Sport

2.1 Golf Participation

Golf plays a significant role in the lives of Australians, attracting a diverse range of participants and visitors. The sport continues to engage millions annually, with participation extending beyond regular golfers to include casual players, visitors, and those attending non-golf related events at golf facilities.

Golf courses provide much more than opportunities for sport and leisure; they also act as hubs for community interaction, supporting inclusivity and engagement across various demographics. With 37% of adult Australians visiting golf facilities as non-players, these spaces serve as critical venues for promoting physical activity, social connection, and community cohesion.

As one of Australia's most popular sports, golf has cemented its place among the nation's top 15 recreational activities for adults. Known for its universal appeal, golf attracts players of all ages and skill levels, offering a variety of playing opportunities that range from traditional courses to driving ranges and mini golf. According to AusPlay statistics published by the Australian Sports Commission, 955,724 Australians actively participated in golf in 2023/24, with the sport ranking 12th among the top 15 activities. This ranking reflects golf's popularity and its ability to engage a broad demographic, from casual players seeking relaxation and enjoyment, to more competitive participants aiming to hone their skills. Ranking of national sports by participation is included in (Figure 2-1) below.

Figure 2-1: Ranking of National Sports Participation, Adults, Top 15, 2024

TOTAL PARTICIPANTS	
Rank	*Sport*
1	Walking (Recreational)
2	Fitness/Gym
3	Bush walking
4	Running/jogging
5	Swimming
6	Cycling
7	Football/soccer
8	Pilates
9	Yoga
10	Basketball
11	Tennis
12	**Golf**
13	Australian football
14	Cricket
15	Netball

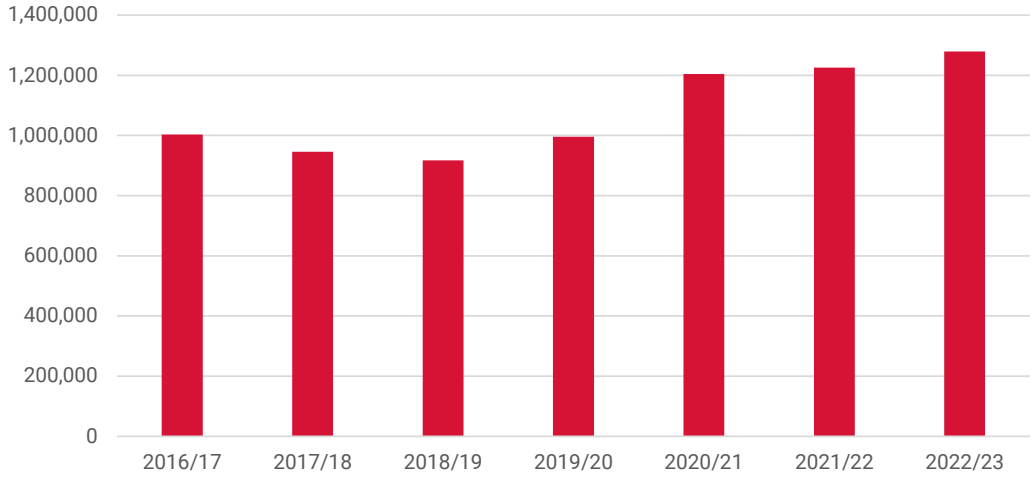
MALE PARTICIPANTS	
Rank	*Sport*
1	Walking (Recreational)
2	Fitness/Gym
3	Running/jogging
4	Bush walking
5	Swimming
6	Cycling
7	Football/soccer
8	**Golf**
9	Basketball
10	Tennis
11	Cricket
12	Australian football
13	Table tennis
14	Badminton
15	Athletics, track & field

FEMALE PARTICIPANTS	
Rank	*Sport*
1	Walking (Recreational)
2	Fitness/Gym
3	Bush walking
4	Swimming
5	Running/jogging
6	Pilates
7	Yoga
8	Cycling
9	Tennis
10	Netball
11	Dancing (recreational)
12	Basketball
13	Football/soccer
14	**Golf**
15	DanceSport

Source: Australian Sports Commission (2024a).

Over the six years from 2016/17 to 2022/23, adult golf participation in Australia grew by 28%, increasingly from 1.0 million participants in 2016/17 to 1.3 million in 2022/23.

Figure 2-2: Golf Participation, Australia 2016/17 to 2022/23



Note: 2023/24 data is not included as it is not comparable to historical data due to new estimation method.
Source: Australian Sports Commission AusPlay.

Golf Australia has played a key role in fostering growth in golf participation through strategic initiatives that prioritise inclusivity and accessibility. Programs like *Get Into Golf (Get Into Golf Women), MyGolf* and *TeeMates* introduce beginners, juniors and those with disabilities to the sport, creating structured pathways for skill development and diverse engagement. Golf Australia is also actively working to inspire women and girls to participate, feel welcomed and be supported, to achieve the goals set out in the *Vision 2025: The Future of Women and Girls in Golf* strategy. Additionally, ongoing partnerships with schools and community organisations is set to see expansion of golf's reach, positioning golf as a sport for everyone.

In 2023/24, Victoria recorded 240,508 adults actively participating in golf, securing the sports position as the 12th most popular activity among the top 15 recreational activities in the state. Notably, one in five active golfers in Victoria is female, reflecting the sport's growing appeal and inclusivity.

The outlook for golf participation in Australia and Victoria remains highly promising. As a sport that continues to grow in popularity and adapt to changing social context, golf is well-positioned to build on its growing reputation as an accessible, inclusive, and socially enriching activity. With various programs promoting beginner engagement, junior development, and gender equity, the sport is actively shaping a strong future. This is reflected in Victoria, with strong participation rates and the increasing involvement of women highlighting the commitment to a strong golf community.

Golf memberships form a cornerstone of the sport's success in Australia, providing players with consistent access to courses, facilities, and a sense of belonging within the golfing community. Memberships foster social connections and support the long-term sustainability of golf clubs. Golfers with membership are more likely to engage with the sport and participate on a regular basis compared to casual participants.

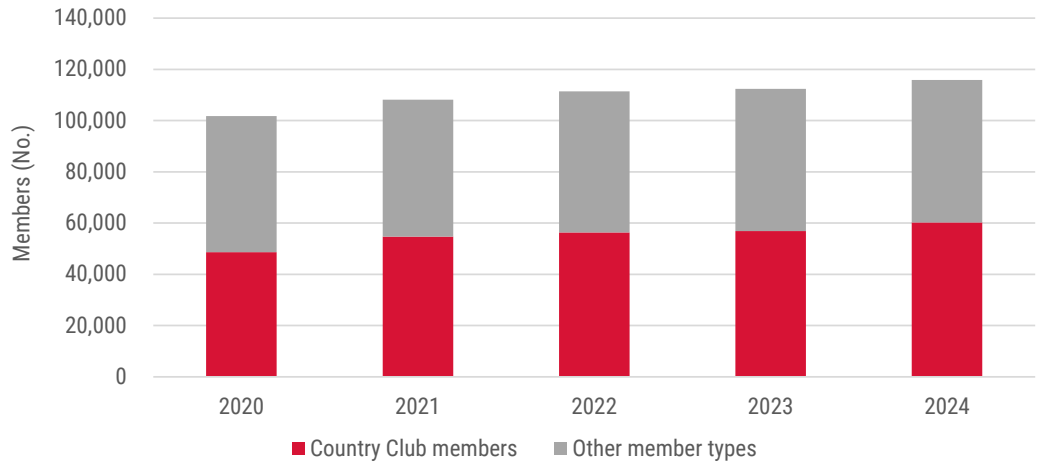
Over the past five years, total golf memberships in Victoria have grown by 14%, increasing from 101,764 memberships in 2020 to 115,907 in 2024 (Figure 2-3). This steady growth is especially significant given

the challenges posed by the COVID-19 pandemic, which disrupted many recreational activities and routines. The consistent rise in golf memberships highlights the sport's ability to adapt and thrive, even during difficult social and economic contexts.

Regional Victoria has seen an even greater increase, with country club memberships rising 24% over the same period reflecting the strong demand for golf in regional Victoria. Notably, memberships at regional clubs now account for more than half of total golf memberships in Victoria, demonstrating the significant contribution regional clubs make to the state's golfing community.

Golf club efforts to invest in facilities, programs, and flexible membership options across Victoria have played a key role in supporting this membership growth, ensuring golf continues to be a valued, popular, and enjoyable activity across the state. Relative to the rest of Australia, Victoria boasts the second-highest number of regional clubs, surpassed only by New South Wales, highlighting the state's strong commitment to supporting a thriving regional golf community[1].

Figure 2-3: Victorian Golf Memberships



Source: Golf Victoria (2021, 2022, 2023, 2024).

2.2 Golf as a Driver of Economic and Social Outcomes

Golf plays an important role in fostering social connections and building stronger, more inclusive communities. Through outdoor activity, time in nature, and shared experiences, golf brings people from diverse backgrounds together, reducing social isolation and encouraging a sense of belonging. Clubs serve not only as venues for play but also as community hubs, hosting meals, events, business meetings, and leisure activities for both golfers and non-players. Beyond recreation, golf instils values such as respect, honesty, and self-discipline, while supporting charitable initiatives like The Longest Day[2] for the Cancer Council's research.

The sport also offers significant health benefits, providing accessible opportunities for physical activity, mental well-being, and social engagement. As a moderate-intensity exercise suitable for people of all ages and abilities, golf improves cardiovascular fitness, joint mobility, and combats sedentary lifestyles. Walking during rounds contributes greatly to physical health, while the natural, green environments of

[1] Golf Australia (2023).
[2] The Longest Day https://www.longestday.org.au/

golf courses support mental wellness by reducing stress, enhancing mood, and improving cognitive function. By preserving open spaces, golf courses offer communities essential areas for recreation and relaxation.

Golf contributes to environmental sustainability through the preservation of green spaces and biodiversity. Golf courses often serve as urban sanctuaries, providing habitats for various plant and animal species, supporting aquatic ecosystems, and aiding in flood control. They also help mitigate urban heat, improve air quality through carbon sequestration, and offer cooler environments in increasingly urbanised settings. These benefits demonstrate how golf contributes to creating healthier, greener communities and more resilient urban landscapes.

Economically, golf delivers broad value across Australia by supporting players, businesses, workers, and the visitor economy. Player expenditure on memberships, green fees, equipment, and travel injects significant spending into the economy, while golf tourism drives demand for accommodation, food services, and retail. The sport also creates diverse employment opportunities across course management, coaching, events, and hospitality. Furthermore, golf's role in promoting healthier lifestyles helps ease pressure on the healthcare system, reinforcing its contribution to community resilience and long-term economic prosperity.

Reporting undertaken for Golf Australia[3] investigated and evaluated key community outcomes derived from golf in Australia. The report was supported by technical analysis which determined the values of social, health, environmental, and economic benefits associated with the sport.

The value of benefits considered:

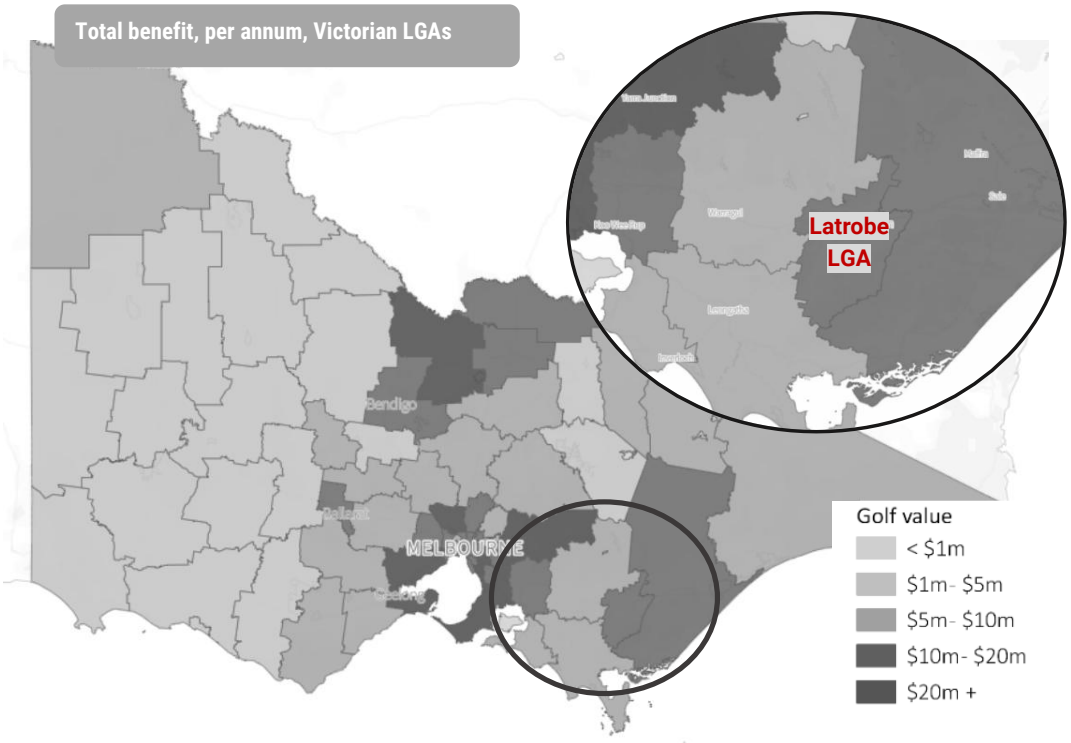
- **Economic benefits** for golf players, golf related businesses, golf industry workers and the health sector.
- **Social benefits** including physical health, mental health and neighbourhood amenity.
- **Environmental benefits** such as water filtration and purification, flood and storm water protection, carbon sequestration, urban cooling, biodiversity and habitat.

The community value generated by golf in Latrobe LGA was determined to be $12.0 million (Figure 2-4), with $5.5 million due to environmental benefits, $4.4 million due to economic benefits and a further $2.5 million in social benefits. As illustrated in the map the value of golf in Latrobe LGA is amongst the highest across the State, with the contribution of golf to the majority of Victorian LGAs sitting below $10 million.

[3] SGS Economics and Planning (2023).

Figure 2-4 Community Value of Golf, annual, Latrobe, Victoria and Australia

	Australia	Victoria	Latrobe LGA
Total Benefit	**$3,305M**	**$844M**	**$12.0M**
Economic Benefits	$1,404M	$349M	$4.4M
Social Benefits	$1,001M	$256M	$2.5M
Environmental Benefits	$890M	$239M	$5.1M



Source: SGS Economics and Planning (2023).

3. Traralgon Golf Club

3.1 Overview

TGC is a well-established golf course located in the heart of the Latrobe Valley, Victoria. Founded in 1904 the Club has a rich history and is known for its 18-hole championship course, which has lush fairways, native trees and well-maintained greens. TGC offers a range of facilities for both members and visitors, including a functional clubhouse, pro shop, practice facilities, and a function space that hosts events and social gatherings. The Club is known locally for its welcoming atmosphere, regularly hosting competitions, social events, and tournaments that foster inclusivity and entertainment for members and guests. The Club hosts a busy calendar of weekly competitions for ordinary club members and social golfers, juniors, open to members and non-members alike.

Weekly events include:

- a seniors' competition on Mondays, attracting approximately 50 participants;
- an open competition on Tuesdays with 100-130 participants;
- a junior clinic, also on Tuesdays, attended by up to 30 participants;
- a ladies' competition on Wednesdays with around 40 participants;
- a Thursday open competition with a shotgun start, drawing around 90 participants; and
- a popular Saturday open competition with 140-200 participants.

The TGC actively promotes inclusivity by supporting female participation through complimentary access to women's golf clinics, and encouraging senior golfers to remain engaged through a dedicated 9-hole competition each week. Beyond weekly events, the Club runs several tournaments throughout the year, including *Foursomes Championships* (Mixed, Men, and Women), *Par 3 Days, Junior Pro-Am, Pro-Am Classic*, and hosting responsibilities for Golf West Gippsland events, such as Pennants and Veterans competitions.

The TGC operates as a community based, public-access organisation, keeping fees affordable and reinvesting profits into course and facility improvements for the benefit of members and visitors. With a welcoming environment and accessible membership options, the Club encourages residents to engage with and enjoy its facilities. Beyond its role as a recreational hub, the Club actively contributes to the community through various charitable events.

For over 20 years, the Lions Club of Traralgon has held an annual fundraising golf event, raising approximately $7,000 each year for local causes, such as the Traralgon railway reserve, palliative care, and the Gippsland Emergency Relief Fund (GERF). This event has contributed an estimated $140,000 to the community over its time. Similarly, the Rotary Club of Traralgon, in partnership with Lifeline and the Australian Community Service Organisation (ACSO), facilitates the "*Tee Up for Mental Health*" golf day, which has raised more than $100,000 to support mental health initiatives, including Lifeline services and Mental Health First Aid programs across Gippsland.

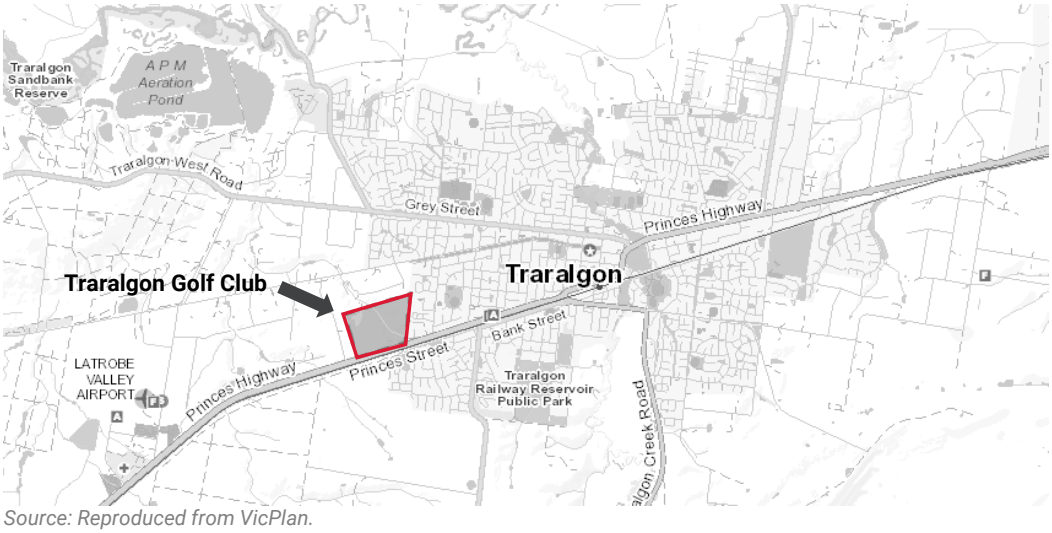
Most recently, the Club participated in *The Longest Day* golf challenge, raising over $24,000 for Cancer Council cancer research, placing it among the top 10 contributors nationwide. Additionally, the Club hosts events such as *Pink Week* for cancer research and fundraisers for motor neurons disease (MND), demonstrating its commitment to supporting vital community and health initiatives.

Golf is recognised as an important contributor to tourism and outdoor recreation in Victoria. The TGC not only serves the local community but also attracts golfers from Greater Melbourne and across the

state. These visitors contribute to regional economic activity, supporting local businesses and highlighting Gippsland as a destination for visitation and outdoor recreation.

Located just outside Traralgon's town centre along the Princes Highway, the TGC is easily accessible to both local residents and visitors from Greater Melbourne and regional Victoria. The Club has held sole ownership of the site since 1995. TGC operates over a land size of 406,000 square meters which includes extensive open space to accommodate the Club's 18-hole golf course, practice facilities, and clubhouse.

Figure 3-1: Location of Traralgon Golf Club in relation to Traralgon Township



Source: Reproduced from VicPlan.

The TGC site comprises two land parcels – 280A Princes Street (LOT 1 LP16999) and 280B Princes Street (Lot 1 TP517031) – and is zoned Rural Living Zone – Schedule 1 (RLZ1) under the Latrobe Planning Scheme. This zoning is typically applied to areas where residential development occurs in a rural setting, often with larger lots that provide a transition between urban and rural land uses. The RLZ1 zoning reflects the site's location on the peri-urban fringe of Traralgon and permits land uses that are compatible with rural living, low-density residents' development, and limited agricultural activities. While not specifically a recreational zone, use of the site as a golf course is consistent with the zone's discretionary uses, provided relevant planning approvals have been granted or maintained.

Table 3-1: Traralgon Golf Course Property Details

	280A Princes Street	280B Princes Street
Lot and Plan Number	Lot 1 LP16999	Lot 1 TP517031
Lot Size	405,600m^2	1,000m^2
Planning Zones	Rural Living Zone – Schedule 1	Rural Living Zone – Schedule 1
Planning Zones Image		

Source: DELWP, Planning Property Report.

3.2 Club Operations

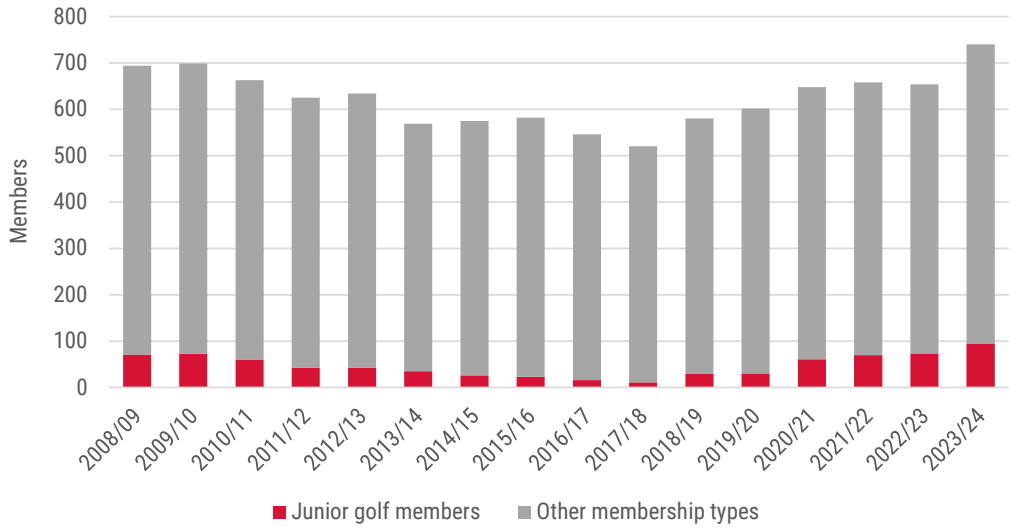
Membership

Over the past six years, TGC's membership base undergone strong growth reaching the highest membership level in 19 years at the end of 2023/24 (720 members). Ordinary memberships, the Club's largest category, includes 304 male and 30 female members. Social golfing memberships have more than doubled, with a 113% increase, reaching 98 members in 2023/24, while junior memberships have also experienced growth from 11 members in 2017/18 to 94 in 2023/24 (755% increase), demonstrating the Club's success in appealing to younger players and families.

This growth in member numbers reflects the Club's ability to attract a diverse membership base, which is vital for long-term success and operational sustainability. The growing membership base not only supports revenue from competitions, pro shop sales, clubhouse and bar services, and sponsorships but also reinforces the Club's role as a vibrant community hub. In the 2023/24 financial year, revenue from membership subscriptions covered 97% of course expenditure compared to 75% the previous year. This highlights the importance of continued growth in member numbers and participation to the Club's financial stability. As membership numbers continue to rise, the Club is well-positioned to build on its success and further strengthen engagement with the broader Gippsland community.

In addition to its membership base, casual golfers play a key role in supporting the Club's operations through green fees. In 2023/24, green fee revenue totalled $102,649, with most casual players opting for 9-hole rounds (77%) and the remainer (23%) playing 18-hole rounds. Despite a recent increase in green fees to $38 for 18-holes and $25 for 9-holes (up from $30 and $20 respectively), there has been no noticeable decline in casual golfers' participation, with 4,737 green fee players recorded for the year. This consistent engagement from casual golfers highlights the accessibility and appeal of the Club's facilities, contributing to its financial sustainability and community presence.

Figure 3-2: Traralgon Golf Club Annual Memberships, 2008/09 to 2023/24



Source: Traralgon Golf Club (2024, 2023, 2022, 2020, 2019).

Events

The PGA Australia Pro-Am (Professional-Amateur) tournaments are unique golf competitions that group amateur and professional golfers, offering a valuable opportunity for amateurs to refine their skills while playing alongside professional players (groups often consist of two amateur golfers paired with one professional). Pro-Am tournaments are held at various locations across Australia, ranging from local club events to PGA tour competitions.

At TGC, the Pro-Am tournament has been an annual tradition since 1991, establishing itself as a highlight of the regional Victorian golfing calendar. This event attracts amateur golfers from across Gippsland and professional golfers, including those who have competed on international circuits such as the American, Asian, and European tours. In 2024, the Traralgon Pro-Am tournaments welcomed 60 professionals, 28 amateur players, and in excess of 30 junior players (professionals and amateur), showcasing a diverse mix of talent and supporting strong connections within the golfing community.

In recent years, the TGC committee elevated the tournament by combining it with the Traralgon Classic, an event for elite amateur players. This integration has transformed the competition into the two-day Traralgon Pro-Am Classic, an expanded format which broadens its appeal to participants and spectators. The Traralgon Pro-Am Classic is the only two-day tournament in Gippsland and the only Club that has more professional applications than there are spots available.

The Pro-Am Classic brings people together and celebrates golf, community and collaboration. It strengthens the TGC's reputation as a leading golf course in Gippsland and draws attention to the Clubs' facilities and opportunities for growth.

Financial Operations

A sustainable financial strategy is central to the Club's success, enabling the delivery of high-quality facilities, services, and experiences for members, guests and the broader community. A review of the Club's financial performance from 2017/18 to 2023/24 reveals income growth, albeit accompanied by rising costs that have impacted profitability.

Total income, which includes gross profit and other income, has steadily increased from $760,000 in 2017/18 to $1,206,000 in 2023/24, reflecting an 8% average annual growth, highlighting the Club's ability to diversify and expand revenue streams, driven by membership growth, events, pro shop sales, donations, and an increased number of sponsors.

TGC strategically drives revenue by raising member numbers rather than aggressively raising membership fees, ensuring a sustainable flow of funds while keeping golf accessible and affordable for members. This approach has proven effective, with subscription revenue in 2023/24 covering 97% of course expenditure, a significant improvement from 75% in the previous year, showcasing the Club's dedication to financial sustainability and member satisfaction.

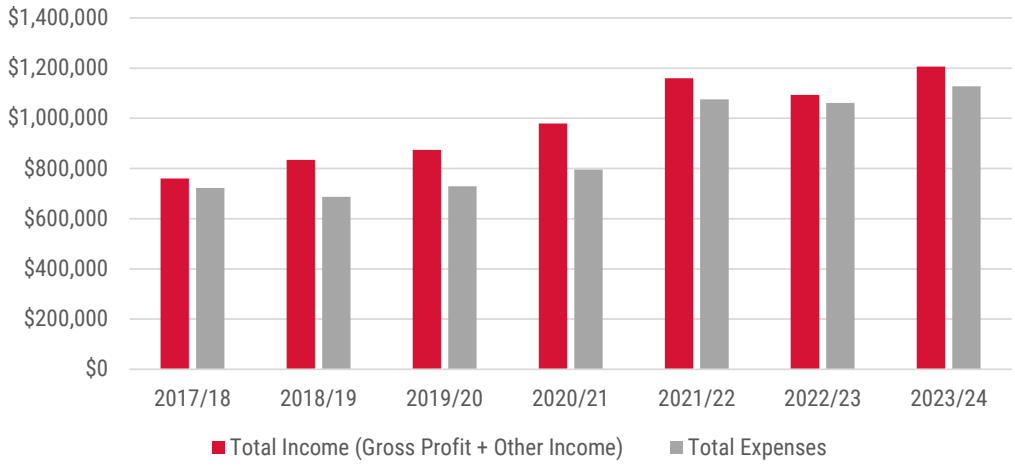
Sponsors play a vital role in supporting the Club's operations and fostering connections with the local business community. In the 2023/24 financial year, the Club was supported by over 130 local businesses, contributing approximately $120,000 in cash sponsorships. In addition to monetary contributions, many sponsors provide in-kind support through materials, discounts, or vouchers for competition prizes. For example, AUSREO supplied reinforcing materials for a recently constructed shed at the TGC, while other sponsors offered discounted supplies or services, contributing an estimated $16,000 in additional value.

In addition to sponsors, much of the success of the Club is attributed to the support of its volunteers, who play a pivotal role in various aspects of the Clubs' operations. TGC is estimated to support 124 volunteer positions, fulfilled by 80 volunteers, as some volunteers take on multiple roles. The volunteer Board of Directors, comprising eight members, provide strategic leadership and governance of the golf club. Other volunteer positions include:

- Support for Board of Directors – 8 volunteers
- Directors Committees – 35 volunteer positions.
- Pro-Am Classic Committee – 13 volunteer positions.
- Pro-Am Classic Event – 20 volunteer positions.
- Junior Coordinator and Assistants – 5 volunteer positions.
- Course Volunteers – 20 volunteer positions (5-6 at any one time).
- Bar and Clubhouse – 6 volunteer positions.
- Course Masterplan and Strategic Plan Working Groups – 8 volunteer positions.
- Seniors and Special Events – 8 volunteer positions.
- Pro shop – 1 volunteer position.

Annual expenses have grown at a faster pace than income, increasing from $723,000 in 2017/18 to $1,128,000 in 2023/24, an average annual growth rate of 8%. The steepest increase occurred between 2020/21 and 2021/22, primarily due to rising wage costs as a result of the Club taking over pro shop operations in conjunction with increased spending on repairs and maintenance. Expenses over recent years have included expenditure on a range of strategic investments such as upgrades to the car park and clubhouse furniture, acquisition of a utility vehicle and tipper, enhancement of course drainage, and the implementation of a comprehensive tree program. These strategic investments are critical to maintaining and improving TGC facilities, ensuring long-term success and appeal to the community.

Figure 3-3: Traralgon Golf Club, Income and Expenditure Summary, 2018/19 to 2023/24



Source: Traralgon Golf Club (2024, 2023, 2022, 2020, 2019).

Strategic Direction

TGC is actively working on the development of a Course Master Plan to establish a governance framework and a comprehensive strategic direction for the golf course. This plan will serve as a guide for future investment, ensuring alignment with strategic imperatives to secure the Club's long-term sustainability and success. By addressing current challenges, leveraging growth opportunities, and strengthening its community presence, the Course Master Plan aims to solidify TGC's position as a valued community asset. The plan includes the development of a 19th hole, which will enable the course to remain operational while essential maintenance and improvements are carried out.

In addition to the Course Master Plan, the Club is also developing a broader Strategic Plan. This plan will outline holistic strategies to guide investment and implementation across key areas, including the Club's values and culture, organisational structure, staffing, skills development, systems, and leadership approaches. Together, these initiatives will provide a cohesive framework for achieving the Club's long-term goals and enhancing its operations.

Figure 3-4 Traralgon Golf Club – Strategic Imperatives

A course that by 2045 is the best course in Gippsland.

- A course that incorporates aspects that underpin good golf courses, not limited to,
  - is 'better' for members with an improving reputation
  - simplicity
  - visual attraction with some 'memorable golf holes and greens', and
  - enjoyment with appropriate risk-reward, and as required, challenging.
- A course that mitigates key risks
  - player & neighbour safety, limited land, tight design, boundary encroachment, etc.
- A course that due to the seasonal differences and a clay base, is…
  - adaptable for winter & summer play,
  - delivers enhanced winter turf, green surrounds, greens, and bunker agronomy
  - compatible with existing drainage layout and delivers improved course drainage
  - sympathetic with but not limited by the original course design
  - informs on appropriate cart use.
- A course, by design, that future proofs against technological advances in golf equipment
- A course plan that works for the diversity of ability, age and gender
  - is designed for a diversity of ability, attracts and retains new, older & younger members, increases female participation
- A course with improved practise facilities
  - or at least does not compromise existing practise facilities.
- A course tree and water plan that includes,
  - the need to remove trees that are unsafe or adversely impacting agronomy or adversely impacting course integrity.
  - long term sustainable water access that meets the course needs.
- A course that is financially sustainable c/o
  - new capex is affordable and can be funded in line with TGC budgets and projections,
  - considers key infrastructure, and
  - on-going maintenance costs can be sustainably covered by forecast revenue.
- A Master Plan to be based within TGC's current 100 acres, creates a 19th hole and incorporates above.

Source: Traralgon Golf Club (2023).

3.3 Club Site and Surroundings

TGC occupies a prominent site with frontage to Princes Street, a key road link through Traralgon that provides direct access to the Princes Highway. Princes Highway is a major transport route connecting Traralgon with Melbourne and towns throughout Gippsland, ensuring accessibility for both locals and visitors. The nearby bus stop at Coonoc Road on the Princes Highway, serviced by Bus Route 1 (Moe – Traralgon via Morwell), enhances public transport connectivity, linking the golf club to a broad residential catchment across the Latrobe Valley

Princes Street features a mix of residential, commercial, and recreational spaces, placing the Club in a convenient and strategic location close to the town centre. Direct access to the clubhouse and on-site parking from Princes Street ensures ease of access for members and guests, while the Club's proximity to residential neighbourhoods enhance its appeal. Many junior players and residents can easily walk or bike to the course which is why the Club is well integrated with the community.

The site features a natural waterway through the centre of the golf course, adding both visual and environmental value. This waterway, combined with strategically positioned dams on the northwest side of the property, enhances the course's aesthetics and supports effective drainage.

The TGC is bordered by a mix of residential, educational, and hospitality properties, enhancing the Club's accessibility and appeal. On the eastern side, the Club is adjacent to residential properties, Lavalla Catholic College, and Motel Traralgon. To the north, the Club is bordered by large residential properties, adding to the open setting of the course. On the western side, it adjoins large residential properties and the Quality Inn & Suites Traralgon, providing convenient accommodation options for visiting golfers and tourists. This diverse blend of neighbouring properties not only enhances the Club's accessibility for residents and students but also makes it an attractive destination for visitors seeking a golf experience.

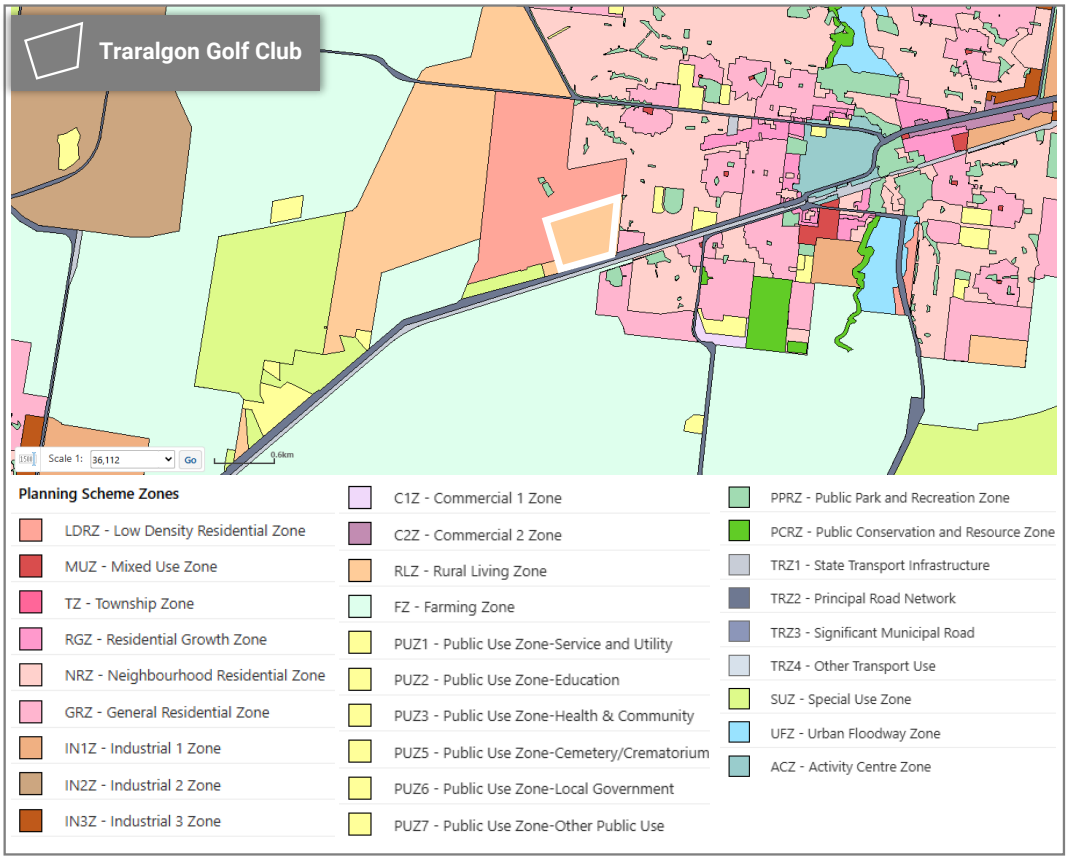
Land to the north and north west of TGC is zoned Low Density Residential, i.e. housing on larger blocks. Further north beyond the Low Density Residential Zone is an area of Rural Living. To the south and southwest of TGC the land is primarily zoned as Farming and is predominantly used for agricultural activities and is characterised by low-density development. To the east of the Club, there are areas zoned as General Residential Zone. These zones support residential development and are indicative of the suburban expansion of Traralgon.

Along the Princes Highway corridor, particularly to the east of the golf club, there is a strip of land zoned as Special Use. This area is designated as an 'Urban Gateway' and accommodates various commercial enterprises, including car and caravan yards.

Figure 3-5: Traralgon Golf Course Surrounding Land Use Aerial Image



Figure 3-6: Traralgon Golf Course Surrounding Planning Zones



3.4 Demographic Overview: Golf Club Catchment Areas

Demographics of the local residents living in proximity to TGC highlight opportunities for engagement and growth. Two population catchment areas (illustrated in Figure 3-7) are considered:

- **Primary region:** a 20-minute drive time from TGC, and
- **Secondary region:** a 60-minute drive time from TGC.

Understanding social context of these areas is essential for identifying the local market and recognising the Club's role in fostering participation, recreation, and social inclusion in the community.

The primary region encompasses a population of 77,228 residents, with a balanced gender distribution of 48.9% male and 51.1% female. A notable demographic feature of this area is the representation of working-age adults aged between 45 and 64 years. One in five residents falls within the 50 to 64 year cohort in particular, a key demographic that aligns with golf participation, offering a reliable base for memberships and regular engagement. In addition, the presence of younger residents, including school-aged children and youth, presents opportunities for the TGC to host family-friendly events and to continue supporting junior golf programs, attracting the next generation of golf participants.

Households within the 20-minute drive catchment earn a median weekly income of $1,264, which is slightly higher than the broader Latrobe LGA ($1,258) but lower than the secondary region ($1,367). Combined with high levels of home ownership, this indicates a relatively stable and financially capable community that can support golf-related activities, provided offerings remain accessible and appropriately priced.

The secondary region broadens the TGC's reach, encompassing a population of 198,275 residents and incorporates a mix of small community clubs and larger country golf clubs. Demographic trends in this region closely mirror those of the primary region, with a balanced gender split and a substantial proportion of older workers and retirees. Notably, two in five residents in the secondary region are aged 50 and over, highlighting a key target demographic for TGC's programs and activities. However, the region also has a large proportion of children and youth, aged 5 to 24 years, underscoring the potential for engaging various age groups in golf and community activities to broaden the reach of the Club.

This demographic overview highlights the diversity of the population in both catchments, with balanced gender distributions, strong working-age representation, and significant proportions of residents aged 50 and over.

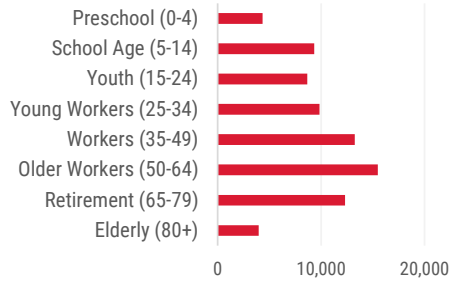
Figure 3-7 Local Community Demographics - Population Catchments

PRIMARY REGION

20 minute drive time



77,228
Residents



One in five residents (or 15,500) within 20-minutes of Traralgon Golf Club is aged 50-64 years.

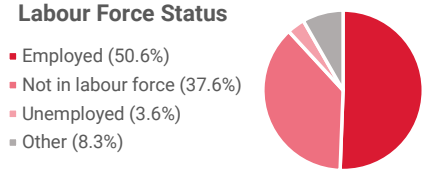
49% **Male**

51% **Female**

$654
Median Weekly Personal Income

$1,264
Median Weekly Household Income





SECONDARY REGION

60 minute drive time



198,275
Residents



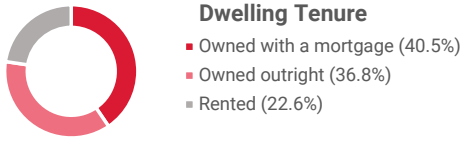
One in five residents (or 39,600) within 60-minutes of Traralgon Golf Club is aged over 50-64 years.

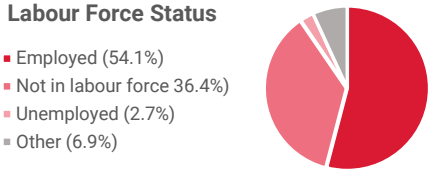
49% **Male**

51% **Female**

$687
Median Weekly Personal Income

$1,367
Median Weekly Household Income

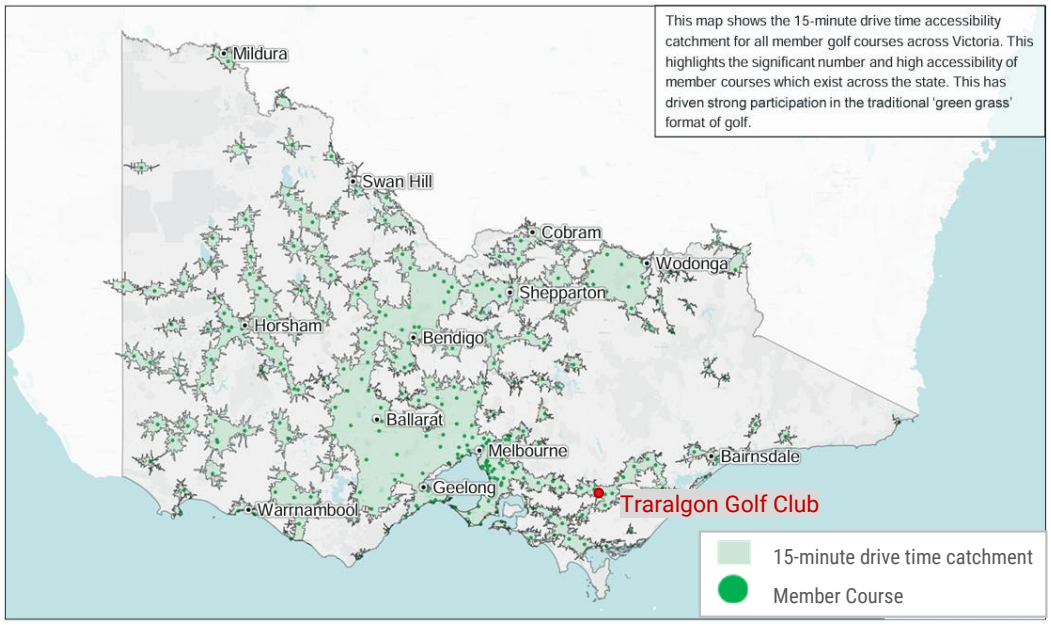




3.5 Club Role in Provision of Regional Golf Opportunities

Figure 3-8 illustrates a 15-minute drive time from golf courses across Victoria, highlighting the spread of golf courses and the accessibility of the sport.

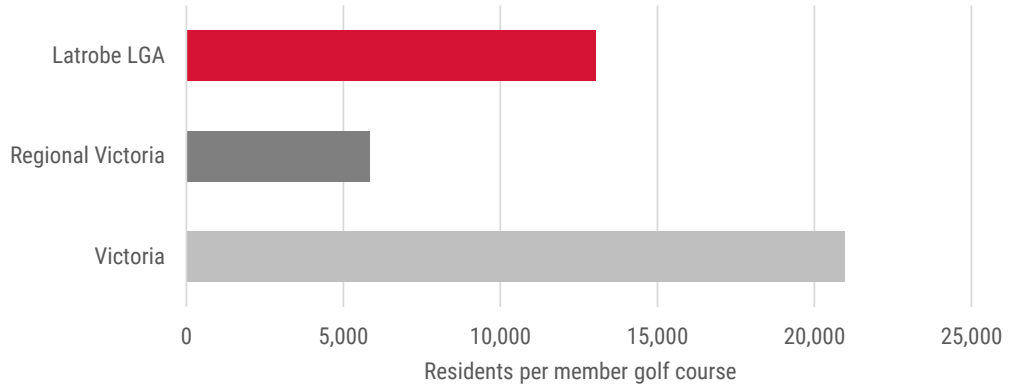
Figure 3-8 Accessibility to Member Golf Courses, Victoria



Source: Adapted from Golf Australia (2022) Accessibility of Member Courses (p21).

Figure 3-9 presents a rate of population per member course for Victoria, regional Victoria and Latrobe LGA. Regional Victoria is well serviced by member courses with about 5,800 persons per member course compared to the State average of 21,000 persons per member course. Compared to regional Victoria, Latrobe LGA is considered as having a poorer provision of member courses with more than twice the rate of persons per member course (13,000).

Figure 3-9 Provision of member golf courses, Latrobe, Regional Victoria and Victoria



Source: Based on Golf Australia (2022).

The TGC is a popular golf course in Gippsland offering a comprehensive range of facilities and a high-quality experience. The Gippsland features a variety of well-maintained courses, catering to golfers of all skill levels.

Investigations into golfing opportunities surrounding the TGC has been undertaken based on the two golf club catchments described in the previous section:

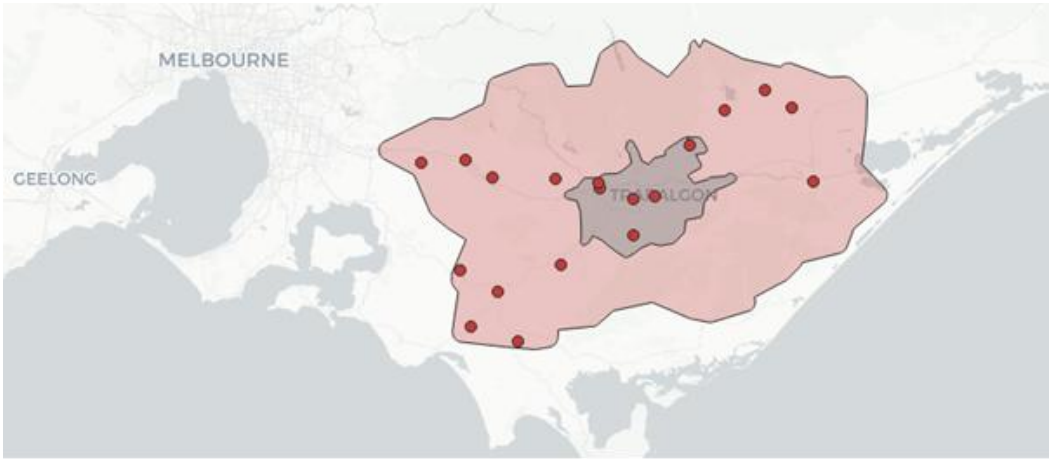
- Primary region – Golf courses within a 20-minute drive of the TGC.
- Secondary region – Golf courses extending to a 60-minute drive time of the TGC.

Within the primary region, both Morwell Golf Club and Moe Golf Club feature 18-hole courses with practice facilities, clubhouses, bars, and bistros, making them appealing alternatives for both residents and visitors seeking a complete golf experience. While the Churchill Monash Golf Club on the southern end of the primary region offers a smaller 9-hole course, it also features a clubhouse and bar, providing a casual setting for community engagement and golfing.

Extending to the secondary region, there are several large clubs including Warragul, Leongatha, Garfield, and Drouin, all of which offer 18-hole courses with a clubhouse and function spaces for events. Toongabbie, Newry and Heyfield Golf Clubs, with smaller member numbers, also offer 18-hole courses, catering to golfers seeking a quieter, more rural atmosphere.

Together, the primary and secondary regions offer a diverse selection of golf courses, catering to varying skill levels, recreational preferences, and competitive opportunities. Within a 20-minute drive, residents have access to well-equipped clubs, including the facilities provided by the Traralgon Golf Club.

Figure 3-10: Location of Golf Clubs within Primary and Secondary Catchments



Membership numbers are a critical aspect of a club's success. With around 740 members (as at the end of 2023/24FY), TGC is among the larger clubs in the area, second only to Warragul Country Club with 819 members. High member numbers support the Club's financial viability by generating consistent revenue from membership feeds, competition entries, and regular use of the facilities. Additionally, a strong membership base also contributes to a vibrant club atmosphere, promoting social engagement and participation among members. Larger clubs, such as Traralgon, are better positioned to offer a wide range of events, competitions, and social gatherings, offering a unique experience for members and visitors compared to smaller clubs in the region.

Alongside Warragul Country Club, TGC serves as a key central and accessible hub for golf within the region, contributing to the local community and economy. By maintaining its robust membership base and facilities, TGC not only meets the needs of current members but also strengthens its role as a leading recreational and social venue. This strengthens its long-term relevance and sustainability.

The significant role of TGC in the local regional golfing context (i.e. within a 60-minute drive time catchment) is demonstrated in Table 3-2. Compared other local golf clubs TGC is distinguished by it large membership base and extensive facilities.

Table 3-2 Golf Club Facilities Comparision within Secondary Catchment

Course	No. Members	18-hole course	9-hole course	Practice facilities	Club house	Bar or Bistro	Function space
Churchill Monash Golf Club	231		√	√	√		
Drouin Golf and Country Club	552	√			√		√
Garfield Golf Club	585	√			√		
Heyfield Golf Club	90	√			√		
Korumburra Golf Club	219	√			√	√	√
Leongatha Golf Club	562	√			√		√
Maffra Golf Club	237	√			√	√	
Meeniyan Golf Club	96	√			√		√
Mirboo North Golf Club	125	√				√	
Moe Golf Club	186	√		√	√	√	√
Morwell Golf Club	206	√		√	√	√	
Newry Golf Club	98	√			√		
RAAF East Sale Golf Club	-		√				
Sale Golf Club	244	√					√
Toongabbie Golf Club	45	√			√		
Trafalgar Golf Club	275	√			√	√	√
Traralgon Golf Club	740	√		√	√	√	√
Woorayl Golf Club	126		√				
Warragul Country Club	819	√			√	√	√
Yallourn Golf Club	367	√			√	√	√

Source: Golf Victoria (2024).

4. Amendment Proposal: Secure Traralgon Golf Club Operations

4.1 Business as Usual: Option Overview

Securing the existing site for TGC operations would encompass the following key elements:

- Confidence for the Club to invest in the site, in particular to realise the course Masterplan and Club Strategic Plan.
- Continued growth in memberships, however a likely rapid growth in membership following completion of the Masterplan, i.e. improvements to golf course.
- Growth in memberships will boost revenue such that profits will grow, as expenses will stabilise due to course improvements.
- Delivery of events will continue, in particular the Pro-Am Classic will be retained.
- Intrinsic community value of site as a greenspace is retained.

4.2 Business as Usual: Considerations

Community Outcomes

Traralgon Golf Club (TGC) remains deeply committed to maintaining its strong community-focused identity. Unlike some clubs that incorporate gaming machines to boost revenue, TGC has consciously avoided this strategy to preserve its core values while balancing growth and financial sustainability. The Club's emphasis on inclusivity, community engagement, and affordability continues to deliver wide-reaching social and community outcomes.

TGC benefits from the support of approximately 80 volunteers who contribute across the Board of Directors, subcommittees, junior programs, the pro shop, working groups and the coordination of annual events such as the Pro-Am Classic. Volunteers play an essential role in operations, assisting with course maintenance, event delivery, and ongoing improvements through working bees and informal mentoring programs. Volunteers assist with tasks such as mowing, bunker maintenance, tree clean-up, mulching, and gardening, creating a culture of shared ownership. Volunteer contributions are regularly recognised through newsletters to boost morale and engagement.

The Club runs a robust schedule of weekly events for to a wide range of participants, including senior rounds, open competitions, junior clinics, ladies' competitions, and shotgun start competitions. TGC also hosts major annual events, including the Foursomes Championships (mixed, men's, and women's), Par 3 days, Pennant for Golf West Gippsland, Golf West Gippsland Veterans events, the Junior Pro-Am, and the Pro-Am Classic. Additional opportunities include:

- Weekly junior clinics coordinated by a junior volunteer team.
- New member welcome events and buddy programs to ease integration.
- Inter-club events and open days to broaden community participation.
- Opportunities for non-members to engage, with around 4,740[4] green fee/social players supported annually.

TGC actively engages with local businesses through event sponsorships and supports a range of charitable initiatives, including fundraising for mental health, cancer research, palliative care, and other local causes. Family-friendly events such as fundraisers, wakes, birthdays, and engagements hosted at the club create multigenerational experiences. TGC has made accessibility a priority by focusing on

[4] Estimated by Traralgon Golf Club.

growing membership rather than significantly increasing fees, ensuring golf remains affordable for a broad cross-section of the community. Additionally, TGC's facilities support broader community efforts: the Lions and Rotary clubs use the clubhouse weekly, free of charge, for sandwich-making programs benefitting local schools.

Health Outcomes

TGC plays an important role in promoting community health by encouraging regular, moderate physical activity that is known to support cardiovascular fitness, musculoskeletal strength, and joint mobility. Structured opportunities for walking and playing, offered through weekly events, help foster consistent exercise habits across all ages and abilities, including seniors and juniors. These activities contribute to preventative health outcomes and may help reduce the long-term burden on the healthcare system.

Beyond physical benefits, the club promotes mental well-being by offering a combination of exercise, social interaction, and time spent in natural environments. Programs like *Tee Up for Mental Health* and other wellness events further support awareness, social connection, and mental health education within the community.

The Club also integrates broader public health initiatives into its activities, such as linking participation to the Heart Foundation Walking program through newsletters and raising funds for cancer research. By creating inclusive opportunities for physical and mental wellness, TGC serves as a valuable community asset that fosters healthier, more connected communities.

Environmental Outcomes

The TGC site plays a critical role in maintaining valuable urban green space and supporting local biodiversity. It provides important ecological benefits through its wetlands, native vegetation, and preserved remnant trees, which together create habitats for a range of native fauna, including birds, frogs, and potentially threatened species. By retaining this large, contiguous green area within an increasingly urban setting, the Club helps mitigate urban heat effects and contributes to improved air quality.

Club operations actively support the site's environmental value through responsible landscape management practices. The Club's Tree Management Program ensures the preservation and sustainable care of native vegetation while maintaining safety for members and visitors. Wetlands and aquatic habitats are carefully maintained to support healthy ecosystems, reinforcing the club's role in promoting ecological health.

Future development of the site is guided by biodiversity values and conservation assessments, ensuring that enhancements are aligned with environmental stewardship principles. TGC course's lush fairways, native trees, and open green spaces continue to serve as critical infrastructure for sustaining local biodiversity, balancing recreation with conservation for the benefit of the broader community.

Economic Outcomes

The annual economic contribution of the TGC to the Latrobe LGA was estimated using REMPLAN – *regional economic modelling and analysis system.* An economic impact analysis (EIA) [5] was undertaken to estimate the direct and flow-on benefits generated by the Clubs' operations and associated visitor activity. This analysis focused on two key components:

[5] Further detail on the methodology and assumptions adopted for the CBA are provided in Appendix B.

- **Ongoing operations and employment:** This includes annual revenue generated by the club and the wages paid for direct onsite employment.
- **Visitor expenditure:** This encompasses spending by non-local visitors who participate in casual rounds of golf and those attending the club's annual Pro-Am Classic event (players, supporting relatives and friends, and caddies). This component captures tourism-related activity such as spending on accommodation, food and beverages, retail, and transport within LCC.

Onsite economic activity as reflected by the payment of annual wages ($0.5 million) and accrual of annual revenue ($1.5 million), generate demand for local goods and services with Latrobe LGA, these supply chain effects include multiple rounds of flow-on effects as servicing sectors increase their own economic activity and demand for local goods and services. Associated with this direct and supply chain activity is the payment of wages, some of which is consumption expenditure, in turn some of that consumption expenditure would be captured in Latrobe LGA. Therefore, the direct activity of TGC is estimated to generate a total economic effect (i.e. direct, supply chain and consumption) valued at $2.7 million in gross revenue within Latrobe LGA, annually. This gross revenue generates the equivalent of $1.2 million in value-added, a directly contribution to Gross Regional Product (GRP) for Latrobe LGA.

TGC supports the Latrobe visitor economy by attracting casual golfers throughout the year, and professional and amateur players and spectators during the Pro-Am Classic. It is estimated, on average, TGC attracts in excess of 630 visitors (i.e. persons who reside outside of Latrobe LGA) annually, the majority of whom are considered to be day trip visitors (i.e. do not stay overnight). The direct and indirect effects of the visitor expenditure associated with these visitors is estimated to support a total of $211,535 in gross revenue.

Financial Outcomes

The last seven years (2017/18 to 2023/24) the Club has consistently traded profitably, a markedly improved financial position in comparison to the past, when between 1999 and 2017 the Club only traded profitably three out of 19 years. The improved financial position has been attributed to growing membership base, sponsorship and volunteer work.

As detailed in Table 4-1 net profits tend to fluctuate reflective of ground and asset improvements, most recently in 2022/23 when in excess of $290,000 was invested in projects and equipment purchases ($160,000 of which was for car park sealing), resulting in a net profit of $32,123.

Table 4-1 Summary of Annual Reports, Traralgon Golf Club, 2017/18 – 2023/24

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
Income (Sales + Passive Income)	$896,673	$925,144	$906,154	$884,881	$1,141,559	$1,406,113	$1,543,733
Total Income (Gross Profit + Other Income)	$760,054	$833,994	$873,860	$979,069	$1,160,220	$1,093,131	$1,206,318
Total Expenses	$723,119	$686,959	$729,500	$795,480	$1,075,835	$1,061,008	$1,128,341
Net Profit After Tax	**$36,935**	**$147,035**	**$144,360**	**$183,589**	**$84,385**	**$32,123**	**$77,977**

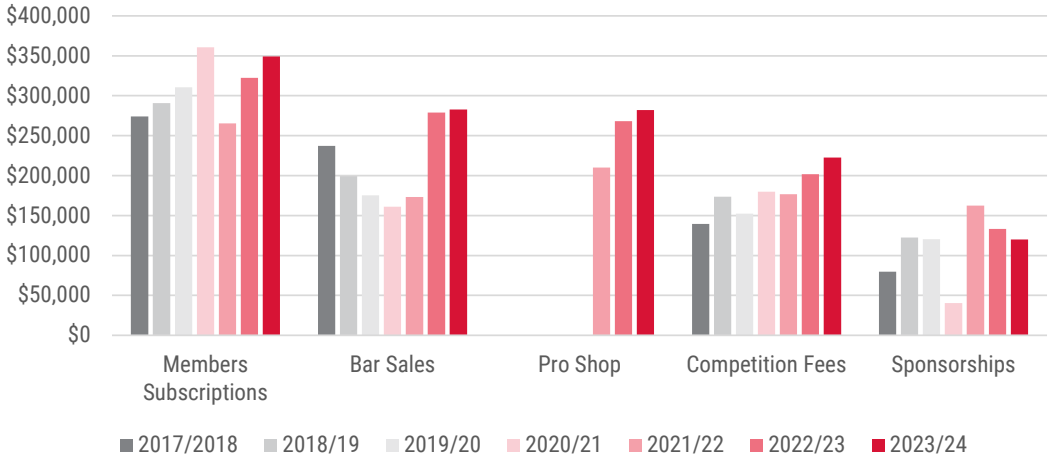
Source: Traralgon Golf Club (2024, 2023, 2022, 2020, 2019).

TGC annual reporting for the past seven years reflects the Club's financial sustainability with sustained revenue growth over the seven years (Table 4-1). Annual change in the largest revenue streams are

presented in Figure 4-1. Member subscriptions have increased from $274,000 in 2017/18 to $349,000 in 2023/24. Revenue from the Pro Shop has become one of the income items since TGC took over management and operation in 2020/21.

Revenue from memberships increased 8% on the year prior, and 27% compared to six years prior. Membership numbers will continue to drive revenue growth with the Club noting that attracting members and not necessarily increasing the cost of subscriptions, ensures the Club remains affordable and attractive to a wide range of community members.

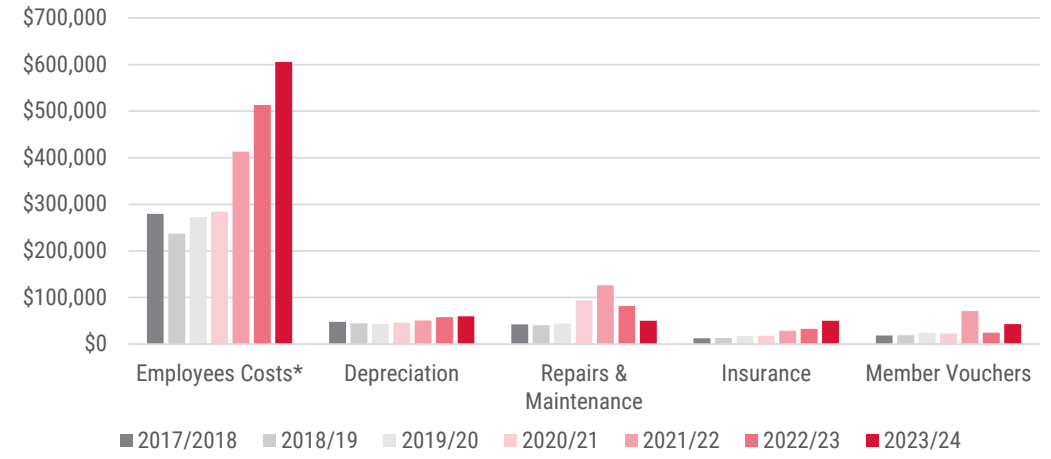
Figure 4-1 Traralgon Golf Club, Five largest revenue items, 2017/18 – 2023/24



Source: Traralgon Golf Club (2024, 2023, 2022, 2020, 2019).

Total annual expenses have increased 56% from $723,000 in 2017/18 to $1,128,000 in 2023/24 (Table 4-1). Just over half of annual expenses are due to employee costs, which increased in 2021/22 when the Club took over operations of the Pro Shop, as reflected in Figure 4-2. The largest increase in expense item has been insurance costs which have increased four-fold between 2017/18 and 2023/24 ($13,000 to $50,000), this has been due to the increases in building costs.

Figure 4-2 Traralgon Golf Club, Five largest expense items, 2017/18 – 2023/24

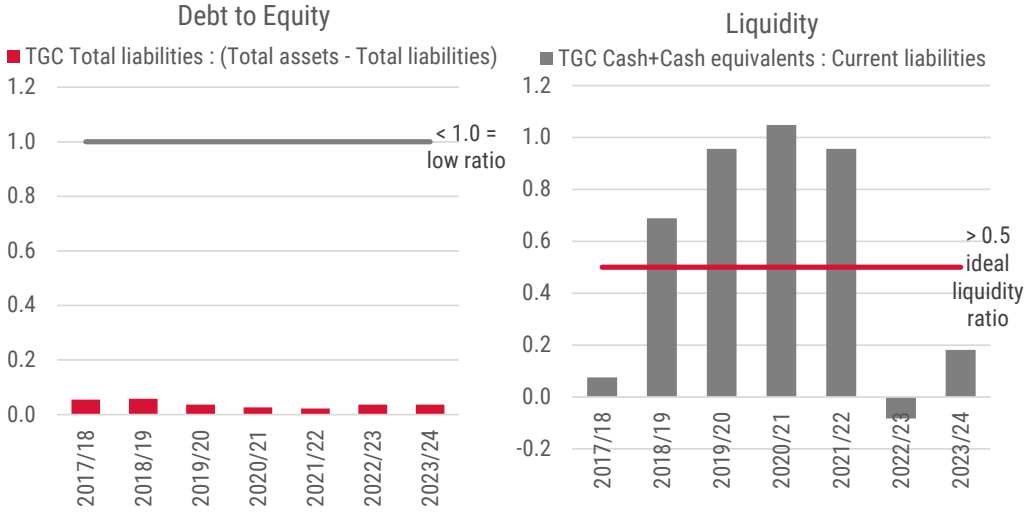


Source: Traralgon Golf Club (2024, 2023, 2022, 2020, 2019).
**Note: Since 2020/21 TGC has taken over Pro Shop operations and payment of Pro Shop staff costs.*

TGC's debt to equity ratio and liquidity ratio are presented in Figure 4-3, highlighting the Club's conservative and stable approach to financial management. The low debt-to-equity ratios indicate a low-risk financial strategy with minimal reliance on debt to fund operations. While TGC's cash liquidity ratio has been low in the past couple of years, it has generally been high over the past seven years, reflecting the organisation's ability to meet short-term obligations with liquid assets if required.

Overall, TGC demonstrates strong and stable financial performance, underpinned by sustained conservative growth in its key revenue stream: membership subscriptions.

Figure 4-3 Traralgon Golf Club, Liquidity, 2017/18 – 2023/24



Source: Traralgon Golf Club (2024, 2023, 2022, 2020, 2019).

4.3 Business as Usual: Net Community Benefit

The net community benefit of the business as usual option has been determined based on information provided by TGC, insights from SBP Advisory reporting for Golf Australia and a series of assumptions developed by REMPLAN.

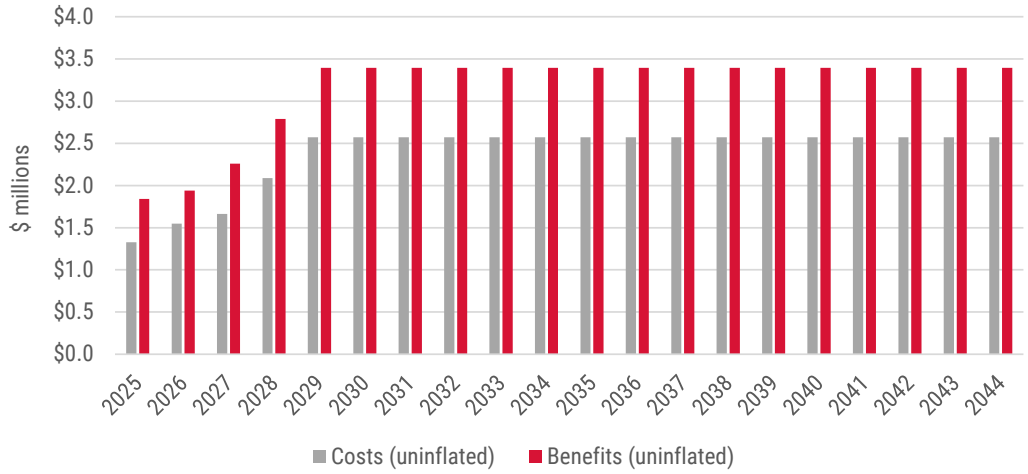
A cost benefit analysis (CBA) has been undertaken to determine the net societal benefit associated with the TGC continuing operations at the current site over a 20-year period, including implementation of the TGC Masterplan (development of 19th hole). Assessment of costs and benefits under this business as usual option are outlined in Table 4-2 below.

Table 4-2 Business as Usual: Cost Benefit Analysis Inclusions

Cost Benefit Element	Description
Description	TGC continues to operate. Strategic Plan is implemented, 19th hole developed in 2025-2026
Land size	No change (from 40.6ha at the current site)
Membership	Memberships continue to grow moderately. Following Strategic Plan implementation, memberships rapidly increase to a maximum of 1,145 by 2029 in response to improved golf course outcomes.
Expense	$140,000 expenditure for 19th hole in 2026.
Revenue	Annual revenue increases in line with growth in member numbers.
Visitor economy impact	Number of casual players from outside the region continues to grow moderately, then increase in response to Strategic Plan implementation. Pro-Am Classic continues annually.
Social value (health benefits)	Based on the number of golfers (members and casual players) who play multiple rounds per week, as identified by Traralgon Golf Club. The number of frequent players grows moderately, then increases once Strategic Plan is implemented.
Environmental value	No change.

Total annual costs and benefits under the business as usual option are illustrated below in Figure 4-4, and largely reflects implementation of the Strategic Plan and the boost in membership out to 2029.

Figure 4-4 Business as Usual: Cost and Benefits Summary



A cost benefit ratio (CBR) demonstrates the relationship between the relative costs and benefits of an option. Various discount rates have been applied to the costs and benefits over a 20-year period to determine the net present value (NPV), i.e., converting the future values into present values. Under the CBA framework, the ratios of costs to benefits in NPV terms is presented (NPV being the current value of projected cash flows). NPV and CBR are both presented in order to guide the decision-making.

The NPV of the costs and benefits associated with the business as usual option have been calculated at the discount rates of 4 per cent, 7 per cent and 10 per cent, and are presented below in Table 4-3. Under all three discount rates, the ratio of costs to benefits is $1.00 to $1.32. Therefore, it is estimated that for every dollar of cost associated with TGC operations over a 20-year period, a benefit of $1.32 is likely to be derived. The value of the net benefit (NPV) under a 7% discount rate is $8.3 million[6].

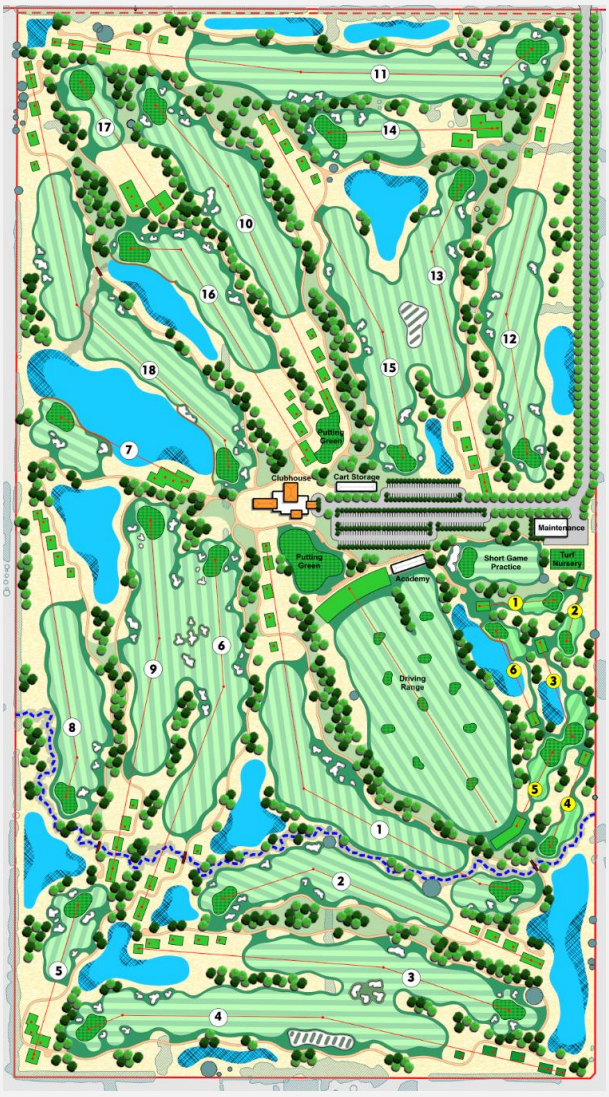
Table 4-3 Business as Usual: Cost Benefit Analysis Summary

	NPV discount rate		
	4%	7%	10%
Total Cost – Net Present Value ($M)	$32.8	$25.8	$20.8
Total Benefit – Net Present Value ($M)	$43.4	$34.1	$27.5
Net Benefit – Net Present Value ($M)	**$10.6**	**$8.3**	**$6.7**
Cost Benefit Ratio	**1.00 : 1.32**	**1.00 : 1.32**	**1.00 : 1.32**

[6] Further detail on the methodology and assumptions adopted for the CBA are provided in Appendix CC.

5. Alternate Proposal: Traralgon Golf Club Relocates

CASE STUDY: KEYSBOROUGH GOLF CLUB RELOCATION



Keysborough Golf Club (KGC), a private club established in 1950 in Melbourne's south-east, has faced challenges such as aging infrastructure and declining memberships. To secure its future, the club proposes relocating 2.5 km to Pillars Road, Bangholme. The move aligns with the South East Sports Hub (SESH) initiative, aimed at modernising regional sporting facilities and improving community health and inclusion.

The estimated **$60 million relocation** will be funded through the sale of the current site to Intrapac Property, which plans to develop a new residential precinct at the site of up to 1,600 homes[7]. The redevelopment is expected to contribute $1.1 billion to Victoria's economy and create over 6,500 short-term construction jobs. Additionally, the new golf course construction will inject $51 million into the local economy and generate around 310 jobs.

The project has undergone extensive stakeholder consultation and planning applications. A major hurdle remains the need for a Victorian Government amendment to the Urban Growth Boundary (UGB), necessary for the housing development to proceed[8]. As of early 2025, planning approvals are in progress, but full relocation is pending UGB approval.

KGC's relocation demonstrates the potential benefits of strategic redevelopment, including improved facilities and economic growth. However, it also highlights significant challenges such as regulatory approvals, planning complexity, and community engagement. Careful evaluation is essential to ensure benefits outweigh the costs and risks.

Further detail available Appendix A.

[7] *https://www.sesportshub.com.au/housing/*
[8] *https://www.sesportshub.com.au/kgc/*

5.1 TGC Relocation: Option Overview

For the purpose of investigating potential outcomes of the TGC site, an alternate option to business as usual has been developed to reflect a scenario whereby the Club sells the site to a private developer and relocates TGC to new site and establishes a new and improved golf course and club facilities. This option is hypothetical and has been based on research undertaken by REMPLAN and discussion with Golf Australia.

This option is based on the following assumptions:

- TGC sells site for redevelopment.
- TGC remains operating at existing site until new course is ready.
- TGC relocates to a new, larger (50 hectares) site.
- 30 hectares are developed, yielding around 330 dwellings at an assumed 900 sqm.

5.2 TGC Relocation: Considerations

Relocation and Redevelopment Costs

Relocation of TGC would require substantial capital investment and a wide range of cost components, including decommissioning existing site and establishment of a new and improved golf facility. For the purpose of this preliminary analysis drawn from desktop research and the elements of the Keysborough Golf Club case study, REMPLAN has estimated an indicative total cost of approximately $50 million, to relocated TGC to a new facility on a 50 hectare site.

A major upfront cost under this option would be the acquisition of suitable land to accommodate an 18-hole course, clubhouse, and training facilities. Land values in regional Victoria vary depending on many factors including location, zoning, and land characteristics, with sites closer to town likely to attract higher per-hectare values.

The development of the course itself is expected to account for the largest share of total costs. This includes site preparation, earthworks, drainage and irrigation, turfing, construction of greens, tees, fairways and bunkers, landscaping, and purchase of maintenance equipment.

The construction of built facilities including a clubhouse, training amenities, car parking, and supporting infrastructure, is estimated to comprise approximately a quarter of the overall capital cost. Additional investment would be required for training and practice facilities, such as a driving range, short game areas, and technology-enabled spaces (golf simulation).

Finally, allowances have been made for project management, legal costs, permits and approvals, and a contingency allowance of approximately 20% to account for potential cost escalations or unforeseen requirements. These costings are intended for indicative purposes only and do not represent a detailed feasibility or cost assessment.

Site Considerations

In addition to the significant costs associated with relocation and redevelopment, identifying suitable land for golf course development presents several complex challenges that extend beyond availability and cost. A range of physical and environmental characteristics must be thoroughly assessed to determine whether a site is viable, functional, and suitable in the long term.

Typography, referring to the shape and slope of the land, is a critical consideration. Ideally, the terrain should be gently undulating without steep gradients, as excessive slopes can complicate construction and increase design and maintenance costs.

Soil quality is equally important. Well-drained sandy soils are preferred, as they reduce the need for costly engineering works and support better playing conditions. By contrast, clay-heavy or highly erosive soils can require modification, such as the importation of sand or topsoil and the installation of extensive drainage systems – adding both up front and ongoing costs.

Environmental factors add further complexity to identifying suitable sites for golf course development. According to information provided by Golf Australia, a range of detailed surveys and investigations are typically required prior to any development proceeding. These assessments help ensure that environmental, cultural, and land conditions are suitable, and include:

- Ecological surveys to identify significant or remnant vegetation and endangered flora or fauna,
- Investigations of groundwater and existing watercourses,
- Cultural heritage assessments (CHMP) to identify indigenous and colonial sites of significance,
- Geotechnical investigations for topsoil depth and geological suitability,
- Testing for acid-sulphate soils, areas of landfill, and soil/water suitability for agronomic use.

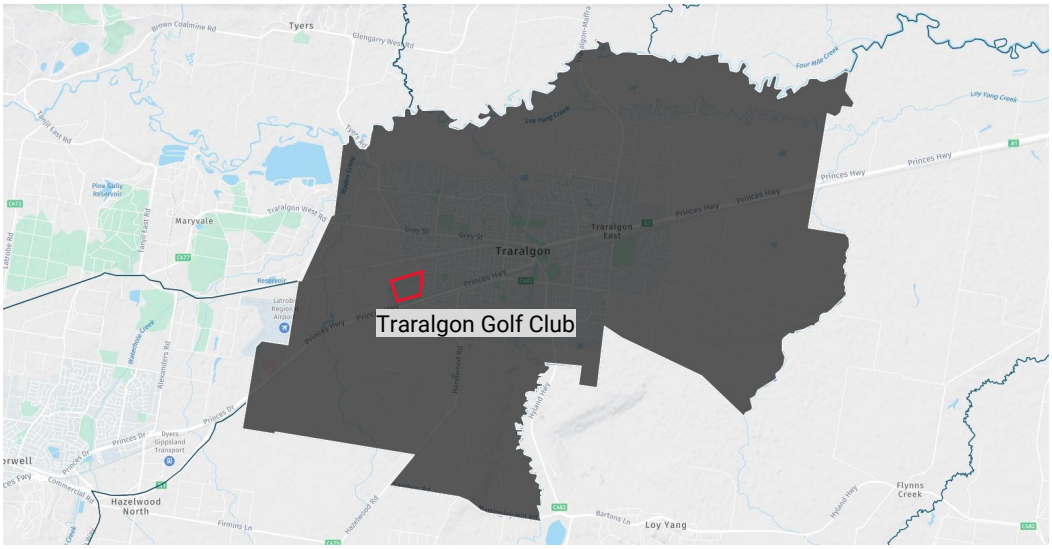
Together, these considerations demonstrate how difficult it can be to secure land that meets all the necessary criteria for golf course development. They also highlight the importance of thorough, early-stage site assessments to avoid unforeseen barriers, should TGC relocation be considered as an option.

Housing for future populations

Population forecasts recently prepared for Latrobe City Council[9] include the small area of Traralgon-Traralgon East which includes TGC (Figure 5-1).

[9] Population and household forecasts, 2021 to 2046, National Forecasting Program, .id (informed decisions), February 2025 https://forecast.id.com.au/latrobe

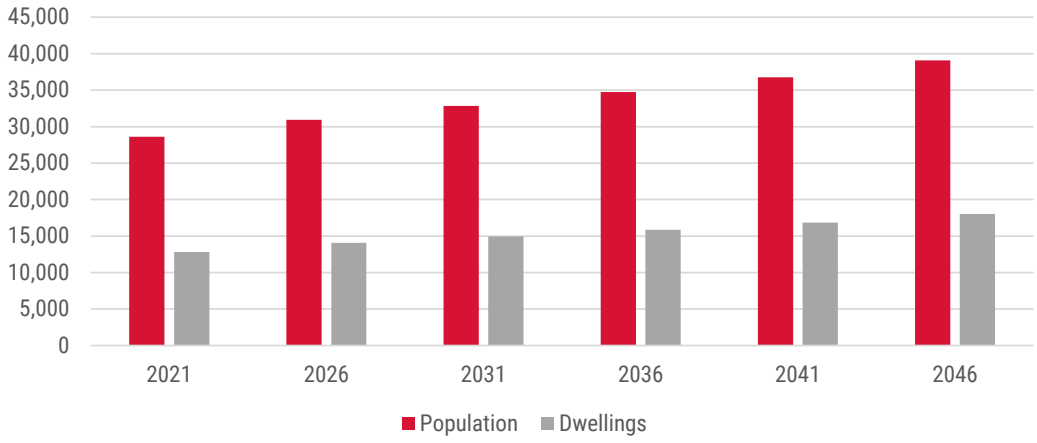
Figure 5-1: Traralgon-Traralgon East Population Forecast Area



Source: Population and household forecasts, 2021 to 2046, National Forecasting Program, .id (informed decisions), February 2025.

The total population in the Traralgon-Traralgon East area is projected to grow by 8,539 residents, reaching 39,079 by 2046, a 28% increase over 25 years. Growth in this area accounts for 65% of the total projected growth for the Latrobe Local Government Area (LGA)[10]. To service the forecast growth in population the number of dwellings in the Traralgon-Traralgon East area is required to increase by 5,215 dwellings is forecast, representing a 40.7% increase over the 25-year period, exceeding the anticipated population growth rate. This trend suggests that as population ages, additional dwellings will be required to accommodate the growing community, driven in part by a slight decline in average household size, from 2.35 persons per dwellings in 2021 to 2.25 by 2046.

Figure 5-2: Population and Dwelling Forecasts, Traralgon-Traralgon East, 2021 to 2046



Source: Population and household forecasts, 2021 to 2046, National Forecasting Program, .id (informed decisions), February 2025.

[10] Latrobe LGA is forecast to grow by 16% or 13,085 residents by 2046.

The population and dwelling forecasts for the Traralgon-Traralgon East area indicate steady growth through to 2046, presenting both challenges and opportunities for the region. With a projected population increase of 28.0% and a 40.7% rise in dwellings, the area is expected to account for 58.1% of total dwelling growth in the Latrobe LGA. This indicates the community surrounding the TGC is expected to grow, with evolving housing and recreational needs. The anticipated population growth presents an opportunity for the TGC to grow its membership base and enhance community engagement. As more residents move into the area, the Club is well positioned as a central recreational and social hub, catering to the diverse needs and interests of the community.

The average annual dwelling development forecast for Traralgon-Traralgon East[11] is between 180 and 200 per annum, and assumes:

- Major sites contribute 2,970 assumed dwellings throughout the forecast period (out to 2046).
- Infill is likely to contribute 2,465 assumed dwellings over the forecast period, with an average infill rate of 98.6 dwellings per year to 2046.

The potential dwelling yield for the TGC site is between 300 – 600 dwellings dependent on the density and if, should development occur, a community master plan is developed which may incorporate activity centres and active transport routes.

Nearby is the Hollydale site, comprising 58 hectares of developable land[12], considered to be a short-term development opportunity with a highly motivated land owner. Whereas the TGC site is a longer term opportunity given the establishment of the golf course, and TGC's desire to retain the property.

Community outcomes

Relocating the TGC presents an opportunity to build upon the club's existing community value by developing an expanded range of long-term benefits aligned with modern recreation needs and regional growth. A new, purpose-built facility could retain the core strengths of the current club while potentially enhancing social, recreational, and economic outcomes for the Latrobe community.

While the current site supports a diverse membership base, relocation could enable a course designed for greater accessibility and inclusion, with features such as gender-inclusive amenities, and flexible layouts catered to all ages and abilities. Enhanced infrastructure, such as lighting, walking paths, and shared-use areas could broaden the Club's appeal to families, casual users, and non-golfing community groups. A new clubhouse could also expand the Club's functionality by offering flexible spaces for events, wellness activities and community gatherings, further increasing the Club's role as a social hub in Latrobe.

Relocation could also allow for an expansion of current programs through new training and practice facilities, including a driving range, short game areas, and golf simulators. These additions could further strengthen junior development, school participation, and initiatives to boost female and youth engagement, building on the Club's existing contribution to the sport.

At a regional level, a modern facility could enhance Latrobe's ability to attract larger tournaments, clinics, and visitor golf experiences, supporting greater tourism and economic activity beyond what is currently achievable. A new site could also incorporate environmentally sustainable design elements such as native landscaping and water sensitive features, improving land use outcomes.

However, these benefits must be weighed against potential drawbacks. A more remote location may reduce accessibility for current and future members and users, particularly those who walk or cycle to the existing TGC course. The Club's long standing identity and community connection could also be

[11] https://forecast.id.com.au/latrobe/residential-development?WebID=180
[12] Échelon Planning. (2023).

impacted, and the transition period may cause disruption. There is also a risk a new facility may not fully replicate the established cultural and social values of the current site.

While option 2 presents a chance to modernise and expand TGC's community impact, its success would depend on several critical factors and carries significant risk for the Club, its existing members, and the broader community.

Health Outcomes

Relocation of the TGC would initially have a negative impact on health and participation outcomes. During the transition period while the new course is being developed, member numbers are likely to fall sharply accompanied by a decline in casual player visitation. The uncertainty, disruption, and increased travel times during this period could result in some members permanently leaving the club. Key events such as the Pro-Am Classic may also be paused or scaled down during this time, further reducing participation opportunities.

However, once the new course is established, health and sport participation outcomes are expected to significantly improve. The new facility will attract new members helping Club membership numbers to recover and in the future grow beyond current levels. Expanded, modern facilities would allow the club to further diversify its' membership base, including juniors, women, and senior players, strengthening social connections and encouraging regular physical activity. Over the longer term, relocation is likely to therefore enhance community health benefits through increased participation and improved community engagement.

Environmental outcomes

TGC relocation will result in the loss of established environmental assets at the existing site. Key impacts would include the removal of:

- Wetlands and aquatic habitats,
- Remnant native vegetation patches,
- Habitat for wetland birds, frogs, and possibly threatened fish species,
- Contributions to local stormwater management, urban cooling, and carbon sequestration.

The full development of the current site into residential housing would replace green open space with hard surfaces, which could increase urban heat effects and reduce biodiversity locally.

At the new location, if the site was suitable, there would be an opportunity to recreate many of the environmental benefits if the new golf course is designed using sustainable principles. This could include integrating wetlands, native vegetation corridors, and habitat protection measures into the course layout. However, it would take several years for new ecosystems to mature and provide similar environmental functions.

Financial Outcomes

In terms of revenue, the club would face a significant short-term downturn. Membership numbers, green fee revenue, and event-related income would decline while the new site is under development. However, in the longer term, the financial outlook could improve substantially. Once the new course is fully operational:

- Membership revenues would increase in line with expected growth in membership numbers,
- Event may become more frequent and larger due to increased capacity, potentially increasing event and sponsorship revenue,

- Broader visitor attraction would stimulate further growth in the Club's income streams.

Despite the positive long-term outlook, financial risks include potential cost overruns, delays in course establishment, challenges in retaining or regaining members, and uncertainties about land availability and site suitability.

In addition to direct financial costs, some existing members would incur increased travel time to access the new facility, a financial burden particularly during the transition period.

5.3 TGC Relocation: Net Community Benefit

The net community benefit of the TGC relocating has been determined using preliminary information. These results are intended for indicative purposes only due to limited data availability, and have been informed by data provided by TGC, insights from SBP Advisory reporting for Golf Australia, and a series of REMPLAN assumptions. REMPLAN recommends that further, detailed analysis be conducted to determine feasibility of site development, should that be considered.

A CBA has been undertaken to determine the societal benefits associated with the TGC relocation over a 20 year period, including land acquisition of a new site and course development.

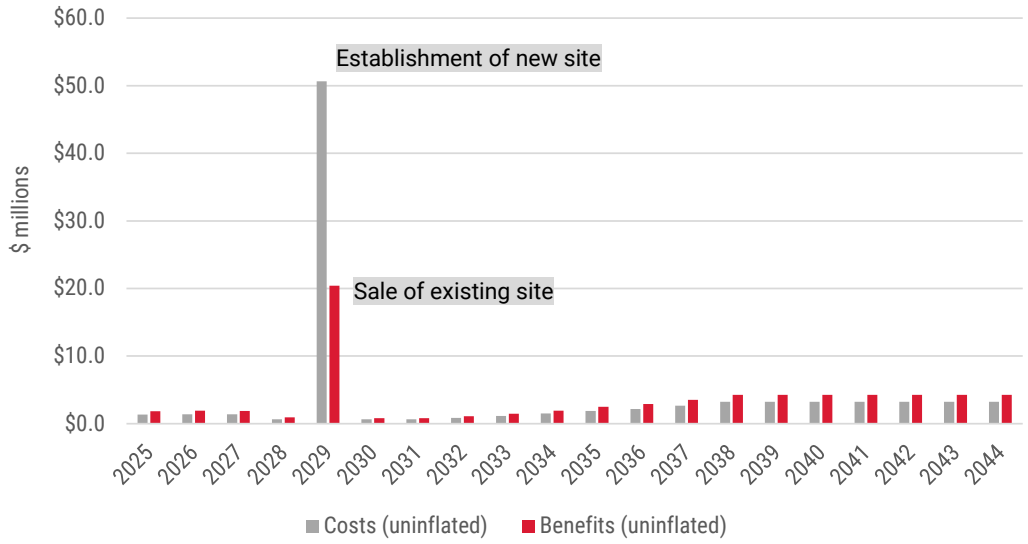
The CBA of the TGC relocation considers a range of costs and benefits associated with the relocation option. Costs include ongoing golf club operations, land acquisition, the development of a new course, construction of clubhouse and training facilities, associated project management expenses, and additional travel time costs for members and social players accessing a new site. Benefits include revenues (operational and sale of land), net economic gains from increased visitation to Latrobe LGA, and the health and environmental benefit associated with a new site.

Table 5-1 TGC Relocation: Cost Benefit Analysis Inclusions

Cost Benefit Element	Description
Description	TGC relocates to new site. Development of new 18-hole golf course at new site with clubhouse and training facilities. New course operational from 2031.
Land size	Increased to 50ha (from 40.6ha at the current site)
Membership	Memberships decline due to closure of existing site and pick back up to increase moderately once new site is operational from 2031 onwards. Memberships rapidly increase to a maximum of 1,341 in response to new course and facilities.
Expense	TGC Relocation: $50M expenditure on land acquisition and development of new golf course, clubhouse and training facilities.
Revenue	Annual revenue increases in line with growth in member numbers.
Visitor economy impact	Like memberships, the number of casual players from outside the region declines due to closure of existing site and picks back up in line with National participation growth once new site is operational. Pro-Am Classic continues annually at new site.
health benefits	Based on the number of golfers (members and casual players) who play multiple rounds per week, as identified by Traralgon Golf Club. Following the closure of the existing site, the number of frequent players is expected to decrease. However, will increase moderately once the new site becomes operational (in line with membership growth).
Environmental value	Following closure of existing site, environmental value of new site increases over the long term once course is operational.

Total annual costs and benefits under the relocation option are illustrated below in Figure 5-3 and reflect the transition period and cost of relocation. Following relocation and a period of establishment, events, memberships and operations (revenue and expense) grow over time as the new facility attract increased patronage.

Figure 5-3 Traralgon Golf Club Relocation: Cost and Benefits Summary



The NPV of the costs and benefits associated with the TGC relocation option have been calculated at the discount rates of 4%, 7% and 10%, as presented in Table 5-1. Specifically, at the central discount rate (7%), it is estimated that for every dollar of cost incurred over the 20-year analysis period $0.70 in benefits would be derived[13]. Under this option, there is a negative net benefit of -$17.1 million (NPV) over the analysis period.

The net benefit and CBR are poorer under this option compared to the business as usual option, suggesting that maintaining current Club operations and realising the Club's Master Plan and Strategic Plan at the current site offers a more beneficial outcome of the community.

Table 5-2 TGC Relocation: Cost Benefit Analysis Summary

	NPV discount rate		
	4%	7%	10%
Total Cost – Net Present Value ($M)	$68.0	$56.9	$48.6
Total Benefit – Net Present Value ($M)	$50.1	$39.8	$32.6
Net Benefit – Net Present Value ($M)	**-$17.9**	**-$17.1**	**-$16.0**
Cost Benefit Ratio	**1:00 : 0.74**	**1:00 : 0.70**	**1:00 : 0.67**

[13] Further detail on the methodology and assumptions adopted for the CBA are provided in Appendix CC.

6. Options Analysis

Table 6-1 summarises the key outcomes for the two options considered for the TGC: business as usual and Club relocation. It is important to note that further detailed investigation would be required should the relocation option be considered.

Table 6-1 Options Analysis

	Business as Usual	TGC Relocates
Net Community Benefit (cost to benefit ratio)	Estimated net benefit of $8.3 million over 20 years with a CBR of 1 : 1.32	Estimated net cost of $17.1 million over 20 years with CBR of 1 : 0.70
Community outcomes	Maintains existing community connection and social value.	Offers potential to expand community use if well designed, but risks disrupting current social ties.
Health outcomes (participation)	Continues to support physical activity and mental wellbeing through accessible recreation. Remains centrally located and accessible to a broad range of users including those who walk or cycle.	Reduced participation while TGC transitions fully to new site. May enhance health outcomes long-term with enhanced facilities. Accessibility will be highly dependent on location; relocation may disadvantage current members and users.
Environmental outcomes	Maintains existing vegetation and landscaping which includes mature trees and native species.	Offers opportunity to improve environmental design but will require careful planning to manage land disturbance.
Economic outcomes	Continued operation support local jobs and events and casual players continue to support the visitor economy.	Once fully established the new gold course has potential to increase on site employment, and regional tourism appeal if designed to host larger tournaments.
Financial outcomes	TGC continues to deliver strong and stable financial performance with the potential for improved returns following Strategic Plan delivery.	TGC likely to experience a short-term revenue decline during transition, however there is a strong case for improved long-term financial outcomes.
Housing development	Option does not allow for provision of housing.	Option allows for provision of almost 400 new dwellings.
Open space	Preserves existing open space asset that supports sport and passive recreation proximate to town.	Potential to create enhanced open space but would require investment and planning.
Natural hazards	TGC contains areas of trees that are not considered to be a bushfire threat as they are maintained as low threat vegetation.	Development within the site may have bushfire implications depending on its intended use and future vegetation management.
Delivery risk	Low risk as operations continue uninterrupted.	High risk delivery due to appropriate location, potential for site remediation, land acquisition, capital investment, planning approvals, and transitional impacts.

7. Conclusion

Based on the findings of this assessment, the continued operation of TGC at its existing site is the preferred option for delivering long-term community, environmental, and economic benefits. The Club is embedded in the local community having operated for more than a century. The Club supports physical and mental health outcomes, fosters social cohesion, contributes to the visitor economy, and maintains significant green open space and biodiversity within an increasingly urbanised environment.

The business as usual option, which includes the implementation of the Club's Strategic Plan and Course Masterplan, is projected to deliver a positive net community benefit of $8.3 million over a 20-year period, with a cost-benefit ratio of 1:1.32. This option supports financial sustainability, reinforces community connections, and retains critical recreational and environmental infrastructure proximate to the Traralgon township.

Conversely, preliminary analysis of the relocation option indicates significant risks and uncertainties. Although relocation could present opportunities for facility expansion and future membership growth, it would involve a substantial capital investment estimated at approximately $50 million. The relocation option returned a negative net community benefit of -$17.1 million over 20 years, with a cost-benefit ratio of 1:0.70. These results reflect the considerable risks associated with site considerations, land acquisition, capital development, transitional disruption to operations and membership, potential environmental losses at the existing site, and the uncertain suitability of a new location. It should be noted that the relocation assessment was based on preliminary information and would require further detailed investigation to confirm feasibility.

Retaining TGC at its current site offers a greater degree of certainty, lower risk, and a more immediate and measurable community benefit. Continued investment in the current facility will allow the Club to build upon its strong historical foundations, enhance its contribution to community health and wellbeing, and secure its position as a vital social and recreational asset for the Latrobe community into the future.

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Appendix A. Case Study – Keysborough Golf Club Relocation

Background

Established in 1950, Keysborough Golf Club (KGC) is a private club located in Melbourne's south-east. In recent years, the club has faced challenges due to aging infrastructure and a limited capacity to attract new members. To address these challenges and secure its long-term viability, KGC has proposed relocating approximately 2.5km from its current Hutton Road site to a new location on Pillars Road, Bangholme.

This relocation forms part of the broader South East Sports Hub (SESH) initiative, which aims to modernise sporting infrastructure across the region and help meet growing demand for high-quality recreational facilities that support improved health outcomes, social cohesion, and inclusive recreation opportunities.

Appendix Figure A-i South-East Sports Hub and Keysborough Golf Club Relocation Sites



Source: https://www.sesportshub.com.au/housing

Relocation Costs

The estimated cost of the KGC relocation and associated development is approximately **$60 million**. This existing site redevelopment is to be privately funded by Intrapac Property, which has agreed to purchase the existing KGC land. The current site is proposed to be redeveloped into a residential precinct comprising up to 1,600 dwellings, including a mix of detached houses and medium-density housing[14].

The proposed housing development is forecast to generate:

- A $1.1 billion contribution to the Victorian economy
- Over 6,500 short-term jobs during the construction phase

In addition, Ethos Urban[15] estimates that construction of the new golf course will contribute a further $51 million to the local economy and support approximately 310 short-term jobs during the build phase.

The $60 million investment will fund the construction of[16]:

[14] *https://www.sesportshub.com.au/housing/*
[15] *https://www.sesportshub.com.au/kgc/*
[16] *https://www.sesportshub.com.au/kgc/*

- A new 18-hole championship-standard golf course, designed by Graham Marsh
- A modern clubhouse and hospitality facilities
- Gender-equitable and youth-friendly change rooms
- Multi-purpose function spaces for club and community use (hire)
- A covered driving range and 6-hole (Par 3) short course
- An indoor golf simulator

Appendix Figure A-ii Keysborough Golf Club Masterplan – Relocation Site on Pillars Road



Source: https://www.sesportshub.com.au/kgc/

Planning and Approval Process

The relocation project has progressed through several key stages, including:

- **Stakeholder engagement**, including consultation with club members, residents, and government stakeholders

- **Rezoning and planning permit applications** for both the current and proposed sites
- **Partnerships with planning and development experts**, including Mesh Planning

A critical requirement for the project's success is the amendment of the Urban Growth Boundary (UGB). Although the existing KGC site is located just metres outside the current UGB, residential development cannot proceed unless the Victorian Government formally approves the boundary adjustment to include the site within the designated urban growth area[17].

As of early 2025, planning permits for the new golf course and stage 1 of the SESH development have been submitted. However, the broader relocation and redevelopment project remains contingent on the state government approval of the UGB amendment.

Conclusion

The relocation of KGC shows how strategic redevelopment can deliver valuable benefits to members and the community including upgraded facilities, stronger financial sustainability, and significant economic and social contributions to the wider community.

However, it also highlights the challenges involved. These include navigating complex planning processes, gaining regulatory approval, and managing local community concerns.

While relocation can be a powerful and transformative solution, it may not always be the right one. Each project must be assessed on a case-by-case basis to decide whether the long-term benefits truly outweigh the costs, risks, and disruptions involved.

[17] *https://www.sesportshub.com.au/housing*

Appendix B. Economic Impact Analysis

Methodology

An economic impact analysis (EIA) has been undertaken using REMPLAN – *regional economic modelling and analysis system*. The results of the EIA are considered to reflect the regional economic contribution of the TGC.

The economic impacts of TGC have been applied to REMPLAN economic data for the defined region of Latrobe LGA incorporating data sourced from the ABS 2021 Census (Place of Work Employment Scaled), 2021/2022 ABS National Input / Output Tables, and ABS Gross State Product (June 2024).

Revenue and employment assumptions are based on data provided to REMPLAN by TGC.

Economic impacts are reported in terms of Output, Value-Added and Employment (Jobs):

- Output data represents the gross revenue generated by businesses/organisations in each industry in a defined region. Gross revenue is also referred to as total sales or total income.
- Value-Added data represents the marginal economic value that is added by each industry sector in a defined region. Value-Added by industry sector is the major element in calculating Gross Regional Product.
- Employment data represents the number of people employed by businesses/organisations in each industry sector in a defined region. Employment data presented in this report is based on the location of work, i.e., no inference is made as to where workers reside.

The indirect effects are the flow-on supply chain and consumption effects due to the direct change. A supply chain effect is an increase in output (or jobs or value-added) generated by servicing industry sectors in response to the direct change in output and demand. As output increases, so too does employment and wages and salaries paid to local employees. Part of this additional household income is used for consumption in the local economy, leading to further increases in demand and output. This is the consumption effect.

The flow-on impacts for the region's economy from a direct change are presented in terms of Output, Employment, and Value-Added economic multipliers. Economic multipliers are determined by the increase or decrease applied to that particular economic indicator (i.e., Output, Employment, or Value-Added). For example, an increase in Output will yield a particular Output multiplier, the jobs equivalent of that increase in Output will determine the Employment multiplier, and the Value-Added equivalent of that increase in Output will determine the Value-Added multiplier.

Annual Operations Impact

TGC generated $1.5 million in revenue[18] over the 2023/24 financial year, this revenue in conjunction with the payment of $0.5 million in wages has had a range of direct and indirect effects on the local Latrobe LGA economy.

The direct economic activity associated with TGC generating annual revenue supports demand for intermediate goods and services within the Latrobe LGA (i.e. a supply chain effect). The supply chain effects include multiple rounds of flow-on effects, as servicing sectors increase their own output and demand for local goods and services in response to the direct change to the economy. It is estimated

[18] Total income (Sales + Passive Income), as reported in Traralgon Golf Club Annual Report 2023/24.

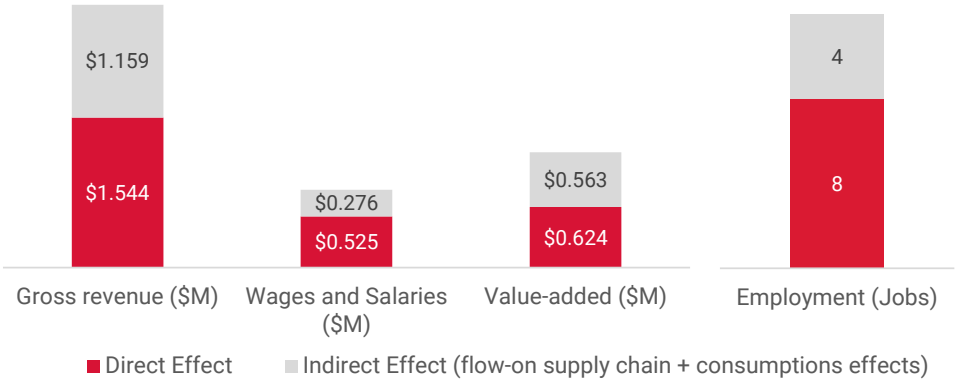
the flow-on supply chain effects due to TGC operations includes a further $0.6 million in revenue and another 2 local jobs.

The increases revenue associated with the direct and supply chain effects supports additional employment in Latrobe LGA. This change in employment increases total of wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is likely to be captured within the Latrobe LGA. The annual consumption effects are estimated to include $0.5 million in revenue and another 2 jobs.

TGC is estimated to generate the following annual impacts on the economy of Latrobe (inclusive of direct, supply chain and consumption effects):

- Gross revenue of $2.7 million.
- Employment: Supporting of 12 ongoing jobs.
- Wages and salaries: $0.8 million.
- Value-Added: $1.2 million of value-added contributed to the Latrobe's Gross Regional Product.

Appendix Figure B-i Traralgon Golf Club Annual Economic Impact on Latrobe LGA



Source: REMPLAN Economy.

Appendix Table B-1 Traralgon Golf Club Annual Economic Impact on Latrobe LGA

	Direct Effect	Supply Chain Effect	Consumption Effect	Total Effect	Type 2 Multiplier
Output ($M)	$1.544	$0.649	$0.510	$2.702	1.75
Employment (Jobs)	8	2	2	12	1.500
Wages and Salaries ($M)	$0.525	$0.166	$0.110	$0.801	1.526
Value-added ($M)	$0.624	$0.272	$0.291	$1.186	1.902

Visitor Economy Impact

TGC supports Latrobe LGA's visitor economy through attracting casual golf players throughout the year, professional and amateur players during the TGC Annual Pro-Am Classic (Pro-Am) along with spectators, and family and friends. The following outlines the estimated economic impact of visitors (players, spectators, and visiting friends and relatives (VFR)) who visit Latrobe LGA due to the TGC. The following assumptions have been adopted to estimate the value of annual visitor expenditure:

- Pro-Am held annually over 2 days.
- Pro-Am competitors total 88, comprising of:
    - 60 professional players, all are visitors, who stay overnight in Latrobe LGA for 3 nights.
    - 28 amateur players, half (14) are visitors, who day trip into Latrobe LGA for the purpose of competing.
- Pro-Am visiting friends and relatives (VFR) and caddies:
    - 30 friends and relatives and caddies are estimated to visit Latrobe LGA along with professional players who stay overnight (estimate of 0.5 VFR and/or caddies per professional player).
- Pro-Am spectators total 200:
    - Each spectator spectates for one round of golf.
    - A quarter (50) are visitors, who day trip into Latrobe LGA for the purpose of spectating.
- Green fee players total 4,737, 10 (474) are assumed to be visitors, who day trip into Latrobe LGA for the purpose of playing casual golf.

In summary, visitor expenditure impact modelling has been undertaken on 638 day trip visitors, and 90 overnight visitors who stay for 3 nights in Latrobe LGA. The estimated value of visitor expenditure is $125,476, this is a direct boost to the local economy, in particular the industry sub-sectors of retail trade, and accommodation and food services.

The direct economic activity (i.e. visitor expenditure) supports demand for intermediate goods and services within the Latrobe LGA (i.e. supply chain effect). The supply chain effect includes multiple rounds of flow-on effects, as servicing sectors increase their own output and demand for local goods and services in response to the direct change to the economy. It is estimated the flow-on supply chain effects include a further $45,201 in gross revenue.

The increase in revenue associated with the direct and supply chain effects supports additional employment in Latrobe LGA. This change in employment increases total wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is likely to be captured locally within Latrobe LGA. The annual consumption effects are estimated to include $40,858 in gross revenue.

TGC supports the visitor economy by generating the following annual impacts on the Latrobe economy (inclusive of direct, supply chain and consumption effects)

- Gross revenue: $211,535.
- Wages and salaries: $54,998.
- Value Added: $104,430 contributed to local Gross Regional Product (GRP).

Appendix Table B-2 Traralgon Golf Club Visitor Economy Impact, Latrobe LGA, annual

	Direct Effect	Supply Chain Effect	Consumption Effect	Total Effect	Type 2 Multiplier
Output ($)	$123,476	$45,201	$40,858	$211,535	1.686
Employment (Jobs)	1	0	0	1	1.000
Wages and Salaries ($)	$36,588	$9,576	$8,834	$54,998	1.503
Value-added ($)	$62,801	$18,313	$23,316	$104,430	1.663

Appendix C. Cost Benefit Analysis Assumptions

Item	Description / Calculation	Value	Source
Maximum members	Sustainable maximum number of members	1,200 persons	Traralgon Golf Club
Frequent golfer	Persons who play at TGC multiple times a week	120 persons	Traralgon Golf Club
Visiting casual golf players	10% of all players are visitors to Latrobe LGA	474	Traralgon Golf Club
Benefit of visiting players	All visiting golfers are day trip visitors. Benefit captured is value-added, i.e. the marginal economic wealth generated by direct visitor expenditure.	$86 per visitor.	Tourism Research Australia. REMPLAN Economy.
Asset renewal	Cost to implement renewal strategy (the 19th hole)	$140,000	Traralgon Golf Club.
Environmental benefit	Environmental benefit per m2 ($0.25) x TGC land size (406,660 m2)	$406,660	Golf Australia (2021) Extrapolated by REMPLAN.
Health benefit per frequent golfer	Social and health benefit per participant golfer who plays multiple times a week = $67.54	$67.54	SGS Economics and Planning (2023)
Pro-Am economic benefit at existing site	Benefit captured is value-added, i.e. the marginal economic wealth generated by direct visitor expenditure. Professional players = 60 (all visitors) Visiting friends and relatives = 30 (all visitors) Amateur players = 28 (half are visitors) Spectators = 200 (a quarter are spectators)	$36,541 value-added	Traralgon Golf Club. Tourism Research Australia. REMPLAN Economy.
Pro-Am economic benefit at new location	Economic benefit associated with an expanded Pro-Am competition, twice that achieved at the existing site.	$73,082	REMPLAN assumption. REMPLAN Economy.
New golf course costs	Land purchase = $5.0M Course Development = $17.0M Club House = $11.3M Practice Facilities = $4.0M Project Management & Contingency = $12.7M	$50.0M	REMPLAN assumption based on desktop research and high level cost estimates provided by Golf Australia.
Travel time costs	Value of time taken for frequent golfers to travel to new TGC site assuming a 40 minute return trip. One hour of a golfer's time is valued at 40% of the hourly equivalent of average weekly income.		Australian Bureau of Statistics, 2022. Australian Transport Assessment and Planning (ATAP) Guidelines Steering Committee (2016)[19]

[19] *https://www.atap.gov.au/sites/default/files/pv2_road_parameter_values.pdf*

DARTMOUTH
CONSULTING

Traralgon Golf Club Planning Scheme Amendment Report

Latrobe City Council

Project No:
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Version 1.0

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Glossary

Acronym	Definition
DDO	Design and Development Overlay
ESO	Environmental Significance Overlay
GRZ	General Residential Zone
LCC	Latrobe City Council
LDRZ	Low Density Residential
MPS	Municipal Planning Strategy
MTEC	Morwell Traralgon Employment Corridor
MTTSP	Morwell to Traralgon Structure Plan
NAC	Neighbourhood Activity Centre (NAC)
PPF	Planning Policy Framework
PSA	Planning Scheme Amendment
RLZ	Rural Living Zone
SUZ	Special Use Zone
TGAR	Traralgon Growth Areas Review
TGC	Traralgon Golf Club
TTSP	Traralgon Town Structure Plan
TRZ	Transport Road Zone

1. INTRODUCTION AND PURPOSE

Latrobe City Council (LCC) is seeking to ascertain whether it is appropriate to undertake a Planning Scheme Amendment (PSA) to amend the relevant part of the Latrobe Planning Scheme to incorporate policy that is more appropriate for the Traralgon Golf Club (TGC) given the current use of the site as a golf club.

The study area, shown in Figure 2-1, is located at 280A and 280B Princes Street, Traralgon. It is approximately 41.38 Hectares and currently zoned Rural Living Zone (RLZ) – Schedule 1. The TGC sits at the western gateway into Traralgon. It was identified for 'future residential development' in the *Traralgon Growth Areas Review (TGAR) 2013* which was implemented into the Latrobe Planning Scheme through Amendment C87 in 2017.

Established in 1904, the Club is a longstanding community asset in the Latrobe City Council local authority area. It features an 18-hole championship golf course with tree-lined fairways and well-maintained greens. In addition to the high-quality course, the Club features a functional clubhouse, pro shop, practice facilities, and a function space. Regular competitions, including initiatives for women, juniors, and seniors promote inclusivity and participation, while its status as a community organisation ensures affordable fees and reinvestment into facilities.

Serving as a local hub and a drawcard for visitors from Greater Melbourne and beyond, the Club contributes to regional economic growth by supporting tourism and local businesses. By enhancing accessibility, recreation, and health, the TGC plays a vital role in community enrichment and Gippsland's reputation as a destination for outdoor activities.

The Council decision to progress with the PSA was undertaken at a Council Meeting held on 16 December 2024. The motion was carried to 'undertake all necessary strategic planning work, as a matter of urgency, for the preparation of a planning scheme amendment to facilitate the rezoning of the land at:

- 280A Princes Street, Traralgon (Traralgon Golf Course) to a more appropriate zone given its current use as a golf course[1]'

This report documents the assessment undertaken to establish a policy and land use zone that best delivers the above Council resolution. It includes:

- A Socio-Economic Analysis of the TGC
- A strategic assessment of the site, relevant planning policy and objectives to be achieved through the PSA
- Recommendations in relation to:
    - Appropriate planning controls to be applied, including draft schedule
    - LCC PPF review
    - Any further assessments required to support a future PSA
    - Implementation plan
    - Administrative costs for the planning authority of proceeding with the amendment.

The assessment and report align with the Planning Practice Note 46 (Strategic Assessment Guidelines for Preparing and Evaluating Planning Scheme Amendments). Planning Practice Note 46 is used to guide a strategic assessment under Minister's Direction No. 11 (Strategic Assessment of Amendments). Planning Practice Note 46 sets out the types of amendments that require various levels of assessment against the strategic considerations outlined in the Practice Note. The Practice Notes identifies amendments that only require a 'brief' assessment against the strategic considerations in the Practice Note.

Amendments that rezone land to 'reflect its current use or ownership', require a 'brief' assessment against the strategic considerations. Although there are some complexities involved with the rezoning in relation to community expectations, the assessment assumes that the PSA report will 'briefly' assess the amendment against the strategic considerations in the Practice Note.

[1] https://www.latrobe.vic.gov.au/sites/default/files/Council%20Meeting%20Minutes%2016%20December%202024.pdf

2. THE SITE

2.1 REGIONAL CONTEXT

In a regional context, the Moe/Newborough, Morwell, Churchill and Traralgon network of towns as Latrobe City is one of the key regional centres in Victoria. Traralgon is the largest of a series of towns which stretch out towards Lakes Entrance on the Victorian coast which include Drouin, Warragul, Moe, Morwell, Traralgon, Sale and Bairnsdale. Regional facilities include the Latrobe Regional Hospital located in Traralgon West and a Federation University campus at Churchill, 10 kilometres to the southwest of Traralgon.

2.2 SITE AND LOCAL CONTEXT

The TGC is located directly to the west of the existing Traralgon township on the Prince Highway. The site is located 164km to the east of Melbourne along the Princes Highway. The land to the north and west of the site is made up of RLZ and Low Density Residential (LDRZ) lots and public reserves. These RLZ and LDRZ parcels make up the Traralgon West Future Residential Area; a significant area of land strategically located between the Latrobe City towns of Morwell and Traralgon identified in the Settlement Policy (Clause 11.03-2L Morwell to Traralgon Structure Plan) of the Latrobe Planning Scheme.

A detailed flora and fauna assessment has not been undertaken for the site. However it is noted there are a number of well established trees on the site, along with an understorey of native vegetation.

There is a large constructed ‘lake’ within the course. Water in the catchment is likely to naturally drain towards Boyds Creek with some areas of naturally draining towards the unnamed waterway traversing the TGC.

There are recent and ongoing upgrades to the Bank Street/Princes Highway intersection. The signal upgrades are complete and will begin operating when a communications link with the adjacent railway crossing on Bank Street is complete. The Bank Street railway crossing will be upgraded as part of the Gippsland Line upgrade works. The Traralgon future bypass alignment is to the south of the Princes Highway.

The Latrobe Regional Airport and the Latrobe Regional Hospital are located to the west of the site. The hospital also supports a number of associated uses such as consulting suites. The Opal Australian Papermill is to the north-west of the site. The Environmental Significance Overlay - Schedule 3 (ESO3) that manages the amenity impacts of the Paper Mill does not impact on the site. There is an existing plantation and sand quarry to the north and north west of the site. The TGC is outside of the separation distance of the sand quarry and there is no potential for any impacts from the sand quarry occurring.

Figure 2-1 Latrobe Golf Club (Study Area)



3. POLICIES, PLANS AND ASSESSMENTS INFORMING THE REPORT

3.1 POLICY REVIEW

3.1.1 State and Regional Policy

Gippsland Regional Growth Plan

The Gippsland Regional Growth Plan identifies Gippsland's key assets and responds positively to challenges that lie ahead. It adopts an integrated approach with a package of objectives and strategies for the economy, environment, regional living, infrastructure and transport.

The Gippsland region is forecast to become a fast-growing part of Victoria as more people relocate to the region from Melbourne. The Gippsland Regional Growth Plan considers the implications of growing the region to a population of 386,000 by 2041, an increase of 116,0000 people. Latrobe City, as the regional city comprising Moe/Newborough, Morwell, Traralgon and Churchill, has the capacity to accommodate this level of population and economic growth.

Growth in Gippsland has been planned for six urban centres being Latrobe City, Bairnsdale, Leongatha, Sale, Warragul/Drouin and Wonthaggi. Latrobe City (Traralgon, Morwell, Moe/Newborough and Churchill) has been planned as Gippsland's Regional City. Latrobe City will be a focal point for growth, infrastructure, and service investment. Growth will be planned in a way that integrates the four centres, so they function as a single urban system. The Growth Plan will provide a focus for future regional investment and support continued growth in the Princes Highway corridor, including the regional centres of Warragul, Sale and Bairnsdale.

3.1.2 Plan for Victoria (2025)

Plan for Victoria (2025) aims to provide guidance around how more homes are created near transport, job opportunities and essential services in vibrant, liveable and sustainable suburbs, towns and regions over the next 30 years.

This Plan discusses many projections and guides for development from a very wide scope. Reference is made to increase housing quantity and quality across regional Victoria. Regions with already well-serviced public facilities such as Traralgon will also have a decentralisation of employment opportunities and essential services while facilitating the digital and physical infrastructure. The plan highlights the importance of delivering residential development for regional centres like Traralgon, which again places pressure on municipalities like Latrobe City to source viable land to develop on without impeding on current land uses like the TGC.

Plan for Victoria specifies the requirement of supporting residential developments with adequate commercial and recreational land uses. It sets a target of an additional 13,000 dwellings in Latrobe City by 2051.

3.1.3 Latrobe Planning Scheme

Live Work Latrobe Housing Strategy

The strategies contained in this document support Latrobe City to accommodate 100,000 residents, encouraging Morwell and Traralgon to grow together to create a single regional city centre. A major policy direction of the Housing Strategy is 'where appropriate, identify opportunities for sustainable growth in existing urban areas'. With 70% of all population growth in Latrobe City being driven by age groups 70 years and over, a key message for housing is to 'encourage well designed, diverse housing types to be built in new developments or in renewal sites across the municipality that are conducive to the needs of the elderly or those wishing to age in place.'

The report states that Latrobe is anticipated to accommodate an additional 5,000 new houses in infill and greenfield development, with an average of 330 new dwellings anticipated to be required each year for the next 15 years. Traralgon will accommodate most of this growth. There are also limitations to the amount of greenfield development which can occur due to land use and environmental constraints.

The Housing Strategy identifies Traralgon-Morwell to be a primary population centre and to 'promote' future growth. The Housing Strategy applies the 'Limited Change' potential to the land surrounding the TGC. The 'Limited Change' potential is characterised by providing for a 'limited degree of housing growth and change in established residential areas' and being generally 'beyond reasonable walking distances of public transport and services.' Limited Change areas 'will encounter some housing change in the form of townhouse, unit and dual occupancy in locations with good access to an identified Local or Neighbourhood Activity Centre,' while 'new development in the wider Limited Change Area will comprise dual occupancies and detached houses.' The Housing Strategy recommends that this 'Limited Change' area be zoned General Residential Zone (GRZ). Due to changes in State Policy, the NRZ became the zone which was applied to 'limited change areas'.

Municipal Planning Strategy (MPS) (2021)

Latrobe City Council's MPS (2021) underlines a clear understanding that the community is currently undergoing a significant economic and social transition. The plan provides a focus on employment, economic growth, liveability, and a connected Latrobe City.

The MPS focusses on five key objectives:

- supporting job creation and industry diversification
- encourage training and education outcomes
- improving liveability and connectedness
- providing an engaged and safe community environment
- to grow civic pride and solidify the thought of Latrobe City a key regional city.

The MPS highlights the key role that Traralgon will play having the largest projected population growth of any surrounding township. Traralgon as a key Regional Retail Centre is mentioned, including a clear aim to strengthen retail growth. Increasing residential growth is the main way to boost local spending and support Traralgon as a retail epicentre of Latrobe City. This will naturally build pressure on Council to consult large landowners such as the TGC to support residential growth.

The MPS highlights the need for recreational and educational facilities in soon to be more densely populated townships such as Traralgon. The Latrobe Regional Airport is highlighted as an integral to the region's transport network and provides a range of employment and recreation opportunities, however the TGC is not mentioned.

Planning Policy Framework (PPF) Latrobe Planning Scheme

The PPF for LCC underlines the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

The Morwell to Traralgon Structure Plan (Clause 11.03-2L) encourages the relocation of the Traralgon Golf Course (MTTSP Area 2) and its development for residential purposes which is competing with the amendment.

Clause 11.03-2L also identifies the TGC as a strategic development site that should be developed with medium density urban 'villages' within a landscape context', including a 'Local Activity Centre'.

Relevant Zoning and Overlays

The Rural Living Zone (RLZ) – Schedule 1 applies to the land. The purpose of the zone is to provide residential use in a rural environment, support agricultural land uses without impacting amenity, protect and enhance natural resources, biodiversity and heritage as well as encourage the use and development of land based on comprehensive sustainable land management practices.

Schedule 1 to the RLZ sets a minimum subdivision area and minimum area for which no permit is requires to use land for a dwelling of 2ha.

The Design and Development Overlay - Schedule 10 (DDO10) applies to the land. The schedule applies a height limit on all developments to ensure that flight paths are protected and not encroached upon. This Overlay is unlikely to trigger any permit applications for development on the TGC site.

Relevant Particular Provisions

Particular provisions are planning controls that apply only to certain uses and development or to particular aspects of certain uses and development.

52.05-Signs

The purpose of the provision is to regulate the development of land for signs and associated structures, to ensure signs are compatible with the amenity and visual appearance of an area, including the existing or desired future character, to ensure signs do not contribute to excessive visual clutter or visual disorder, to ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance or efficiency of a road.

Clauses 52.05-11 to 52.05-14 specify categories of sign control. The zone provisions specify which category of sign control applies to the zone. Each category is divided into three sections. Land within the RLZ is in the Category 3 (High Amenity Areas).

52.06- Car Parking

The purpose of the provision is to ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework, to ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality, to support sustainable transport alternatives to the motor car, to promote the efficient use of car parking spaces through the consolidation of car parking facilities, to ensure that car parking does not adversely affect the amenity of the locality, to ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

Clause 52.06 includes the following car park requirements:

- 4 car parks per hole
- 50% of the relevant requirement of any ancillary uses.

52.17 Native Vegetation

The purpose of the provision it to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. This is achieved by applying the following three step approach in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017) (the Guidelines):

- Avoid the removal, destruction or lopping of native vegetation
- Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided
- Provide an offset to compensate for the biodiversity impact if a permit is granted to remove, destroy or lop native vegetation
- To manage the removal, destruction or lopping of native vegetation to minimise land and water degradation.

52.29 Land Adjacent to the Principal Road Network

The purpose of the provision is to ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network.

To ensure appropriate subdivision of land adjacent to Principal Road Network or land planned to form part of the Principal Road Network.

It should be noted that the TGC is adjacent to the Transport Zone (TRZ2). If access is created or altered, or land subdivided, a permit will be required.

3.1.4 Review of Relevant Amendments

Planning Scheme Amendment C7: Rezoning to LDRZ (2004)

Amendment C7 in 2004 rezoned much of the Precinct from RLZ to LDRZ, with the exception of the Traralgon Golf Course, east of Regans Road, Copeland Court and Freemans Road and south of Traralgon West Road. The amendment implemented the findings of the Rural Living Study and allowed subdivision with a minimum lot size of 0.4ha while keeping in line with the planning policy at the time to maintain a non-urban break between Morwell and Traralgon. This resulted in the fragmentation and resizing of lots within the rezoned area.

Amendment C42: Traralgon Bypass (2009)

The Amendment applies to protect land on a proposed alignment described as Options W1C and E2D in the Planning Assessment Report for the Princes Highway – Traralgon Bypass, between the Princes Highway – Morwell Bypass, at Morwell East and the Princes Highway at Sheepwash Creek Road, east of Traralgon. The Amendment also applies to land required for proposed interchange ramps on the Princes Freeway at Tramway Road and land on both sides of the proposed route alignment.

Amendment C62 and the Traralgon-Morwell Corridor Concept Plan (2010)

Amendment C62 implemented a review of the planning scheme in 2010 and instigated a policy shift in relation to the potential for urban development in the Morwell-Traralgon Corridor. The planning scheme review implemented through Amendment C62 involved the review of the structure plans for Traralgon, Morwell, Churchill and Moe/ Newborough which was undertaken by Beca, on behalf of Council, in 2007.

There is no specific mention regarding residential redevelopment at the Golf Club site, however, Amendment C62 marked a clear policy shift away from maintaining a non-urban break in the Morwell-Traralgon Corridor. Because the Golf Club is located within this corridor, it could therefore indirectly encourage the redevelopment of the Golf Club for residential growth.

Amendment C87 – Traralgon Growth Areas Review (TGAR) (2017)

The amendment provides and clear direction for the growth and development at Morwell, Traralgon, the Traralgon West Growth Corridor, and the small towns of Glengarry and Tyers. It aims to target the growth of the region for the next 30-40 years with reference to the Traralgon West Structure Plan (TWSP).

The TWSP aims to facilitate the transition of the Morwell Traralgon Employment Corridor to an area which better reflects the opportunities available within the Traralgon West precinct, while responding appropriately to the constraints which exist within the area. Although there is no specific mention of the importance of

retaining recreational land uses such as the Golf Club, C87 highlights that over time it aims to encourage a higher density residential corridor in the areas closest to the Princes Highway.

Morwell Traralgon Employment Corridor (MTEC) (2020)

The MTEC undertook further detailed assessment regarding the specific uses and opportunities for the corridor and re-affirmed the future residential area identified in the Traralgon West Structure Plan. The MTEC highlights the potential for a Neighbourhood Activity Centre (NAC) located on the Hollydale Strategic Development Site at the intersection of the Princes Highway and Bradford Drive.

There is no specific reference made to the redevelopment of the TGC or the retention of other recreational infrastructure over residential development.

3.2 TGC SOCIO-ECONOMIC ASSESSMENT

The TGC Socioeconomic Assessment process evaluated the most appropriate future use of the site and the TGC's role in delivering community, health, and environmental outcomes. This report presents a socio-economic analysis of two options for the future use of the TGC site:

- A business as usual scenario, underpinned by the Club's Strategic Plan and Course Masterplan
- A hypothetical relocation option.

The business as usual scenario indicates a strong and sustainable future for TGC, projecting a net community benefit of $8.3 million over 20 years with a cost-benefit ratio of 1:1.32. Planned improvements, including a new 19th hole, are expected to enhance member participation, financial stability, and the Club's role as a major community hub. Conversely the hypothetical relocation scenario, based on preliminary assumptions, carries substantial risks. Relocation would require an estimated $50 million investment, generate a temporary decline in membership and revenue, and threaten established community ties. It would result in a negative net community benefit of -$17.1 million over 20 years, with a cost-benefit ratio of 1:0.70. The relocation option also risks the loss of existing environmental assets and increases uncertainty around accessibility for current members. It is noted that the relocation analysis was based on preliminary information and would require detailed feasibility investigations if pursued.

Based on the findings of this assessment, the continued operation of TGC at its existing site is the preferred option for delivering long-term community, environmental, and economic benefits. The TGC plays a vital role in supporting physical and mental health outcomes, fostering social cohesion, contributing to the visitor economy, and preserving valuable green open space and biodiversity within an increasingly urbanised area. Retaining TGC at its current site offers a greater degree of certainty, lower risk, and a more immediate and measurable community benefit. Continued investment in the current facility will allow the Club to build upon its strong historical foundations, enhance its contribution to community health and wellbeing, and secure its position as a vital social and recreational asset for the Latrobe community into the future.

3.3 TGC MASTERPLAN

TGC have recently finalised a Masterplan (Traralgon Golf Club- Golf Course Masterplan March 2025) for the course.

The Masterplan addresses current and growing boundary concerns and the opportunity to reposition and rebuild greens to address their deteriorating agronomy and provide for a variety pin options. The Masterplan provides greater teeing options, provides improved enjoyment for a range of physical demographics while also addressing the differences between winter and summer course conditions. The proposed new layout will support a tactical approach by TGC to progressively address growing issues, and in parallel, transform and position the course to continually attract players into the long term.

One key strategic imperative of the Masterplan is to mitigate key risks – player and neighbour safety, limited land, tight design and boundary encroachment. Rerouting of some holes are proposed to address this risk.

It is proposed to rebuild some of the greens on the course. The Masterplan also proposes the construction of a 19th green to allow for minimal disruption while green rebuilding is occurring.

The Masterplan proposes reducing the reliance on dense tree corridors to define play. It is assumed that this will require the removal of vegetation.

The Masterplan also proposes to relocate the cart storage to a more desirable location which has fewer safety risks and less disruption to golf.

4. KEY STAKEHOLDER ENGAGEMENT

In the development of this advice, a stakeholder engagement plan in accordance with LCC's Community Engagement Policy was implemented.

The objective of the stakeholder engagement was to understand from key stakeholders including the TGC and Councillors, how the Club and course is valued by the community and stakeholders and the opportunities to be realised and the constraints to be addressed by strategic land use planning for the Club.

Topics discussed during the engagement phase included:

- Current operations of the Golf Club including membership, golf and community programs and financial status
- Golf Club social and community impact
- Strategic development opportunities for the Golf Club, including masterplanning, membership growth and future golf programs
- Future opportunities to be realised through the strategic planning for the Club
- Implications for retaining the Golf Club in its current locations, and relocating the Club.

Key stakeholders for the project include:

- TGC Committee and members were engaged through a variety of mediums. The engagement identified the objectives the committee and members have for the future of the Club
- Councillors: Councillors from all nine (9) wards were briefed on the project on the 2 of June 2025
- Other stakeholders, including Golf Australia.

As the PSA progresses into the formal statutory phase, further engagement with the TGC, local community, state authorities, adjoining properties and other stakeholders will be undertaken.

5. CASE STUDIES- COMPARABLE SITE REVIEW

A review of comparable sites was undertaken (see Appendix C for list of sites reviewed).

The findings of the comparable site review include:

- A significant number of privately owned golf clubs have a Special Use Zone (SUZ) with a schedule establishing Purposes to the schedule of the zone
- A number of Councils use a more general 'Golf Clubs' SUZ Schedule that applies to all privately owned golf courses in the Council area.

Purpose

- Purposes in the Schedule to SUZs vary depending on the type of issues to be addressed. Purposes include:
  - To provide for the use and development of land as a golf course and associated land uses
  - To provide for the use of the land for a golf course and ancillary activities
  - To ensure that the development of these facilities takes place in an orderly and proper manner and does not cause a loss of amenity to the neighbourhood
  - To ensure that the use and development of land for the golf course and associated activities does not adversely affect the amenity of surrounding areas and does not affect existing native vegetation on site.

Table of Uses:

- Tables of Uses table are tailored to support uses that align with the purpose to the SUZ schedule, for example, SUZs schedules with the Purpose of facilitating development of land as a golf course and associated land uses, include:
  - Section 1 uses, such as golf course, golf driving ranges, car parking (when associated with certain uses), leisure and recreation
  - Section 2 uses that may support the purpose in the Schedule to the SUZ that may be considered by Council, such, accommodation, offices, place of assembly.

Use Requirements

Various use requirements are included in SUZ schedules. Examples of the use requirements included in various relevant SUZ schedules include:

- Use application requirements to show how the proposed use achieves or is complementary to the purpose of the schedule
- Requirement that the use of land must not adversely affect the amenity of surrounding land
- Decision Guidelines including consideration of the effect the use will have on nearby land, and existing use, impact on traffic, whether the use is consistent with the purpose in the Schedule to the SUZ.

Subdivision Requirements

Various subdivision requirements are included in SUZ schedules. Examples of the subdivision requirements included in various relevant SUZ schedules include:

- Decision Guidelines that require Council consider interface with adjoining land, the effect of subdivision on the potential of the land to accommodate existing and future uses that are consistent with the purpose of the zone.
- The role that the land plays in providing a substantial area of open space and habitat.

Buildings and Works Requirements

Various Buildings and Works requirements are included in SUZ schedules. Examples of the buildings and works requirements included in various relevant SUZ schedules include:

- No permit is required for minor earthworks associated with the ongoing maintenance or operation of the existing golf course, providing the Australian course rating is not reduced.
- Requirement for a Landscape Plan

- Decision Guidelines that require Council consider the need to maintain a buffer from land uses on the site (if appropriate) to adjoining land uses
- Views to and from the site
- Impacts on native vegetation
- Treatment and disposal of wastewater
- Connection to services
- Required assessment of the land for potential contamination
- Footprints of buildings and impact on stormwater management
- Exemption from notice and review for buildings and works applications associated with a golf course and golf driving range are exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Signs

The majority of SUZ schedules reviewed did not include sign requirements. SUZ2 in the Wodonga Planning Scheme specified the sign requirements are at Clause 52.05 is in Category 3

6. STRATEGIC CONSIDERATIONS

6.1 STRATEGIC ASSESSMENT

Minister's Direction No. 11: Strategic Assessment of Amendments, requires a Planning Authority to evaluate and document how an amendment addresses specified strategic considerations. A strategic assessment of the proposed PSA that aligns with the Planning Practice Note 46 (Strategic Assessment Guidelines for Preparing and Evaluating Planning Scheme Amendments) has been undertaken. Planning Practice Note 46 is used to guide a strategic assessment under Minister's Direction No. 11 (Strategic Assessment of Amendments).

Planning Practice Note 46 sets out the types of amendments that require various levels of assessment against the strategic considerations outlined in the Practice Note. The Practice Notes identifies amendments that only require a 'brief' assessment against the strategic considerations in the Practice Note.

Amendments that rezone land to 'reflect its current use or ownership', require a 'brief' assessment against the strategic considerations. Although there are some complexities involved with the rezoning in relation to community expectations, the assessment has assumed that the PSA report will 'briefly' assess the amendment against the strategic considerations in the Practice Note.

As required by Practice Note 46, only strategic considerations relevant to the amendment, have been provided. The level of justification needed for each consideration is proportional to the impact the amendment will have.

Table 6-1 summarises how the PSA must respond to the relevant strategic considerations.

Table 6-1 Strategic Considerations

Strategic Consideration		Comment
Why is an amendment required?	What does the amendment intend to do and what is its desired outcome?	The amendment will apply to the relevant part of the Latrobe Planning Scheme to incorporate an overall Planning Policy that is more appropriate given the current use of the site as a Golf Club
	How does it intend to do it?	Apply planning controls to the site that support current and future operations of the golf club, and ensure that any future use, development does not adversely the amenity of surrounding areas and does not affect existing flora and fauna on the site.
	Is it supported by or is it a result of any strategic study or report?	Yes. A Socio-Economic Analysis was undertaken that indicate that the continued

Strategic Consideration		Comment
		operation of the TGC would deliver long-term community, environmental, and economic benefits.
	Will the planning policy, provision or control result in the desired planning outcome?	Yes, it will apply planning controls that support the current use and future operations of the TGC, while protecting amenity of surrounding areas and on site flora and fauna
	Will the amendment have a net community benefit?	Yes. The Socio-Economic Analysis showed a net community benefit from the continued operation of the TGC in its current location
	Will the community benefit outweigh the cost of the new control?	Yes. The net community benefit is expected to be realised over the next 20 years and requires planning improvements that will be supported by the amendment and are required to maximise benefit.
	Does the amendment repeat provisions already in the planning scheme?	No. The zoning will be site specific. Particular Provisions (e.g. Clause 52.17 (Native Vegetation) 52.05 (Signs), 52.06 (Car Parking) will apply and not be duplicated by the amendment.
	Is the planning scheme the most appropriate means of controlling the issue or can other existing regulatory or process mechanisms deal with the issue?	Yes. The planning scheme is the mechanism that will best support the current and future use and development of the site.
	Is the matter already dealt with under other regulations?	No
Does the amendment implement the objectives of planning and address any environmental, social and economic effects?	Does the amendment implement the objectives of planning in Victoria? (Refer to section 4 of the Planning and Environment Act 1987.)	Yes, particularly in relation to securing a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;
	Does the amendment adequately address any environmental effects?	Yes
	Does the amendment adequately address any social effects?	Yes
	Does the amendment adequately address any economic effects?	Yes
Does the amendment address relevant bushfire risk?	Does the amendment meet the objective and give effect to the strategies to address the risk to life as a priority, property, community infrastructure and the natural environment from bushfire in the Planning Policy Framework (Clause 13.02 of the planning scheme)?	The site is not within a bushfire prone area. It is not anticipated that the amendment will create any further bushfire hazard
	Has the view of the relevant fire authority been sought in formulating the amendment?	No (to be undertaken during PSA preparation)
	If the planning scheme includes a Local Planning Policy Framework at Clause 20, is the amendment consistent with the objectives and strategies that apply to bushfire risk?	NA
	Is local policy for bushfire risk management required to support the amendment?	No

Strategic Consideration		Comment
Does the amendment comply with all the relevant Minister's Directions?	Does the amendment comply with the requirements of the Ministerial Direction - The Form and Content of Planning Schemes?	Yes
	Do any other Minister's Directions apply to the amendment? If so, have they been complied with?	Ministerial Direction 1 (Potentially Contaminated Land) applies to land that is potentially contaminated. As the PSA allows land to be used for a sensitive use, the planning authority must satisfy itself whether or not the land or parts of the land are contaminated.
	Is the amendment accompanied by all of the information required by a Minister's Direction?	Yes
Does the amendment support or implement the PPF?	Does the amendment support or give effect to the PPF?	No. The Morwell to Traralgon Structure Plan (Clause 11.03-2L) encourages the relocation of the Traralgon Golf Course (MTTSP Area 2) and its development for residential purposes.
	Are there any competing PPF objectives and how are they balanced?	Yes. The Morwell to Traralgon Structure Plan (Clause 11.03-2L) encourages the relocation of the Traralgon Golf Course (MTTSP Area 2) and its development for residential purposes which is competing with the amendment. It is recommended that Clause 11.03-2L is amended to align with the retention of the golf club in the current location.
	Does the amendment support or give effect to any relevant adopted state policy?	Yes
	If the planning scheme includes a Municipal Planning Strategy (MPS) at Clause 02 and the amendment seeks to introduce or amend a local planning policy in the PPF: Does the new or amended local planning policy: respond to a demonstrated need? implement a strategic direction in the MPS? relate to a specific discretion or group of discretions in the planning scheme? assist the responsible authority to make a decision? assist any other person to understand whether a proposal is likely to be supported? respond to a demonstrated need? Does the amendment affect any existing local planning policy or tool? Is a local planning policy necessary OR is the issue adequately covered by	N/A

Strategic Consideration		Comment
	another planning tool or decision guideline?	
Does the amendment make proper use of the VPP?	Does the amendment use the most appropriate VPP tool to achieve the strategic objective of the planning scheme?	Yes. A Special Purpose Zone is proposed. A standard zone or a combination of zones, overlays and local policies cannot give effect to the desired objectives or requirements. The strategic basis for the use of a Special Purpose Zone has been established. The prescribed schedule provides flexibility to cater for the required variety of land uses to ensure orderly development outcomes for the site and surrounds.
	Does the amendment affect, conflict with or duplicate another existing provision in the planning scheme that deals with the same land, use or development? If so, have the provisions been reconciled?	No
	Does the control capture matters that do not specifically relate to the purpose or objectives of the control or matters that should not be dealt with under planning?	No
	Does the amendment make any existing provision in the planning scheme redundant?	No
	Is the amendment consistent with any relevant planning practice note?	Yes. Planning Practice Note 02 (Applying the Special Use Zone) Planning Practice Note 46 (Strategic Assessment Guidelines for Preparing and Evaluating Planning Scheme Amendments).
How does the amendment address the views of any relevant agency?		Agency engagement to be undertaken during PSA preparation)
Does the amendment address the requirements of the Transport Integration Act 2010 (TIA)?	Is the amendment likely to have a significant impact on the transport system, as defined by section 3 of the TIA?	No
	If so, explain how the amendment addresses the transport system objectives and decision making principles set out in Part 2, Divisions 2 and 3 of the TIA.	NA
	Are there any applicable statements of policy principles prepared under section 22 of the TIA?	No
	If so, assess how the amendment addresses any specified policy principles that apply to the proposal.	NA
What impact will the new planning provisions have on the resource	Has the council considered the cost implications in implementing and administrating the new planning provisions? including:	There will be costs in relation to: • Further technical assessments to support the amendment (if required) • Council officer time spent managing the amendment

Strategic Consideration		Comment
and administrative costs of the responsible authority?	estimated increase in number of planning permit applications planning staff resources other miscellaneous costs including legal or other professional advice, for example, heritage advisers capacity to consider the new application within the prescribed time?	• Costs associated with the exhibition of the Planning Scheme Amendment • Cost and Council Officer time associated with referral to Planning Panels Victoria (if required)

6.1.1 Why is the amendment required?

Currently the land parcel is zoned Rural Living Zone – Schedule 1 (RLZ1) under the Latrobe Planning Scheme. This zoning is typically applied to areas where residential development occurs in a rural setting, often with larger lots that provide a transition between urban and rural land uses. The RLZ1 zoning reflects the site's location on the peri-urban fringe of Traralgon and permits land uses that are compatible with rural living, low-density residents' development, and limited agricultural activities. While not specifically a recreational zone, use of the site as a golf course is consistent with the zone's discretionary uses, provided relevant planning approvals have been granted or maintained.

Over the past six years, TGC's membership base has undergone strong growth reaching the highest membership level in 19 years at the end of 2023/24. Continued growth in membership is important to the viability of the Club. The population and dwelling forecasts for the Traralgon-Traralgon East area indicate steady growth through to 2046, presenting both challenges and opportunities for the region. With a projected population increase of 28.0% and a 40.7% rise in dwellings, the area is expected to account for 58.1% of total dwelling growth in Latrobe.

This indicates the community surrounding the TGC is expected to grow, with evolving housing and recreational needs. The anticipated population growth presents an opportunity for the TGC to grow its membership base and enhance community engagement. As more residents move into the area, the Club is well positioned as a central recreational and social hub, catering to the diverse needs and interests of the community.

Considering the potential growth and demand for the recreational facilities provided by the TGC that will be required as populations grow in the region, it is important that the planning controls for the site are supportive in allowing the club to respond to need to improve, update and redevelop certain aspects of the Club and provide the Club with confidence to continuing to invest.

The most appropriate site-specific planning control to support the future growth of the club is the SUZ. The SUZ allows for:

- the establishment of local purposes in relation to the Club
- the prescription of a flexible Table of Uses that ensures that the planning process is efficient and simple for uses that support the purpose of the zone
- Prescribed land use provisions that support appropriate development, simplify planning approvals and provide the Responsible Authority guidelines to assess planning applications.

7. PROPOSED TOOLS AND IMPLEMENTATION

7.1 PLANNING SCHEME AMENDMENT PURPOSE AND OBJECTIVES

The objective of the Planning Scheme Amendment should be established to guide the purpose, table of uses and land use provisions to be implemented through the Schedule to the SUZ.

The TGC Masterplan proposes a number of upgrades including:

- Rerouting of some holes
- Rebuilding of some of the greens
- Construction of a 19th green to allow for minimal disruption while green rebuilding is occurring
- Removal of vegetation
- Relocation of the cart storage.

It is proposed that where possible the proposed SUZ should support the proposed use, buildings and works required to implement the Masterplan.

The Section 1 Uses have been identified as uses that:

- Will support the future growth and prosperity of the TGC
- Will meet the purpose of the SUZ schedule in relation to values of the site and amenity of surrounding areas.
- Align with Traralgon Golf Club-Golf Course Masterplan March 2025.

Key Section 1 Uses and Conditions to support the Masterplan include:

- Golf course
- Store (Must be associated with use of land for a Golf Course).

Other uses that may be required to support future development of the TGC have been identified as Section 1 Uses.

Other Key Section 1 Uses include:

- Golf Driving Range
- Informal outdoor recreation
- Restricted recreation facility
- Caretakers House
- Office (must be ancillary to a Golf course and not greater than 100 sqm in floor area)
- Shop (must be ancillary to a Golf course and not greater than 100 sqm in floor area)
- Car Park (Must be associated with use of land for a Golf Course).

7.2 PLANNING POLICY FRAMEWORK

A comprehensive review of the PPF in relation to the TGC was undertaken. The review identified any amendments required to ensure the PPF aligns with the proposed site-specific planning scheme amendment.

The Morwell to Traralgon Structure Plan (Clause 11.03-2L) encourages the relocation of the Traralgon Golf Course (MTTSP Area 2) and its development for residential purposes which is competing with the amendment.

Clause 11.03-2L also identifies the TGC as a strategic development site that should be developed with medium density urban 'villages' within a landscape context', including a 'Local Activity Centre'.

It is recommended that Clause 11.03-2L is amended to align with the retention of the golf club in the current location.

It should be noted that the Traralgon Housing Framework Plan (Clause 16.01-1L Housing Supply) does not include the TGC. This indicates that the retention of the TGC will not impact on the delivery of the required housing supply for Traralgon.

7.3 PROPOSED SPECIAL USE ZONE FOR THE TGC

A Schedule to the SUZ consistent with Ministerial Direction Section 7(5) (Form and Content of the Planning Scheme) has been drafted to support the growth and development of the TGC.

7.3.1 Purpose

To provide for the use and development of a private golf course and associated uses.

To ensure that the use and development of land for the purpose of private golf course and associated uses does not prejudice the amenity of surrounding areas.

To ensure that the use and development of land for golf courses and associated activities retains and enhances biodiversity and landscape values of the site.

7.3.2 Table of Uses

Table 7-1 Section 1 Uses- Permit Not Required

Use	Condition
Automated collection point	Must meet the requirements of Clause 52.13-3 and 52.13-5. The gross floor area of all buildings must not exceed 50 square metres
Golf course	
Golf Driving Range	
Informal outdoor recreation	Must be associated with use of land for a Golf Course)
Restricted recreation facility	
Caretakers House	
Office	Must be ancillary to a Golf course and not greater than 100 sqm in floor area
Shop	Must be ancillary to a Golf course and not greater than 100 square metres in floor area
Store	Must be associated with use of land for a Golf Course)
Car Park	Must be associated with use of land for a Golf Course)
Any use listed in Clause 62.01	Must meet the requirements of Clause 62.01.

Table 7-2 Section 2 Uses- Permit Required

Use	Condition
Energy generation facility	
Fuel depot	
Indoor recreation facility	
Function Centre	
Freezing cool storage	
Food and drink premises	
Convenience restaurant	
Conference Centre	
Place of assembly	
Any use in Section 1 if the condition is not met	
Any other use not in Section 1 or 3	

Table 7-3 Section 3 Uses- Prohibited

Use	Condition
Industry (other than Automated collection point)	
Accommodation (other than caretakers house)	
Earth and Energy Resources Industry	If Requirement of Clause 52.08 not met
Recreational boat facility	
Gambling Premises	
Landscape Garden Supplies	
Manufacturing sales	
Car sales	
Primary produce	
Transport Terminal	

7.3.3 Use Requirements

Any application must show how the proposed use achieves or is complementary to the purpose of the schedule.

The use of land must not adversely affect the amenity of surrounding properties, including through:

- Increased traffic and car parking generated by the use
- Transportation of materials, goods or commodities
- Appearance of any building, works or materials
- Emission of noise, vibration, artificial light, odour, dust, wastewater, waste products, oil or similar.

An application to use land under Clause 37.01, in addition to those specified in Clause 37.01 and elsewhere in the scheme must be accompanied by the following information, as appropriate, to the satisfaction of the responsible authority:

- The purpose of the use and type of activities to be carried out
- How the proposed use supports, or is ancillary to the use of the land for a golf course
- The likely effects, if any, on adjoining land, including noise levels, traffic, the hours of delivery and dispatch of goods and materials (including waste collection), hours of operation and potential light spill
- A statement of how the proposed use achieves or is complementary to the purpose of this schedule.

Decision guidelines

Before deciding on an application to use land under Clause 37.01, in addition to those specified in Clause 37.01 and elsewhere in the scheme, the responsible authority must consider, as appropriate:

- The purpose of the zone
- The need for the proposed use, and the extent to which the use will contribute to the benefit of, and promote the golf course as a viable recreation and community venue
- The effect of traffic to be generated on the existing road network
- Any impact upon the amenity of the existing primary use of the land for a golf course, and any impacts upon the amenity of the surrounding area
- The provision of car parking
- Any impact on biodiversity and landscape values
- The provision of landscaping.

7.3.4 Subdivision Requirements

None Specified

7.3.5 Buildings and Works Requirements

No permit is required for minor earthworks associated with the ongoing maintenance or operation of the existing golf course, providing the Golf Australia course rating is not reduced.

Exemption from notice and review

Buildings and works associated with a golf course are exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision Guidelines

The following decision guidelines apply to an application for a permit under Clause 37.01, in addition to those specified in Clause 37.01 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The purpose of the schedule to the zone
- The need to minimise any adverse impact on the biodiversity and landscape values of the site
- Views to and from the site
- Whether the height, bulk and design of buildings is in keeping with the low rise, low scale neighbourhood character
- The footprint of buildings and the potential to collect and reuse rainwater
- The storage of rubbish and material for recycling.

7.3.6 Signs

None specified

7.4 PROVISION 52.16 NATIVE VEGETATION PRECINCT PLAN

An NVPP provides for the strategic management of native vegetation for a defined area or precinct. It is established via a planning scheme amendment to incorporate the NVPP and list it in the schedule to Clause 52.16. An NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct.

Clause 52.16 of the planning scheme applies to land where an NVPP applies. This clause requires a planning permit to remove, destroy or lop native vegetation unless the native vegetation removal is in accordance with an NVPP or is exempted under Clause 52.16-8. Clause 52.17 of the planning scheme does not apply to land where an NVPP applies.

7.5 FURTHER ASSESSMENTS REQUIRED

Ministerial Direction 1 (Potentially Contaminated Land) applies to land that is potentially contaminated. As the PSA allows land to be used for a sensitive use, the planning authority must satisfy itself whether or not the land or parts of the land are contaminated.

As the proposed SUZ permits an accommodation use (i.e. caretakers house), it is recommended that the Planning Authority confirm whether there is any risk of contamination from the current golf course. There is potential for contamination through storage of chemicals or fuel on the site. It is recommended that Council undertake a Preliminary Site Investigation for the TGC to confirm if there is a risk of contamination on the site.

The preparation of an NVPP requires an assessment of the importance of the native vegetation for biodiversity, land and water protection, landscape and cultural values. If an assessment indicates that flora and fauna on the site is of sufficient value, the use of an NVPP may be appropriate.

7.6 ESTIMATED ADMINISTRATIVE COSTS

An estimate of the costs associate with the PSA are provided in Table 7-4. Elements and costs estimated may not be required.

Table 7-4 Estimated Administrative Costs

Task	Comments	Estimated Costs
Further technical assessments to support the amendment (if required)	• Flora and Fauna Assessment • NVPP (f required) • Preliminary Site Investigation (contamination)	• $10k • $20k • $5k
Council officer time spent managing the amendment	Assumes 0.25 Full Time Equivalent (FTE) Planning Officer, management and administrative support for the period of the amendment process (12 months)	• $40k
Costs associated with the exhibition of the Planning Scheme Amendment	Costs such as materials for exhibition, venue hire, webpage development and management	• $5k
Cost and Council Officer time associated with referral to Planning Panels Victoria (if required)	• Planning Panels Victoria fees • Representation at Panel • Expert evidence at Panel	• $5k • $20k • $20k

8. CONCLUSION AND RECOMMENDATIONS

The assessment and report align with the Planning Practice Note 46 (Strategic Assessment Guidelines for Preparing and Evaluating Planning Scheme Amendments).

Although there are some complexities involved with the rezoning in relation to community expectations, the assessment assumes that the PSA report will 'briefly' assess the amendment against the strategic considerations in the Practice Note.

The amendment is inconsistent with the MTTSP (Clause 11.03-2L) which encourages the relocation of the Traralgon Golf Course (MTTSP Area 2) and its development for residential purposes. It is recommended that Clause 11.03-2L is amended to align with the retention of the golf club in the current location.

The continued operation of TGC at its existing site is the preferred option for delivering long-term community, environmental, and economic benefits.

The TGC Masterplan proposes a number of upgrades including:

- Rerouting of some holes
- Rebuilding of some of the greens
- Construction of a 19th green to allow for minimal disruption while green rebuilding is occurring.
- Removal of vegetation.
- Relocation of the cart storage

The findings of the comparable site review include:

- A significant number of privately owned golf clubs have a SUZ with a schedule establishing Purposes to the schedule of the zone
- A number of Councils use a more general 'Golf Clubs' SUZ Schedule that applies to all privately owned golf courses in the Council area.

Considering the potential growth and demand for the recreational facilities provided by the TGC that will be required as populations grow in the region, it is important that the planning controls for the site are supportive in allowing the Club to respond to need to improve, update and redevelop certain aspects of the Club and provide the Club with confidence to continuing to invest. The most appropriate site-specific planning control to support the future growth of the club is the SUZ.

It is proposed that where possible the proposed SUZ should support the proposed use, buildings and works required associated with use of land for a Golf Course.

Appendix A TGC Socio-Economic Assessment

Appendix B TGC Masterplan

Appendix C Comparable Site Review

Council	Schedule	Purpose	Application	Content
Alpine Shire	SUZ6 (Golf Courses)	To provide for the use and development of land as a golf course and associated land uses.	All privately owned Golf courses in the Shire	Table of Uses
Ballarat	SUZ11 (Ballarat Golf Course)	To provide for the use of the land for a golf course and ancillary activities.	Ballarat Golf Course	Table of Uses Use Requirements Subdivision Requirements Building and Works Requirements (Exemption from Notice and Review and Decision Guidelines)
Boroondara	SUZ1 (Golf Courses)	To provide for land in private ownership to be used and developed as a golf course. To ensure that the development of these facilities takes place in an orderly and proper manner and does not cause a loss of amenity to the neighbourhood.	All privately owned Golf courses in the Council	Table of Uses Building and Works Requirements (Decision Guidelines)
Central Goldfields	SUZ2 (Maryborough Golf Course)	To provide for the use and development of the Maryborough golf course and associated activities which are beneficial to the whole community. To ensure that the use and development of land for the Maryborough golf course and associated activities does not adversely affect the amenity of surrounding areas and does not affect existing native vegetation on site. To protect and conserve areas of native vegetation.	Maryborough Golf Course 125 Park Road Maryborough	Table of Uses Use Requirements Subdivision Requirements Building and Works Requirements (Decision Guidelines)

Council	Schedule	Purpose	Application	Content
Frankston	SUZ1 (Golf Courses)	To provide for land in private ownership to be used as a golf course.	All privately owned Golf courses in the Council	Table of Uses Use Requirements Subdivision Requirements Building and Works Requirements (Decision Guidelines)
Gannawarra	SUZ2 (Private Golf Course)	To provide for areas to be used for a golf course and associated uses.	All privately owned Golf courses in the Council	Table of Uses Buildings and Works Requirements
Glenelg	SUZ2(Golf Courses)	To provide for areas to be used for a golf course and associated uses.	All privately owned Golf courses in the Council	Table of Uses
Golden Plains	SUZ4 Bannockburn Golf Course)	To provide for the use and development of the land for a golf course and ancillary activities.	Bannockburn Golf Course 300 Bannockburn-Shelford Rd, Bannockburn VIC 3331	Table of Uses Use Requirements Buildings and Works Requirements (Permit Requirements, Decision Guidelines) Subdivision Requirements (Decision Guidelines)
Greater Bendigo	SUZ4 (Private Sport and Recreation Facilities)	To allow for areas in private ownership to be used for a minor sports and recreation facility including golf courses, golf driving ranges and bowling clubs. To ensure that the use and development of these facilities takes place in an orderly and proper manner and does not cause loss of amenity to the neighbourhood.	All privately owned Golf courses in the Council	Table of Uses Use Requirements Buildings and Works Requirements (Permit Requirements, Decision Guidelines)
Greater Geelong	SUZ3 (Private Golf Courses)	To provide for the use and development of private golf courses. To ensure that the use and development of land for the purpose of private golf courses does not prejudice the amenity of surrounding areas.	All privately owned Golf courses in the Council	Table of Uses Use Requirements Buildings and Works Requirements (Permit Requirements, Decision Guidelines)

Council	Schedule	Purpose	Application	Content
Hepburn	SUZ1 (Private Golf Courses)	To provide for the use and development of the Clunes, Hepburn and Trentham golf courses and associated uses.	Clunes, Hepburn and Trentham golf courses	Table of Uses Use Requirements Buildings and Works Requirements (Permit Requirements, Decision Guidelines)
	SUZ2 (Creswick Golf Course)	To provide for the use and development of the Creswick golf course and associated uses.	Creswick Golf course	Table of Uses Use Requirements Buildings and Works Requirements (Permit Requirements, Decision Guidelines)
Horsham	SUZ1 (Horsham Golf Course)	To provide for the use and development of the Horsham Golf Club. To ensure that the use and development of land for the purpose of the Horsham Golf Club does not prejudice the amenity and development of nearby land.	304 Golf Course Rd, Haven VIC 3401	Table of Uses Use Requirements Buildings and Works Requirements (Permit Requirements, Decision Guidelines)
Hume	SUZ2 (Goonawarra Golf Course)	To provide for areas in private ownership to be used as private sportsgrounds. To encourage the orderly planning and development of these facilities in a manner which does not adversely affect the amenity of the neighbourhood.	Goonawarra Golf Course	Table of Uses Use of Land Requirements (Amenity of the neighbourhood), Decision Guidelines Subdivision Requirements (Decision Guidelines) Buildings and Works Requirements (Permit Requirements, Application Requirements, Decision Guidelines)
Kingston	SUZ1 (Golf Courses)	To provide for the use and development of land as a golf course and associated uses.	All privately owned Golf courses in the Council	Table of Uses
Macedon Range	SUZ3 (Private Golf Courses)	To provide for golf courses and associated uses.	All privately owned Golf courses in the Council	Table of Uses Buildings and Works Requirements (Decision guidelines)

Council	Schedule	Purpose	Application	Content
Manningham	SUZ1 (Private Education Centres, Golf Courses and Sports Grounds)	To provide for land in private ownership to be used and developed as an education centre, golf course or sports ground. To ensure that the development of these facilities takes place in an orderly and proper manner and does not cause a loss of amenity to the surrounding neighbourhood.	Multiple sites including privately owned golf course	Table of Uses Use of Land Requirements (Amenity of the neighbourhood), Decision Guidelines Subdivision Requirements (Decision Guidelines) Buildings and Works Requirements (Permit Requirements, Application Requirements, Decision Guidelines)
Monash	SUZ3 (Metropolitan and Huntingdale Golf Course)	To provide for the use and development of land as a golf course and associated uses.	Metropolitan and Huntingdale Golf Courses	Table of Uses
Moorabool	SUZ3 (Golf Courses)	To provide for golf courses and uses compatible with enhancing golf courses as an entertainment and recreation venue.	All privately owned Golf courses in the Council	Table of Uses Use Requirements (Conditions, application requirements, decision guidelines) Subdivision (application requirements, decision guidelines Buildings and Works (application requirements, decision guidelines)
Nillumbik	SUZ1 (Heritage Golf and Country Club)	To provide for Stage Two of the Heritage Golf and Country Club Development in accordance with the Site Concept Plan forming part of this schedule and an approved development plan as set out in section 4.0 below.	Heritage Golf and Country Club	Table of Uses Use (Conditions, application requirements, decision guidelines Subdivision (Application requirements, decision guidelines) Buildings and Works (application requirements, decision guidelines)
Pyrenees	SUZ1 (Private Golf Club (Beaufort)	To provide for land in private ownership to be used as a private golf club. To ensure that development of these facilities takes place in an orderly and proper manner and does not cause	Beaufort Golf Course	Table of Uses Buildings and Works Applications (permit application requirements)

Council	Schedule	Purpose	Application	Content
		loss of amenity to the surrounding neighbourhood.		
Southern Grampians	SUZ2 (Private Golf Course)	To provide for areas to be used for a private golf course.	All privately owned Golf courses in the Council	Table of Uses
Surf Coast	SUZ7 (Golf Courses)	To provide for the use and development of land for golf course and associated activities, including tourist activities. To ensure the use and development of land for golf courses and associated activities: Does not adversely affect the residential amenity of surrounding areas. Respects the neighbourhood character of the adjacent land and surrounding areas. Respects the natural environment and landscape values of the site and surrounding area.	All privately owned Golf courses in the Council	Table of Uses Use Requirements (Decision Guidelines) Subdivision Requirements (Decision Guidelines) Buildings and Works Requirements (Application Requirements, Decision Guidelines)
Wangaratta	SUZ4 (Golf Course) (Wangaratta Golf Club)	To provide for the use of the Wangaratta Golf Club for a range of sporting, entertainment and commercial uses. To ensure that the combination of uses, their density, and the scale and character of any development do not prejudice the amenity of surrounding land.	Wangaratta Golf Club	Table of Uses Use Requirements (Decision Guidelines) Buildings and Works Requirements (Application Requirements, Decision Guidelines)

Council	Schedule	Purpose	Application	Content
West Wimmera	SUZ2 (Golf Course)	To ensure that use and development of land associated with the Harrow Golf Course does not prejudice the amenity of surrounding land. To ensure that the development takes place in an orderly and proper manner.	Harrow Golf Course	Table of Uses Use Requirements (Amenity , application requirements, decision guidelines) Subdivision Requirements (Decision Guidelines) Buildings and Works Requirements (Preparation of a Development Plan)
Wodonga	SUZ2 (Golf Courses and Associated Development)	To provide for the use of land for a major recreational and sporting club facilities and their associated development including accommodation, convention and residential opportunities.	Multiples major recreational and sporting club facilities (Wodonga Golf Course)	Table of Uses Use Requirements (Requirements for a Specific Site) Subdivision Requirements (Permit requirements, application requirements, decision guidelines) Buildings and Works Requirements (Application Requirements, Decision Guidelines) Signs
Yarra	SUZ1 (Latrobe Golf Course- Farm Road Alphington)	To recognise use of the land as a private golf course and ancillary purposes.	Latrobe Golf Course- Farm Road Alphington	Table of Uses Use Requirements (Amenity of the neighbourhood, application requirements, decision guidelines) Buildings and Works Requirements (Decision Guideline)
Yarra Ranges	SUZ9 (Eastern Golf Club)	To provide for use and development of the land for an outdoor recreation facility (golf course), Restricted recreational facility and Function centre, Crop raising (turf farm), a limited licence for the function room and golf carts and full club licence for the Club House, buildings and works associated with a dwelling and group accommodation, the removal of vegetation and the	Eastern Golf Club	Table of Uses Use Requirement (the land may be used and developed in accordance with the specific controls in the incorporated document "Eastern Golf Club Yering, February 2013".) Subdivision Requirements (Minimum Lot Size) Buildings and Works Requirements

Council	Schedule	Purpose	Application	Content
		erection of signage. To ensure that the use and development of the land minimises adverse impact on the use and development of nearby land.		



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CORPORATE ITEMS FOR DECISION

CONTRACT VARIATIONS FOR THE PERIOD 1 APRIL 2025 - 30 JUNE 2025

PURPOSE

To provide a summary of contract variations approved during the period 1 April 2025 to 30 June 2025 in accordance with the requirements of the *Procurement Policy 2025*.

EXECUTIVE SUMMARY

- In accordance with Council's Procurement Policy, Section 2.12 Contract Management, *contract variations are reported to Council on a quarterly basis*.
- Council has 186 active contracts and 11 (or 6 percent) of those active contracts have had variations during this quarter.
- Across these 11 contracts, 35 contract variations were approved during this quarter.
- All contract variations this quarter are within project budget, with six of these being budget positive variations (credits).

OFFICER'S RECOMMENDATION

That Council receives and notes the report on contract variations for the period 1 April 2025 – 30 June 2025.

BACKGROUND

In accordance with Council's Procurement Policy 22-POL-14, Section 2.12 Contract Management, contract variations are reported to Council on a quarterly basis.

ANALYSIS

During the period 1 April 2025 to 30 June 2025, 35 contract variations were processed across 11 contracts, with six of these being budget positive variations (credits). Contract variations were submitted for the following reasons and are detailed in the attachments.

Reason for Variation	Number of Variations
Design Omission/Error	13
Credit	6
Servicing Authority Request	1
Latent Condition	2
Principal /Client Directed	13
Total	35

The table indicates that the majority of variations (approx. 74 percent) were either Design Omission/Errors (37 percent) or Principal /Client Directed (37 percent). The details of each of these variations have been provided in **Attachment 2**.

RISK ASSESSMENT

RISK	RISK RATING	TREATMENT
COMPLIANCE Failure to comply with Council's Procurement Policy	**Low** *Possible x Insignificant*	Process created and documented to ensure report is prepared and submitted to Council for noting in a timely manner
STRATEGIC Perception that Council is not acting in a transparent manner	**Low** *Possible x Insignificant*	Present report summarising variations to contracts on a regular basis

CONSULTATION

Not applicable.

COMMUNICATION

In accordance with Council's Procurement Policy section 5.2 Communication, summary information relating to contracts awarded is published on Council's eTendering Portal.

DECLARATIONS OF INTEREST

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 2020*.

APPENDIX 1 IMPACT ASSESSMENT

Gender

A Gender Impact Assessment (GIA) under the *Gender Equality Act 2020* has not been conducted as this matter does not involve a program, service or policy with a significant and direct impact on the community.

Social

Not applicable.

Cultural

Not applicable.

Health

Not applicable.

Environmental

Not applicable.

Economic

Not applicable.

Financial

Variations to contracts are funded from within the project budget or if necessary, from within the overall adopted budget.

Variations are approved under delegation by the relevant Officer, as these variations relate to previous periods, there is no ramifications resulting from the adoption of this recommendation.

Attachments

1. Variation Summary
2. Variation Detail

10.1

Contract Variations for the period 1 April 2025 - 30 June 2025

1 Variation Summary 471

2 Variation Detail 472

Summary of Contracts with Variations between 01 Apr 2025 - 30 Jun 2025

Contract Number	Award Date	Awarded By	Contract Title	Funding Source (Federal/State/ Council)	Current Contract Value (at 1 Apr 2025)	No. Variations this Quarter	Total Variations this Quarter	Revised Contract Value	Variations as a % of Current Contract Value
LCC-784	1-May-23	Council	Construction of Leachate Pond - Hyland Highway Landfill	Council Funded	$ 1,063,879	3	$ 54,030	$ 1,117,909	5.08%
LCC-797-1	11-Jul-23	CEO	Provision of Architectural Design for Traralgon Flood Recovery Project Stage 1 (Project 1 - Traralgon Recreation Reserve Multi-Use Pavilion)	State Governement Grant / Council Funded	$ 325,032	1	$ 6,127	$ 331,159	1.89%
LCC-807	9-Nov-23	CEO	Lead Design Consultant - Multi-Level Car Park Development Traralgon	State Government Grant	$ 804,624	1	$ 18,300	$ 822,924	2.27%
LCC-817	2-Feb-24	CEO	Gippsland Logistics Precinct Subdivision and Roundabout Design Development	State Government Grant	$ 536,660	1	$ 214,000	$ 750,660	39.88%
LCC-831	3-Sep-24	Council	Construction of Traralgon Recreation Reserve Multipurpose Pavilion	State Governement Grant / Council Funded	$ 6,191,110	7	$ 46,622	$ 6,237,732	0.75%
LCC-840	8-Aug-24	Council	Construction of Park Lane Preschool	State Government Grant	$ 1,295,113	7	$ 43,859	$ 1,338,972	3.39%
LCC-844	8-Nov-24	CEO (under delegtion, via council resolution)	Kay Street Multi-level Carpark	State Government Grant	$ 24,263,912	3	$ 21,273	$ 24,285,185	0.09%
LCC-854	25-Sep-24	CEO	Lead Design Consultant for Upgrades at Ted Summerton Reserve, Moe	State Government Grant	$ 364,180	4	$ 31,817	$ 395,997	8.74%
LCC-855	7-Nov-24	CEO	Design & Construct Sports Lighting at Gaskin Park 2 Oval, Churchill	State Government Grant	$ 233,170	1	-$ 7,920	$ 225,250	-3.40%
LCC-857	27-Feb-25	Council	Construction of Landfill Cell 7 - Hyland Highway Landfill	Council Funded	$ 1,899,386	1	$ 1,950	$ 1,901,336	0.10%
LCC-859	30-Jan-25	CEO	Roof Replacement (Court 9) Gippsland Regional Indoor Sports Stadium, Traralgon	State Government Grant	$ 312,100	6	$ 18,119	$ 330,219	5.81%

Details of Contract Variations 01 Apr 2025 - 30 Jun 2025

Contract Number: LCC-784

Contract Title	Supplier Name	Date Approved	Variation Value	Within budget	Funding Source (Federal/State/Council)	Variation Type
Construction of Leachate Pond - Hyland Highway Landfill	RTL Mining and Earthworks Pty Ltd	14-May-2025	$5,429.63	Yes	Council Funded	Design Omission/Error
Variation Title	Additional topsoil and Jute mat to prevent slope erosion					
Variation Reason	The topsoil and jute mat were extended to improve the slope stability outside the designed area. This variation was inadvertently missed from the previous variation request (Variation 4)					
Construction of Leachate Pond - Hyland Highway Landfill	RTL Mining and Earthworks Pty Ltd	05-May-2025	$71,858.40	Yes	Council Funded	Design Omission/Error
Variation Title	Installation of a boundary fence to enclose the leachate ponds.					
Variation Reason	The existing fence had to be removed to install the new leachate pond, as the designed pond did not fit within the fenced area. To complete the boundary fence, it is necessary to install a new fence section to enclose the leachate pond and access roads with two gates (salvaged from the dismantled fence).					
Construction of Leachate Pond - Hyland Highway Landfill	RTL Mining and Earthworks Pty Ltd	28-Apr-2025	-$23,258.79	NA	Council Funded	Credit
Variation Title	Item 5.1 was not required					
Variation Reason	A provisional item was included in the contract to install geotextile in Cell 6 which couldn't be installed at the time of the construction due to EPA direction. It was not possible due to the delay in the contract award.					

Contract Number: LCC-797-1

Contract Title	Supplier Name	Date Approved	Variation Value	Within budget	Funding Source (Federal/State/Council)	Variation Type
Provision of Architectural Design for Traralgon Flood Recovery Project Stage 1 (Project 1 - Traralgon Recreation Reserve Multi-Use Pavilion)	John Brand and Company Pty Ltd	01-May-2025	$6,127.40	Yes	State Governement Grant / Council Funded	Servicing Authority Request

Variation Title: Application for Building Permit_Building Levy Cost

Variation Reason: This Variation is for the building permit approval by Victorian Building Authority. This cost is evaluated on the total project building permit cost, when issued prior to construction.

Contract Number: LCC-807

Contract Title	Supplier Name	Date Approved	Variation Value	Within budget	Funding Source (Federal/State/Council)	Variation Type
Lead Design Consultant - Multi-Level Car Park Development Traralgon	Katz Architecture Pty Ltd	20-Jun-2025	$18,300.00	Yes	State Government Grant	Principal/Client directed variation

Variation Title: Additional Services

Variation Reason: The Contract has a phases schedule which includes a lump sum amount/allowance for services required during Construction phase. These services include RFI responses, review of shop drawings, site inspections and visits and any works associated for required approvals etc by both the head consultant and it's subconsultants.
An allowance was made for 12 months of construction services as an estimate for construction duration which this contract was prepared 8 months prior to the project being designed and tendered. It is now known that following tender and commencement of construction on site that works are currently estimated to go until at least April 2026. With the 12 months allowance commencing in February 2025 (first payment for the month of Feb and the final contract payment for the month of January 2026) there is a 3 month gap where services are still required. The Contract (phases schedule) stipulates that for each month after the 12 month allowance that construction continues, the consultant will be entitled to an agreed fee of $6,100 per month. As such, this variation is requested to cover the gap in construction services that are required for the months of Feb, march and Apr 2026.

Contract Number: LCC-817

Contract Title	Supplier Name	Date Approved	Variation Value	Within budget	Funding Source (Federal/State/Council)	Variation Type
Gippsland Logistics Precinct Subdivision and Roundabout Design Development	The Trustee for DALTON CONSULTING ENGINEERS UNIT TRUST	19-May-2025	$214,000.00	Yes	State Government Grant	Principal/Client directed variation

Variation Title
Variation Reason

Variation GLaMP for Stage 1B and Stage 2 Design
This variation is required because of design scope changes arising from:
- statutory authorities and service owner approval initiated revisions and inclusions
- client-initiated changes to the original subdivision layout to reflect the market demand and increase the total number of lots to 20.

V01 - Splitting functional design to reflect new stage boundaries.
The splitting of the original stage 1b into:
- 1AA which was lots 5 and 7 to be developed separately and earlier to bring forward settlement of future sales contracts.
- 1B internal which was Lot 4 development.
- 1B external which became the roundabout.
- Stage 2 which was the remaining 6 lots of the original layout.

V02 - Additional Stage 1B external roundabout external concepts following consultation with the Department of Transport and Planning. Added in service lanes for access to the businesses located on the eastern side of Tramway Rd.

V03 - Revised External concept design following DTP consultation on Stage 1B external roundabout. Added in additional bus stops. Footpaths have been added to improve connectivity between the bus stops, GLaMP, the roundabout, and Tramways Rd.

V04 - Change to Stage 2 with the loop road being introduced, lot divisions revised with a total of 20 lots now. The Stage 1A marketing has not revealed market demand for a 15ha large site. The introduction of a loop road through will increase the value of the lots by creating more frontage and see more lots delivered in the 2-3ha size which is where these has been successful interest to date. This will also allow for future consolidation of those lots into larger lots as required.

V05 - Revised fee to capture uplift of concept designs through to functional and detailed design phases.
- Stage 1B external roundabout.
- Updated Stage 2. Internal Layout loop road with 9 additional Lots.
- 2nd western wetland (ephemeral) within LSIO area.
  The second wetland is a new introduction that allows gravity flow for stormwater, provides greater flood storage which offsets the areas being developed that are within the LSIO and will be filled, also wins more fill from site meaning less to buy/import.

New provisional sum for further design development and value management.

Functional Layout Plans (FLPs) are completed for the internal works and are imminent for submission for the external DTP works. Previous experience with DTP external works has seen project prolongation and repeated changes through the design approval process. A new provisional sum to respond to these requests with priority will enable the continued momentum of the project.

Furthermore, early cost estimates for the internal work FLPs have identified import fill volume requirements in excess of $10m for the remaining site. Whilst this is a realisation of the original strategies for the development, we are now at the detailed design phase and there is a need for value management and cost engineering options to be explored. This provisional sum will allow for design iterations and options to be explored to understand the cost implication and ensure that the best value for money outcome is delivered.

Contract Number: LCC-831

Contract Title	Supplier Name	Date Approved	Variation Value	Within budget	Funding Source (Federal/State/Council)	Variation Type
Construction of Traralgon Recreation Reserve Multipurpose Pavilion	Langden Constructions Pty Ltd	25-Jun-2025	-$4,998.00	NA	State Governement Grant / Council Funded	Credit
Variation Title	Plumbing Changes – Tender to IFC					
Variation Reason	This Variation is a credit for the plumbing changes made from tender to construction. Credit for 2 water bottle fillers leaving 4 as shown on the floor plan in green.					
Construction of Traralgon Recreation Reserve Multipurpose Pavilion	Langden Constructions Pty Ltd	23-Jun-2025	$3,344.00	Yes	State Governement Grant / Council Funded	Design Omission/Error
Variation Title	Steel Brickwork Supports					
Variation Reason	This variation relates to the subfloor brickwork which has one steel support between 4 meters of brick wall to support the hit and miss (Perforated) brickwork. This variation is for 2 angle steel supports in between the steel column and the already detailed one steel upright. These will hold additional brick ties making the walls a lot stronger.					
Construction of Traralgon Recreation Reserve Multipurpose Pavilion	Langden Constructions Pty Ltd	13-Jun-2025	$6,855.20	Yes	State Governement Grant / Council Funded	Design Omission/Error
Variation Title	Electrical UnderBore					
Variation Reason	This Variation is for electrical underground bore from the main entry gate to the new electrical distribution board. The tender documentation showed the new distribution board at the gate, after further engagement with AusNet the advice is to locate the new electrical board 26mtr South of the original tender documentation. The reason this section requires underground bore is to avoid damage to a native gumtree.					

Construction of Traralgon Recreation Reserve Multipurpose Pavilion	Langden Constructions Pty Ltd	13-Jun-2025	$22,115.50	Yes	State Governement Grant / Council Funded	Design Omission/Error

Variation Title: Stair Stringers

Variation Reason: This variation is for the the 6 external stair stringers re-fabrication. The Architectural plans were incorrect by 500mm and were not identified until they were on site. This variation is to return the stringers and step lugs to the manufacturer for reconstructingand hot dip galvanising and return to site.

Construction of Traralgon Recreation Reserve Multipurpose Pavilion	Langden Constructions Pty Ltd	10-Jun-2025	$10,208.00	Yes	State Governement Grant / Council Funded	Design Omission/Error

Variation Title: Additional Piers and Pier modifications

Variation Reason: This variation is for the addition of 5 x bored piers and the modification of 2 x bored piers. These are required to support the stair stringers, which changed in length due to the amended finished pavement level nominated on the architectural drawings.

Construction of Traralgon Recreation Reserve Multipurpose Pavilion	Langden Constructions Pty Ltd	23-May-2025	$781.00	Yes	State Governement Grant / Council Funded	Design Omission/Error

Variation Title: Additional Strip Footing for Stairs at viewing area

Variation Reason: This variation is for the additional strip footing SF4 for the stairs at the tiered seating that was not included on tender plans. After consultation with the engineers and amending the basement floor from concrete to asphalt, this footing will now be required for the stairs each side of the tiered seating.

Construction of Traralgon Recreation Reserve Multipurpose Pavilion	Langden Constructions Pty Ltd	02-May-2025	$8,316.00	Yes	State Governement Grant / Council Funded	Design Omission/Error

Variation Title: Additional Strip Footing for Viewing seating not included on tender plans

Variation Reason: This Variation if for the additional strip footing that was not included on the drawings. After consultation with the engineers and amending the basement floor from concrete to asphalt this footing will now be required for the tiered seating bottom riser.

Contract Number: LCC-840

Contract Title	Supplier Name	Date Approved	Variation Value	Within budget	Funding Source (Federal/State/Council)	Variation Type
Construction of Park Lane Preschool	Langden Constructions Pty Ltd	25-Jun-2025	$2,860.00	Yes	State Government Grant	Principal/Client directed variation
Variation Title	Post completion additional items					
Variation Reason	Once the the preschool was operational a request was made for additional required items: 5 Pinboards for the foyer and office areas 4 additional paper towel holders 2 additional soap dispensers and an Essential Safety Records box.					
Construction of Park Lane Preschool	Langden Constructions Pty Ltd	25-Jun-2025	-$1,311.00	NA	State Government Grant	Credit
Variation Title	CREDIT unused Provisional sums					
Variation Reason	CREDIT for unused Provisional Sums AV Provisional Sum -$1,128 Principal directed works -$183 Totalling in -$1,311 for unused budget.					
Construction of Park Lane Preschool	Langden Constructions Pty Ltd	25-Jun-2025	-$2,565.00	NA	State Government Grant	Credit
Variation Title	CREDIT for roller shutters					
Variation Reason	CREDIT for change 2 x Roller shutter in the kitchen servery windows. Shutter changed from manual heavy duty commercial to electronic internal shutters as per our standard fixtures and fittings.					
Construction of Park Lane Preschool	Langden Constructions Pty Ltd	14-May-2025	$2,475.00	Yes	State Government Grant	Principal/Client directed variation
Variation Title	Light Switch Timers					
Variation Reason	This variation is for the replacement of standard light switches with push button timers in rooms with standard wall switches. Children's rooms x 2, Offices x 2 and the Kitchen. Supply and install 6 x switch timers as required to complete works. The reason for the change is to ensure compliance with the Energy Efficiency, Clause J7D4(4) in NCC Volume One, as advised by LCC Municipal Building Surveyor. This is a requirement of the Building Permit and must be provided for the issue of the Occupancy Certificate.					

Construction of Park Lane Preschool	Langden Constructions Pty Ltd	05-May-2025	$1,056.00	Yes	State Government Grant	Principal/Client directed variation
Variation Title	Accessible Path Amendments					
Variation Reason	This variation is for additional concrete paving required due to drawing A03 being revised. The design of the accessible front entry path was revised due to the difference in finished surface levels between the existing footpath (on the street) and the finished floor level of the building being too great to comply with the maximum grade allowed for an accessible walkway (1 in 20 grade). Therefore an additional and longer section of concrete path is needed to provide an accessible entry to the building. The variation quotation is for the additional path from the pram crossing to the front door as detailed on drawing A03 Rev 4.					

Construction of Park Lane Preschool	Langden Constructions Pty Ltd	10-Apr-2025	$1,496.00	Yes	State Government Grant	Principal/Client directed variation
Variation Title	Additional Electrical Works					
Variation Reason	This variation is required due to a number of electrical wiring items that were not documented on the drawings which are needed for electrical compliance and proper function of the building. There was also a request from the Preschool Team to delete the light sensors and convert to wall switches. Credits have been applied to the deletion of the light sensors and are included in this variation.					

Construction of Park Lane Preschool	Langden Constructions Pty Ltd	10-Apr-2025	$39,848.00	Yes	State Government Grant	Principal/Client directed variation
Variation Title	Landscaping Tender Option					
Variation Reason	The reasons for this variation are twofold: Part 1: This variation includes the landscaping tender option No.3 at Park Lane Preschool as per tender option No.3 (value - $ 26,065.00 + GST). No builders margin has been applied as this amount was a tender option. Part 2: In addition to the original landscaping scope, the scope of work has grown to include a larger area of soft-fall mulch, a new merbau deck, sand pit, and hard waste / tyre removal. The total landscaping cost is now $39,848.00 +GST. These works were requested by the LCC Preschool Team to ensure the yard meets requirements for preschools and is ready for immediate use. Originally the Preschool Team was going to organise these works following handover. Builders margin has been applied only to the additional scope as this was not included at tender stage. Note: Tender options 1, 2 & 3 have not been included in the total contract price, however the total value of these tender options ($65,215) has been included in the project budget. The tender options will be processed as variations, but excluding builders margin, as agreed with Langden Constructions. See attached Contract Price Schedule.					

Contract Number: LCC-844

Contract Title	Supplier Name	Date Approved	Variation Value	Within budget	Funding Source (Federal/State/Council)	Variation Type
Kay Street Multi-level Carpark	Melbourne Industries Pty Ltd	19-Jun-2025	$19,453.50	Yes	State Government Grant	Design Omission/Error
Variation Title	Fire Rated Elements					
Variation Reason	During clarification with the Relevant Building Surveyor (RBS) it was identified that in amongst the significant amount of compliance requirements of design, the tender issue design omitted the fire rating requirements for the following due to being within 3m of a fire source: - Stair C and K ceiling lining (just FC sheet specified) - Parapet of public toilet/amenity block (parapet to ground level was designed correctly) A markup and revised drawing showing the extent of fire rating requirements was clarified/provided and as such this VQ is to change the ceiling lining in level 4 cores c and k to meet the fire rating requirements for ceiling lining as well as the requirement to now have metal stud framing to parapet with 2 x 13mm fire check. After exploring if there are any options to modify/alter design/materials/construction of the amenity block it was assessed that these proposed changes were the most cost effective vs redesign, resubmit certification, alter building permit etc and that there may in fact be no other option in any case. A credit is provided for the previously scope lining materials and labour. The VQ has been reviewed by LCC and independent QS Currie Brown to determine if it is fair and reasonable. Assessment attached. It is recommended that this VQ is approved to allow compliance with the BCA and achieve occupancy at the end of project.					
Kay Street Multi-level Carpark	Melbourne Industries Pty Ltd	21-May-2025	-$9,630.75	NA	State Government Grant	Credit
Variation Title	Crompton Metering					
Variation Reason	An alternative digital power metering system has been proposed by the builder. The meter provides a cost saving of $9,630.75 to the current specified meter. The alternate proposed has been reviewed by Council's consultant team and is approved with comments. The meter will provide the exact same function as the specified meter.					
Kay Street Multi-level Carpark	Melbourne Industries Pty Ltd	15-Apr-2025	$11,449.95	Yes	State Government Grant	Principal/Client directed variation
Variation Title	Stormwater to Church Street					
Variation Reason	During exposure of existing pit (Ex1) it was identified that the pit has presence of asbestos (super 6). The scope of works was to make a connection into this existing pit and connect to the main on Church Street with an upgrade to existing pipe. The cost and time to remove the related asbestos would not have been feasible and was not entertained. A costing was provided to leave the existing pit and pipework insitu and install the 450dia RCP from existing pit 1.0 with a junction pit and connection to mains on Church Street. The initial variation quotation valued at $7.6k was rejected upon review as it was found to include scope already allowed for in the contract. A revised costing was requested showing suitable rates for only additional works to be undertaken which has been revised to $11.5k. A variation was also imminent to install a junction pit as part of the original scope of works in any case given the upgrade of existing pipe to 450 dia into the 900 dia mains pipe where it exceeds the preferred direct tap in diameter of 1/3 of the pipe being tapped into. No delay is incurred with this variation. A credit was provided for the works not taking place. A markup supporting the works is attached. The variation cost has been reviewed against the Rawlinson's handbook and by QS and is deemed to be fair and reasonable against market rate.					

Contract Number: LCC-854

Contract Title	Supplier Name	Date Approved	Variation Value	Within budget	Funding Source (Federal/State/Council)	Variation Type
Lead Design Consultant for Upgrades at Ted Summerton Reserve, Moe	Architecture Matters Pty Ltd	19-May-2025	$13,145.00	Yes	State Government Grant	Principal/Client directed variation
Variation Title	Additional Relevant Building Surveyor Services					
Variation Reason	Variation is to accommodate staggered practical completion dates and multiple works packages required to complete the projects' intended scope and minimise user disposition during construction phase. These requirements were not specified at the time of contract execution and has resulted in additional building permit requirement and subsequent extra relevant building surveyor duties.					
Lead Design Consultant for Upgrades at Ted Summerton Reserve, Moe	Architecture Matters Pty Ltd	19-May-2025	$8,680.00	Yes	State Government Grant	Principal/Client directed variation
Variation Title	Additional Services for Accessibility Upgrades					
Variation Reason	To accommodate site accessibility items which have evolved since the time of public tender due to Relevant Building Surveyor and Equal Access Consultants' requirements. Requirements for this scope item have evolved to be required across the whole reserve, and its relevant points of entry as well. Not just to the areas where upgrades are to occur. These measures could not have been reasonably quantified during tender window as: - Some measures to be incorporated are at the interpretation of the building surveyor and access consultant - The confines of this scope item as reflected in the funding agreement and tender documentation as "Accessibility Improvements"					
Lead Design Consultant for Upgrades at Ted Summerton Reserve, Moe	Architecture Matters Pty Ltd	19-May-2025	$4,960.00	Yes	State Government Grant	Principal/Client directed variation
Variation Title	Design & Documentation to Accomodate Future Twin Netball Courts					
Variation Reason	The projects' funded scope does not include a second netball court at the site, however does include the construction of a significant volume of infrastructure in the immediate vicinity of the netball precinct. Given that the proposed second court is the highest priority sports surfacing project on Councils' recreation needs assessment which is still yet to be delivered, it became apparent that it was critical to the project that designs for this project and the above mentioned upgrades in the vicinity were constructed in a matter which did not preclude or lessen Councils' ability to provide an additional court in the future. As such, the lead design consultant has incorporated a second courts dimension into their designs and designed all surrounding infrastructure accordingly so that a second court can be seamlessly tied in to the venue following TSR RSIP upgrades.					

Lead Design Consultant for Upgrades at Ted Summerton Reserve, Moe	Architecture Matters Pty Ltd	19-May-2025	$5,031.50	Yes	State Government Grant	Principal/Client directed variation
Variation Title	Changing Places Design Review and Certification					
Variation Reason	Scope development has led to the inclusion of a changing places facility at the north eastern segment of the ground floor of the existing pavilion. This change was deemed favourable by project governance groups and provided sound adherence to the project's nominated design principals' namely universal design and adherence to DDA regulations.					

Contract Number: LCC-855

Contract Title	Supplier Name	Date Approved	Variation Value	Within budget	Funding Source (Federal/State/Council)	Variation Type
Design & Construct Sports Lighting at Gaskin Park 2 Oval, Churchill	The trustee for Contracting Kings Trust	30-Jun-2025	-$7,920.00	NA	State Government Grant	Credit

Variation Title: Reduction in Provisional Sum

Variation Reason: This variation is to reduce the contract amount by the unused amount in the provisional sum to allow for closure of the contract

Contract Number: LCC-857

Contract Title	Supplier Name	Date Approved	Variation Value	Within budget	Funding Source (Federal/State/Council)	Variation Type
Construction of Landfill Cell 7 - Hyland Highway Landfill	CRE Civil Group Pty Ltd	27-Jun-2025	$1,950.04	Yes	Council Funded	Latent Condition

Variation Title: subgrade - Soft spots

Variation Reason: Two soft spots were identified during proof rolling of the subgrade. These soft spots were treated as specified in the technical specifications.

Contract Number: LCC-859

Contract Title	Supplier Name	Date Approved	Variation Value	Within budget	Funding Source (Federal/State/Council)	Variation Type
Roof Replacement (Court 9) Gippsland Regional Indoor Sports Stadium, Traralgon	Langden Constructions Pty Ltd	19-Jun-2025	$1,155.00	Yes	State Government Grant	Design Omission/Error
Variation Title	Extra Depth Footings					
Variation Reason	This variation is for the additional labour and concrete required to hand dig and pour an additional 400mm depth on each of the PF1 footings as required by the RBS. This includes the removal of the spoil from site.					
Roof Replacement (Court 9) Gippsland Regional Indoor Sports Stadium, Traralgon	Langden Constructions Pty Ltd	19-Jun-2025	$1,980.00	Yes	State Government Grant	Principal/Client directed variation
Variation Title	External Door Replacement					
Variation Reason	This variation is to supply and install 2x solid core external doors to replace the existing doors on Court 9. This request was made by LCC due to damage to the doors caused by general wear and tear and weather. As one of the doors was partially damaged due to being left open in the wind during the roof replacement works, the labour charge has been applied to one door only. LCC to supply the McCallum hinges. Existing panic bars to be re-fitted.					
Roof Replacement (Court 9) Gippsland Regional Indoor Sports Stadium, Traralgon	Langden Constructions Pty Ltd	05-Jun-2025	$4,380.00	Yes	State Government Grant	Latent Condition
Variation Title	Additional Wall Flashings					
Variation Reason	This variation is for the installation of flashing between existing Purlins on external wall cladding. Required due to issues identified once the old roof and insulation were removed. Old roof was single roof sheets & insulation and covered the area of concern, however new roof is panels with inbuilt insulation and has exposed wall cladding falling short of the roof. Solution approved by JJC Design.					
Roof Replacement (Court 9) Gippsland Regional Indoor Sports Stadium, Traralgon	Langden Constructions Pty Ltd	16-May-2025	$693.00	Yes	State Government Grant	Design Omission/Error
Variation Title	Electrical Works (Light Fittings)					
Variation Reason	This variation is for the supply/demolition/installation of light fittings. This variation covers the over and above costs relating to the Court 9 Lighting Provisional Sum.					

Roof Replacement (Court 9) Gippsland Regional Indoor Sports Stadium, Traralgon	Langden Constructions Pty Ltd	07-May-2025	$5,126.00	Yes	State Government Grant	Design Omission/Error
Variation Title	Electrical Works					
Variation Reason	This variation is for the disconnection of the smoke detectors in the area of works prior to commencement, and the reconnnection of the detectors at completion. When construction drawings were issued, officers were advised that the electrical sub-consultant had missed noting the smoke detectors attached to the roof and these would require disconnection and reconnection. As these works were not specifically shown on the drawings used for tender, they incurred a variation for the disconnection of the smoke detectors in the area of works prior to works commencement, and the re-connnection of the detectors at completion.					
Roof Replacement (Court 9) Gippsland Regional Indoor Sports Stadium, Traralgon	Langden Constructions Pty Ltd	07-May-2025	$4,785.00	Yes	State Government Grant	Design Omission/Error
Variation Title	Additional Footing					
Variation Reason	This variation is for the demolition and removal of the existing footing to allow for a new PF1 footing. This was previously excluded due to the tender issue drawings noting that the existing footing was to remain and be re used.					

COMMUNITY ASSET COMMITTEES - APPOINTMENT OF COMMUNITY REPRESENTATIVES FOR BUSHLAND RESERVES

PURPOSE

To seek Council's endorsement of individuals to fill community representative positions on Council's Bushland Reserve Community Asset Committees (CACs).

EXECUTIVE SUMMARY

- The EOI process was undertaken to appoint community representatives to each CAC in accordance with the Terms of Reference (TOR).
- At the Council Meeting held on Monday, 1 August 2022, Council endorsed the TOR for the following CACs:
    - Crinigan Bushland Reserve,
    - Edward Hunter Heritage Bushland Reserve,
    - Ollerton Avenue Bushland Reserve.
- The TOR state that members hold office for a period of three (3) years from the date their appointment is endorsed by Council. The current term will finish on Friday, 1 August 2025.
- At the Council meeting held on Monday, 16 December 2024, Council appointed community representatives to fill vacancies on the Crinigan Bushland Reserve CAC, for the remaining period of the tenure (Friday, 1 August 2025).
- The EOI process resulted in nominations for all three CACs.
- The Officer's recommendation is to:
    - appoint five community representatives to Crinigan Bushland Reserve CAC;
    - appoint three community representatives to Ollerton Avenue Bushland Reserve CAC; and
    - appoint eight community representatives to the Edward Hunter Heritage Bushland Reserve CAC.

OFFICER'S RECOMMENDATION

That Council:

1. **appoints the community representatives to the respective Committees, per Confidential Attachment 1 – Community Asset Committees - Appointment of Community Representatives for Bushland Reserves; and**
2. **releases Confidential Attachment 1 – Community Asset Committees - Appointment of Community Representatives for Bushland Reserves to the public within the Council Meeting minutes.**

BACKGROUND

CACs manage community property and facilties on behalf of Council, including bushland reserves. Being part of a CAC allows community members to participate in managing and maintaining bushland reserves, giving them a sense of ownership and empowering community participation.

Officers recognise the important role played by CACs in supporting the delivery of the Council Plan. CACs aid in the provision of services that support community physical health and mental wellbeing. Council's support of CACs leads to increased engagement, participation and volunteerism, which subsequently increases social connections within community. Bushland reserve CACs work to protect and restore bushland areas which improves the health and wellbeing of community, the presentation of Latrobe City, as well as our important biodiversity values.

The presence of CACs enables the leveraging of local knowledge and expertise to benefit the management of community assets. CACs also reduce the maintenance obligation to Council associated with the management of these assets, through the invaluable work carried out by volunteers associated with these committees. The appointed bushland reserve CACs have the following membership arrangements within the TOR:

Table 1: Composition of Bushland Reserve Community Asset Committees

Committee Name	Councillor Reps	Council Officer Reps	Other stakeholders	Community
Crinigan Bushland Reserve	2	1	1 x Gunai Kurnai Land and Waters Aboriginal Cooperation (GLaWAC), where GLaWAC chooses to nominate a representative. 1 x Maryvale Private Hospital	Up to 7 or a number of representatives as determined by Council
Edward Hunter Heritage Bushland Reserve	2	1	1 x GLaWAC	Up to 7 or a number of representatives as determined by Council
Ollerton Avenue Bushland Reserve	2	1	1 x GLaWAC	Up to 7 or a number of representatives as determined by Council

ANALYSIS

Officers completed an EOI process between Wednesday, 30 April 2025 and Wednesday, 18 June 2025. Advertisements appeared in the Latrobe Valley Express on Wednesday 30 April 2025, Wednesday, 7 May and Wednesday, 21 May 2025.

Existing committee members and the Gunaikurnai Land and Waters Aboriginal Waters Corporation (GLaWAC) were informed of the EOI process via email.

All submissions received are included in a confidential attachment.

Officers recommend the endorsement of nominees for each of the three CACs as detailed in **Confidential Attachment 1**.

RISK ASSESSMENT

RISK	RISK RATING	TREATMENT
COMPLIANCE A lack of community representatives contravenes the requirements of Council's adopted operating documents (TOR).	**Medium** *Possible x Minor*	Council endorses the community representatives identified through the EOI process.
SERVICE DELIVERY A lack of community representatives would weaken the composition of a committee	**Medium** *Possible x Minor*	Council endorses the community representatives identified through the EOI process.
FINANCIAL A lack of community members would weaken the composition of a committee.	**Medium** *Possible x Moderate*	Council endorses the community representatives identified through the EOI process.
STRATEGIC Existing community representatives who have expressed a desire to continue as a committee member may feel as though Council do not value their activities and contribution.	**Low** *Unlikely x Minor*	Council endorses the community representatives identified through the EOI process.

CONSULTATION

The EOI process was conducted between Wednesday, 30 April 2025 and Wednesday, 18 June 2025 with CACs contacted and notified of the process. The broader community was notified of the process via a public notice in the Latrobe Valley Express on Wednesday, 30 April 2025 and subsequent noticeboard strip advertisement on Wednesday, 7 May 2025. The initial closing date for the EOI was Wednesday, 14 May 2025.

Due to receiving a limited number of responses, the EOI period was extended by 14 days and re-advertised in the Latrobe Valley Express classifieds on Wednesday, 21 May 2025.

The GLaWAC were contacted on Wednesday, 4 June 2025 to inform them of the opportunity for a representative to join each of the Committees. The opportunity to nominate was open until 5pm Wednesday, 18 June 2025.

COMMUNICATION

Following endorsement of the recommendation to appoint community representatives, officers will notify those who submitted an EOI of the outcome.

DECLARATIONS OF INTEREST

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 2020*.

APPENDIX 1 IMPACT ASSESSMENT

Gender

A Gender Impact Assessment (GIA) under the *Gender Equality Act 2020* has not been conducted as this matter does not involve a program, service or policy with a significant and direct impact on the community.

Social

The inclusion of community members as representatives of Council CACs promotes strategies identified in the Council Plan and encourages social interaction and engagement amongst community members.

Cultural

Committee composition includes one representative of the Gunaikurnai Land and Waters Aboriginal Corporation (GLaWAC) where GLaWAC chooses to nominate a representative.

Health

Utilising public outdoor space and engaging with nature is known to have a positive influence on mental health, wellbeing and lifestyle.

Environmental

CACs and their members play an important role in the management of formal and informal areas, including bushland reserves. Within these areas they directly contribute to the maintenance of biodiversity assets including native vegetation and waterways. They aid in the control of invasive species and contribute to the usability of these areas for the community through maintenance of walking paths, signage, park furniture and other reserve assets.

Economic

CACs directly manage community property and facilities on behalf of Council. Committee members are unpaid volunteers and make a significant contribution to the maintenance of Council assets.

Financial

The endorsement of proposed committee members has no impact on Council finances.

Attachments

1. Community Asset Committees - Appointment of Community Representatives for Bushland Reserves (Published Separately)

   This attachment is designated as confidential under subsection (f) of the definition of confidential information contained in section 3(1) of the Local Government Act 2020, as it relates to personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs. Private names included.

2. EOI Ollerton Avenue Bushland Reserve (Published Separately)

   This attachment is designated as confidential under subsection (f) of the definition of confidential information contained in section 3(1) of the Local Government Act 2020, as it relates to personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs. Attachment contains personal information..

3. EOI Crinigan Bushland Reserve (Published Separately)

   This attachment is designated as confidential under subsection (f) of the definition of confidential information contained in section 3(1) of the Local Government Act 2020, as it relates to personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs. Attachment contains personal information..

4. EOI Edward Hunter Heritage Bushland Reserve (Published Separately)

   This attachment is designated as confidential under subsection (f) of the definition of confidential information contained in section 3(1) of the Local Government Act 2020, as it relates to personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs. Attachment contains personal information..

URGENT BUSINESS

11. URGENT BUSINESS

Business may be admitted to the meeting as urgent business in accordance with clause 20 of the Governance Rules, by resolution of the Council and only then if it:

20.1 Relates to or arises out of a matter which has arisen since distribution of the agenda; and

20.2 Cannot reasonably or conveniently be deferred until the next Council meeting.

REPORTS FOR NOTING

12. REPORTS FOR NOTING

Nil reports

13. QUESTIONS ON NOTICE

Nil reports

ITEMS FOR TABLING

14. ITEMS FOR TABLING

Nil reports

MEETING CLOSED TO THE PUBLIC TO CONSIDER CONFIDENTIAL INFORMATION

15. MEETING CLOSED TO THE PUBLIC TO CONSIDER CONFIDENTIAL INFORMATION

Section 66 of the *Local Government Act 2020* enables Council to close the meeting to the public to consider *confidential information* as defined in that Act.

Proposed Resolution:

That Council pursuant to section 66(1) and 66(2)(a) of the *Local Government Act 2020* (the Act) close the Council Meeting to the public to consider the following items containing confidential information as defined in section 3(1) of the Act:

15.1 LCC-881 Landslip Remediation Works at Summerfield Track and Traralgon Creek Road

This item is confidential as it contains Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released (section 3(1)(a)) and private commercial information, being information provided by a business, commercial or financial undertaking that—
(i) relates to trade secrets; or
(ii) if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage (section 3(1)(g)). These grounds apply because Releasing this information publicly and/or prematurely may prejudice the undertaking of this process and would release private commercial information of the tenderers that may cause disadvantage.

15.2 LCC-876 Provision of Servicing & Maintenance for Plant & Equipment

This item is confidential as it contains Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released (section 3(1)(a)) and private commercial information, being information provided by a business, commercial or financial undertaking that—
(i) relates to trade secrets; or
(ii) if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage (section 3(1)(g)). These grounds apply because Releasing this information publicly and/or prematurely may prejudice the undertaking of this process and would release private commercial information of the tenderers that may cause disadvantage.