

# Infrastructure Victoria 30-Year Strategy

## Submission to Options Paper

### Latrobe City Council Submission

June 2016

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

*(Latrobe2026, the Community Vision for Latrobe Valley.)*

**LEADING  
OUR COMMUNITY,  
ADVANCING  
OUR REGION**



## EXECUTIVE SUMMARY

Major project investment identified by the State should lever the inherent advantage that Latrobe City has in regional Victoria due to its proximity to Melbourne, Latrobe City's role as Gippsland's Regional City centre and the unique mix of industrial, agricultural and natural environments which are yet to be fully realised.

Latrobe City Council is also of the view that significant investment in critical infrastructure upgrades will play a central role in addressing the opportunities and threats which are to be faced by Latrobe City in relation to the future energy market.

Latrobe City has the opportunity to again become a reference point for government and industry representatives. The resulting recognition of Latrobe City's Major Regional City status within such institutions will, to greater and lesser degrees, influence both the municipality's and the region's future. There is an expectation that this thinking should cascade down to regional priority setting by Infrastructure Victoria and resultant state government funding. The key functions of Victoria's four Major Regional Cities, in attracting and servicing Victoria's growing population, will need to be supported by processes that facilitate coordinated planning between all levels of government.

It must, however, be acknowledged that Latrobe City's historical narrative is not one of gradual evolution, rather, of reaction to outside intervention on a major scale. That is - the establishment of the power industry and relocation of workers; the deregulation of the power industry and sometimes pervasive negative impact on local people; and the amalgamation of shire councils. Most recently, interventions such as the demonisation of brown coal, introduction of a carbon price, and the drafting of 'transition' plans and road maps by state and commonwealth governments all recognised that Latrobe City is in transition.

As in history, bold policy and major infrastructure investments will be required to support this transition, however the local community must be afforded greater opportunities to participate in this process than what has previously been provided.

Considering the above, Latrobe City Council respectfully requests the support of Infrastructure Victoria in acknowledging the following key strategic positions in their consideration of infrastructure needs for the Gippsland region and Latrobe City's role as its centre:

- A. Support coordinated and sustained efforts to transition Latrobe City and the region through anticipated changes in energy and coal resource utilisation.***
- B. Support the recognition of Latrobe City as one Victoria's four major regional cities.***
- C. Acknowledge the importance of state infrastructure and service investment required to meet Latrobe City's critical role in the region now and in the future.***

This submission aims to draw attention to the need for provision of state and regional infrastructure and services necessary to enhance Latrobe City's role as Gippsland's Regional City. This submission also draws on a range of Council endorsed strategies, such as Stage 1 of the 'Live Work Latrobe' project and the *Economic Development Strategy*.

The support provided by both federal and state governments for the recently completed Moe Service Centre and Library. As well as the State Government funding commitment to support arts education and events through the Creative Precinct in Traralgon are such examples. Both of these infrastructure projects are having a significant impact upon the trajectory of Latrobe City and the Gippsland region community.

Latrobe City Council welcomes the opportunity to make this submission to the Options Paper of Infrastructure Victoria's 30-Year Strategy.

## INTRODUCTION

Latrobe City understands that Infrastructure Victoria was established in late 2015 as an independent statutory authority to provide expert advice and guidance to decision making on Victoria's infrastructure needs and priorities with three key roles:

1. Prepare a 30-year infrastructure strategy for Victoria
2. Provide advice to the Victorian Government on infrastructure matters
3. Publish research on infrastructure matters

The priorities of Infrastructure Victoria are likely therefore to sit at the strategic state level. On this basis, the future infrastructure needs and opportunities identified and supported by Latrobe City Council within this submission are provided in this context.

This submission is set out in the following five sections with attachments:

1. **Executive Summary**
2. **Introduction**
3. **Strategic priorities to be acknowledged**
4. **Infrastructure needs to support transition and growth**
5. **State Financing**

Latrobe City respectfully requests that it be involved in the engagement process for the upcoming Draft Strategy and any relevant further discussions within the infrastructure planning sphere.

It is noted that due to the tight timeframes in which submissions were required, this submission has been prepared by Council Officers and has not been formally endorsed by Council resolution. Council may therefore require the opportunity to provide an addendum to this submission, following a Councillor briefing session to be held 25 July 2016.

Should the Committee have any questions regarding this submission, please contact Jason Pullman, Coordinator Strategic Planning via phone 5128 6151 or email [Jason.Pullman@latrobe.vic.gov.au](mailto:Jason.Pullman@latrobe.vic.gov.au). Alternatively, you may contact Nathan Misiurka, Senior Strategic Planner via phone 5128 5499 or email: [nathanmi@latrobe.vic.gov.au](mailto:nathanmi@latrobe.vic.gov.au).

## STRATEGIC PRIORITIES TO BE ACKNOWLEDGED

Latrobe City Council respectfully requests the support and partnership of Infrastructure Victoria in acknowledging the following key strategic positions in its consideration of infrastructure needs for Gippsland and Latrobe City's role as the regional centre.

### A. Support coordinated and sustained efforts to transition Latrobe City and the region through anticipated changes in energy and coal resource utilisation.

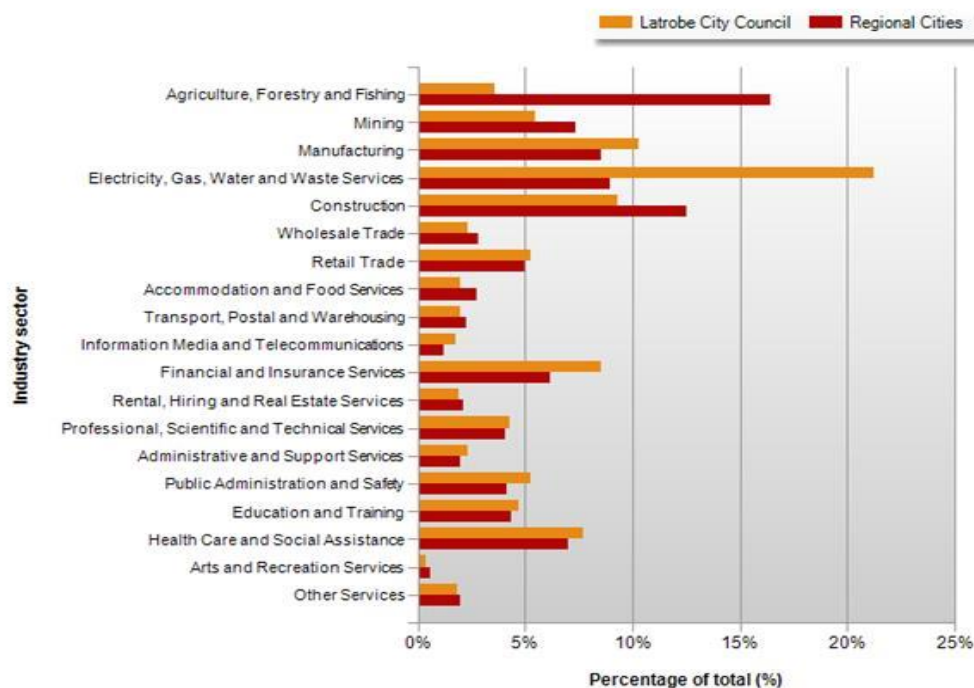
Latrobe City is uniquely placed in the Victorian economy. With 85% of the state's power generation occurring in the region, brown coal electricity generation accounts for around 20% of Latrobe City's Gross Regional Product.

Traditionally recognised as the heart of Victoria's electricity industry, today a range of other sectors contribute to the Latrobe City's economy. The future however appears to be very different, with the three coal fired energy generators potentially ceasing operations in relatively close succession from 2032 (Yallourn 2032, Hazelwood 2033 and Loy Yan 2048). It has been identified that effective solutions to the rehabilitation of the associated coal mining operations will be required, with each mine presenting unique rehabilitation and transition challenges.

Significant shifts in world energy markets and changing environmental standards are impacting the broader region. Recognising the potential restructure of the power generation sector and preparing for a transition to a lower carbon economy are both important and exciting for Latrobe City.

The diversity of industries in Latrobe City can be overstated by statistics, which does not necessarily capture the full picture. Employment generated by the power generation industry directly results in employment in other parts of the Latrobe City economy. Regional modelling suggests that each job in Latrobe City's energy sector generates an additional four to five local jobs in the broader regional economy, with approximately 20% of all jobs are directly or indirectly tied to the electricity sector.

**Value added by industry sector, Latrobe City Council and Regional Cities 2011**  
(ANZSIC 2006 - Latest industry classification)



The reduction of existing power industry suppliers will create a need to retrain and redeploy the workforce. Council has developed a range of policies and actions to ensure that we are ready for a low carbon future, highlighting programs and new infrastructure investment opportunities.

Given that grid infrastructure already exists in the Eastern Victoria (in contrast to the constraint it poses in western Victoria), it is reasonable to promote the location of new-age energy investment for Gippsland.

A significant amount of work has already been done at a Regional level in regard to adjusting to a carbon-constrained future. Council's Economic Development Strategy has developed a number of policies aimed at supporting the transition from the region's economic reliance on coal fired power stations. The strategies include investment action activities for the renewable energy sector.

As outlined in its policy *Positioning Latrobe City for a Low Carbon Emission Future (April 2010)* Latrobe City Council supports the sustainable use of brown coal as an energy source and will continue to support generators, clean coal researchers and government agencies to develop clean coal energy pilot plants and associated research facilities in Latrobe City. Latrobe City seeks to ensure that its economy and community continue to prosper and, with the appropriate transition mechanisms in place, supported by important state infrastructure and service investment. With this investment and collaborative infrastructure planning, it believes that both climate change mitigation and economic growth can be achieved.

This submission is prepared in an environment of uncertainty surrounding future coal mining and energy sectors; with council awaiting clear direction from the Victorian State Government regarding future coal developments and associated land use planning policy, the Hazelwood Mine fire inquiry and the consideration of a AGL's submission to Amendment C87 Traralgon Growth Areas Review (which highlighted landslip and subsidence concerns resulting from open cut mining to both future and existing urban areas).

While the broader community understands the economic importance of the coal resource, council advises there is a degree of sensitivity about existing and future land use conflicts and the associated community health and safety concerns resulting from coal mining operations. Latrobe City Council holds the strong view that the consideration of the coal resource policy and related infrastructure planning should not occur without appropriate engagement with the Latrobe City community.

This view is emphasised by recent events including mine collapses and the Hazelwood mine fire. State policy for the future of coal mining and utilisation will therefore significantly influence the sustainability and liveability of the Latrobe City community and region, requiring careful management of range of matters.

Latrobe City Council expects that future opportunities for brown coal will therefore be largely dependent on projects that are technically sound, commercially viable and socially acceptable. Although many of the proposals are still only at concept or pilot phase, the potential development of the brown coal resource would promote a sizeable expansion of the region's manufacturing sector as well as present major opportunities for the construction, engineering and transport sectors. The infrastructure requirements which may result from a successful proposal would be of national significance and require the support from all levels of government.

Should a coal derivatives export industry be developed and supporting infrastructure investments be made available, the consequent increase in employment opportunities would be expected to stimulate significant population growth within Latrobe City and Gippsland.

## B. Support the recognition of Latrobe City as one Victoria's four major regional cities

Recognition and acceptance by all levels of government and the broader community of the status as a "Major Regional City", particularly as one of four Regional Cities in Victoria, will also likely assist Latrobe City Council and the broader Gippsland community in leveraging benefits associated with this status, such as regionally significant infrastructure and investment.

### Gippsland Regional Growth Plan 2015

Gippsland is home to over 260,000 people, with the population growing at a faster rate (1.5% per annum) than regional Victoria as a whole (1.3% per annum) (VIF 2015).

The 2015 GRGP identifies that the region has aspirations to diversify from a coal region to a region that produces low emissions energy resources and technology; and from an agricultural commodities region to a region that increasingly value-adds to its commodities for domestic and export markets. The GRGP also recognises Latrobe City's importance to Gippsland, as the Major Regional City, seen as a collective urban system or 'networked city' comprising the main towns of Traralgon, Morwell, Churchill and Moe.

The GRGP seeks to promote the continued growth for Latrobe City as the Regional City of Gippsland, as follows:

*"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 that they function as a single urban system. This 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.*

*To establish a connected regional city, planning across the four centres will allow for the right type of growth in the right locations for residential, industrial and commercial development. Efficient and reliable transport between the four centres will be critical to ensure access and connectivity.*

### Latrobe City – Gippsland's Regional City

Population projections suggest a population growth rate of 0.7% from approximately 74,360 to approximately 85,300 in 2031. The past 15 years there has also seen positive change in the employment profile across the four major cities of Ballarat, Bendigo, Geelong, and Latrobe.

More recently however, trend information shown in the following table indicates a slowing of jobs growth in Latrobe City, reducing from 37,152 to 33,565 during the 2010 to 2014 period (a decrease of 9.65%).

	Latrobe (C)		Ballarat (C)		Greater Bendigo (C)		Greater Geelong (C)	
2000-2004	7,740	31.40%	-3,379	-8.23%	6,649	19.20%	7,396	9.50%
2005-2009	2,443	7.53%	5,139	12.99%	6,971	17.01%	15,480	17.32%
2010-2014	-3,587	-9.65%	3,030	6.65%	4,962	10.24%	-7,608	-7.21%
2000-2014	8,919	36.19%	7,529	18.34%	18,760	54.16%	19,973	25.65%

Source: Department of Employment, Small Area Labour Markets Australia

Note: Average annual number of persons employed in the 12 months to December.

In comparison, the number of jobs in the City of Ballarat increased by 6.65%, Greater Bendigo by 10.24% and City of Greater Geelong decreased by 7.21%.

Our aim is to see comparable growth achieved for Latrobe City compared with Victoria's Major Regional Cities. This objective to be supported by:

- Working with the Gippsland Local Government Network (GLGN) to identify the strategic investment priorities for the region (presently focusing on the provision of much needed passenger and rail freight improvements to Melbourne and ports).

- Through the development of the Latrobe City Council Economic Development Strategy, and in conjunction with key stakeholders, exploring ways in which the unique mix of skills and infrastructure within the municipality may deliver future benefit in a transitioning energy economy.
- Seeking state and federal government strategic investment in critical infrastructure and services in Gippsland.
- The completion of necessary strategic planning to accommodate long term growth within and around Latrobe City's four main towns.

The municipality has benefited from its association with energy production, owing to the State Significant brown coal resources. Recognising the potential restructure of the power generation sector and preparing for a transition to a lower carbon economy are both important and exciting for Latrobe City.

Other major contributors to Latrobe City's economy include forestry, pulp and paper, food production, agriculture, manufacturing, retail and health services. The success of these industries is strengthened by an established network of electricity infrastructure, accessible rail and road links to Melbourne, as well as larger freight networks across the State and Australia.

### **C. Acknowledge the importance of state infrastructure and service investment required to meet Latrobe City's critical role in the region now and in the future.**

Investment in higher order regional infrastructure by state and federal governments is paramount to attracting and retaining population growth, drive business and industry investment and resultant employment growth. This being particularly relevant to Latrobe City and Gippsland, as the State transitions itself to low carbon economy.

The Gippsland Regional Growth Plan acknowledges that 'historically, growth has occurred without adequate consideration of infrastructure needs which can frequently result in existing infrastructure being inadequate or undersized'. It further notes, 'the major constraints that appear common across to most Gippsland local government areas is the availability of funding for existing and new infrastructure'.

*The Implications of Population Growth on Infrastructure and Resources in Regional Cities* (Essential Economics 2012) identified the need to ensure infrastructure updates (including community infrastructure) occur sequential with development. The report identified that strong population projections (under any of the growth scenarios), require significant additional infrastructure and resources in Regional Cities to support population expansion, business growth, employment and liveability.

These requirements include additional infrastructure and resources for: utilities (water, gas, electricity); public transport (rail, bus); land development (residential, industrial); communications (broadband); health (hospital beds, emergency services); education (schools, TAFE, university); social (kindergarten, childcare, aged care); community needs (libraries, arts, recreation); and waste services (kerbside collections).

As articulated in the current Infrastructure Victoria 30 year plan, there is a well-defined nexus between land use planning and the provision of infrastructure. A clearer understanding of what Latrobe City's role at the Victorian, regional and local level will assist land use planning and support opportunities to expand regionally significant social and community infrastructure investment.

This will be an ongoing consideration for future work undertaken by Council and future engagement with Infrastructure Victoria.

## INFRASTRUCTURE NEEDS TO SUPPORT TRANSITION AND GROWTH

An overview of key infrastructure needs and investments essential to the transition and growth of Latrobe City and the Gippsland region is provided for consideration by Infrastructure Victoria.

- **Transport infrastructure (passenger and freight)**
- **Wastewater infrastructure sequencing and innovation**
- **Responding to increasing pressure on health services**
- **Better access to high quality education**
- **Water security and opportunities from energy market transition**
- **Leveraging tourism from natural assets**
- **Climate change – opportunities and threats**

### Transport Infrastructure (passenger and freight)

Road and rail links are the Gippsland region's main connectors to Melbourne, commercial ports and other states.

The Gippsland Regional Growth Plan notes *“efficient transport connections are needed to provide access to services and employment across Gippsland as well as inter-regional destinations. As the region’s population continues to grow and change, it is important to plan transport infrastructure projects to promote enhanced connectivity, capitalise on economic opportunities and monitor the demand and the viability of providing additional public transport services.”*

The *Gippsland Transport Strategy 2008-2020*, developed by the Gippsland Local Government Network (GLGN), identifies five major challenges facing the development of transport projects in the Gippsland region:

- The movement of project cargo in and export cargo out (e.g. as a consequence of major coal and energy projects).
- Carbon pricing and the rising cost of fuel.
- Urban encroachment on western Gippsland.
- Competing demands on rail services from increasing passenger demand and an increased freight task moving by rail.

#### Gippsland rail passenger service improvements

Providing the necessary transport system changes and investments in infrastructure will be critical if the Gippsland regions strengths and competitive advantages are to be fully realised.

The V/Line train services are a key element of the public transport mix for Gippsland. V/Line data for Gippsland notes that there were 2,003,752 trips for the 2013/14 financial year, which was up from 1,893,156 in the previous year. It is believed that significant upgrades are required to enable the expansion and faster passenger services on the corridor between Sale, Traralgon and Melbourne.

There are already serious congestion and capacity issues on peak hour V/Line trains, and there is an urgent need for additional carriages, services and improved reliability. Many of the people moving into region are commuting to the city for work each day and this will exacerbate this need (Gippsland Regional Plan).

Opportunities for local V/Line connections to be introduced between Warragul and Sale would offer support greater accessibility to health, retail, government and other services located within Latrobe City's main towns. In this regard, the work currently being undertaken as part of the Bendigo Metro Rail offer an interesting example of rail improvements which enhance Regional Cities within Victoria.

Latrobe City is currently heavily involved in a study by Gippsland Local Government Network (GLGN), which advances the concept of a regional rail link that would provide a dedicated line from Gippsland to Melbourne- similar to those available to Bendigo and Ballarat. Latrobe requests the Infrastructure Victoria participate and support the exploration of this opportunity.

## Improve the efficiency of freight supply chains to Gippsland

The private siding east of Morwell Railway Station runs to the Australian Paper intermodal facility at Maryvale, near Traralgon. Council advises that Australian Paper currently moves an estimated 2250,000 tonnes per annum of product by rail from its siding to Melbourne for domestic and export purposes. This is the biggest non grain freight commodity volume on the Victorian rail system.

*The Latrobe Valley and East Gippsland Rail Freight and Supply Chain Task Assessment* identified significant opportunities for further bulk commodities from the region should the utilisation of water, land and mineral assets of Latrobe City and the broader Gippsland region be expanded. This would generate a significant freight task to support emergent export markets; potentially limited only by the extent of the supporting transport infrastructure network.

***Improving the efficiency of the Gippsland railway as a conduit to ports and logistic centres is an important consideration for Latrobe City and the economic development in the region.***

The development of the *Gippsland Freight Strategy (2013)* identifies a range of actions that will facilitate the efficient movement of the Gippsland freight reinforcing the GLGN and Victorian Government's directions for growing regional freight, as stated in the *Transport Solutions Framework 2010-11*, *Gippsland Regional Plan 2010* and included within the *Gippsland Regional Growth Plan* and the *Victorian Freight and Logistics Plan*.

Improvements to the Gippsland Regional Rail Link will be essential for the growth of the region. The close connection to prime agricultural land, a skilled workforce, and the Port of Melbourne makes it vital that trade is not deprived by insufficient rail infrastructure linking these assets.

Latrobe City has been influential in the development of the Gippsland Logistics Precinct, which is expected to enhance rail related freight trade and services to Melbourne. The project has the full support of rail authorities, and state and local governments. The 64 hectare Precinct includes a rail siding and a master plan to develop a logistics hub that will mix rail and non-rail freight supply chains.

## ***Latrobe City requests that Infrastructure Victoria:***

- ***Consider the rail upgrades necessary to increase and provide faster passenger services on the corridor between Sale, Traralgon and Melbourne.***
- ***Consider opportunities for local V/Line connections to be introduced between Warragul and Sale, similar to that announced as part of the Bendigo Metro Rail.***
- ***Opportunities to participate and support the exploration of improvements to the Gippsland rail line as conduit between ports and Gippsland.***

## Princes Highway upgrades and land stability

The Princes Highway is the main transport 'spine' of Gippsland, supporting key regional industries and the major regional centre of Latrobe City, Warragul, Sale and Bairnsdale. Average traffic volumes on the Princes Highway, between Pakenham and Traralgon vary between 15,000 and 25,000 vehicles per day (vpd), with traffic volumes between Traralgon and Bairnsdale varying between 5,000 and 10,000 vpd (Gippsland Freight Strategy 2013).

The critical role that the Princes Highway plays in contributing to the national economy is recognised through its inclusion on the Commonwealth Government's National Network. *The Melbourne-Sale Corridor Strategy* is a reflection of the shared strategic priorities of the Commonwealth and Victorian Governments for the long term development (20-25 year) of this important corridor (Gippsland Freight Strategy 2013).

Land has also been reserved for a future Traralgon bypass, with the Amendment C42 to the Latrobe Planning Scheme approved in June 2009.

Landslips which occurred on the northern batter of the Hazelwood Mine in 2014 saw the closure of the Princes Highway, with traffic being diverted through the Morwell township. This issue reinforces the importance of the Princes Highway and the impact that damage to critical infrastructure can have on a region.

**Latrobe City requests that Infrastructure Victoria:**

- ***Identify recommended timeframes for the future investment in the Princess Highway Traralgon Bypass.***
- ***Acknowledge the importance of the Princes Highway and support efforts and investment to mitigate at future closures resulting from mining operations.***
- ***Encourage the provision of active transport paths and lanes when building or upgrading infrastructure such as arterial roads and freeways.***

## **Wastewater infrastructure sequencing and innovation**

Greater regulation and direction is supported in this sphere; with particular consideration of the challenges which arise in the coordination of key infrastructure funding and sequencing required across various government agencies.

With significant constraints such as coal resources and floodplains already significantly impacting growth opportunities in Latrobe City, the additional impediment of delayed infrastructure provision by state agencies and authorities presents significant challenges to the community and economic development.

A key area of concern within the Latrobe City community regarding state government wastewater infrastructure investment and sequencing is expanded upon below.

Both funding and regulatory arrangements currently governing the provision of wastewater infrastructure have proved to be insufficient and are significantly impacting on new development and investment opportunity within the municipality.

Since 2004 Latrobe City Council has undertaken significant urban growth area planning across large and small townships; completing structure plans which subsequently enabled residential land releases across the municipality in 2014. Council has also been active in the preparation of Development Plans, Development Contribution Plans and Precinct Structure Plans to plan for and fund growing community infrastructure needs.

Whilst this work has been undertaken in consultation with all relevant authorities and agencies, growth opportunities across each of the main towns has been delayed, and in some instances prevented due the absence of critical sewer infrastructure. Therefore the growth of townships in Latrobe City is at present, determined not by market demand or Council planning policy, rather is inadvertently being regulated by the water authorities' willingness and ability to provide critical infrastructure. Examples of this occurrence are expanded upon below.

### Morwell North West Precinct

The Morwell North West Development Plan was adopted by Council in 2010 (covering an area of approximately 142 hectares and comprising 70 individually owned allotments), has the opportunity to be developed for an estimated 1000 new homes. The area is well serviced by other facilities including, active reserves, collector roads, public transport and schools.

Development of stage 1 has commenced with planning permits being issued for approximately 400 lots. However to enable growth to continue beyond 300 new dwellings, existing sewer infrastructure requires an estimated \$1.5 million upgrade.

Despite participating in Structure Planning for Morwell since 2007, Gippsland Water have advised that their Infrastructure Sequencing Plans identify that the development of the Morwell North West area is 10 years out of sequence, and therefore they would not consider any infrastructure upgrades within 5 years. Further, due to the fragmentation and size of allotments within the area, the water authorities 'first developer pays' model is not considered a workable alternative.

The inability to access sewerage infrastructure has therefore halted development of the precinct and deferred the expected benefits to existing and new retail opportunities which may be activated within the nearby Morwell activity centre.

#### Lake Narracan Precinct

The Lake Narracan Precinct Structure Plan covers 604 hectares of land comprising 85 existing individual allotments and will enable the development of approximately 3788 new dwellings. The Plan offers a range of commercial, tourism and recreational opportunities to the north of the Moe / Newborough township. The precinct structure plan was prepared in partnership with the Melbourne Planning Authority.

To enable development to occur within the precinct, significant upgrades to both sewer and water to services is now required; however the \$4-5 million cost of this infrastructure is cost prohibitive under the water authorities current 'first developer pays' model.

#### Tyers wastewater health risk:

Latrobe City Council has over several years explored a range of solutions to mitigate high e-coli levels found within the Tyers township curb side drains and the local waterway; establishing a working group and funding independent investigations into an alternative and sustainable small town sewerage solution. Despite this effort, state regulators and servicing authorities have been unwilling to provide support to the construction or ongoing maintenance and monitoring of alternatives.

The acknowledgement of alternative sewerage solutions to conventional wastewater management is considered necessary in resolving many of the cost challenges in servicing existing and new settlement growth; whilst establishing local water re-use opportunities.

Consideration of research to support new policy regulation for unconventional sewerage options, or other forms of support for investment in innovative technologies in response to the wastewater servicing challenges of large and small towns in rural and regional areas should be explored and supported by state policy and authorities.

#### ***Latrobe City requests that Infrastructure Victoria:***

- ***Support a review of current policy and funding arrangements governing the provision of wastewater infrastructure to support growth of regional cities.***
- ***Acknowledge the wastewater servicing challenges experienced in regional Victoria and limitations this places on urban growth.***
- ***Support the development of new policy and regulation to enable the establishment and management of unconventional wastewater infrastructure.***

## **Responding to increasing pressure on health care**

As the centre for health services to the broader Gippsland region, Latrobe City is served by some of the best medical facilities, services and health related professionals in regional Victoria. Facilities include Latrobe Regional Hospital, Maryvale Private Hospital, Latrobe Community Health Services and numerous medical providers. In 2016, Latrobe Regional Hospital is undergoing further expansion, whilst a new dental venture is beginning at Churchill, in conjunction with Latrobe Community Health Service and Federation University.

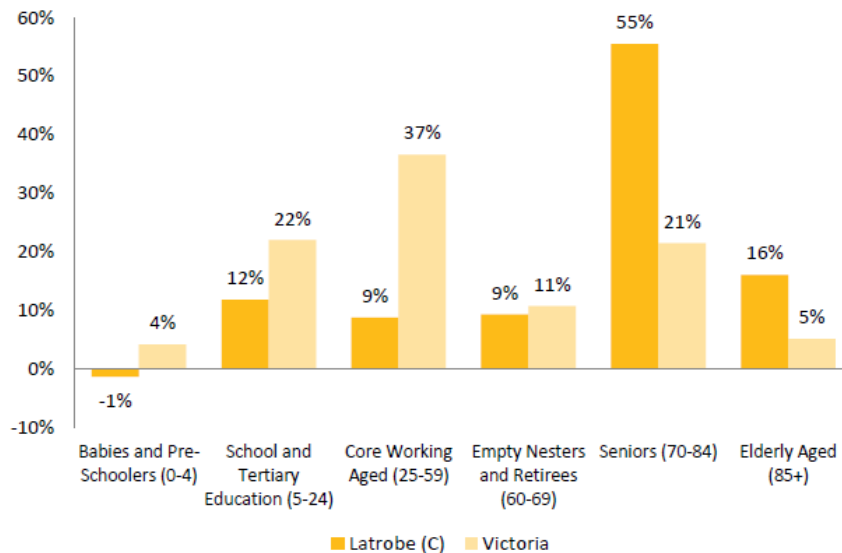
Across the broader region, the health sector presently generates the largest number of jobs in Gippsland. The 'Residential Care and Social Assistance Services' sector – which includes aged care services - contributes more than 4,700 of the health sector jobs and has grown from 2,600 jobs since 2001 or by 180% (Census 2011). As the region's population grows, the demand for health services will increase, as too will health related employment. Further, the aging population may provide emerging opportunities for health, as well as aged care facilities to meet the future needs of the Gippsland region.

Latrobe City's major health facilities will need to continue to expand, to meet an increasing demand which would see further increases in health related employment as well as a number of jobs during construction. The location of such services and facilities should be considered alongside land use planning ensuring these occur in appropriate locations and meet the future needs of residents. *The Traralgon Growth Areas Review (TGAR)* identifies opportunities for a

future employment precinct within proximity to the regional hospital (and airport), and will need to be supported by appropriate infrastructure.

### Ageing population

Demographic forecasts suggest a significant trend towards an aging population. Victoria in the Future (VIF) 2015 age-based population projections, which are included in *Figure 2*, highlight a significant aging of Latrobe City's population over the coming 15 years.



**Figure 2: Share of Projected Population Growth by Age Cohort – Selected Locations, 2016-2031**

Source: Victoria in Future 2015, Department of Environment, Land, Water and Planning

Approximately 70% of Latrobe City's growth is focussed on seniors and elderly aged cohorts (70+ years) and this compares to just 26% growth in these cohorts across the State over the period. In contrast, just 9% of population growth is expected to occur in Latrobe City's core working aged groups (25-59 years) compared to the State average of 37% over the 2016-2031 period.

2015 VIF household data shows a significant shift towards lone person and couples without children households, which is consistent with an ageing population with 'single person' and 'couple only' representing 76% of households. Latrobe City Council is currently in the process of developing the *Positive Ageing Strategy and Plan*, which will guide Council in advocacy and making decisions that affect older members of the community. While the expansion of health related services will be essential, greater investment in supporting services will be equally as critical.

Recent consultations with older residents undertaken as part of the development of the *Positive Ageing Strategy* has identified the requirement for improved public transport options across smaller settlements to enable aged residents to access a range of services (i.e. health services); whilst remaining within their homes, neighbourhoods and communities (which often are an essential source of informal, secondary health care and social support).

Projections show that Traralgon is expected to have a relatively well balanced growth pattern (more akin with State growth patterns), whereas all other townships are heavily focussed on growth across the seniors (70-84 years) and elderly aged (85+ years).

The impact of Latrobe City's aging population should not however be considered in isolation of the broader Gippsland community. Latrobe City is presently the centre of a range of public and private health services, and it is expected that the service needs of the aging population will increase demand on these services. Acknowledging Latrobe City's role as Gippsland's Regional city and the growing infrastructure and health service needs must therefore also be considered.

The increase demand for health services in Latrobe City provides opportunities for both employment generation and education training. The most recent employment data shows that the Health Care and Social Assistance Industry is the largest employer in the municipality supporting approximately 4,050 jobs.

**Latrobe City requests that Infrastructure Victoria:**

- ***Acknowledge the significance and impact of Gippsland's aging population on the health and services provided by Latrobe City to the region; and the associated employment generating opportunity this provides.***
- ***Support future investment and expansion of health infrastructure and services in Latrobe City to ensure Latrobe City is positioned to respond to growing demand.***

## Provide better access to housing for the most vulnerable

Some parts of Latrobe City are the subject of multigenerational social disadvantage. Opportunities to support and improve outcomes for these communities need to be considered through future strategy.

The *Dropping off the Edge Report 2015* undertaken by Jesuit and Catholic Social Services identifies Morwell as one seven towns in Victoria suffering from a "complex web" of disadvantage at disproportionately high levels. The report found that areas of Morwell, Moe and Churchill had remained disadvantaged for long periods, demonstrating symptoms of persistent disadvantage occurring through second and third generations.

Further, the report identified that some segments of the community had high unemployment and interaction with the criminal justice system, low levels of education, high levels of child maltreatment, family violence and mental health problems.

Again, future strategic work must seek to capture opportunities for supporting shifts against reoccurring disadvantage such as greater investment in community and social services, coupled with other initiatives more likely to be required at a higher level such as supporting community and social infrastructure, protecting and encouraging employment generating land uses, transport and accessibility and general community amenity.

***Latrobe City ranked as the 7th most disadvantaged community across the state based on Socio Economic Indexes for Areas (SEIFA) measures, with a score of 940 in the 2011 Census. When compared to the other four regional cities, Latrobe City (940) ranked the most disadvantaged, followed by Ballarat (981), Bendigo (983) and Geelong (993).***

### Social Housing

Latrobe City has significant social housing stock, with significant proportion of the population benefiting from the service. Latrobe City supports the use of policy and regulation to ensure underutilised assets are appropriately managed to meet social housing demands. Latrobe City strongly supports additional government-funded, built and managed public housing stock; and any increase in social housing stock would be welcomed regardless of its source.

However, a more diverse approach to social housing and 'social rental' opportunities need to be investigated in order to meet the demand and needs of future participants.

Latrobe City is in agreement that Social housing tenant transition to private stock (i.e. SHP2) is unlikely to make a significant contribution. If this Option is to be progressed in the future significant consideration needs to be given to ensure housing security for those within the program. A safety net program will need to be established to support the tenants and ensure that they do not become homeless once transitioned to the private rental model.

However, a more holistic approach is also needed to address demand for housing affordability and access with solutions other than increased amount of social housing, such as the exploration of 'social rental' opportunities and other family support and assistance service needs.

The development of the Latrobe City Housing Strategy during 2016, coupled with the 2016 Victorian government review of the new residential zones, is expected to assist council in finding the right balance between provision of affordable and diverse housing choice, whilst preserving the character and amenity of existing townships.

It is however noted that the Victorian planning system doesn't currently specifically require a quota of social housing to be provided within new residential subdivisions and it is therefore difficult for local government to require social housing to be provided by developers.

## Accommodation for people with disabilities

There is currently a significant shortage of residential accommodation for people with disabilities. This is demonstrated by the extensive waiting list for those reliant on these types of services. Increasing the availability of housing support services for those with a disability will improve their quality of life and health outcomes.

### **Latrobe City requests that Infrastructure Victoria:**

- **Support greater investment in the provision of social housing and associated services.**
- **Acknowledge the need and support a revision of relevant policy to better plan, fund and integrate social housing with existing and new communities.**

## **Improve access to high-quality education**

The diverse range of educational levels within the municipality mean that those without the ability, or opportunity, to voice their needs are often not catered for, or provided with long-term educational resources with a trend of limited program security as was seen with recent TAFE closures.

Presently within Latrobe City, 27% of residents hold diploma or above qualifications, compared to an average of 40% for Victoria. In contrast 29% of Latrobe residents hold certificate qualifications, compared to 20% for Victoria, evidence that many local workers are skilled through industry apprenticeships (especially more mature workers) and other on-the-job specialist training which is not generally reflected in the ABS educational statistics.

*With Latrobe City's direction to be the "engineering capital", we should be pushing to be included in the concept of "enable the growth of a highly skilled, digitally connected workforce through infrastructure". The growth in high-end engineering will be benefited by excellent digital connections.*

desirable skill sets.

Approximately 20% of Latrobe City residents have not completed Year 10 schooling, which is well above the average of around 15% for Greater Geelong, Greater Bendigo and Ballarat.

Latrobe City contains numerous opportunities for education, with Federation University, Federation Training, TAFE and Apprenticeships Group Australia all being located within the municipality. These education opportunities not only support local employment, community wellness and further education, but provide a base for innovation and research, which is of direct relevance to other industry sectors, particularly as Latrobe City industries work towards a low carbon future.

The evolution of the Latrobe City's coal and energy generation industries and the emergence of new manufacturing, engineering and processing opportunities would be enhanced by the continued collaboration between education providers and local industry to provide new and existing workers with newly emerging and

Latrobe City is in the process of investigating how to transition away from our coal dependant past. However, with such a specialised workforce it is an imperative to have established educational programs available to assist with the retraining and redeployment of industry workers.

In responding to this shift, promoting and establishing new education opportunities is considered central to the economic transition of the local economy. Several educational initiatives are already underway these include a State Government funded Tech School in Morwell; the Innovation Precinct also in Morwell, which is a project driven by Federation University; and a super primary school to be located within Latrobe City.

There is an opportunity for education providers to work closely with local industry to meet industry demands for a skilled workforce, with providers offering a variety of courses ranging from apprenticeships in trades, transport and logistics, to tertiary qualifications in business, engineering, mechatronics and environmental science. Matching local education opportunities with local employment opportunities provides the potential for a beneficial nexus.

### **Latrobe City requests that Infrastructure Victoria:**

- **Promote the establishment of improved secondary and tertiary education opportunities within Latrobe City.**
- **Support future investment in education services necessary to assist with the retraining and redeployment of energy and mining industry workers.**

## Water security and opportunities from energy market transition

Latrobe City is fortunate to be located in an area that has high annual rainfall, water security is therefore not so much of a concern as in other areas. This is acknowledged Latrobe has a large amount of water in storage facilities for the use of the coal industry. This water will become free for natural release or for alternative industries as we transition away from coal energy.

*The Gippsland Region Sustainable Water Strategy (2011)* sets out long-term plans to secure each region's water future, identifying threats to water availability and identifying policies and actions to help water users, water corporations and catchment management authorities manage and respond to those threats over the next 50 years.

The Strategy suggests that Gippsland is well placed to meet its water supply needs through the development and implementation of each regional urban water authority's water supply demand strategies; whilst acknowledging that technological developments, land use change and market fluctuations will play a major part in the ability of major industrial customers to reduce water consumption to support long term sustainability of water resources and enable alternative users to leverage from the reallocation of water assets in the future.

In this regard it is noted that the recent closure of Energy Brix in Morwell has resulted in a significant amount of unallocated water now being available for other industry and commercial uses. This demonstrates the interdependencies and opportunities which may result from changes in energy production and coal sector technologies and associated adjustments to existing resource allocations, such as water and associated opportunities for new industry to utilise this resource if made available.

It is noted that current coal mining operations are a significant user of surface water and groundwater. The current planned "pit water body" landform proposed as part of the possible long term rehabilitation of coal mines in Latrobe City will require significant, on-going, access to Gippsland's highly sought after water resources, noting no licences have been granted for this water. Consequently a better understanding will be required of the relationship between water use and impacts across the Gippsland region to inform any future request for on-going water allocations required as part of possible mine rehabilitation.

Rivers throughout the area are considered to be in moderate health however the health in the Latrobe River fluctuates in different areas. The continued protection and enhancement of river health, water quality and environmental flows and wetland habitats will continue to be imperative for the responsible management and long-term sustainability of water resources in the region.

### **Latrobe City requests that Infrastructure Victoria:**

- **Support Latrobe City Council and other authorities in identifying infrastructure and investment requirements to ensure opportunities for new industry to utilise water resources to be made available as a result of forecast closures of energy generators within Latrobe City.**

## Leveraging tourism from natural assets

Latrobe City is located within the Gippsland Plains bioregion. Some threatened and vulnerable species exist within the municipality, and of particular note is the Strzelecki Koala, which is a genetically unique koala native to the local region, as well as the Gippsland Red Gum. Latrobe City Council is involved in protecting and improving habitat for identified species.

Latrobe City Council is currently involved in a number of projects to minimise biodiversity loss and to protect these habitats; whilst supporting the extensive tourism opportunities which exist within and surrounding Latrobe City.

### Strzelecki Ranges conservation benefiting tourism.

The Core and Links project is an agreement to permanently protect over 23,000 hectares of native vegetation within the Strzelecki Ranges. The area consists of four sections of native vegetation and plantation, which are known as the Cores. The Cores are linked through similarly populated vegetation corridors (the Links). The vegetation network provided by this project allows for vegetated land corridor extending from Tarra-Bulga National Park to Gunyah-Gunyah Rainforest Reserve.

Linking corridors are essential for the movement and survival of native species. By securing these linkages and the long-term security of habitats species within the Strzelecki Ranges are provided protected movement and greater resilience to shocks such as bushfire.

The recent opening of the full Grand Strzelecki Walking Track provides demonstrates the opportunity for increased tourism leveraging from the area. The Track runs from Billys Creek in to Tarra-Bulga National Park a total of 110 kilometres, which is almost entirely within the municipality.

Investment in tourism infrastructure, to leverage off natural assets like this, is considered to be a key opportunity in supporting the transition of the Latrobe City and Gippsland economies.

## **Latrobe City requests that Infrastructure Victoria:**

- **Support investment in tourism infrastructure to better leverage from Latrobe City and Gippsland's natural environment attractions.**

## **Climate Change opportunities and threats**

Latrobe City acknowledges that climate change is real and can impact the community. There is research underway to better understand the potential risks and opportunities arising from climate change in Gippsland, including impacts to agriculture and tourism. In terms of supporting the region's resilience, key considerations for the region include:

- As commodities shift over time, impacted by climate change and potential economic shifts, what effect might this have on the supporting industries and freight within the region?
- What land use implications might these changes have?
- What implications might these potential changes have on the settlements in the region? (Draft Gippsland Regional Growth Plan- Background Report).

The GRGP identifies the following implications of climate change on the local economy:

- implications for water supply and reliability, within and outside the region, due to reduced rainfall and increased bushfire frequency and intensity
- increased water demand
- shorter drier winters impacting alpine environments and reducing snow cover
- damage to infrastructure, industries and agriculture from severe weather events and environmental hazards
- potential increase in erosion and reduction in water quality
- pressures on natural ecosystems
- implications for communities, such as human health, energy use, housing needs and service provision (Draft Gippsland Regional Growth Plan- Background Report)

Planning for climate change and building in a climate change resilience approach will assist Latrobe City and others to mitigate climate change impacts, particularly the impacts of more extreme weather. Changes associated with climate change suggest that Latrobe City in the future will be hotter and drier, with an increased bushfire risk and intensity of heavy rainfall, which could lead to increased flooding.

Economic diversification may also occur to include other commodities and industries, including those related to national action to reduce greenhouse gas emissions, such as carbon farming, renewable energy production or other new industries.

While recognising the significant changes and challenges faced by climate change, as above, climate change in Latrobe City may present positive opportunities for agriculture. The Agriculture Industry Transformation Project (AIT-G Project), undertaken by the Gippsland Local Government Network, the Department of Primary Industries and Melbourne University has developed mathematical models for 20 agricultural and forestry commodities and looked at likely yields under climate change scenarios

It is also noted that Latrobe City coal mines are part of the State's Critical Infrastructure, and Latrobe City plays a key role in the protection of this asset for both Victoria and interstate (e.g. provision of gas and electricity).

## **Latrobe City requests that Infrastructure Victoria:**

- **Acknowledge and support investments in infrastructure to better leverage from emergent opportunities in agriculture and other technologies likely to result from a changing climate.**
- **Acknowledge and support efforts of major industry and Latrobe City Council to mitigate increasing risks to critical energy and mine infrastructure resulting from a changing climate.**

## FUNDING AND FINANCING

Changes to State Government funding will have a significant affect upon Latrobe City. In the past four years an average of 16% of our annual capital spend is provided by State Government funding. Details regarding funding allocations are provided at Attachment 2.

It can be said that Council will most likely have difficulty funding new infrastructure into the future given the introduction of rate capping. While it is accepted that councils have the ability to apply the Essential Services Commission (ESC) for a higher annual rate increase, however this is unlikely to be acceptable to the ratepayer. The ESC is likely to force councils into taking on higher levels of debt to fund such projects into the future, which will further restrict Council's ability to maintain existing infrastructure. Increased debt servicing costs will also cause strain on Local Government Authorities.

## ATTACHMENTS

- Attachment 1- TABLE OF COUNCIL OFFICER COMMENTS
- Attachment 2- STATE FINANCING PROVIDED TO LATROBE CITY

Attachment 1- Infrastructure Victoria	Chapter 1- Address infrastructure demands in areas with high population growth	Chapter 2- Address infrastructure challenges in areas with low or negative growth	Chapter 3- Respond to increasing pressure on health care, particularly due to ageing	Chapter 4- Enable physical activity and participation	Chapter 5- Provide spaces where communities can come together	Chapter 6- Improve accessibility for people with mobility challenges	Chapter 7- Provide better access to housing for the most vulnerable Victorians	Chapter 8- Address expanded demand on the justice system	Chapter 9- Provide access to high-quality education infrastructure to support lifelong learning	Chapter 10- Meet growing demand for access to economic activity in central Melbourne	Chapter 11- Improve access to middle and outer metropolitan major employment centres			
Changing Behaviour, Managing Demand	N/A	N/A	HCP- Support. <i>Consideration needs to also be given to accommodation during treatment- more facilities such as Rotary Centenary House (Traralgon). The Companion Program needs to align with HCP.</i>	BVA- <i>Latrobe City will need substantial enabling infrastructure upgrades to ensure safety. Education and public perception is key to ensure the municipality is compatible with this policy approach.</i>	N/A	N/A	SHS1- Agree.	N/A	TAF- Support. <i>Funding for TAFE's are very important to the local economy. In Gippsland Federation Training is proposing and aviation related development to complement its existing programs</i>	N/A	No Comment			
			HEP- Support in Principal. <i>However age range should be amended to be 25-30 due to the age when people are settled. Alternatively between 45-50 is shown to be suitable for improving health outcomes as a result of realising old age.</i>	ALR- Strong Support, aligns with Health by Design and Crime Prevention Through Environmental Design projects. <i>Further information and opportunities to retrofit areas of high community demand/ settlement would be encouraged. Attention needs to be given to street width, enabling easy access and egress with cars parked on both sides of road.</i>										
			PHC- Support in Principal. Although very dependent upon quality/training of practitioner. There needs to be more training/focus on human connection. Software licensing costs can be prohibitive											
Better Use	CPS- <i>Given that the planning system is currently centralised with delegated power provided to Local Governments the necessary changes needed to achieve this will be substantial without great changes to the delivery of outcomes.</i>	CSS1- Support. <i>Whole community use creates greater community ownership and increases resource use.</i>	ACM- Strong Support. <i>Focus needs to be given to older people who do have the financial capacity to get into such facilities.</i>	ALP/BWP1/RFC- Strong Support. <i>However there is a need for more data on informal and incidental recreation, as well as research into improved access to facilities in public and work places, not just that of sporting facilities. Lack of public seating and toilets need to be understood as barriers for older people exercising.</i>	CSS1- Support. <i>Whole community use creates greater community ownership and increases resource use.</i>	PTA- See Chapter 2 response.	AHR/PHR/SHD1/SHG/SHS3/SHT- Support. SHS2- Agree. <i>However more diverse approaches to this issue need to be investigated.</i>	CSC/JCS/MPW- Support.	ECE2/WEL- Strong Support. <i>There is a movement to provide move education availability and options within Latrobe City. However this comes on the back of many facility closures.</i>	EOC- Strong Support. <i>Decentralisation is a very important strategy to for regional areas.</i>	No Comment			
	LBS- Strong Support.	CSS2- Support. <i>Although calendar should be divided into Regions to reduce local event clashes.</i>	HAP- Strongly Support.		CSS2- Support that something needs to be done. <i>This seems to be a very bureaucratic way of managing the issue. The calendar should be divided into Regions to reduce local event clashes.</i>	SCC- Agree		STE/SCU1- Support. <i>Similar projects are underway between Federation University and local high schools.</i>						
	UDC- Support.	JCS/PTA/SIP- Strong Support. <i>JCS and PTA need to be well connected and planned. JCS will be heavily dependant upon good transport links and reasonable service scheduling.</i>	HCD- Support. <i>Good for non-critical cases. Palliative Care in the Home needs to also be extended. Focus also needs to be given to rehabilitation.</i>		CSU- Public liability insurance needs to be considered.									
New and Expanded Assets	<i>The New and Expanded Assets are very metro focused.</i>	CSR/HCA- Strong support.	HAC- Support.	BWP2/BWP3- Strong support. <i>There is a need to connect townships in rural areas to larger towns, as well as smaller settlements with small towns. Joining communities and providing safe and alternative access avenues, with opportunities for increased physical activity.</i>	CPC- Support. <i>Linking bike and walking paths is a State-wide problem.</i>	PTV- Agree	SHA- Support.	N/A	SSS- Strong Support.	RRE1- Support. <i>Need better integration between V/Line and Metro. If timetables were better coordinated there would be more opportunities for freight movements.</i>	MTN- Support. <i>It is important for getting workers in and around major towns (eg. apprentices).</i>			
			HCS- Support. <i>Focus needs to be given to whole of life planning for the cost of facilities.</i>						TSC- Support. <i>Very important for Traralgon, Morwell and Moe</i>					
Other Options	OLI- Support that this project has been filtered out.	N/A	No Comment.	OLI- Support that this project has been filtered out.	OLI- Support that this project has been filtered out.	RFP- Support. <i>There is a shortage of residential accommodation for people with disabilities.</i>	SHP2- Support. <i>Consideration needs to be given to support programs to ensure that tenants do not become homeless after the transition to the private sector.</i>	N/A	No Comment	No Comment	No Comment			
Needing Further Research/ Development	CSR/SLP/WWS- Strong Support. <i>OWM- Support in Principal. The current evidence is that processing organic watse is too expensive. Estimated costings signify approx. \$50-80 per tonne (with local processing plant). GFS- Support. Provided that it does not place unnecessary financial burden upon developers and takes into account potential issues with sequencing, such as cooperation of landholders and their development ideas for an area.</i>	N/A	No Comment.	<i>Need to make sure that emerging sports and non-traditional sports are well catered for, and that infrastructure enables greater female participation. Also that these are available for accessing 24/7 and are furnished with lighting etc. eg SK8 parks. Reconsider the purpose of street lighting – it currently is focused mostly on the roadside verges near where cars travel and not well positioned to support foot traffic - footpaths.</i>	CIM/CSR/GFS- Strong Support.	CIM- See Chapter 5 response.	SA/HRA/PHG/SHF/SCP/SHP1- Support. AHC- Agree. GOM- Strong Support. <i>An increase is social housing would be welcomed regardless of its source.</i>	CMD/IHS/ILP/JDG/MJC/JDP/JFV/JSD/NMP/NWP/PSS- Support	GFS/LH/SLP- Strong Support	BDL- Support. <i>Very significant for industry. GPR- Support. Important for supplying transport for workforces. RRS- Support.</i>	BDL- See Chapter 10.			
	Chapter 12- Improve access to jobs and services for people in regional and rural areas	Chapter 13- Improve the efficiency of freight supply chains	Chapter 14- Manage threats to water security, particularly in regional and rural areas	Chapter 15- Manage pressures on landfill and waste recovery facilities	Chapter 16- Help preserve natural environments and minimise biodiversity loss	Chapter 17- Improve the health of waterways and coastal areas	Chapter 18- Transition to lower carbon energy supply and use	Chapter 19- Improve the resilience of critical infrastructure	Funding and financing					
Changing Behaviour, Managing Demand	No Comment.	No Comment.	N/A	HWD- <i>Highly contentious in placed where trials have been conducted- issues arise surrounding security of bin weight and neighbours adding waste to nearby bins. However produces potential to encourage green waste and recycling through costs- potential for intentional contamination to ensure less cost if subsidised.</i>	N/A	N/A	EDM1- Support. <i>Important for business advancement.</i> EDM2- Support. <i>Provided it supports business costs.</i>	No Comment.	Changes to State Government funding will have a significant affect upon Latrobe City. In the past four years an average of 16% of our annual capital spend is provided by State Government funding. It can be said that Council will most likely have difficulty funding new infrastructure into the future given the introduction of rate capping. While it is accepted that councils have the ability to apply the Essential Services Commission (ESC) for a higher annual rate increase, however this is unlikely to be acceptable to the ratepayer. The ESC is likely to force councils into taking on higher levels of debt to fund such projects into the future, which will further restrict Council's ability to maintain existing infrastructure. Increased debt servicing costs will also cause strain on Local Government Authorities.					
			LLU- Support in Principal. <i>No good promoting recycling until there are sustainable markets providing a return on investment for reprocesses- currently too expensive.</i> RMU- Support. <i>A typical building site has one skip bin- mandatory disposal at C &amp; D Material Recovery Facilities.</i>											
Better Use	SIP- Support. <i>Will simplify proposals and development.</i>	No Comment.	N/A	N/A	HCL- Strong Support.	RWN- Strong Support. <i>Attention needs to be given to potential risks, such as that posed by unsuitable development in floodplains that may now become exposed, and the associated potential risks of deviation said flows to protect dwellings.</i>	WSE- Support. <i>Complements renewable energy targets and Latrobe City's transitioning economy.</i>	No Comment.						
New and Expanded Assets	AST- Support. <i>Critical for regional areas.</i>	HPF/PMH/RHU- Support.	TWR- Strong Support. <i>Potential uses of such water need to be understood within the municipality. LCC currently contains a waste water facility treating water for Australian Paper Mill.</i>	N/A	RFL- Support. <i>Attention needs to be given to movement of native species outside of corridors if desired- threat of flood etc.</i>	RFL- Support. <i>Attention needs to be given to movement of native species outside of corridors if desired- threat of flood etc.</i>	N/A	HPF/PMH/RHU- Support.						
			RWW- Support.				WIR- Strong Support. <i>Provided adequate research is conducted to ensure no adverse impact on native species.</i>							
Other Options	N/A	No Comment.	N/A	EWS/LOC- <i>In general terms it costs \$160 per tonne to landfill against \$600 per tonne to process.</i>	No Comment.	N/A	No Comment.	No Comment.						
Needing Further Research/ Development	RRG- Support. <i>Gippsland has missed out on the standisation. Will be important for GLP if it eventuates.</i>	No Comment.	RTA/RTH/SRH- Support	FWL- Support. <i>Planning decisions adopted at a local government level must not be overturned by VCAT, i.e. Cardinia example.</i>			BCL- Oppose. <i>This would preclude non power generation uses of coal</i> ESI/GPS/IPS/LSE/OWE/TWE- Support. NPC- Oppose. <i>Countries with many years of experience in nuclear power are moving to other forms of power.</i> NCP- Support. <i>Provided that the project is in Hastings.</i>	No Comment.						
			WPR-	OWM- Support in Principal. <i>The current evidence is that processing organic waste is too expensive. Estimated costings signify approx. \$50-80 per tonne (with local processing plant).</i>										

## Attachment 2- State Financing Provided to Latrobe City

Year	Project	Grant Amount (\$)	Total Capital Expenditure
2015/16	C0486 - Traffic & Pedestrian Safety Program	12,200	
2015/16	C0547 - Hazelwood Pondage Caravan Park Wastewater Upgrade Project	1,000,000	
2015/16	C0604 - Moe Rail Precinct Revitalisation Project	2,000,000	
2015/16	C0607 - Newman Park, Traralgon - Access track & Carpark	19,000	
2015/16	C0642 - Traralgon Olympians Change Pavilion - Harold Preston	5,000	
2015/16	C0643 - Traralgon Court House Upgrades	180,000	
2015/16	C0651 - Morwell Park Oval Drainage	50,000	
2015/16	C0655 - Heavy Industrial Park Road Infrastructure Construction	1,748,974	
2015/16	C0664 - Yinnar ARC Upgrade Works	8,070	
2015/16	C0665 - Nation Building Blackspot Program <i>(Federal funding managed by State)</i>	506,000	
2015/16	C0673 - Crinigan Bushland Reserve Redevelopment	3,737	
2015/16	C0674 - Boolarra Railway Park Upgrade	84,000	
2015/16	C0684 - Natural Disaster - Flood Aug 2015 Summerfield Track	125,721	
2015/16	C0686 - Traralgon Tennis Show Court	750,000	
2015/16	C0691 - Mathison Park Offstreet Carpark	53,000	
2015/16	C0699 - Howitt St, Traralgon Shared Path Link	20,000	
2015/16	C0702 - Morwell Library Front Entrance Reconstruction	140,000	
2015/16	N0552 - Traralgon City Soccer - Lighting project	5,000	
2015/16	C0641 - Morwell Rose Garden Tourism Shelter	1,412	
2015/16	N0551 - Gippsland Heritage Walk - Kernot Hall Lake, Morwell	4,000	
2015/16	N0553 - Upgrade of the Moe Tennis Complex	36,000	
2015/16	N0660 - Moe Netball Lighting Project	5,000	
2015/16	N0674 - Morwell Streetscape Beautification Project	15,000	
2015/16	N0689 - Duncan Cameron Park Oval: Surface Re-Development	50,000	
<b>2015/16 Total (forecast)</b>		<b>6,822,114</b>	<b>57,310,236</b>
2014/15	C0581 - Growing Aerospace Manufacturing at LRA	740,000	
2014/15	C0589 - Agnes Brereton Reserve, Traralgon Pavilion Upgrade - Design	45,000	
2014/15	C0604 - Moe Rail Precinct Revitalisation Project	750,000	
2014/15	C0629 - Taxi Rank at Churchill Town Centre	59,182	
2014/15	C0641 - Morwell Rose Garden Tourism Shelter	11,023	

2014/15	C0642 - Traralgon Olympians Change Pavilion - Harold Preston	45,000	
2014/15	C0648 - TEDAS Pavilion	10,000	
2014/15	C0656 - Agnes Brereton Reserve pavilion	5,000	
2014/15	C0664 - Yinnar ARC Upgrade Works	72,630	
2014/15	C0671 - Tyers Public Hall Upgrade	56,000	
2014/15	C0673 - Crinigan Bushland Reserve Redevelopment	135,971	
2014/15	C0504 - Desmond St Drainage - March Storm Event	36,000	
2014/15	C0637 - Morwell Town Common Carpark	22,785	
2014/15	C0559 - Major Flood Recovery Works - March 2011	532,747	
2014/15	C0584 - Major Flood Recovery Works	538,619	
2014/15	C0637 - Morwell Town Common Carpark	102,215	
2014/15	C0604 - Moe Rail Precinct Revitalisation Project	1,000,000	
2014/15	C0617 - Morwell Town Common AAA Playground	22,270	
2014/15	C0674 - Boolarra Railway Park Upgrade	56,000	
2014/15	C0482 - Jumbuk Rd from Junction Rd to Jumbuk Hall (Timber Haulage)	319,938	
2014/15	C0665 - Nation Building Blackspot Program ( <i>Federal funding managed by State</i> )	825,600	
2014/15	N0448 - Traralgon Sth Red Hill Rd/Michelle Boulevard Walking track	660	
2014/15	N0555 - LC Sports and Entertainment Stadium - Irrigation System	5,000	
2014/15	N0599 - Yallourn North Bowling Club Synthetic Green	10,000	
2014/15	N0660 - Moe Netball Lighting Project	45,000	
2014/15	N0674 - Morwell Streetscape Beautification Project	135,000	
2014/15	N0579 - Bus Shelter - Philip Parade Churchill	35,101	
<b>2014/15 Total</b>		<b>5,616,741</b>	<b>34,924,948</b>
2013/14	C0482 - Jumbuk Rd from Junction Rd to Jumbuk Hall (Timber Haulage)	84,103	
2013/14	C0521 - Skate & BMX Plan : Morwell, construct district skate park	70,000	
2013/14	C0541 - Wright Street Footbridge - Traralgon	400,000	
2013/14	C0573 - LR Airport Facilities Expansion (Civil Works)	163,258	
2013/14	C0579 - Moe Outdoor Pool Upgrade – Building Works	1,145,800	
2013/14	C0581 - Growing Aerospace Manufacturing at LRA	575,725	
2013/14	C0584 - Major Flood Recovery Works	998,361	
2013/14	C0586 - CCTV Traralgon Entertainment Precinct	27,800	
2013/14	C0607 - Newman Park, Traralgon - Access track & Carpark	171,000	
2013/14	C0617 - Morwell Town Common AAA Playground	100,000	
2013/14	C0641 - Morwell Rose Garden Tourism Shelter	16,165	
2013/14	N0448 - Traralgon Sth Red Hill Rd/Michelle Boulevard Walking track	23,090	

2013/14	N0518 - Yallourn North Town Oval: Change rooms and toilet facilities	34,000	
2013/14	N0622 - Gaskin Park, Churchill Lighting Upgrade	90,000	
2013/14	C0625 - Safety Imp Black Spot- Old Sale Rd - Haigh Newb <i>(Federal funding managed by State)</i>	406,000	
2013/14	C0626 -Safety Imp Black Spot- Commerical Road, Morwell <i>(Federal funding managed by State)</i>	36,000	
2013/14	C0627 - Safety Imp Black Spot - Becks Bridge Rd <i>(Federal funding managed by State)</i>	26,600	
2013/14	C0628 - Safety Imp Black Spot - Traralgon Creek Road <i>(Federal funding managed by State)</i>	26,600	
<b>2013/14 Total</b>		<b>4,394,502</b>	<b>28,156,525</b>
2012/13	C0436 - Moe Community Hub Living Libraries	160,000	
2012/13	C0504 - Desmond Street Drainage	99,502	
2012/13	C0522 - Traralgon South Skate and BMX Plan	30,000	
2012/13	C0523 - Skate & BMX Plan : Yinnar, construct skate park	95,000	
2012/13	C0534 - LR Airport Facilities Expansion (Building)	1,021,627	
2012/13	C0551 - Gippsland Heritage Walk - Kernot Hall Lake, Morwell	126,000	
2012/13	C0554 - NTRP:Tyers Soccer Clubrooms	20,000	
2012/13	C0573 - LR Airport Facilities Expansion (Civil Works)	315,115	
2012/13	C0581 - Growing Aerospace Manufacturing at LRA	300,000	
2012/13	C0586 - CCTV Traralgon Entertainment Precinct	117,000	
2012/13	C0482 - Jumbuk Rd from Junction Rd to Jumbuk Hall (Timber Haulage)	436,421	
2012/13	C0535 - Safety Improvement works-Switchback Rd Blackspot <i>(Federal funding managed by State)</i>	179,923	
2012/13	C0576 - Safety Improvement works-Moe Sth Road Blackspot <i>(Federal funding managed by State)</i>	36,500	
2012/13	C0577 - Safety Improvement works- Creamery Rd Blackspot <i>(Federal funding managed by State)</i>	194,000	
2012/13	N0475 - Southern Towns ORP - Pavilion Upgrade Boolarra	6,000	
2012/13	N0490 - Boolarra MultiPurpose Centre refurbishment-Bushfire recovery	349,375	
2012/13	N0516 - Morwell Rec Plan: Pegasus Soccer Club Lighting Upgrade	3,809	
2012/13	N0518 - Yallourn North Town Oval: Change rooms and toilet facilities	306,000	
2012/13	N0519 - Glengarry Tennis & Netball Court Resurfacing	25,823	
2012/13	N0549 - MRPR - Underground Power Lines	977,500	
2012/13	N0599 - Yallourn North Bowling Club Synthetic Green	80,000	
<b>2012/13 Total</b>		<b>4,851,754</b>	<b>29,725,940</b>