



LATROBE CITY COUNCIL

AGENDA FOR THE COUNCIL MEETING

**TO BE HELD IN KERNOT HALL, MORWELL AND VIA
AUDIO-VISUAL LINK
AT 6:00PM ON
03 JUNE 2024
CM605**

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 6 May 2024.

4. DECLARATION OF INTERESTS

5. 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.

STRATEGIC ITEMS FOR DECISION

6. STRATEGIC ITEMS FOR DECISION

Item Number 6.1

03 June 2024

Regional City Planning and Assets

DRAFT YOUTH INFRASTRUCTURE PLAN

PURPOSE

To present the draft Youth Infrastructure Plan prior to seek Council approval to release it for community consultation.

EXECUTIVE SUMMARY

- The draft Youth Infrastructure Plan (“the draft Plan”) aims to provide young people with access to a wide range of outdoor recreational spaces that allow for informal physical activity and social connection to support health and wellbeing.
- The draft Plan will assist Council to:
 - Improve existing facilities.
 - Identify needs and gaps in recreational opportunities for young people.
 - Make informed decisions around planning and delivery of youth infrastructure.
 - Seek appropriate funding opportunities for identified projects.
- To ensure the draft Plan is financially viable and sustainable, small neighbouring towns have been grouped. The draft Plan seeks to provide infrastructure equitably across these town groupings.
- Actions and priorities outlined within the draft Plan are based on an assessment and review of Youth Infrastructure undertaken by Gippsport in 2023, who have been listening to and working with people between the ages of 0 – 25 through their ‘Future Healthy’ initiative launched in 2021, including those that face the most significant of barriers.
- Funding has not currently been allocated or secured for delivery of the draft Plan, however identified actions will be referred to the annual budget process and relevant external funding opportunities.

OFFICER’S RECOMMENDATION

That Council:

1. **Release the draft Youth Infrastructure Plan for community consultation; and**
2. **Is provided a future report detailing submissions received following the consultation phase.**

BACKGROUND

The draft Youth Infrastructure Plan (“the draft Plan”) aims to provide young people with access to a wide range of outdoor recreational spaces that allow for informal physical activity and social connection to support health and wellbeing. It has been developed in line with the strategic direction under the ‘Healthy’ pillar of the 2021-25 Council Plan to: *Prioritise social planning and infrastructure for young people and their families, which provides additional programs and opportunities for young people to engage with Health, wellbeing and connection to natural and built environments within the municipality.*

The draft Plan will assist Council to:

- Improve existing facilities.
- Identify needs and gaps in recreational opportunities for young people.
- Make informed decisions around planning and delivery of youth infrastructure.
- Seek appropriate funding opportunities for identified projects.

ANALYSIS

To ensure the draft Plan is financially viable and sustainable, small neighbouring towns have been grouped. The draft Plan seeks to provide infrastructure equitably across these town groupings. The draft Plan also acknowledges the significance of existing infrastructure such as recreation reserves and seeks to build on these facilities to ensure they are broadly accessible and provide for the whole community.

Actions and priorities outlined within the draft Plan are based on an assessment and review of Youth Infrastructure completed by Gippsport in 2023, who have been listening to and working with people between the ages of 0 – 25 through their ‘Future Healthy’ initiative launched in 2021, including those that face the most significant of barriers.

Consideration has been given to:

- Current facilities
- Economic feasibility
- Financial sustainability
- Travel time and distance
- Potential tourism benefits
- Community involvement in facility development and management

Yearly actions and estimated costings are summarised in the table below.

Year	Action	Estimated Cost (as at 2024)
2024/25	Install mobile phone charging stations at multiple locations	\$130,000
	Run promotional campaign	\$0
	Light recreation reserves at night to encourage community use	TBC
	Activate tennis courts for public use	\$3,000
	Install half basketball court at Apex Park, Moe	\$100,000
	Install shelter near pump track in Traralgon	\$75,000
TOTAL YEAR 1		\$308,000
2025/26	Install skate park in Tyers	\$250,000
	Install cricket nets in Boolarra	\$200,000
	Resurface half basketball court at Northern Reserve, Morwell	\$25,000
	Install half basketball courts at 2 locations in Traralgon	\$200,000
TOTAL YEAR 2		\$675,000
2026/27	Extend skate park in Traralgon South and construct half basketball court	\$350,000
	Provide sealed path from footpath to Churchill's skate park and add seating and shelter	\$80,000
	Install pump track in Churchill	\$250,000
	Remove BMX track at Glendonald Park, Churchill	\$5,000
TOTAL YEAR 3		\$685,000
2027/28	Upgrade the BMX track in Glengarry to a pump track	\$250,000
	Upgrade Yallourn North's dirt BMX track	\$100,000
	Improve access to netball courts and soccer pitch next to Morwell Park Primary School	\$10,000
TOTAL YEAR 4		\$360,000
2028/29	Upgrade BMX track in Boolarra to a pump track	\$250,000
	Upgrade Yinnar's skate park	\$150,000
	Install pump track at Morwell Town Common	\$250,000
	Remove BMX track at Ronald Reserve, Morwell	\$5,000
TOTAL YEAR 5		\$655,000
2029/30	Upgrade BMX track in Newborough to a pump track and install half basketball court	\$350,000
	Install half basketball court at Morwell Recreation Reserve	\$100,000
TOTAL YEAR 6		\$450,000

Funding has not currently been allocated or secured for delivery of the draft Plan, however identified actions will be referred to the budget process and relevant external funding opportunities.

RISK ASSESSMENT

RISK	RISK RATING	TREATMENT
FINANCIAL Commitment to deliver actions outlined in the draft Youth Infrastructure Plan requires significant investment for construction as well as ongoing maintenance.	Medium <i>Possible x Moderate</i>	Ensure the community understands the financial implications of delivering the Youth Infrastructure Plan and be clear that funding has not yet been allocated. Construct with ongoing maintenance requirements in mind and seek external grants if / when available.
STRATEGIC Plan does not meet community expectations, or the community may not agree with recommendations.	Medium <i>Possible x Minor</i>	Conduct appropriate consultation on the implementation plan, including explanation of methodology used to prioritise sites and locations.

CONSULTATION

Internal consultation has occurred with the Recreation Open Space Planning, Open Space Maintenance and Active Communities and Partnership teams and externally with Gippsport Community Solutions. Following Council's approval, Officers will undertake community consultation on the draft Plan to ensure the views expressed by the community are captured and considered, in particular the voices of young people.

COMMUNICATION

Following approval, the draft Plan will be released to the community for comment and feedback for a six-week period via the 'Have Your Say' page on the website, social media and the Council Noticeboard. Officers will present the draft Plan to Youth Council and engage directly with local schools.

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

Social

The draft Youth Infrastructure Plan aims to provide young people with access to a wide range of outdoor recreational spaces that allow for informal physical activity and social connection to support health and wellbeing.

Cultural

Not applicable.

Health

The draft Youth Infrastructure Plan has been developed in line with the strategic direction under the 'Healthy' pillar of the 2021-25 Council Plan to: *Prioritise social planning and infrastructure for young people and their families, which provides additional programs and opportunities for young people to engage with Health, wellbeing and connection to natural and built environments within the municipality.*

Environmental

Environmentally Sustainable Design principles will be considered at detailed design and project delivery to ensure minimal environmental impacts of any new infrastructure.

Economic

There is potential that additional Youth Infrastructure will generate income for nearby business due to increased activity in the area, in particular in the small towns.

Financial

Funding has not currently been allocated or secured for delivery of the draft Plan, however identified actions will be referred to the budget process and relevant external funding opportunities. Commitment to deliver actions outlined in the draft Youth Infrastructure Plan requires significant investment for construction as well as ongoing maintenance.

Attachments

1. Youth Infrastructure Plan 2024-2034

6.1

Draft Youth Infrastructure Plan

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LatrobeCity

Youth Infrastructure Plan

2024 – 2034

DRAFT

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.



Our
Community
Vision

In 2031 Latrobe City will be known for being **smart, creative, healthy, sustainable and connected**. It will be the most liveable regional city and at the forefront of innovation.

Working together we are a diverse, connected and resilient community, supporting the equitable diversification of our economic base and transition towards a low emissions future.

We are known as a community that is equitable, liveable and sustainable, with a continued focus on healthy lifestyles supported by high quality recreational and cultural facilities and a natural environment that is nurtured and respected.

DRAFT

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Front Cover: Haunted Hills Mountain Bike Park



Introduction

The objective of the Latrobe City Council Youth Infrastructure Plan is to provide a wide range of outdoor recreational spaces for young people that allow for informal physical activity and social connection. These spaces will be accessible, safe, and inclusive to support the wellbeing of youth in Latrobe City.

Purpose

The Youth Infrastructure Plan will assist Council to:

1. Improve existing facilities;
2. Identify needs and gaps in recreational opportunities for young people;
3. Make informed decisions around planning and delivery of youth infrastructure;
4. Seek appropriate funding opportunities for identified projects;
5. Promote facilities to the local and broader community to encourage participation and provide potential tourism benefits to small and large towns.

Strategic Alignment

- Council Plan 2021-2025
- Asset Plan 2022-2032
- Living Well Latrobe, Our Community's Municipal Public Health and Wellbeing Plan 2022-25
- Public Open Space Strategy
- Play Space Strategy
- Skate and BMX Plan



Community Feedback

During development of Living Well Latrobe 2022-25 the Kids Co-designing Healthy Places toolkit developed by Monash University was used to identify priorities with and for children and young people. 'Access – having access and the ability to join in' was the third priority identified during this process.

During broader community engagement for Living Well Latrobe 2022-23, when asked 'What would make Latrobe a better place to live, work and visit?' People said:

"We need more investment in parks and natural play spaces, outdoor gyms, pump traks, stake parks"

"Upgrade sporting facilities in smaller towns to encourage kids to stay involved in the town as well as upgrade park and recreational facilities"

"Encourage people to walk and ride around the towns where possible to help encourage a healthy lifestyle..."

"...Diverse sporting activity"

"...I want to see kids...engaged in something"

"...better quality open spaces, this relates to CBD's, parks, nature strip planting, median strips, fencing, pavements, public toilets, playgrounds, skateparks..."

"Building and maintaining community areas..."

As required under the Gender Equality Act 2020, a Gender Impact Assessment has been completed on the Youth Infrastructure Plan to ensure equal opportunities for people of all genders.

Methodology

To ensure this plan is financially viable and sustainable, small neighbouring towns have been grouped. The plan seeks to provide infrastructure equitably across these town groups.

The plan also acknowledges the significance of existing infrastructure such as Recreation Reserves, and seeks to build on these facilities to ensure they are broadly accessible and provide for the whole community.




Considerations in the development of the implementation plan has been given to:

- Current facilities
- Economic feasibility
- Financial sustainability
- Travel time and distance
- Potential tourism benefits
- Community involvement in facility development and managment

Active Recreation Activities to be available across town groups

- Tennis
 - Cycling
 - Cricket
 - Soccer
- Skate / Scoot
 - Mt Biking
 - AU Football
 - Baseball
- BMX
 - Basketball
 - Netball
 - Walk/ Run

Small Town Groups and Travel Distance

SMALL TOWN GROUPS	KILOMETRES			
Yinnar and Boolarra	9.2km	7min	29min	16min
Glengarry and Toongabbie	9.6km	7min	27min	25min
Tyers and Glengarry	8.5km	6min	23min	-
Tyers and Yallourn North	11km	11min	37min	12min
Yallourn North and Newborough	7.7km	7min	27min	13min
Traralgon South and Callignee	6.5km	7min	34min	-

Population (2021 census)

TOWN	TOTAL POP.	10-14yrs	15-19yrs	20-24yrs	TOTAL 10-24yrs
Traralgon	26,907	1,680	1,545	1,489	4,714
Morwell	14,389	841	764	870	2,475
Moe	9,375	519	445	477	1,441
Newborough	6,886	369	380	405	1,154
Churchill	4,924	322	277	361	960
Yallourn North	1,511	86	75	96	257
Glengarry	1,113	98	76	52	226
Toongabbie	1,085	82	54	61	197
Boolarra	1,023	70	57	35	162
Yinnar	1,021	59	52	53	164
Tyers	893	66	56	43	165
Traralgon South	553	35	56	36	127
Callignee	391	32	23	16	71

Actions and priorities are based on an assessment and review completed by Gippsport in March and July 2023; the above data; and internal and external consultation.

Consideration has also been given to:

- CPTED Principles
- Accessibility
- Healthy By Design Principles



Current Facilities

Small Towns

	BOOLARRA	YINNAR	GLENGARRY	TOONGABBIE
<i>Tennis</i>	4 outdoor courts located at Boolarra Recreation Reserve	4 outdoor courts located at Yinnar Recreation Reserve	4 outdoor courts located at Glengarry Recreation Reserve	2 outdoor courts located at Toongabbie Recreation Reserve
<i>Skate / Scoot</i>	Concrete facility at Boolarra Centennial Park	Concrete facility at Main Street Skate Park	Metal ramps and rails on a concrete base at Main Street Reserve	Metal ramps and rails on asphalt base at Toongabbie Recreation Reserve
<i>BMX</i>	Dirt BMX track at Boolarra Centennial Park	-	Dirt BMX track at Main Street Reserve	-
<i>Cycling</i>	Rail Trail	Decent path / open road network in and around town	Rail Trail	Rail Trail
<i>Mt Biking</i>	-	-	Rail Trail / BMX track	Rail Trail
<i>Basketball</i>	1/4 court at Boolarra Centennial Park	-	Half-court at Apex Park	-
<i>Cricket (nets)</i>	Located at Boolarra Recreation Reserve	Located at Yinnar Recreation Reserve	Located at Glengarry Recreation Reserve	Located at Toongabbie Recreation Reserve
<i>AU Football</i>	Boolarra Recreation Reserve has a football oval with seasonal goals access	Yinnar Recreation Reserve has a football oval with seasonal goals access	Glengarry Recreation Reserve has a football oval with seasonal goals access	Toongabbie Recreation Reserve has a football oval with seasonal goals access
<i>Netball</i>	Boolarra Recreation Reserve has netball courts with rings	Yinnar Recreation Reserve has netball courts with rings	Glengarry Recreation Reserve has netball courts with rings	-
<i>Soccer</i>	Green open spaces available, but no access to goals	Green open spaces available, but no access to goals	Green open spaces available, but no access to goals	Green open spaces available, no goals access
<i>Baseball</i>	Green open spaces available	Green open spaces available	Green open spaces available	Green open spaces available
<i>Walk / Run</i>	Rail Trail	Yinnar Recreation Reserve	Rail Trail / Glengarry Recreation Reserve	Toongabbie Recreation Reserve
<i>Table Tennis</i>	Railway Park	Yinnar Recreation Reserve	Town Centre	Toongabbie Recreation Reserve



Boolarra BMX Track



Boolarra Skate Park



Glengarry BMX Track



Glengarry Skate Park



Outdoor Table Tennis



Toongabbie Skate Park



Yallourn North BMX Track



Yallourn North Skate Park

TYERS	YALLOURN NORTH	NEWBOROUGH	TRARALGON SOUTH	CALLIGNEE
2 outdoor courts located at Baillie Reserve	2 outdoor courts located at Yallourn North Recreation Reserve	3 outdoor courts located at Monash Reserve	4 outdoor courts located at Traralgon South Recreation Reserve	-
-	Metal ramps with newer concrete corner located at Reserve St / Third St Reserve	-	Concrete bowl with metal coping located at Traralgon South Recreation Reserve	-
Dirt BMX track located at Baillie Reserve	Dirt BMX Track located at Reserve St / Third St Reserve	Dirt BMX Track located at Henry White Reserve	-	-
Decent path / open road network in and around town	Decent path / open road network in and around town	Joe Carmody Athletics Track (velodrome)	Decent path / open road network in and around town	-
-	Within close proximity to Haunted Hills Mountain Bike Park	Within close proximity to Haunted Hills Mountain Bike Park	-	-
Half-court at the CFA shed, next to the BMX track at Baillie Reserve	Rotating hoop/backboard located at one end of secondary netball court at George Bates Reserve	-	-	-
-	Yallourn North Recreation Reserve	WH Burrage Reserve	Traralgon South Recreation Reserve	No (there is a cricket pitch on the oval at Callignee Recreation Reserve but no nets)
Baillie Reserve has a football oval with seasonal goals access	George Bates Reserve and Yallourn North Recreation Reserve have football ovals with seasonal goal access	Northern Reserve has a football oval with seasonal goals access	Traralgon South Recreation Reserve has an oval (but no goals)	Callignee Recreation Reserve has an oval but no goals
Baillie Reserve has netball courts with rings	George Bates Reserve has netball courts with rings	Monash Reserve and Northern Reserve have netball courts with rings	Traralgon South Recreation Reserve has netball courts with rings	-
Baillie Reserve has a soccer pitch with seasonal access to goals	Green open spaces available, but no access to goals	Soccer pitches located at WH Burrage Reserve and Monash Reserve with seasonal goals access	Green open spaces available, but no access to goals	Green open spaces available, no goals access
Green open spaces available	Green open spaces available	Permanent fencing and seasonal diamond located at WH Burrage Reserve	Green open spaces available	Green open spaces available
Baillie Reserve	Yallourn North Recreation Reserve	Joe Carmody Athletics Track	Traralgon South Recreation Reserve	Callignee Recreation Reserve
-	-	-	-	-



Newborough BMX Track



Tyers BMX Track



Yinnar Skate Park



Traralgon South Skate Bowl

Current Facilities

Large Towns

	TRARALGON	MORWELL	MOE	CHURCHILL
<i>Tennis</i>	Traralgon Tennis Centre (bookings required) Maskrey Reserve, Pax Hill (bookings required) Eric Taylor Reserve (open to public)	Ronald Reserve (bookings required)	Moe Botanic Gardens	Gaskin Park (bookings required)
<i>Skate / Scoot</i>	Traralgon Skate Park (concrete)	Morwell Skate Park (concrete)	Moe Skate Park (concrete) Haunted Hills Pump Track	Churchill Skate Park (concrete)
<i>BMX</i>	Pump Track at Traralgon Recreation Reserve	Ronald Reserve (dirt track)	Haunted Hills Pump Track	Glendonald Park (dirt track)
<i>Cycling</i>	Gippsland Plains Rail Trail – Traralgon to Toongabbie Traralgon-Morwell Shared Path	Traralgon-Morwell Shared Path Waterhole Creek	Joe Carmody Athletics Track (velodrome) Moe-Yallourn Rail Trail Old Sale Road (bike lane)	Eel Hole Creek
<i>Mt Biking</i>	Maryvale Pines <i>*Located on private land</i>	Maryvale Pines <i>*Located on private land</i>	Haunted Hills Mountain Bike Park (Newborough)	Dobbins Road (unsanctioned / difficult)
<i>Basketball</i>	½ court at Catterick Crescent Reserve ½ court at St James Church (Grey St) ½ court Marshalls Road (Hammersmith Cct)	½ court at Northern Reserve	-	Glendonald Park
<i>Cricket (nets)</i>	Duncan Cameron Traralgon West Sporting Complex Apex Park Catterick Crescent Reserve (1 open to public) Traralgon Rec Reserve	Maryvale Recreation Reserve (1 open to public) Keegan Street Reserve (1 open to public)	Ted Summerton Reserve Gippsland Cricket Centre of Excellence (bookings required) WH Burrage Reserve (Newborough)	Andrews Park West Glendonald Park
<i>AU Football</i>	Traralgon West Sports Complex Apex Park Traralgon Recreation Reserve Duncan Cameron Reserve Liddiard Road Primary School Oval Bradman Boulevard Oval	Ronald Reserve Crinigan Road South Reserve Northern Reserve Morwell Recreation Reserve	Ted Summerton Reserve Joe Tabautu Reserve Northern Reserve (Newborough)	Gaskin Park Glendonald Park
<i>Netball</i>	Breed Street Traralgon Recreation Reserve	Ronald Reserve Morwell Recreation Reserve Morwell Park Primary School	Ted Summerton (goals taken down) Monash Reserve (Newborough) Northern Reserve (Newborough) Saviges Road	Gaskin Park Glendonald Park

Large Towns (cont.)

	TRARALGON	MORWELL	MOE	CHURCHILL
<i>Soccer</i>	Harold Preston Bradman Boulevard Oval	Ronald Reserve Morwell Recreation Reserve Crinigan Road South Reserve Crinigan Road North Reserve (GSEP) Maryvale Recreation Reserve Morwell Park Primary School	Olympic Park WH Burrage Reserve (Newborough) Monash Reserve (Newborough)	Hazelwood South Reserve
<i>Baseball</i>	Kevin Lythgo Reserve Liddiard Road Primary School Oval	Toners Lane	WH Burrage Reserve (Newborough)	Andrews Park West
<i>Walk / Run</i>	Gippsland Plains Rail Trail Traralgon-Morwell Shared Path Traralgon Creek Path Harold Preston Reserve Railway Reserve	Traralgon-Morwell Shared Path Crinigan Road Bushland Reserve Immigration Park / Waterhole Creek	Joe Carmody Synthetic Athletics Track Edward Hunter Bushland Reserve Moe-Yallourn Rail Trail Lake Narracan	Mathison Park / Lake Hyland Eel Hole Creek
<i>Other</i>	Outdoor table tennis – Newman Park	Outdoor table tennis – Morwell Town Common	Track and field infrastructure at John Field Reserve Outdoor table tennis – Moe Botanic Gardens	Synthetic Hockey Pitch – Latrobe City Synthetic Sports Field Outdoor table tennis – Mathison Park



Churchill Skate Park



Churchill BMX Track



Traralgon Pump Track



Traralgon Skate Park



Moe Skate Park



Morwell Skate Park



Morwell BMX Track



Haunted Hills Mountain Bike Park

Short Term Actions

ACTION	LOCATION
<i>Provide free Wi-Fi and mobile phone charging station</i>	Boolarra BMX Track Churchill Skate Park Glengarry Skate Park Moe Skate Park Morwell Skate Park Newborough BMX Track Traralgon Recreation Reserve (near Pump Track) Traralgon Skate Park (new) Traralgon South Skate Park Tyers BMX Track Yallourn North Skate Park Yinnar Skate Park
<i>Confirm availability / open to general public</i>	Boolarra tennis courts Gaskin Park netball courts Gaskin Park tennis courts Glengarry netball courts Monash Reserve tennis courts Pax Hill tennis courts Ted Summerton netball courts Toongabbie netball courts Toongabbie tennis courts Traralgon South tennis courts Tyers netball courts Yinnar netball courts Yinnar tennis courts
<i>Provide soccer nets (portable or permanent TBC per site)</i>	Boolarra Recreation Reserve Callignee Recreation Reserve Glengarry Recreation Reserve Harold Preston (make available all year round) Toongabbie Recreation Reserve Traralgon South Recreation Reserve Tyers Recreation Reserve Yallourn North Recreation Reserve Yinnar Recreation Reserve
<i>Provide AFL goal posts</i>	Callignee Recreation Reserve Toongabbie Recreation Reserve Traralgon South Recreation Reserve
<i>Review and update existing signage</i>	All sites

Long Term Actions

ACTION	LOCATION
<i>Upgrade or install half-court basketball court and / or swivel ring</i>	Moe Morwell (refurbish) Newborough Traralgon South Traralgon x 2
<i>Install cricket nets</i>	Boolarra Recreation Reserve
<i>Upgrade or install new BMX Track</i>	Boolarra Churchill Glengarry Morwell Newborough Traralgon South Yallourn North
<i>Upgrade or install new Skate Park</i>	Churchill Tyers Yallourn North Yinnar
<i>Install shelter</i>	Churchill Skate Park Traralgon Pump Track

Implementation Plan

10 Year Implementation Plan – Yearly Costings (estimated as at 2024)

YEAR ONE

2024 / 2025	Town	Priority Reason	\$
Install mobile phone charging stations at 12 locations and ensure free Wi-Fi available	Multiple	<ul style="list-style-type: none"> Council Plan - Connected Identified need (GippSport) 	\$130,000
Develop promotional campaign raising profile and visibility of Latrobe City's open access recreational spaces and encouraging their use	All	<ul style="list-style-type: none"> Council Plan - Connected / Healthy 	No additional cost to Council This will be done in-house
Pilot 'Active After Hours' initiative	Multiple	<ul style="list-style-type: none"> Accessibility and activation 	TBC (electricity rebate)
Install Book-A-Court technology at Tennis Courts to allow free public access (online booking system)	Newborough Churchill Toongabbie Boolarra Yinnar Traralgon South	<ul style="list-style-type: none"> Identified gap (GippSport) 	\$3,000 (IglooHome Padlock)
Install half basketball court at Apex Park, Moe	Moe / Newborough	<ul style="list-style-type: none"> Lack of current facilities 	\$100,000
Install shelter for Pump Track at Traralgon Recreation Reserve	Traralgon	<ul style="list-style-type: none"> Identified need (GippSport) 	\$75,000
Total year one estimated costing			\$308,000

*Active After-Hours initiative will see lights turned on after dusk at selected Recreation Reserves to encourage community use at night.

YEAR TWO

2025 / 2026	Town	Priority Reason	\$
Install Skate Park	Tyers	<ul style="list-style-type: none"> Lack of current facilities in northern small towns Community involvement 	\$250,000
Install Cricket Nets	Boolarra	<ul style="list-style-type: none"> Lack of current facilities Safety 	\$200,000
Resurface half basketball court at Northern Reserve	Morwell	<ul style="list-style-type: none"> Current condition 	\$25,000
Install half basketball court at: <ul style="list-style-type: none"> Eric Taylor Ellavale Estate (park near Kangaroo Rise) 	Traralgon	<ul style="list-style-type: none"> Identified gap / community requests 	\$200,000 (\$100,000 each)
Total year two estimated costing			\$675,000

10 Year Implementation Plan – Yearly Costings (cont.)

YEAR THREE

2026 / 2027	Town	Priority Reason	\$
Extend Skate Park to include Pump Track and construct half basketball court at same location	Traralgon South	<ul style="list-style-type: none"> Community requests Co-location of complementary facilities to increase utilisation Identified gap (GippSport) 	\$350,000
Provide sealed path from footpath to Skate Park and add seating and shelter	Churchill	<ul style="list-style-type: none"> Identified need (GippSport) 	\$80,000
Install Pump Track to area behind Skate Park	Churchill	<ul style="list-style-type: none"> Identified need (GippSport) 	\$250,000
Remove BMX Track at Glendonald Park	Churchill	<ul style="list-style-type: none"> Poor location To be replaced by pump track 	\$5,000
Total year three estimated costing			\$685,000

YEAR FOUR

2027 / 2028	Town	Priority Reason	\$
Upgrade BMX Track to Pump Track	Glengarry	<ul style="list-style-type: none"> Condition of current facilities Tourism (economic benefit) Identified need (GippSport) 	\$250,000
Upgrade BMX Track (dirt)	Yallourn North	<ul style="list-style-type: none"> Condition of current facilities Identified need (GippSport) 	\$100,000
Improve access and signage of netball courts and soccer pitch next to Morwell Park Primary	Morwell	<ul style="list-style-type: none"> Identified need (GippSport) 	\$10,000
Total year four estimated costing			\$360,000

10 Year Implementation Plan – Yearly Costings (cont.)

YEAR FIVE

2028 / 2029	Town	Priority Reason	\$
Upgrade BMX Track to Pump Track	Boolarra	<ul style="list-style-type: none"> Condition of current facilities Tourism (economic benefit) Identified need (Gippsport) 	\$250,000
Upgrade Skate Park	Yinnar	<ul style="list-style-type: none"> Condition of current facilities 	\$150,000
Install Pump Track at Morwell Town Common	Morwell	<ul style="list-style-type: none"> Lack of current / appropriate facilities 	\$250,000
Remove BMX Track at Ronald Reserve	Morwell	<ul style="list-style-type: none"> Poor location / passive surveillance To be replaced by pump track 	\$5,000
Total year five estimated costing			\$655,000

YEAR SIX

2029 / 2030	Town	Priority Reason	\$
Upgrade BMX Track to Pump Track and install half basketball court	Newborough	<ul style="list-style-type: none"> Condition of current facilities Tourism (economic benefit) Co-location of complementary facilities to increase utilisation 	\$350,000
Install half basketball court at Morwell Rec Reserve	Morwell	<ul style="list-style-type: none"> Co-location of complementary facilities to increase utilisation 	\$100,000
Total year six estimated costing			\$450,000

NOTE: Funding has not currently been allocated or secured for the delivery of this implementation plan.




NOTE: Planning is currently underway for the Traralgon Youth Activity Precinct, and Victory and Newman Park Precinct which will see significant investment and outcomes for local youth in these areas and surrounds.

2024 Maps

YINNAR AND BOOLARRA



9.2km

 7min  29min  16min

YINNAR**BOOLARRA****Legend**



● Tennis ● Skate / Scoot ● BMX ● Basketball ● Cricket (nets) ● AU Football ● Netball ● Soccer

2024 Maps (cont.)

GLENGARRY AND TOONGABBIE



9.6km

 7min  27min  25min

GLENGARRY



TOONGABBIE



Legend

- Tennis
- Skate / Scoot
- BMX
- Basketball
- Cricket (nets)
- AU Football
- Netball
- Soccer

2024 Maps (cont.)

TYERS AND GLENGARRY



8.5km

6min 23min

TYERS



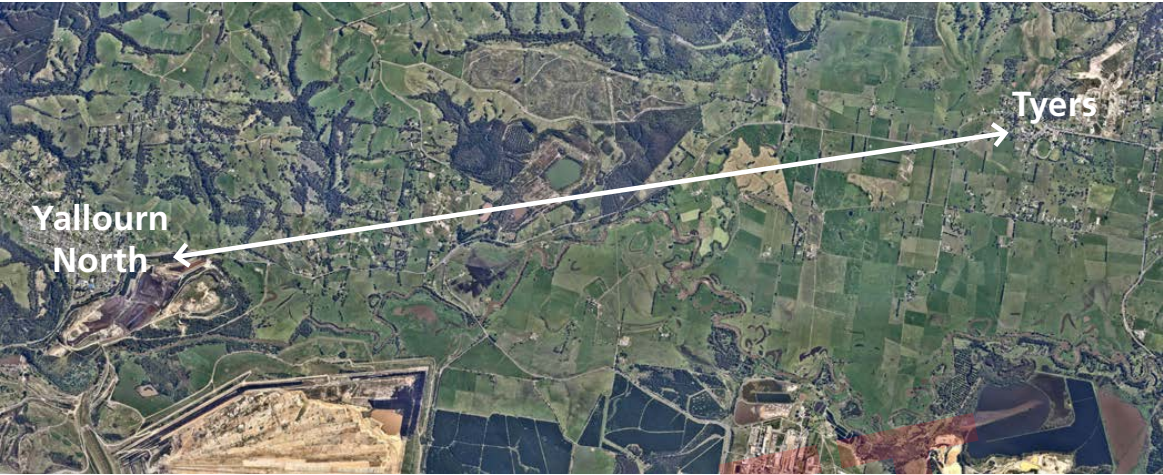
GLENGARRY



Legend

Tennis
 Skate / Scoot
 BMX
 Basketball
 Cricket (nets)
 AU Football
 Netball
 Soccer

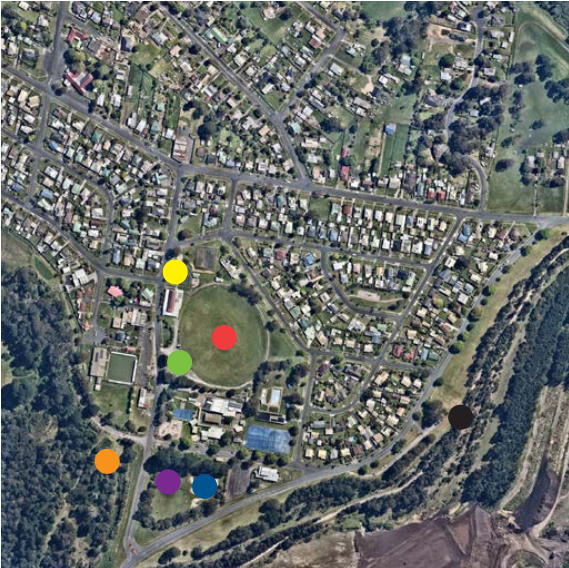
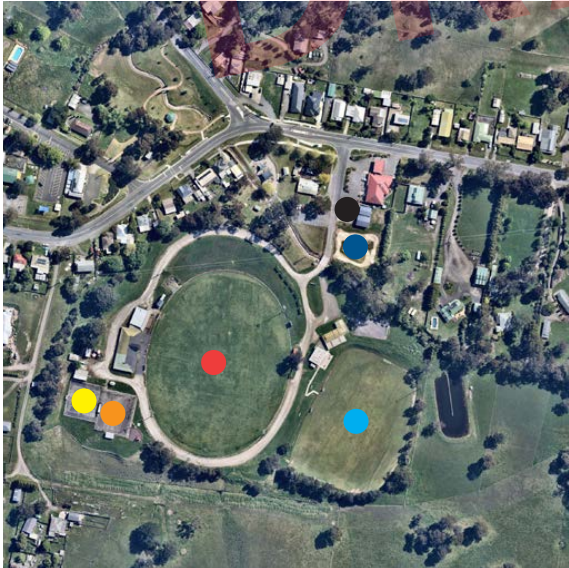
TYERS AND YALLOURN NORTH



11km
🚗 11min 🚲 37min 🚊 12min

TYERS

YALLOURN NORTH





- Legend
- Tennis
 - Skate / Scoot
 - BMX
 - Basketball
 - Cricket (nets)
 - AU Football
 - Netball
 - Soccer

2024 Maps (cont.)

NEWBOROUGH AND YALLOURN NORTH



7.7km

 7min  27min  13min

NEWBOROUGH



YALLOURN NORTH



Legend

- Tennis
- Skate / Scoot
- BMX
- Basketball
- Cricket (nets)
- AU Football
- Netball
- Soccer

2024 Maps (cont.)

TRARALGON SOUTH AND CALLIGNEE



6.5km

 7min  34min

TRARALGON SOUTH



CALLIGNEE



Legend

● Tennis ● Skate / Scoot ● BMX ● Basketball ● Cricket (nets) ● AU Football ● Netball ● Soccer

2024 Maps (cont.)

TRARALGON



Legend

● Tennis ● Skate / Scoot ● BMX ● Basketball ● Cricket (nets) ● AU Football ● Netball ● Soccer ● Baseball

MORWELL**Legend**

● Tennis ● Skate / Scoot ● BMX ● Basketball ● Cricket (nets) ● AU Football ● Netball ● Soccer ● Baseball

2024 Maps (cont.)

MOE



Legend

● Tennis ● Skate / Scoot ● BMX ● Basketball ● Cricket (nets) ● AU Football ● Netball ● Soccer ● Baseball

CHURCHILL



- Legend
- | | | | | | | | | |
|--------|---------------|-----|------------|----------------|-------------|---------|--------|----------|
| Tennis | Skate / Scoot | BMX | Basketball | Cricket (nets) | AU Football | Netball | Soccer | Baseball |
|--------|---------------|-----|------------|----------------|-------------|---------|--------|----------|

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DRAFT

LATROBE CITY COUNCIL SUBMISSION TO VICTORIAN ENERGY JOBS PLAN CONSULTATION PAPER

PURPOSE

To seek Council's retrospective endorsement of the submission that was made to the Engage Victoria consultation on the Victorian Energy Jobs Plan 2024.

EXECUTIVE SUMMARY

- On April 8, 2024, Council made a submission (Attachment 2) to the Victorian Energy Jobs Plan Consultation Paper. A draft submission was circulated to Councillors on 27 March 2024 seeking input and feedback.
- The engagement process for the submission was only open for a short period of time, therefore it was not achievable for officers to take the submission to a Council meeting for endorsement prior to the submission being made.
- The submission focused on terms of reference as outlined in the engagement process and asked the Victoria State Government to support the Latrobe City community to transition by conducting an audit of the current engagement workforce, implementing a jobs and skills plan, and establishing the wind and hydrogen working training centres in the Latrobe City Community.
- The objective of this submission was to advocate on behalf of the community for a fair and equitable transition from coal powered energy production.
- The response to the Victorian Energy Jobs Plan is consistent with the Council's established advocacy priorities, including advocating for Latrobe's New Energy Future.
- The submission was drafted in consultation with all relevant internal stakeholders.
- Meetings have been requested with members of Parliament and relevant Ministers to support the advocacy efforts further.
- The Victorian Energy Jobs Plan is due to be released late 2024.
- Following the submission being endorsed a media release will be distributed, and the submission will be made available on the Council website

OFFICER'S RECOMMENDATION

That Council:

- 1. Retrospectively endorse the submission to the Victorian Energy Jobs Plan Consultation Paper 2024 as provided in Attachment 1 of this report.**

- 2. Continue to communicate Council's position on the Victorian Energy Jobs Plan Consultation Paper in relation to our transition with relevant state and federal government members, ministers, and government departments.**

BACKGROUND

The Victorian Government released the Victorian Energy Jobs Plan Consultation Paper on 28 February 2024.

Public consultation, which involved making a written submissions and/or completing a survey, commenced that day (28 February 2024) and concluded 8 April 2024.

Council officers participated in a consultation workshop on 22 March 2024 at the Morwell innovation Centre with various stakeholders including State government departments, industry representatives and local government officers.

A draft submission was circulated to Councillors on 27 March 2024, with the final submission made on 8 April 2024 via the Engage Victoria website (Attachment 1)

Submitting a response to the Victorian Energy Jobs Plan is consistent with the Council's established advocacy priorities, including advocating for Latrobe's New Energy Future.

The submission aligns with several advocacy objectives outlined in the Council plan, including advocating for local education and training providers to create a skills base that aligns with our future economy and improves educational outcomes, and to advocate for an equitable transition to our new energy future.

The Victorian Energy Jobs Plan is due to be released late 2024.

ANALYSIS

Council's submission to the Victorian Energy Jobs plan focused on the key areas identified in the Terms of Reference being, workforce, education, local benefits, employment attraction and population retention and market confidence.

It also focused on the wind and hydrogen worker training centres which was identified as an objective by the Victorian State government for the purpose of the consultation.

Following the completion of this submission it was circulated to the following elected members of parliament. Meetings were also requested to discuss our asks of government outlined in the submission further.

Victorian Government Ministers:

- Minister for Energy and Resources, Minister for State Electricity Commission – Lily D'Ambrosio
- Minister for Jobs and Industry – Natalie Hutchins
- Minister for Economic Growth – Tim Pallas
- Minister for Skills and TAFE, Minister for Regional Development - Gayle Tierney

State Members for Eastern Victoria:

- Harriet Shing
- Renee Heath
- Tom McIntosh

- Melina Bath
- Jeff Bourman

Local Member:

- Martin Cameron

The submission was also circulated to relevant government departments as outlined below.

Government Departments:

- Regional Development Victoria
- Latrobe Valley Authority

RISK ASSESSMENT

RISK	RISK RATING	TREATMENT
STRATEGIC Failure to advocate for a fair and equitable transition may lead to poor economic outcomes in the community and job losses.	Medium <i>Possible x Moderate</i>	Council will continue to advocate on behalf of the community for new jobs and industry as part of the transition.

CONSULTATION

While drafting this submission Officers undertook both internal and external consultation including attending a consultation workshop at the Morwell Innovation Centre which included representatives from for the following State government departments:

- Engage Victoria
- Department of Energy, Environment and Climate Action
- Regional Development Victoria
- Latrobe Valley Authority

Industry groups including Energy Australia and AGL and officers for the Gippsland Councils cohort were also consulted.

This external consultation, accompanied by internal consultation with the relevant departments, shaped the submission.

COMMUNICATION

Following the Council meeting, the submission will be available on the Council website and a Media release will be distributed.

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

Social

If the advocacy outlined in this submission is successful it will have a positive impact on social outcomes with increased jobs available in the community.

Cultural

The Victorian Energy Jobs Plan Consultation Paper has a clear objective of working in partnership with Traditional Owners.

Health

Not applicable.

Environmental

Not applicable.

Economic

If the advocacy contained in this submission is successful it will have a positive impact on the community from an economic standpoint. This advocacy is required to counteract the anticipated jobs losses from the transition from coal powered energy production.

Financial

Not applicable.

Attachments

1. Latrobe City Councils Submission to the Victorian Energy Jobs Plan

6.2

Latrobe City Council Submission to Victorian Energy Jobs Plan Consultation Paper

1	Latrobe City Councils Submission to the Victorian Energy Jobs Plan.....	49
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Latrobe City Council Submission to

Victorian Energy Jobs Plan Consultation Paper

April 2024



Why this submission

Latrobe City is located 135 kilometres east of Melbourne, boasting a population of 77,606 residents. Our annual economic output stands at \$13.7 billion, with a business landscape that encompasses 35,322 jobs, comprising nearly 30% of the overall employment in the Gippsland region.

The global transition to cleaner energy sources to address climate change has seen the regions coal-fired power stations, and mines announce their closure dates, causing uncertainty to current and future employment opportunities and impacting economic output.

With an unemployment rate currently sitting at 5.5% which is significantly higher than that of other regional cities Latrobe City is now calling on the government to provide more certainty around the clean energy workforce.

With the 2028 closure of Yallourn and the 2035 closure of Loy Yang fast approaching - the time to act is now.¹

That is why our submission to the *Victorian Energy Jobs Plan* is particularly relevant in advocating to government Ministers and policymakers to provide the certainty our community needs to prepare for and adequately plan for the industry transition.

Submission

Workforce

As Victoria's most heavily impacted region, Latrobe City Council has significant concerns regarding the uncertainty surrounding the local workforce's future and the need for more clarity regarding the emergence of new job opportunities. This prevailing uncertainty is not only unsettling for the community but also hampers effective planning efforts.

The Victorian Energy Jobs Plan presents a promising opportunity to address these concerns. We urge the Victorian government to initiate a thorough audit of our current energy sector workforce and skills landscape. This audit should serve as the foundation for an evidence-driven roadmap, incorporating localised job and skills strategies along with robust community engagement initiatives.

Such a comprehensive audit would pinpoint vulnerable sectors within our local job market, including supply chains and small businesses, which are at risk during this transition period and identify the skills and numbers of jobs required to transition them to the new energy workforce. Moreover, it would facilitate the identification of educational pathways necessary to equip the existing workforce with the skills needed for a smooth transition in a short-, medium- and long-term context.

¹ https://www.latrobe.vic.gov.au/City/Invest_in_Latrobe/Investment_Prospectus

This evidence-based approach will inform targeted training programs and drive community engagement efforts, including educational campaigns and participation in events like job fairs. Emphasising the stability and growth potential of careers in the renewable energy sector will be pivotal in attracting local talent and newcomers to the region.

While initiatives like Star of the South have demonstrated success on a smaller scale through collaborative efforts with local stakeholders, a larger-scale audit is imperative to ensure a cohesive approach to workforce development. Energy Australia has also conducted a detailed mapping exercise of their own workforce, Council welcomes this and suggests that this could be a template for a larger scale holistic exercise but emphasises a need for an overarching document to avoid a piecemeal approach.

Furthermore, concerns regarding job security and the long-term sustainability of industries are paramount for Latrobe City. We advocate for the implementation of a localised job quota within the renewable energy sector, including at the State Electricity Commission (SEC) headquarters in Morwell. This will help us ensure a net positive workforce now and into the future by mitigating job losses resulting from the transition and ensuring the region's economic resilience.

We acknowledge the significant efforts made by various government agencies, such as the Latrobe Valley Authority, the Net Zero Economy Agency, and Jobs and Skills Australia, in addressing the Clean Energy Generation workforce requirements for a net zero economy. As part of *The Victorian Energy Jobs Plan*, we ask the Victorian Government to conduct this next piece of work to complement these existing documents and provide a practical localised plan.

In summary, a concerted effort guided by evidence-based planning and community engagement is essential for navigating the transition to renewable energy. By leveraging local talent, addressing skills gaps, and promoting job security, we can foster a sustainable future for our region while contributing to Victoria's renewable energy goals.

Education

Education is a key pillar in supporting our energy workforce in transitioning and attracting new talent into the industry.

Conducting a comprehensive audit of the existing energy workforce and identifying a localised jobs and skills plan will allow the training and educational providers to prepare the relevant training and educational pathways to ensure the community does not have a jobs and skills mismatch in the future.

In addition to these efforts, we advocate for intensified engagement and educational outreach initiatives within our local high schools. By heightening awareness and delineating clear pathways to employment in the clean energy sector, we can effectively nurture a pipeline of skilled individuals poised to contribute to our region's economy.

As mentioned previously, Latrobe City has an unemployment rate of 5.5% which is significantly higher than other regional cities. We would welcome further support pathways for young people as they enter the job and or education process.

Anecdotally young people in Latrobe City encounter challenges in meeting the literacy requirements for various qualifications, such as TAFE level courses, school-based apprenticeships, or the newly introduced Vocational Major option for years 11 and 12. We urge educational providers and the Victorian government to collaborate in devising strategies aimed at alleviating this barrier to qualification attainment in the energy sector. By doing so, we can ensure that all aspiring individuals have equal access to the educational resources necessary to participate in the clean energy workforce.

Wind and Hydrogen Worker Training Centres

Locating the Wind Worker and Hydrogen Worker Training Centres in the Latrobe City community will mark a significant stride towards sustainable energy practices and economic growth, further solidifying the community's identity as an energy powerhouse. With hydrogen enjoying widespread support and several research projects already underway at Federation University, alongside the operation of innovative hydrogen technology at the advanced air mobility space located at the Latrobe Regional Airport, the region stands ready to be at the forefront of innovation in renewable energy.

Establishing these dedicated training centres in the Latrobe City community not only aligns with the community's enthusiasm for the energy industry but also presents a strategic opportunity to equip individuals with the skills needed to thrive in this rapidly evolving sector. By investing in these training centres in the Latrobe City, the Victorian Government not only reaffirms its commitment to the energy industry locally but also lays the groundwork for a skilled workforce poised to drive the region's transition towards a greener, more prosperous future.

Moreover, these centres will not only benefit the city's accommodation sector as apprentices and workers travel for training but will also provide a pathway for residents to acquire the necessary skills for employment in the energy sector.

Research indicates that 70% of individuals who study in a region tend to stay there, and with large renewable energy projects, both offshore and onshore, slated for the region, these training centres will play a pivotal role in building and retaining the local energy workforce to meet the demands of these projects.²

Furthermore, positioning these training centres as the best in the southern hemisphere will make Gippsland and Latrobe City the preferred destination for international wind and hydrogen workers seeking to acquire sector-specific skills. The substantial export earnings generated from international students' fees will further bolster the region's economy, solidifying its status as a global leader in renewable energy education and innovation and supporting the Latrobe City to transition from traditional coal-fired mining to new energy.

² Federation University (2023), "Campus Vision 2023-2030".

Local benefits

The clean energy workforce holds significant potential to benefit the local community by boosting employment and driving economic output. In Latrobe City, this workforce not only supports our core identity but also aligns with our historical role as Victoria's energy powerhouse, a legacy spanning over a century. Embedding the majority of the clean energy workforce in the Latrobe City will enable us to continue fulfilling this vital role.

We can ensure the realisation of these benefits by conducting a comprehensive audit of our current energy workforce and developing a localised jobs and skills plan. Furthermore, implementing a jobs quota will give our community the certainty needed to realise these benefits fully.

It's also important to consider that the existing coal-fired power stations play a role in contributing to the local community. For context, Council currently collects approximately \$7.5 million annually from the mining providers. This funding helps to support essential community services, including maternal child health, kindergartens, and road maintenance, while also contributing to a portion of our capital works program.

Despite the anticipated decrease in rate revenue, Council remains optimistic about the community's continued prosperity and would like to work with all levels of government to ensure appropriate levels of planning and support are provided. To facilitate this process, Council suggests establishing a Latrobe-specific task force comprising representatives from local, state, and federal government levels.

Council also encourages the appropriate policy settings and regulatory framework to be applied to benefit sharing schemes to drive impactful investment that is underpinned by community need. Latrobe City Council would welcome further conversations with the government to establish a comprehensive process to develop best practices.

Employment attraction and population retention

Attracting new workers to our region and encouraging our population to stay has been identified as key priorities by our Council as part of *Our Transition Plan*.

While there are numerous factors contributing to this goal, we emphasise the critical importance of housing affordability, alongside employment opportunities, and essential liveability factors, including access to public transport, healthcare, quality education provided by universities and TAFEs, safe and inclusive open spaces, and community facilities. Housing affordability in Latrobe City stands out significantly compared to our neighbouring municipalities. Median house prices range from \$338K to \$480K, in stark contrast to the \$665K median price in adjacent areas.³

³ https://www.latrobe.vic.gov.au/City/The_Region/Economic_and_Community_Data

Moreover, Latrobe City boasts access to suitably zoned housing land capable of supporting an additional 6000 dwellings. Coupled with access to an existing train line and leveraging significant investments made by the Victorian State Government in key facilities, our community presents an attractive option for individuals and families considering relocation.

A localised jobs and skills plan incorporating an element of population attraction would allow for improved engagement with young people from Latrobe City and neighbouring communities, opening doors to opportunities in the energy workforce. Providing our youth with real jobs locally will contribute to our economy's growth and serve as an attractive incentive for them to stay and build their futures within the region.

Market confidence

Council welcomes the Victorian Government's work in developing a comprehensive support package. We encourage the Victorian Government to continue to pursue a contract for difference (CfD) policy framework that will help mitigate market revenue risk, in combination with additional payments to close the revenue–cost gap.⁴

Integrating a CfD with national capacity incentives will provide the investment certainty the industry needs to build energy projects locally in Victoria and the Latrobe City area.

The licencing process for offshore wind projects is also causing lengthy delays and confusion. The Council has identified this as a barrier to guiding the local jobs and skills market. Our information suggests that establishing a clearer timeframe and prioritising the resolution of offshore wind license issues would enable the industry to expedite the feasibility studies necessary for identifying suitable sites. This, in turn, would provide guidance for the local jobs and skills market.

Furthermore, Council welcomes the Victorian Governments commitment in developing a local content policy. We advocate for the inclusion of a local quota for Latrobe City within this framework, as it would enhance market confidence and demonstrate a commitment to fostering a pipeline of local projects supporting the private sector to better plan future needs.

⁴ https://www.energy.vic.gov.au/_data/assets/pdf_file/0026/691181/Offshore-Wind-Energy-Implementation-Statement-3.pdf

Conclusion

In conclusion, Latrobe City Council's submission to the Victorian Energy Jobs Plan Consultation Paper underscores the urgent need for coordinated action to address the impending closure of coal-fired power stations and mines in the region. With the closures of Yallourn in 2028 and Loy Yang in 2035 looming, the time to act is now to provide certainty to the local workforce and economy. Latrobe City Council's submission advocates for an integrated approach guided by evidence-based planning, community engagement, and strategic investments. Latrobe City can navigate the transition towards a sustainable future while maximising local benefits and opportunities by addressing workforce challenges, promoting education, and training, and creating an enabling environment for renewable energy development.



Steven Piasente
Chief Executive Officer
Latrobe City Council

4 April 2024

STATUTORY PLANNING

7. STATUTORY PLANNING

Agenda Item: 7.1

Agenda Item: Planning Scheme Amendment C141 (Philip Parade, Churchill Rezoning) - Consideration of Submissions

Sponsor: General Manager, Regional City Planning and Assets

OFFICER'S RECOMMENDATION:

That Council:

1. Having formally considered all written submissions received to Planning Scheme Amendment C141 and Planning Permit 2023/254, endorse the Council officer's response to the issues raised by the submissions outlined in Attachment 2;
2. Adopt Amendment C141 without post exhibition changes (see Attachments 5, 6 and 7), in accordance with section 29 of the *Planning and Environment Act 1987*;
3. Determine to recommend to the Minister for Planning that the proposed Planning Permit 2023/254 be granted with changes as outlined in Attachments 3 and 4 in accordance section 96G of the *Planning and Environment Act 1987*;
4. Submit adopted Amendment C141, to the Minister for Planning for approval, in accordance with section 31 of the *Planning and Environment Act 1987* with the recommendation to grant proposed Planning Permit 2023/254, in accordance with section 96H of the *Planning and Environment Act 1987*; and
5. Advise those persons who made written submissions to Amendment C141 and Permit Application 2023/254 of Council's decision.

Executive Summary:

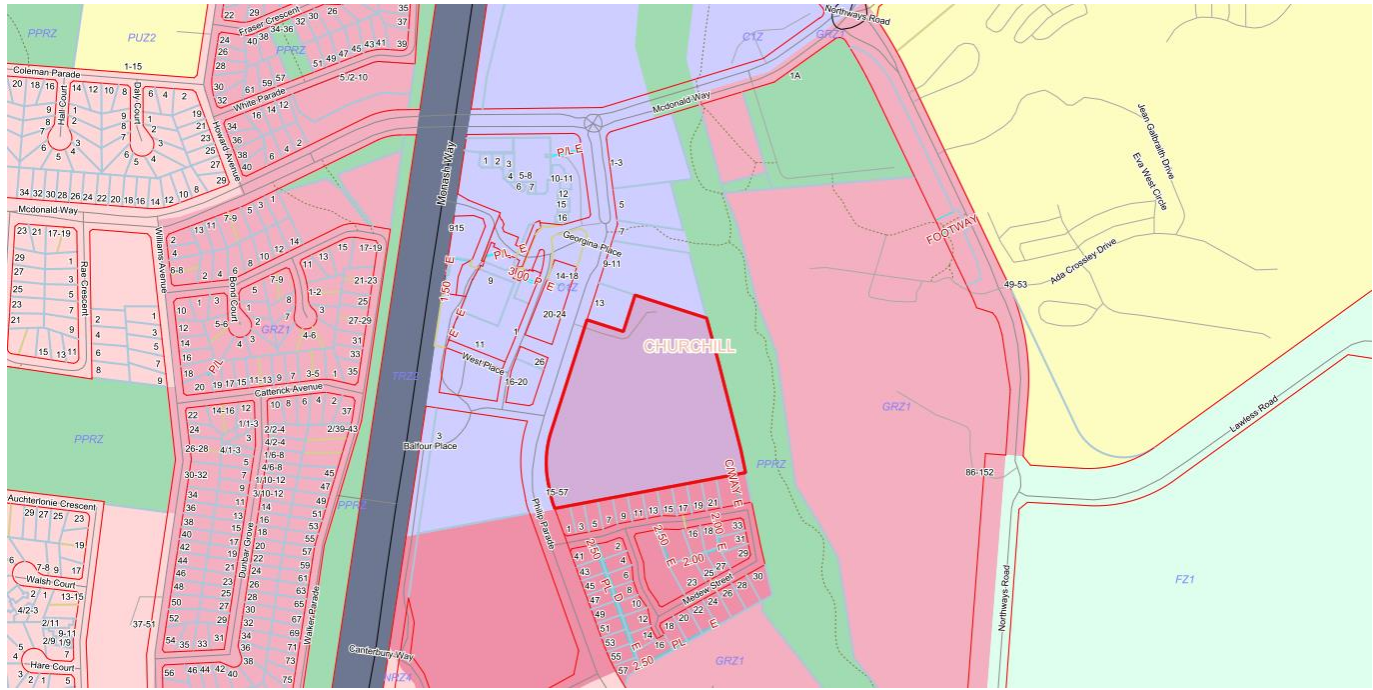
- Amendment C141 and draft Planning Permit 2023/254 for Philip Parade, Churchill, is a proponent led, combined Planning Scheme Amendment and Planning Permit application received from NBA Group and Millar Merrigan on behalf of the Gippsland Development Group.
- The Amendment proposes to:
 - Rezone approximately 3.5 hectares of the land from Commercial 1 Zone (C1Z) to Residential Growth Zone Schedule 4 (RGZ4), the remaining 0.7 hectares will remain C1Z;

- Update the Churchill Structure Plan at Clause 11.01-1L, Churchill Town Centre Plan at Clause 11.03-1L and Housing Framework Plan at Clause 16.01-1L to reflect the rezoning;
- The draft Planning Permit is for a multi lot subdivision and removal of native vegetation.
- Council resolved to request authorisation of Amendment C141 and draft Planning Permit 2023/254 at the 4 December 2023 Council Meeting. Authorisation was requested on 11 December 2023 from the Minister for Planning. Authorisation was received 27 February 2024.
- Amendment C141 and draft Planning Permit 2023/254 was placed on Exhibition from 21 March 2024 – 24 April 2024. This includes notification to landowners, agencies, authorities, community groups, prescribed and other Ministers.
- A total of five submissions were received from the Department of Environment, Energy and Climate Action (DEECA) (submission 1), Gippsland Water (submission 2), West Gippsland Catchment Management Authority (Submission 3) and Churchill, District Community Association (CDCA) (submission 4) and Country Fire Authority (CFA) (submission 5).
- All submissions support the amendment. The changes requested to the draft Planning Permit are:
 - Administrative changes to Department names;
 - Insertion and changes to conditions to make wording clearer; and
 - A request that a road at lots 6 and 7 join through to Oak Hill Estate through 23 Oakhill Terrace, Churchill.
- Submissions 1 and 2 requested minor changes to the draft Planning Permit which were supported, submission 3 and 5 supports the Amendment and submission 4 requested a change to the draft Planning Permit; following clarification by Council Officers and the applicant, the submission has been resolved.
- As there are no outstanding submissions, it is recommended that the Amendment be adopted and the draft Planning Permit be lodged with the Minister for Planning for approval.

Background:

Amendment C141 and draft Planning Permit 2023/254 is a proponent led combined Planning Scheme Amendment and Planning Permit process made at the request of Millar Merrigan / NBA Group on behalf of Gippsland Development Group for Philip Parade, Churchill (see Figure 1).

Figure 1 – Subject Site



The Amendment proposes to:

- Rezone approximately 3.5 hectares of the land from C1Z to RGZ4, the remaining 0.7 hectares will remain C1Z;
- Update the Churchill Structure Plan at Clause 11.01-1L, Churchill Town Centre Plan at Clause 11.03-1L and Housing Framework Plan at Clause 16.01-1L to reflect the rezoning;

The Planning Permit application is for a multi-lot subdivision and removal of native vegetation to facilitate both residential and commercial development, see Figure 2.

Figure 2 – Proposed Subdivision



At the Council Meeting held on Monday, 4 December 2023, Council resolved to request authorisation from the Minister for Planning to prepare and exhibit the Amendment.

A request for authorisation to the Minister for Planning was lodged on 11 December 2023.

On 27 February 2024, the Minister for Planning authorised Council to prepare and exhibit Amendment C141 and draft Planning Permit.

Amendment C141 and the draft Planning Permit were placed on exhibition from 21 March 2024 to 24 April 2024.

Details regarding the exhibition process and outcomes are provided in the consultation sections below.

A total of five submissions (see Attachment 1) were received to the Planning Scheme Amendment and draft Planning Permit. Two submissions in support (West Gippsland Catchment Management Authority (submission 3) and CFA (submission 5)), three submissions (Department of Environment, Energy and Climate Action (submission 1), Gippsland Water (submission 2) and Churchill and District Community Association (submission 4)) in support but requesting a change to the draft Planning Permit.

A summary of the key issues and comments raised in submissions that have been received by Council in response to Amendment C141 have been provided below.

Amendment C141 Submissions	
Support	5
Object	0
Total Submissions	5

A summary of key issues and comments raised in submissions that have been received by Council in response to Permit Application 2023/254 have been provided below.

Permit Application 2023/254 Submissions	
Support	2
Support with changes	3
Object	0
Total Submissions	5

Draft Planning Permit Changes

Submissions 1 and 2 requested minor changes to the draft Planning Permit which:

- Updated the departments name to reflect name change;
- Including one new condition for Gippsland Water; and
- Amended five Gippsland Water conditions to clearly identify when the condition is required to be satisfied, i.e. prior to Certification or Statement of Compliance.

Submission 3 and 5 supported the permit.

Clarification in response to submission 4

The main concern in relation to the draft Planning Permit is:

The subdivision offers only one road entry/exit into a residential area that will contain a significant number of dwellings. Potentially, should there be an emergency such as house-fire or some other major incident involving several emergency vehicles, road access to & from the residential area would be compromised or completely blocked. This situation has already been created at the adjoining "Oak Hill" development which provides only a single vehicle entry/exit point to Philip Parade. This problem could easily be solved by allowing for the proposed dead end road fronting Lots 7 & 6 to be extended into

the residential estate 'next door'. CDCA is aware that such a proposal would require further negotiation between land owners but we are of the view that this would be a desirable outcome that provides a safe solution for residents needing to enter/exit either residential estate in the event of an emergency.

The submission also raises concerns identified outside of the planning permit consideration but would like the developer to consider. These are:

- Potential damage that may occur in development to the creek-side areas and loss of native fauna habitat;
- Urban design of dwellings creating the look and feel of the estate; and
- Opportunity for different dwelling types and sizes.

A meeting was held with representatives of the CDCA, Latrobe City Council and NBA Group to discuss the points in the submissions on 6 May 2024.

At the meeting, the following responses were provided to the CDCA:

Road at Lot 6 and 7

The road shown in the proposed subdivision plan (see Figure 2) fronting lots 6 and 7 is to be continued into Oakhill Estate. In particular, 23 Oakhill Terrace, Churchill (Lot D PS 849090M) has a carriage way easement of 14m in favour of Latrobe City Council to allow the continuation of the road. This provision was put in as part of the Planning Permit 2017/73.

Impact on creek corridor and native vegetation

A linear reserve is proposed along the creek and as such there is no impact to the waterway or associated vegetation. The new reserve will be landscaped to enhance environmental values and a Site Environmental Plan will be prepared as a condition 42 of the draft Planning Permit to ensure that the waterway is protected during earthworks.

Style of Housing

The proponent has advised that they welcome a variety of dwelling development styles and place no extraordinary restrictions on individual owners and/or builders to make those choices. It is noted that the developer of the land is not the developer of the dwelling in most instances and, as such, the form, shape and style of future dwellings is not controlled by their client as the land developer.

If a Planning Permit application is required for dwellings (generally this will be for two or more dwellings on a lot) Latrobe City Council has Urban Design Guidelines for Housing. The policy around Urban Design Guidelines is proposed to be strengthened with Amendment C136 which is currently with the Minister for Planning for approval. Therefore, some control around design and amenity can be provided through this background document in the Planning Scheme. Clause 55 of the Latrobe Planning Scheme also provide standard requirements that must be met.

Mix of Lots and Opportunity for smaller dwelling types

The subdivision provides for a range of lot sizes from 500sqm to 926sqm. This lot range will be able to provide for a range of dwelling types as indicated in the submission. A medium density site (Lot F) is included to provide variety and cater for smaller dwellings typologies. This lot will be subject to the further planning permit application.

This information was provided in email as a proposed response to their submission on 9 May 2024. On 13 May 2024, the CDCA advised that the concerns outlined in their submission had been addressed through the Council officers response to submission.

A summary of all submissions received and a response to each submission is provided at Attachment 2.

Having considered the submissions received for Amendment C141 and Permit Application 2023/254, Council officers consider that the proposed permit should be changed to respond to submissions as shown in Attachment 3 and 4. Therefore, Council officers recommend Council adopt Amendment C141 in accordance with section 29 of the Act without changes in accordance with Attachments 5 – 7 and recommend to the Minister for Planning that a permit for Permit Application 2023/254 be granted with changes in accordance with section 96G of the Act.

Issues:

Communication

Amendment C141 and draft Planning Permit 2023/254 were subject to the prescribed processes in accordance with the public notices and consultation requirements of section 96C of the *Planning and Environment Act 1987* (Act).

As part of the exhibition of Amendment C141 and draft Planning Permit 2023/254 the following activities were undertaken:

- Amendment documents and draft Planning Permit (including the proposed permit) were placed on Latrobe City Council's website;
- Have Your Say page created;
- 32 notification letters were sent to affected owners and occupier's notification letters were sent;
- 17 notification emails were sent to agencies, public authorities, community groups and Ministers believed to be materially affected by the Amendment and/or Planning Permit Application prescribed under the Act;
- Notices placed in the Latrobe Valley Express on 20 March 2024 and 11 April 2024;
- Notice placed in the Government Gazette on 21 March 2024; and

- Information placed at service centres and libraries in Morwell, Moe, Traralgon and Churchill

As a result of the exhibition process Council:

- Received zero landowner telephone enquiries;
- Received 69 and 39 unique views on the have your say and Amendment 141 website pages respectively; and
- There was one written enquiry received to this amendment.
- Attendance at the Churchill and District Community Association Meeting on 11 April 2024 and a follow up meeting on 6 May 2024 to discuss their submission.

Financial Implications

As Amendment C141 was prepared at the request of Gippsland Development Group the proponent will be required to pay Council the fees prescribed at Regulation 6 of the *Planning and Environment (Fees) Regulations 2016* for each stage of the amendment process. Gippsland Development Group has already paid Council the fees at Regulation 14 for draft Planning Permit 2023/254 and Stage 1 fees in the previous financial year.

Stage 2 fee (consideration of submission) of \$16,233.90 was paid on 9 May 2024. This fee was required as there were three submissions received by Council which requested a change to the Amendment or planning permit.

The proponent must pay the following if the Amendment C141 is adopted:

- Stage 3 fees (adoption of the amendment) of \$516.80
- Stage 4 fees (Minister approval) of \$516.80

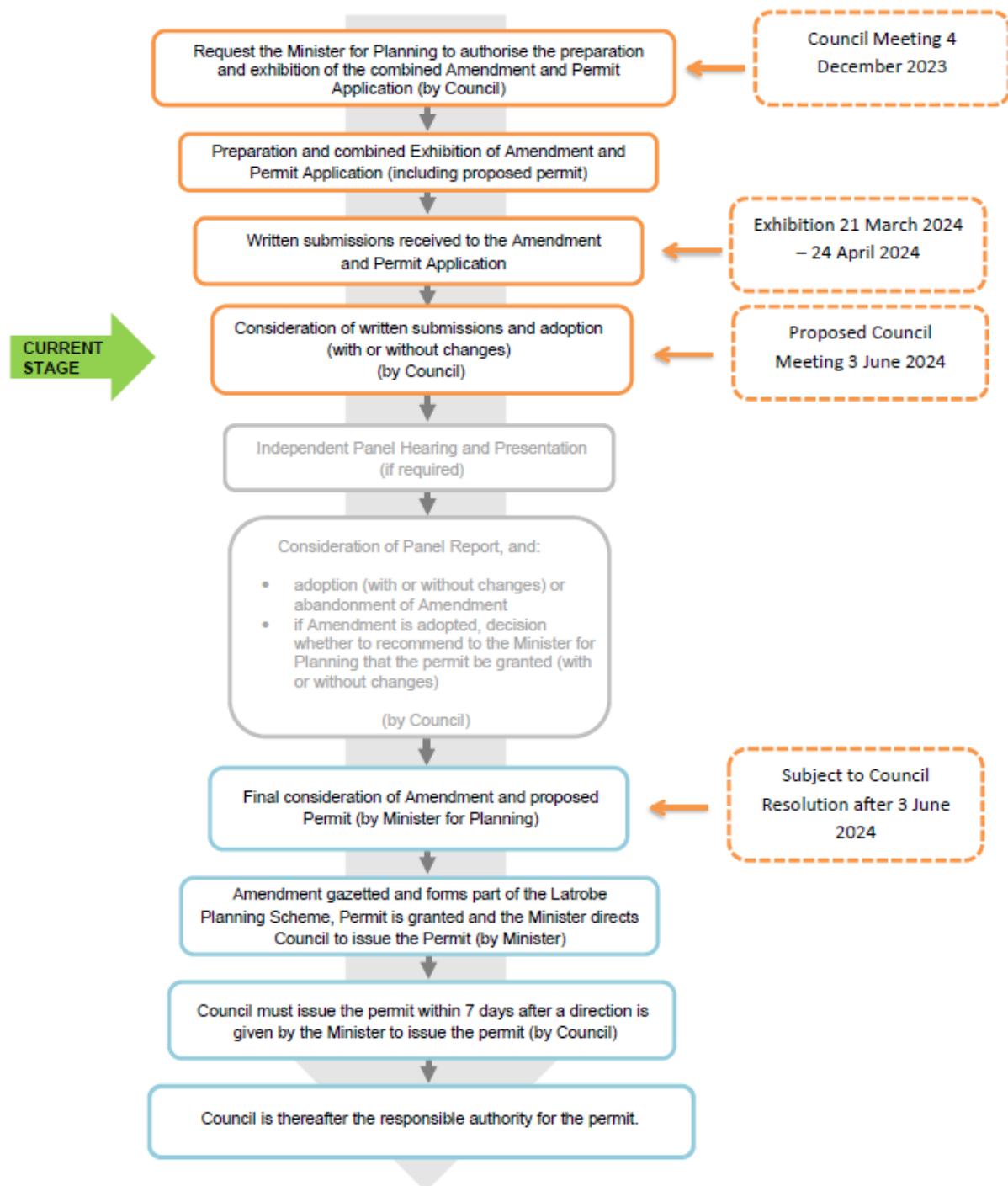
RISK ANALYSIS

RISK	RISK RATING	TREATMENT
Strategic Council not supporting the Amendment now that it has been through the exhibition process.	Low <i>Unlikely x Minor</i>	Council adopts the amendment and submit to the Minister for Planning for approval.

Legal and Compliance

The combined planning scheme amendment and permit application process provided for under sections 96A-96N of the Act is shown in Figure 1 below, which identifies the current stage of Amendment C141 and Permit Application 2023/254 in the process.

Figure 3 – Amendment C141 Planning Scheme Amendment Process



Council, as a Planning Authority, has a number of duties and powers, which are listed at section 12 of the Act. Under section 12(2) a planning authority must have regard to:

- The Minister's directions;
- The Victoria Planning Provisions;

- Any strategic plan, policy statement, code or guideline which forms part of the Latrobe Planning Scheme;
- Any significant effects which it considers a planning scheme amendment might have on the environment or which it considers the environment might have on any use or development envisaged by the Amendment C141.
- Any social and economic effects.

Sections 22 and 96B of the Act requires that Council consider all submissions received to Amendment C141 and draft Planning Permit 2023/254 during the public exhibition process. Once Council has considered the submissions, sections 23 and 96B require Council to:

- change Amendment C141 or the draft Planning Permit in the manner requested;
- refer the submission to a planning panel appointed under Part 8 of the Act; or
- abandon Amendment C141 or part of Amendment or the Draft Planning Permit 2023/254.

The recommendations of this Council Report are in accordance with sections 23 and 96B of the Act.

Health Implications

Not applicable.

Environmental Implications

All environmental matters have been considered as part of the Amendment C141 and draft Planning Permit 2023/254 draft documentation. Relevant Planning Permit conditions have been placed on the planning permit to address native vegetation removal, bushfire consideration and stormwater considerations (see Attachment 3).

Other

Not applicable.

Declaration of Interests:

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. Submissions
2. Summary of Submissions
3. Draft Planning Permit with Tracked Changes

4. Post Exhibition Changes Table
5. Explanatory Report
6. Instruction Sheet
7. Amendment Documents

7.1

Planning Scheme Amendment C141 (Philip Parade, Churchill Rezoning) - Consideration of Submissions

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4	Post Exhibition Changes Table	148
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Department of Energy, Environment and Climate Action

574 Main Street
Bairnsdale, Vic 3875
deeca.vic.gov.au

Coordinator Strategic Planning
Latrobe City Council
141 Commercial Road
MORWELL VIC 3840

Ref: 4168

By email: latrobe@latrobe.vic.gov.au

Dear [REDACTED]

**RE: AMENDMENT C141 TO THE LATROBE PLANNING SCHEME
PHILLIP PARADE, CHURCHILL**

Thank you for your correspondence of 21 March 2024 pursuant to Section 19 of the *Planning and Environment Act 1987* (the Act).

Council has given the Department of Energy, Environment and Climate Action (DEECA) notice of a proposed planning scheme amendment and planning permit approval that seeks to:

- rezone the land from Commercial 1 Zone to part Residential Growth Zone, Schedule 4 (Churchill Activity Centre) and Commercial 1 Zone.
- make administrative changes to the Churchill Town Structure Plan at Clause 11.01-1L, Churchill Activity Centre Plan at Clause 11.03-1L and Churchill Housing Framework Plan at Clause 16.01-1L to reflect these changes.

Exhibited planning permit application 2023/254 is for a multi-lot (32 lot) subdivision and removal of native vegetation.

DEECA considered this proposal as pre-application consultation in 2022 (our reference SP479282) and note that our recommendations have been included in the exhibited amendment.

Please note that the draft permit needs to update the reference to DELWP to DEECA reflecting Machinery of Government changes.

DEECA has considered the proposed combined planning scheme amendment and subdivision permit and supports the proposal.

If you have any queries regarding this matter, please contact [REDACTED] on [REDACTED] or at [REDACTED]

Submission 1.

Yours sincerely



Senior Planning Officer
Planning Services (Central East)
DEECA Planning and Environment Assessment

28 March 2024

This document has been copied and made available for the planning process as set out in the *Planning and Environment Act 1987*. The information must not be used for any other purpose.

By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.

Any personal information about you or a third party in your correspondence will be protected under the provisions of the *Privacy and Data Protection Act 2014*. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorized by law. Enquiries about access to information about you held by the Department should be directed to foi.unit@delwp.vic.gov.au or FOI Unit, Department of Energy, Environment and Climate Action, PO Box 500, East Melbourne, Victoria 8002.



From: [REDACTED]
Sent: Fri, 5 Apr 2024 15:08:01 +1000
To: "latrobe@latrobe.vic.gov.au" <latrobe@latrobe.vic.gov.au>
Subject: U69596_PP+COND - Formal Referral to ~ Planning Scheme Amendment C141 & Planning Permit 2023 25
Attachments: U69596_PP+COND - Formal Referral to ~ Planning Scheme Amendment C141 & Planning Permit 2023 25.pdf, Latrobe C141atr_Draft Planning Permit_Exhibition - Planning Scheme Amendmen~lip Pde Churchill - Planning Scheme Amendment C141 & Planning Permit 202325.pdf

⚠ EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe. ⚠

OFFICIAL

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Hello Planning Team

Please find attached our response to the above application.

Please note: We have included an additional condition which is listed as the first condition on our response, which was not included in our draft conditions shown on Council Draft Planning Permit, attached

Could you please update accordingly.

If you have any further enquiries regarding this matter, please feel free to contact our [REDACTED] [REDACTED] on [REDACTED].

Kind Regards [REDACTED]

OFFICIAL

[REDACTED]

P

| 55 Hazelwood Road Traralgon VIC 3844 |



Gippsland
Water



We acknowledge the Traditional Owners of the land we work on, the Gunaikurnai people and the Bunurong people, and recognise their strong cultural connection to the land and waterways.

We pay our respect to their Elders, past and present.

Disclaimer: This email and any attachments is for the intended recipient only and may contain privileged, confidential or copyright information. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, please contact the sender immediately then delete any messages containing this content. This notice should not be removed. Any other use of the email by you is prohibited. Gippsland Water is not responsible for any changes made to a document other than those made by Gippsland Water. This email and any attachment should not be relied on as Gippsland Water policy. Gippsland Water does not accept liability for any damage caused by this email or its attachments due to viruses, corruption, delay, interruption, unauthorised access or use. Any personal information in this e-mail must be handled in accordance with the Privacy and Data Protection Act 2014 (Vic).

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Our reference: 69596

5 April 2024

ATT: PLANNING DEPARTMENT
LATROBE CITY COUNCIL
P O BOX 264
MORWELL VIC 3844

Dear Sir/Madam

PLANNING PERMIT REFERRAL

YOUR REFERENCE : C141 & 2023/25
SPEAR : N/A
OWNER : Gippsland Development Group Pty Ltd
LOCATION : 15-57 PHILIP PDE CHURCHILL VIC 3842

We refer to the above application and advise that Gippsland Water as the Water Supply and Sewerage Corporation under Section 56(1)(b) of the *Planning and Environment Act 1987*, **consents** to the Planning Scheme Amendment C141 and the granting of a planning permit subject to the following conditions being placed on the issued planning permit.

- Prior to Statement of Compliance, pay to Gippsland Water New Customer Contributions for the change in servicing of the land. These fees will be based on Gippsland Water's Essential Services Commission approved charges.
- Prior to the commencement of any water, sewer or ancillary works that will be vested in Gippsland Water, the owner of the land, the developer and the design consultant must enter into and execute a Developer Works Deed of Agreement with Gippsland Water, under Gippsland Water's Land Development system, for the complete construction of works necessary for the provision of water supply and sewerage services, in accordance with Gippsland Water's standards, to all lots of the subdivision. Pay to Gippsland Water any fees and contributions and satisfy all conditions pertaining to the aforementioned deed. Please refer to our website: <https://www.gippswater.com.au/building-and-development/developing-land/developer-works-deeds-process/apply-developer-work-deeds/information-design-consultations-and-surveyors> and download Form 1 to apply for a Developer Works deed of agreement.
- Prior to Certification, design plans must be submitted outlining the size and the location of the works to determine where easements will be required. These plans must be accepted by Gippsland Water prior to Gippsland Water consenting to certification of the relevant plan of subdivision.
- Prior to Statement of Compliance, install water services to the satisfaction of Gippsland Water. As Constructed details showing the location of the installed services are required to be submitted to Gippsland Water.
- Prior to Statement of Compliance, install sewer services to the satisfaction of Gippsland Water. As Constructed details showing the location of the installed services are required to be submitted to Gippsland Water.

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 ABN 75 830 750 413 www.gippswater.com.au

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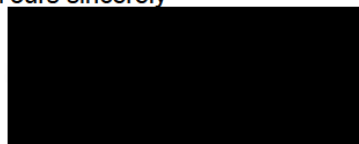
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- Prior to Statement of Compliance, carry out works necessary to ensure all existing water services supplying the land are contained solely within the boundary of the individual lot(s). On completion of these works the owner must sign and return the Water Servicing Declaration provided by Gippsland Water.
- Prior to Certification, create Reserves and/or Easements in favour of the Central Gippsland Region Water Corporation over all existing and proposed water and sewerage works located within the subdivision. Easements are to be for Pipeline or Ancillary Purposes.
- The planning permit conditions outlined will apply to all stages of the subdivision.
- Any plan of subdivision of the subject land lodged for certification shall be referred to Gippsland Water under Section 8(1) of the Subdivision Act 1988.
- No trees are permitted over Gippsland Water's assets or within its easements. All landscaping must be in accordance with our Trees and Your Pipes Guide. Further information can be obtained from our website:
<https://www.gippswater.com.au/water-and-waste/household-water-and-waste-advice/trees-and-your-pipes>

If you require any further information regarding the above, please contact [REDACTED]
[REDACTED] on [REDACTED].

Yours sincerely



[REDACTED]
MANAGER PROPERTY SERVICES

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Planning and Environment Regulations 2015 No. 33

FORM 9

Section 96C

DRAFT PLANNING PERMIT

Permit No.: 2023/254

Planning Scheme: Latrobe Planning Scheme

Responsible Authority: Latrobe City Council

ADDRESS OF THE LAND: Philip Parade, Churchill

DESCRIPTION: Lot C PS 849090M

THE PERMIT ALLOWS: Multi Lot Subdivision of land and native vegetation removal

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

END-07 Amended Plans:

1. Before the plan of subdivision is certified under the *Subdivision Act* 1988, amended plans must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and then form part of the permit. The plans must be generally in accordance with the Proposed Subdivision Plan prepared by Millar & Merrigan Ref: 18732P6 Version 4 dated January 2023 but modified to show:
 - a) Setbacks for the purposes of defensible space of 41 metres between the eastern boundary and future development to ensure radiant heat exposure is no greater than 12.5kW/m²; and
 - b) Any consequential changes required to the amended stormwater Plan required under conditions 33 and 55.

END-05 - Endorsed Plans – Subdivision

2. The subdivision as shown on the endorsed plans must not be altered without the permission of the Responsible Authority.

SUBD-08 – Conditions to be satisfied before Certification

3. Before the Certification of the plan of subdivision under the Subdivision Act 1988, conditions 1, 6, 7, 26, 34, 35, 36 and 37 of this permit must be completed to the satisfaction of the Responsible Authority.

SUBD-12 Churchill Early Years Contribution

4. Before the issue of Statement of Compliance under the *Subdivision Act* 1988:
 - a. the operator of this permit must enter into an agreement with the Responsible Authority, made pursuant to Section 173 of the Planning

Date Issued:

Date permit comes into operation:

Signature for the Responsible Authority

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Section 96C

DRAFT PLANNING PERMIT

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Planning Scheme: Latrobe Planning Scheme

Responsible Authority: Latrobe City Council

and Environment Act 1987, to the effect that, without the written consent of the Responsible Authority:

1. That the owner of the land will contribute \$163 or as indexed at 1 July each year per lot excluding GST prior to the issue of Statement of Compliance towards the enhancement of Churchill's Early Year Services;
- b. Make application to the Registrar of Titles to register the Section 173 Agreement on the title to the land under Section 181 of the Act; and
- c. Pay the reasonable costs of the preparation, review, and execution and registration of the Section 173 Agreement; and
- d. Provide Council with a copy of the dealing number issued by the Titles Office; and
- e. Once titles are issued, provide either:
 1. current title search; or
 2. a photocopy of the duplicate certificate of Titleas evidence of Registration of the Section 173 Agreement on title

Fencing:

5. Before the issue of Statement of Compliance under the *Subdivision Act* 1988:
 - a. the operator of this permit must enter into an agreement with the Responsible Authority, made pursuant to Section 173 of the Planning and Environment Act 1987, to the effect that, without the written consent of the Responsible Authority:
 1. That the development of Lot F will have road frontage along the public open space reserve; or

Date Issued:
Date permit comes into operation:

Signature for the Responsible Authority

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Section 96C

DRAFT PLANNING PERMIT

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Planning Scheme: Latrobe Planning Scheme

Responsible Authority: Latrobe City Council

2. That any fencing adjoining the public open space reserve must be no higher than 1.2m high or constructed in material with at least 75% permeability to the satisfaction of the Responsible Authority.

- b. Make application to the Registrar of Titles to register the Section 173 Agreement on the title to the land under Section 181 of the Act; and
- c. Pay the reasonable costs of the preparation, review, and execution and registration of the Section 173 Agreement; and
- d. Provide Council with a copy of the dealing number issued by the Titles Office; and
- e. Once titles are issued, provide either:
 - i. current title search; or
 - ii. a photocopy of the duplicate certificate of Title

as evidence of Registration of the Section 173 Agreement on title

Recreation:

- 6. Before the plan of subdivision is certified under the Subdivision Act 1988, a revised landscape master plan must be submitted that provides the following notations:
 - a) Construction of footpath connecting to the abutting development and reinstatement of land disturbed by construction to be undertaken by developer as part of the works in this development.
 - b) Furniture style to be provided in development to be confirmed with Latrobe City Council
- 7. Before the plan of subdivision is certified under the Subdivision Act 1988, a detailed landscape plan for all public open space areas to be developed as part of this permit, including streets, parklands, entry features, drainage reserves, wetlands and community use areas must be prepared by a person suitably qualified or experienced in landscape design and submitted to the

Date Issued:

Date permit comes into operation:

Signature for the Responsible Authority

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DRAFT PLANNING PERMIT

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Planning Scheme: Latrobe Planning Scheme

Responsible Authority: Latrobe City Council

Responsible Authority for its approval. When approved the plan will be endorsed and will then form part of the permit. The landscape plan must be drawn to scale with dimensions and electronic copy (PDF) must be provided. The landscape plan must be consistent with any development plan/landscape master plan already endorsed in respect of the land and must show:

- a) New plantings including their layout to be provided in any road reserves and municipal reserves.
- b) A detailed planting schedule of all proposed trees, shrubs and groundcovers, including botanical names, common names, pot sizes, sizes at maturity and quantities of each plant.
- c) The supply and spread of sufficient topsoil and subsoil if required on the proposed areas of open space to provide a stable, free draining surface free of compaction and hydro-seeding of proposed grass areas (including within drainage reserves).
- d) All proposed open space and streetscape embellishments (including materials and finishes) such as installation of pathways, garden beds, seating, shelters, picnic facilities, BBQ's, boardwalks, tree planting, signage, lighting, drinking fountains, irrigation systems, playgrounds, artwork, retaining walls, protective fencing (temporary and permanent), wetlands and ornamental water bodies.
- e) Detailed planting and construction drawings including site contours and any proposed changes to existing levels including any structural elements such as retaining walls, fencing or bollards and garden edging.
- f) The reserve finish must specify ground shaping details including proposed levels of ground surface.
- g) Vehicle access points for maintenance purposes.
- h) Mechanisms/structures for the exclusion of vehicles from landscaped areas where applicable:

Date Issued:
Date permit comes into operation:

Signature for the Responsible Authority

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Planning Scheme: Latrobe Planning Scheme

Responsible Authority: Latrobe City Council

- i) The removal of existing disused structures, foundations, pipelines or stockpiles and the eradication of weeds.
- j) All proposed street-tree planting using semi-advanced trees sourced in accordance with nursery standards, with minimum container size of 45 litres.
- k) Location and style of public lighting.
- l) Details of all boundary fencing shared between residential and public open space or drainage reserves must be provided and show a maximum height of 1m for a minimum of 40% of the length of the shared boundary, with the remainder being 1.8m in height.
- m) Details of tree protection zones where applicable
- n) A detailed maintenance plan for all proposed landscape features outlined in the detailed landscape designs. The maintenance plan must include a schedule which details the following:
 - Frequency of maintenance visits
 - Minimum maintenance standards for grass cutting, weed management, plant maintenance, tree watering and care, litter management, mulch coverage and playground/ street furniture maintenance and repairs.

Once approved, the maintenance plan will then form part of the permit.

8. Before the issue of a Statement of Compliance under the Subdivision Act 1988 or by such later date as is approved by the Responsible Authority in writing, all landscape works for that stage must be carried out and completed to the satisfaction of the Responsible Authority.

Ausnet Electricity Services:

Date Issued:
Date permit comes into operation:

Signature for the Responsible Authority

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FORM 9

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DRAFT PLANNING PERMIT

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Planning Scheme: Latrobe Planning Scheme

Responsible Authority: Latrobe City Council

9. The plan of subdivision submitted for certification must be referred to AusNet Electricity Services Pty Ltd in accordance with Section 8 of the subdivision Act 1988

10. The applicant must:

- a) Enter in an agreement with AusNet Electricity Services Pty Ltd for supply of electricity to each lot on the endorsed plan.
- b) Enter into an agreement with AusNet Electricity Services Pty Ltd for the rearrangement of the existing electricity supply system.
- c) Enter into an agreement with AusNet Electricity Services Pty Ltd for rearrangement of the points of supply to any existing installations affected by any private electric power line which would cross a boundary created by the subdivision, or by such means as may be agreed by AusNet Electricity Services Pty Ltd.
- d) Provide easements satisfactory to AusNet Electricity Services Pty Ltd for the purpose of "Power Line" in the favour of "AusNet Electricity Services Pty Ltd" pursuant to Section 88 of the Electricity Industry Act 2000, where easements have not been otherwise provided, for all existing AusNet Electricity Services Pty Ltd electric power lines and for any new power lines required to service the lots on the endorsed plan and/or abutting land.
- e) Obtain for the use of AusNet Electricity Services Pty Ltd any other easement required to service the lots.
- f) Adjust the position of any existing AusNet Electricity Services Pty Ltd easement to accord with the position of the electricity line(s) as determined by survey.
- g) Set aside on the plan of subdivision Reserves for the use of AusNet Electricity Services Pty Ltd for electric substations.

Date Issued:

Date permit comes into operation:

Signature for the Responsible Authority

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Planning and Environment Regulations 2015 No. 33

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Section 96C

DRAFT PLANNING PERMIT

Permit No.: 2023/254

Planning Scheme: Latrobe Planning Scheme

Responsible Authority: Latrobe City Council

- h) Provide survey plans for any electric substations required by AusNet Electricity Services Pty Ltd and for associated power lines and cables and executes leases for a period of 30 years, at a nominal rental with a right to extend the lease for a further 30 years. AusNet Electricity Services Pty Ltd requires that such leases are to be noted on the title by way of a caveat or a notification under Section 88 (2) of the Transfer of Land Act prior to the registration of the plan of subdivision.
- i) Provide to AusNet Electricity Services Pty Ltd a copy of the plan of subdivision submitted for certification that shows any amendments that have been required.
- j) Agree to provide alternative electricity supply to lot owners and/or each lot until such time as permanent supply is available to the development by AusNet Electricity Services Pty Ltd. Individual generators must be provided at each supply point. The generator for temporary supply must be installed in such a manner as to comply with the Electricity Safety Act 1998.
- k) Ensure that all necessary auditing is completed to the satisfaction of AusNet Electricity Services Pty Ltd to allow the new network assets to be safely connected to the distribution network.

Gippsland Water:

11. Prior to the commencement of any water, sewer or ancillary works that will be vested in Gippsland Water, the owner of the land, the developer and the design consultant must enter into and execute a Developer Works Deed of Agreement with Gippsland Water, under Gippsland Water's Land Development system, for the complete construction of works necessary for the provision of water supply and sewerage services, in accordance with Gippsland Water's standards, to all lots of the subdivision. Pay to Gippsland Water any fees and contributions and satisfy all conditions pertaining to the aforementioned deed. Please refer to our website: <https://www.gippswater.com.au/developers/information/informationdesign-consultants> and download Form 1 to apply for a Developer Works deed of agreement.

Date Issued:
Date permit comes into operation:

Signature for the Responsible Authority

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DRAFT PLANNING PERMIT

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Planning Scheme: Latrobe Planning Scheme

Responsible Authority: Latrobe City Council

12. Design plans must be submitted outlining the size and the location of the works to determine where easements will be required. These plans must be accepted by Gippsland Water prior to Gippsland Water consenting to certification of the relevant plan of subdivision.
13. Install water services to the satisfaction of Gippsland Water. As Constructed details showing the location of the installed services are required to be submitted to Gippsland Water.
14. Carry out works necessary to ensure all existing water services supplying the land are contained solely within the boundary of the individual lot(s). On completion of these works the owner must sign and return the Water Servicing Declaration provided by Gippsland Water.
15. Install sewer services to the satisfaction of Gippsland Water. As Constructed details showing the location of the installed services are required to be submitted to Gippsland Water.
16. Create Reserves and/or Easements in favour of the Central Gippsland Region Water Corporation over all existing and proposed water and sewerage works located within the subdivision. Easements are to be for Pipeline or Ancillary Purposes.
17. The planning permit conditions outlined will apply to all stages of the subdivision.
18. Any plan of subdivision of the subject land lodged for certification shall be referred to Gippsland Water under Section 8(1) of the Subdivision Act 1988.
19. No trees are permitted within Gippsland Water's easements. All landscaping within Gippsland Water's easements must be in accordance with our Trees and your pipes guide. Please refer to our website:
<https://www.gippswater.com.au/residential/help-advice/plant-right-tree>

CFA:Bushfire Management Plan

Date Issued:

Date permit comes into operation:

Signature for the Responsible Authority

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FORM 9

Section 96C

DRAFT PLANNING PERMIT

Permit No.: 2023/254

Planning Scheme: Latrobe Planning Scheme

Responsible Authority: Latrobe City Council

20. Before the development starts, an amended Bushfire Management Plan (BMP) which is generally in accordance with BMP prepared by Millar and Merrigan, drawing no. 18732BMP1, dated May 2022 must be submitted to and endorsed by the Responsible Authority. The plan must show the following bushfire protection measures, unless otherwise agreed in writing by the CFA and the Responsible Authority:

a). Defendable Space

Show an area of defendable space for a distance of 41 metres from the eastern property boundary where vegetation (and other flammable materials) will be modified and managed in accordance with the following requirements:

- i. Grass must be short cropped and maintained during the declared fire danger period.
- ii. All leaves and vegetation debris must be removed at regular intervals during the declared fire danger period.
- iii. Within 10 metres of a building, flammable objects must not be located close to the vulnerable parts of the building.
- iv. Plants greater than 10 centimetres in height must not be placed within 3m of a window or glass feature of the building.
- v. Shrubs must not be located under the canopy of trees.
- vi. Individual and clumps of shrubs must not exceed 5 sq. metres in area and must be separated by at least 5 metres.
- vii. Trees must not overhang or touch any elements of the building.
- viii. The canopy of trees must be separated by at least 2 metres.
- ix. There must be a clearance of at least 2 metres between the lowest tree branches and ground level.

Hydrants

21. Prior to the issue of a Statement of Compliance under the *Subdivision Act 1988* the following requirements must be met to the satisfaction of the CFA:

- a) Above or below ground operable hydrants must be provided. The maximum distance between these hydrants and the rear of all building envelopes (or in the absence of building envelopes, the rear of the lots) must be 120 metres and the hydrants must be no more than 200 metres apart. These distances must be measured around lot boundaries.

Date Issued:
Date permit comes into operation:

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- b) The hydrants must be identified with marker posts and road reflectors as applicable to the satisfaction of the Country Fire Authority.

Note –CFA's requirements for identification of hydrants are specified in 'Identification of Street Hydrants for Firefighting Purposes' available under publications on the CFA web site (www.cfa.vic.gov.au)

Roads

22. Roads must be constructed to a standard so that they are accessible in all weather conditions and capable of accommodating a vehicle of 15 tonnes for the trafficable road width.

- a) The average grade must be no more than 1 in 7 (14.4%) (8.1 degrees) with a maximum of no more than 1 in 5 (20%) (11.3 degrees) for no more than 50 meters. Dips must have no more than a 1 in 8 (12%) (7.1 degree) entry and exit angle.
- b) Curves must have a minimum inner radius of 10 metres.
- c) Have a minimum trafficable width of 3.5 metres and be clear of encroachments for at least 0.5 metres on each side and 4 metres above the access way.
- d) Roads more than 60m in length from the nearest intersection must have a turning circle with a minimum radius of 8m (including roll-over kerbs if they are provided) T or Y heads of dimensions specified by the CFA may be used as alternatives.

Section 173 Agreement

23. Before the Statement of Compliance is issued under the Subdivision Act 1988, the owner must enter into an agreement with the Responsible Authority under Section 173 of the Planning and Environment Act 1987. The agreement must:

- a) State that it has been prepared to ensure that any development on a lots 6 to 12 and lots 32 and 33 created as part of the plan of subdivision approved under Planning Permit No 2023/254 will not have a radiant heat exposure greater than 12.5kW/m² for the life of the land, unless otherwise agreed by the relevant fire authority.

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DELWP:

24. Before works start, a vegetation protection fence must be erected around all patches of native vegetation (or scattered trees) to be retained next to any construction impact area. This fencing must be erected on the construction zone boundary. Where the patch native vegetation contains canopy trees, the vegetation protection fence must be at a distance from the retained native vegetation that is not less than the tree protection zones, in accordance with AS 4970- 2009 Protection of Trees on Development Sites. The vegetation protection fence must be constructed of star pickets, chain mesh or similar to the satisfaction of the responsible authority. The native vegetation protection fence must remain in place until all works are completed to the satisfaction of the responsible authority.
25. Except with the written consent of the responsible authority, within the area of native vegetation to be retained and any tree or vegetation protection zone associated with the permitted use and/or development, the following is prohibited:
- a. vehicular or pedestrian access
 - b. trenching or soil excavation
 - c. storage or dumping of any soils, materials, equipment, vehicles, machinery or waste products
 - d. entry and exit pits for the provision of underground services; and
 - e. any other actions or activities that may result in adverse impacts to retained native vegetation.

Environment:

26. Prior to certification and the commencement of works, the permit holder is required to establish Tree Protection Zone (TPZ) fencing around all trees to be retained, and one tree assumed lost due to TPZ encroachment.
27. Installation of Tree Protection Zone fencing must be supervised by a project arborist with minimum Australian Qualification Framework Certificate 5 in Arboriculture and must be in accordance with the Australian Standard for the

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Protection of Trees on Development Sites (AS4970-2009) except where TPZ encroachment is approved in the endorsed plans. Where encroachment is approved, fencing must occur no closer to the tree than the approved encroachment. The Tree Protection Zone fence must:

- a) be erected before any machinery or materials are brought on site
- b) be chain mesh temporary fencing
- c) be at least 1.8m high
- d) have signs denoting it as the Tree Protection Zone. The signage must be visible from within the development, with the lettering complying with AS 1319-1994
- e) must not be removed or altered without approval from the responsible authority
- f) must be established at 12 x the Diameter at Breast Height (DBH) unless otherwise specified in accordance with AS4970-2009.

28. Except with written consent from the responsible authority no works within the Tree Protection Zone are permitted. This includes but is not limited to:

- a) Machine excavation including trenching
- b) Excavation for silt fencing
- c) Cultivation
- d) Storage of any materials and placement of fill
- e) Preparation of chemicals, including preparation of cement products
- f) Parking of vehicles and plant
- g) Refuelling
- h) Dumping of waste
- i) Wash down and cleaning of equipment
- j) Lighting of fires
- k) Soil level changes
- l) Temporary or permanent installation of utilities and signs
- m) Physical damage to the tree.

29. Where there are approved works within the TPZ, fencing may be reduced to the required amount by a Project Arborist with minimum qualification of AQF Level 5 in Arboriculture or equivalent. The TPZ fencing must be restored in accordance with Condition 3 at all other times. The Project Arborist must supervise all approved works within the TPZ of any retained, or assumed lost, tree. Approved works include:

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- a) Crown maintenance to remove dead wood in accordance with AS 4373-2007 Pruning of Amenity Trees and/or Minimum Industry Standard 308 - Tree Pruning.
- b) Minor weight-reduction and canopy uplift in accordance with AS 4373-2007 Pruning of Amenity Trees and/or Minimum Industry Standard 308 - Tree Pruning, and that does not result in the removal of more than 1/3 of the foliage of each individual tree.
- c) Mulching the Tree Protection Zone to a depth of 100mm. Mulch must comply with AS 4454-2012 Australian Standard for Composts, Soil conditioners and Mulch.

30. During the construction works, the following tree protection measures must be carried out.

- a) There must be no grade change within the TPZ of any retained trees other than what is approved by the Relevant Authority and the approved endorsed plans.
- b) All construction activity or excavation works within the TPZ of any tree must be under the supervision of a Project Arborist with minimum AQF Level 5 in Arboriculture or equivalent, and must be tree sensitive and either dug by hand or by hydro-excavation to minimise root damage and loss of any major roots that are greater than 25-30mm in diameter. Any root pruning within the TPZ of any tree must be approved by and undertaken by a Project Arborist and all roots must be cleanly pruned with sterilised, sharp pruning tools. There must be no major (greater than 25- 30mm in diameter) root pruning within the SRZ of any retained tree.

31. To offset the removal of 0.079 hectares of native vegetation identified in Native Vegetation Removal Report ID GEN_2023_222 , the permit holder must secure a native vegetation offset, in accordance with Guidelines for the removal, destruction or lopping of native vegetation (DELWP 2017) as specified below:

- a) A general offset of 0.019 general habitat units:
 - iii. located within the West Gippsland Catchment Management boundary or Latrobe City Council municipal area w
 - iv. with a minimum strategic biodiversity value of at least 0.283
- b) The offset secured must provide protection of at least 1 large tree.

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32. Before any native vegetation is removed evidence that the required offset has been secured must be provided to the satisfaction of the responsible authority. This evidence must be one or both of the following:

- a) an established first party offset site including a security agreement signed by both parties, and a management plan detailing the 10-year management actions and ongoing management of the site, and/or
- b) credit extract(s) allocated to the permit from the Native Vegetation Credit Register.

33. A copy of the offset evidence will be endorsed by the responsible authority and form part of this permit. Within 30 days of endorsement of the offset evidence, a copy of the endorsed offset evidence must be provided to Planning Approvals at the Department of Energy, Environment, and Climate Action Traralgon regional office via gippsland.planning@delwp.vic.gov.au.

Engineering:

34. Prior to the certification of the Plan of Subdivision under the Subdivision Act 1988 of the development hereby permitted, an amended stormwater management strategy to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once approved, the report will then form part of the permit. The amended strategy is to draw from the "*Stormwater Management Plan - Philip Parade, Churchill*" (Millar Merrigan July 2022) and must address the following:

- a) Provide model details and computations used to quantify the treatment of stormwater discharge from the development to achieve the objectives for environmental quality as set out in the Urban Stormwater Best Practice Environmental Guidelines (CSIRO) 1999.
- b) Details of the design of the stormwater detention tanks.
- c) A maintenance plan for all water sensitive urban design (WSUD) devices to be constructed as part of this strategy. The maintenance plan must include full routine maintenance works including monthly, quarterly and annual inspections, weed removal, sediment clean out,

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litter management and remedial works. The plan should include appropriate references to the *"Guidelines for the Maintenance of Stormwater Treatment Measures"* by Stormwater New South Wales. The plan shall include the provision of copies to the Responsible Authority within one (1) calendar month of each inspection, of all maintenance inspection forms completed for each inspection, any defects identified and the date and time rectification works were completed.

35. Prior to the certification of the Plan of Subdivision under the Subdivision Act 1988, the operator of this permit shall provide documentary evidence to the satisfaction of the Responsible Authority in support of all proposed new road names shown on the plan. Documentation must include a completed "Road Name History" form and completed road naming checklist. All proposed new road names must comply with the naming principles described in the Victorian Government's "Naming rules for places in Victoria 2016".

36. Plans submitted for certification under the Subdivision Act 1988, must show to the satisfaction of the Responsible Authority:

- a) Easements for drainage purposes,
- b) Reserves created for the purposes of stormwater management, vested in the Responsible Authority,
- c) Road reserve widths complying with Latrobe City Council's design guidelines, with the Glengarry East Development Plan and the endorsed plans under this permit,
- d) Splays, a minimum of 3 metres by 3 metres unless required otherwise, at all intersections of the local road network, and
- e) Street names complying with the requirements of the Victorian Government's *"Naming rules for places in Victoria 2016"* and Latrobe City Council policy.

37. Prior to certification of the Plan of Subdivision under the Subdivision Act 1988, a functional layout plan for the stage of subdivision must be submitted to and approved by the Responsible Authority. When approved the functional

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layout plan will be endorsed and will then form part of the permit. The functional layout plan must be drawn to scale with dimensions and an electronic copy (PDF) provided. The functional layout plan must incorporate the following:

- a) A fully dimensioned subdivision layout, including proposed street names, approximate lot areas, lot numbers and widths of street reservations.
- b) Topography and existing features, including contours for the subject land and any affected adjacent land.
- c) The location of all trees (or group of trees) existing on the site, including dead trees and those that overhang the site from adjoining land.
- d) Details of tree protection zones (TPZs), for all trees to be retained on site (if any).
- e) Any trees proposed for removal from the site clearly designated.
- f) Typical cross-sections for each street type, dimensioning individual elements, services offsets and street trees.
- g) Details of intersection treatments and traffic calming measures in accordance with Latrobe City Council's design guidelines and Austroads' Guide to Traffic Management.
- h) Location and alignment of kerbs, indented parking spaces, footpaths, shared paths, bus stops, line marking and traffic controls.
- i) The location of all temporary vehicle turn around areas.
- j) The proposed minor drainage network.
- k) The major drainage system, including any watercourse, wetland, silt pond or other water sensitive urban design devices, and/or piped elements showing preliminary sizing and any land required for maintenance access.

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- l) Overland stormwater flow paths (100 year ARI) to indicate how excess runoff will be safely conveyed to its destination including from adjacent upstream areas.
 - m) Preliminary location of reserves for electrical kiosks;
 - n) Works external to the subdivision, including both interim and ultimate access requirements.
 - o) Intersections with roads external to the subdivision.
38. The provision of entrance features to the development such as estate signage shall not be located within any road or public open space reserve unless with the written agreement of the Responsible Authority.
39. Utility service substations, kiosk sites and the like must not be located on any land identified as public open space or land to be used for any municipal purpose unless with the written agreement of the Responsible Authority.
40. Prior to the commencement of any road and/or drainage works for the subdivision, detailed engineering plans and specifications must be submitted to the satisfaction of and approved by the Responsible Authority. The engineering plans must be generally in accordance with the approved Functional Layout Plans and consistent with the approved landscape detail plans. When approved the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and electronic copies in both PDF and DWG formats must be provided. The plans must include:
- a) Design and construction of all new roads including connections to existing roads. Roads shall be designed and constructed in accordance with the endorsed plans and Latrobe City Councils design guidelines.
 - b) Design and construction along Philip Parade for the full length of the residential subdivision abuttal in accordance with Latrobe City Council's design guidelines. Philip Parade shall be constructed on the east side of the road, to provide a 2.3 metre wide indented

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parking lane with kerb extensions, concrete kerb and channel, a 2.5 metre wide concrete shared path, nature strip and street trees along the development side of the road.

- c) Intersection treatments and traffic calming measures in accordance with Latrobe City Council's design guidelines and Austroads "Guide to Traffic Management".
- d) Earthworks shall be undertaken within the development to ensure that vehicle access can be obtained to each proposed allotment.
- e) Concrete footpaths along both sides of all proposed streets and concrete paths through the reserves, to be provided in accordance with the endorsed plans and Latrobe City Council's design guidelines.
- f) The construction of a 2.5 metre wide concrete shared path in accordance with Latrobe City Council's design guidelines, along the east side of Philip Parade from the development hereby approved, north and south to connect to the existing shared paths along Philip Parade.
- g) Underground piped drainage to each lot and provision of over-land surcharge routes and cut-off drains. Drainage plans must include hydraulic computations. The stormwater drainage system must:
 - Be designed to take the 20% AEP storm event,
 - The provision of property stormwater drainage connections so that each lot is drained from its legal point of discharge to the stormwater drainage system.
 - Meet the current best practice performance objectives for stormwater quality as contained in the "Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999" as amended,

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- Ensure that flows downstream of the subdivision site are restricted as proposed in the endorsed Stormwater Management Plan.
- h) Provisions shall be made for stormwater from all storm events greater than the 20% AEP event and up to and including the 1% AEP storm event including:
 - Provision of over-land stormwater surcharge routes and cut-off drains for the safe and effective passage of stormwater flows arising from both within the development and from areas upstream of the development.
 - All new and existing lots should be free from inundation.
 - All streets, footpaths and cycle paths that are subject to flooding must meet the safety criteria $d_a v_{ave} < 0.35 \text{ m}^2/\text{s}$ (where d_a = average depth in metres and v_{ave} = average velocity in metres per second).
- i) Construction of water sensitive urban design devices/stormwater detention areas generally as proposed in the approved stormwater management plan. These shall be designed to achieve the objectives for environmental quality as set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999.
- j) Street lighting in accordance with Australian Standard AS1158, along all new roads and all new shared paths and upgraded street lighting at the locations of proposed intersection works external to the development.
- k) All traffic signage, street name signage and road pavement line marking.
- l) High stability permanent survey marks at locations in accordance with Latrobe City Council's Design Guidelines, levelled to the

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Australian Height Datum and coordinated to the Map Grid of Australia (MGA94).

41. Prior to the commencement of any road, drainage or landscaping works associated with the subdivision, a Site Management Plan shall be submitted to and approved by the Responsible Authority. When approved, the Site Management Plan will be endorsed and will then form part of the permit. The Site Management Plan must include:

- a) Traffic management measures - the plan must detail measures proposed to protect and maintain vehicle use of the existing road system and pedestrians using existing footpaths adjacent to the development, how site access will be obtained, how construction vehicles will access and egress the site and the management of public access to the site. The plan must include details of all signage on adjacent roads.
- b) Construction management measures - the plan must outline how issues such as deliveries, noise, mud on roads, and dust generation will be managed onsite during the construction phase. Details of a contact person/site manager must also be provided, so that this person can be easily contacted should any issues arise.
- c) An environmental management plan for the works detailing techniques for erosion prevention, temporary drainage and sediment control measures and vegetation protection during the construction of the works and post construction. Reference should be made to the Environment Protection Authority's publication 960 '*Doing it right on subdivisions*'.
- d) Cultural protection issues – the plan must demonstrate how the recommendations of any Cultural Heritage Management Plan applying to the land are to be carried out.

42. Control measures in accordance with the approved Site Management Plan shall be employed throughout the construction of the works to the satisfaction of the Responsible Authority. The Responsible Authority must be kept informed in writing of any departures from the Site Management Plan. If in

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the opinion of the Responsible Authority the departure from the approved plan is significant then an amended plan must be submitted to and approved by the Responsible Authority. The approved measures must be carried out continually and completed to the satisfaction of the Responsible Authority.

43. Polluted drainage must be treated and/or absorbed on the lot from which it emanates to the satisfaction of the Responsible Authority. Polluted drainage must not be discharged beyond the boundaries of the lot from which it emanates or into a watercourse or easement drain.
44. Prior to the issue of the certificate of practical completion for piped drainage works, CCTV results for the full length of all storm water drainage pipes for which Latrobe City Council will become responsible at the expiry of the maintenance period, must be submitted for assessment. The CCTV work is to be performed by an independent specialist contractor at the permit operator's cost. The submitted information is to be to the satisfaction of the Responsible Authority.
45. Before a Statement of Compliance is issued for this subdivision under the Subdivision Act 1988, the operator of this permit must construct road works, drainage and other civil works to the satisfaction of the Responsible Authority, in accordance with the engineering plans and specifications approved by the Responsible Authority and must include:
- a) All proposed new roads in accordance with the endorsed plans.
 - b) Construction along Philip Parade adjacent to the development.
 - c) Concrete footpaths along both sides of all proposed streets and concrete shared pedestrian/bicycle paths through the reserves and along Philip Parade to be provided in accordance with the endorsed plans and Latrobe City Council's Design Guidelines.
 - d) Appropriate intersection treatments and traffic calming measures.
 - e) Underground piped drainage to convey stormwater from each lot to the legal point of discharge for the 20 % AEP storm event.

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- f) Works to ensure that flows downstream are in accordance with the approved stormwater management plan.
- g) Works to ensure the stormwater management system meets current best practice performance objectives for stormwater quality in accordance with the approved stormwater management plan.
- h) Provisions for stormwater from all storm events greater than the 20 % AEP year event and up to and including the 1 % AEP storm event including:
 - i. Provision of over-land stormwater surcharge routes and cut-off drains for the safe and effective passage of stormwater flows.
 - ii. Arrangements for the capture of overland stormwater flows from adjacent upstream areas not previously developed.
 - iii. All new and existing lots should be free from inundation.
 - iv. All streets, footpaths and cycle paths that are subject to flooding must meet the safety criteria $d_a v_{ave} < 0.35 \text{ m}^2/\text{s}$ (where d_a = average depth in metres and v_{ave} = average velocity in metres per second).
- i) Earthworks within the development to ensure that vehicle access can be obtained to each proposed allotment.
- j) Street lighting along all new roads and shared paths and upgraded street lighting at the locations of proposed intersection works and along all those sections of external roads where access is obtained directly to lots in the development.
- k) All traffic signage, street name signage and road pavement line marking.
- l) The installation and registration of high stability permanent survey marks.

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46. Before a Statement of Compliance is issued for any stage of this subdivision under the Subdivision Act 1988, the operator of this permit must construct timber paling fences no higher than 1.2 metres or approved 75 percent permeable fencing or fences in accordance with the approved landscape plans, along all allotment boundaries abutting reserves.

47. Before a Statement of Compliance is issued for any stage of this subdivision under the Subdivision Act 1988, the operator of this permit must pay to Latrobe City Council:

- a) For all works to become the responsibility of Latrobe City Council at the expiry of the maintenance period, an engineering plan checking fee of an amount equivalent to 0.75% of the estimated cost of constructing the works proposed on the engineering plans,
- b) For all works to become the responsibility of Latrobe City Council at the expiry of the maintenance period, an amount equivalent to 2.5% of the estimated cost of constructing the works which are subject to supervision, and
- c) The sum of \$490 per street tree as shown on the endorsed landscape plans, for the provision of street trees along all streets where street trees are not planted by the operator of this permit.

48. Before a Statement of Compliance is issued for this subdivision under the Subdivision Act 1988, the operator of this permit must provide to the satisfaction of the Responsible Authority:

- a) Final as-built plans for all works to become the responsibility of Latrobe City Council at the expiry of the maintenance period, in an electronic format complying with A-Spec requirements, levelled to the Australian Height Datum and coordinated to the Map Grid of Australia (MGA94).
- b) Final as-built plans in an electronic DWG format, for all works to become the responsibility of Latrobe City Council at the expiry of the maintenance period.

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- c) Certification by a licensed surveyor of the registration of all constructed Permanent Survey Marks.

49. Prior to the issue of a Statement of Compliance for this subdivision under the Subdivision Act 1988, the operator of this permit must enter into an agreement with the Responsible Authority, made pursuant to Section 173 of the Planning and Environment Act 1987, to the effect that:

- a) Every dwelling erected on a lot created by subdivision of the land must, in a proper and workmanlike manner to the reasonable satisfaction of the Responsible Authority, prior to the Occupancy Permit being issued for the dwelling either:
- i. Install a minimum of 5,000 litres of stormwater tank capacity and all roof areas of the dwelling must be connected directly to the stormwater tank system in accordance with the details in the stormwater strategy as approved under Planning Permit 2023/254 issued by Latrobe City Council. The rainwater tank must provide at least 2,500 litres of stormwater storage for re-use and a minimum of 2,500 litres of airspace for stormwater detention. The rainwater tank must be, as a minimum, plumbed to all toilets and laundries in each dwelling constructed on each lot and maintained in accordance with the endorsed Stormwater Management Strategy.
 - ii. OR, provide an alternative stormwater detention solution first approved in writing by the Responsible Authority and the West Gippsland Catchment Management Authority, which requires the Owner to submit engineering plans and hydraulic calculations prepared by an appropriately qualified engineer, to the Responsible Authority and the West Gippsland Catchment Management Authority, for the review.
- b) AND, make application to the Registrar of Titles to register the Section 173 Agreement on the title to the land under Section 181 of the Act;

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- c) AND, pay the reasonable costs of the preparation, review, and execution and registration of the Section 173 Agreement;
- d) AND, provide Council with a copy of the dealing number issued by the Titles Office;
- e) AND, once titles are issued, provide either:
 - i. a current title search; or
 - ii. a photocopy of the duplicate certificate of Title as evidence of Registration of the Section 173 Agreement on title.

50. Before a Statement of Compliance is issued for this subdivision under the Subdivision Act 1988, the maintenance period for all works to become the responsibility of Latrobe City Council, must be completed to the satisfaction of the Responsible Authority unless an arrangement to secure compliance with this condition has been agreed to in writing by the Responsible Authority under Section 21(1)(b)(ii) of the Subdivision Act 1988.

51. Unless otherwise required in this permit, all works to become the responsibility of Latrobe City Council at the expiry of the maintenance period, shall be maintained by the operator of this permit for a period of not less than three months from the date of practical completion of the works. Maintenance of road and piped drainage works shall include all inspections required in accordance with Latrobe City Council's Road Management Plan. At the end of this maintenance period, a Defects Liability Period of not less than nine months shall then apply to the works at the end of which time Final Completion of the works will be issued.

52. The operator of this permit must maintain to the satisfaction of the responsible authority, all water sensitive urban design (WSUD) devices constructed under this permit for a period of not less than two (2) years. The maintenance period shall commence on the date the construction of the WSUD devices is certified by the Responsible Authority as practically complete. The maintenance of water sensitive urban design (WSUD) devices constructed under this permit must include full routine maintenance works including monthly, quarterly and annual inspections, weed removal, sediment clean out,

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litter management and remedial works as prescribed in the approved WSUD maintenance plan. The operator of this permit must provide copies to the Responsible Authority within one (1) calendar month of each inspection, of all maintenance inspection forms completed for each inspection, any defects identified and the date and time rectification works were completed. Any defects occurring during the maintenance period shall be rectified by the operator of this permit to the satisfaction of the Responsible Authority.

West Gippsland Catchment Management Authority:

53. Prior to the commencement of any works related to the subdivision, a detailed Stormwater Management Plan (SMP) which identifies appropriate Water Sensitive Urban Design features to provide stormwater treatment to meet best practice guidelines must be submitted to the satisfaction of the West Gippsland Catchment Management Authority. The SMP must clearly identify how stormwater runoff from the entire development will be managed and treated, prior to discharge to the designated waterway.
54. Prior to the issue of a Statement of Compliance for the subdivision, the owner(s) shall enter into an Agreement with the responsible authority pursuant to Section 173 of the Planning and Environment Act 1987 ('the Act') and make application to the Registrar of Titles to have the Agreement registered on the title to the land under Section 181 of the Act. The owner(s) must pay all reasonable costs of the preparation, execution and registration of the Agreement. The Agreement will stipulate that:
- f. A Stormwater Management Plan to the satisfaction of the West Gippsland Catchment Management Authority applies to all lots in the plan of subdivision; and
 - g. The current and future owner(s) of all lots in the plan of subdivision must comply with all requirements of the Stormwater Management Plan at all times.

Telecommunications conditions:

55. The owner of the land must enter into an agreement with:

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FORM 9

Section 96C

DRAFT PLANNING PERMIT

Permit No.: 2023/254

Planning Scheme: Latrobe Planning Scheme

Responsible Authority: Latrobe City Council

- a) a telecommunications network or service provider for the provision of telecommunication services to each lot shown on the endorsed plan in accordance with the provider's requirements and relevant legislation at the time; and
- b) a suitably qualified person for the provision of fibre ready telecommunication facilities to each lot shown on the endorsed plan in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.

56. Before the issue of a Statement of Compliance for any stage of the subdivision under the Subdivision Act 1988, the owner of the land must provide written confirmation from:

- a) a telecommunications network or service provider that all lots are connected to or are ready for connection to telecommunications services in accordance with the provider's requirements and relevant legislation at the time; and
- b) a suitably qualified person that fibre ready telecommunication facilities have been provided in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.

Expiry Condition:**EXP-06 – Subdivision**

57. This permit will expire if one of the following circumstances applies:

- a) the plan of subdivision is not certified within 2 years of the date of this permit; or
- b) the registration of the subdivision is not completed within 5 years of certification.

The Responsible Authority may extend the time if a request is made in writing before the permit expires or within six months of expiry of permit.

Date Issued:

Date permit comes into operation:

Signature for the Responsible Authority

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Section 96C

DRAFT PLANNING PERMIT

Permit No.: 2023/254

Planning Scheme: Latrobe Planning Scheme

Responsible Authority: Latrobe City Council

Note: The commencement of the subdivision is regarded by Section 68(3A) of the Planning and Environment Act 1987 as the certification of the plan, and completion is regarded as the registration of the plan.

- Note 1.** In accordance with section 17 of the Subdivision Act, the works required to be undertaken under this permit as part of the subdivision hereby permitted, shall not commence until the Plan of Subdivision has been certified and the engineering plans for the works required have been approved.
- Note 2.** In accordance with the requirements of the Road Safety (Traffic Management) Regulations, a responsible entity for a road or road-related area (as defined in the Road Safety Act) may only install Major Traffic Control Devices on a road or road-related area following approval by the Department of Transport.
- Note 3.** Tree 2 as described in Tree Impact Assessment, Site: 15-57 Philip Parade, CHURCHILL (Paul Jones, Arb Inspect, 13 January 2023: V1) is assumed lost due to encroachment of the Tree Protection Zone of more than 10%. This tree is required to be offset due to the impact to the TPZ, however must be retained within the Reserve.
- Note 4.** Control of all Catchment and Land Protection Act 1994 listed noxious weeds and pest animals must commence prior to works and during the construction and operation phase to minimise spread.
- Note 5.** The operator of this permit must ensure that all relevant Permits have been obtained prior to the commencement of the development
- Note 6.** Before any earthworks are undertaken, it is recommended that you contact Dial Before You Dig on 1100.

END CONDITION

Date Issued:
Date permit comes into operation:

Signature for the Responsible Authority

Page 28 of 29

From: "West Gippsland Catchment Management Authority"
Sent: Wed, 17 Apr 2024 15:13:53 +1000
To: latrobe@latrobe.vic.gov.au
Subject: WGCMA response for Philip (Planning Scheme Amendment C141) Parade Churchill Vic 3842 Our ref: WGCMA-F-2021-00521
Attachments: WGCMA-F-2021-00521-06.pdf

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OFFICIAL

Dear Lorrae,

Response issued for Philip (Planning Scheme Amendment C141) Parade Churchill Vic 3842.

Your Ref: 2023/254

Regards

Planning Administration

West & East Gippsland Catchment Management Authority
16 Hotham Street (PO Box 1374), Traralgon 3844
For any queries please contact;
Office Phone: 1300 094 262

www.wgcma.vic.gov.au Stay informed, [sign up to our mailing list](#).



I respectfully acknowledge the Traditional Owners of the Country upon which I work; their Elders past, present and future.

West Gippsland Catchment Management Authority, 16 Hotham Street Traralgon and Corner Young & Bair Streets Leongatha | PO Box 1374 Traralgon 3844 | 1300 094 262 for standard call cost | westgippy@wgcm.vic.gov.au | www.wgcma.vic.gov.au

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OFFICIAL



WGCMA Ref: WGCMA-F-2021-00521
Document No: 6
Date: 17 April 2024

██████████
Coordinator Strategic Planning
Latrobe City Council

Dear ██████████,

Planning Permit Application No.: 2023/254

Property	Street:	Philip Parade Churchill Vic 3842
	Cadastral:	Lot C PS849090, Parish of Hazelwood

I refer to your correspondence received at the West Gippsland Catchment Management Authority ('the Authority') on 21 March 2024 in accordance with the provisions of section 52 of the *Planning and Environment Act 1987*. The Authority notes that the application is for the combined rezoning planning scheme amendment (C141) and planning permit application for a multi-lot subdivision.

The Authority has previously stated it was satisfied with a conceptual Stormwater Management Plan, specifically the *Stormwater Management Plan – Phillip Parade, Churchill* (NBA Group, 15/07/2022), and stated that it would have no objection to the proposed rezoning and subdivision subject to conditions.

The Authority **does not object** to the rezoning and issue of a planning permit subject to the following conditions being included in the permit:

1. Prior to the commencement of any works and certification of the subdivision, a detailed Stormwater Management Plan (SMP) which identifies appropriate Water Sensitive Urban Design features to provide stormwater treatment to meet best practice guidelines must be submitted to the satisfaction of the West Gippsland Catchment Management Authority. The SMP must clearly identify how stormwater runoff from the entire development will be managed and treated prior to discharge to the designated waterway.
2. Prior to the issue of a statement of compliance for the subdivision, the owner(s) shall enter into an agreement with the responsible authority pursuant to section 173 of the *Planning and Environment Act 1987* ('the Act') and make application to the Registrar of Titles to have the agreement registered on the title to the land under section 181 of the Act. The owner(s) must pay all reasonable costs of the preparation, execution and registration of the agreement. The agreement will stipulate that:
 - a. A Stormwater Management Plan to the satisfaction of the West Gippsland Catchment Management Authority applies to all lots in the plan of subdivision; and
 - b. The current and future owner(s) of all lots in the plan of subdivision must comply with all requirements of the Stormwater Management Plan at all times.

Traralgon Office 16 Hotham Street, Traralgon VIC 3844 | Leongatha Office Corner Young & Bair Streets, Leongatha VIC 3953
Call 1300 094 262 | Email westgippy@wgcm.vic.gov.au | Website www.wgcm.vic.gov.au
PO Box 1374, Traralgon VIC 3844 | ABN 88 062 514 481

Document Set ID: 2628977
Version: 1, Version Date: 18/04/2024
We acknowledge and pay our respects to the Traditional Owners of the region, the Gunaikurnai, Bunurong, Boonwurrung and Wurundjeri Peoples and pay our respects to Elders past, present and emerging.

OFFICIAL

Pursuant to sections 64 to 66 of the *Planning and Environment Act 1987*, please ensure that you provide the Authority a copy of your decision in a timely manner to allow for an application for review to VCAT if required.

The Authority **objects** to the issue of the planning permit if these conditions are not included.

Should you have any queries, please do not hesitate to contact [REDACTED] on 1300 094 262 or email [REDACTED]. To assist the Authority in handling any enquiries please quote **WGCMA-F-2021-00521** in your correspondence with us.

Yours sincerely,

[REDACTED]

[REDACTED]

Executive Manager – Statutory Planning

The information contained in this correspondence is subject to the disclaimers and definitions attached.

OFFICIAL**Definitions and Disclaimers**

1. The area referred to in this letter as the 'proposed development location' is the land parcel(s) that, according to the Authority's assessment, most closely represent(s) the location identified by the applicant. The identification of the 'proposed development location' on the Authority's GIS has been done in good faith and in accordance with the information given to the Authority by the applicant(s) and/or the local government authority.
2. While every endeavour has been made by the Authority to identify the proposed development location on its GIS using VicMap Parcel and Address data, the Authority accepts no responsibility for, or makes no warranty regarding, the accuracy or naming of this proposed development location according to its official land title description.
3. **AEP** as Annual Exceedance Probability is the likelihood of occurrence of a flood of given size or larger occurring in any one year. AEP is expressed as a percentage (%) risk and may be expressed as the reciprocal of ARI (Average Recurrence Interval).

Please note that the 1% probability flood is not the probable maximum flood (PMF). There is always a possibility that a flood larger in height and extent than the 1% probability flood may occur in the future.

4. **AHD** as Australian Height Datum is the adopted national height datum that generally relates to height above mean sea level. The elevation is in metres.
5. **ARI** as Average Recurrence Interval is the likelihood of occurrence expressed in terms of the long-term average number of years between flood events as large as, or larger than, the design flood event. For example, floods with a discharge as large as, or larger than, the 100 year ARI flood will occur on average once every 100 years.
6. **Nominal Flood Protection Level** is the minimum height required to protect a building or its contents, which includes a freeboard above the 1% AEP flood level.
7. No warranty is made as to the accuracy or liability of any studies, estimates, calculations, opinions, conclusions, recommendations (which may change without notice) or other information contained in this letter and, to the maximum extent permitted by law, the Authority disclaims all liability and responsibility for any direct or indirect loss or damage which may be suffered by any recipient or other person through relying on anything contained in or omitted from this letter.
8. This letter has been prepared for the sole use by the party to whom it is addressed, and no responsibility is accepted by the Authority regarding any third-party use of the whole or of any part of its contents. Neither the whole nor any part of this letter or any reference thereto may be included in any document, circular or statement without the Authority's written approval of the form and context in which it would appear.
9. The flood information provided represents the best estimates based on currently available information. This information is subject to change as new information becomes available and as further studies are carried out.
10. Please note that land levels provided by the Authority are an estimate only and should not be relied on by the applicant. Prior to any detailed planning or building approvals, a licensed surveyor should be engaged to confirm the above levels.



24th April 2024

**SUBMISSION on AMENDMENT C141 PHILIP PARADE CHURCHILL and
PLANNING PERMIT APPLICATION 2023/254**

Churchill & District Community Association Inc. (CDCA) is an active, not-for-profit, community organisation that provides a forum for residents to participate in local affairs, voice relevant concerns and opinions on local issues and have an input into the appropriate development of Churchill.

CDCA wishes to express in-principle support for the proposed Planning Scheme Amendment C141 which will rezone vacant land at Philip Parade Churchill and make changes to the Churchill Town Structure Plan, the Churchill Activity Centre Plan and the Churchill Housing Framework Plan.

CDCA is of the view that Amendment C141 will support appropriate development of the currently vacant land on Philip Parade, allowing for commercial development fronting Philip Parade that faces existing business enterprises, whilst further adding to the availability of housing within the Churchill township boundary. We view such "in-fill" of vacant land so close to the town centre as desirable.

CDCA thus views the Planning Permit Application for residential subdivision as also worthy of in-principle support. That said, we wish to highlight the following problem we have with the proposed subdivision:

- The subdivision offers only one road entry/exit into a residential area that will contain a significant number of dwellings. Potentially, should there be an emergency such as house-fire or some other major incident involving several emergency vehicles, road access to & from the residential area would be compromised or completely blocked.
This situation has already been created at the adjoining "Oak Hill" development which provides only a single vehicle entry/exit point to Philip Parade.
This problem could easily be solved by allowing for the proposed dead end road fronting Lots 7 & 6 to be extended into the residential estate 'next door'.
CDCA is aware that such a proposal would require further negotiation between land owners but we are of the view that this would be a desirable outcome that provides a safe solution for residents needing to enter/exit either residential estate in the event of an emergency.

Some concerns raised by CDCA members and others from the local community fall outside planning permit considerations, but we offer these comments in the hope that the developer will note and address:

- Concerns have been raised that damage may occur to the creek-side area resulting in tree loss along Eel Hole Creek and therefore loss of native fauna habitat (especially wildlife corridor used by Strzelecki Koalas).

CHURCHILL AND DISTRICT COMMUNITY ASSOCIATION –Post Office 191 CHURCHILL VICTORIA AUSTRALIA 3842



CDCA acknowledges the need for storm water drainage at the rear of the proposed subdivision and that this will necessitate earthworks at the eastern side of the development.

We hope that construction workers engaged by the developer will not only adhere to the environmental planning permit conditions imposed by WGCMA but actively take all possible care when carrying out earthworks near the creek.

- Significant comment has been made to CDCA regarding residential density, design and the overall 'look' of the proposed new housing estate. Churchill residents are proud of our green spaces, trees, walking tracks and beautiful views.

Comments have been received concerning the "ugly" nature of the new "concrete-box-type-houses" that now front Philip Parade on the Oak Hill Estate and that similar development at this newly proposed residential site would further detract from visual amenity. Some have commented that the proposed subdivision should comprise larger blocks with substantive gardens, while others consider that a mix of medium and smaller lots adds to the diversity of housing available in Churchill.

CDCA believes that medium density housing development is appropriate in the town centre and is not opposed to smaller residential blocks. That said, we wish to see development and construction that has an attractive visual impact and is in keeping with local desire to present an enhanced face to streetscapes, complete with trees and space for gardens. We therefore support the Amendment and proposed Planning Permit, subject to design outcomes which support and enhance Churchill's character.

It is worth noting that, whilst there appears to be no difficulty in selling new housing of the 3-bedroom, 2-bathroom and laundry-in-garage type, there is a ready-made market in Churchill for smaller dwellings of the 2-bedroom-with-ensuites, separate laundry and 2-car garage style with small garden spaces.

There are many older Churchill residents who have expressed a desire to downsize from their family home to a smaller dwelling within Churchill. Currently, no such opportunities exist.

CDCA believes that were a developer to provide some smaller residential dwellings, close to the town centre and amenities (as is the proposed residential subdivision on Philip Parade) these would be snapped up by locals.

CDCA would welcome the opportunity to meet with the developer, Council representatives or attend a Planning Panel (if required) to discuss any of the above.

We look forward to advice on the progress of the Amendment and Planning Permit.

Yours sincerely,

Margaret Guthrie
President, CDCA

CHURCHILL AND DISTRICT COMMUNITY ASSOCIATION –Post Office 191 CHURCHILL VICTORIA AUSTRALIA 3842

From:**Subject:**

Re: Response to Submission - Amendment C141 - Philip Parade Rezoning and Planning Permit

Date:

Monday, 13 May 2024 1:49:48 PM

Attachments:[image006.png](#)[0.png](#)

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Hello Lorrae,

Having circulated the information you have provided to CDCA Committee & members I can now formally confirm that concerns raised in our Submission on Amendment C141 have been satisfactorily addressed.

We look forward to seeing the development progress.

Thank you for the time & effort you have put into this matter.

regards

President, CDCA



Sent: Thursday, May 9, 2024 2:58 PM



Subject: Response to Submission - Amendment C141 - Philip Parade Rezoning and Planning Permit

Hi

Thank you for the submission received from the Churchill and District Community Association and making time to meet with Nick Anderson (Director, NBA Group) and myself to discuss the submission on Monday 6 May 2024.

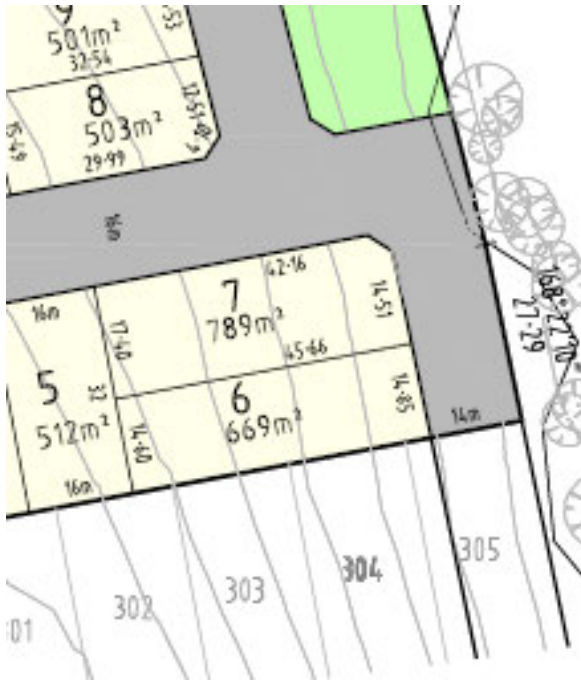
I have provided a summary of our response to the submission and what was discussed below:

Road Access to Oakhill Terrace

Concern

There is a road shown abutting proposed lot 6 and 7 on the proposed plan of subdivision for draft Planning Permit 2023/254. The road ends at the lot boundary (see Figure 1 below).

Figure 1 – Extract Proposed Plan of Subdivision



Concerns were raised by the CDCA about being able to extend the road network to the Oakhill Estate (next door) and that this would create one way in and out for the subdivision. The submission requests extending the road into Oakhill Terrace estate.

Response

23 Oakhill Terrace, Churchill is the lot which the proposed subdivision area and where the road connection would need to be.

As part of the planning permit 2017/73 for Oakhill Estate, there was a requirement as part of stage to create a carriageway easement 14m in favour of Latrobe City Council. This was done under the subdivision process for Stage 3 of the development. Please find attached title plan of 23 Oakhill Terrace, Churchill which shows the carriageway easement.

This was done as Amendment C141 and draft planning permit were under consideration by Council and if the Amendment and Planning Permit were approved, this easement would reserve the land to allow for the creation of a road connection between the estates.

We believe that this will address the concerns raised by the CDCA.

In relation to the other comments provided, which was acknowledge that the planning permit cannot address, but wanted the consideration of, I can provide the following information:

Impact on creek corridor and native vegetation

Concern

About any damage from construction work to the creek and wildlife habitat (especially wildlife corridor used by Strzelecki Koalas).

Response

A linear reserve is proposed along the creek and as such there is no impact to the waterway or associated vegetation. The new reserve will be landscaped to enhance environmental values and a Site Environmental Plan will be prepared as a condition 42 of the draft planning permit to ensure that the waterway is protected during earthworks. There is also conditions 6, 7 and 8 which require the preparation of the landscape plan and associated works which will enhance environmental features in the precinct.

There is no proposal or requirement to remove any vegetation within the Reserve and as such no fauna habitat will be impacted, it will be enhanced to improve that flow-through fauna corridor as a result of the draft Conditional approval.

Any works completed as part of the subdivision are required to be checked by our engineering team, if damage has occurred it will requirement to be remediated to our standard.

If anyone has any concerns during the construction phase, they can contact Latrobe City Council and additional site inspections can be undertaken to ensure compliance with the planning permit conditions.

Style of Housing

Concern

Style of housing to be built and ensuring that quality of the design of buildings.

Response

The proponent advised that they welcome a variety of dwelling development styles and places no extraordinary restrictions on individual owners and/or builders to make those choices. In particular this is so building on the lots remains affordable to future landowners. It is noted that the developer of the land is not the developer of the dwelling in most instances and as such the form, shape and style of future dwellings is not controlled by our client as the land developer.

If a planning permit application is required for dwellings (generally this will be for 2 or more dwellings on a lot or Lot F) Latrobe City Council does have Urban Design Guidelines for Housing. The policy around Urban Design Guidelines is proposed to be strengthened with Amendment C136 which is currently with the Minister for Planning for approval. Therefore, some control around design and amenity can be provided through this background document in the Planning Scheme. Clause 55 of the Latrobe Planning Scheme also provide standard requirements that must be met.

Please find links for Amendment C136 and our Urban Design Guidelines.

<https://www.latrobe.vic.gov.au/sites/default/files/2021-04/FINAL%20FULL%20Latrobe%20Urban%20Design%20Guidelines%202021.pdf>
[https://www.latrobe.vic.gov.au/Current_Planning_Scheme_Amendments/Amendment_C136#:~:text=The%20Amendment%20seeks%20to%20reduce.and%20branding%20of%20Latrobe%20City.&text=The%20existing%20Clause%2015.01%2D1L,C122latr%20\(28%20May%202021\).](https://www.latrobe.vic.gov.au/Current_Planning_Scheme_Amendments/Amendment_C136#:~:text=The%20Amendment%20seeks%20to%20reduce.and%20branding%20of%20Latrobe%20City.&text=The%20existing%20Clause%2015.01%2D1L,C122latr%20(28%20May%202021).)

Mix of Lots and Opportunity for smaller dwelling types

Concern

Ensuring a mix of density to allow the development of a mix of housing types and opportunity to provide for smaller residential dwellings closer to town.

Response

The subdivision provides for a range of lot sizes from 500sqm to 926sqm. This lot range is there to encourage a range of dwelling type as indicated in the submission. A medium density site (Lot F) is included to provide variety and cater for smaller dwellings typologies. This lot will be subject to the further planning permit application and will be able to provide a mix of dwelling types.

I trust this information has been of assistance. Can you please provide a response as to whether this information addresses the concerns raised by the CDCA.

Thanks



P 1300 367 700
W www.latrobe.vic.gov.au
PO Box 264, Morwell 3840



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Latrobe City Council
P.O. Box 264
Morwell 3840 Victoria Australia

www.latrobe.vic.gov.au



cfa.vic.gov.au

Patron: Her Excellency Professor the Honourable Margaret Gardner AC, Governor of Victoria

CFA Fire Risk, Research and Community Preparedness
8 Lakeside Drive Burwood East Vic 3151
Email: firesafetyreferrals@cfa.vic.gov.au

CFA Ref: 27000-57706-135454
Council Ref: C141LATR, 2023/254

9 May 2024

██████████
Latrobe City Council
PO BOX 264
MORWELL VIC 3840

Dear ██████████,

Proposal: C141latr
Planning No: 2023/254
Location: Philip Parade, Churchill

Thank you for providing CFA notice of Planning Scheme Amendment C141latr and Planning Permit Application 2023/254 in accordance with Section 96C of the *Planning and Environment Act 1987*.

CFA has reviewed the proposed planning scheme amendment and permit application and can provide the following comments:

The Planning Scheme Amendment and Permit Application exhibited appear to incorporate CFA's comments raised in our letters to Council dated 3 March 2022 and 2 September 2022. CFA have no additional comments in relation to the exhibited amendment and permit application.

If you wish to discuss this matter in more detail, please do not hesitate to contact either ██████████, Manager Community Safety on ██████████ or myself on ██████████

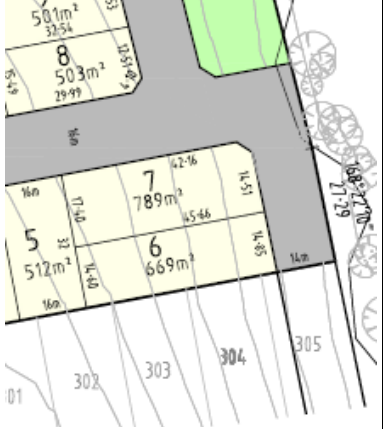
Yours sincerely,



██████████
Land Use Planning Coordinator
CFA Fire Risk, Research and Community Preparedness

**SUMMARY OF SUBMISSIONS & PLANNING COMMENT TO
AMENDMENT C141 – PHILIP PARADE REZONING**

Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Amendment / Planning Permit Required? Yes / No	Date submission received
1	DEECA	Support with minor changes	Supports the amendment and permit with a change. The draft permit needs to update the reference to DELWP to DEECA reflecting Machinery of Government changes.	Comment of support noted. Draft planning permit updated to reflect the name changes in government.	Yes – draft Planning Permit	28 March 2024
2	Gippsland Water	Support with minor changes	Supports the amendment and permit includes an additional condition and slight changes to condition wording to be included on the planning permit.	Comment of support noted. Draft planning permit updated to include the additional condition.	Yes – draft Planning Permit	5 April 2024
3	WGCMA	Support	Supports the amendment and permit if their conditions are met	Comments of support noted. The conditions were included in the exhibited version of the draft Planning Permit.	No	17 April 2024
4a	Churchill and District Community Association	In Principle Support	Provides in principle support for the proposed Planning Scheme Amendment. The Amendment will support appropriate development of the currently vacant land allowing for both commercial and residential land uses. Provides in principle support to the draft Planning Permit, but wish	Comments of in principle support to the Planning Scheme Amendment and Planning Permit are noted. As part of the proposed subdivision, the road at lots 6 and 7 is shown as being continued to the Oakhill estate (the adjoining property), see Figure 1 below. The road layout complies with applicable design standards and provides safe and efficient access.	No	24 April 2024

Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Amendment / Planning Permit Required? Yes / No	Date submission received
			<p>to highlight the following problem:</p> <p><i>The subdivision offers only one road entry/exit into a residential area that will contain a significant number of dwellings. Potentially, should there be an emergency such as house-fire or some other major incident involving several emergency vehicles, road access to & from the residential area would be compromised or completely blocked. This situation has already been created at the adjoining "Oak Hill" development which provides only a single vehicle entry/exit point to Philip Parade. This</i></p>	 <p>23 Oakhill Terrace, Churchill (Lot D of PS 849090M) which is the property adjoining the proposed area where the road is shown was created with a carriageway easement of 14m in favour of Latrobe City Council (see attachment 1 for title plan). This was required because of the proposed development and if Planning Permit 2023/254 was approved, the road would be able to continue through.</p> <p>This will ensure the connection through as indicated by the submissions from the CDCA.</p>		

Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Amendment / Planning Permit Required? Yes / No	Date submission received
			<p><i>problem could easily be solved by allowing for the proposed dead end road fronting Lots 7 & 6 to be extended into the residential estate 'next door'. CDCA is aware that such a proposal would require further negotiation between land owners but we are of the view that this would be a desirable outcome that provides a safe solution for residents needing to enter/exit either residential estate in the event of an emergency.</i></p> <p>The submission also highlighted concerns from others, noting though this is not something that can be solved through the Amendment or Planning Permit process, but</p>	<p>In response to the other concerns:</p> <p><u>Impact on creek corridor and native vegetation</u></p> <p>A linear reserve is proposed along the creek and as such there is no impact to the waterway or associated vegetation. The new reserve will be landscaped to enhance environmental values and a Site Environmental Plan will be prepared as a condition 42 of the draft planning permit to ensure that the waterway is protected during earthworks.</p> <p>There is no proposal or requirement to remove any vegetation within the Reserve and as such no fauna habitat will be impacted, it will be enhanced to improve that flow-through fauna corridor as a result of the draft Conditional approval.</p> <p><u>Style of Housing</u></p> <p>The proponent has advised that they welcome a variety of dwelling development styles and places no extraordinary restrictions on individual owners and/or builders to make those choices. It is noted that the developer of the land is not the developer of the dwelling in most instances and as such the</p>		

Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Amendment / Planning Permit Required? Yes / No	Date submission received
			<p>wanted to highlight to the developer. These are:</p> <ul style="list-style-type: none"> Concerns about any damage from construction work to the creek and wildlife habitat (especially wildlife corridor used by Strzelecki Koalas). Style of housing to be built and ensuring that quality of the design of buildings. Ensuring a mix of density to allow the development of a mix of housing types. Opportunity to provide for smaller residential dwellings closer to town. 	<p>form, shape and style of future dwellings is not controlled by our client as the land developer.</p> <p>If a planning permit application is required for dwellings (generally this will be for 2 or more dwellings on a lot) Latrobe City Council does have Urban Design Guidelines for Housing. The policy around Urban Design Guidelines is proposed to be strengthened with Amendment C136 which is currently with the Minister for Planning for approval. Therefore, some control around design and amenity can be provided through this background document in the Planning Scheme. Clause 55 of the Latrobe Planning Scheme also provide standard requirements that must be met.</p> <p><u>Mix of Lots and Opportunity for smaller dwelling types</u></p> <p>The subdivision provides for a range of lot sizes from 500sqm to 926sqm. This lot range will be able to provide for a range of dwelling type as indicated in the submission. A medium density site (Lot F) is included to provide variety and cater for smaller dwellings typologies. This lot will be subject to the further planning permit application.</p>		
4b	Churchill and	Support	Having circulated the	Comments of support noted	No	13 May 2024

Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Amendment / Planning Permit Required? Yes / No	Date submission received
	District Community Association		information you have provided to CDCA Committee & members the CDCA can now formally confirm that concerns raised in the submission have been satisfactorily addressed.			
LATE SUBMISSION						
5	Country Fire Authority	Support	The Planning Scheme Amendment and Permit Application exhibited appear to incorporate CFA's comments raised in our letters to Council dated 3 March 2022 and 2 September 2022. CFA have no additional comments in relation to the exhibited amendment and permit application.	Comment of support noted.	No	9 May 2024

Planning and Environment Regulations 2015 No. 33

FORM 9

Section 96JC

DRAFT PLANNING PERMIT

Permit No.: 2023/254

Planning Scheme: Latrobe Planning Scheme

Responsible Authority: Latrobe City Council

ADDRESS OF THE LAND: Philip Parade, Churchill

DESCRIPTION: Lot C PS 849090M

THE PERMIT ALLOWS: Multi Lot Subdivision of land and native vegetation removal

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

END-07-Amended Pans:

1. Before the plan of subdivision is certified under the *Subdivision Act* 1988, amended plans must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and then form part of the permit. The plans must be generally in accordance with the Proposed Subdivision Plan prepared by Millar & Merrigan Ref: 18732P6 Version 4 dated January 2023 but modified to show:
 - a) Setbacks for the purposes of defensible space of 41 metres between the eastern boundary and future development to ensure radiant heat exposure is no greater than 12.5kW/m²; and
 - b) Any consequential changes required to the amended stormwater Plan required under conditions 343 and 556.

END-05-Endorsed Plans – Subdivision

2. The subdivision as shown on the endorsed plans must not be altered without the permission of the Responsible Authority.

SUBD-08 – Conditions to be satisfied before Certification

3. Before the Certification of the plan of subdivision under the Subdivision Act 1988, conditions 1, 6, 7, 267, 345, 356, 367 and 378 of this permit must be completed to the satisfaction of the Responsible Authority.

SUBD-12 Churchill Early Years Contribution

4. Before the issue of Statement of Compliance under the *Subdivision Act* 1988:
 - a. the operator of this permit must enter into an agreement with the Responsible Authority, made pursuant to Section 173 of the Planning

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and Environment Act 1987, to the effect that, without the written consent of the Responsible Authority:

1. That the owner of the land will contribute \$163 or as indexed at 1 July each year per lot excluding GST prior to the issue of Statement of Compliance towards the enhancement of Churchill's Early Year Services;
 - b. Make application to the Registrar of Titles to register the Section 173 Agreement on the title to the land under Section 181 of the Act; and
 - c. Pay the reasonable costs of the preparation, review, and execution and registration of the Section 173 Agreement; and
 - d. Provide Council with a copy of the dealing number issued by the Titles Office; and
 - e. Once titles are issued, provide either:
 1. current title search; or
 2. a photocopy of the duplicate certificate of Title
- as evidence of Registration of the Section 173 Agreement on title

Fencing:

5. Before the issue of Statement of Compliance under the *Subdivision Act* 1988:
 - a. the operator of this permit must enter into an agreement with the Responsible Authority, made pursuant to Section 173 of the Planning and Environment Act 1987, to the effect that, without the written consent of the Responsible Authority:
 1. That the development of Lot F will have road frontage along the public open space reserve; or

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2. That any fencing adjoining the public open space reserve must be no higher than 1.2m high or constructed in material with at least 75% permeability to the satisfaction of the Responsible Authority.

- b. Make application to the Registrar of Titles to register the Section 173 Agreement on the title to the land under Section 181 of the Act; and
- c. Pay the reasonable costs of the preparation, review, and execution and registration of the Section 173 Agreement; and
- d. Provide Council with a copy of the dealing number issued by the Titles Office; and
- e. Once titles are issued, provide either:
 - i. current title search; or
 - ii. a photocopy of the duplicate certificate of Title

as evidence of Registration of the Section 173 Agreement on title

Recreation:

6. Before the plan of subdivision is certified under the Subdivision Act 1988, a revised landscape master plan must be submitted that provides the following notations:
- a) Construction of footpath connecting to the abutting development and reinstatement of land disturbed by construction to be undertaken by developer as part of the works in this development.
 - b) Furniture style to be provided in development to be confirmed with Latrobe City Council
7. Before the plan of subdivision is certified under the Subdivision Act 1988, a detailed landscape plan for all public open space areas to be developed as part of this permit, including streets, parklands, entry features, drainage reserves, wetlands and community use areas must be prepared by a person suitably qualified or experienced in landscape design and submitted to the

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Responsible Authority for its approval. When approved the plan will be endorsed and will then form part of the permit. The landscape plan must be drawn to scale with dimensions and electronic copy (PDF) must be provided. The landscape plan must be consistent with any development plan/landscape master plan already endorsed in respect of the land and must show:

- a) New plantings including their layout to be provided in any road reserves and municipal reserves.
- b) A detailed planting schedule of all proposed trees, shrubs and groundcovers, including botanical names, common names, pot sizes, sizes at maturity and quantities of each plant.
- c) The supply and spread of sufficient topsoil and subsoil if required on the proposed areas of open space to provide a stable, free draining surface free of compaction and hydro-seeding of proposed grass areas (including within drainage reserves).
- d) All proposed open space and streetscape embellishments (including materials and finishes) such as installation of pathways, garden beds, seating, shelters, picnic facilities, BBQ's, boardwalks, tree planting, signage, lighting, drinking fountains, irrigation systems, playgrounds, artwork, retaining walls, protective fencing (temporary and permanent), wetlands and ornamental water bodies.
- e) Detailed planting and construction drawings including site contours and any proposed changes to existing levels including any structural elements such as retaining walls, fencing or bollards and garden edging.
- f) The reserve finish must specify ground shaping details including proposed levels of ground surface.
- g) Vehicle access points for maintenance purposes.
- h) Mechanisms/structures for the exclusion of vehicles from landscaped areas where applicable:

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- i) The removal of existing disused structures, foundations, pipelines or stockpiles and the eradication of weeds.
- j) All proposed street-tree planting using semi-advanced trees sourced in accordance with nursery standards, with minimum container size of 45 litres.
- k) Location and style of public lighting.
- l) Details of all boundary fencing shared between residential and public open space or drainage reserves must be provided and show a maximum height of 1m for a minimum of 40% of the length of the shared boundary, with the remainder being 1.8m in height.
- m) Details of tree protection zones where applicable
- n) A detailed maintenance plan for all proposed landscape features outlined in the detailed landscape designs. The maintenance plan must include a schedule which details the following:
 - Frequency of maintenance visits
 - Minimum maintenance standards for grass cutting, weed management, plant maintenance, tree watering and care, litter management, mulch coverage and playground/ street furniture maintenance and repairs.

Once approved, the maintenance plan will then form part of the permit.

8. Before the issue of a Statement of Compliance under the Subdivision Act 1988 or by such later date as is approved by the Responsible Authority in writing, all landscape works for that stage must be carried out and completed to the satisfaction of the Responsible Authority.

Ausnet Electricity Services:

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9. The plan of subdivision submitted for certification must be referred to AusNet Electricity Services Pty Ltd in accordance with Section 8 of the subdivision Act 1988

10. The applicant must:

- a) Enter in an agreement with AusNet Electricity Services Pty Ltd for supply of electricity to each lot on the endorsed plan.
- b) Enter into an agreement with AusNet Electricity Services Pty Ltd for the rearrangement of the existing electricity supply system.
- c) Enter into an agreement with AusNet Electricity Services Pty Ltd for rearrangement of the points of supply to any existing installations affected by any private electric power line which would cross a boundary created by the subdivision, or by such means as may be agreed by AusNet Electricity Services Pty Ltd.
- d) Provide easements satisfactory to AusNet Electricity Services Pty Ltd for the purpose of "Power Line" in the favour of "AusNet Electricity Services Pty Ltd" pursuant to Section 88 of the Electricity Industry Act 2000, where easements have not been otherwise provided, for all existing AusNet Electricity Services Pty Ltd electric power lines and for any new power lines required to service the lots on the endorsed plan and/or abutting land.
- e) Obtain for the use of AusNet Electricity Services Pty Ltd any other easement required to service the lots.
- f) Adjust the position of any existing AusNet Electricity Services Pty Ltd easement to accord with the position of the electricity line(s) as determined by survey.
- g) Set aside on the plan of subdivision Reserves for the use of AusNet Electricity Services Pty Ltd for electric substations.

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- h) Provide survey plans for any electric substations required by AusNet Electricity Services Pty Ltd and for associated power lines and cables and executes leases for a period of 30 years, at a nominal rental with a right to extend the lease for a further 30 years. AusNet Electricity Services Pty Ltd requires that such leases are to be noted on the title by way of a caveat or a notification under Section 88 (2) of the Transfer of Land Act prior to the registration of the plan of subdivision.
- i) Provide to AusNet Electricity Services Pty Ltd a copy of the plan of subdivision submitted for certification that shows any amendments that have been required.
- j) Agree to provide alternative electricity supply to lot owners and/or each lot until such time as permanent supply is available to the development by AusNet Electricity Services Pty Ltd. Individual generators must be provided at each supply point. The generator for temporary supply must be installed in such a manner as to comply with the Electricity Safety Act 1998.
- k) Ensure that all necessary auditing is completed to the satisfaction of AusNet Electricity Services Pty Ltd to allow the new network assets to be safely connected to the distribution network.

Gippsland Water:

11. Prior to Statement of Compliance, pay to Gippsland Water New Customer Contributions for the change in servicing of the land. These fees will be based on Gippsland Water's Essential Services Commission approved charges.

14.12. Prior to the commencement of any water, sewer or ancillary works that will be vested in Gippsland Water, the owner of the land, the developer and the design consultant must enter into and execute a Developer Works Deed of Agreement with Gippsland Water, under Gippsland Water's Land Development system, for the complete construction of works necessary for the provision of water supply and sewerage services, in accordance with Gippsland Water's standards, to all lots of the subdivision. Pay to Gippsland Water any fees and contributions and satisfy all conditions pertaining to the aforementioned deed. Please refer to our website: <https://www.gippswater.com.au/developers/information/informationdesign->

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consultants and download Form 1 to apply for a Developer Works deed of agreement.

~~42.13.~~ **Prior to Certification, D**esign plans must be submitted outlining the size and the location of the works to determine where easements will be required. These plans must be accepted by Gippsland Water prior to Gippsland Water consenting to certification of the relevant plan of subdivision.

~~43.14.~~ **Prior to Statement of Compliance, I**nstall water services to the satisfaction of Gippsland Water. As Constructed details showing the location of the installed services are required to be submitted to Gippsland Water.

~~44.15.~~ **Prior to Statement of Compliance, C**arry out works necessary to ensure all existing water services supplying the land are contained solely within the boundary of the individual lot(s). On completion of these works the owner must sign and return the Water Servicing Declaration provided by Gippsland Water.

~~45.16.~~ **Prior to Statement of Compliance, I**nstall sewer services to the satisfaction of Gippsland Water. As Constructed details showing the location of the installed services are required to be submitted to Gippsland Water.

~~46.17.~~ **Prior to Certification, C**reate Reserves and/or Easements in favour of the Central Gippsland Region Water Corporation over all existing and proposed water and sewerage works located within the subdivision. Easements are to be for Pipeline or Ancillary Purposes.

~~47.18.~~ The planning permit conditions outlined will apply to all stages of the subdivision.

~~48.19.~~ Any plan of subdivision of the subject land lodged for certification shall be referred to Gippsland Water under Section 8(1) of the Subdivision Act 1988.

~~49.20.~~ No trees are permitted within Gippsland Water's easements. All landscaping within Gippsland Water's easements must be in accordance with our Trees and your pipes guide. Please refer to our website:
<https://www.gippswater.com.au/residential/help-advice/plant-right-tree>

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CFA:

Bushfire Management Plan

20-21. Before the development starts, an amended Bushfire Management Plan (BMP) which is generally in accordance with BMP prepared by Millar and Merrigan, drawing no. 18732BMP1, dated May 2022 must be submitted to and endorsed by the Responsible Authority. The plan must show the following bushfire protection measures, unless otherwise agreed in writing by the CFA and the Responsible Authority:

a). Defendable Space

Show an area of defendable space for a distance of 41 metres from the eastern property boundary where vegetation (and other flammable materials) will be modified and managed in accordance with the following requirements:

- i. Grass must be short cropped and maintained during the declared fire danger period.
- ii. All leaves and vegetation debris must be removed at regular intervals during the declared fire danger period.
- iii. Within 10 metres of a building, flammable objects must not be located close to the vulnerable parts of the building.
- iv. Plants greater than 10 centimetres in height must not be placed within 3m of a window or glass feature of the building.
- v. Shrubs must not be located under the canopy of trees.
- vi. Individual and clumps of shrubs must not exceed 5 sq. metres in area and must be separated by at least 5 metres.
- vii. Trees must not overhang or touch any elements of the building.
- viii. The canopy of trees must be separated by at least 2 metres.
- ix. There must be a clearance of at least 2 metres between the lowest tree branches and ground level.

Hydrants

21-22. Prior to the issue of a Statement of Compliance under the *Subdivision Act 1988* the following requirements must be met to the satisfaction of the CFA:

- a) Above or below ground operable hydrants must be provided. The maximum distance between these hydrants and the rear of all building

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envelopes (or in the absence of building envelopes, the rear of the lots) must be 120 metres and the hydrants must be no more than 200 metres apart. These distances must be measured around lot boundaries.

- b) The hydrants must be identified with marker posts and road reflectors as applicable to the satisfaction of the Country Fire Authority.

Note –CFA's requirements for identification of hydrants are specified in 'Identification of Street Hydrants for Firefighting Purposes' available under publications on the CFA web site (www.cfa.vic.gov.au)

Roads

22-23. Roads must be constructed to a standard so that they are accessible in all weather conditions and capable of accommodating a vehicle of 15 tonnes for the trafficable road width.

- a) The average grade must be no more than 1 in 7 (14.4%) (8.1 degrees) with a maximum of no more than 1 in 5 (20%) (11.3 degrees) for no more than 50 metres. Dips must have no more than a 1 in 8 (12%) (7.1 degree) entry and exit angle.
- b) Curves must have a minimum inner radius of 10 metres.
- c) Have a minimum trafficable width of 3.5 metres and be clear of encroachments for at least 0.5 metres on each side and 4 metres above the access way.
- d) Roads more than 60m in length from the nearest intersection must have a turning circle with a minimum radius of 8m (including roll-over kerbs if they are provided) T or Y heads of dimensions specified by the CFA may be used as alternatives.

Section 173 Agreement

23-24. Before the Statement of Compliance is issued under the Subdivision Act 1988, the owner must enter into an agreement with the Responsible Authority under Section 173 of the Planning and Environment Act 1987. The agreement must:

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- a) State that it has been prepared to ensure that any development on a lots 6 to 12 and lots 32 and 33 created as part of the plan of subdivision approved under Planning Permit No 2023/254 will not have a radiant heat exposure greater than 12.5kW/m² for the life of the land, unless otherwise agreed by the relevant fire authority.

DECAELWP:

24-25. Before works start, a vegetation protection fence must be erected around all patches of native vegetation (or scattered trees) to be retained next to any construction impact area. This fencing must be erected on the construction zone boundary. Where the patch native vegetation contains canopy trees, the vegetation protection fence must be at a distance from the retained native vegetation that is not less than the tree protection zones, in accordance with AS 4970- 2009 Protection of Trees on Development Sites. The vegetation protection fence must be constructed of star pickets, chain mesh or similar to the satisfaction of the responsible authority. The native vegetation protection fence must remain in place until all works are completed to the satisfaction of the responsible authority.

25-26. Except with the written consent of the responsible authority, within the area of native vegetation to be retained and any tree or vegetation protection zone associated with the permitted use and/or development, the following is prohibited:

- a. vehicular or pedestrian access
- b. trenching or soil excavation
- c. storage or dumping of any soils, materials, equipment, vehicles, machinery or waste products
- d. entry and exit pits for the provision of underground services; and
- e. any other actions or activities that may result in adverse impacts to retained native vegetation.

Environment:

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26-27. Prior to certification and the commencement of works, the permit holder is required to establish Tree Protection Zone (TPZ) fencing around all trees to be retained, and one tree assumed lost due to TPZ encroachment.

27-28. Installation of Tree Protection Zone fencing must be supervised by a project arborist with minimum Australian Qualification Framework Certificate 5 in Arboriculture and must be in accordance with the Australian Standard for the Protection of Trees on Development Sites (AS4970-2009) except where TPZ encroachment is approved in the endorsed plans. Where encroachment is approved, fencing must occur no closer to the tree than the approved encroachment. The Tree Protection Zone fence must:

- a) be erected before any machinery or materials are brought on site
- b) be chain mesh temporary fencing
- c) be at least 1.8m high
- d) have signs denoting it as the Tree Protection Zone. The signage must be visible from within the development, with the lettering complying with AS 1319-1994
- e) must not be removed or altered without approval from the responsible authority
- f) must be established at 12 x the Diameter at Breast Height (DBH) unless otherwise specified in accordance with AS4970-2009.

28-29. Except with written consent from the responsible authority no works within the Tree Protection Zone are permitted. This includes but is not limited to:

- a) Machine excavation including trenching
- b) Excavation for silt fencing
- c) Cultivation
- d) Storage of any materials and placement of fill
- e) Preparation of chemicals, including preparation of cement products
- f) Parking of vehicles and plant
- g) Refuelling
- h) Dumping of waste
- i) Wash down and cleaning of equipment
- j) Lighting of fires
- k) Soil level changes
- l) Temporary or permanent installation of utilities and signs

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m) Physical damage to the tree.

29.30. Where there are approved works within the TPZ, fencing may be reduced to the required amount by a Project Arborist with minimum qualification of AQF Level 5 in Arboriculture or equivalent. The TPZ fencing must be restored in accordance with Condition 3 at all other times. The Project Arborist must supervise all approved works within the TPZ of any retained, or assumed lost, tree. Approved works include:

- a) Crown maintenance to remove dead wood in accordance with AS 4373-2007 Pruning of Amenity Trees and/or Minimum Industry Standard 308 - Tree Pruning.
- b) Minor weight-reduction and canopy uplift in accordance with AS 4373-2007 Pruning of Amenity Trees and/or Minimum Industry Standard 308 - Tree Pruning, and that does not result in the removal of more than 1/3 of the foliage of each individual tree.
- c) Mulching the Tree Protection Zone to a depth of 100mm. Mulch must comply with AS 4454-2012 Australian Standard for Composts, Soil conditioners and Mulch.

30.31. During the construction works, the following tree protection measures must be carried out.

- a) There must be no grade change within the TPZ of any retained trees other than what is approved by the Relevant Authority and the approved endorsed plans.
- b) All construction activity or excavation works within the TPZ of any tree must be under the supervision of a Project Arborist with minimum AQF Level 5 in Arboriculture or equivalent, and must be tree sensitive and either dug by hand or by hydro-excavation to minimise root damage and loss of any major roots that are greater than 25-30mm in diameter. Any root pruning within the TPZ of any tree must be approved by and undertaken by a Project Arborist and all roots must be cleanly pruned with sterilised, sharp pruning tools. There must be no major (greater than 25- 30mm in diameter) root pruning within the SRZ of any retained tree.

31.32. To offset the removal of 0.079 hectares of native vegetation identified in Native Vegetation Removal Report ID GEN_2023_222 , the permit holder

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must secure a native vegetation offset, in accordance with Guidelines for the removal, destruction or lopping of native vegetation (DELWP 2017) as specified below:

- a) A general offset of 0.019 general habitat units:
 - iii. located within the West Gippsland Catchment Management boundary or Latrobe City Council municipal area w
 - iv. with a minimum strategic biodiversity value of at least 0.283
- b) The offset secured must provide protection of at least 1 large tree.

32.33. Before any native vegetation is removed evidence that the required offset has been secured must be provided to the satisfaction of the responsible authority. This evidence must be one or both of the following:

- a) an established first party offset site including a security agreement signed by both parties, and a management plan detailing the 10-year management actions and ongoing management of the site, and/or
- b) credit extract(s) allocated to the permit from the Native Vegetation Credit Register.

33.34. A copy of the offset evidence will be endorsed by the responsible authority and form part of this permit. Within 30 days of endorsement of the offset evidence, a copy of the endorsed offset evidence must be provided to Planning Approvals at the Department of Energy, Environment, and Climate Action Traralgon regional office via gippsland.planning@delwp.vic.gov.au.

Engineering:

34.35. Prior to the certification of the Plan of Subdivision under the Subdivision Act 1988 of the development hereby permitted, an amended stormwater management strategy to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once approved, the report will then form part of the permit. The amended strategy is to draw from the "*Stormwater Management Plan - Philip Parade, Churchill*" (Millar Merrigan July 2022) and must address the following:

- a) Provide model details and computations used to quantify the treatment of stormwater discharge from the development to achieve

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the objectives for environmental quality as set out in the Urban Stormwater Best Practice Environmental Guidelines (CSIRO) 1999.

- b) Details of the design of the stormwater detention tanks.
- c) A maintenance plan for all water sensitive urban design (WSUD) devices to be constructed as part of this strategy. The maintenance plan must include full routine maintenance works including monthly, quarterly and annual inspections, weed removal, sediment clean out, litter management and remedial works. The plan should include appropriate references to the "Guidelines for the Maintenance of Stormwater Treatment Measures" by Stormwater New South Wales. The plan shall include the provision of copies to the Responsible Authority within one (1) calendar month of each inspection, of all maintenance inspection forms completed for each inspection, any defects identified and the date and time rectification works were completed.

~~35-36.~~ Prior to the certification of the Plan of Subdivision under the Subdivision Act 1988, the operator of this permit shall provide documentary evidence to the satisfaction of the Responsible Authority in support of all proposed new road names shown on the plan. Documentation must include a completed "Road Name History" form and completed road naming checklist. All proposed new road names must comply with the naming principles described in the Victorian Government's "Naming rules for places in Victoria 2016".

~~36-37.~~ Plans submitted for certification under the Subdivision Act 1988, must show to the satisfaction of the Responsible Authority:

- a) Easements for drainage purposes,
- b) Reserves created for the purposes of stormwater management, vested in the Responsible Authority,
- c) Road reserve widths complying with Latrobe City Council's design guidelines, with the Glengarry East Development Plan and the endorsed plans under this permit,

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- d) Splays, a minimum of 3 metres by 3 metres unless required otherwise, at all intersections of the local road network, and
- e) Street names complying with the requirements of the Victorian Government's "*Naming rules for places in Victoria 2016*" and Latrobe City Council policy.

~~37-38.~~ Prior to certification of the Plan of Subdivision under the Subdivision Act 1988, a functional layout plan for the stage of subdivision must be submitted to and approved by the Responsible Authority. When approved the functional layout plan will be endorsed and will then form part of the permit. The functional layout plan must be drawn to scale with dimensions and an electronic copy (PDF) provided. The functional layout plan must incorporate the following:

- a) A fully dimensioned subdivision layout, including proposed street names, approximate lot areas, lot numbers and widths of street reservations.
- b) Topography and existing features, including contours for the subject land and any affected adjacent land.
- c) The location of all trees (or group of trees) existing on the site, including dead trees and those that overhang the site from adjoining land.
- d) Details of tree protection zones (TPZs), for all trees to be retained on site (if any).
- e) Any trees proposed for removal from the site clearly designated.
- f) Typical cross-sections for each street type, dimensioning individual elements, services offsets and street trees.
- g) Details of intersection treatments and traffic calming measures in accordance with Latrobe City Council's design guidelines and Austroads' Guide to Traffic Management.

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- h) Location and alignment of kerbs, indented parking spaces, footpaths, shared paths, bus stops, line marking and traffic controls.
- i) The location of all temporary vehicle turn around areas.
- j) The proposed minor drainage network.
- k) The major drainage system, including any watercourse, wetland, silt pond or other water sensitive urban design devices, and/or piped elements showing preliminary sizing and any land required for maintenance access.
- l) Overland stormwater flow paths (100 year ARI) to indicate how excess runoff will be safely conveyed to its destination including from adjacent upstream areas.
- m) Preliminary location of reserves for electrical kiosks;
- n) Works external to the subdivision, including both interim and ultimate access requirements.
- o) Intersections with roads external to the subdivision.

~~38.39.~~ The provision of entrance features to the development such as estate signage shall not be located within any road or public open space reserve unless with the written agreement of the Responsible Authority.

~~39.40.~~ Utility service substations, kiosk sites and the like must not be located on any land identified as public open space or land to be used for any municipal purpose unless with the written agreement of the Responsible Authority.

~~40.41.~~ Prior to the commencement of any road and/or drainage works for the subdivision, detailed engineering plans and specifications must be submitted to the satisfaction of and approved by the Responsible Authority. The engineering plans must be generally in accordance with the approved Functional Layout Plans and consistent with the approved landscape detail plans. When approved the plans will be endorsed and will then form part of

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the permit. The plans must be drawn to scale with dimensions and electronic copies in both PDF and DWG formats must be provided. The plans must include:

- a) Design and construction of all new roads including connections to existing roads. Roads shall be designed and constructed in accordance with the endorsed plans and Latrobe City Council's design guidelines.
- b) Design and construction along Philip Parade for the full length of the residential subdivision abuttal in accordance with Latrobe City Council's design guidelines. Philip Parade shall be constructed on the east side of the road, to provide a 2.3 metre wide indented parking lane with kerb extensions, concrete kerb and channel, a 2.5 metre wide concrete shared path, nature strip and street trees along the development side of the road.
- c) Intersection treatments and traffic calming measures in accordance with Latrobe City Council's design guidelines and Austroads "Guide to Traffic Management".
- d) Earthworks shall be undertaken within the development to ensure that vehicle access can be obtained to each proposed allotment.
- e) Concrete footpaths along both sides of all proposed streets and concrete paths through the reserves, to be provided in accordance with the endorsed plans and Latrobe City Council's design guidelines.
- f) The construction of a 2.5 metre wide concrete shared path in accordance with Latrobe City Council's design guidelines, along the east side of Philip Parade from the development hereby approved, north and south to connect to the existing shared paths along Philip Parade.
- g) Underground piped drainage to each lot and provision of over-land surcharge routes and cut-off drains. Drainage plans must include hydraulic computations. The stormwater drainage system must:

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- Be designed to take the 20% AEP storm event,
 - The provision of property stormwater drainage connections so that each lot is drained from its legal point of discharge to the stormwater drainage system.
 - Meet the current best practice performance objectives for stormwater quality as contained in the "Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999" as amended,
 - Ensure that flows downstream of the subdivision site are restricted as proposed in the endorsed Stormwater Management Plan.
- h) Provisions shall be made for stormwater from all storm events greater than the 20% AEP event and up to and including the 1% AEP storm event including:
- Provision of over-land stormwater surcharge routes and cut-off drains for the safe and effective passage of stormwater flows arising from both within the development and from areas upstream of the development.
 - All new and existing lots should be free from inundation.
 - All streets, footpaths and cycle paths that are subject to flooding must meet the safety criteria $d_a v_{ave} < 0.35 \text{ m}^2/\text{s}$ (where d_a = average depth in metres and v_{ave} = average velocity in metres per second).
- i) Construction of water sensitive urban design devices/stormwater detention areas generally as proposed in the approved stormwater management plan. These shall be designed to achieve the objectives for environmental quality as set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999.

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- j) Street lighting in accordance with Australian Standard AS1158, along all new roads and all new shared paths and upgraded street lighting at the locations of proposed intersection works external to the development.
- k) All traffic signage, street name signage and road pavement line marking.
- l) High stability permanent survey marks at locations in accordance with Latrobe City Council's Design Guidelines, levelled to the Australian Height Datum and coordinated to the Map Grid of Australia (MGA94).

41.42. Prior to the commencement of any road, drainage or landscaping works associated with the subdivision, a Site Management Plan shall be submitted to and approved by the Responsible Authority. When approved, the Site Management Plan will be endorsed and will then form part of the permit. The Site Management Plan must include:

- a) Traffic management measures - the plan must detail measures proposed to protect and maintain vehicle use of the existing road system and pedestrians using existing footpaths adjacent to the development, how site access will be obtained, how construction vehicles will access and egress the site and the management of public access to the site. The plan must include details of all signage on adjacent roads.
- b) Construction management measures - the plan must outline how issues such as deliveries, noise, mud on roads, and dust generation will be managed onsite during the construction phase. Details of a contact person/site manager must also be provided, so that this person can be easily contacted should any issues arise.
- c) An environmental management plan for the works detailing techniques for erosion prevention, temporary drainage and sediment control measures and vegetation protection during the construction of the works and post construction. Reference should be made to the

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Environment Protection Authority's publication 960 '*Doing it right on subdivisions*'.

- d) Cultural protection issues – the plan must demonstrate how the recommendations of any Cultural Heritage Management Plan applying to the land are to be carried out.

~~42-43.~~ Control measures in accordance with the approved Site Management Plan shall be employed throughout the construction of the works to the satisfaction of the Responsible Authority. The Responsible Authority must be kept informed in writing of any departures from the Site Management Plan. If in the opinion of the Responsible Authority the departure from the approved plan is significant then an amended plan must be submitted to and approved by the Responsible Authority. The approved measures must be carried out continually and completed to the satisfaction of the Responsible Authority.

~~43-44.~~ Polluted drainage must be treated and/or absorbed on the lot from which it emanates to the satisfaction of the Responsible Authority. Polluted drainage must not be discharged beyond the boundaries of the lot from which it emanates or into a watercourse or easement drain.

~~44-45.~~ Prior to the issue of the certificate of practical completion for piped drainage works, CCTV results for the full length of all storm water drainage pipes for which Latrobe City Council will become responsible at the expiry of the maintenance period, must be submitted for assessment. The CCTV work is to be performed by an independent specialist contractor at the permit operator's cost. The submitted information is to be to the satisfaction of the Responsible Authority.

~~45-46.~~ Before a Statement of Compliance is issued for this subdivision under the Subdivision Act 1988, the operator of this permit must construct road works, drainage and other civil works to the satisfaction of the Responsible Authority, in accordance with the engineering plans and specifications approved by the Responsible Authority and must include:

- a) All proposed new roads in accordance with the endorsed plans.
b) Construction along Philip Parade adjacent to the development.

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- c) Concrete footpaths along both sides of all proposed streets and concrete shared pedestrian/bicycle paths through the reserves and along Philip Parade to be provided in accordance with the endorsed plans and Latrobe City Council's Design Guidelines.
- d) Appropriate intersection treatments and traffic calming measures.
- e) Underground piped drainage to convey stormwater from each lot to the legal point of discharge for the 20 % AEP storm event.
- f) Works to ensure that flows downstream are in accordance with the approved stormwater management plan.
- g) Works to ensure the stormwater management system meets current best practice performance objectives for stormwater quality in accordance with the approved stormwater management plan.
- h) Provisions for stormwater from all storm events greater than the 20 % AEP year event and up to and including the 1 % AEP storm event including:
 - i. Provision of over-land stormwater surcharge routes and cut-off drains for the safe and effective passage of stormwater flows.
 - ii. Arrangements for the capture of overland stormwater flows from adjacent upstream areas not previously developed.
 - iii. All new and existing lots should be free from inundation.
 - iv. All streets, footpaths and cycle paths that are subject to flooding must meet the safety criteria $d_a v_{ave} < 0.35 \text{ m}^2/\text{s}$ (where d_a = average depth in metres and v_{ave} = average velocity in metres per second).
- i) Earthworks within the development to ensure that vehicle access can be obtained to each proposed allotment.
- j) Street lighting along all new roads and shared paths and upgraded street lighting at the locations of proposed intersection works and

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along all those sections of external roads where access is obtained directly to lots in the development.

- k) All traffic signage, street name signage and road pavement line marking.
- l) The installation and registration of high stability permanent survey marks.

46-47. Before a Statement of Compliance is issued for any stage of this subdivision under the Subdivision Act 1988, the operator of this permit must construct timber paling fences no higher than 1.2 metres or approved 75 percent permeable fencing or fences in accordance with the approved landscape plans, along all allotment boundaries abutting reserves.

47-48. Before a Statement of Compliance is issued for any stage of this subdivision under the Subdivision Act 1988, the operator of this permit must pay to Latrobe City Council:

- a) For all works to become the responsibility of Latrobe City Council at the expiry of the maintenance period, an engineering plan checking fee of an amount equivalent to 0.75% of the estimated cost of constructing the works proposed on the engineering plans,
- b) For all works to become the responsibility of Latrobe City Council at the expiry of the maintenance period, an amount equivalent to 2.5% of the estimated cost of constructing the works which are subject to supervision, and
- c) The sum of \$490 per street tree as shown on the endorsed landscape plans, for the provision of street trees along all streets where street trees are not planted by the operator of this permit.

48-49. Before a Statement of Compliance is issued for this subdivision under the Subdivision Act 1988, the operator of this permit must provide to the satisfaction of the Responsible Authority:

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- a) Final as-built plans for all works to become the responsibility of Latrobe City Council at the expiry of the maintenance period, in an electronic format complying with A-Spec requirements, levelled to the Australian Height Datum and coordinated to the Map Grid of Australia (MGA94).
- b) Final as-built plans in an electronic DWG format, for all works to become the responsibility of Latrobe City Council at the expiry of the maintenance period.
- c) Certification by a licensed surveyor of the registration of all constructed Permanent Survey Marks.

49-50. Prior to the issue of a Statement of Compliance for this subdivision under the Subdivision Act 1988, the operator of this permit must enter into an agreement with the Responsible Authority, made pursuant to Section 173 of the Planning and Environment Act 1987, to the effect that:

- a) Every dwelling erected on a lot created by subdivision of the land must, in a proper and workmanlike manner to the reasonable satisfaction of the Responsible Authority, prior to the Occupancy Permit being issued for the dwelling either:
 - i. Install a minimum of 5,000 litres of stormwater tank capacity and all roof areas of the dwelling must be connected directly to the stormwater tank system in accordance with the details in the stormwater strategy as approved under Planning Permit 2023/254 issued by Latrobe City Council. The rainwater tank must provide at least 2,500 litres of stormwater storage for re-use and a minimum of 2,500 litres of airspace for stormwater detention. The rainwater tank must be, as a minimum, plumbed to all toilets and laundries in each dwelling constructed on each lot and maintained in accordance with the endorsed Stormwater Management Strategy.
 - ii. OR, provide an alternative stormwater detention solution first approved in writing by the Responsible Authority and the West Gippsland Catchment Management Authority, which requires the

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Owner to submit engineering plans and hydraulic calculations prepared by an appropriately qualified engineer, to the Responsible Authority and the West Gippsland Catchment Management Authority, for the review.

- b) AND, make application to the Registrar of Titles to register the Section 173 Agreement on the title to the land under Section 181 of the Act;
- c) AND, pay the reasonable costs of the preparation, review, and execution and registration of the Section 173 Agreement;
- d) AND, provide Council with a copy of the dealing number issued by the Titles Office;
- e) AND, once titles are issued, provide either:
 - i. a current title search; or
 - ii. a photocopy of the duplicate certificate of Title as evidence of Registration of the Section 173 Agreement on title.

50-51. Before a Statement of Compliance is issued for this subdivision under the Subdivision Act 1988, the maintenance period for all works to become the responsibility of Latrobe City Council, must be completed to the satisfaction of the Responsible Authority unless an arrangement to secure compliance with this condition has been agreed to in writing by the Responsible Authority under Section 21(1)(b)(ii) of the Subdivision Act 1988.

51-52. Unless otherwise required in this permit, all works to become the responsibility of Latrobe City Council at the expiry of the maintenance period, shall be maintained by the operator of this permit for a period of not less than three months from the date of practical completion of the works. Maintenance of road and piped drainage works shall include all inspections required in accordance with Latrobe City Council's Road Management Plan. At the end of this maintenance period, a Defects Liability Period of not less than nine

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months shall then apply to the works at the end of which time Final Completion of the works will be issued.

52-53. The operator of this permit must maintain to the satisfaction of the responsible authority, all water sensitive urban design (WSUD) devices constructed under this permit for a period of not less than two (2) years. The maintenance period shall commence on the date the construction of the WSUD devices is certified by the Responsible Authority as practically complete. The maintenance of water sensitive urban design (WSUD) devices constructed under this permit must include full routine maintenance works including monthly, quarterly and annual inspections, weed removal, sediment clean out, litter management and remedial works as prescribed in the approved WSUD maintenance plan. The operator of this permit must provide copies to the Responsible Authority within one (1) calendar month of each inspection, of all maintenance inspection forms completed for each inspection, any defects identified and the date and time rectification works were completed. Any defects occurring during the maintenance period shall be rectified by the operator of this permit to the satisfaction of the Responsible Authority.

West Gippsland Catchment Management Authority:

53-54. Prior to the commencement of any works related to the subdivision, a detailed Stormwater Management Plan (SMP) which identifies appropriate Water Sensitive Urban Design features to provide stormwater treatment to meet best practice guidelines must be submitted to the satisfaction of the West Gippsland Catchment Management Authority. The SMP must clearly identify how stormwater runoff from the entire development will be managed and treated, prior to discharge to the designated waterway.

54-55. Prior to the issue of a Statement of Compliance for the subdivision, the owner(s) shall enter into an Agreement with the responsible authority pursuant to Section 173 of the Planning and Environment Act 1987 ('the Act') and make application to the Registrar of Titles to have the Agreement registered on the title to the land under Section 181 of the Act. The owner(s)

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must pay all reasonable costs of the preparation, execution and registration of the Agreement. The Agreement will stipulate that:

- f.a. A Stormwater Management Plan to the satisfaction of the West Gippsland Catchment Management Authority applies to all lots in the plan of subdivision; and
g.b. The current and future owner(s) of all lots in the plan of subdivision must comply with all requirements of the Stormwater Management Plan at all times.

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Telecommunications conditions:

~~55-56.~~ The owner of the land must enter into an agreement with:

- a) a telecommunications network or service provider for the provision of telecommunication services to each lot shown on the endorsed plan in accordance with the provider's requirements and relevant legislation at the time; and
- b) a suitably qualified person for the provision of fibre ready telecommunication facilities to each lot shown on the endorsed plan in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.

~~56-57.~~ Before the issue of a Statement of Compliance for any stage of the subdivision under the Subdivision Act 1988, the owner of the land must provide written confirmation from:

- a) a telecommunications network or service provider that all lots are connected to or are ready for connection to telecommunications services in accordance with the provider's requirements and relevant legislation at the time; and
- b) a suitably qualified person that fibre ready telecommunication facilities have been provided in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.

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Expiry Condition:**EXP-06 – Subdivision**

57-58. This permit will expire if one of the following circumstances applies:

- a) the plan of subdivision is not certified within 2 years of the date of this permit; or
- b) the registration of the subdivision is not completed within 5 years of certification.

The Responsible Authority may extend the time if a request is made in writing before the permit expires or within six months of expiry of permit.

Note: The commencement of the subdivision is regarded by Section 68(3A) of the Planning and Environment Act 1987 as the certification of the plan, and completion is regarded as the registration of the plan.

Note 1. In accordance with section 17 of the Subdivision Act, the works required to be undertaken under this permit as part of the subdivision hereby permitted, shall not commence until the Plan of Subdivision has been certified and the engineering plans for the works required have been approved.

Note 2. In accordance with the requirements of the Road Safety (Traffic Management) Regulations, a responsible entity for a road or road-related area (as defined in the Road Safety Act) may only install Major Traffic Control Devices on a road or road-related area following approval by the Department of Transport.

Note 3. Tree 2 as described in Tree Impact Assessment, Site: 15-57 Philip Parade, CHURCHILL (Paul Jones, Arb Inspect, 13 January 2023: V1) is assumed lost due to encroachment of the Tree Protection Zone of more than 10%. This tree is required to be offset due to the impact to the TPZ, however must be retained within the Reserve.

Note 4. Control of all Catchment and Land Protection Act 1994 listed noxious weeds and pest animals must commence prior to works and during the construction and operation phase to minimise

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spread.

Note 5. The operator of this permit must ensure that all relevant Permits have been obtained prior to the commencement of the development

Note 6. Before any earthworks are undertaken, it is recommended that you contact Dial Before You Dig on 1100.

END CONDITION

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Latrobe Planning Scheme Amendment C141 (Philip Parade Rezoning)

Post Exhibition Changes Table

May 2024

ITEM	WHAT IS THE CHANGE?	WHAT IS THE REASON FOR THE CHANGE?	RELATED SUBMISSION
Draft Planning Permit 2023/254			
1	Changes to headings of condition 1, 2, 3 and 4 to remove END-07, END-05, SUBD-08 and SUBD-12 from the heading as this is not required.	Administrative error. This reference is for the condition in the system and does not need to be included in the planning permit.	N/A
2	Updated heading DELWP to DEECA prior to condition 24.	As requested by DEECA submission due to changes in government.	Submission 1
3	Add new condition (condition 11) from Gippsland Water which states: <i>Prior to Statement of Compliance, pay to Gippsland Water New Customer Contributions for the change in servicing of the land. These fees will be based on Gippsland Water's Essential Services Commission approved charges.</i>	As requested by Gippsland Water submission.	Submission 2
4	Updated condition numbering due to insertion of new Gippsland Water Submission. Including numbering in condition 1 and 3 to reference updated condition numbers.	Administrative change in response to the submission from Gippsland Water	N/A
5	Update condition 13 and 17 to include 'Prior to Certification' Update condition, 14-16 to include words 'Prior to Statement of Compliance'	As requested by Gippsland Water submission. This change provides more detail in the permit around what is required at what stage.	Submission 2
6	Update condition 55 to correct numbering of the condition. Update Section 96C to 96J for approval.	Administrative error.	N/A
Explanatory Report			
7	Explanatory Report updated as per the requirements for adoption which includes: <ul style="list-style-type: none"> - Removing submission and panel hearing dates; - Updating wording for approval; and - Approval stage comments for how the views of relevant agencies and authorities were addressed. 	As required for the adoption of the Amendment.	N/A

Planning and Environment Act 1987

LATROBE PLANNING SCHEME
AMENDMENT C141LATR
PLANNING PERMIT APPLICATION 2023/254
EXPLANATORY REPORT

Overview

The amendment rezones land at Philip Parade, Churchill, formally described as Lot C on PS 849090M, from Commercial 1 Zone to part Residential Growth Zone Schedule 4 (Churchill Activity Centre) and part Commercial 1 Zone. The rezoning aligns with the proposed planning permit for subdivision and once subdivided the land will not be within a split zone.

The amendment does this by:

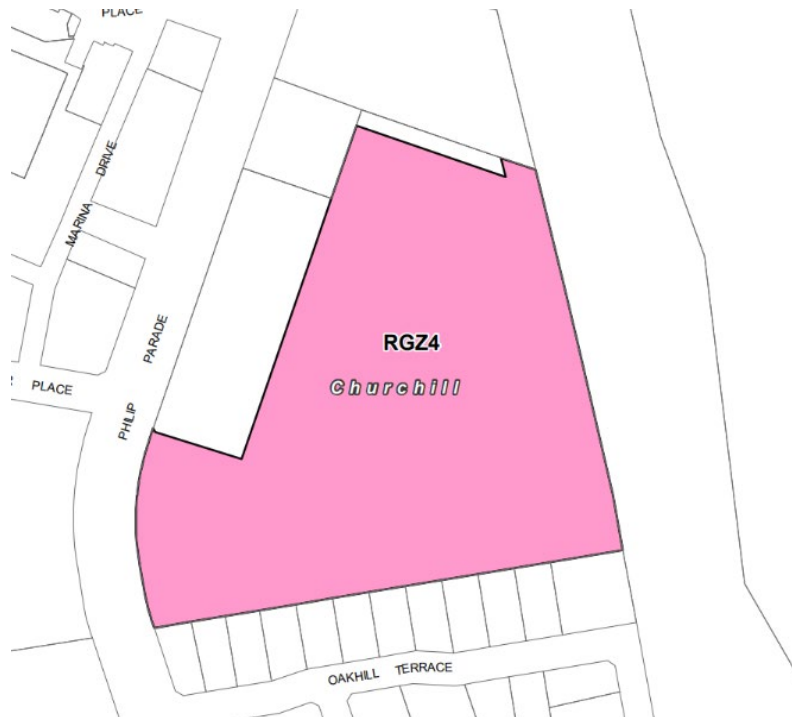
- Updating the Churchill Structure Plan at Clause 11.01-1L (Settlement), the Churchill Town Centre Plan at Clause 11.03-1L (Activity Centres) and the Churchill Housing Framework Plan at Clause 16.01-1L (Housing Supply) to reflect the proposed rezoning change.
- Rezoning approximately 3.5ha out of the 4.2ha parcel of land to Residential Growth Zone Schedule 4 (Churchill Activity Centre). The remaining 0.7ha of land is to remain Commercial 1 Zone. Lot E in the Proposed Subdivision Plan (see Figure 1) will be Commercial 1 Zone, the remaining lots will be Residential Growth Zone Schedule 4 (Churchill Activity Centre).
- Seeking approval for a multi – lot (32 lot) subdivision and removal of native vegetation to facilitate the development of the land in accordance with the proposed zoning (see Figure 1 – Proposed Subdivision and Figure 2 – Rezoning Map).

OFFICIAL

Figure 1 – Proposed Subdivision



Figure 2 – Rezoning Map



OFFICIAL

Where you may inspect this amendment

The amendment can be inspected free of charge at the Latrobe City Council website at https://www.latrobe.vic.gov.au/Property/Development/Planning_Scheme_Amendments/Current_Planing_Scheme_Amendments.

And

The amendment is available for public inspection, free of charge, during office hours at the following places:

Latrobe City Council

Corporate Headquarters

141 Commercial Road, Morwell

Office hours: 9am to 5pm, Monday to Friday

Churchill Service Centre

9-11 Philip Parade, Churchill

Office hours: 10am to 4.30pm, Monday and Friday

Moe Service Centre

1-29 George Street, Moe

Office hours: 8.30am to 5.15 Monday to Friday & 9am to 12noon Saturday

Traralgon Service Centre

34-38 Kay Street, Traralgon

Office hours: 8.30am to 5.15pm Monday to Friday & 9am to 12noon Saturday

The amendment can also be inspected free of charge at the Department of Transport and Planning website at <http://www.planning.vic.gov.au/public-inspection> or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.

Details of the amendment**Who is the planning authority?**

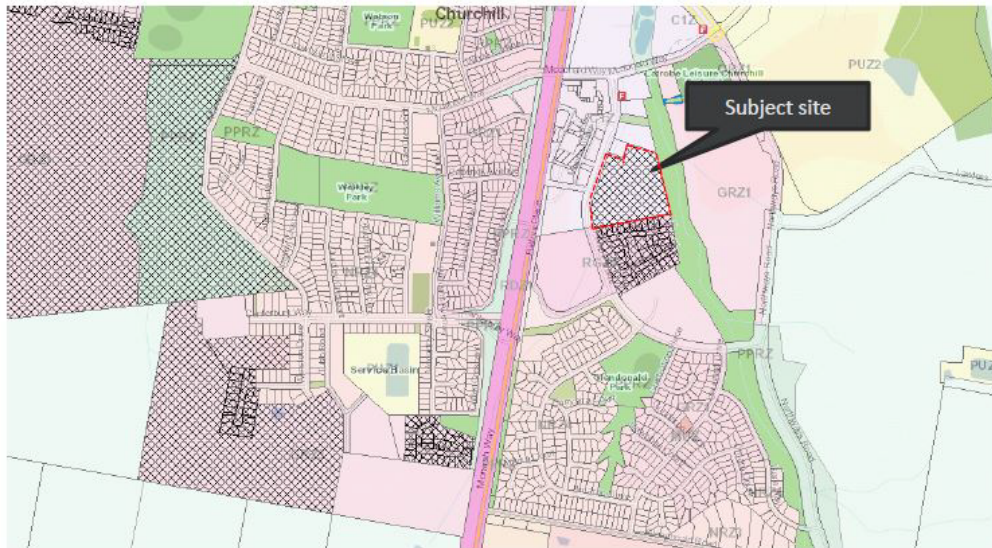
This amendment has been prepared by the Latrobe City Council, which is the planning authority for this amendment.

The amendment has been made at the request of Millar Merrigan on behalf of Gippsland Development Group.

Land affected by the amendment

The combined s96A Amendment applies to Philip Parade, Churchill which is formally described as Lot C on PS 849090M, as shown in Figure 3.

Figure 3 – Subject Site



A mapping reference table is attached at **Attachment 1** to this Explanatory Report.

The amendment is a combined planning permit application and planning scheme amendment under section 96A of the Act.

The planning permit application applies to:

- Lot C PS 849090M.

What the amendment does

The amendment rezones the subject site identified from Commercial 1 Zone to part Residential Growth Zone, Schedule 4 (Churchill Activity Centre) and part Commercial 1 Zone.

Specifically, the amendment:

- Amends Map 96 to apply the Residential Growth Zone, Schedule 4 (Churchill Activity Centre) to Lot C PS 849090M.
- Amends Clause 11.01-1L (Settlement) to insert an updated Churchill Town Structure Plan.
- Amends Clause 11.03-1L (Activity Centres) to insert an updated Churchill Activity Centre Plan.
- Amends Clause 16.01-1L (Housing Supply) to insert an update Churchill Housing Framework Plan.

The planning application seeks approval for:

- Multi-lot subdivision of the land and native vegetation removal.

The planning permit is attached as a separate document to this Explanatory Report.

Strategic assessment of the amendment

Why is the amendment required?

Latrobe City Council Retail Strategy 2019

The *Latrobe City Council Retail Strategy 2019* was implemented into the Latrobe Planning Scheme in February 2021 through Amendment C119latr. Amendment C119latr introduced the Retail Hierarchy Plan at Clause 02.04 which identifies the Churchill Town Centre as a large town centre and introduced

the following policy in Clause 02.03-1 (Activity Centres):

Large Town Centre (Churchill): Provide a comprehensive range of day-to-day and weekly convenience retailing, including supermarkets. A range of non-food retailing and services is also provided, the extent of which depends on the size of the catchment served by the centre. Large Town Centres serve the immediate township and surrounding rural areas and small towns. Large town centres also provide a range of commercial, civic, health and other uses serving the township and a wider rural catchment.

One of the recommendations of the Latrobe City Council Retail Strategy 2019 for Churchill was to:

2.21 Undertake an assessment of the Commercial 1 Zone land supply in the centre which considers development for non-retail uses (e.g. residential).

The Background Report for the Retail Strategy identified that Churchill had an oversupply of Commercial 1 Zone land and that there may be an opportunity to consider future rezonings to non-retail uses. In particular, the study indicated that there were two large parcels of vacant Commercial 1 Zone land one being 4.2ha (subject land) in size and the other 5.52ha in size that could be considered for rezoning.

Revised Rezoning Economic Advice 2022

Amendment C141latr prepared background reports to support the rezoning and subdivision request. In particular, the Economic Advice prepared by Ethos Urban in 2022, provides justification to support the rezoning of the Commercial 1 Zone land to Residential Growth Zone Schedule 4 as follows.

Commercial Land Supply Assessment

The *Economic Advice 2022* details the following in relation to the Churchill Town Centre:

- *There is approximately 24.6ha of Commercial 1 zoned (C1Z) land. Of this C1Z land, 9.8ha or 40% is vacant, meaning there are no buildings or development on the land and the land is available for development.*
- *The subject site is unlikely to attract an anchor retailer or significant commercial development due to the proximity of other larger higher order centres in Traralgon, Morwell and Moe.*
- *By 2026, an additional +520m² of retail floorspace could be supported in the Churchill Town Centre, with this increasing to +960m² by 2031 and +1,450m² by 2036. This amount of floorspace would not be sufficient to support a full line supermarket or DDS, meaning that it is likely to be captured by smaller retail tenancies.*
- *Based on the subject site size of 4.2ha, the additional supportable retail floorspace as forecast would occupy only 3.5% of the subject site total land area. The plan for the subject site reserves 0.65ha for potential retail or commercial development, with this land able to support 2,600m² of retail or other floorspace. This is above the level of additional retail floorspace the Town Centre could support by 2036 meaning the entire demand for additional retail floorspace in Churchill Town Centre could be supported at the subject site even with the development of residential uses on the majority of the site.*

Therefore, based on the above assessment, the proposed amendment is required to meet future residential demand and rezoning the land from Commercial 1 Zone will not significantly impact the land in the Churchill Town Centre, nor limit the opportunity for future development of retail or commercial uses in the town centre.

Residential Land Supply Assessment

The *Economic Advice 2022* details the following in relation to the residential land supply for Churchill:

- *Limited vacant lots on the market in Churchill suggests there is a lack of supply of vacant residential lots. Although there is vacant residential zoned land within the town, this land is not being put forward for development, and as such supply of residential land is being restricted.*
- *Development at the subject site provides an opportunity to deliver a high-quality housing product of increased density in a central location. The housing product proposed for the site reflects the development occurring immediately south in Oak Hill Estate, being an alternative housing product to the traditional standalone houses which dominate the town.*

- *The proposed development of the subject site would increase the available residential land by only 32 lots. Based on the total private dwellings in the trade area at the time of the 2021 ABS Census, these 32 lots would result in an increase in residential dwellings of +1.5%. An increase of this amount is considered negligible.*

Therefore, based on the above assessment the proposed amendment is supported as it only increases residential land supply by 1.5% and encourages an alternative housing product to be offered which differs from other development types currently being developed within Churchill.

Latrobe City Council Housing Strategy 2019

The *Latrobe City Council Housing Strategy 2019* was introduced into the Latrobe Planning Scheme through Amendment C105latr. Amendment C105latr introduced a number of changes to support housing growth and development in Latrobe. At Clause 02.04, the Settlement Plan was introduced which identified that Churchill's role is to promote future growth. At Clause 02.03-1 (Settlement) it states that:

Churchill has several significant education providers including the Federation University. It operates as a local service centre, though its industry and commercial activity is smaller in comparison to the other major towns (Churchill is identified as a Large Town Centre within the Latrobe City Retail Centre Hierarchy). It has a sufficient long-term supply of residential land that contributes to the diversity of residential land and housing in Latrobe

The *Latrobe City Council Housing Strategy 2019* developed a Housing Framework and a Substantial Change Area was allocated to areas within a 5 minute walking distance of an Activity Centre or Town Centre. The area proposed to be rezoned as part of the Amendment is within a 5 minute walking distance of the Churchill Town Centre. Therefore, it is considered appropriate for the land to be designated a Substantial Change Area and rezoned to Residential Growth Zone Schedule 4 (Churchill Activity Centre).

Churchill Structure Plan, Churchill Town Centre Plan and Churchill Housing Framework Plan

The Churchill Structure Plan, Churchill Town Centre Plan and Churchill Housing Framework Plan reflect the current zoning of the land. The amendment proposes to update these plans in the planning scheme to reflect the proposed zones, therefore avoiding any confusion once the land has been rezoned.

How does the amendment implement the objectives of planning in Victoria?

The Planning Policy Framework seeks to ensure that the objectives of planning in Victoria (as set out in section 4 of the Act) are fostered through appropriate land use and development planning policies and practices which integrate relevant environmental, social and economic factors in the interests of net community benefit and sustainable development.

The relevant objectives of section 4 of the Act include (inter alia):

- S.4(1)(a) to provide for the fair, orderly, economic and sustainable use, and development of land;
- S.4(1)(c) to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;
- S.4(1)(e) to protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community;
- S.4(1)(f) to facilitate development in accordance with the objectives set out in paragraph (a)(c) and (e).

The amendment implements the objectives of planning in Victoria by providing for and facilitating the fair, orderly, sustainable and economic development of residential land in a strategic location.

The site benefits from its location within an undeveloped activity centre (south of the Churchill Town Centre, north of existing residential, both of which are fully serviced), allowing the site to be planned in an orderly manner to achieve desirable land use and development outcomes via the Section 96A

amendment process.

How does the amendment address any environmental, social and economic effects?

Environmental Impacts

The subject site is highly modified due to past clearing and grazing uses. Small patches of native grasses have been identified and are proposed to be removed as part of the planning permit to allow for the development of the land. The site has two Strzelecki Gums located in the south-west portion of the site and the subdivision layout this land as a reserve to ensure its protection of the trees. TPZ's have been provided around the two Strzelecki Gums and conditions around the TPZ's and removal of native vegetation have been included as part of the planning permit conditions.

Social and Economic Impacts

The amendment will have a net community benefit by facilitating future residential of land to support the implementation of the *Latrobe City Council Housing Strategy 2019*, Churchill Structure Plan at Clause 11.01-1L (Settlement) and the Housing Framework Plan at Clause 16.01-1L (Housing Supply). The development of this area will reduce the oversupply of commercial land as identified in the *Latrobe City Council Retail Strategy 2019* and in turn provide much needed residential living close to the Churchill Activity Centre.

Does the amendment address relevant bushfire risk?

The site is not covered by a Bushfire Management Overlay and as such no bushfire planning requirements are applicable. The site is contained within a designated Bushfire Prone Area (BPA) and future lot owners will need to seek a Bushfire Attack Level (BAL) report as part of the building permit process.

A Bushfire Risk Assessment was prepared in support of the rezoning application which determined that the land to be rezoned and subdivided is currently zoned Commercial Zone which allows for a range of sensitive uses and therefore a land use change to a residential zone will not create an increased risk. Furthermore, residential development of this land is not considered to be an expansion to the settlement given that the site forms part of the established urban area of Churchill and accordingly the location is considered acceptable.

The amendment meets bushfire planning policy at Clause 13.02-1S (Bushfire Planning) and Clause 13.02-1L (Bushfire Prone Areas) of the Planning Scheme because the landscape risk present can be mitigated to an acceptable level through the subdivision design, specifically achieving radiant heat benchmarks, use of a perimeter road and low threat landscaping in proposed reserves.

The BAL-LOW areas of Churchill are directly opposite the site, providing credible shelter options, which provide for an important feature in the aim to protect life above all else.

The site assessment determines that the subject land can be developed to BAL-12.5 requirements in accordance with 13.02-1S (Bushfire Planning) and 13.02-1L (Bushfire Prone Areas) and a Bushfire Management Plan has been prepared to show how this can occur.

The proposal has appropriately responded to the risk of Bushfire. It is submitted that there will be no unreasonable increased risk to life and property from bushfire as a result of the proposal.

The proposal was referred to the CFA for comment. Appropriate conditions have been placed on the planning permit to ensure measures identified in the Bushfire Assessment are implemented as requested by the CFA.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment is consistent with *Ministerial Direction The form and content of Planning Schemes*. Minor changes are proposed to Clauses 11.01-L (Churchill), 11.03-1L (Churchill Activity Centre) and 16.01-1L (Housing Supply). The changes made are consistent with this direction and local provision templates.

The amendment is consistent with *Ministerial Direction No.1 Potentially Contaminated Land*. An Preliminary Site Assessment has been completed as part of the supporting documents for the amendment indicating no potential for contamination as guided by *Planning Practice Note 30 Potentially contaminated land*. Therefore, Latrobe City Council has satisfied itself that there is no potential for contamination.

The amendment is consistent with the *Ministerial Direction 11 Strategic Assessment of Amendments* under Section 12(2) of the Act. An assessment of the planning scheme amendment has been made against the guidelines and details have been provided within this explanatory report.

The amendment will be consistent with the *Ministerial Direction 15 The Planning Scheme Amendment Process* under Section 12(2) of the Act. It is proposed the amendment will be in accordance with Ministerial Direction 15, including meeting timeframes set out by this direction. If timeframes cannot be met, exemptions will be sought.

The amendment is consistent with *Ministerial Direction 19 The preparation and content of Amendments that may significantly impact the Environment, amenity and human health*. The amendment was referred to the EPA for comment on 18 August 2023 and 4 October 2023 and the EPA advised on 12 October that the 'EPA has no further comments to make on the proposed amendment and no further clarification is required'. The application appears to address all concerns raised by the EPA.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The amendment supports the objectives of Clause 11 (Settlement) particularly Clause 11.02-1S (Supply of urban land), to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.

Clause 11.01-1R (Settlement Gippsland) - the amendment is consistent with the Gippsland Regional Growth Plan in supporting urban growth in Latrobe City as Gippsland's regional city.

Clause 11.01-1L (Latrobe Settlement Patterns) - the amendment proposes to update the Churchill Structure Plan to show part of the land at Philip Parade, Churchill Lot C on PS 849090M from Commercial Supply to part Commercial Supply and part Residential Supply.

Clause 11.03-1L (Churchill Activity Centre Plan) - the amendment proposes to update the Churchill Activity Centre Plan to show part of the land at Philip Parade, Churchill Lot C on PS 849090M from Activity Centre Supply to part Activity Centre Supply and part Residential supply.

The amendment is consistent with Clause 12 (Environmental and Landscape Values) including the objectives of ensuring no net loss to biodiversity through the rezoning of land that has been highly modified due to past clearing and uses. A small amount of vegetation removal is proposed as part of the planning permit application and appropriate conditions have been placed on the planning permit that require offsets and other protection measures. Clause 12.03-1S (River corridors, waterways, lakes and wetlands) is also relevant which aims to protect and enhance river corridors, waterways, lakes and wetlands. Appropriate conditions have been placed on a planning permit to address stormwater management and interface with the waterway adjacent to the site.

The amendment is consistent with Clause 13 (Environmental Risks and Amenity) - particularly Clause 13.02-1S (Bushfire planning) and Clause 13.02-1L (Bushfire Pone Areas) by directing growth and development to a low risk location where the risk to life and property can be managed to an acceptable level. It is submitted that the existing landscape risk can be mitigated to an acceptable level through the subdivision design, specifically achieving radiant heat benchmarks, use of perimeter road and low threat landscaping in proposed reserves. A bushfire assessment has been prepared which address clauses 13.02-1S and Clause 13.02-1L and appropriate conditions have been placed on the planning permit in relation to bushfire protection.

The amendment has considered Clause 13.04-1S (Contaminated and potentially contaminated land). A Preliminary Site Investigation has been completed as part of the background documents for the amendment indicating no potential for contamination on the site as guided by *Planning Practice Note 30 Potentially Contaminated Land*.

The amendment has considered Clause 13.05-1S (Noise Management) and any potential for noise exposure to sensitive land uses from Monash Way. Monash Way is at least 170m away from the subject land and there is existing housing and commercial development in between Monash Way and the development site. There are sensitive uses which are closer to Monash Way than the subject land, and no complaints are received about noise exposure to date. Therefore, it is unlikely that there would be any noise impact from Monash way to the subject site.

The amendment has considered Clause 13.07-1S – (Land Use Compatibility) because any development of the commercial land will need to consider any future impacts on the residential land including siting, building design and operational measures.

The amendment has considered Clause 15 (Built Environment and Heritage) with particular reference to

Clause 15.01-3S (Subdivision design) which requires the design of subdivisions to achieve safe, accessible, diverse and sustainable neighbourhoods. Clause 15.01-4S (Healthy neighbourhoods) aims to achieve neighbourhoods that foster healthy and active living and community wellbeing. The subdivision has been designed with the above in mind and provides a safe, practical layout while achieving large useable areas of open space links with neighbouring residential land and is within walking distance to various services and facilities.

The amendment is supported by Clause 16 (Housing), particularly Clauses 16.01-1S (Housing supply), Clause 16.01-1L (Housing Supply) and Clause 16.01-2S (Housing affordability) all of which aim to provide zoned and serviceable land ready for residential development to increase housing opportunities within the municipality. The amendment recognises the *Latrobe City Council Housing Strategy 2019* and its vision to provide a diverse range of housing opportunities and types to cater for a changing and growing population. The *Latrobe City Council Housing Strategy 2019* identifies a need to locate increased housing density around locations with good access to activity centres. The *Latrobe City Council Housing Strategy 2019* also identified the land immediately south of the subject site (Oak Hill Estate) as a "substantial change" area which supports low scale apartments, townhouses and units which is consistent with the proposed zone and future land use of the subject site.

The amendment proposes to update the Churchill Housing Framework Plan at Clause 16.01-1L (Housing Supply) to show the land at Philip Parade, Churchill (Lot C on PS 849090M) as part commercial area and part substantial change.

The amendment is in accordance with Clause 19 (Infrastructure) particularly Clause 19.03-2S (Infrastructure design and provision) which encourages the timely provision of planning infrastructure to meet the needs of the community. Relevant infrastructure and services will be provided as part of the subdivision with the cost borne by the developer.

How does the amendment support or implement the Municipal Planning Strategy?

The Municipal Planning Strategy provides local content to support the PPF and as such the amendment is considered to be supported by the MPS. In particular:

Clause 02.03 (Strategic Directions) notes the following in relation to Churchill:

Churchill has several significant education providers including the Federation University. It operates as a local service centre, though its industry and commercial activity is smaller in comparison to the other major towns (Churchill is identified as a Large Town Centre within the Latrobe City Retail Centre Hierarchy). It has a sufficient long term supply of residential land that contributes to the diversity of residential land and housing in Latrobe.

Council's settlement planning seeks to:

- *Integrate the four centres of Churchill, Moe-Newborough, Morwell and Traralgon to support them functioning as a single urban system by:*
 - *Promoting growth in Moe-Newborough and Churchill as supporting network towns, serving as secondary urban centres.*
- *Support growth in district towns that reinforces their role as key retail and service centres for a moderate population base and the hinterland.*

The proposed rezoning is consistent with these settlement objectives by supporting Churchill in its role as a 'Large Town Centre' and by rezoning underutilised commercial land and providing additional residential land within close proximity to facilities and services.

Clause 02.03-3 (Environmental risks and amenity) acknowledges that most of the municipality is within a bushfire prone area. Planning for bushfire seeks to:

- *Reduce bushfire risk through various bushfire protection measures;*
- *Decrease the level of risk to life, property, the environment and biodiversity from bushfire.*

The proposal submits that the landscape risk present can be mitigated to an acceptable level through the subdivision design, specifically achieving radiant heat benchmarks, use of perimeter road and low threat landscaping in proposed reserves.

Clause 02.03-6c (Housing) discusses housing framework plans which have been prepared for all towns within Latrobe. The site is currently located in a commercial area due to its zoning, however the land

abutting to the south (stages 1 through to 3 of Oak Hill Estate) are nominated as substantial change.

Planning for housing seeks to:

- *Encourage a substantial increase in housing density and diversity to maximise access to existing services, transport and infrastructure in Substantial Change Areas.*

Clause 02.03-9 (Infrastructure) discusses the importance of open spaces for people to meet and grow community networks. Planning for open space seeks to:

- *Design public open spaces so they are accessible and can be used by people of all abilities, ages and interests.*

Reserves are proposed as part of the subdivision design which provide connection to the existing reserve to the east and provide a connection to the existing activity centre to the north west.

Does the amendment make proper use of the Victoria Planning Provisions?

To assist with preparing a comprehensive strategic evaluation of the amendment, the following Planning Practice Notes were utilised.

Planning Practice Note 46: Strategic Assessment Guidelines for preparing and evaluating planning scheme amendments (PN46) was relied upon for guidance. The Strategic Assessment Guideline provides a consistent framework for preparing and evaluating a proposed planning scheme amendment and its outcomes.

To ensure the subdivision layout is consistent with Clause 56, *Planning Practice Note 40 Using the residential subdivision provisions of clause 56* was relied upon for guidance.

Planning Practice Note 90: Planning for Housing was utilised to plan for housing growth and protect neighbourhood character to ensure a balanced approach to managing residential development in Latrobe City Council.

Planning Practice Note 91: Using the Residential Zones provides guidance about how to use the residential zones to implement strategic work and make use of the key features of the residential zones.

How does the amendment address the views of any relevant agency?

Exhibition stage:

Informal referral of the proposed Planning Scheme Amendment and planning permit was given to APA Group, Ausnet Services, CFA, DEECA, DTP, Gippsland Water, West Gippsland Catchment Management Authority and EPA for comment.

No objections or concerns were raised in relation to the proposed amendment.

Any conditions required by agencies and authorities have been included in the draft planning permit.

Further engagement will be undertaken during the formal exhibition period.

Approval Stage:

Submissions of support were received from CFA and West Gippsland Catchment Management Authority. Submissions of support were also received from DEECA and Gippsland Water where minor changes to the planning permit were requested to the planning permit conditions. The Planning Permit 2023/254 was updated to reflect the changes requested.

A submission from received from the Churchill and District Community Association regarding creating access to the adjoining Oakhill Terrace. A response to the submission was provided with details how this access has been considered which includes a provision of the carriageway easement at 23 Oakhill Terrace which will allow for this connection. This resolved the concerns of the CDCA which was provided in writing on 13 May 2024.

No outstanding submissions remain.

Does the amendment address relevant requirements of the *Transport Integration Act 2010*?

The amendment is not considered to have any impact on the transport system, as defined by Section 3 of the Transport Integration Act 2010.

There are no applicable statements of policy principles prepared under Section 22 of the Transport Integration Act 2010.

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The amendment will not have any significant financial implications for the responsible authority.

The number of additional planning permits to be processed due to the controls being introduced by the amendment is expected to be minimal.

ATTACHMENT 1 - Mapping reference table

Location	Land /Area Affected	Mapping Reference	Address	Proposed changes		
				Zone	Overlay	Deletion
Churchill	to Lot C on PS 849090M Vol 12443 Fol 023	96	Philip Parade, Churchill	Rezoned part Commercial 2 Zone to Residential Growth Zone Schedule 4	N/A	N/A

*Planning and Environment Act 1987***LATROBE PLANNING SCHEME****AMENDMENT C141latr****INSTRUCTION SHEET**

The planning authority for this amendment is the Latrobe City Council.

The Latrobe Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 1 attached map sheets.

Zoning Maps

1. Amend Planning Scheme Map No 96 in the manner shown on the 1 attached map marked "Latrobe Planning Scheme, Amendment C141latr".

Planning Scheme Ordinance

The Planning Ordinance is amended as follows:

2. In **Planning Policy Framework** – update the Churchill Town Structure Plan in Clause 11.01-1L in the form of the attached document.
3. In **Planning Policy Framework** – update the Churchill Activity Centre Plan in Clause 11.03-1L in the form of the attached document.
4. In **Planning Policy Framework** - update the Churchill Housing Framework Plan in Clause 16.01-1L in the form of the attached document.

End of document

OFFICIAL-Sensitive

LATROBE PLANNING SCHEME

11.01
31/07/2018
VC148

VICTORIA

LATROBE PLANNING SCHEME

11.01-1S10/06/2022
VC216**Settlement****Objective**

To facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.

Strategies

Develop sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities.

Focus investment and growth in places of state significance in Metropolitan Melbourne and the major regional cities of Ballarat, Bendigo, Geelong, Horsham, Latrobe City, Mildura, Shepparton, Wangaratta, Warrnambool and Wodonga.

Support sustainable development of the regional centres of Ararat, Bacchus Marsh, Bairnsdale, Benalla, Castlemaine, Colac, Echuca, Gisborne, Hamilton, Kyneton, Leongatha, Maryborough, Portland, Sale, Swan Hill, Warragul/Drouin and Wonthaggi.

Ensure regions and their settlements are planned in accordance with their relevant regional growth plan.

Guide the structure, functioning and character of each settlement taking into account municipal and regional contexts and frameworks.

Create and reinforce settlement boundaries.

Provide for growth in population and development of facilities and services across a regional or sub-regional network.

Plan for development and investment opportunities along existing and planned transport infrastructure.

Promote transport, communications and economic linkages between settlements through the identification of servicing priorities in regional land use plans.

Strengthen transport links on national networks for the movement of commodities.

Deliver networks of high-quality integrated settlements that have a strong identity and sense of place, are prosperous and are sustainable by:

- Building on strengths and capabilities of each region across Victoria to respond sustainably to population growth and changing environments.
- Developing settlements that will support resilient communities and their ability to adapt and change.
- Balancing strategic objectives to achieve improved land use and development outcomes at a regional, catchment and local level.
- Preserving and protecting features of rural land and natural resources and features to enhance their contribution to settlements and landscapes.
- Encouraging an integrated planning response between settlements in regions and in adjoining regions and states in accordance with the relevant regional growth plan.
- Providing for appropriately located supplies of residential, commercial, and industrial land across a region, sufficient to meet community needs in accordance with the relevant regional growth plan.
- Improving transport network connections in and between regional cities, towns and Melbourne.
- Integrating the management of water resources into the urban environment in a way that supports water security, public health, environment and amenity outcomes.

LATROBE PLANNING SCHEME

- Minimising exposure to natural hazards, including increased risks due to climate change.
- Contributing to net zero greenhouse gas emissions through renewable energy infrastructure and energy efficient urban layout and urban design.

Encourage a form and density of settlements that supports healthy, active and sustainable transport.

Limit urban sprawl and direct growth into existing settlements.

Promote and capitalise on opportunities for urban renewal and infill redevelopment.

Develop compact urban areas that are based around existing or planned activity centres to maximise accessibility to facilities and services.

Ensure retail, office-based employment, community facilities and services are concentrated in central locations.

Ensure land that may be required for future urban expansion is not compromised.

Support metropolitan and regional climate change adaption and mitigation measures.

Policy documents

Consider as relevant:

- *Central Highlands Regional Growth Plan* (Victorian Government, 2014)
- *G21 Regional Growth Plan* (Geelong Region Alliance, 2013)
- *Gippsland Regional Growth Plan* (Victorian Government, 2014)
- *Great South Coast Regional Growth Plan* (Victorian Government, 2014)
- *Hume Regional Growth Plan* (Victorian Government, 2014)
- *Loddon Mallee North Regional Growth Plan* (Victorian Government, 2014)
- *Loddon Mallee South Regional Growth Plan* (Victorian Government, 2014)
- *Wimmera Southern Mallee Regional Growth Plan* (Victorian Government, 2014)
- *Plan Melbourne 2017-2050: Metropolitan Planning Strategy* (Department of Environment, Land, Water and Planning, 2017)
- *Plan Melbourne 2017-2050: Addendum 2019* (Department of Environment, Land, Water and Planning, 2019)

LATROBE PLANNING SCHEME

Victoria Settlement Framework



LATROBE PLANNING SCHEME**11.01-1R**31/07/2018
VC148**Settlement - Gippsland****Strategies**

Support urban growth in Latrobe City as Gippsland's regional city, at Bairnsdale, Leongatha, Sale, Warragul/Drouin and Wonthaggi as regional centres, and in sub-regional networks of towns.

Support new urban growth fronts in regional centres where natural hazards and environmental risks can be avoided or managed.

Support the continuing role of towns and small settlements in providing services to their districts, recognising their relationships and dependencies with larger towns.

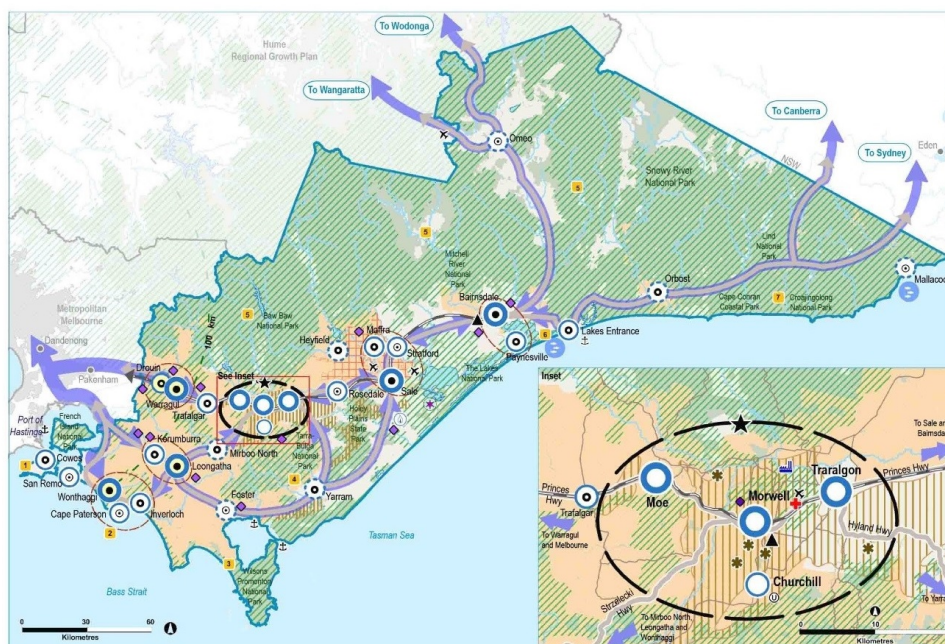
Create vibrant and prosperous town centres that are clearly defined and provide commercial and service activities that respond to changing population and market conditions.

Provide regional social infrastructure in the regional city and regional centres.

Plan for increased seasonal demand on services and infrastructure in towns with high holiday home ownership.

LATROBE PLANNING SCHEME

Gippsland Regional Growth Plan



SETTLEMENTS

- Regional city - Latrobe City*
 Regional centre
 Town
 Small town
 **Latrobe City is the grouping of Traralgon, Morwell, Moe and Churchill*
- Promote growth
 Support growth
 Sustainable change
 Designated identified growth centre in Plan Melbourne⁽¹⁾
- Sub regional network
 Areas within 100 km of central Melbourne
 Melbourne's urban area

CONNECTIVITY AND TRANSPORT

(1) Plan Melbourne (Chapter 6 – State of Cities) identifies Warragul/Drouin, Wonthaggi and Leongatha as peri-urban towns with potential to attract housing and population growth out of Melbourne

- Networks supporting movement and access
 Potential freight and logistics precincts
- Key road corridor
 Key rail corridor
 Arterial road (insert map only)
 Airport
 Port

ECONOMIC DEVELOPMENT

- Food manufacturing hubs
 Key agriculture and forestry land
 Macalister Irrigation District
- Brown coal reserves
 Power station
 Longford gas plant
 Australian Paper Maryvale
- Organic recycling facility
 University
 Hospital
 Fishing port

STRATEGIC TOURISM INVESTMENT AREAS

- 1 Phillip Island
 2 Bunurong Coast
 3 Wilsons Promontory National Park
 4 Tarra-Bulga National Park
- 5 Australian Alps
 6 Gippsland Lakes
 7 Croajingolong National Park

ENVIRONMENT

- Areas containing high value terrestrial habitat
 Public land
 Lakes
 Rivers

LATROBE PLANNING SCHEME**11.01-1L**28/05/2021
C122latr**Latrobe settlement patterns****Strategies**

Maintain a clear separation between urban settlements, other than the Morwell to Traralgon Employment Corridor linking the urban areas of Morwell and Traralgon.

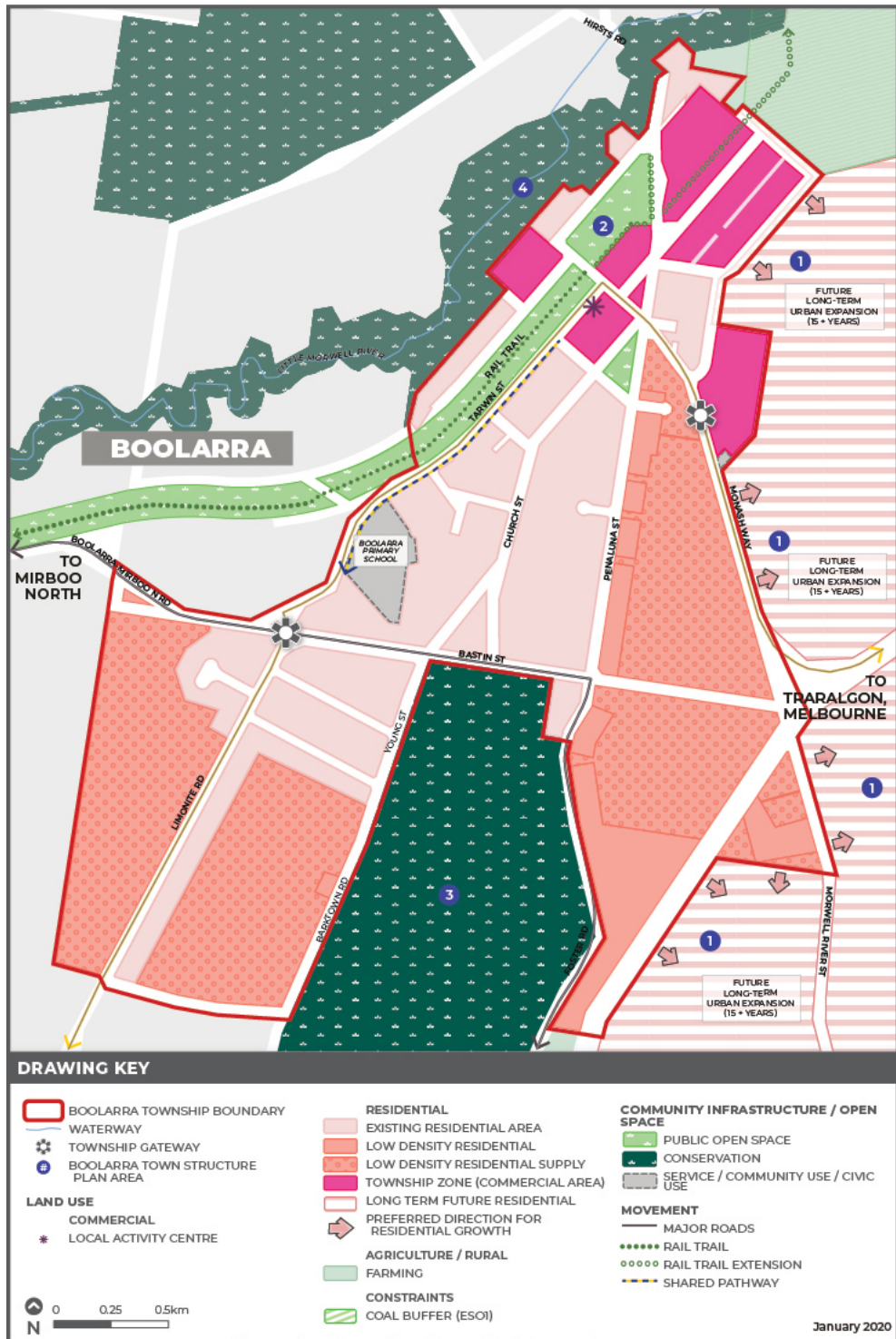
Discourage the fragmentation of rural land adjoining township boundaries until land is required for long term (15 or more years) urban development, including:

- Land southeast to the existing Churchill Township in Area 1 of the Churchill Town Structure Plan in Clause 11.01-1L (east of Northways Road and South of Lawless Road).
- Land along the eastern, north-western and western sides of the Moe-Newborough town boundary (Area 7 of the Moe-Newborough Town Structure Plan in Clause 11.01-1L).
- Land to the east of the existing urban area of Traralgon (Areas 9, 10 and 11 of the Traralgon Town Structure Plan in Clause 11.01-1L).
- Land to the east of Boolarra township (Area 1 in the Boolarra Township Structure Plan in Clause 11.01-1L).
- Land to the north, east and south of the Glengarry township (Areas 1, 2, 3, 4, and 7 of the Glengarry Town Structure Plan in Clause 11.01-1L).
- Land to the east and south of Mays Road in the Tyers Township (Area 5 of the Tyers Town Structure Plan in Clause 11.01-1L).

Manage growth in rural living precincts by discouraging further rezoning of land.

LATROBE PLANNING SCHEME

Boolarra Town Structure Plan (BTSP)



LATROBE PLANNING SCHEME**11.01-1L**

~~11.01-1L~~
Proposed C141latr

Churchill**Policy application**

This policy applies to land within the Churchill Town Structure Plan (CTSP) in this clause.

Strategies

Encourage development of CTSP Area 2 for medium density residential, research or education purposes.

Encourage university accommodation or medium density residential development on the residential land directly east of Eel Hole Creek and west of Northways Road (CTSP Area 3).

Encourage a Local Activity Centre at 2-4 Acacia Way, Churchill.

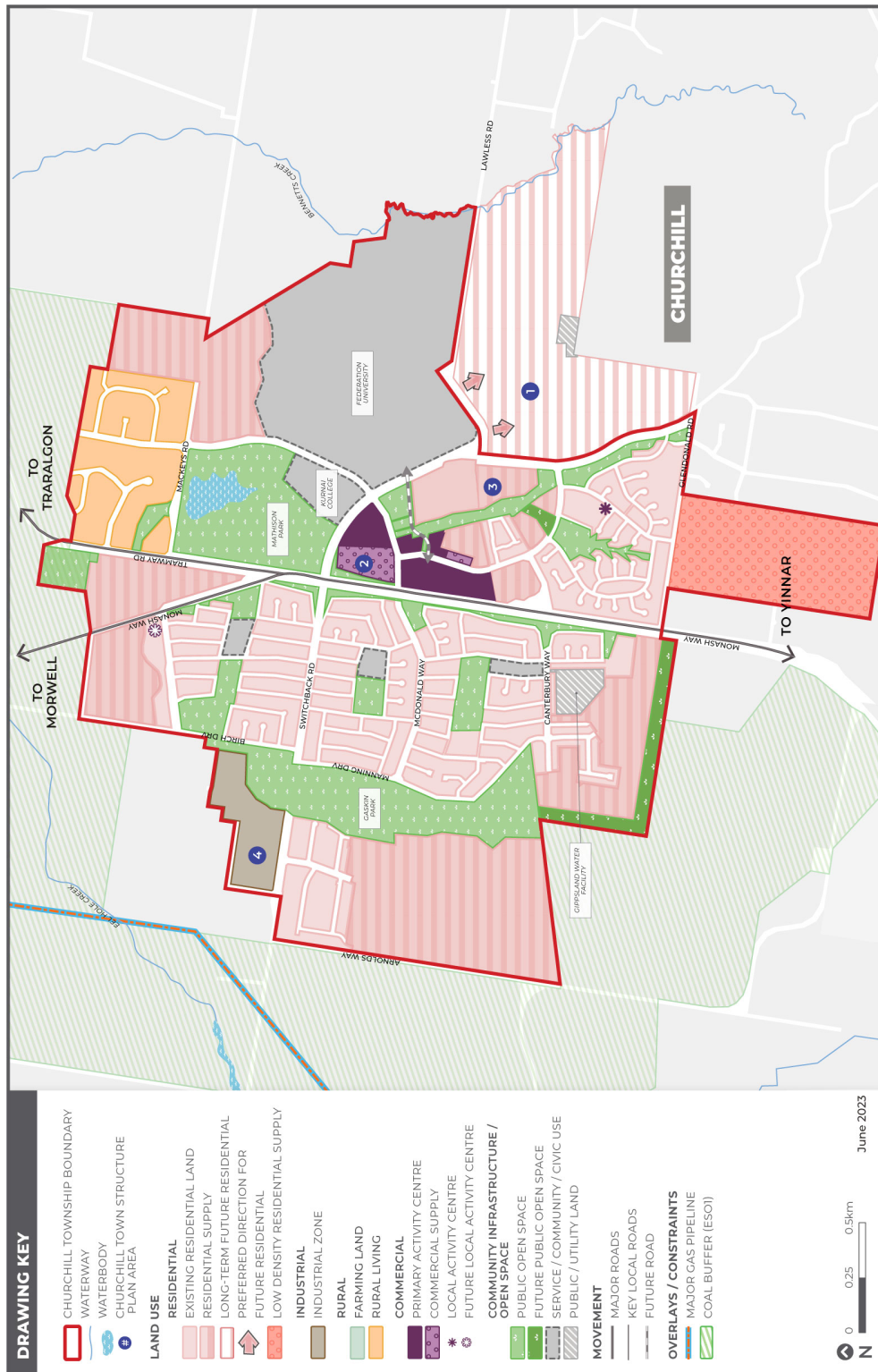
Policy documents

Consider as relevant:

- *Churchill Town Centre Plan* (Beca Pty Ltd, July 2007)
- *Churchill East West Link: Master Plan and Urban Design Framework* (Spiire Australia Pty Ltd, 2013)
- *Latrobe City Council Retail Strategy* (Essential Economics, 2019)
- *Latrobe Structure Plans – Churchill* (Beca Pty Ltd, August 2007)

LATROBE PLANNING SCHEME

Churchill Town Structure Plan (CTSP)



LATROBE PLANNING SCHEME**11.01-1L**28/05/2021
C122latr**Moe-Newborough****Policy application**

This policy applies to land within the Moe-Newborough Town Structure Plan (MNTSP) in this clause.

Strategies

Encourage residential development along Narracan Drive (MNTSP Area 6).

Discourage retail and office development outside of the Primary Activity Centre (MNTSP Area 1), other than office developments at the former Moe Hospital at Ollerton Avenue, Newborough (MNTSP Area 2).

Design industrial development in MNTSP Area 3 to protect any adjoining native vegetation in MNTSP Area 4.

Encourage a 'landmark use', such as a convention centre, at MNTSP Area 5 that complements the Botanical Gardens.

Provide for public open space connections from Narracan Drive through MNTSP Area 8 and connecting to John Field Reserve.

Encourage a Neighbourhood/ Local Activity Centre at 1 Waterloo Road, Becks Bay Village Centre and Fernlea Village Centre, Lake Narracan.

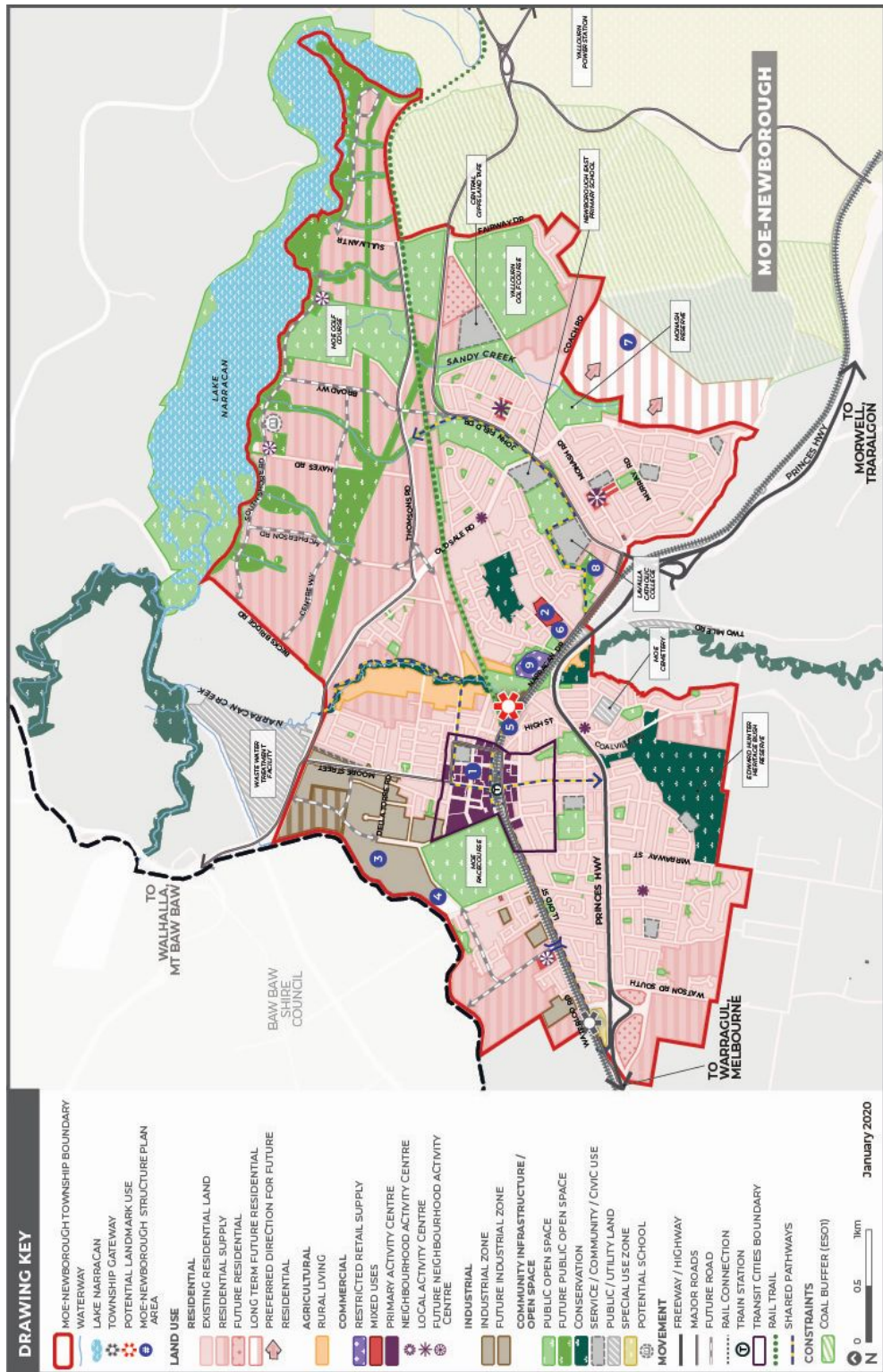
Policy documents

Consider as relevant:

- *Latrobe Structure Plan – Moe and Newborough* (Beca Pty Ltd, 2007)
- *Latrobe City Council Retail Strategy* (Essential Economics, 2019)
- *Strategic Outlook for Moe-Newborough and Lake Narracan* (Growth Areas Authority, 2013)

LATROBE PLANNING SCHEME

Moe-Newborough Town Structure Plan (MNTSP)



LATROBE PLANNING SCHEME

11.01-1L21/12/2023
C121latr**Morwell****Policy application**

This policy applies to land within the Morwell Town Structure Plan (MTSP) in this clause.

Strategies

Encourage residential development within MTSP Areas 1 and 2.

Discourage increased housing densities south of Commercial Road (Area 3), until the completion of rehabilitation works to northern batter of the Hazelwood mine area.

Encourage retail, office and residential mixed use developments within Morwell Primary Activity Centre (MTSP Area 4) and Mid-Valley Primary Activity Centre (MTSP Area 10).

Discourage retail and office development outside of the Morwell Primary Activity Centre (MTSP Area 4), Mid-Valley Primary Activity Centre (MTSP Area 10) and Princes Drive, Morwell (MTSP Area 6).

Screen industry in MTSP Area 7 from residential areas along the western boundaries of the industrial precinct by providing a buffer of open space and vegetation.

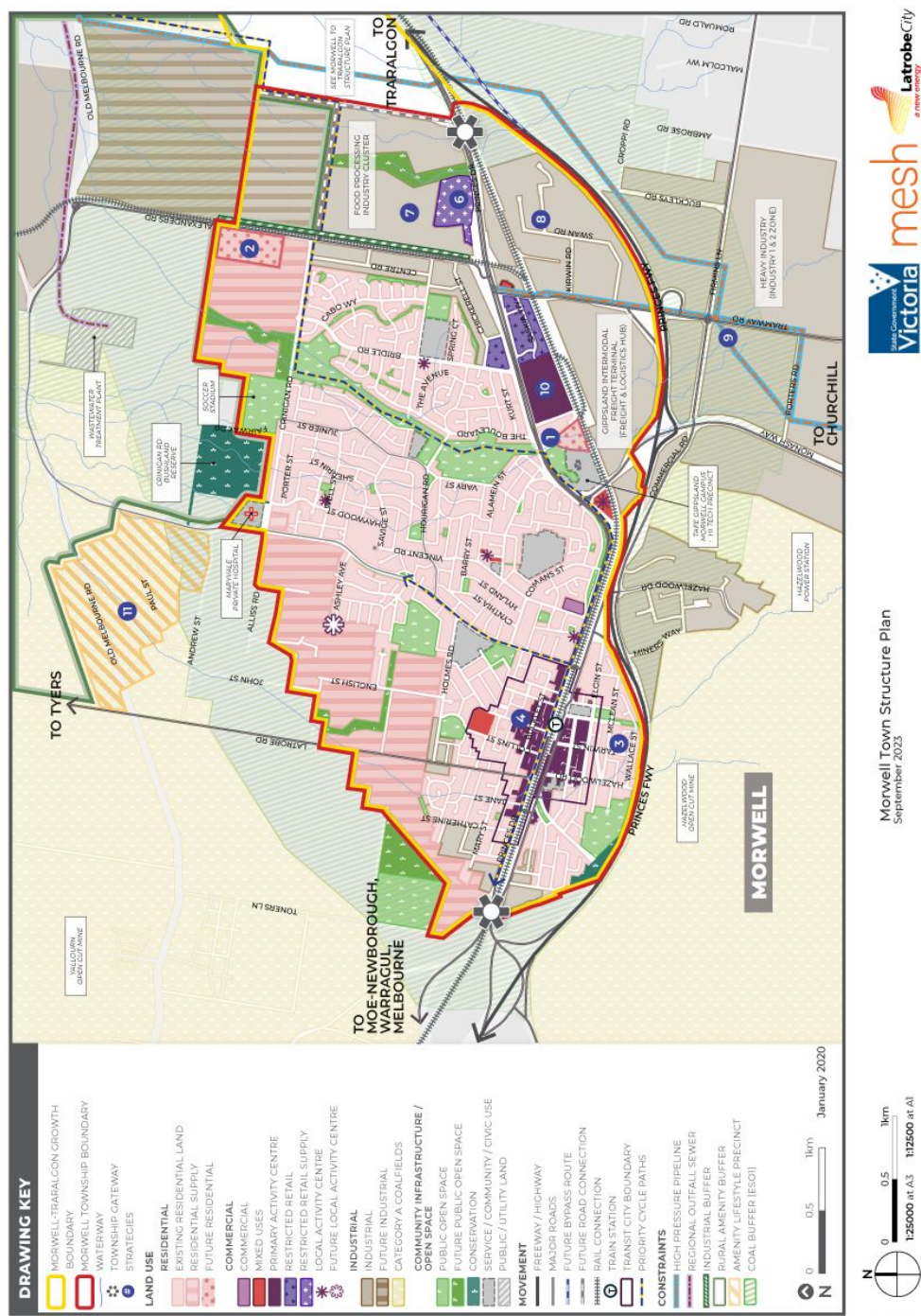
Encourage a Local Activity Centre at Heritage Boulevard, Morwell.

Policy documents

Consider as relevant:

- *Latrobe City Council Retail Strategy* (Essential Economic, 2019)
- *Latrobe Structure Plans - Morwell* (Beca Pty Ltd, 2007)
- *Morwell Activity Centre Plan* (Latrobe City Council 2022)
- *Morwell Activity Centre Plan Background Reports* (Latrobe City Council 2022):
 - *Morwell Activity Centre Community Infrastructure Assessment* (Latrobe City Council, March 2022)
 - *Morwell Activity Centre Economic Assessment* (Latrobe City Council, March 2022)
 - *Morwell Activity Centre Planning Context Report* (Latrobe City Council, March 2022)
 - *Morwell Activity Centre Transport Assessment and Parking Plan* (Movement and Place Consulting, June 2021)
 - *Morwell Activity Centre Urban Design and Built Form Plan* (Hansen Partnership, June 2021)
 - *Morwell Activity Centre Urban Design and Built Form Discussion Paper* (Hansen Partnership, June 2021)

Morwell Town Structure Plan (MTSP)



Traralgon

Policy application

This policy applies to land shown on the Traralgon Town Structure Plan (TTSP) in this clause.

LATROBE PLANNING SCHEME**Strategies**

Encourage short to medium term (within 0-15 years) residential development in TTSP Areas 2 and 13.

Encourage long term (15 or more years) residential intensification of land zoned rural living and farming in TTSP Areas 9, 10 and 11.

Encourage the long term development of Rural Living Area 12.

Encourage the development of retail, office and residential mixed use developments within Argyle Street (TTSP Area 4).

Direct retail and office development that is significant in floor size and economic impact to the Traralgon Primary Activity Centre (TTSP Area 3), Argyle Street (TTSP Area 4) and Princes Highway and Stammers Road (TTSP Area 5).

Discourage dispersion of the office sector outside of TTSP Area 3.

Support industrial uses with limited off site amenity impacts and other compatible uses within the Janette Street Industrial precinct (TTSP Area 6) as a buffer between the lime batching facility and nearby residential and mixed uses.

Design and site development in residential or mixed use zones that are within the 500 metre buffer of the lime batching facility to mitigate noise impacts from the operation of the facility.

Provide a buffer to protect industry in TTSP Area 7 from encroachment of sensitive uses, particularly from the north and east.

Design development in TTSP Areas 10, 11 and 12 to address any impact of the proposed Traralgon Highway Bypass and Bypass Ramps.

Support development of residential and community facilities to the east and west of the Southside commuter car park at Traralgon Train Station.

Support the construction of a new bus interchange, plaza and station building at the Traralgon Train Station.

Support works to develop the Southside commuter car park, Southern Plaza and VRI Hall as community facilities.

Establish Neighbourhood and Local Activity Centres in the following locations:

- Corner Marshalls Road and Traralgon-Maffra Road, Traralgon
- Melrossa Road West, Traralgon
- Princes Highway, Traralgon East
- Dranes Road, Traralgon
- Cross's Road, Traralgon
- Princes Highway/Airfield Road, Traralgon West
- Bradford Drive/Princes Highway, Traralgon West
- Traralgon Golf Course.

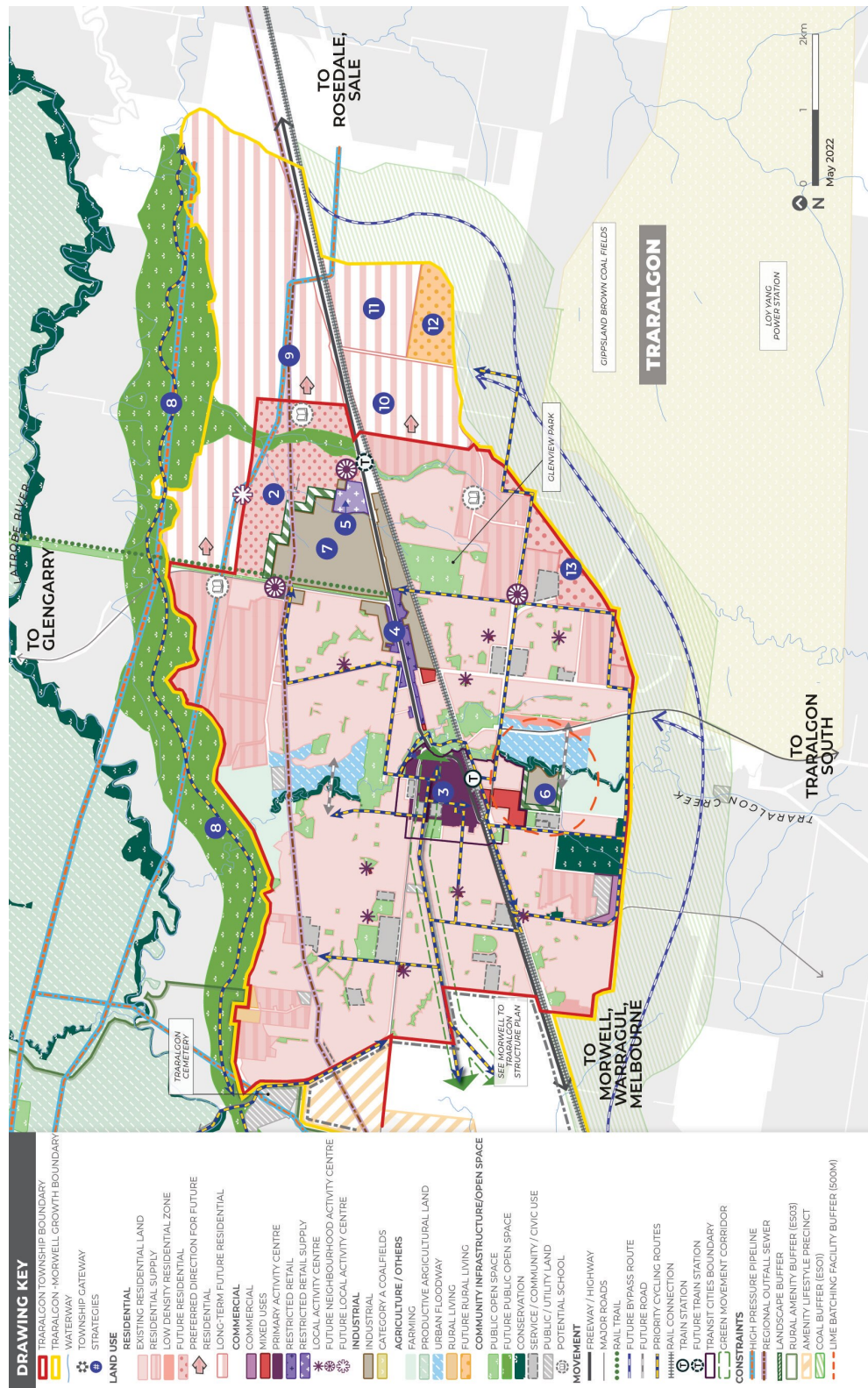
Policy documents

Consider as relevant:

- *Latrobe Structure Plans – Traralgon* (Beca Pty Ltd, August 2007)
- *Latrobe City Council Retail Strategy* (Essential Economics 2019)
- *Traralgon Station Precinct Master Plan* (Hansen Partnership, 2011)
- *Traralgon Growth Area Framework* (Hansen Partnership, 2013)

LATROBE PLANNING SCHEME

Traralgon Town Structure Plan (TTSP)



LATROBE PLANNING SCHEME**11.01-1L**28/05/2021
C122latr**Glengarry****Policy application**

This policy applies to land within the Glengarry Town Structure Plan (GTSP) in this clause.

Strategies

Support Glengarry's role as a dormitory suburb of Traralgon.

Encourage development in GTSP Areas 1, 2, 3 and 4 that is sensitive to the Eaglehawk Creek environment and floodplains.

Encourage low density residential development in GTSP Area 5.

Encourage development of large allotments within existing residential areas GTSP Area 6.

Protect public open space areas including the Gippsland Rail Trail (GTSP Areas 8 & 9).

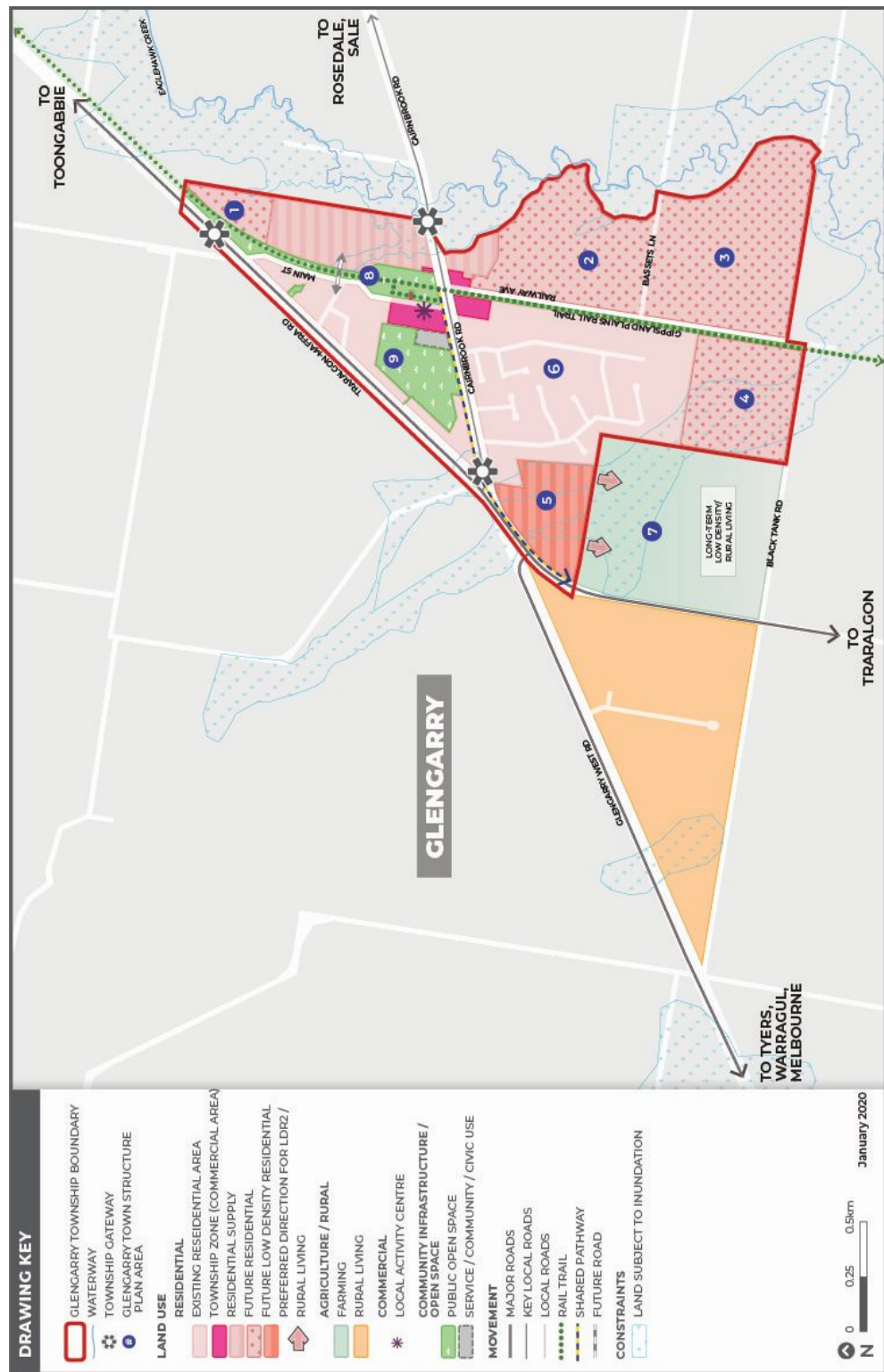
Policy documents

Consider as relevant:

- *Small Town Structure Plans: Boolarra, Glengarry & Tyers* (NBA Group Pty Ltd, 2009)
- *Traralgon Growth Area Framework* (Hansen Partnership, 2013)

LATROBE PLANNING SCHEME

Glengarry Town Structure Plan (GTSP)



LATROBE PLANNING SCHEME**11.01-1L**28/05/2021
C122latr**Tyers****Policy application**

This policy applies to land within the Tyers Town Structure Plan (TYTSP) in Clause 11.01-1L.

Strategies

Encourage increased diversity in residential allotment sizes, subject to availability of sewerage infrastructure.

Limit access from development and individual allotments to the Main Road (Moe-Glengarry Road) and Tyers Walhalla Road.

Encourage a shared path link between future low density and rural living development (TYTSP Area 1 & 2) and the town centre (TYTSP Area 4).

Protect road reserves, such as Hinde Road (TYTSP Area 4), to allow for future access to proposed development areas.

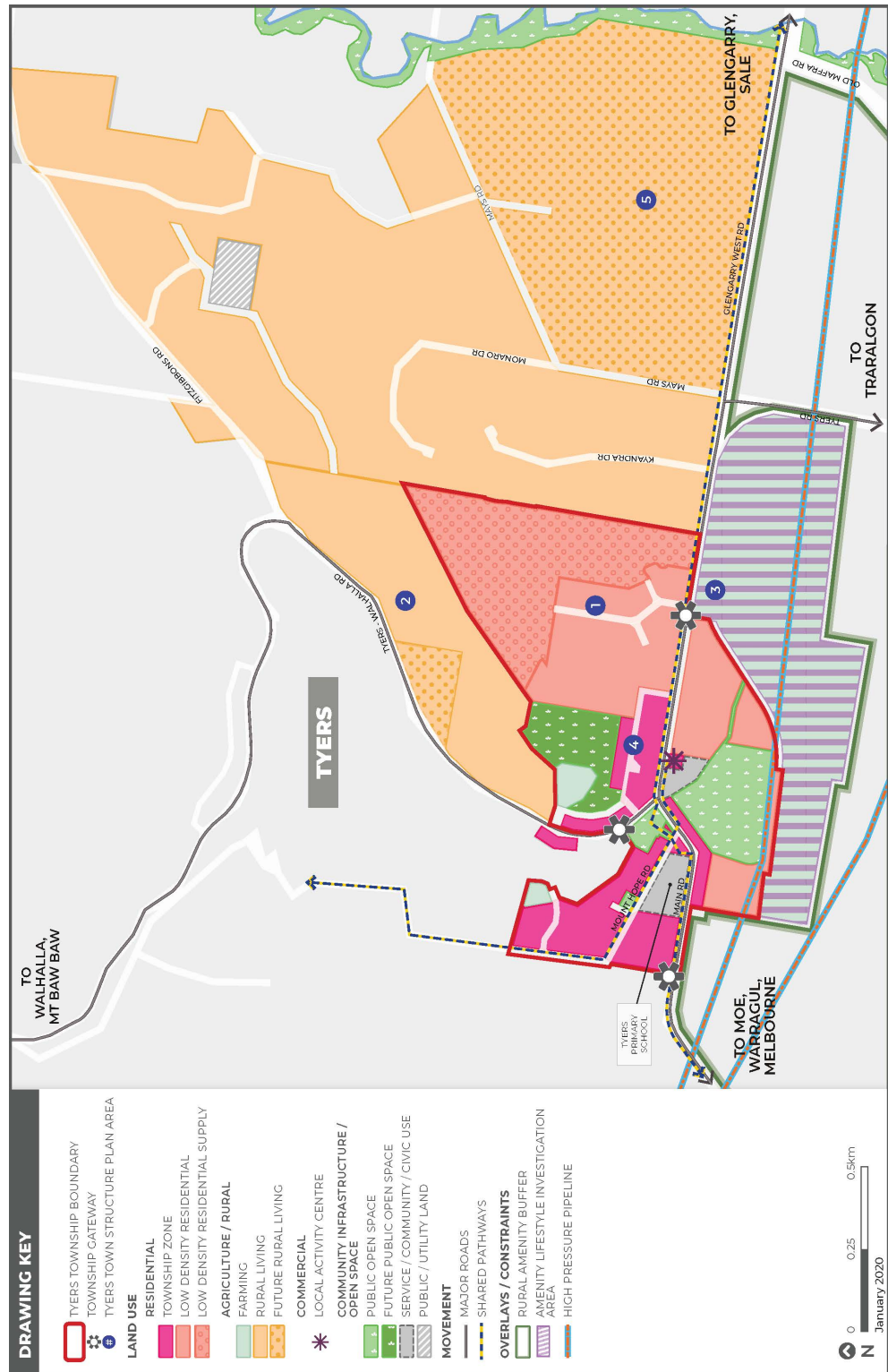
Policy documents

Consider as relevant:

- *Small Town Structure Plans: Boolarra, Glengarry & Tyers* (NBA Group Pty Ltd 2009)
- *Traralgon Growth Area Framework* (Hansen Partnership, 2013)

LATROBE PLANNING SCHEME

Tyers Town Structure Plan (TYTSP)



LATROBE PLANNING SCHEME

11.01-1L29/06/2023
C126latr**Toongabbie****Policy application**

This policy applies to land within the Toongabbie Town Structure Plan (ToonTSP).

Strategies

Encourage low density residential development in Toongabbie Town Structure Plan (ToonTSP) Area 1 in the medium term (10 to 15 years) subject to bushfire risk assessment.

Encourage low density residential development in ToonTSP Area 2 in the long term (15 years or more) subject to bushfire risk assessment.

Encourage future potential rural residential land in ToonTSP Areas 12, 13 and 14 in the short to medium term (0-15 years) subject to bushfire risk assessment.

Encourage future potential rural residential land zoned farming in ToonTSP Areas 3 and 4 in the long-term (15 years or more) subject to bushfire risk assessment.

Encourage the development of large lots within existing residential ToonTSP Area 5 subject to flooding constraints.

Facilitate the restructuring of old and inappropriate subdivisions in Area 6.

Maintain settlement boundaries that consider local character, bushfire risk, infrastructure capacity, and the impacts on other land uses, particularly agriculture.

Encourage the development of retail, office and residential mixed use developments within the Toongabbie Local Activity Centre (ToonTSP Area 7) generally consistent with the Toongabbie Housing Framework Plan.

Encourage the development of the town centre hub to the south of Cowen Street (ToonTSP Area 8).

Support the further expansion of retail uses by extending commercial activity west along Cowen Street.

Encourage shared path links between Toongabbie Recreation Reserve, the town centre (ToonTSP Area 7), and Toongabbie Primary School.

Limit access from development and individual lots to Main Street (Traralgon-Maffra Road).

Protect road reserves, such as Ries Street, Russell Street, and Hill Street (ToonTSP Areas 9 and 10) to allow for future access to proposed development areas.

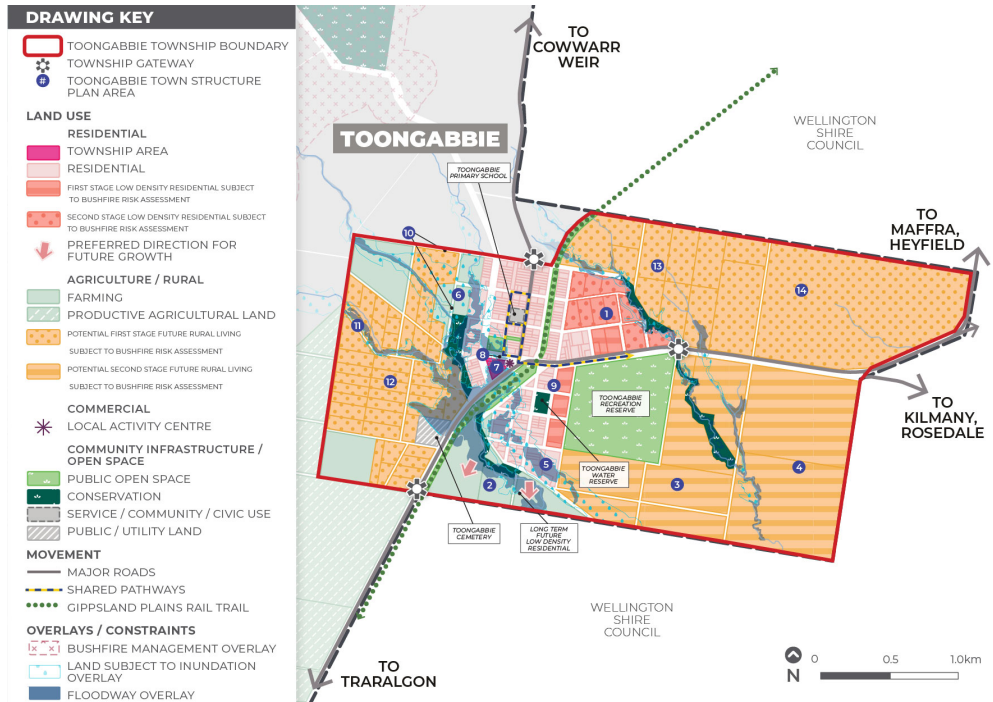
Policy documents

Consider as relevant:

- *Toongabbie Structure Plan* (Latrobe City Council, 2020)
- *Toongabbie Structure Plan – Background Reports* (Latrobe City Council, 2020)

LATROBE PLANNING SCHEME

Toongabbie Town Structure Plan (ToonTSP)



LATROBE PLANNING SCHEME

11.01
31/07/2018
VC148

VICTORIA

LATROBE PLANNING SCHEME**11.01-1S**10/06/2022
VC216**Settlement****Objective**

To facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.

Strategies

Develop sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities.

Focus investment and growth in places of state significance in Metropolitan Melbourne and the major regional cities of Ballarat, Bendigo, Geelong, Horsham, Latrobe City, Mildura, Shepparton, Wangaratta, Warrnambool and Wodonga.

Support sustainable development of the regional centres of Ararat, Bacchus Marsh, Bairnsdale, Benalla, Castlemaine, Colac, Echuca, Gisborne, Hamilton, Kyneton, Leongatha, Maryborough, Portland, Sale, Swan Hill, Warragul/Drouin and Wonthaggi.

Ensure regions and their settlements are planned in accordance with their relevant regional growth plan.

Guide the structure, functioning and character of each settlement taking into account municipal and regional contexts and frameworks.

Create and reinforce settlement boundaries.

Provide for growth in population and development of facilities and services across a regional or sub-regional network.

Plan for development and investment opportunities along existing and planned transport infrastructure.

Promote transport, communications and economic linkages between settlements through the identification of servicing priorities in regional land use plans.

Strengthen transport links on national networks for the movement of commodities.

Deliver networks of high-quality integrated settlements that have a strong identity and sense of place, are prosperous and are sustainable by:

- Building on strengths and capabilities of each region across Victoria to respond sustainably to population growth and changing environments.
- Developing settlements that will support resilient communities and their ability to adapt and change.
- Balancing strategic objectives to achieve improved land use and development outcomes at a regional, catchment and local level.
- Preserving and protecting features of rural land and natural resources and features to enhance their contribution to settlements and landscapes.
- Encouraging an integrated planning response between settlements in regions and in adjoining regions and states in accordance with the relevant regional growth plan.
- Providing for appropriately located supplies of residential, commercial, and industrial land across a region, sufficient to meet community needs in accordance with the relevant regional growth plan.
- Improving transport network connections in and between regional cities, towns and Melbourne.
- Integrating the management of water resources into the urban environment in a way that supports water security, public health, environment and amenity outcomes.

LATROBE PLANNING SCHEME

- Minimising exposure to natural hazards, including increased risks due to climate change.
- Contributing to net zero greenhouse gas emissions through renewable energy infrastructure and energy efficient urban layout and urban design.

Encourage a form and density of settlements that supports healthy, active and sustainable transport.

Limit urban sprawl and direct growth into existing settlements.

Promote and capitalise on opportunities for urban renewal and infill redevelopment.

Develop compact urban areas that are based around existing or planned activity centres to maximise accessibility to facilities and services.

Ensure retail, office-based employment, community facilities and services are concentrated in central locations.

Ensure land that may be required for future urban expansion is not compromised.

Support metropolitan and regional climate change adaption and mitigation measures.

Policy documents

Consider as relevant:

- *Central Highlands Regional Growth Plan* (Victorian Government, 2014)
- *G21 Regional Growth Plan* (Geelong Region Alliance, 2013)
- *Gippsland Regional Growth Plan* (Victorian Government, 2014)
- *Great South Coast Regional Growth Plan* (Victorian Government, 2014)
- *Hume Regional Growth Plan* (Victorian Government, 2014)
- *Loddon Mallee North Regional Growth Plan* (Victorian Government, 2014)
- *Loddon Mallee South Regional Growth Plan* (Victorian Government, 2014)
- *Wimmera Southern Mallee Regional Growth Plan* (Victorian Government, 2014)
- *Plan Melbourne 2017-2050: Metropolitan Planning Strategy* (Department of Environment, Land, Water and Planning, 2017)
- *Plan Melbourne 2017-2050: Addendum 2019* (Department of Environment, Land, Water and Planning, 2019)

LATROBE PLANNING SCHEME

Victoria Settlement Framework



LATROBE PLANNING SCHEME**11.01-1R**31/07/2018
VC148**Settlement - Gippsland****Strategies**

Support urban growth in Latrobe City as Gippsland's regional city, at Bairnsdale, Leongatha, Sale, Warragul/Drouin and Wonthaggi as regional centres, and in sub-regional networks of towns.

Support new urban growth fronts in regional centres where natural hazards and environmental risks can be avoided or managed.

Support the continuing role of towns and small settlements in providing services to their districts, recognising their relationships and dependencies with larger towns.

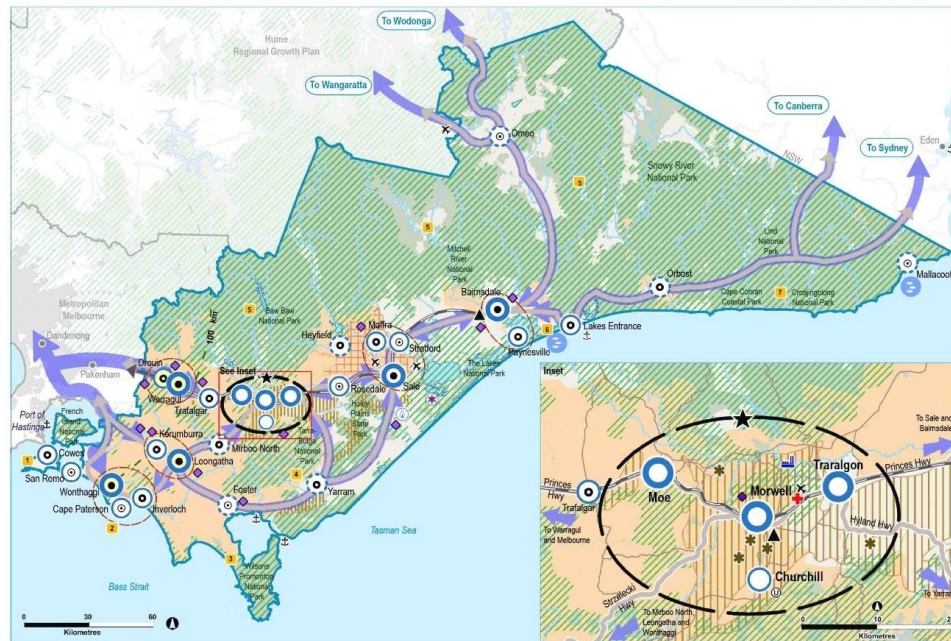
Create vibrant and prosperous town centres that are clearly defined and provide commercial and service activities that respond to changing population and market conditions.

Provide regional social infrastructure in the regional city and regional centres.

Plan for increased seasonal demand on services and infrastructure in towns with high holiday home ownership.

LATROBE PLANNING SCHEME

Gippsland Regional Growth Plan



SETTLEMENTS

- Regional city - Latrobe City* Regional centre Town Small town *Latrobe City is the grouping of Traralgon, Morwell, Moe and Churchill
- Promote growth Support growth Sustainable change Designated identified growth centre in Plan Melbourne⁽¹⁾
- Sub regional network Areas within 100 km of central Melbourne Melbourne's urban area

CONNECTIVITY AND TRANSPORT

(1) Plan Melbourne (Chapter 6 – State of Cities) identifies Warragul/Drouin, Wonthaggi and Leongatha as peri-urban towns with potential to attract housing and population growth out of Melbourne

- Networks supporting movement and access Potential freight and logistics precincts
- Key road corridor Key rail corridor Arterial road (insert map only) Airport Port

ECONOMIC DEVELOPMENT

- Food manufacturing hubs Key agriculture and forestry land Macalister Irrigation District
- Brown coal reserves Power station Longford gas plant Australian Paper Maryvale
- Organic recycling facility University Hospital Fishing port

STRATEGIC TOURISM INVESTMENT AREAS

- 1 Phillip Island 2 Bunurong Coast 3 Wilsons Promontory National Park 4 Tarra-Bulga National Park
- 5 Australian Alps 6 Gippsland Lakes 7 Croajingolong National Park

ENVIRONMENT

- Areas containing high value terrestrial habitat Public land Lakes Rivers

LATROBE PLANNING SCHEME**11.01-1L**28/05/2021
C122latr**Latrobe settlement patterns****Strategies**

Maintain a clear separation between urban settlements, other than the Morwell to Traralgon Employment Corridor linking the urban areas of Morwell and Traralgon.

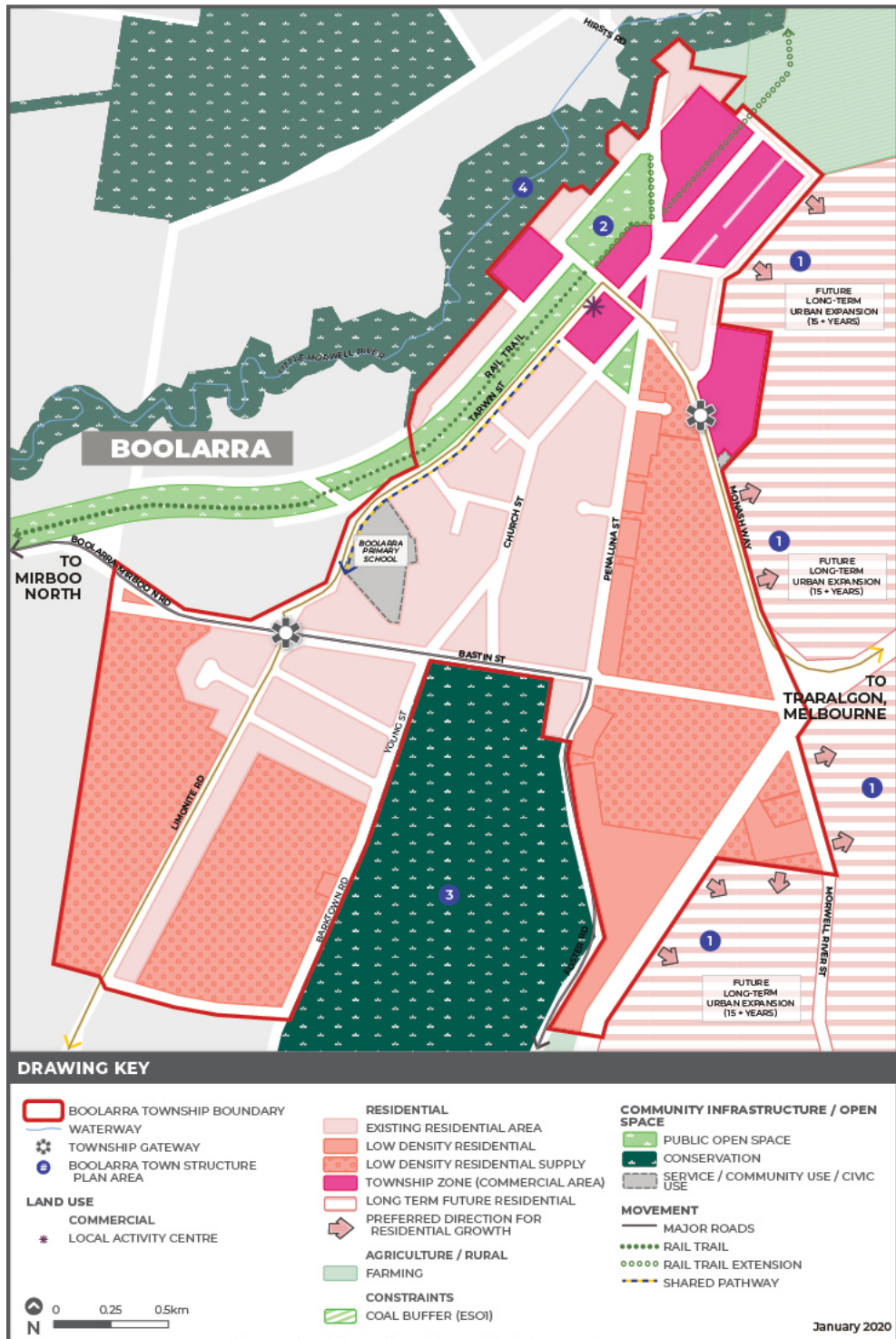
Discourage the fragmentation of rural land adjoining township boundaries until land is required for long term (15 or more years) urban development, including:

- Land southeast to the existing Churchill Township in Area 1 of the Churchill Town Structure Plan in Clause 11.01-1L (east of Northways Road and South of Lawless Road).
- Land along the eastern, north-western and western sides of the Moe-Newborough town boundary (Area 7 of the Moe-Newborough Town Structure Plan in Clause 11.01-1L).
- Land to the east of the existing urban area of Traralgon (Areas 9, 10 and 11 of the Traralgon Town Structure Plan in Clause 11.01-1L).
- Land to the east of Boolarra township (Area 1 in the Boolarra Township Structure Plan in Clause 11.01-1L).
- Land to the north, east and south of the Glengarry township (Areas 1, 2, 3, 4, and 7 of the Glengarry Town Structure Plan in Clause 11.01-1L).
- Land to the east and south of Mays Road in the Tyers Township (Area 5 of the Tyers Town Structure Plan in Clause 11.01-1L).

Manage growth in rural living precincts by discouraging further rezoning of land.

LATROBE PLANNING SCHEME

Boolarra Town Structure Plan (BTSP)



LATROBE PLANNING SCHEME

11.01-1L Churchill

28/05/2024
G422latr Proposed C141latr

Policy application

This policy applies to land within the Churchill Town Structure Plan (CTSP) in this clause.

Strategies

Encourage development of CTSP Area 2 for medium density residential, research or education purposes.

Encourage university accommodation or medium density residential development on the residential land directly east of Eel Hole Creek and west of Northways Road (CTSP Area 3).

Encourage a Local Activity Centre at 2-4 Acacia Way, Churchill.

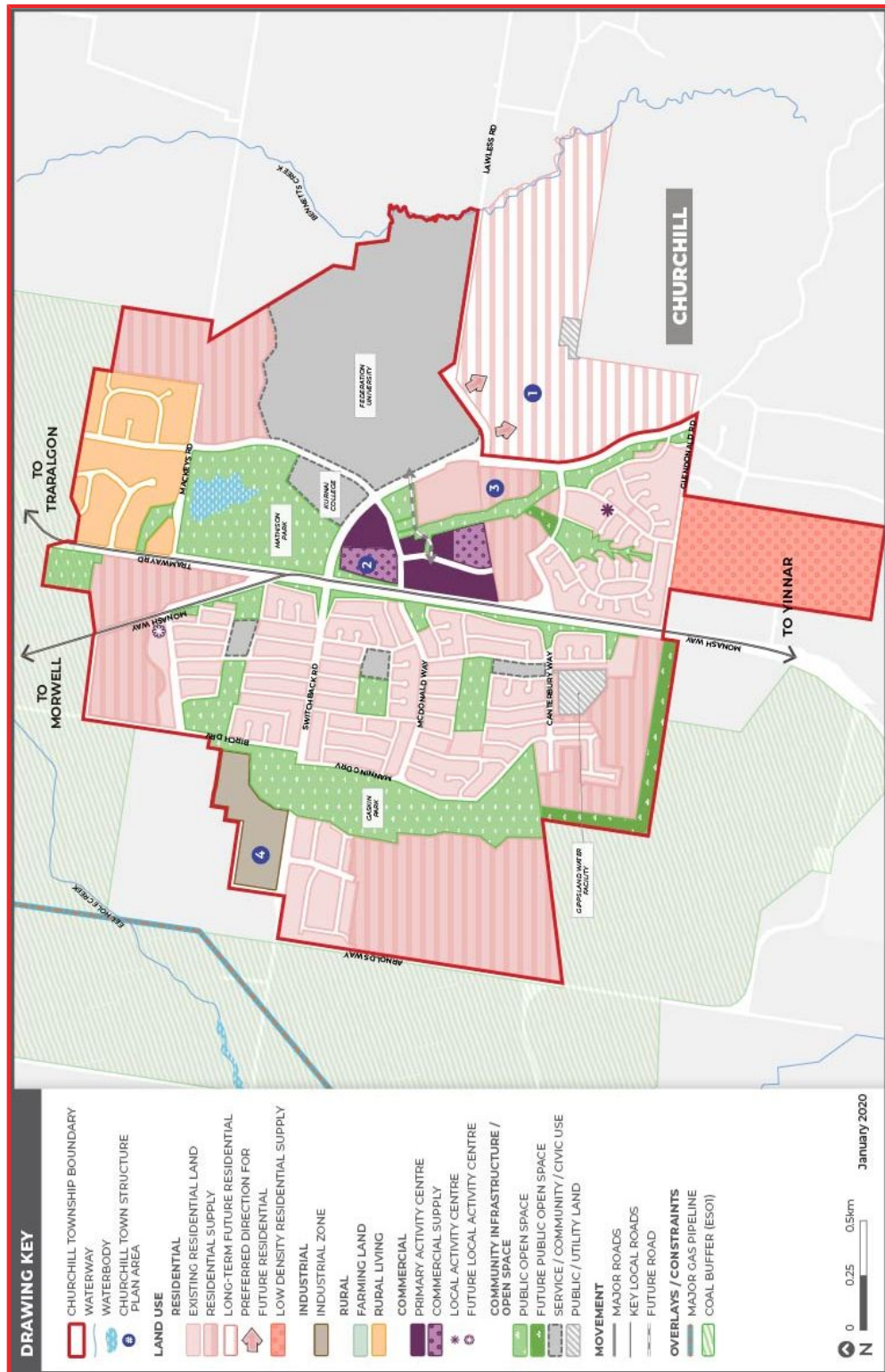
Policy documents

Consider as relevant:

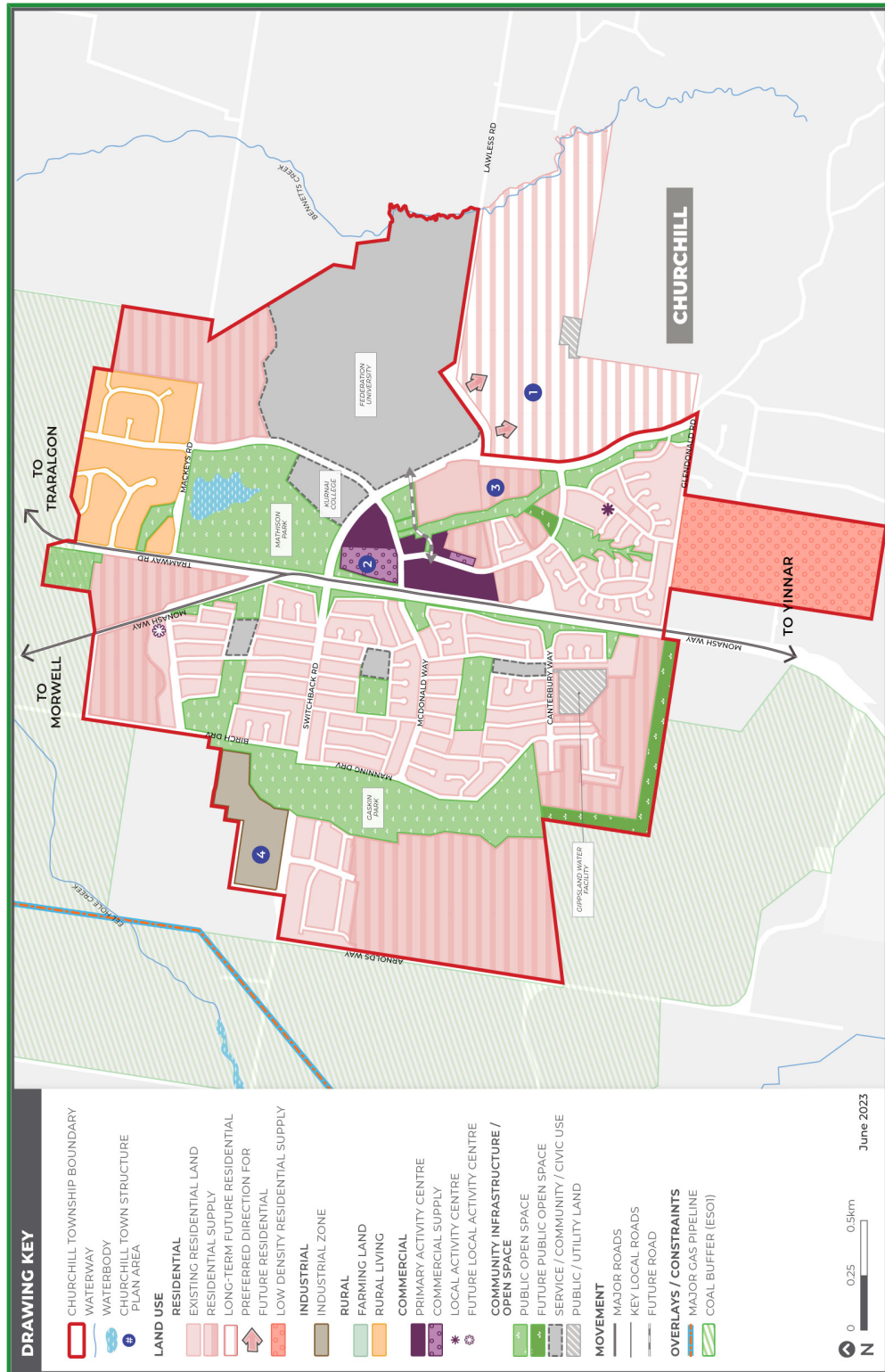
- *Churchill Town Centre Plan* (Beca Pty Ltd, July 2007)
- *Churchill East West Link: Master Plan and Urban Design Framework* (Spiire Australia Pty Ltd, 2013)
- *Latrobe City Council Retail Strategy* (Essential Economics, 2019)
- *Latrobe Structure Plans – Churchill* (Beca Pty Ltd, August 2007)

LATROBE PLANNING SCHEME

Churchill Town Structure Plan (CTSP)



LATROBE PLANNING SCHEME



LATROBE PLANNING SCHEME**11.01-1L**28/05/2021
C122latr**Moe-Newborough****Policy application**

This policy applies to land within the Moe-Newborough Town Structure Plan (MNTSP) in this clause.

Strategies

Encourage residential development along Narracan Drive (MNTSP Area 6).

Discourage retail and office development outside of the Primary Activity Centre (MNTSP Area 1), other than office developments at the former Moe Hospital at Ollerton Avenue, Newborough (MNTSP Area 2).

Design industrial development in MNTSP Area 3 to protect any adjoining native vegetation in MNTSP Area 4.

Encourage a 'landmark use', such as a convention centre, at MNTSP Area 5 that complements the Botanical Gardens.

Provide for public open space connections from Narracan Drive through MNTSP Area 8 and connecting to John Field Reserve.

Encourage a Neighbourhood/ Local Activity Centre at 1 Waterloo Road, Becks Bay Village Centre and Fernlea Village Centre, Lake Narracan.

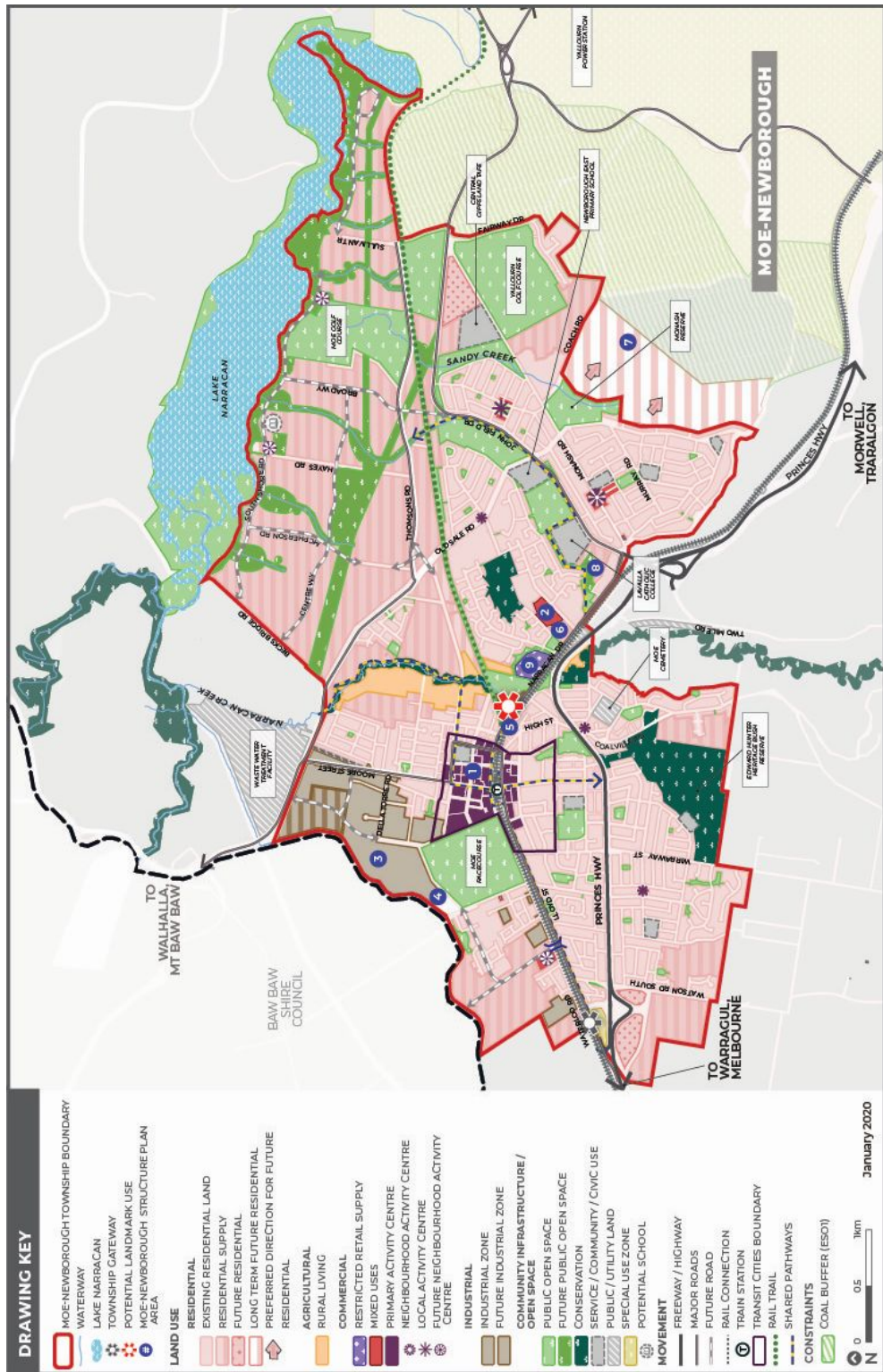
Policy documents

Consider as relevant:

- *Latrobe Structure Plan – Moe and Newborough* (Beca Pty Ltd, 2007)
- *Latrobe City Council Retail Strategy* (Essential Economics, 2019)
- *Strategic Outlook for Moe-Newborough and Lake Narracan* (Growth Areas Authority, 2013)

LATROBE PLANNING SCHEME

Moe-Newborough Town Structure Plan (MNTSP)



LATROBE PLANNING SCHEME

11.01-1L21/12/2023
C121latr**Morwell****Policy application**

This policy applies to land within the Morwell Town Structure Plan (MTSP) in this clause.

Strategies

Encourage residential development within MTSP Areas 1 and 2.

Discourage increased housing densities south of Commercial Road (Area 3), until the completion of rehabilitation works to northern batter of the Hazelwood mine area.

Encourage retail, office and residential mixed use developments within Morwell Primary Activity Centre (MTSP Area 4) and Mid-Valley Primary Activity Centre (MTSP Area 10).

Discourage retail and office development outside of the Morwell Primary Activity Centre (MTSP Area 4), Mid-Valley Primary Activity Centre (MTSP Area 10) and Princes Drive, Morwell (MTSP Area 6).

Screen industry in MTSP Area 7 from residential areas along the western boundaries of the industrial precinct by providing a buffer of open space and vegetation.

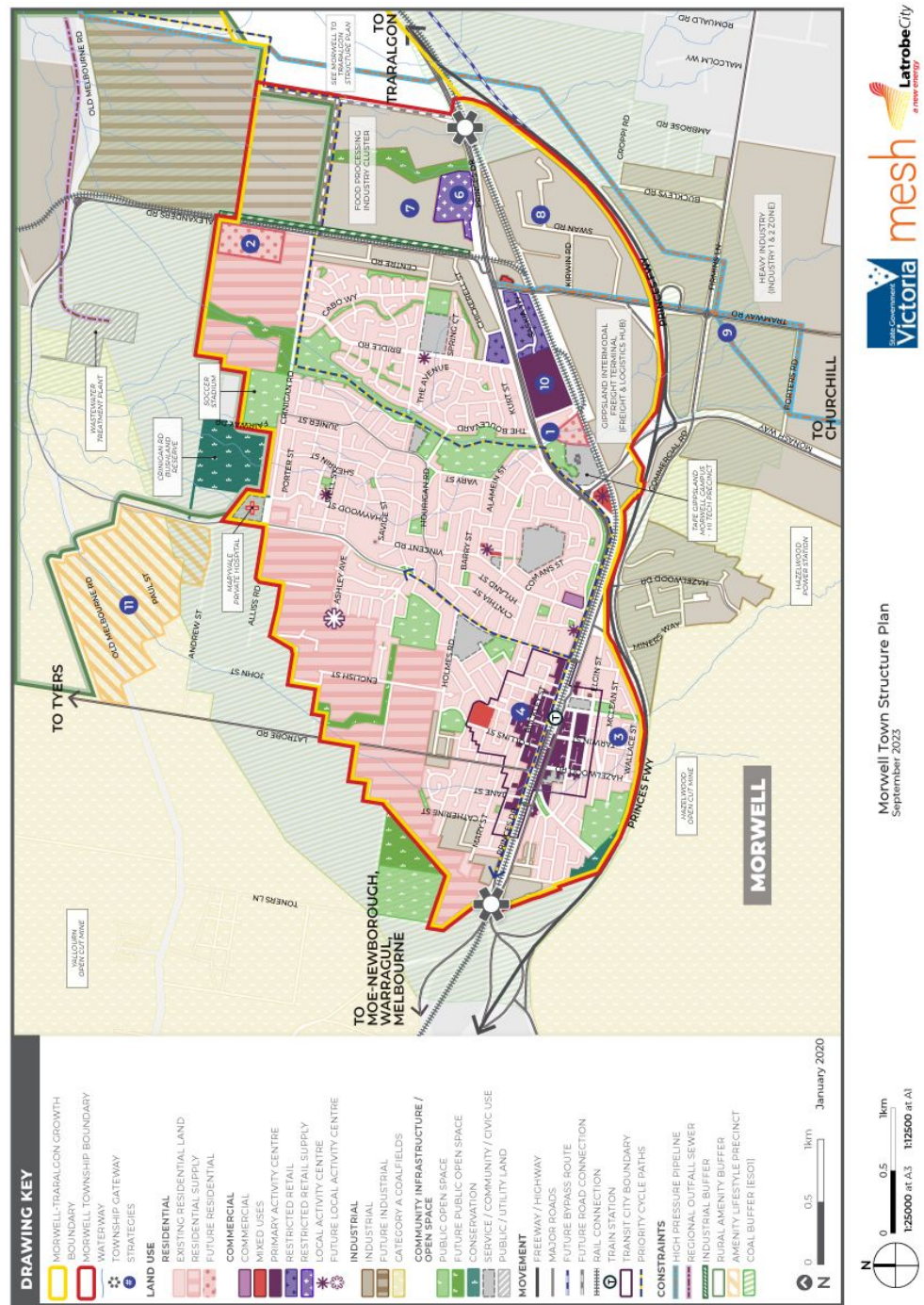
Encourage a Local Activity Centre at Heritage Boulevard, Morwell.

Policy documents

Consider as relevant:

- *Latrobe City Council Retail Strategy* (Essential Economic, 2019)
- *Latrobe Structure Plans - Morwell* (Beca Pty Ltd, 2007)
- *Morwell Activity Centre Plan* (Latrobe City Council 2022)
- *Morwell Activity Centre Plan Background Reports* (Latrobe City Council 2022):
 - *Morwell Activity Centre Community Infrastructure Assessment* (Latrobe City Council, March 2022)
 - *Morwell Activity Centre Economic Assessment* (Latrobe City Council, March 2022)
 - *Morwell Activity Centre Planning Context Report* (Latrobe City Council, March 2022)
 - *Morwell Activity Centre Transport Assessment and Parking Plan* (Movement and Place Consulting, June 2021)
 - *Morwell Activity Centre Urban Design and Built Form Plan* (Hansen Partnership, June 2021)
 - *Morwell Activity Centre Urban Design and Built Form Discussion Paper* (Hansen Partnership, June 2021)

Morwell Town Structure Plan (MTSP)



Traralgon

This policy applies to land shown on the Traralgon Town Structure Plan (TTSP) in this clause.

LATROBE PLANNING SCHEME**Strategies**

Encourage short to medium term (within 0-15 years) residential development in TTSP Areas 2 and 13.

Encourage long term (15 or more years) residential intensification of land zoned rural living and farming in TTSP Areas 9, 10 and 11.

Encourage the long term development of Rural Living Area 12.

Encourage the development of retail, office and residential mixed use developments within Argyle Street (TTSP Area 4).

Direct retail and office development that is significant in floor size and economic impact to the Traralgon Primary Activity Centre (TTSP Area 3), Argyle Street (TTSP Area 4) and Princes Highway and Stammers Road (TTSP Area 5).

Discourage dispersion of the office sector outside of TTSP Area 3.

Support industrial uses with limited off site amenity impacts and other compatible uses within the Janette Street Industrial precinct (TTSP Area 6) as a buffer between the lime batching facility and nearby residential and mixed uses.

Design and site development in residential or mixed use zones that are within the 500 metre buffer of the lime batching facility to mitigate noise impacts from the operation of the facility.

Provide a buffer to protect industry in TTSP Area 7 from encroachment of sensitive uses, particularly from the north and east.

Design development in TTSP Areas 10, 11 and 12 to address any impact of the proposed Traralgon Highway Bypass and Bypass Ramps.

Support development of residential and community facilities to the east and west of the Southside commuter car park at Traralgon Train Station.

Support the construction of a new bus interchange, plaza and station building at the Traralgon Train Station.

Support works to develop the Southside commuter car park, Southern Plaza and VRI Hall as community facilities.

Establish Neighbourhood and Local Activity Centres in the following locations:

- Corner Marshalls Road and Traralgon-Maffra Road, Traralgon
- Melrossa Road West, Traralgon
- Princes Highway, Traralgon East
- Dranes Road, Traralgon
- Cross's Road, Traralgon
- Princes Highway/Airfield Road, Traralgon West
- Bradford Drive/Princes Highway, Traralgon West
- Traralgon Golf Course.

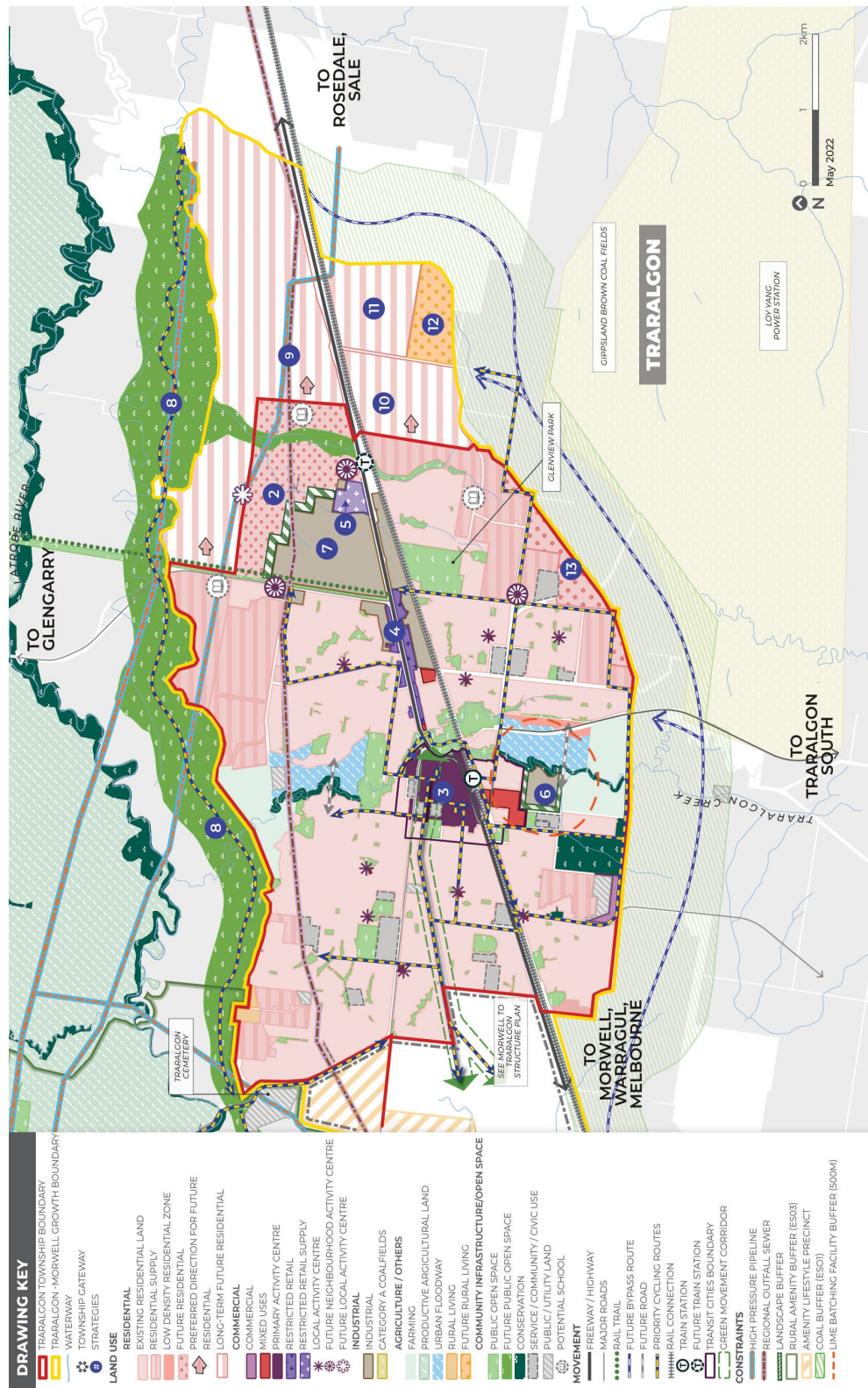
Policy documents

Consider as relevant:

- *Latrobe Structure Plans – Traralgon* (Beca Pty Ltd, August 2007)
- *Latrobe City Council Retail Strategy* (Essential Economics 2019)
- *Traralgon Station Precinct Master Plan* (Hansen Partnership, 2011)
- *Traralgon Growth Area Framework* (Hansen Partnership, 2013)

LATROBE PLANNING SCHEME

Traralgon Town Structure Plan (TTSP)



LATROBE PLANNING SCHEME**11.01-1L**28/05/2021
C122latr**Glengarry****Policy application**

This policy applies to land within the Glengarry Town Structure Plan (GTSP) in this clause.

Strategies

Support Glengarry's role as a dormitory suburb of Traralgon.

Encourage development in GTSP Areas 1, 2, 3 and 4 that is sensitive to the Eaglehawk Creek environment and floodplains.

Encourage low density residential development in GTSP Area 5.

Encourage development of large allotments within existing residential areas GTSP Area 6.

Protect public open space areas including the Gippsland Rail Trail (GTSP Areas 8 & 9).

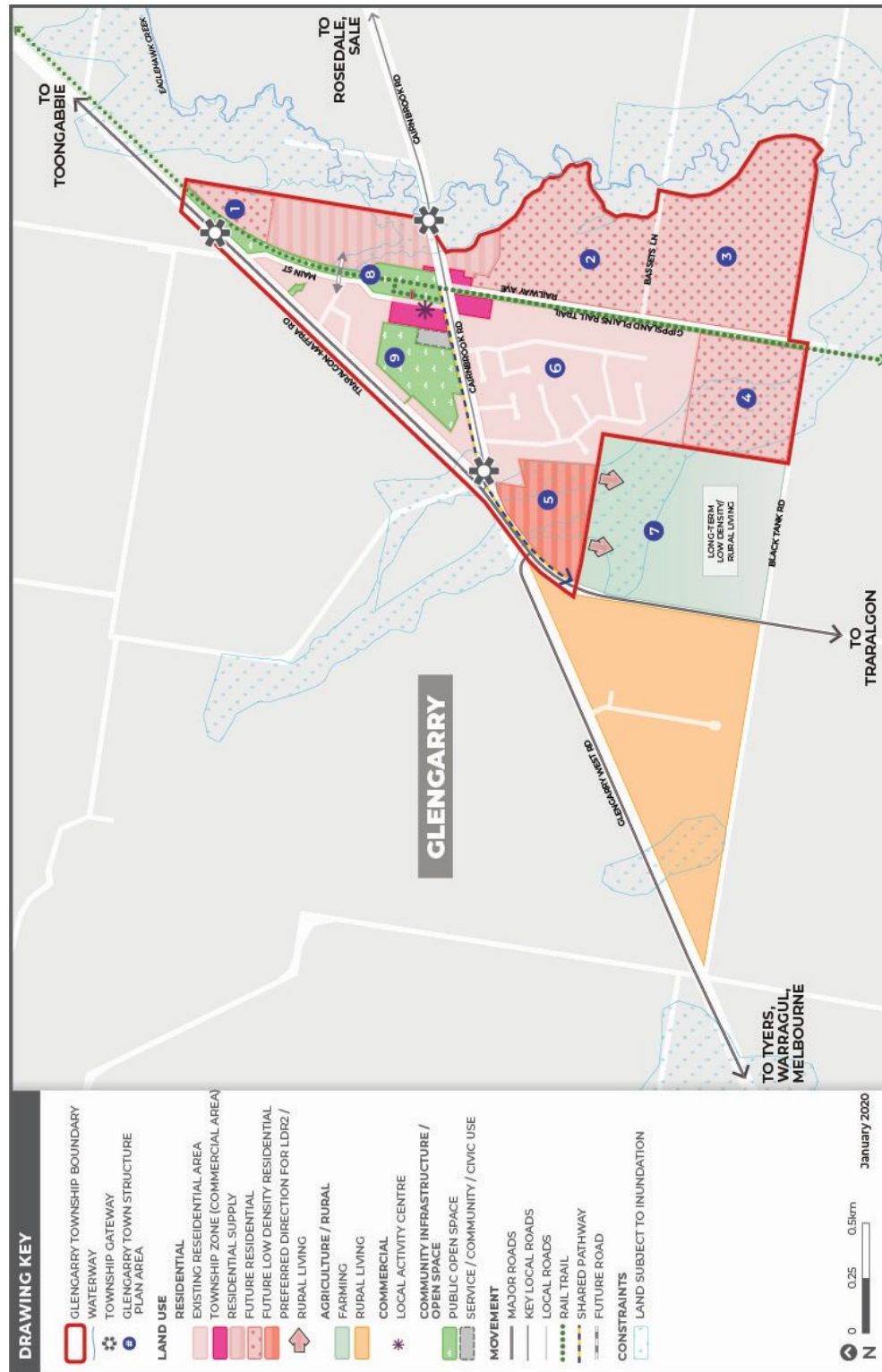
Policy documents

Consider as relevant:

- *Small Town Structure Plans: Boolarra, Glengarry & Tyers* (NBA Group Pty Ltd, 2009)
- *Traralgon Growth Area Framework* (Hansen Partnership, 2013)

LATROBE PLANNING SCHEME

Glengarry Town Structure Plan (GTSP)



LATROBE PLANNING SCHEME**11.01-1L**28/05/2021
C122latr**Tyers****Policy application**

This policy applies to land within the Tyers Town Structure Plan (TYTSP) in Clause 11.01-1L.

Strategies

Encourage increased diversity in residential allotment sizes, subject to availability of sewerage infrastructure.

Limit access from development and individual allotments to the Main Road (Moe-Glengarry Road) and Tyers Walhalla Road.

Encourage a shared path link between future low density and rural living development (TYTSP Area 1 & 2) and the town centre (TYTSP Area 4).

Protect road reserves, such as Hinde Road (TYTSP Area 4), to allow for future access to proposed development areas.

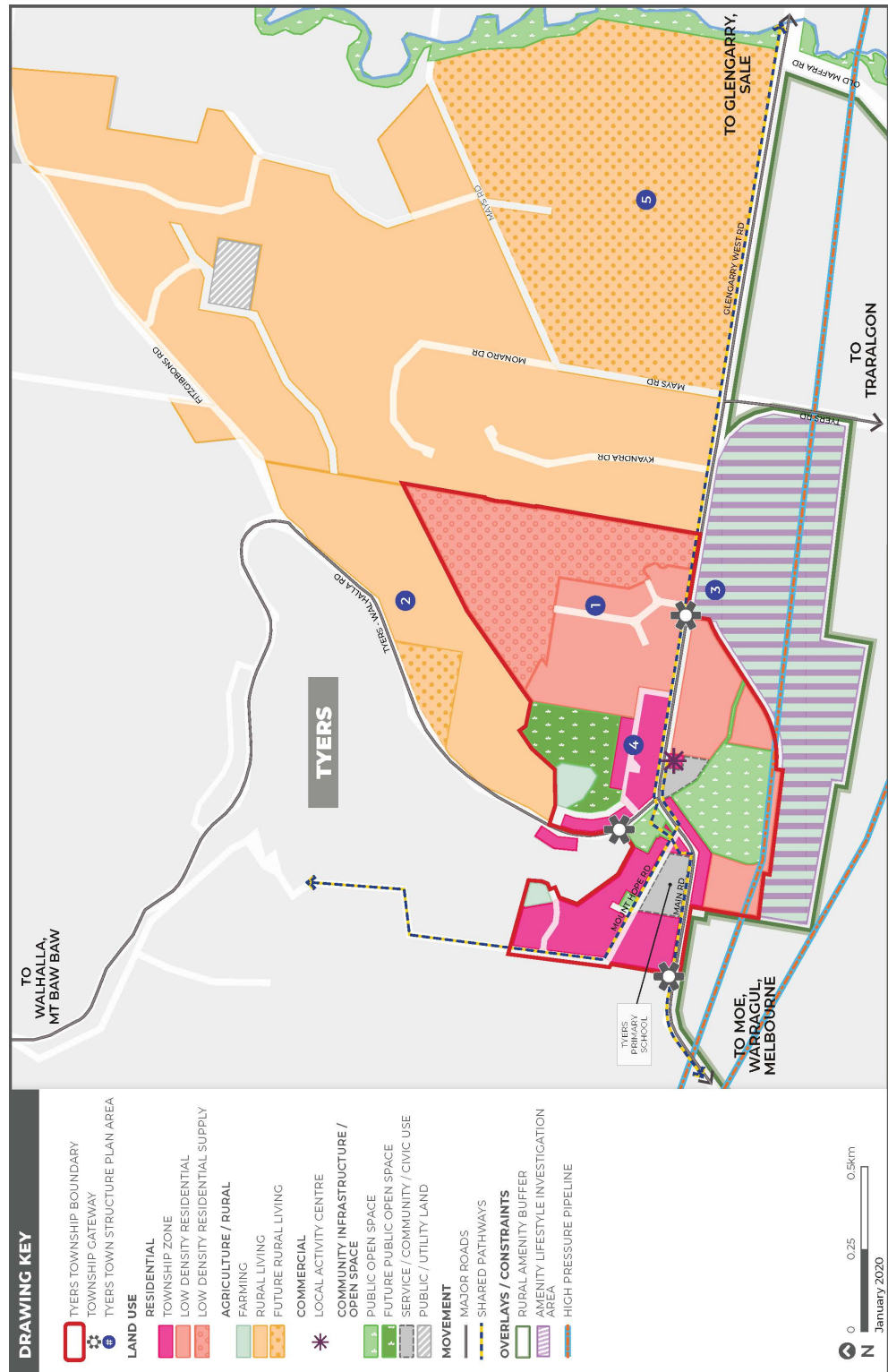
Policy documents

Consider as relevant:

- *Small Town Structure Plans: Boolarra, Glengarry & Tyers* (NBA Group Pty Ltd 2009)
- *Traralgon Growth Area Framework* (Hansen Partnership, 2013)

LATROBE PLANNING SCHEME

Tyers Town Structure Plan (TYTSP)



LATROBE PLANNING SCHEME

11.01-1L29/06/2023
C126latr**Toongabbie****Policy application**

This policy applies to land within the Toongabbie Town Structure Plan (ToonTSP).

Strategies

Encourage low density residential development in Toongabbie Town Structure Plan (ToonTSP) Area 1 in the medium term (10 to 15 years) subject to bushfire risk assessment.

Encourage low density residential development in ToonTSP Area 2 in the long term (15 years or more) subject to bushfire risk assessment.

Encourage future potential rural residential land in ToonTSP Areas 12, 13 and 14 in the short to medium term (0-15 years) subject to bushfire risk assessment.

Encourage future potential rural residential land zoned farming in ToonTSP Areas 3 and 4 in the long-term (15 years or more) subject to bushfire risk assessment.

Encourage the development of large lots within existing residential ToonTSP Area 5 subject to flooding constraints.

Facilitate the restructuring of old and inappropriate subdivisions in Area 6.

Maintain settlement boundaries that consider local character, bushfire risk, infrastructure capacity, and the impacts on other land uses, particularly agriculture.

Encourage the development of retail, office and residential mixed use developments within the Toongabbie Local Activity Centre (ToonTSP Area 7) generally consistent with the Toongabbie Housing Framework Plan.

Encourage the development of the town centre hub to the south of Cowen Street (ToonTSP Area 8).

Support the further expansion of retail uses by extending commercial activity west along Cowen Street.

Encourage shared path links between Toongabbie Recreation Reserve, the town centre (ToonTSP Area 7), and Toongabbie Primary School.

Limit access from development and individual lots to Main Street (Traralgon-Maffra Road).

Protect road reserves, such as Ries Street, Russell Street, and Hill Street (ToonTSP Areas 9 and 10) to allow for future access to proposed development areas.

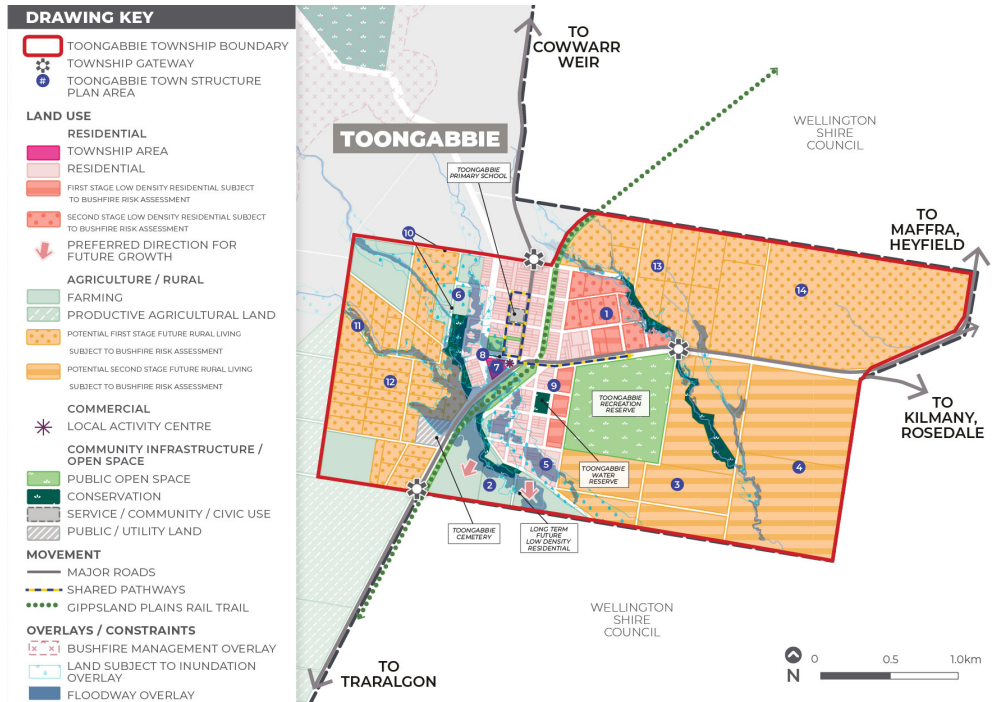
Policy documents

Consider as relevant:

- *Toongabbie Structure Plan* (Latrobe City Council, 2020)
- *Toongabbie Structure Plan – Background Reports* (Latrobe City Council, 2020)

LATROBE PLANNING SCHEME

Toongabbie Town Structure Plan (ToonTSP)



LATROBE PLANNING SCHEME

11.03
31/07/2018
VC148

PLANNING FOR PLACES

LATROBE PLANNING SCHEME

11.03-1S03/02/2022
VC199**Activity centres****Objective**

To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

Strategies

Build up activity centres as a focus for high-quality development, activity and living by developing a network of activity centres that:

- Comprises a range of centres that differ in size and function.
- Is a focus for business, shopping, working, leisure and community facilities.
- Provides different types of housing, including forms of higher density housing.
- Is connected by transport.
- Maximises choices in services, employment and social interaction.

Support the role and function of each centre in the context of its classification, the policies for housing intensification, and development of the public transport network.

Undertake strategic planning for the use and development of land in and around activity centres.

Give clear direction on preferred locations for investment.

Encourage a diversity of housing types at higher densities in and around activity centres.

Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.

Improve access by walking, cycling and public transport to services and facilities.

Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies.

Encourage economic activity and business synergies.

Improve the social, economic and environmental performance and amenity of activity centres.

Policy documents

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2021)
- *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021)

LATROBE PLANNING SCHEME**11.03-1L**02/06/2023
C137latr**Activity centres****Strategies**

Facilitate development of regional commercial significance to locate within the Traralgon Primary Activity Centre.

Facilitate major office and institutions within the primary activity centre of Morwell.

Facilitate development in the activity centres of Morwell and Moe that support their role as sub regional retail centres.

Facilitate development in Churchill that supports its role as a large town centre.

Support localised convenience retail, community and small business service needs within Neighbourhood and Local Activity Centres.

Establish Neighbourhood and Local Activity Centres in Traralgon, Morwell, Moe, Churchill as outlined in the Traralgon Town Structure Plan, Morwell Town Structure Plan, Moe-Newborough Town Structure Plan and Churchill Town Structure Plan in Clause 11.01-1L.

Discourage the establishment of new centres unless:

- There is demand to sustain its viability.
- Its establishment will not detrimentally affect existing centres, particularly existing main town neighbourhood and small town retail centres.

Policy document

Consider as relevant:

- *Latrobe City Council Retail Strategy* (Essential Economics 2019)
- *Latrobe Transit Centred Precincts* (David Lock Associates, SGS Economics & Planning, and PBAI Australia, 2004)

LATROBE PLANNING SCHEME

11.03-1L Churchill activity centre

28/05/2024
G122latr Proposed C141latr

Policy application

This policy applies to land within the Churchill Town Centre Plan (CTCP) in this clause.

Strategies

Encourage all retail or commercial development in the Churchill Town Centre to be consolidated within the primary activity centre (CTCP Area 1).

Establish regional education and research facilities in the service, community and civic use areas directly north and east of Northways Road (CTCP Area 2).

Encourage the expansion of the university facility to the east of Northways Road (CTCP Area 2).

Strengthen the east-west link between the existing Churchill primary activity centre and the University to the east by encouraging retail, office and mixed use residential developments along the link (CTCP Area A).

Design buildings with active frontages on the street and pedestrian links of Balfour Place and between Monash Way and Phillip Parade.

Policy document

Consider as relevant:

- *Churchill Town Centre Plan* (Beca Pty Ltd, 2007)

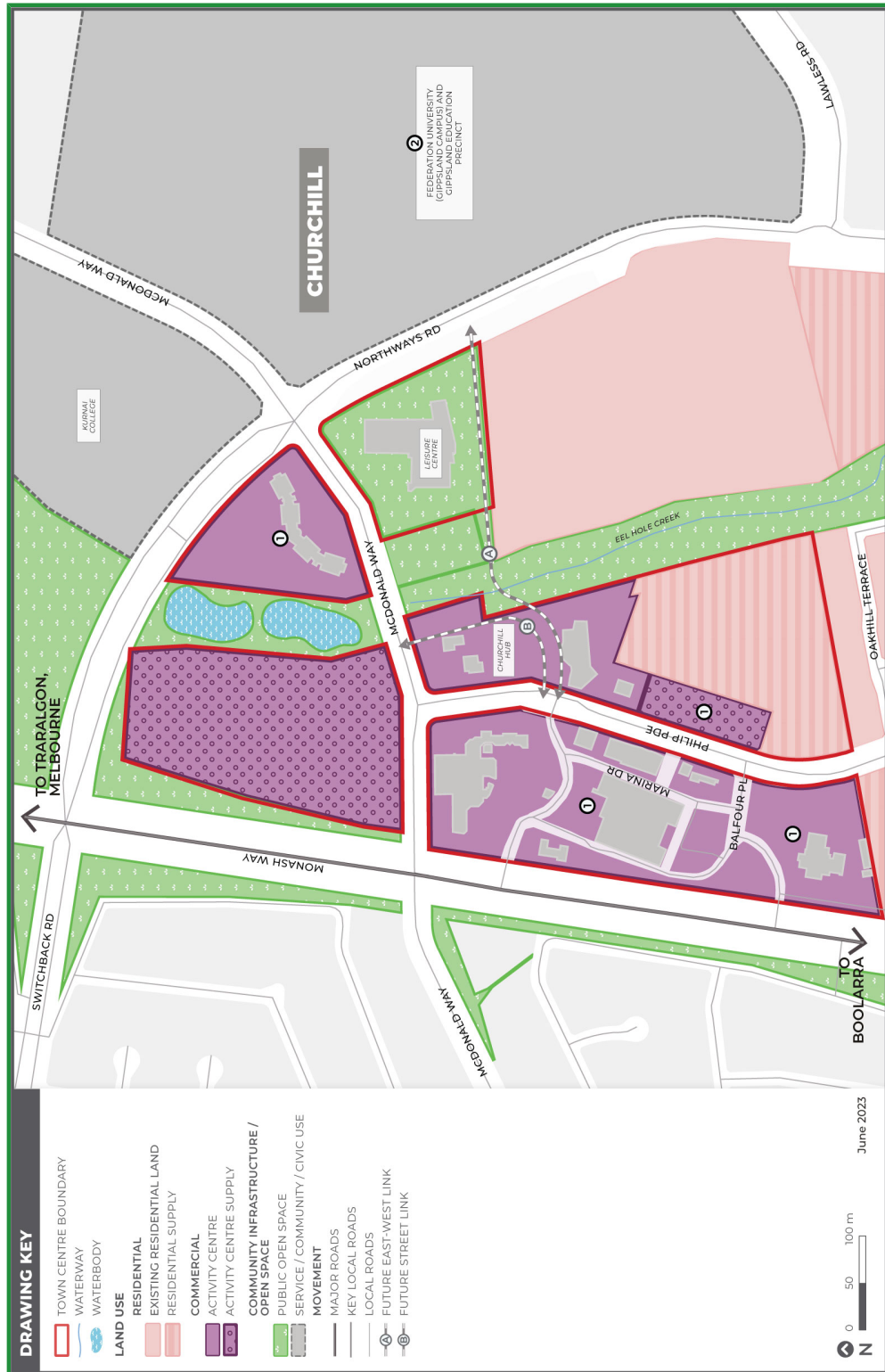


LATROBE PLANNING SCHEME

Churchill activity centre plan



LATROBE PLANNING SCHEME



LATROBE PLANNING SCHEME

11.03-1L28/05/2021
C122latr**Moe activity centre****Policy application**

This policy applies to land within the Moe Activity Centre Plan (MACP) in Clause 11.03-1L.

Strategies

Encourage retail, office and residential mixed use developments within Moe Primary Activity Centre.

Facilitate development of key sites adjacent to public transport, including bus routes and the Moe Train Station, that encourage pedestrian linkages between the private and public realm, including the expansion of shopping centres.

Develop the northern side of the railway line as an active urban environment and the southern side as a landscape focused area with passive recreation community spaces.

Enhance the image of the Railway Precinct as the focal point of Moe by establishing a civic hub at the Precinct that includes a pedestrian plaza and community-based facilities.

Design development to maintain views to and from the Rail Precinct and Station.

Activating the central green open spaces in the Railway Precinct by encouraging localised commercial activity and transit-oriented development.

Locate convenience retailing between the west end of the Service Station (opposite 37 Lloyd Street, Moe) and the south Station forecourt to provide active frontages to the pedestrian crossing in the Railway Precinct.

Encourage landscaping at the Lloyd Street frontage of the Service Station and the open space to the east.

Reinforce Moore Street as the primary shopping street in the town.

Support development that provides a high level of pedestrian amenity at Hasthorpe Place Precinct including pedestrian arcades to Moore Street and George Street (MACP Area 2).

Facilitate development that fronts car parking and the pedestrian network at the Clifton Street Precinct (MACP Area 1).

Support the redevelopment of higher density housing to the south of Moe town centre and train station through a demonstration project (MACP Area A to D).

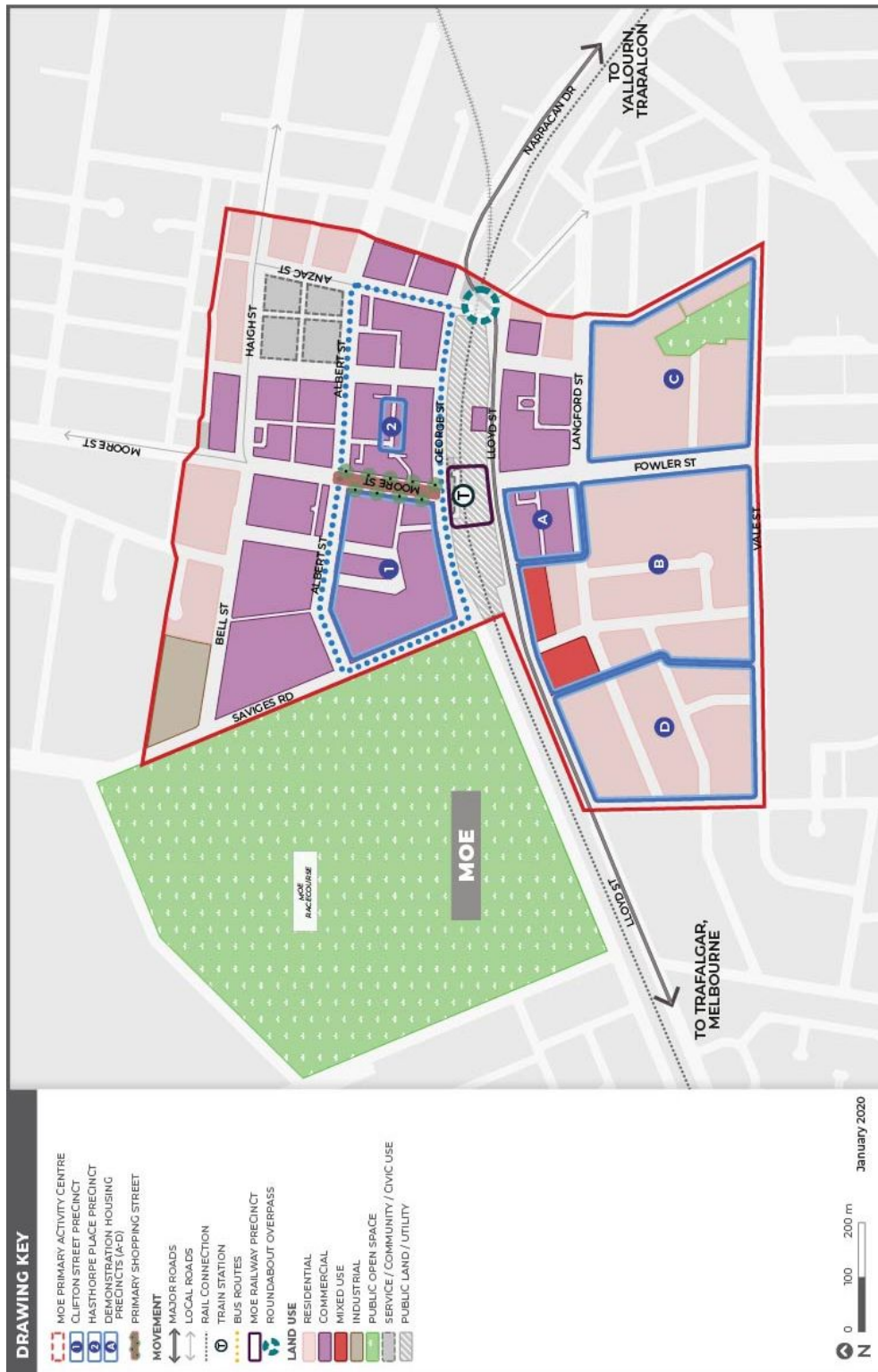
Policy documents

Consider as relevant:

- *Moe Activity Centre Plan* (Tract Consultants, 2007)
- *Moe Rail Precinct Revitalisation Project: Master Plan* (SJB Urban, SJB Architects, McCormick Rakin Cagney & Slattery Australia, 2009)
- *Clifton Street Precinct Urban Design Guidelines* (Tract Consultants, 2008)

LATROBE PLANNING SCHEME

Moe activity centre plan



LATROBE PLANNING SCHEME

11.03-2S04/05/2022
VC210**Growth areas****Objective**

To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits while protecting primary production, major sources of raw materials and valued environmental areas.

Strategies

Concentrate urban expansion into growth areas that are served by high-capacity public transport.

Implement the strategic directions in the Growth Area Framework Plans.

Encourage average overall residential densities in the growth areas of a minimum of 15 dwellings per net developable hectare, and over time, seek an overall increase in residential densities to more than 20 dwellings per net developable hectare.

Deliver timely and adequate provision of public transport and local and regional infrastructure and services, in line with a preferred sequence of land release.

Provide for significant amounts of local employment opportunities and in some areas, provide large scale industrial or other more regional employment generators.

Create a network of mixed-use activity centres that are high quality, well designed and create a sense of place.

Provide a diversity of housing type and distribution.

Retain unique characteristics of established areas impacted by growth.

Protect and manage natural resources and areas of heritage, cultural and environmental significance.

Create well planned, easy to maintain and safe streets and neighbourhoods that reduce opportunities for crime, improve perceptions of safety and increase levels of community participation.

Develop Growth Area Framework Plans that will:

- Include objectives for each growth area.
- Identify the long term pattern of urban growth.
- Identify the location of broad urban development types, for example activity centre, residential, employment, freight centres and mixed use employment.
- Identify the boundaries of individual communities, landscape values and, as appropriate, the need for discrete urban breaks and how land uses in these breaks will be managed.
- Identify transport networks and options for investigation, such as future railway lines and stations, freight activity centres, freeways and arterial roads.
- Identify the location of open space to be retained for recreation, and/or biodiversity protection and/or flood risk reduction purposes guided and directed by regional biodiversity conservation strategies.
- Show significant waterways as opportunities for creating linear trails, along with areas required to be retained for biodiversity protection and/or flood risk reduction purposes.
- Identify appropriate uses for constrained areas, including quarry buffers.

Develop precinct structure plans consistent with the *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021) approved by the Minister for Planning to:

- Establish a sense of place and community.
- Create greater housing choice, diversity and affordable places to live.
- Create highly accessible and vibrant activity centres.
- Provide for local employment and business activity.

LATROBE PLANNING SCHEME

- Provide better transport choices.
- Respond to climate change and increase environmental sustainability.
- Deliver accessible, integrated and adaptable community infrastructure.

Policy documents

Consider as relevant:

- Any applicable Growth Area Framework Plans (Department of Sustainability and Environment, 2006)
- *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021)
- *Ministerial Direction No. 12 – Urban Growth Areas*

LATROBE PLANNING SCHEME

11.03-2L28/05/2021
C122latr**Morwell to Traralgon Structure Plan****Policy application**

This policy applies to the land identified on the Morwell to Traralgon Structure Plan (MTTSP) in this clause.

Strategies

Encourage the relocation of the Traralgon Golf Course (MTTSP Area 2) and its development for residential purposes.

Encourage residential development in MTTSP Area 3 that protects the operations of Latrobe Regional Airport.

Support retirement village, aged care and higher density residential developments in MTTSP Area 8 near the Latrobe Regional Hospital.

Encourage employment intensive businesses, once land is rezoned, that are associated with health and aeronautics in MTTSP Area 4.

Encourage the development of a Local Activity Centre near the intersection of Princes Highway and Airfield Road that includes an area of public open space close to the Latrobe Regional Hospital.

Encourage the development of a Neighbourhood Activity Centre adjoining the intersection of Bradford Drive and Princes Highway only if it:

- Achieves a standalone catchment area.
- Minimises the economic impacts on other activity centres.

Discourage further expansion of the existing area used for car sales along Princes Highway (MTTSP Area 5).

Provide a landscaped buffer along the western and eastern edges of the industrial precinct in MTTSP Area 6.

Encourage development of a green movement corridor along Old Melbourne Road and the Coopers Road Reserve that incorporates pedestrian and cycle pathways, sections of the proposed Traralgon–Morwell shared path and important areas of native vegetation.

Encourage creation of an open space corridor through MTTSP Areas 1, 3 and 7 and 9 along the waterway.

Policy guideline

Consider as relevant:

- Encouraging incremental growth on land within 200 metres of the Neighbourhood Activity Centre once Farming zoned land has been rezoned to residential use.

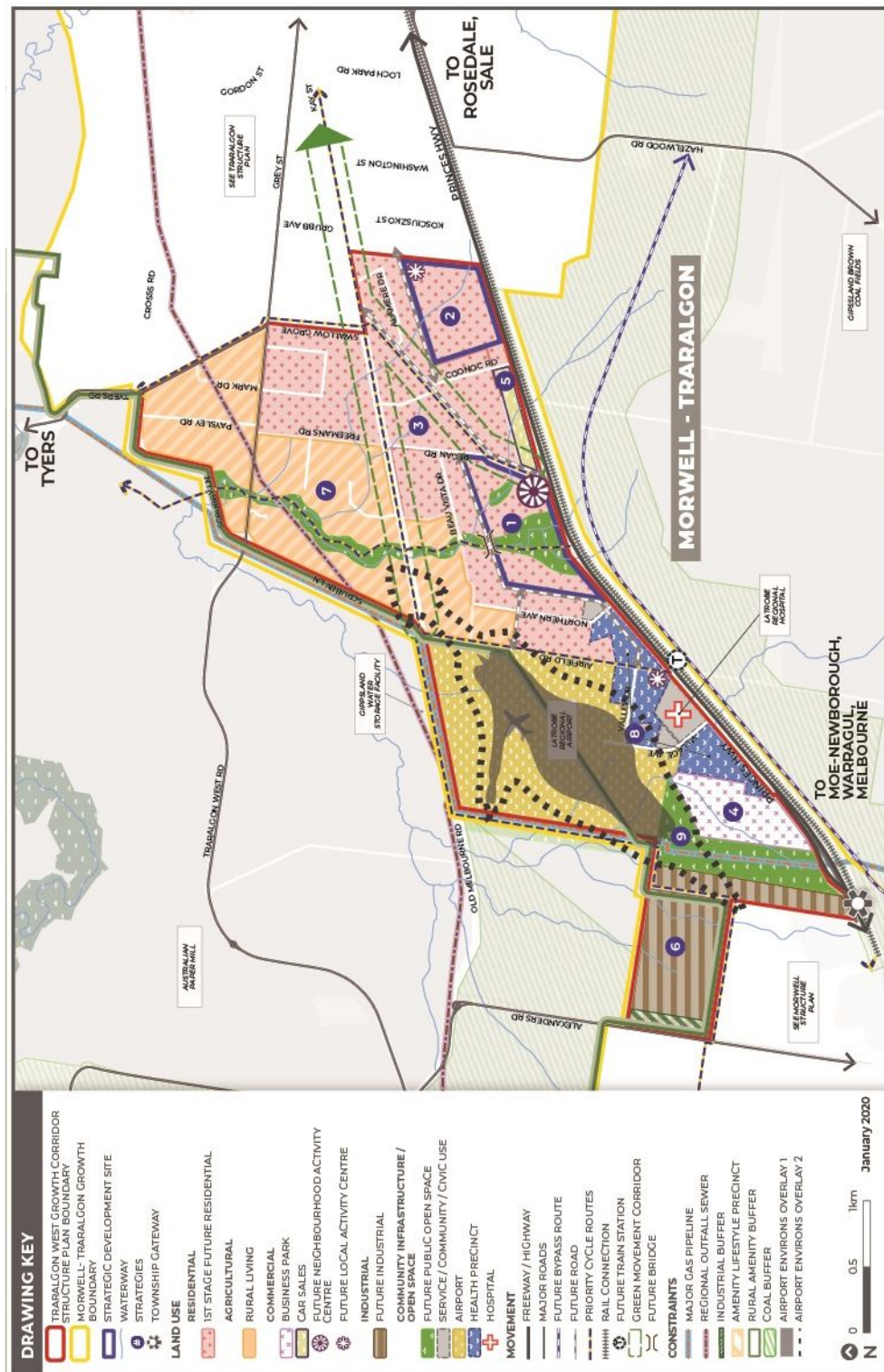
Policy documents

Consider as relevant:

- *Traralgon Growth Area Framework* (Hansen Partnership, 2013)
- *Morwell to Traralgon Employment Corridor Precinct Masterplan* (Urban Enterprise, 2020)
- *Latrobe Regional Airport Master Plan 2015* (Updated 2019) (Rhebein Airport Consulting, 2019)

LATROBE PLANNING SCHEME

Morwell to Traralgon Structure Plan (MTTSP)



LATROBE PLANNING SCHEME**11.03-3S**31/07/2018
VC148**Peri-urban areas****Objective**

To manage growth in peri-urban areas to protect and enhance their identified valued attributes.

Strategies

Identify and protect areas that are strategically important for the environment, biodiversity, landscape, open space, water, agriculture, energy, recreation, tourism, environment, cultural heritage, infrastructure, extractive and other natural resources.

Provide for development in established settlements that have capacity for growth having regard to complex ecosystems, landscapes, agricultural and recreational activities including in Warragul-Drouin, Bacchus Marsh, Torquay-Jan Juc, Gisborne, Kyneton, Wonthaggi, Kilmore, Broadford, Seymour and Ballan and other towns identified by Regional Growth Plans as having potential for growth.

Establish growth boundaries for peri-urban towns to avoid urban sprawl and protect agricultural land and environmental assets.

Enhance the character, identity, attractiveness and amenity of peri-urban towns.

Prevent dispersed settlement and provide for non-urban breaks between urban areas.

Ensure development is linked to the timely and viable provision of physical and social infrastructure.

Improve connections to regional and metropolitan transport services.

LATROBE PLANNING SCHEME

11.03-4S20/03/2023
VC229**Coastal settlement****Objective**

To plan for sustainable coastal development.

Strategies

Plan and manage coastal population growth and increased visitation so that impacts do not cause unsustainable use of coastal resources.

Support a network of diverse coastal settlements that provide for a broad range of housing types, economic opportunities and services.

Identify a clear settlement boundary around coastal settlements to ensure that growth in coastal areas is planned and coastal values are protected. Where no settlement boundary is identified, the extent of a settlement is defined by the extent of existing urban zoned land and any land identified on a plan in the planning scheme for future urban settlement.

Minimise linear urban sprawl along the coastal edge and ribbon development in rural landscapes.

Protect areas between settlements for non-urban use.

Limit development in identified coastal hazard areas, on ridgelines, primary coastal dune systems, shorelines of estuaries, wetlands and low-lying coastal areas, or where coastal processes may be detrimentally impacted.

Encourage the restructure of old and inappropriate subdivisions to reduce development impacts on the environment.

Ensure a sustainable water supply, stormwater management and sewerage treatment for all development.

Minimise the quantity and enhance the quality of stormwater discharge from new development into the ocean, bays and estuaries.

Prevent the development of new residential canal estates.

Policy documents

Consider as relevant:

- *G21 Regional Growth Plan* (Geelong Region Alliance, 2013)
- *Gippsland Regional Growth Plan* (Victorian Government, 2014)
- *Great South Coast Regional Growth Plan* (Victorian Government, 2014)
- *Marine and Coastal Policy* (Department of Environment, Land, Water and Planning, 2020)
- *Marine and Coastal Strategy* (Department of Environment, Land, Water and Planning, 2022)
- *Siting and Design Guidelines for Structures on the Victorian Coast* (Department of Environment, Land, Water and Planning, 2020)

LATROBE PLANNING SCHEME

11.03-5S30/04/2021
VC185**Distinctive areas and landscapes****Objective**

To recognise the importance of distinctive areas and landscapes to the people of Victoria and protect and enhance the valued attributes of identified or declared distinctive areas and landscapes.

Strategies

Recognise the unique features and special characteristics of these areas and landscapes.

Implement the strategic directions of approved Localised Planning Statements and Statements of Planning Policy.

Integrate policy development, implementation and decision-making for declared areas under Statements of Planning policy.

Recognise the important role these areas play in the state as tourist destinations.

Protect the identified key values and activities of these areas.

Enhance conservation of the environment, including the unique habitats, ecosystems and biodiversity of these areas.

Support use and development where it enhances the valued characteristics of these areas.

Avoid use and development that could undermine the long-term natural or non-urban use of land in these areas.

Protect areas that are important for food production.

Policy documents

Consider as relevant:

- *Bellarine Peninsula Localised Planning Statement* (Victorian Government, 2015)
- *Macedon Ranges Statement of Planning Policy* (Victorian Government, 2019)
- *Mornington Peninsula Localised Planning Statement* (Victorian Government, 2014)
- *Yarra Ranges Localised Planning Statement* (Victorian Government, 2017)

LATROBE PLANNING SCHEME**11.03-6S**31/07/2018
VC148**Regional and local places****Objective**

To facilitate integrated place-based planning.

Strategies

Integrate relevant planning considerations to provide specific direction for the planning of sites, places, neighbourhoods and towns.

Consider the distinctive characteristics and needs of regional and local places in planning for future land use and development.

LATROBE PLANNING SCHEME

11.03
31/07/2018
VC148

PLANNING FOR PLACES

LATROBE PLANNING SCHEME

11.03-1S03/02/2022
VC199**Activity centres****Objective**

To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

Strategies

Build up activity centres as a focus for high-quality development, activity and living by developing a network of activity centres that:

- Comprises a range of centres that differ in size and function.
- Is a focus for business, shopping, working, leisure and community facilities.
- Provides different types of housing, including forms of higher density housing.
- Is connected by transport.
- Maximises choices in services, employment and social interaction.

Support the role and function of each centre in the context of its classification, the policies for housing intensification, and development of the public transport network.

Undertake strategic planning for the use and development of land in and around activity centres.

Give clear direction on preferred locations for investment.

Encourage a diversity of housing types at higher densities in and around activity centres.

Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.

Improve access by walking, cycling and public transport to services and facilities.

Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies.

Encourage economic activity and business synergies.

Improve the social, economic and environmental performance and amenity of activity centres.

Policy documents

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2021)
- *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021)

LATROBE PLANNING SCHEME**11.03-1L**02/06/2023
C137latr**Activity centres****Strategies**

Facilitate development of regional commercial significance to locate within the Traralgon Primary Activity Centre.

Facilitate major office and institutions within the primary activity centre of Morwell.

Facilitate development in the activity centres of Morwell and Moe that support their role as sub regional retail centres.

Facilitate development in Churchill that supports its role as a large town centre.

Support localised convenience retail, community and small business service needs within Neighbourhood and Local Activity Centres.

Establish Neighbourhood and Local Activity Centres in Traralgon, Morwell, Moe, Churchill as outlined in the Traralgon Town Structure Plan, Morwell Town Structure Plan, Moe-Newborough Town Structure Plan and Churchill Town Structure Plan in Clause 11.01-1L.

Discourage the establishment of new centres unless:

- There is demand to sustain its viability.
- Its establishment will not detrimentally affect existing centres, particularly existing main town neighbourhood and small town retail centres.

Policy document

Consider as relevant:

- *Latrobe City Council Retail Strategy* (Essential Economics 2019)
- *Latrobe Transit Centred Precincts* (David Lock Associates, SGS Economics & Planning, and PBAI Australia, 2004)

LATROBE PLANNING SCHEME**11.03-1L Churchill activity centre**

~~11.03-1L~~
Proposed C141latr

Policy application

This policy applies to land within the Churchill Town Centre Plan (CTCP) in this clause.

Strategies

Encourage all retail or commercial development in the Churchill Town Centre to be consolidated within the primary activity centre (CTCP Area 1).

Establish regional education and research facilities in the service, community and civic use areas directly north and east of Northways Road (CTCP Area 2).

Encourage the expansion of the university facility to the east of Northways Road (CTCP Area 2).

Strengthen the east-west link between the existing Churchill primary activity centre and the University to the east by encouraging retail, office and mixed use residential developments along the link (CTCP Area A).

Design buildings with active frontages on the street and pedestrian links of Balfour Place and between Monash Way and Phillip Parade.

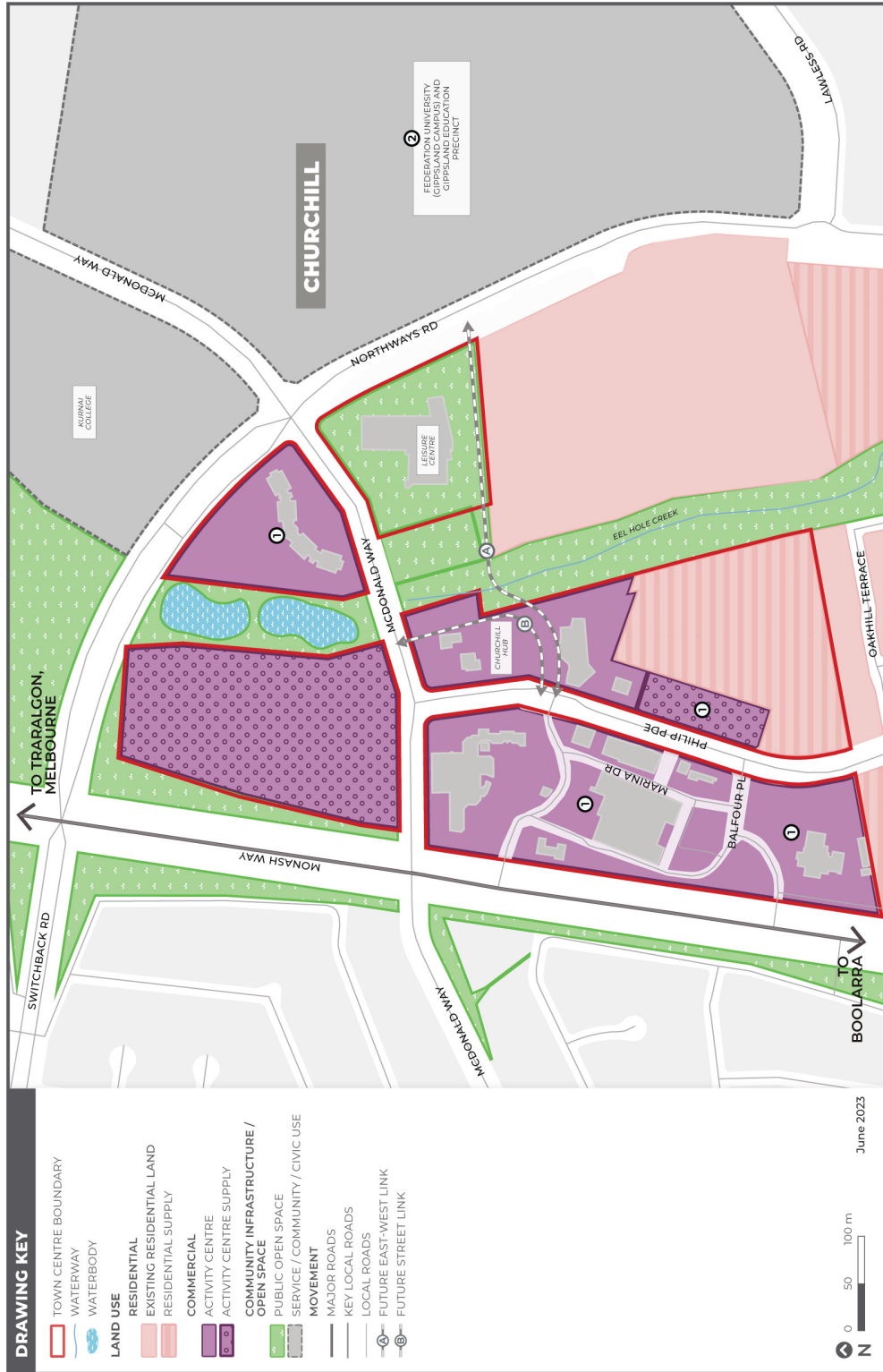
Policy document

Consider as relevant:

- *Churchill Town Centre Plan* (Beca Pty Ltd, 2007)

LATROBE PLANNING SCHEME

Churchill activity centre plan



LATROBE PLANNING SCHEME

11.03-1L28/05/2021
C122latr**Moe activity centre****Policy application**

This policy applies to land within the Moe Activity Centre Plan (MACP) in Clause 11.03-1L.

Strategies

Encourage retail, office and residential mixed use developments within Moe Primary Activity Centre.

Facilitate development of key sites adjacent to public transport, including bus routes and the Moe Train Station, that encourage pedestrian linkages between the private and public realm, including the expansion of shopping centres.

Develop the northern side of the railway line as an active urban environment and the southern side as a landscape focused area with passive recreation community spaces.

Enhance the image of the Railway Precinct as the focal point of Moe by establishing a civic hub at the Precinct that includes a pedestrian plaza and community-based facilities.

Design development to maintain views to and from the Rail Precinct and Station.

Activating the central green open spaces in the Railway Precinct by encouraging localised commercial activity and transit-oriented development.

Locate convenience retailing between the west end of the Service Station (opposite 37 Lloyd Street, Moe) and the south Station forecourt to provide active frontages to the pedestrian crossing in the Railway Precinct.

Encourage landscaping at the Lloyd Street frontage of the Service Station and the open space to the east.

Reinforce Moore Street as the primary shopping street in the town.

Support development that provides a high level of pedestrian amenity at Hasthorpe Place Precinct including pedestrian arcades to Moore Street and George Street (MACP Area 2).

Facilitate development that fronts car parking and the pedestrian network at the Clifton Street Precinct (MACP Area 1).

Support the redevelopment of higher density housing to the south of Moe town centre and train station through a demonstration project (MACP Area A to D).

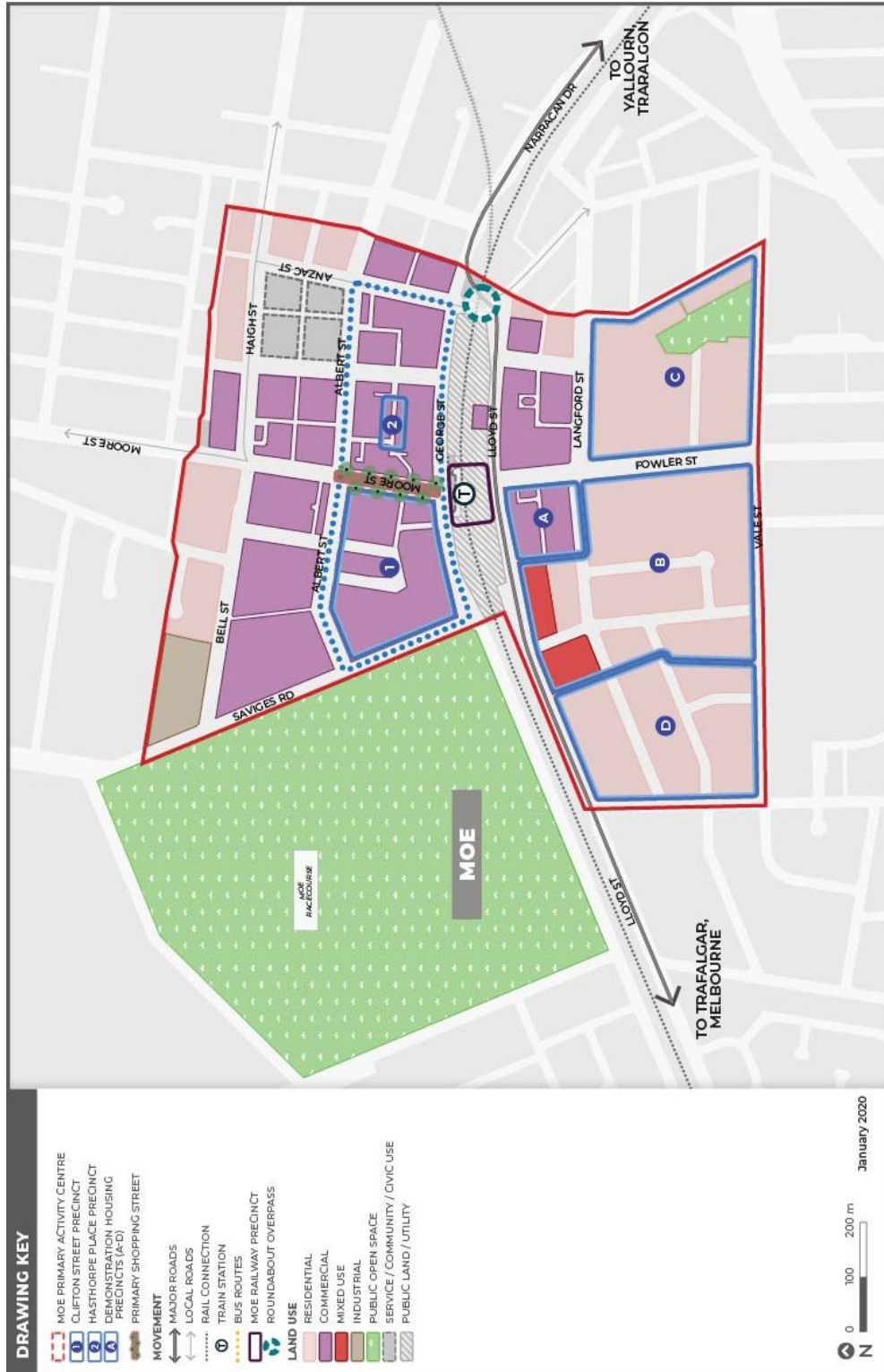
Policy documents

Consider as relevant:

- *Moe Activity Centre Plan* (Tract Consultants, 2007)
- *Moe Rail Precinct Revitalisation Project: Master Plan* (SJB Urban, SJB Architects, McCormick Rakin Cagney & Slattery Australia, 2009)
- *Clifton Street Precinct Urban Design Guidelines* (Tract Consultants, 2008)

LATROBE PLANNING SCHEME

Moe activity centre plan



LATROBE PLANNING SCHEME

11.03-2S04/05/2022
VC210**Growth areas****Objective**

To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits while protecting primary production, major sources of raw materials and valued environmental areas.

Strategies

Concentrate urban expansion into growth areas that are served by high-capacity public transport.

Implement the strategic directions in the Growth Area Framework Plans.

Encourage average overall residential densities in the growth areas of a minimum of 15 dwellings per net developable hectare, and over time, seek an overall increase in residential densities to more than 20 dwellings per net developable hectare.

Deliver timely and adequate provision of public transport and local and regional infrastructure and services, in line with a preferred sequence of land release.

Provide for significant amounts of local employment opportunities and in some areas, provide large scale industrial or other more regional employment generators.

Create a network of mixed-use activity centres that are high quality, well designed and create a sense of place.

Provide a diversity of housing type and distribution.

Retain unique characteristics of established areas impacted by growth.

Protect and manage natural resources and areas of heritage, cultural and environmental significance.

Create well planned, easy to maintain and safe streets and neighbourhoods that reduce opportunities for crime, improve perceptions of safety and increase levels of community participation.

Develop Growth Area Framework Plans that will:

- Include objectives for each growth area.
- Identify the long term pattern of urban growth.
- Identify the location of broad urban development types, for example activity centre, residential, employment, freight centres and mixed use employment.
- Identify the boundaries of individual communities, landscape values and, as appropriate, the need for discrete urban breaks and how land uses in these breaks will be managed.
- Identify transport networks and options for investigation, such as future railway lines and stations, freight activity centres, freeways and arterial roads.
- Identify the location of open space to be retained for recreation, and/or biodiversity protection and/or flood risk reduction purposes guided and directed by regional biodiversity conservation strategies.
- Show significant waterways as opportunities for creating linear trails, along with areas required to be retained for biodiversity protection and/or flood risk reduction purposes.
- Identify appropriate uses for constrained areas, including quarry buffers.

Develop precinct structure plans consistent with the *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021) approved by the Minister for Planning to:

- Establish a sense of place and community.
- Create greater housing choice, diversity and affordable places to live.
- Create highly accessible and vibrant activity centres.
- Provide for local employment and business activity.

LATROBE PLANNING SCHEME

- Provide better transport choices.
- Respond to climate change and increase environmental sustainability.
- Deliver accessible, integrated and adaptable community infrastructure.

Policy documents

Consider as relevant:

- Any applicable Growth Area Framework Plans (Department of Sustainability and Environment, 2006)
- *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021)
- *Ministerial Direction No. 12 – Urban Growth Areas*

LATROBE PLANNING SCHEME

11.03-2L28/05/2021
C122latr**Morwell to Traralgon Structure Plan****Policy application**

This policy applies to the land identified on the Morwell to Traralgon Structure Plan (MTTSP) in this clause.

Strategies

Encourage the relocation of the Traralgon Golf Course (MTTSP Area 2) and its development for residential purposes.

Encourage residential development in MTTSP Area 3 that protects the operations of Latrobe Regional Airport.

Support retirement village, aged care and higher density residential developments in MTTSP Area 8 near the Latrobe Regional Hospital.

Encourage employment intensive businesses, once land is rezoned, that are associated with health and aeronautics in MTTSP Area 4.

Encourage the development of a Local Activity Centre near the intersection of Princes Highway and Airfield Road that includes an area of public open space close to the Latrobe Regional Hospital.

Encourage the development of a Neighbourhood Activity Centre adjoining the intersection of Bradford Drive and Princes Highway only if it:

- Achieves a standalone catchment area.
- Minimises the economic impacts on other activity centres.

Discourage further expansion of the existing area used for car sales along Princes Highway (MTTSP Area 5).

Provide a landscaped buffer along the western and eastern edges of the industrial precinct in MTTSP Area 6.

Encourage development of a green movement corridor along Old Melbourne Road and the Coopers Road Reserve that incorporates pedestrian and cycle pathways, sections of the proposed Traralgon–Morwell shared path and important areas of native vegetation.

Encourage creation of an open space corridor through MTTSP Areas 1, 3 and 7 and 9 along the waterway.

Policy guideline

Consider as relevant:

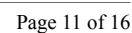
- Encouraging incremental growth on land within 200 metres of the Neighbourhood Activity Centre once Farming zoned land has been rezoned to residential use.

Policy documents

Consider as relevant:

- *Traralgon Growth Area Framework* (Hansen Partnership, 2013)
- *Morwell to Traralgon Employment Corridor Precinct Masterplan* (Urban Enterprise, 2020)
- *Latrobe Regional Airport Master Plan 2015* (Updated 2019) (Rhebein Airport Consulting, 2019)

Morwell to Traralgon Structure Plan (MTTSP)



LATROBE PLANNING SCHEME**11.03-3S**31/07/2018
VC148**Peri-urban areas****Objective**

To manage growth in peri-urban areas to protect and enhance their identified valued attributes.

Strategies

Identify and protect areas that are strategically important for the environment, biodiversity, landscape, open space, water, agriculture, energy, recreation, tourism, environment, cultural heritage, infrastructure, extractive and other natural resources.

Provide for development in established settlements that have capacity for growth having regard to complex ecosystems, landscapes, agricultural and recreational activities including in Warragul-Drouin, Bacchus Marsh, Torquay-Jan Juc, Gisborne, Kyneton, Wonthaggi, Kilmore, Broadford, Seymour and Ballan and other towns identified by Regional Growth Plans as having potential for growth.

Establish growth boundaries for peri-urban towns to avoid urban sprawl and protect agricultural land and environmental assets.

Enhance the character, identity, attractiveness and amenity of peri-urban towns.

Prevent dispersed settlement and provide for non-urban breaks between urban areas.

Ensure development is linked to the timely and viable provision of physical and social infrastructure.

Improve connections to regional and metropolitan transport services.

LATROBE PLANNING SCHEME

11.03-4S20/03/2023
VC229**Coastal settlement****Objective**

To plan for sustainable coastal development.

Strategies

Plan and manage coastal population growth and increased visitation so that impacts do not cause unsustainable use of coastal resources.

Support a network of diverse coastal settlements that provide for a broad range of housing types, economic opportunities and services.

Identify a clear settlement boundary around coastal settlements to ensure that growth in coastal areas is planned and coastal values are protected. Where no settlement boundary is identified, the extent of a settlement is defined by the extent of existing urban zoned land and any land identified on a plan in the planning scheme for future urban settlement.

Minimise linear urban sprawl along the coastal edge and ribbon development in rural landscapes.

Protect areas between settlements for non-urban use.

Limit development in identified coastal hazard areas, on ridgelines, primary coastal dune systems, shorelines of estuaries, wetlands and low-lying coastal areas, or where coastal processes may be detrimentally impacted.

Encourage the restructure of old and inappropriate subdivisions to reduce development impacts on the environment.

Ensure a sustainable water supply, stormwater management and sewerage treatment for all development.

Minimise the quantity and enhance the quality of stormwater discharge from new development into the ocean, bays and estuaries.

Prevent the development of new residential canal estates.

Policy documents

Consider as relevant:

- *G21 Regional Growth Plan* (Geelong Region Alliance, 2013)
- *Gippsland Regional Growth Plan* (Victorian Government, 2014)
- *Great South Coast Regional Growth Plan* (Victorian Government, 2014)
- *Marine and Coastal Policy* (Department of Environment, Land, Water and Planning, 2020)
- *Marine and Coastal Strategy* (Department of Environment, Land, Water and Planning, 2022)
- *Siting and Design Guidelines for Structures on the Victorian Coast* (Department of Environment, Land, Water and Planning, 2020)

LATROBE PLANNING SCHEME

11.03-5S30/04/2021
VC185**Distinctive areas and landscapes****Objective**

To recognise the importance of distinctive areas and landscapes to the people of Victoria and protect and enhance the valued attributes of identified or declared distinctive areas and landscapes.

Strategies

Recognise the unique features and special characteristics of these areas and landscapes.

Implement the strategic directions of approved Localised Planning Statements and Statements of Planning Policy.

Integrate policy development, implementation and decision-making for declared areas under Statements of Planning policy.

Recognise the important role these areas play in the state as tourist destinations.

Protect the identified key values and activities of these areas.

Enhance conservation of the environment, including the unique habitats, ecosystems and biodiversity of these areas.

Support use and development where it enhances the valued characteristics of these areas.

Avoid use and development that could undermine the long-term natural or non-urban use of land in these areas.

Protect areas that are important for food production.

Policy documents

Consider as relevant:

- *Bellarine Peninsula Localised Planning Statement* (Victorian Government, 2015)
- *Macedon Ranges Statement of Planning Policy* (Victorian Government, 2019)
- *Mornington Peninsula Localised Planning Statement* (Victorian Government, 2014)
- *Yarra Ranges Localised Planning Statement* (Victorian Government, 2017)

LATROBE PLANNING SCHEME**11.03-6S**31/07/2018
VC148**Regional and local places****Objective**

To facilitate integrated place-based planning.

Strategies

Integrate relevant planning considerations to provide specific direction for the planning of sites, places, neighbourhoods and towns.

Consider the distinctive characteristics and needs of regional and local places in planning for future land use and development.

LATROBE PLANNING SCHEME

16.01
31/07/2018
VC148

RESIDENTIAL DEVELOPMENT

LATROBE PLANNING SCHEME**16.01-1S**20/12/2021
VC174**Housing supply****Objective**

To facilitate well-located, integrated and diverse housing that meets community needs.

Strategies

Ensure that an appropriate quantity, quality and type of housing is provided, including aged care facilities and other housing suitable for older people, supported accommodation for people with disability, rooming houses, student accommodation and social housing.

Increase the proportion of housing in designated locations in established urban areas (including under-utilised urban land) and reduce the share of new dwellings in greenfield, fringe and dispersed development areas.

Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.

Identify opportunities for increased residential densities to help consolidate urban areas.

Facilitate diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types.

Encourage the development of well-designed housing that:

- Provides a high level of internal and external amenity.
- Incorporates universal design and adaptable internal dwelling design.

Support opportunities for a range of income groups to choose housing in well-serviced locations.

Plan for growth areas to provide for a mix of housing types through a variety of lot sizes, including higher housing densities in and around activity centres.

Policy documents

Consider as relevant:

- *Homes for Victorians - Affordability, Access and Choice* (Victorian Government, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2021)

LATROBE PLANNING SCHEME

16.01-1L Housing Supply**29/06/2023 - 1/7/2023
C141latr Proposed C141latr Policy Application**

This policy applies to all land identified in the Housing Framework Plans in this clause.

General Strategies

Encourage and concentrate a diverse range of housing in locations with access to community services, activity centres and public transport in accordance with the Housing Framework Plans in this Clause.

Support lot consolidation to maximise opportunities for increased residential yield and integrated development in locations identified for Substantial and Incremental Change in the Housing Framework Plans in this Clause.

Encourage the development of smaller housing types, particularly one and two bedroom dwellings in Substantial Change Areas and Incremental Changes Areas as indicated on the Housing Framework Plans for each town in this Clause.

Support development that is flexible for different age groups and abilities without the need for major adaptation post construction.

General policy guidelines

Consider as relevant:

- Encouraging medium and high density housing typologies within 400 metres of the Primary Activity Centres of Moe, Morwell, Churchill and Traralgon.
- Supporting infill development within 200 metres of existing of planned Neighbourhood Activity Centres and Local Activity Centres and the retails centres of District and Small Towns.

Substantial change area strategies

Encourage multi-level residential development in the form of low scale apartments, townhouses, shop tops and units.

Discourage housing intensification in areas identified for 'Future Substantial Change' south of Shakespeare Street, Traralgon, until existing industrial development located to the south (Area 6 of the Traralgon Township Structure Plan in Clause 11.01-1L) transitions to light industrial or other non - sensitive uses.

Incremental change areas strategies

Encourage higher density housing in the form of townhouses, units and dual occupancies that are sensitive with adjoining streetscapes, buildings and residential areas.

Discourage housing intensification south of Commercial Road, Morwell until rehabilitation works to the northern extent of the Hazelwood open cut brown coal mine area are complete (Area 3 on the Morwell Town Structure Plan in Clause 11.01-1L).

Facilitate the development of streetscape character that contains:

- Private gardens in front yards.
- Space between buildings.
- Views to local landmarks.
- Natural shade.

LATROBE PLANNING SCHEME**Limited change areas strategy**

Support the development of detached dwellings and dual occupancies that reinforce the spacious regional suburban character.

Limited change areas policy guidelines

Consider as relevant:

- Encouraging smaller and diverse housing types, including units and townhouses, within 200 metres of existing or planned Neighbourhood and Local Activity Centres and where public transport is accessible.
- Discouraging units of townhouses beyond 200 metres from an existing or planned Neighbourhood Activity Centre and Local Activity Centre, except on Strategic Development Sites identified on the Housing Framework Plans.
- Discouraging higher densities unless a lot is greater than 1500 square metres and is:
 - Within 400 metres walking distance from a public transport network.
 - Consistent with the average lot size of density development of residentially zoned land that is within a 150 metre radius (excluding the subject site in the calculation).
 - Not constrained by an overlay that affects the development potential of the lot (heritage, bushfire or flooding overlay).

Minimal change areas strategies

Support minimal change in the form of detached houses and dual occupancies in locations with distinct character attributes, such as heritage, neighbourhood character, environmental or amenity values or infrastructure limitations.

Encourage the retention and provision of vegetated areas including canopy trees and large garden spaces.

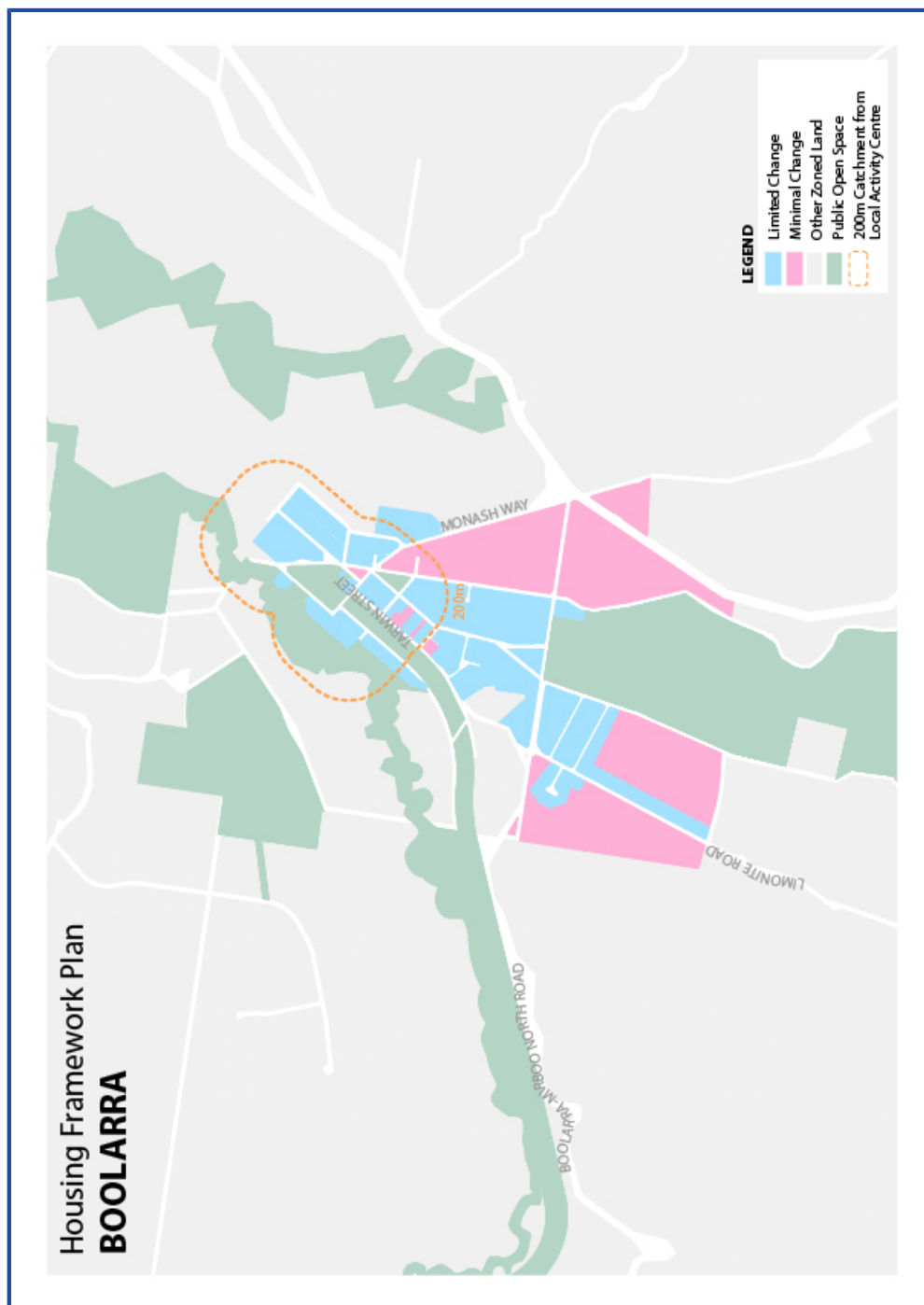
Policy document

Consider as relevant:

- *Live Work Latrobe Housing Strategy* (Latrobe City Council, MacroPlan Dimasi, RMCG and Planisphere, 2019)

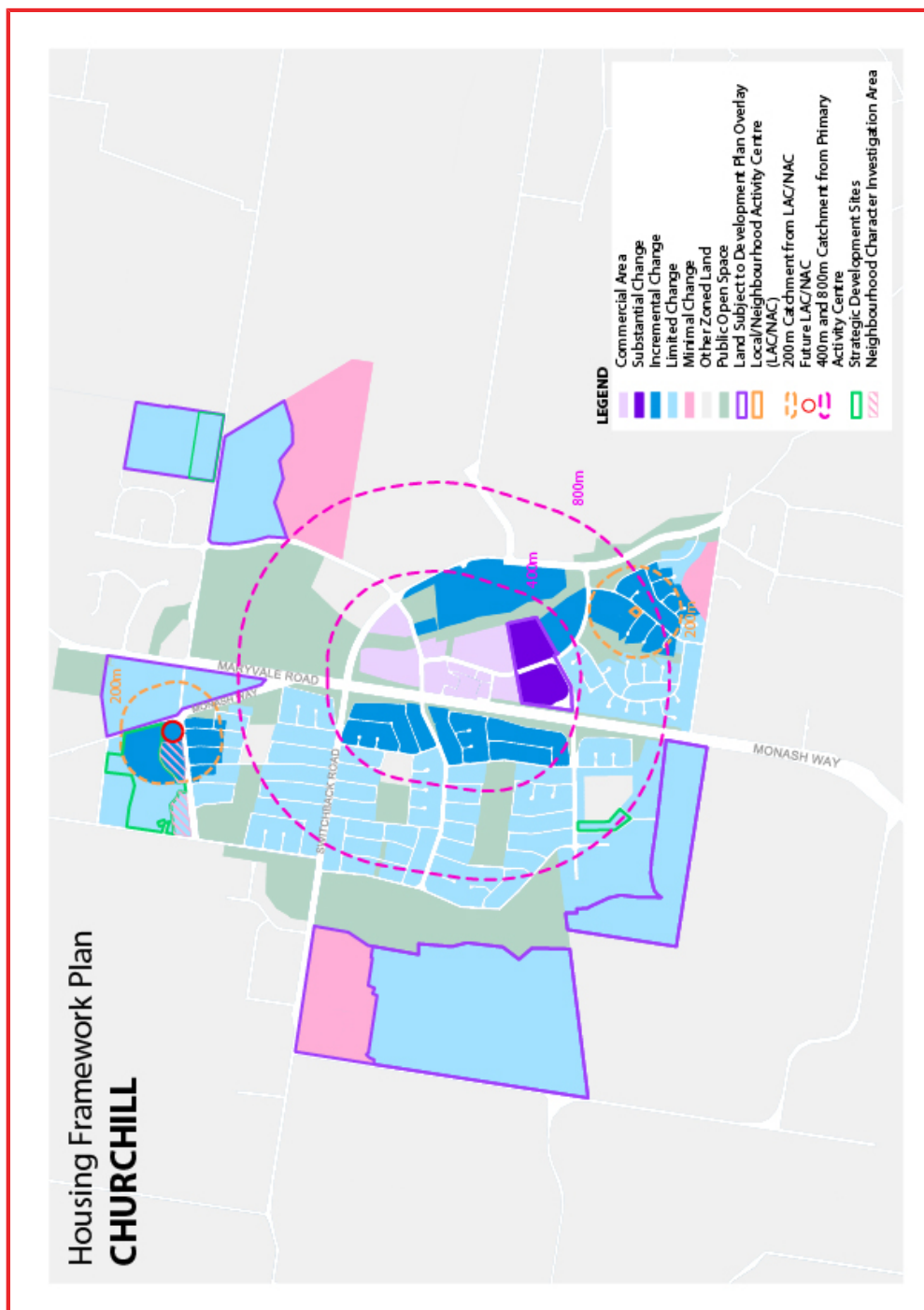
LATROBE PLANNING SCHEME

Boolarra Housing Framework Plan

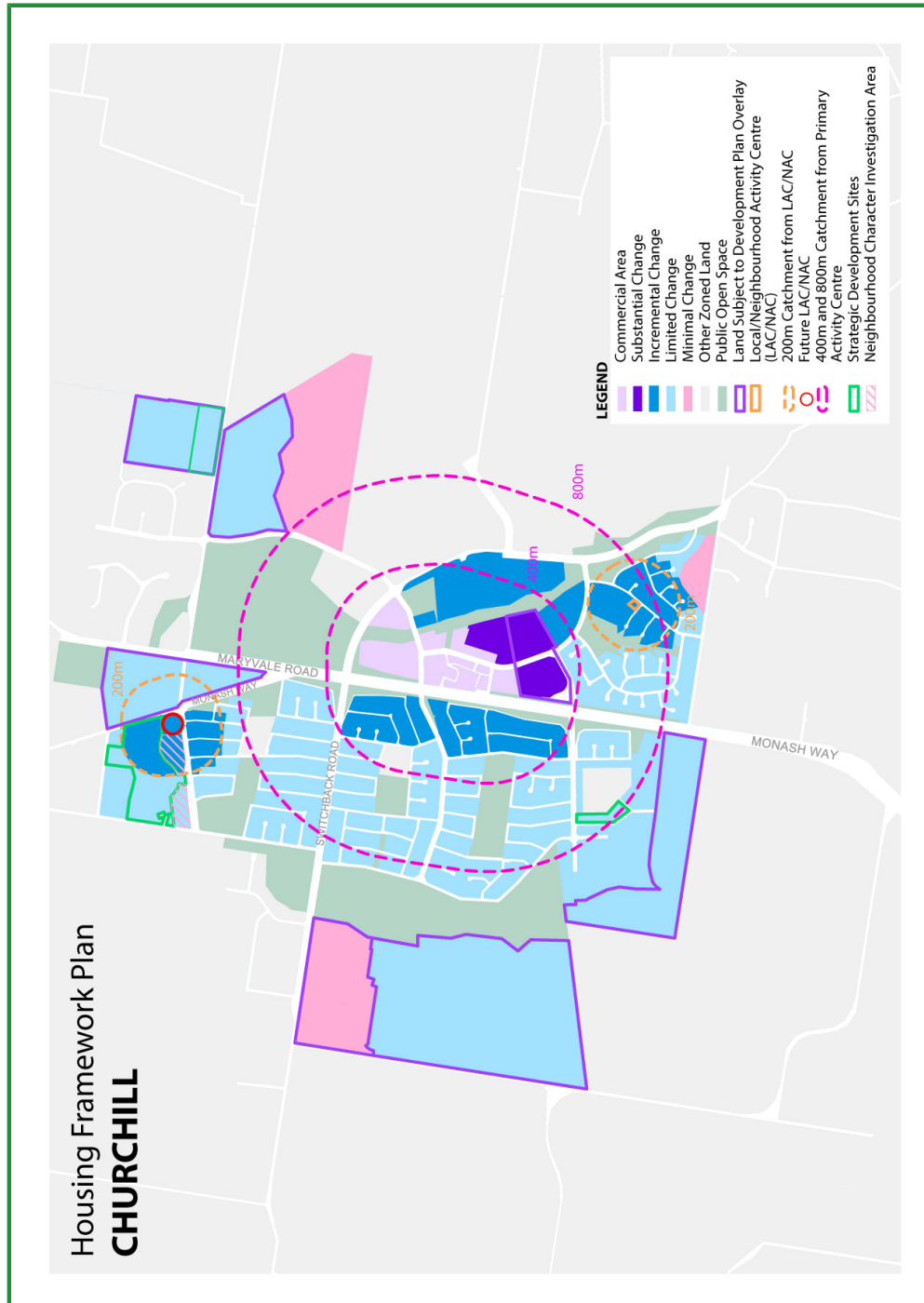


LATROBE PLANNING SCHEME

Churchill Housing Framework Plan

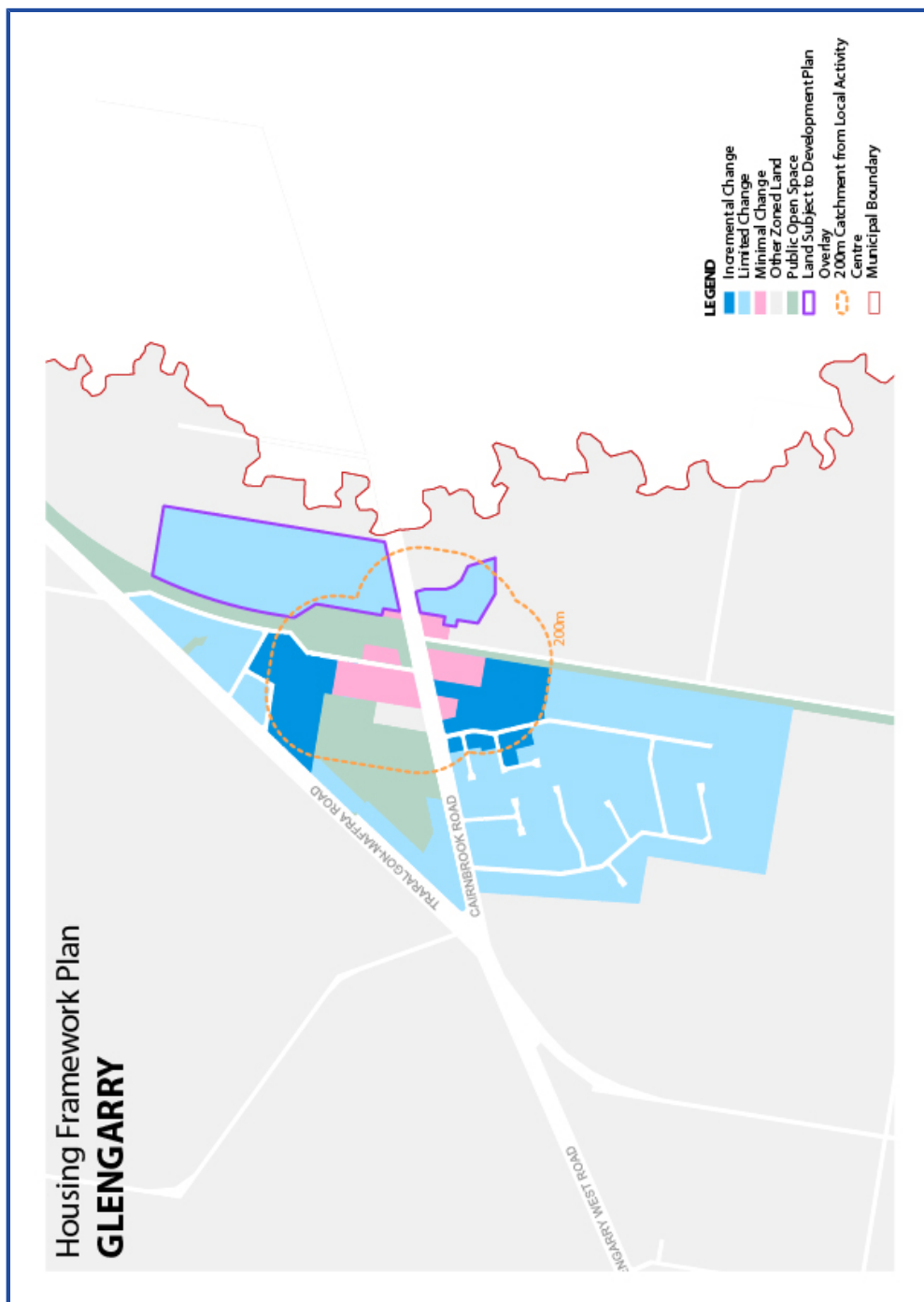


LATROBE PLANNING SCHEME



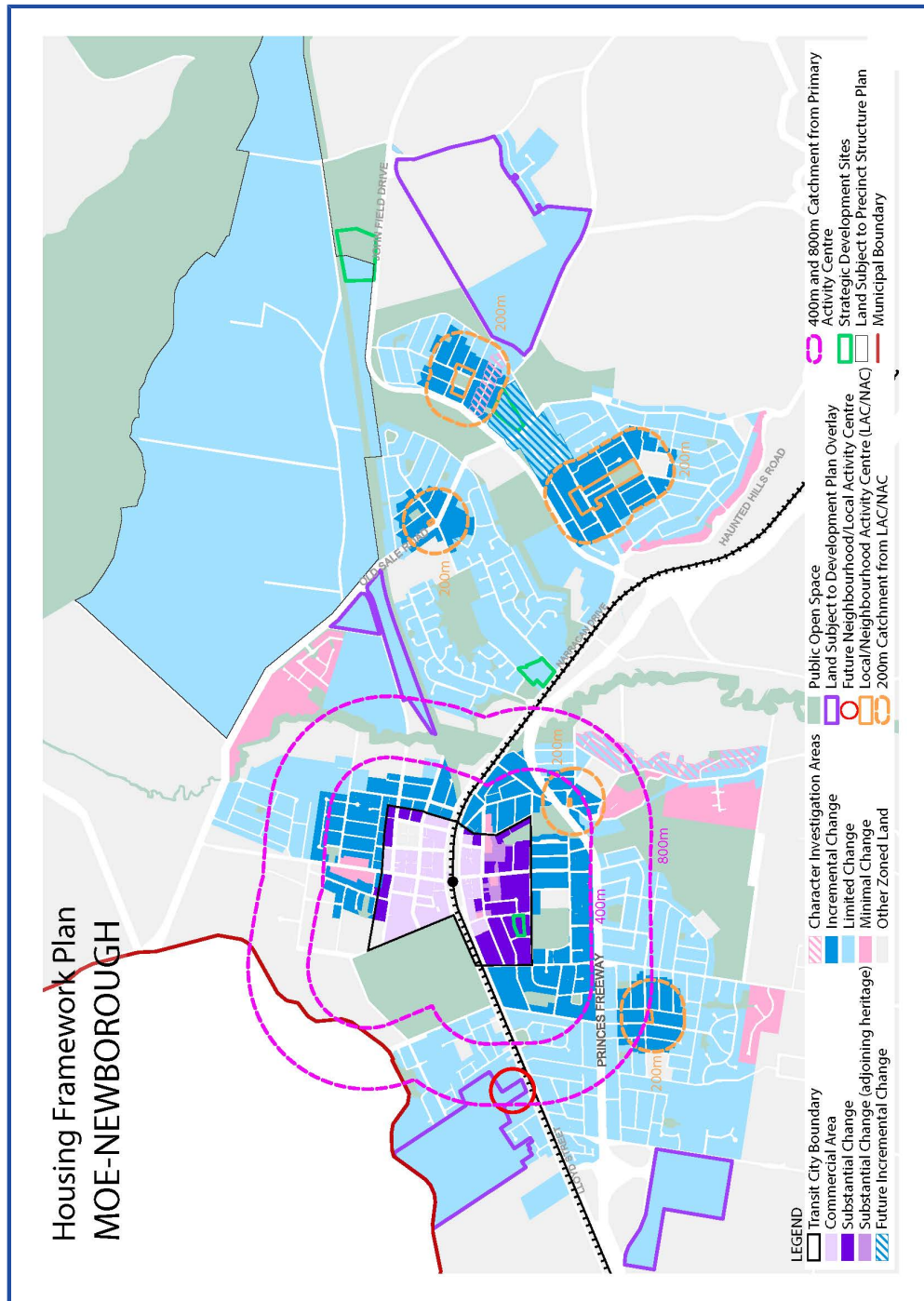
LATROBE PLANNING SCHEME

Glengarry Housing Framework Plan



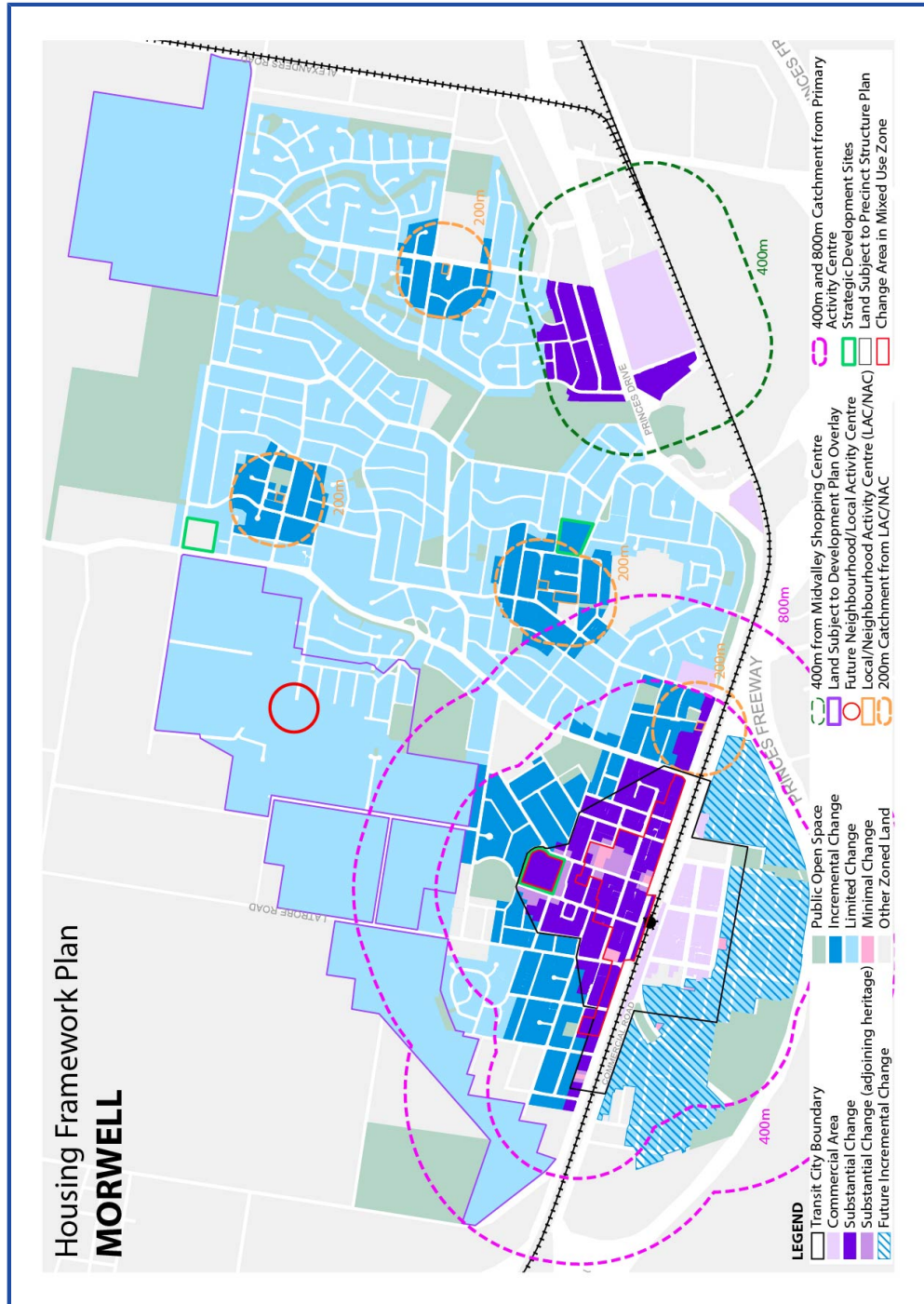
LATROBE PLANNING SCHEME

Moe - Newborough Housing Framework Plan



LATROBE PLANNING SCHEME

Morwell Housing Framework Plan



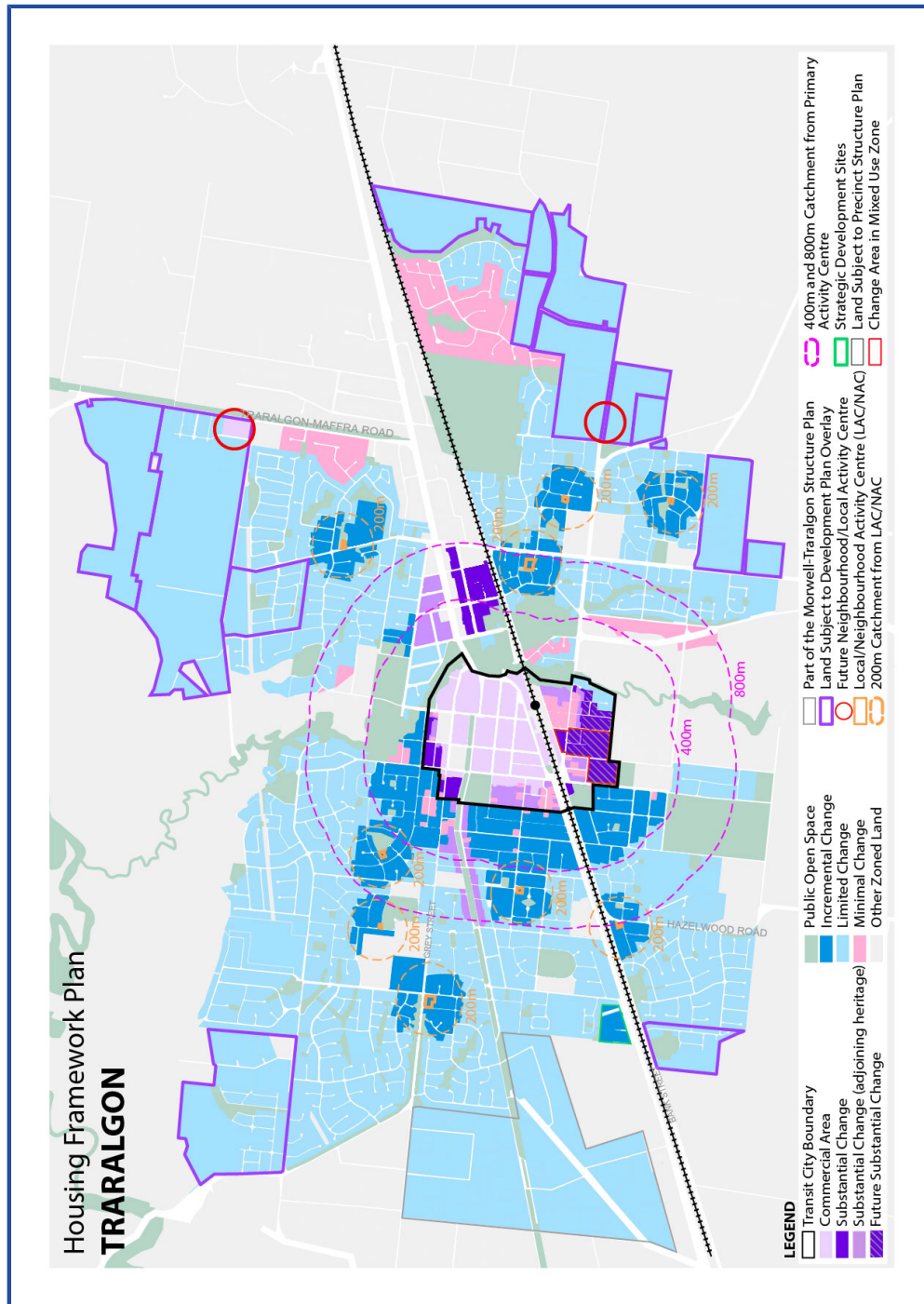
LATROBE PLANNING SCHEME

Toongabbie Housing Framework Plan



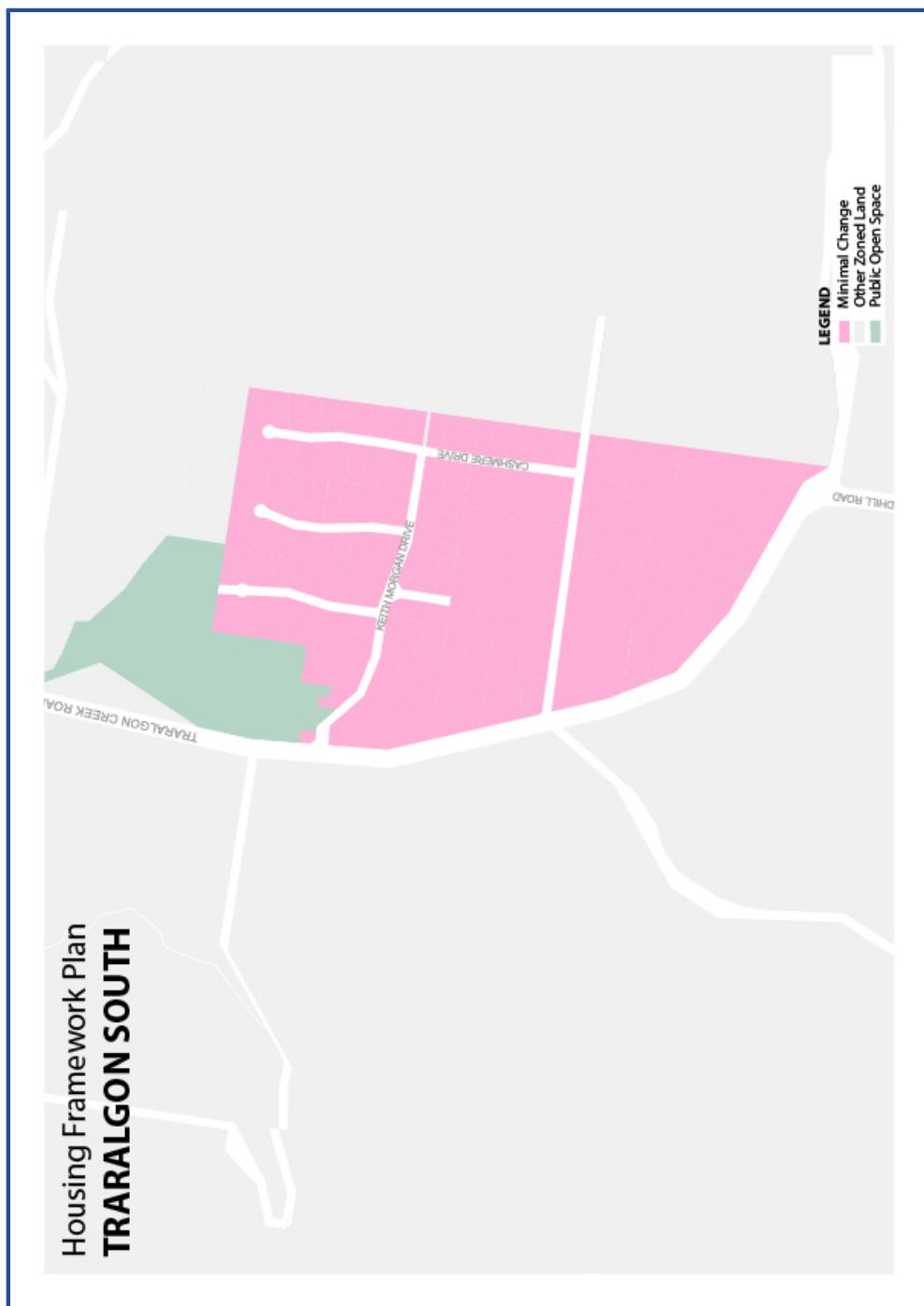
LATROBE PLANNING SCHEME

Traralgon Housing Framework Plan



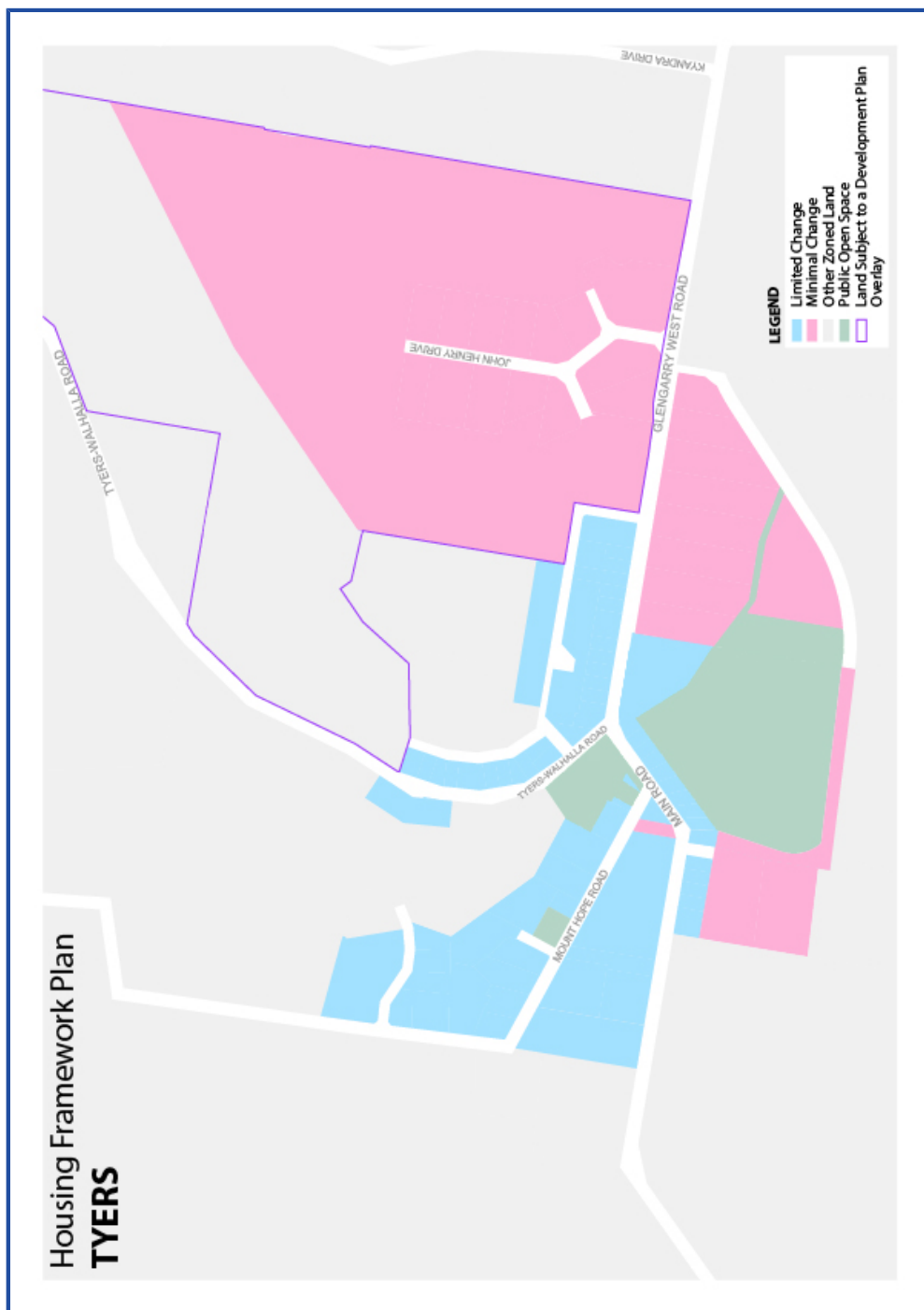
LATROBE PLANNING SCHEME

Traralgon South Housing Framework Plan



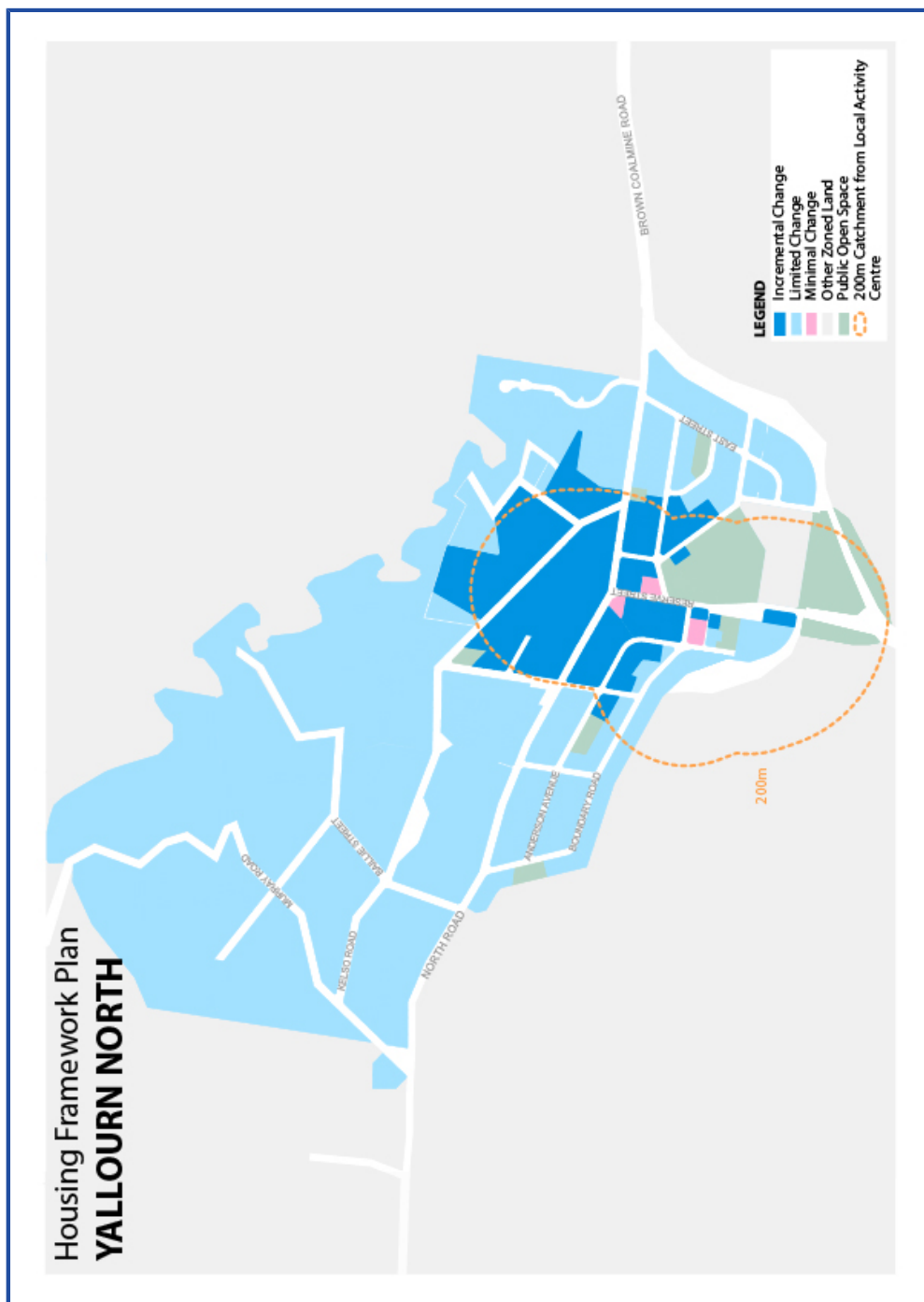
LATROBE PLANNING SCHEME

Tyers Housing Framework Plan



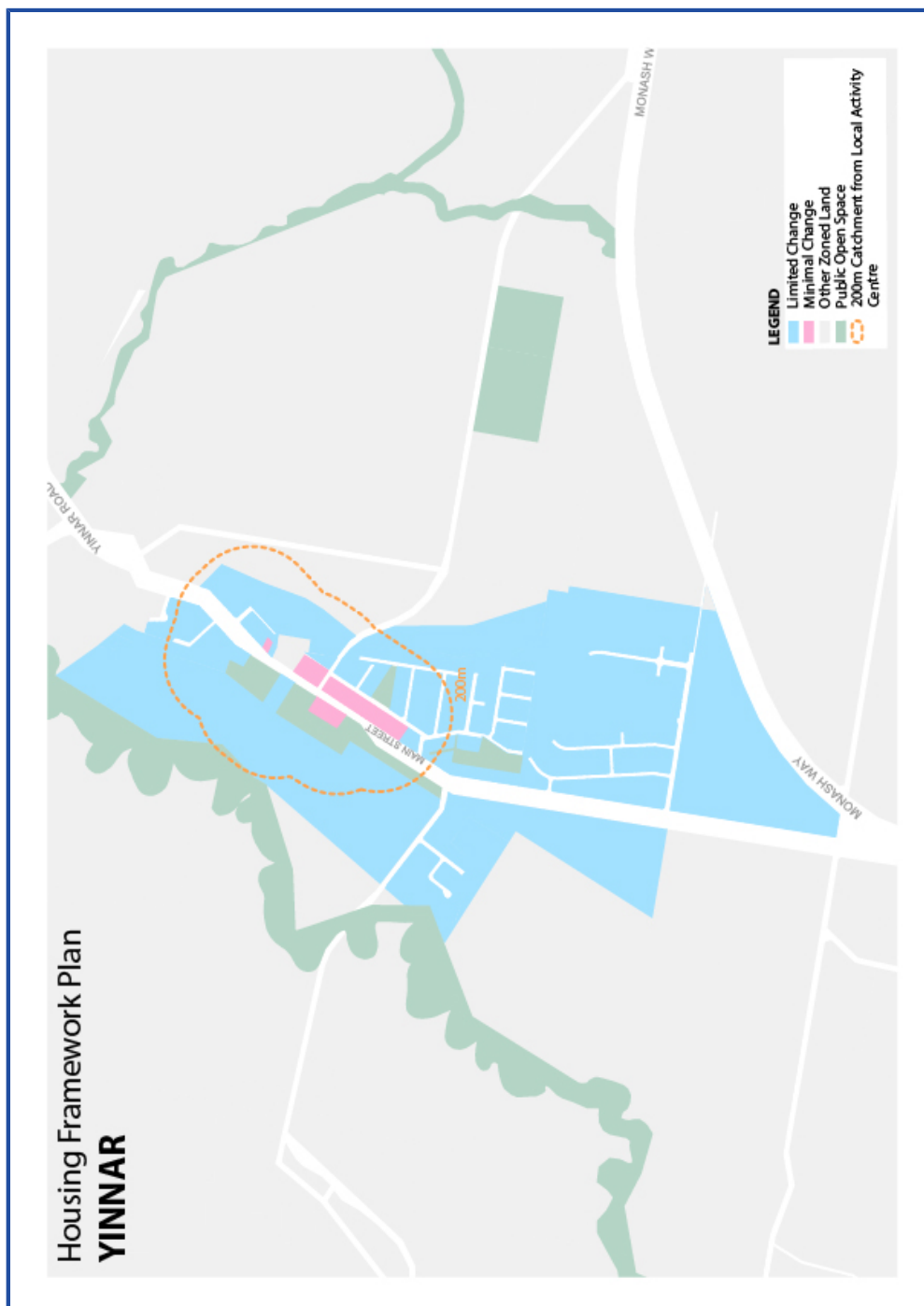
LATROBE PLANNING SCHEME

Yallourn North Housing Framework Plan



LATROBE PLANNING SCHEME

Yinnar Housing Framework Plan



LATROBE PLANNING SCHEME**16.01-2S**09/10/2020
VC169**Housing affordability****Objective**

To deliver more affordable housing closer to jobs, transport and services.

Strategies

Improve housing affordability by:

- Ensuring land supply continues to be sufficient to meet demand.
- Increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities.
- Promoting good housing and urban design to minimise negative environmental impacts and keep costs down for residents and the wider community.
- Encouraging a significant proportion of new development to be affordable for households on very low to moderate incomes.

Increase the supply of well-located affordable housing by:

- Facilitating a mix of private, affordable and social housing in suburbs, activity centres and urban renewal precincts.
- Ensuring the redevelopment and renewal of public housing stock better meets community needs.

Facilitate the delivery of social housing by identifying surplus government land suitable for housing.

Policy documents

Consider as relevant:

- *Homes for Victorians - Affordability, Access and Choice* (Victorian Government, 2017)

LATROBE PLANNING SCHEME**16.01-3S**09/10/2020
VC169**Rural residential development****Objective**

To identify land suitable for rural residential development.

Strategies

Manage development in rural areas to protect agriculture and avoid inappropriate rural residential development.

Encourage the consolidation of new housing in existing settlements where investment in physical and community infrastructure and services has already been made.

Demonstrate need and identify locations for rural residential development through a housing and settlement strategy.

Ensure planning for rural residential development avoids or significantly reduces adverse economic, social and environmental impacts by:

- Maintaining the long-term sustainable use and management of existing natural resource attributes in activities including agricultural production, water, mineral and energy resources.
- Protecting existing landscape values and environmental qualities such as water quality, native vegetation, biodiversity and habitat.
- Minimising or avoiding property servicing costs carried by local and state governments.
- Maintaining an adequate buffer distance between rural residential development and animal production.

Ensure land is not zoned for rural residential development if it will encroach on high quality productive agricultural land or adversely impact on waterways or other natural resources.

Discourage development of small lots in rural zones for residential use or other incompatible uses.

Encourage consolidation of existing isolated small lots in rural zones.

Ensure land is only zoned for rural residential development where it:

- Is located close to existing towns and urban centres, but not in areas that will be required for fully serviced urban development.
- Can be supplied with electricity, water and good quality road access.

LATROBE PLANNING SCHEME**16.01-3L**28/05/2021
C122latr**Rural residential development****Strategies**

Encourage rural living where there will be minimal negative environmental impact or conflict with commercial agriculture.

Support rural living where it will result in improved land management outcomes.

Encourage facilities and services required by rural residents to locate in existing townships.

Discourage rural living or low density residential use and development on the fringes of major towns where land is designated as a long-term urban growth corridor.

Discourage domestic animal husbandry and racing dog husbandry in rural living areas.

Discourage rural living on existing timber haulage routes to avoid road safety and amenity issues.

Support rural living in low bushfire risk locations or where bushfire risk can be reduced to an acceptable level.

LATROBE PLANNING SCHEME**16.01-4S**04/11/2022
VC226**Community care accommodation****Objective**

To facilitate the establishment of community care accommodation and support their location being kept confidential.

Strategies

Planning schemes should not require a planning permit for or prohibit the use of land in a residential area for community care accommodation provided no more than 20 clients are accommodated and the use is funded by, or carried out by or on behalf of, a government department or public authority, including a public authority established for a public purpose under a Commonwealth Act.

Facilitate the confidential establishment of community care accommodation through appropriate permit, notice and review exemptions.

LATROBE PLANNING SCHEME

16.01-5S09/10/2020
VC169**Residential aged care facilities****Objective**

To facilitate the development of well-designed and appropriately located residential aged care facilities.

Strategies

Recognise that residential aged care facilities contribute to housing diversity and choice, and are an appropriate use in a residential area.

Recognise that residential aged care facilities are different to dwellings in their purpose and function, and will have a different built form (including height, scale and mass).

Ensure local housing strategies, precinct structure plans and activity centre structure plans provide for residential aged care facilities.

Ensure that residential aged care facilities are located in residential areas, activity centres and urban renewal precincts, close to services and public transport.

Encourage planning for housing that:

- Delivers an adequate supply of land or redevelopment opportunities for residential aged care facilities.
- Enables older people to live in appropriate housing in their local community.

Provide for a mix of housing for older people with appropriate access to care and support services.

Ensure that proposals to establish residential aged care facilities early in the life of a growth area are in locations that will have early access to services and public transport.

Ensure that residential aged care facilities are designed to respond to the site and its context.

Promote a high standard of urban design and architecture in residential aged care facilities.

Policy guidelines

Consider as relevant:

- The Commonwealth Government's Responsible ratios for the provision of aged care places under the *Aged Care Act 1997*.

16.01-5L28/05/2021
C122latr**Residential aged care facilities****Strategy**

Locate specialised aged care facilities in sites that are:

- Close to retail, community and recreational facilities.
- Serviced by public or community transport.
- Generally flat without significant obstacles to accessing facilities, services and transport (e.g. main roads without safe pedestrian crossing points).
- Not prone to natural hazards such as bushfire and flooding.

LATROBE PLANNING SCHEME

16.01
31/07/2018
VC148

RESIDENTIAL DEVELOPMENT

LATROBE PLANNING SCHEME**16.01-1S**20/12/2021
VC174**Housing supply****Objective**

To facilitate well-located, integrated and diverse housing that meets community needs.

Strategies

Ensure that an appropriate quantity, quality and type of housing is provided, including aged care facilities and other housing suitable for older people, supported accommodation for people with disability, rooming houses, student accommodation and social housing.

Increase the proportion of housing in designated locations in established urban areas (including under-utilised urban land) and reduce the share of new dwellings in greenfield, fringe and dispersed development areas.

Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.

Identify opportunities for increased residential densities to help consolidate urban areas.

Facilitate diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types.

Encourage the development of well-designed housing that:

- Provides a high level of internal and external amenity.
- Incorporates universal design and adaptable internal dwelling design.

Support opportunities for a range of income groups to choose housing in well-serviced locations.

Plan for growth areas to provide for a mix of housing types through a variety of lot sizes, including higher housing densities in and around activity centres.

Policy documents

Consider as relevant:

- *Homes for Victorians - Affordability, Access and Choice* (Victorian Government, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2021)

LATROBE PLANNING SCHEME**16.01-1L Housing Supply**

Proposed C141latr

Policy Application

This policy applies to all land identified in the Housing Framework Plans in this clause.

General Strategies

Encourage and concentrate a diverse range of housing in locations with access to community services, activity centres and public transport in accordance with the Housing Framework Plans in this Clause.

Support lot consolidation to maximise opportunities for increased residential yield and integrated development in locations identified for Substantial and Incremental Change in the Housing Framework Plans in this Clause.

Encourage the development of smaller housing types, particularly one and two bedroom dwellings in Substantial Change Areas and Incremental Changes Areas as indicated on the Housing Framework Plans for each town in this Clause.

Support development that is flexible for different age groups and abilities without the need for major adaptation post construction.

General policy guidelines

Consider as relevant:

- Encouraging medium and high density housing typologies within 400 metres of the Primary Activity Centres of Moe, Morwell, Churchill and Traralgon.
- Supporting infill development within 200 metres of existing of planned Neighbourhood Activity Centres and Local Activity Centres and the retails centres of District and Small Towns.

Substantial change area strategies

Encourage multi-level residential development in the form of low scale apartments, townhouses, shop tops and units.

Discourage housing intensification in areas identified for 'Future Substantial Change' south of Shakespeare Street, Traralgon, until existing industrial development located to the south (Area 6 of the Traralgon Township Structure Plan in Clause 11.01-1L) transitions to light industrial or other non - sensitive uses.

Incremental change areas strategies

Encourage higher density housing in the form of townhouses, units and dual occupancies that are sensitive with adjoining streetscapes, buildings and residential areas.

Discourage housing intensification south of Commercial Road, Morwell until rehabilitation works to the northern extent of the Hazelwood open cut brown coal mine area are complete (Area 3 on the Morwell Town Structure Plan in Clause 11.01-1L).

Facilitate the development of streetscape character that contains:

- Private gardens in front yards.
- Space between buildings.
- Views to local landmarks.
- Natural shade.

LATROBE PLANNING SCHEME**Limited change areas strategy**

Support the development of detached dwellings and dual occupancies that reinforce the spacious regional suburban character.

Limited change areas policy guidelines

Consider as relevant:

- Encouraging smaller and diverse housing types, including units and townhouses, within 200 metres of existing or planned Neighbourhood and Local Activity Centres and where public transport is accessible.
- Discouraging units of townhouses beyond 200 metres from an existing or planned Neighbourhood Activity Centre and Local Activity Centre, except on Strategic Development Sites identified on the Housing Framework Plans.
- Discouraging higher densities unless a lot is greater than 1500 square metres and is:
 - Within 400 metres walking distance from a public transport network.
 - Consistent with the average lot size of density development of residentially zoned land that is within a 150 metre radius (excluding the subject site in the calculation).
 - Not constrained by an overlay that affects the development potential of the lot (heritage, bushfire or flooding overlay).

Minimal change areas strategies

Support minimal change in the form of detached houses and dual occupancies in locations with distinct character attributes, such as heritage, neighbourhood character, environmental or amenity values or infrastructure limitations.

Encourage the retention and provision of vegetated areas including canopy trees and large garden spaces.

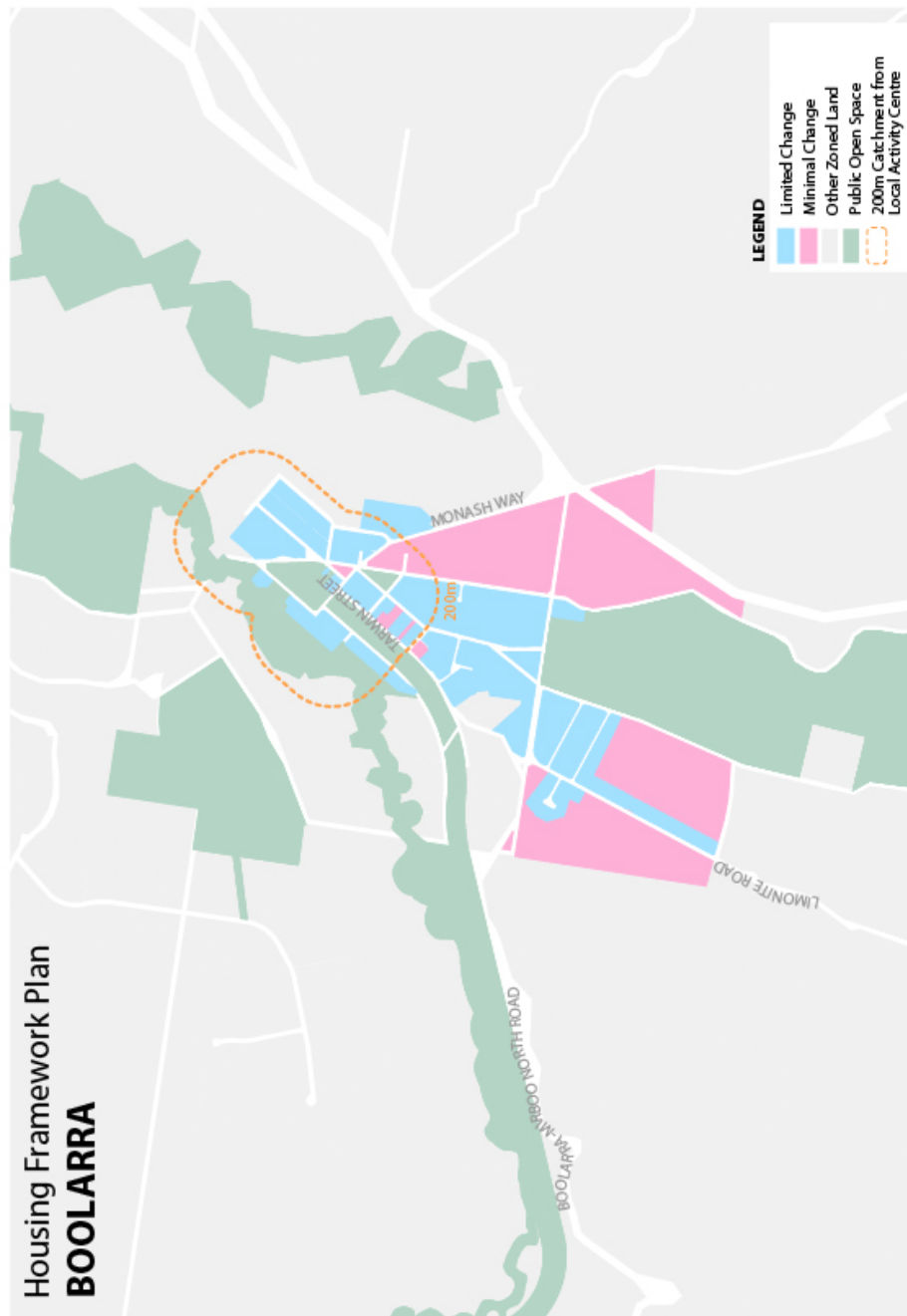
Policy document

Consider as relevant:

- *Live Work Latrobe Housing Strategy* (Latrobe City Council, MacroPlan Dimasi, RMCG and Planisphere, 2019)

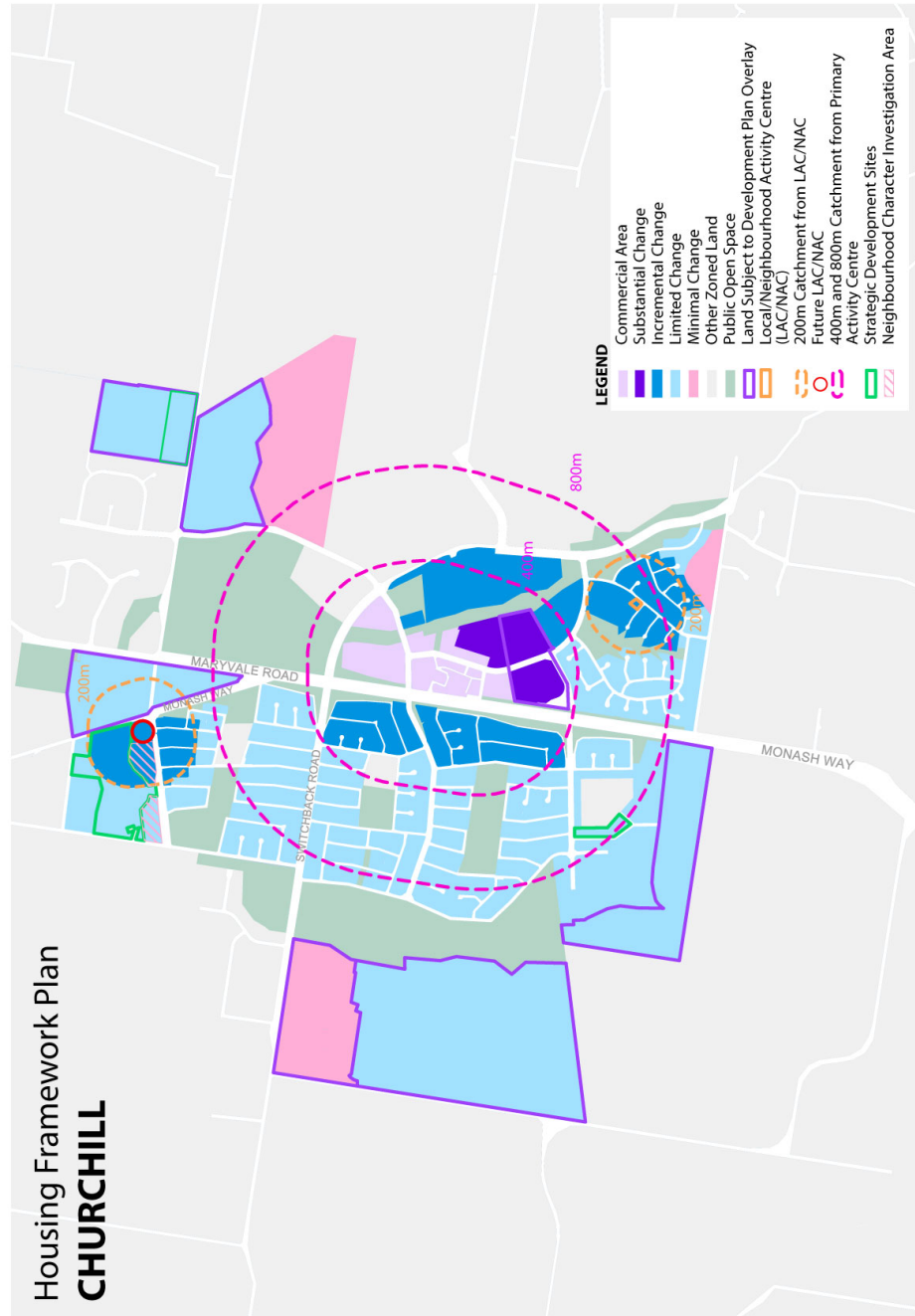
LATROBE PLANNING SCHEME

Boolarra Housing Framework Plan



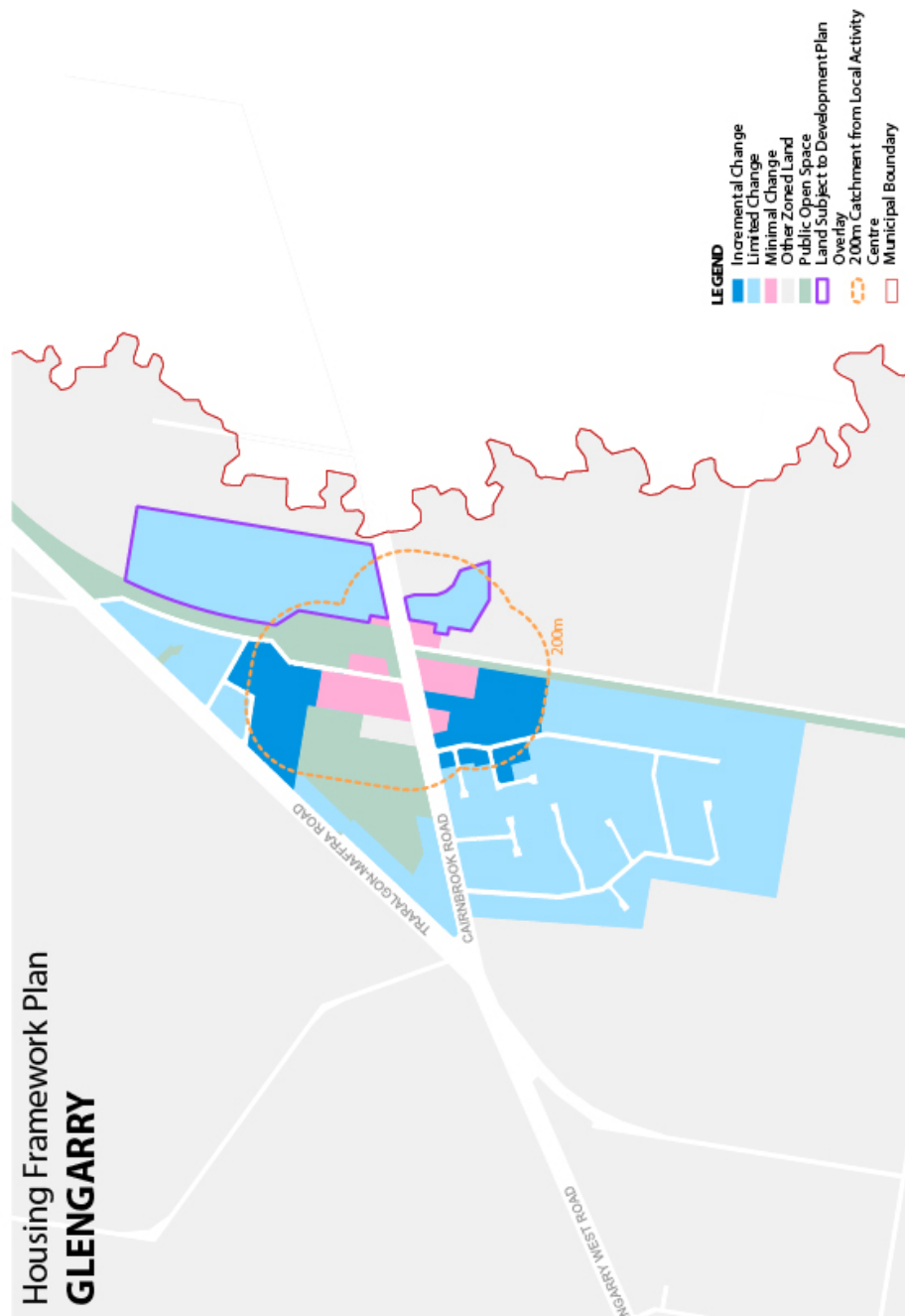
LATROBE PLANNING SCHEME

Churchill Housing Framework Plan



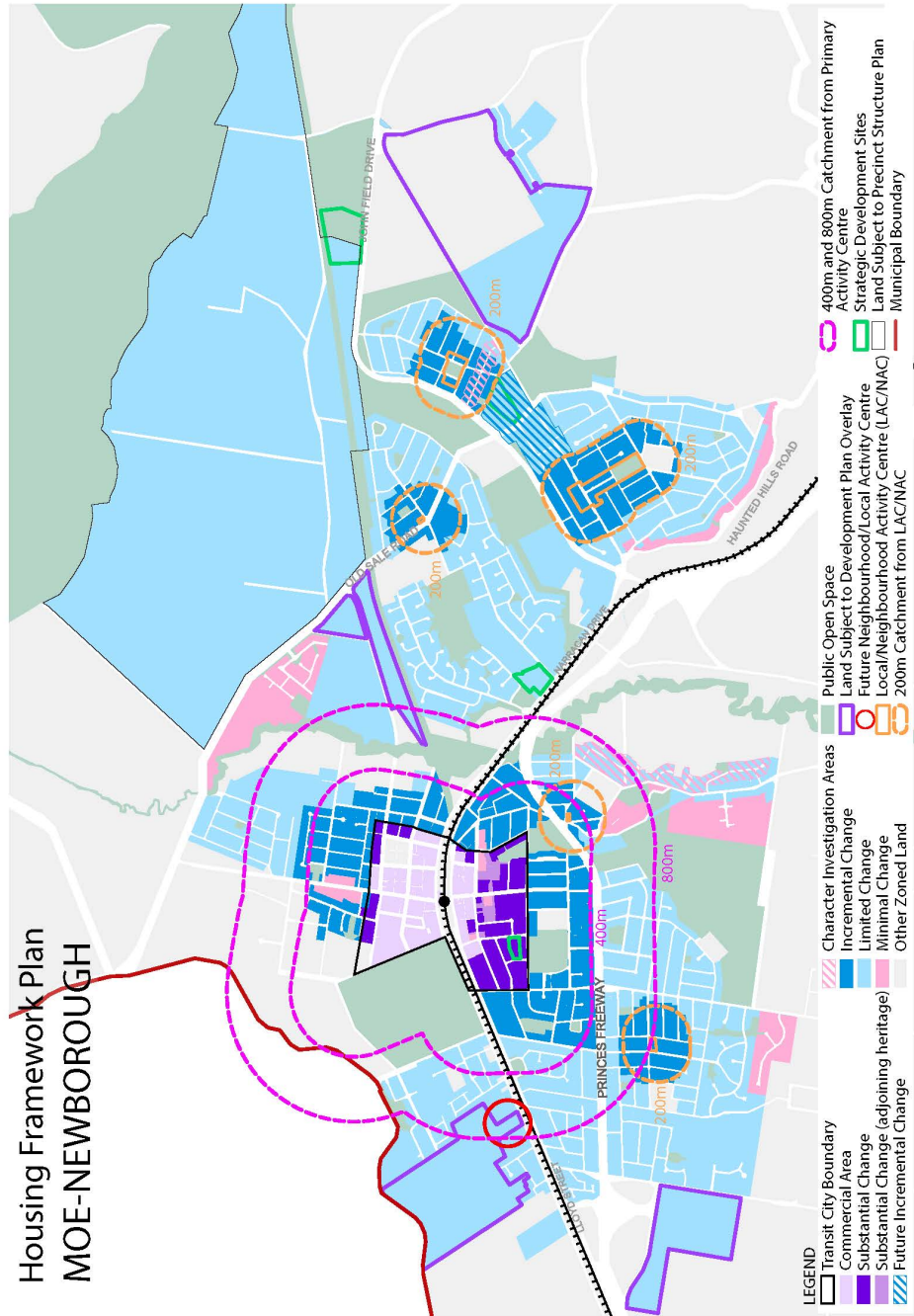
LATROBE PLANNING SCHEME

Glengarry Housing Framework Plan



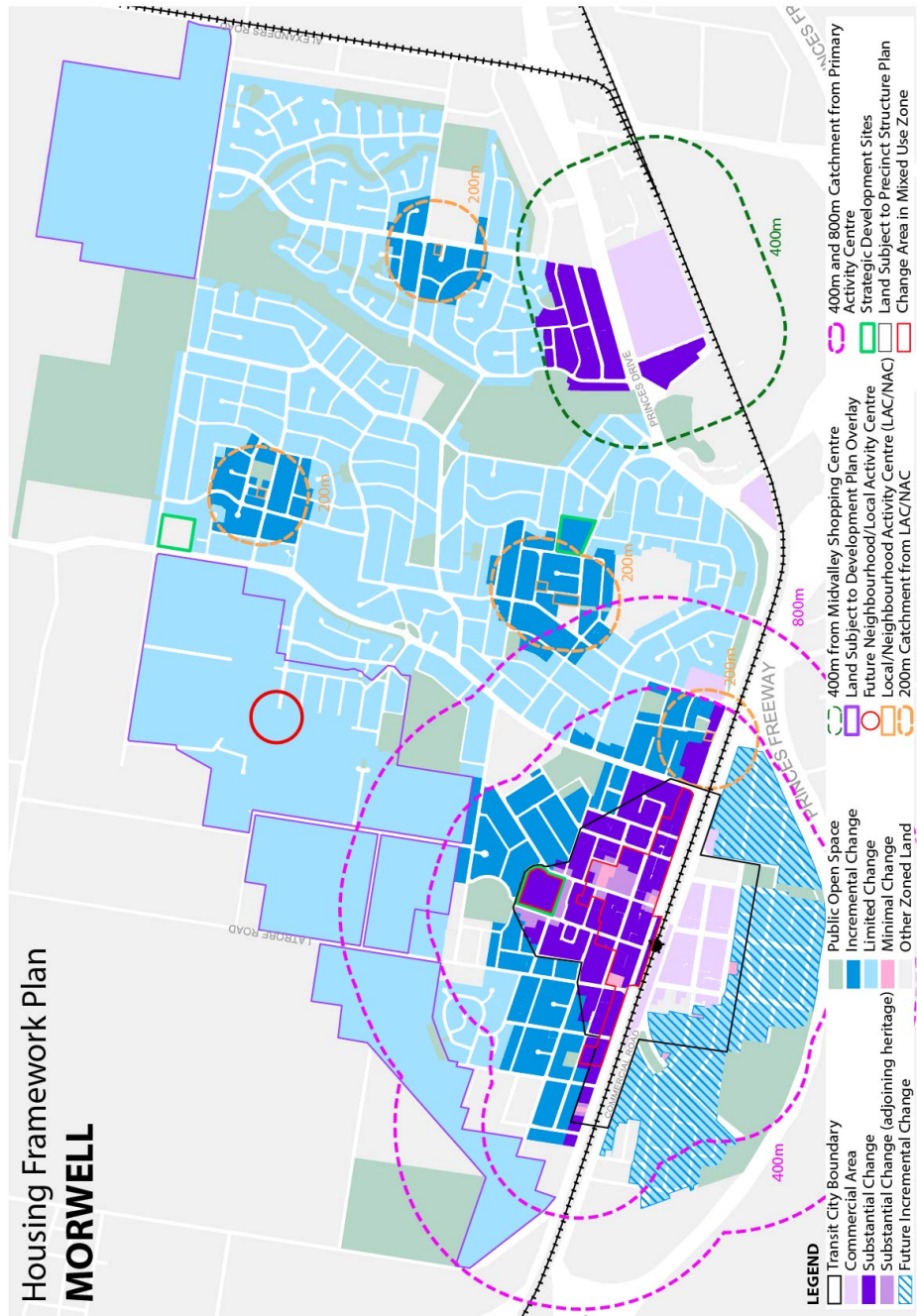
LATROBE PLANNING SCHEME

Moe - Newborough Housing Framework Plan



LATROBE PLANNING SCHEME

Morwell Housing Framework Plan



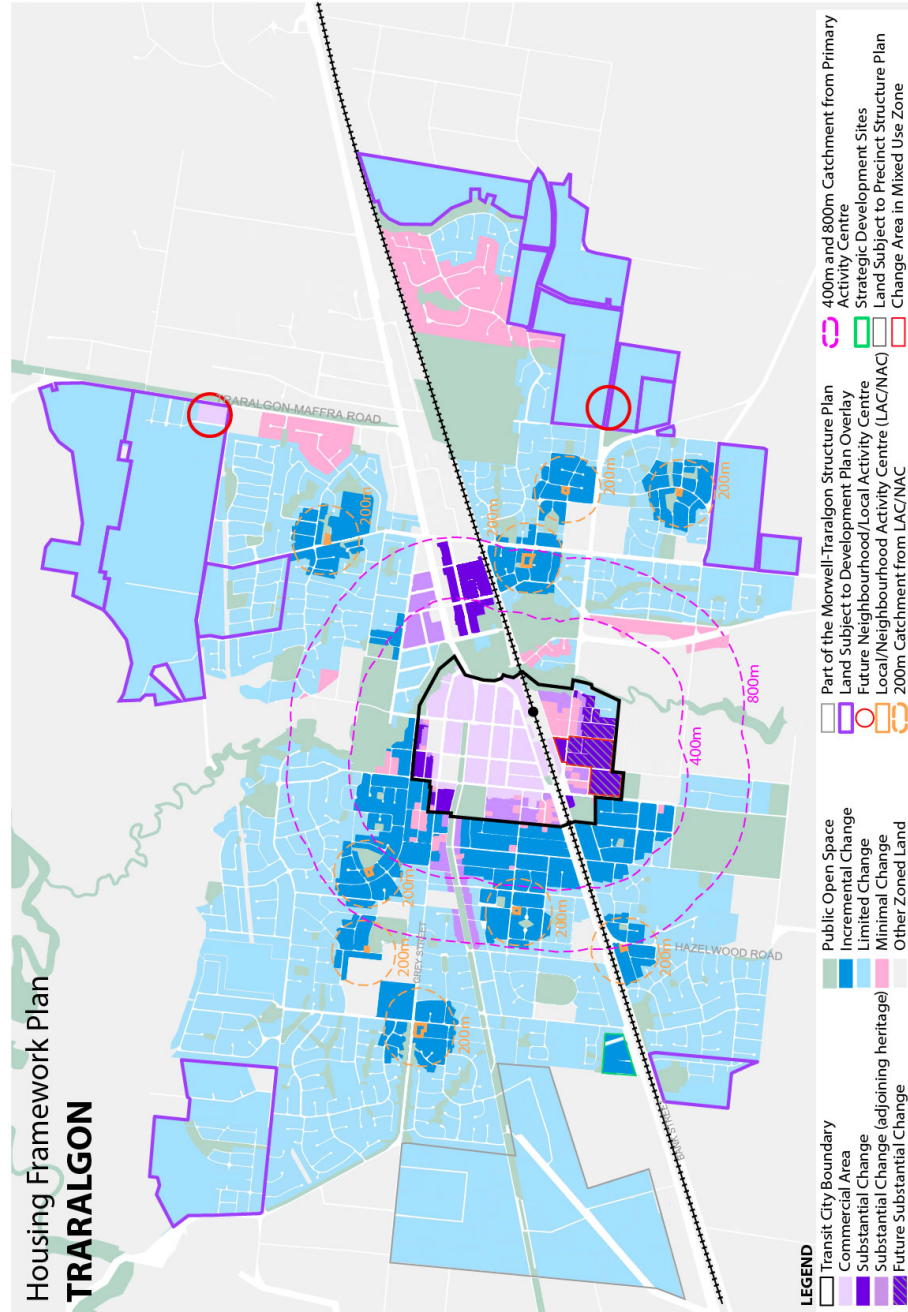
LATROBE PLANNING SCHEME

Toongabbie Housing Framework Plan



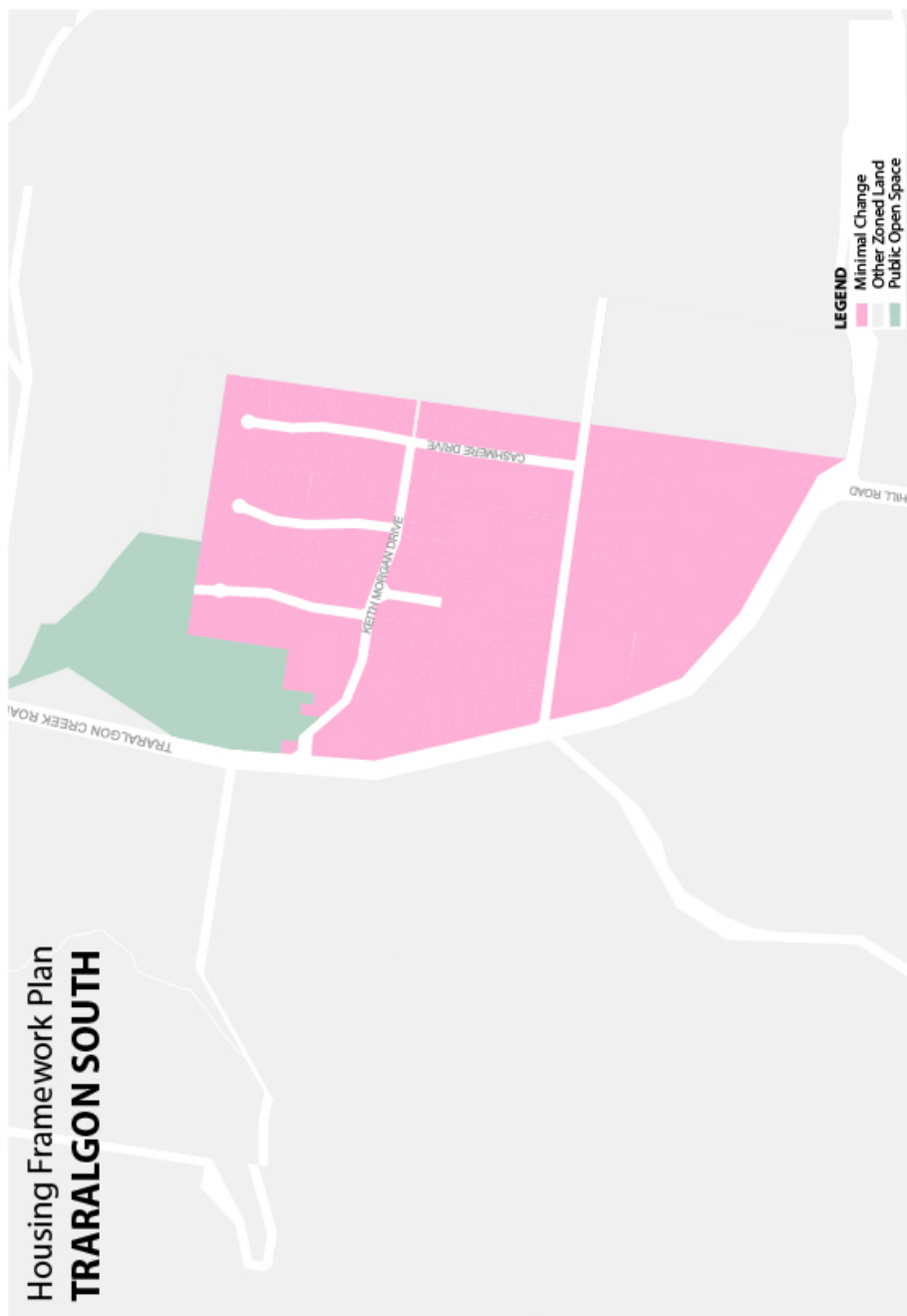
LATROBE PLANNING SCHEME

Traralgon Housing Framework Plan



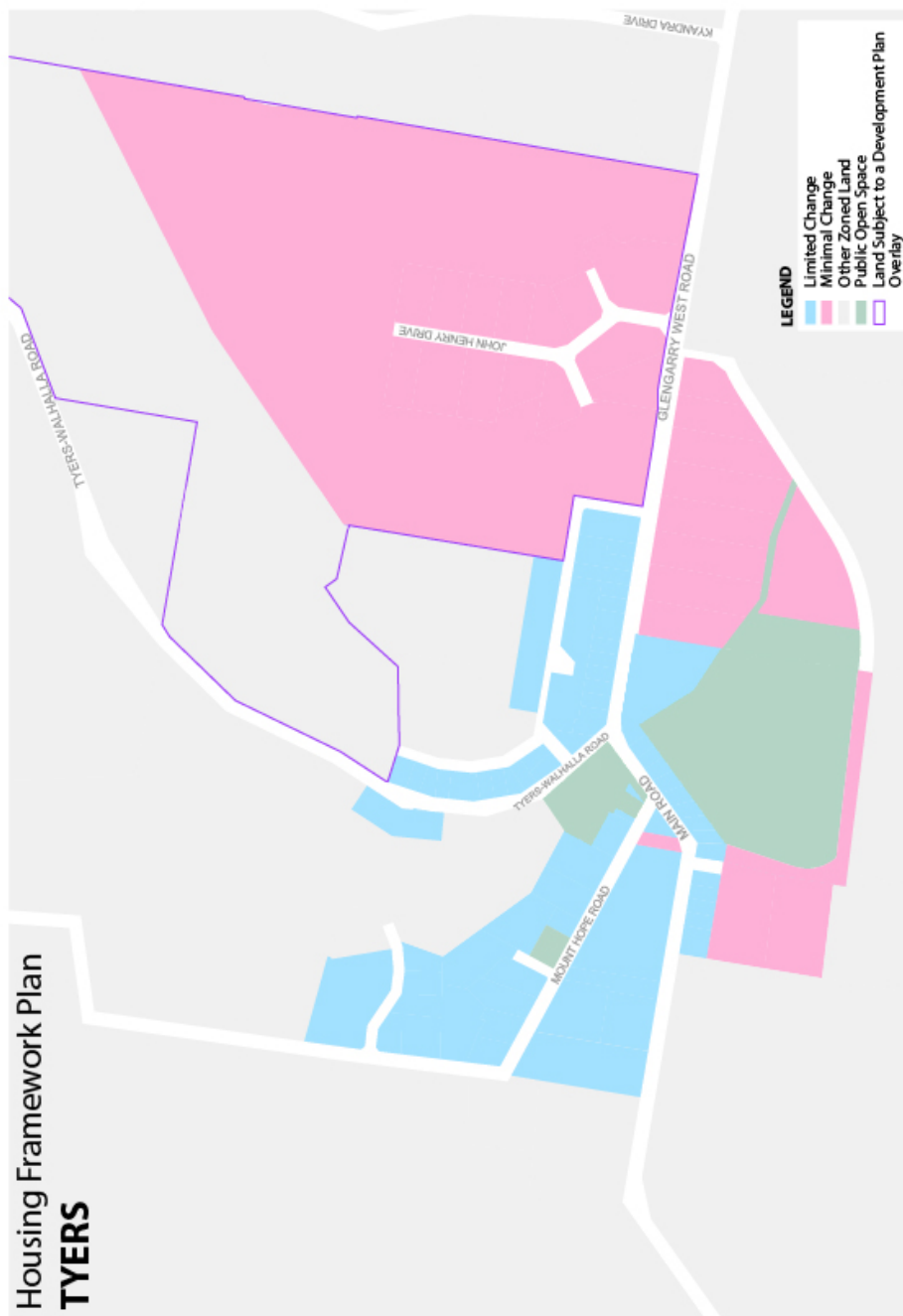
LATROBE PLANNING SCHEME

Traralgon South Housing Framework Plan



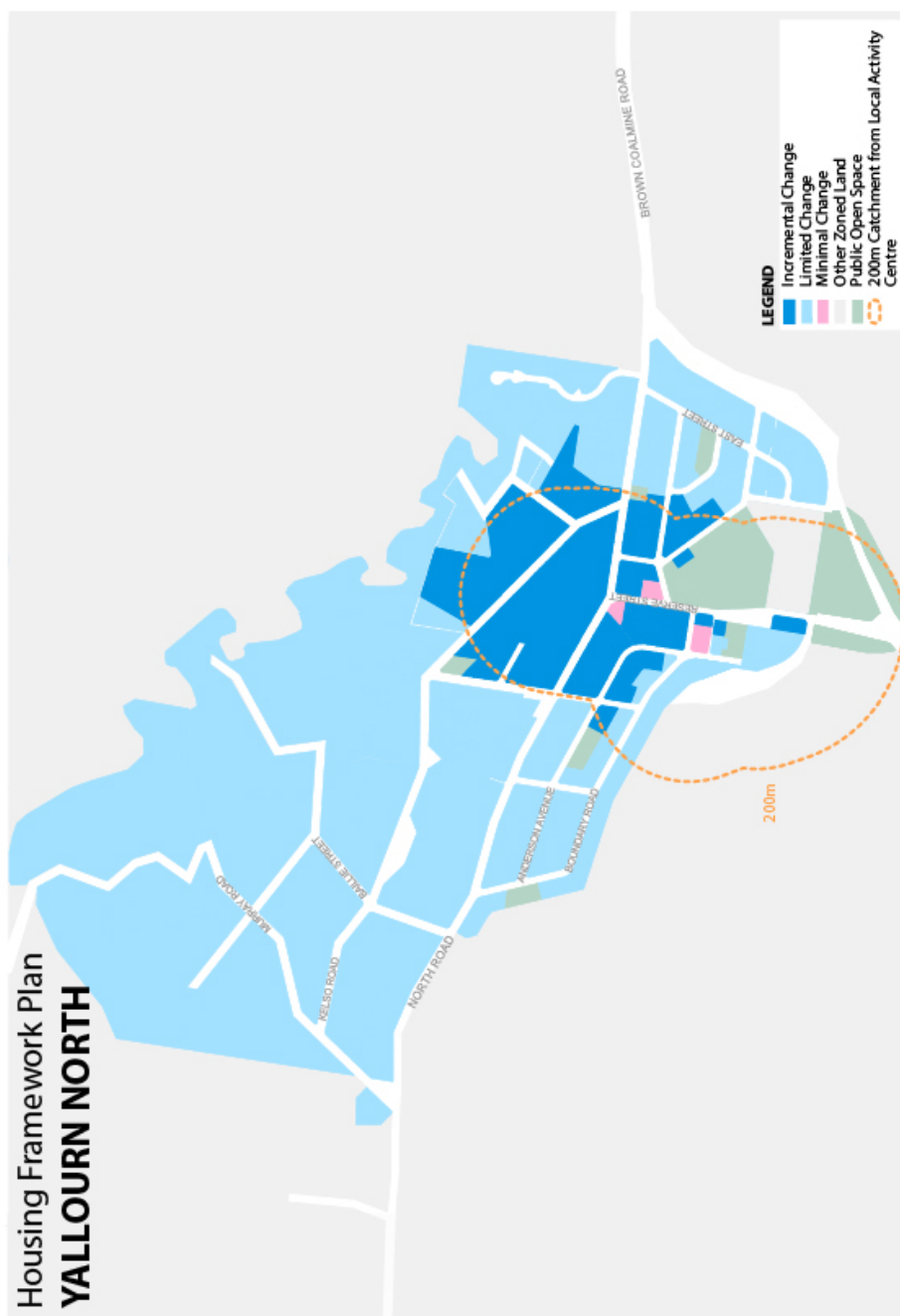
LATROBE PLANNING SCHEME

Tyers Housing Framework Plan



LATROBE PLANNING SCHEME

Yallourn North Housing Framework Plan



LATROBE PLANNING SCHEME

Yinnar Housing Framework Plan



LATROBE PLANNING SCHEME**16.01-2S**09/10/2020
VC169**Housing affordability****Objective**

To deliver more affordable housing closer to jobs, transport and services.

Strategies

Improve housing affordability by:

- Ensuring land supply continues to be sufficient to meet demand.
- Increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities.
- Promoting good housing and urban design to minimise negative environmental impacts and keep costs down for residents and the wider community.
- Encouraging a significant proportion of new development to be affordable for households on very low to moderate incomes.

Increase the supply of well-located affordable housing by:

- Facilitating a mix of private, affordable and social housing in suburbs, activity centres and urban renewal precincts.
- Ensuring the redevelopment and renewal of public housing stock better meets community needs.

Facilitate the delivery of social housing by identifying surplus government land suitable for housing.

Policy documents

Consider as relevant:

- *Homes for Victorians - Affordability, Access and Choice* (Victorian Government, 2017)

LATROBE PLANNING SCHEME

16.01-3S09/10/2020
VC169**Rural residential development****Objective**

To identify land suitable for rural residential development.

Strategies

Manage development in rural areas to protect agriculture and avoid inappropriate rural residential development.

Encourage the consolidation of new housing in existing settlements where investment in physical and community infrastructure and services has already been made.

Demonstrate need and identify locations for rural residential development through a housing and settlement strategy.

Ensure planning for rural residential development avoids or significantly reduces adverse economic, social and environmental impacts by:

- Maintaining the long-term sustainable use and management of existing natural resource attributes in activities including agricultural production, water, mineral and energy resources.
- Protecting existing landscape values and environmental qualities such as water quality, native vegetation, biodiversity and habitat.
- Minimising or avoiding property servicing costs carried by local and state governments.
- Maintaining an adequate buffer distance between rural residential development and animal production.

Ensure land is not zoned for rural residential development if it will encroach on high quality productive agricultural land or adversely impact on waterways or other natural resources.

Discourage development of small lots in rural zones for residential use or other incompatible uses.

Encourage consolidation of existing isolated small lots in rural zones.

Ensure land is only zoned for rural residential development where it:

- Is located close to existing towns and urban centres, but not in areas that will be required for fully serviced urban development.
- Can be supplied with electricity, water and good quality road access.

LATROBE PLANNING SCHEME**16.01-3L**28/05/2021
C122latr**Rural residential development****Strategies**

Encourage rural living where there will be minimal negative environmental impact or conflict with commercial agriculture.

Support rural living where it will result in improved land management outcomes.

Encourage facilities and services required by rural residents to locate in existing townships.

Discourage rural living or low density residential use and development on the fringes of major towns where land is designated as a long-term urban growth corridor.

Discourage domestic animal husbandry and racing dog husbandry in rural living areas.

Discourage rural living on existing timber haulage routes to avoid road safety and amenity issues.

Support rural living in low bushfire risk locations or where bushfire risk can be reduced to an acceptable level.

LATROBE PLANNING SCHEME**16.01-4S**04/11/2022
VC226**Community care accommodation****Objective**

To facilitate the establishment of community care accommodation and support their location being kept confidential.

Strategies

Planning schemes should not require a planning permit for or prohibit the use of land in a residential area for community care accommodation provided no more than 20 clients are accommodated and the use is funded by, or carried out by or on behalf of, a government department or public authority, including a public authority established for a public purpose under a Commonwealth Act.

Facilitate the confidential establishment of community care accommodation through appropriate permit, notice and review exemptions.

LATROBE PLANNING SCHEME

16.01-5S09/10/2020
VC169**Residential aged care facilities****Objective**

To facilitate the development of well-designed and appropriately located residential aged care facilities.

Strategies

Recognise that residential aged care facilities contribute to housing diversity and choice, and are an appropriate use in a residential area.

Recognise that residential aged care facilities are different to dwellings in their purpose and function, and will have a different built form (including height, scale and mass).

Ensure local housing strategies, precinct structure plans and activity centre structure plans provide for residential aged care facilities.

Ensure that residential aged care facilities are located in residential areas, activity centres and urban renewal precincts, close to services and public transport.

Encourage planning for housing that:

- Delivers an adequate supply of land or redevelopment opportunities for residential aged care facilities.
- Enables older people to live in appropriate housing in their local community.

Provide for a mix of housing for older people with appropriate access to care and support services.

Ensure that proposals to establish residential aged care facilities early in the life of a growth area are in locations that will have early access to services and public transport.

Ensure that residential aged care facilities are designed to respond to the site and its context.

Promote a high standard of urban design and architecture in residential aged care facilities.

Policy guidelines

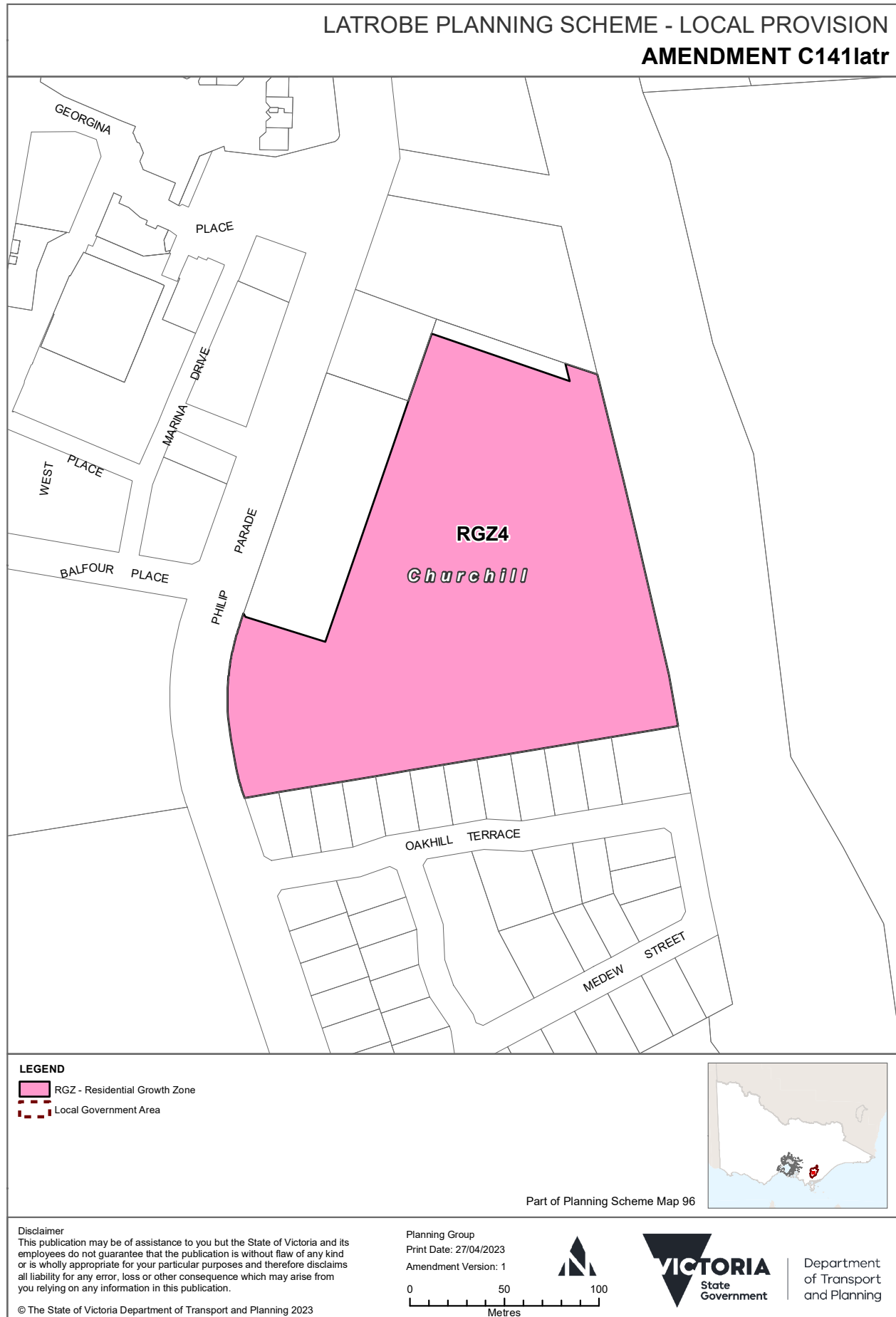
Consider as relevant:

- The Commonwealth Government's Responsible ratios for the provision of aged care places under the *Aged Care Act 1997*.

16.01-5L28/05/2021
C122latr**Residential aged care facilities****Strategy**

Locate specialised aged care facilities in sites that are:

- Close to retail, community and recreational facilities.
- Serviced by public or community transport.
- Generally flat without significant obstacles to accessing facilities, services and transport (e.g. main roads without safe pedestrian crossing points).
- Not prone to natural hazards such as bushfire and flooding.



Agenda Item: 7.2

Agenda Item: Planning Scheme Amendment C142 (Parking Overlay)
- Considerations of Submissions

Sponsor: General Manager, Regional City Planning and Assets

OFFICER'S RECOMMENDATION:

That Council:

1. Having formally considered all written submissions received to Planning Scheme Amendment C142, endorse the Council officer's response to the issues outlined in Attachment 3;
2. Adopt the final Traralgon Car Parking Review 2023 at Attachment 1;
3. Adopt Planning Scheme Amendment C142 with post exhibition changes, as outlined in Attachment 4 and 5, in accordance with section 29 of the *Planning and Environment Act 1987*;
4. Submit adopted Amendment C142 together with the prescribed information to the Minister for Planning for approval, in accordance with section 31 of the *Planning and Environment Act 1987*; and
5. Advise those persons who made written submissions to Amendment C142 of Council's decision.

Executive Summary:

- Planning Scheme Amendment C142 (the Amendment) proposes to alter the Parking Overlay that applies to the Traralgon Activity Centre, removing the need to pay a financial contribution to waive the car parking provision requirement in the Latrobe Planning Scheme.
- Council officers undertook a review of the car parking provision in the Traralgon CBD in 2023 and found that there is no longer a need for financial contribution when a parking space is waived as part of a Planning Permit due to the increase in provision through the Regional Development Victoria Car Parks Fund.
- The Amendment also makes changes to Planning Policy Framework in response to the Traralgon Car Parking Review 2023 as well as including the Review in the Latrobe Planning Scheme as a background document.
- Council resolved to endorse the Traralgon Car Parking Review and to seek Authorisation from the Minister for Planning to put Amendment C143 on Public

Exhibition at the Council Meeting held on Monday, 6 November 2023 and authorisation was granted on 25 January 2024.

- Amendment C142 was put on Exhibition from the 21 March 2024 until the 24 April 2024. Three community engagement sessions were held at the Country Women's Association Hall on Hotham Street Traralgon on 26 March, 18 April and 23 April 2024.
- Twelve community members attend the engagement sessions, with further visitors coming for information on the Kay Street Multi-Level Carpark project currently being delivered but unrelated to this Planning Scheme Amendment.
- The proposed Amendment received three submissions with one submission (VicTrack) requesting changes. The changes requested by VicTrack have been incorporated into the Amendment and are supported by Council officers. VicTrack's submission to the Amendment was withdrawn on 16 May 2024. There are no outstanding submissions.

Background:

The existing Parking Overlay was introduced into the Latrobe Planning Scheme in April 2016 to ensure that if any planning permit applicants could not meet their car parking requirements, a cash-in-lieu contribution could be paid to fund future car parking projects in the Traralgon Activity Centre.

In the wake of the COVID-19 pandemic, Council resolved in September 2021 to implement a waiver of this fee with Council covering the cost. The waiver is still in place until October 2024. Considering the car parking developments of Regional Development Victoria (RDV), the need for financial contributions for car parking from permit applicants was found to be unnecessary in the Traralgon Car Parking Review (Ratio Consultants, 2023).

The Traralgon Car Parking Review (Ratio Consultants, 2023) (Attachment 1) was endorsed at the Council Meeting held on Monday, 6 November 2023 as well as an undertaking for further community consultation as part of Planning Scheme Amendment C142.

The report was prepared to provide a needs analysis of car parking in the Traralgon Activity Centre and how land can be used for its best fit purpose.

Authorisation was lodged with the Minister for Planning on 6 November 2023, and Authorisation was granted on 25 January 2024. The exhibition of the Amendment took place from 21 March 2024 to 24 April 2024. There was a delay from authorisation to exhibiting the Amendment due to other Amendments being out on Public Exhibition as well as the appointment of a Planner to run the Exhibition process.

The draft Amendment C142 proposes to implement the recommendations of the Traralgon Car Parking Review prepared by Ratio Consultants and endorsed by Council in 2023. It makes changes to the Planning Policy Framework to support economic development by removing financial barriers to businesses establishing or growing in the Activity Centre. It also encourages improved access and amenity of the Traralgon Activity Centre by balancing car parking supply with demand, resulting in efficient use of land resources.

Specifically, the Amendment:

- Removes the car parking contribution as the commitment from RDV means that a contribution is no longer required.
- Amends the number of spaces required for specific land uses; and
- Amends the area to which the overlay applies.

Figure 1, Land to be removed from the Parking Overlay



Public Submissions

The proposed amendment received three submissions, see Attachment 2.

Table 1 – Summary of Submissions received

Amendment C142 Submissions	
Support	2
Support with changes	1
Object	0
Total Submissions	3

Submission One

DECCA – Supportive submission on the Amendment.

Submission Two

Community member – Supportive of the Amendment

Submission Three

VicTrack – Supportive of the Amendment but requests that the Parking Overlay not be applied to land in the Transport Zone Schedule 1 at Traralgon Railway Station.

Officers met with VicTrack on 13 May 2023 and provided information in relation to why the Parking Overlay applied to the land and the benefits to the Parking Overlay. VicTrack advised that their preference would still to have the Parking Overlay removed from the Transport Zone Schedule 1 land.

Council officers had reviewed other Planning Schemes and there were instances of other Planning Schemes not having the Parking Overlay apply to the Transport Zone Schedule 1 land. Therefore, came to an agreement to remove the Parking Overlay from this land.

This change addresses the concerns of VicTrack and the submission was withdrawn on 16 May 2024.

The key issues raised in submissions are outlined the Summary of Submissions table, see Attachment 3.

Having considered the submissions received for Amendment C142, Council officers consider that Amendment C142 should be changed to respond to submissions as detailed in the 'Proposed Exhibition Changes' table at Attachment 4, and therefore recommends Council adopt Amendment C142 in accordance with section 29 of the Act with as shown in Attachment 5.

Issues:

Communication

Public Exhibition occurred from 21 March to 24 April 2024. Three community engagement sessions were held at the centrally located Country Women's Association Hall on Hotham Street, Traralgon. These sessions provided the community with detailed information on the Amendment and Officers were able to explain the project and its background in detail.

The following communication occurred in the course of public exhibition:

- Amendment C142 documents were placed on Latrobe City Council's website;
- Council's Have Your Say page was created with 31 hits, the Amendment webpage received 222 hits during this period.
- 831 notification letters were sent to affected owner and occupiers.
- 12 notification letters or emails were sent to agencies, public authorities and Ministers believed to be materially affected by Amendment C142 or prescribed under the Act;
- Notices placed in the Latrobe Valley Express on 20 March 2024 and 17 April 2024;

- Notice placed in the Government Gazette on 21 March 2024;
- A social media post on Facebook with 622 views of the video;
- Three drop-in sessions were held in Traralgon at the Country Women's association hall. The sessions ran on 26 March from 10am to 6pm, 18 of April from 11am to 8pm and 23 April 9am to 5pm The 18 April session ran til 8pm to provide community members with times outside of work hours. The engagement sessions also avoided the Easter school holidays maximising the potential for participation.
- Information placed at service centre and libraries in Morwell, Moe, Traralgon and Churchill.

As a result of the exhibition processes, Council:

- Received five landowner/stakeholder telephone calls;

Had 12 community members attended sessions for the Amendment, further visitors with general questions for council were also received;•

- Received 252 total views on the Have Your Say platform;
- Received 622 views of the Facebook Post.

Financial Implications

The Planning Scheme Amendment will be undertaken with the Strategic Planning BAU budget for the 2023/2024 financial year.

The Planning Scheme Approval fee will be \$516.80.

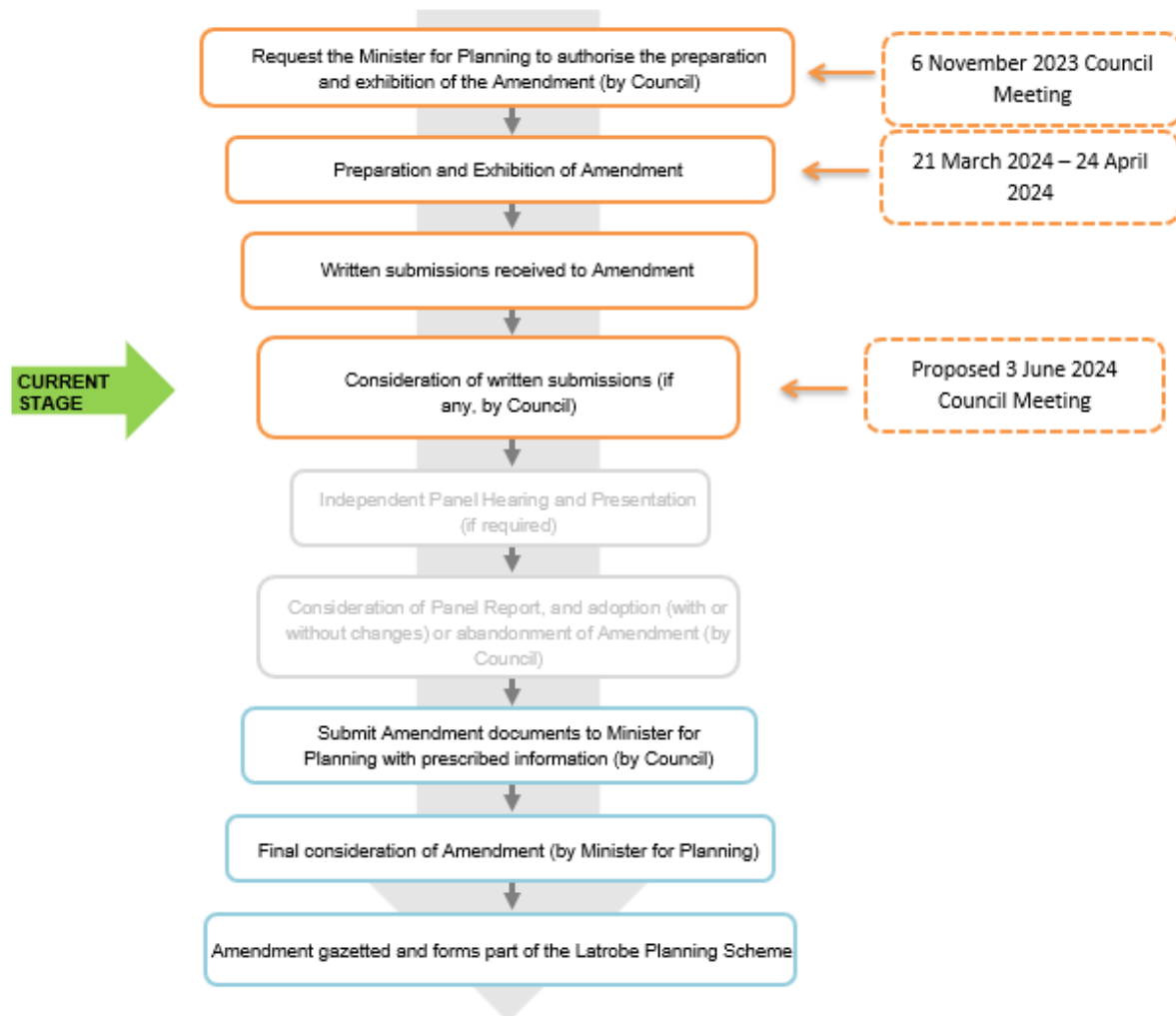
RISK ANALYSIS

Risk	Risk rating	Treatment
Strategic Costs to local business and / or Council if the Amendment doesn't pass.	Low <i>Unlikely x Minor</i>	Two supportive submissions were received. Council has resolved VicTrack's concerns.

Legal and Compliance

The planning scheme amendment process is shown in Figure 2 below, which identifies the current stage Amendment C142 is at in the process.

Figure 2 – Amendment C142 Planning Scheme Amendment Process



Council, as a Planning Authority, has a number of duties and powers, which are listed at Section 12 of the Act. Under Section 12(2) Council must have regard to:

- The Minister's directions;
- The Victoria Planning Provisions;
- Any strategic plan, policy statement, code or guideline which forms part of the Latrobe Planning Scheme;
- Any significant effects which it considers a planning scheme amendment might have on the environment or which it considers the environment might have on any use or development envisaged in Amendment C142.
- Any social and economic effects.

Health Implications

Not applicable.

Environmental Implications

Not applicable.

Declaration of Interests:

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 1989*.

Supporting Documents:

Nil

Attachments

1. Traralgon Car Parking Review 2023
2. Combined Submissions Redacte
3. Summary of Submissions Table
4. Post Exhibition Changes Table
5. Amendment Documents

7.2

Planning Scheme Amendment C142 (Parking Overlay) - Considerations of Submissions

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Client
Latrobe City Council

Date
18 October 2023

Planning

Transport

Urban Design

Waste Management

Final Report

Traralgon Car Parking Review

ratio:

ratio.com.au

Project
Traralgon Car Parking Review

Prepared for
Latrobe City Council

Our reference
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Version	Date	Issue	Prepared by	Checked by
D01	30/6/2023	Draft for client review and feedback	Katie Harker	Ben Krastins
D02	3/10/2023	Updated draft incorporating client feedback	Harry Jorgensen Katie Harker	Ben Krastins
F01	11/10/2023	Final Report	Katie Harker	Ben Krastins
F02	13/10/2023	Minor updates	Katie Harker	Ben Krastins
F03	18/10/2023	Minor updates	Katie Harker	Ben Krastins

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Executive Summary

Overview

Ratio Consultants were engaged to undertake the Traralgon Car Parking Review. The project seeks to:

- understand the existing conditions, including car parking supply and utilisation within the Traralgon Activity Centre;
- understand community perceptions to car parking and behaviours as it relates to car parking and visitation;
- identify future parking needs; and
- review the current Parking Overlay – Schedule 1 which applies to the Traralgon Activity Centre.

Study Area

The study area for the project is known as the Traralgon Activity Centre. The area is generally bounded by:

- Grey Street to the north;
- Traralgon Creek and Princes Highway to the east;
- the railway precinct to the south; and
- the rear property boundary of Breed Street commercial properties (including Hubert Osborne Park) to the west.

Land within the centre is predominately zoned Activity Centre Zone Schedule 1 – Traralgon Activity Centre (ACZ1). The Parking Overlay Schedule 1 – Traralgon Activity Centre (PO1) has been applied to the majority of the centre.

Parts of the study including car parking surveys extended into surrounding residential streets to understand the impacts, if any, of overflow car parking and some small businesses located outside of the Activity Centre.

Strategic Context

A range of strategies, plans and documents prepared for the Traralgon Activity Centre were reviewed, including a range of local municipal and statewide strategies and policies.

Within this review, a substantial amount of car parking investigation and recommendations have been prepared in the past highlighting the challenges as it relates to car parking.

More recent documentation from Council and updated transport studies have focused on the need for improved sustainable transport infrastructure to encourage more non-car trips.

Emphasis is provided on the need to encourage more walking and cycling within town centres, and hence incidental physical activity for transport of the benefit of health and wellbeing.

Movement, Place and Car Parking

The Department of Transport & Planning's Movement & Place classifications were also reviewed for the Traralgon Activity Centre.

Movement and Place recognises that streets are not only movement conduits that move people and goods from A to B as efficiently as possible (including to car parking), they are also places and destinations in their own right.

The design, location and access of car parking within an Activity Centre can play an important role in achieving the Movement & Place aspirations for Traralgon.

Regional Car Parks Fund

The Regional Development Victoria Regional Car Parks Fund provides a commitment to construct 500 new car parking spaces within Traralgon.

- Kay / Grey Street Multi Level Car Park: 300+ new spaces
- Seymour Street Multi Level Car Park: up to 120 new spaces
- Queens Parade / Station Car Park: up to 50 new spaces.

The car parks at Kay Street / Grey Street, and Seymour Street were previously identified in the 2014 Traralgon Car Parking Framework Review. The commitment to construct these new car parks provides a significant opportunity as it relates to accommodating future parking demands, as well as the implications for the Parking Overlay – Schedule 1.

Current Car Parking Supply and Utilisation

There are currently 5,482 publicly accessible car parking spaces within the Traralgon Activity Centre. These including a mixture of public (Council owned) car parks, private but publicly accessible car parks, and on-street parking.

Car parking within the Traralgon Activity Centre is currently under pressure, with many on-street areas within the core of the Activity Centre being over 85% occupied at the peak time on the weekday.

When car parking is 85% occupied (for time restricted car parking), it is considered as being at its effective capacity, and beyond this point parking is considered inefficient and can result in 'excessive circulation' by users looking for car parks.

Long term car parking was also near its actual capacity (of 100%) within the Activity Centre.

Areas that were underutilised during the survey period included both the GPAC and GRAC.

The surveys showed that car parking demands were much lower on the weekend (Saturday) across the Activity Centre.

An analysis of 'duration of stay' data indicated that compliance with timed parking restrictions was poor across all areas. Average duration of stay on both the weekday and weekend ranged from 2.1-2.3 hours in all 2-hour car parking, the predominant timed restriction within the Activity Centre.

Community Engagement

A community questionnaire was open for approximately 2- months which gathered a total of 1,474 individual responses. The survey which was responded to by a wide range of Activity Centre users from all over Latrobe and surrounding municipalities identified that car parking is

a significant issue, with 79% of respondents indicating that they were either dissatisfied or very dissatisfied with car parking in Traralgon.

When asked to identify suggested improvements to car parking, overwhelmingly the key response was to provide 'more parking', followed by 'improving car parking for traders' and 'increasing time limits'.

Other key responses to this same question included better design of car parking spaces, improved provisions of accessible parking, shorter time limits, and improvements to safety.

The community engagement responses validated the data and survey analysis findings as it related to the availability of car parking within Traralgon.

Future Demands

Currently, public car parking for new developments is catered for in two different ways:

- With the exception of Office, any new land use must provide only 75% of the Column B rate, which we estimate therefore up to 25% of new car parking demands are spread into the public parking supply; and
- Where the minimum number of spaces is not provided, developers can make financial contributions to purchase spaces not provided on site. Currently, a policy is in place which allows for use of these funds to build additional car parking as well as to improve existing car parking facilities.

A review of future car parking demands found that the existing surplus of car parking would not be enough to cater for future development relying on public car parking. The analysis was based on future growth in commercial and retail land uses, projected using a number of sources of information.

The analysis also showed however that future committed car parking by RDV would adequately cater for all additional car parking demands generated by new development until 2031.

Car Parking Overlay Review

A detailed review of the Parking Overlay as it applies to Traralgon Activity Centre was undertaken.

The review considered and reviewed the following matters:

- The study area for which the Parking Overlay has been applied;
- The number of car parking spaces required for specific land uses (including the use of Column B rates;
- The cash-in-lieu financial contribution requirement; and
- Recommendations including draft planning scheme changes.

The review found that the Parking Overlay is still an important and required tool to manage car parking in new developments in Traralgon. A key recommendation from the review is however to remove the current financial contribution within the Parking Overlay.

This recommendation is subject to the current RDV commitments to providing new car parking within the Activity Centre being finalised.

If for any reason the RDV commitments are retracted, then the findings of this review would likely change, including those surrounding the financial contribution. This is largely because if

car parking is constructed by RDV as committed, there will be no new public car parking required to be constructed until 2031.

As the Traralgon Activity Centre continues to grow and evolve however, so must its approach to car parking also change. Currently, car parking is provided for everyone who wishes to drive, often at the expense of people walking, riding, or enjoying the streets within the Activity Centre.

As car parking supply increases, so will its demand and this will lead to a range of other issues including traffic congestion and the amenity and health associate impacts.

Further, building new car parking is not the only solution to addressing the issues identified. Existing car parking can be managed better to address existing issues in a way that is fair and balances different priorities. Improvements to public and active transport can also help reduce the reliance on private motor vehicle trips, thus reducing car parking demands.

Parking Management Recommendations

Supporting the key findings outlined in the Parking Overlay Review, are a range of car parking management recommendations which respond to both the existing conditions, as well as future demands.

The majority of recommendations can be implemented independently of any Planning Scheme Amendment as it relates to the Parking Overlay.

A range of objectives were developed specifically relating to parking management, including:

1. Balancing the needs of all Activity Centre users
2. The cost of car parking should be paid for by the user
3. Improved knowledge and decision making
4. Promote sustainable transport
5. Improve the user experience.

A range of recommendations were made, including specific actions or interventions that link back to the objectives, while also addressing existing issues within Activity Centre established through both the data collection / analysis and community engagement.

In this regard, each action was given both a priority and relative timing that acknowledges that some issues are more critical than others, while others will need to respond to future demands.

The actions were grouped into five (5) key recommendations as follows:

Recommendation 1: Changing parking restrictions and allocation to better balance the needs of users in the Activity Centre.

Recommendation 2: Adopt a Movement and Place approach to kerbside parking allocation and prioritisation.

Recommendation 3: Implement new technologies, wayfinding, and data collection to aid with parking management and the user experience.

Recommendation 4: Supporting the use of sustainable transport modes as an alternative to driving and parking.

Recommendation 5: Implement the recommended changes to the Parking Overlay including removal of the financial contribution and adopt Column B rates for new developments.

Each recommendation contains a number of more detailed interventions including case studies and suggested locations or alternatives where appropriate.

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1. Introduction

1.1. Overview

Ratio Consultants were engaged by Latrobe City Council to undertake the Traralgon Activity Centre Car Parking Review.

The review provides an opportunity to consider current car parking management, statutory requirements, and current utilisation, including recommendations that align with Traralgon and Latrobe City Council's broader strategic objectives.

The review includes a holistic assessment of all aspects of car parking and the role it plays within the Traralgon Activity Centre.

1.2. Purpose and Objectives

The purpose of this project is to:

- undertake a review of the car parking supply and utilisation within the Traralgon Activity Centre;
- to identify future parking needs, and to review the Parking Overlay – Schedule 1 currently applied to the Traralgon Activity Centre for a potential future Planning Scheme Amendment;
- to ensure the appropriate provision of car parking spaces is provided; and
- to balance car parking supply and demand in the Traralgon Activity Centre into the future.

1.3. Methodology

The methodology developed for this project comprises of four stages, which are outlined below in Figure 1.1, including key tasks within each stage.

Figure 1.1 Overview of Methodology

Background Review	Data Collection and Analysis	Future Parking Conditions	Recommendations
<ul style="list-style-type: none"> •Stakeholder workshop •Strategic background review •Traralgon car parking objectives 	<ul style="list-style-type: none"> •Community Engagement •Parking Surveys •Bicycle Parking Surveys •Data analysis and mapping 	<ul style="list-style-type: none"> •Parking management approach •Parking provisions •Movement & Place •Parking Overlay Review 	<ul style="list-style-type: none"> •Statutory Requirements •Parking Management •Sustainable Transport •Implementation

1.4. Study Area: *Traralgon Town Centre*

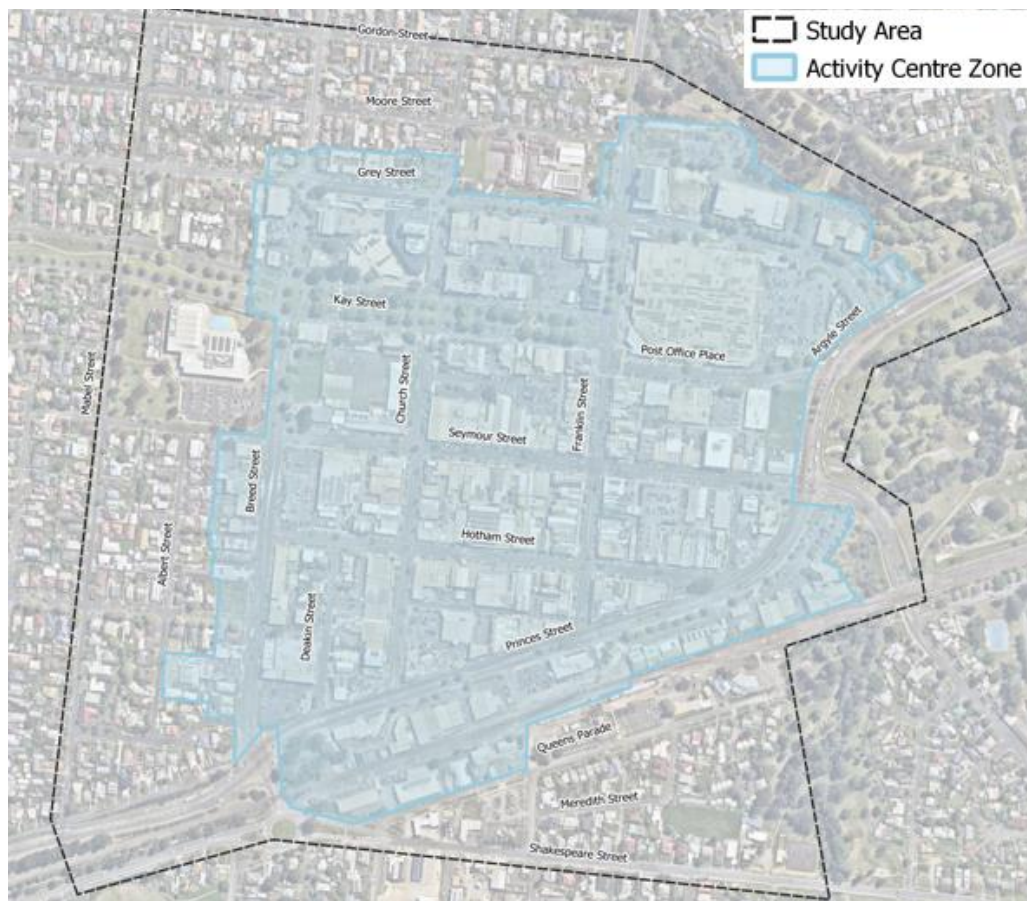
The study area focuses on the Traralgon Activity Centre and includes residential areas on the periphery.

The study area is generally bounded Shakespeare Street and Bank Street to the south, Mabel Street to the west, Gordon Street to the north and Victory Park and the Traralgon Creek to the east.

Within the study area is the designated Activity Centre Zone as per the Latrobe Planning Scheme. The Traralgon Activity Centre includes mostly retail and office land uses, along with Public Use zones for Education, Local Government and Park and Recreation. The study area has been set to include a small portion of residential area to the north, west and south of the existing Activity Centre. These residential areas have been included to identify any overflow which may occur from parking associated with the Activity Centre.

The Study area is presented below in Figure 1.2.

Figure 1.2 Study Area



1.5. References

The following report has relied upon a variety of sources of information, including data, reports and plans.

A list of key information sources used are outlined below:

- Latrobe City Council Plan 2021-2025
- Latrobe City Municipal Public Health and Wellbeing Plan 2022-2025
- Traralgon Activity Centre Car Parking Strategy, prepared by Cardno in 2012;
- Latrobe Parking Study Peer Review, prepared by Traffix Group in 2013;
- Car Parking Framework Review of Traralgon and Morwell, prepared by Traffix Group in 2014;
- Latrobe City Council - Parking Overlay – Collection of Financial Contributions Interim Policy March 2017;
- Complementary Parking Measures Assessment for Latrobe City Council by Parking & Traffic Consultants in May 2017;
- Traralgon Activity Centre Plan (and relevant background reports 2010/2011), Latrobe City Council/VPA/Hansen Partnership in September 2018;
- The Latrobe City Council Retail Strategy – Background Research and Analysis, by Essential Economics in March 2019;
- The Latrobe City Council Retail Strategy – Strategy and Implementation Plan, by Essential Economics in May 2019;
- Latrobe Planning Scheme – Parking Overlay Schedule 1 – Traralgon Activity Centre;
- Information pertaining to the Regional Car Park Funds (RDV);
- Relevant Council Reports;
- Relevant copies of development approvals;
- Parking survey data collected on behalf of Ratio Consultants during November 2022;
- Movement & Place in Victoria, Department of Transport and Planning;
- Community and Council Consultation;
- Other information, documents or plans as referred to throughout the report.

2. The Parking Management Task

2.1. What is car parking?

At its essence, car parking provides a means of access to the places we live, work and play. Car parking can also be seen as an 'end of trip facility' where private motor vehicles spend the majority of their useful-life.

In both off and on-street locations such as within the Traralgon Activity Centre, they play a role in conveniently locating customers, employees and visitors near economic generating, educational, and other land uses that service our day-to-day needs.

2.2. Why does it need to be managed?

Parking management is critical to ensure the efficient utilisation of the resource within activity centres. It also needs to be managed to achieve objectives such as fairness, sustainability, safety and the efficient operation of the surrounding road network.

As a management tool, car parking also has the potential to influence both Movement & Place performance within Traralgon Activity Centre.

2.3. How is parking managed?

New developments in Traralgon refer to the Latrobe Planning Scheme including the Parking Overlay to understand how much car parking a development needs, or indeed, needs to contribute to in-lieu of providing on-site parking, to be located elsewhere in the Activity Centre.

The management of car parking can occur at many levels in order to ensure car parking is allocated to its intended users. It should take into account and balance a variety of factors which influence the demand for parking including:

- Key user groups;
- Road safety;
- Amenity and public realm;
- Property access and servicing, including delivery and waste collection vehicles; and
- Desired modes of transport including by car, walking, cycling, and public transport.

There are a variety of parking management methods to balance these factors such as:

- Uncontrolled, or, unrestricted parking;
- Time restricted parking;
- Allocated parking spaces using a permit zone (or a permit holder exempt) scheme;
- Access / security-controlled off-street car parking areas;
- Prohibited parking such as No Stopping (for safety or road capacity); and
- Paid parking.

Different land uses each have their own unique ways in which parking is managed. As each land use brings a different set of user needs, the management of parking needs to be altered accordingly to ensure a suitable balance for all.

At an activity centre level though, car parking should be managed in a way that is consistent, user friendly and fair to all users, not just drivers or people who travel by car.

2.4. The Parking Management Task in Traralgon

Overview

The challenge and opportunity to improve access, economic prosperity and liveability of places from a parking perspective forms the basis of the Parking Management Task.

The Traralgon Activity Centre is an important place where people shop, work, learn, meet, and relax. With the increasing population, size and density of the Traralgon Activity Centre, the management of space and competing transport demands is an important issue for both Latrobe City Council and the community.

Streets are for more than moving vehicles

Streets are not only for the safe and efficient movement of people (by all modes) from A to B, they are important places and destinations in their own right. Balancing the movement & place aspects of streets is a core challenge for Traralgon.

Car parking needs to be managed in a way that responds to the aspirations of streets within the activity centre. In its simplest form, this means ensuring adequate turnover to reduce car based impacts created by congestion, and a user-pays system that reinvests back into the Traralgon Activity Centre.

Parking as a finite resource

On-street car parking, in particular where it is already provided at an angle to the kerb, is a finite resource, which is managed to provide the highest benefit to adjacent land uses.

In off-street locations, a continual increase in car parking provisions, leads to a road network under pressure and at capacity, resulting in a range of social and financial costs to the community. As such, the opportunity for off-street car parking also has a limit, as no new roads can be built to support access to an established Activity Centre.

Competing user needs

Parking user hierarchies deal with how car parking can be prioritised in a particular area. The priorities can vary from street to street or depending on land use.

This approach therefore recognises that different users have different needs, from a safety and amenity perspective.

Perceptions of car parking

Car parking is a highly emotive and often sensitive issue for the community. Resident, visitor and traders' perceptions of car parking however are often worse than what is happening in reality.

A range of data, surveys and other sources of knowledge can validate these concerns.

As a travel demand management tool

Research by the International Parking Institute indicates that when car parking becomes congested in on-street areas, up to 30% of traffic within an activity centre are 'circulating' for the most convenient parking spaces¹.

The management of car parking (including through time limits or fees) can help alleviate congestion issues, and result in improvements to a place's walkability.

In addition, other improvements such as wayfinding and real time parking availability information can reduce the distance and time it takes for people to locate a car park, also improving efficiency.

As a principle, to achieve the best balance of supply and demand, an occupancy of 85%² results in the most efficient use of the resource.

Construction of new car parking is not always seen as a good solution, as it can, and will usually, result in induced demand, often coming at a large social and financial cost to the community.

2.5. Conclusion

Car parking provides a means for people driving by car in Traralgon to access the places they work, shop and stay. It needs to be managed in order to ensure the efficient utilisation of a finite resource.

Car parking can also be managed to meet a range of other activity centre goals and objectives, including balancing a streets Movement & Place aspirations, environmental sustainability objectives, and economic growth and activity.

Car parking can be managed in a range of different ways, including most commonly through car parking restrictions. Overall, it should be managed in a way that is consistent, user friendly and fair to all users, not just those who drive.

The parking management task is complex, and requires a holistic approach to movement, place and adjacent land use to achieve the broader activity centre objectives.

¹ Cruising for parking, Donald C. Shoup (February 2006)

² The High Cost of Free Parking, Donald C. Shoup (1997)

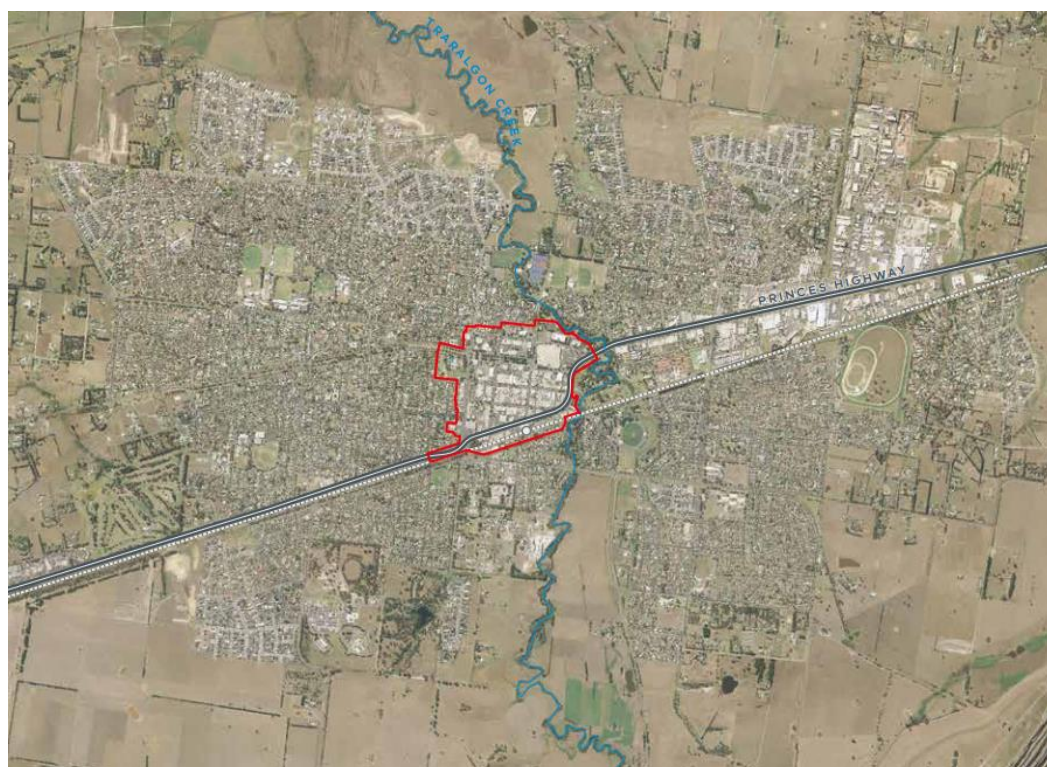
3. Traralgon Activity Centre

3.1. Traralgon and the Activity Centre

Traralgon is the largest of the four main towns in Latrobe City. It is the key Regional Retail Centre for Gippsland, providing a full range of retail and non-retail uses such as major community and recreational facilities and offices.

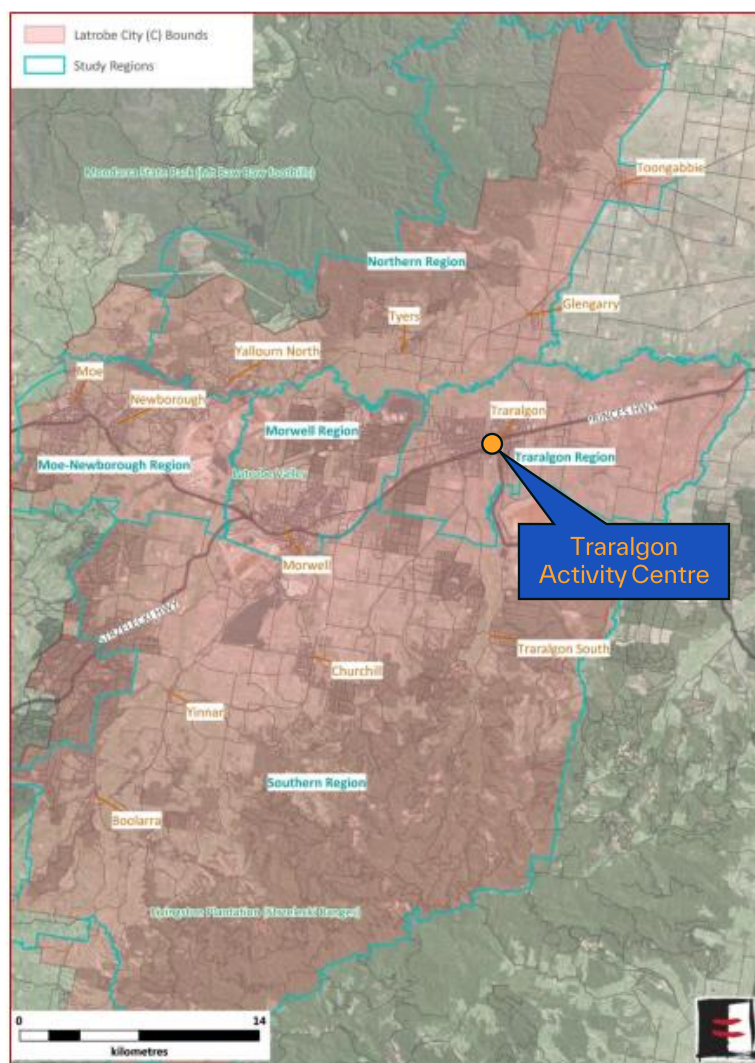
The location of Traralgon Activity Centre in context of the broader Traralgon area, and within the Latrobe City Council area, are shown in Figure 3.1 and Figure 3.2 respectively.

Figure 3.1 Traralgon Activity Centre within Traralgon



Source: Traralgon Activity Centre Plan (Figure 1a)

Figure 3.2 Traralgon Activity Centre within the Latrobe City



Source: Essential Economics, Latrobe City Retail Strategy Background Research and Analysis 2020

3.2. Population and Demographics

Traralgon, being the largest of the four main towns within Latrobe City, covers approximately 90 km² with a population of approximately 28,000 (2021 ABS Census).

The number of people with disabilities is relatively consistent with the rest of Victoria. The median age of the population is slightly higher within Traralgon at 39 years old, (2021 ABS Census) when compared to the rest of the state of Victoria.

Nearly 60% of the Traralgon population participates within the workforce, with just over 55% working full time. The highest industry representation is within the health services, making up nearly 8% of the Traralgon workforce. This is nearly 3% higher than the Victorian average. The median weekly income per households was recorded at \$1,499 in the 2021 ABS Census.

Journey to Work surveys indicated (from 2016 ABS Census) that on the census date, of people that travelled to work who reside in Traralgon, 92.5% travelled either by car or as a passenger in a car. While only covering Traralgon, these numbers demonstrate a high reliance on the private motor vehicle, which is consistent with most regional towns in Victoria.

When observing car ownership data for both 2016 and 2021, the average vehicles owned per dwelling remained consistent at 1.8 vehicles per dwelling. This is consistent with the typical car ownership rate for greater Melbourne of 1.8 vehicles per dwelling, however, is lower when compared to the average car vehicles per dwelling of 2.0 for Outer Regional Victoria.

3.3. Land Use, Activity and Place

Retail and commercial activity is focused within the Activity Centre and also includes non-retail uses such as community and recreation facilities.

Key and notable land uses within the Activity Centre include:

- Traralgon Centre Plaza
- St Michael's Parish Primary School
- Grey Street Primary School
- Gippsland Regional Aquatic Centre
- Gippsland Performing Arts Centre
- Traralgon Civic Centre
- Traralgon Library
- Traralgon Railway Station
- Traralgon Post Office
- TAFE Gippsland – Traralgon Campus
- Traralgon Police Station
- Matra Hotel & Traralgon Butter Factory Entertainment Precinct.

The streets within the town centre generally consist of a grid network of local streets with angled car parking, with provision of a range of off-street parking options including underground, at-grade and in multi-deck car parks.

Typical street cross sections, in Seymour Street, Franklin Street, Hotham Street and Kay Street are shown below in Figure 3.3, Figure 3.4, Figure 3.5, and Figure 3.6.

Figure 3.3 Seymour Street, looking East.**Figure 3.4 Franklin Street Looking North****Figure 3.5 Hotham Street Looking East****Figure 3.6 Kay Street Looking West**

The Activity Centre is generally bordered on its eastern and southern sides by Traralgon Creek and Princes Highway (A1 national highway) / Gippsland Railway Line respectively.

Residential land uses exist immediately to the northern and western sides of the activity centre, with some limited commercial and home business type activities in the streets closest to the activity centre.

The Kay Street gardens and Traralgon Creek Corridor represent the only significant open space provisions within the Activity Centre.

3.4. Sustainable Transport

Pedestrian and Cycling Facilities

Constructed pedestrian footpaths are provided along all streets within the Activity Centre.

Within the core commercial precinct, signalised pedestrian crossings are provided at all signalised intersections, with pedestrian medians and kerbing provided at roundabouts.

Midblock crossings points are provided on Seymour Street, Hotham Street, Kay Street and Grey Street in the form of signed zebra or raised wombat crossings. Breed Street includes two pedestrian operated signals at the Woolworths and at Gippsland Regional Aquatic Centre.

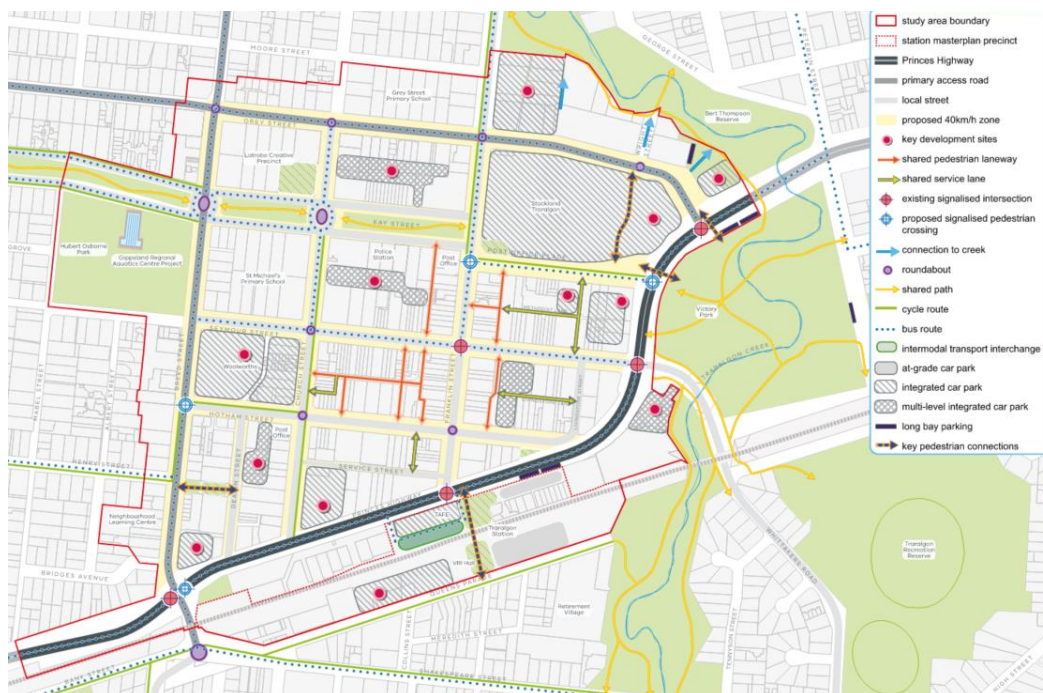
Multiple arcades run through the activity centre provided additional pedestrian links through land uses. This allows pedestrian to walk in direct routes rather than around via the street frontages. The two key arcades within the study area operate from Seymour Street to Hotham Street and on Church Street near Feeley Lane.

An existing shared path runs along Kay Street which connects Traralgon and Morwell to the West, and is approximately 8km in distance. The shared path is generally flat and crosses over multiple bridges and unique terrain.

There are limited cycling facilities provided within the Traralgon Activity Centre with the exception of on road cycling lanes on Kay Street west of Breed Street.

An excerpt of the Traralgon Activity Centre Plan (2018) detailing the current and proposed pedestrian and cycling facilities within Traralgon Activity Centre is shown in Figure 3.7.

Figure 3.7 Access and Movement Plan - Traralgon Activity Centre Plan



Source: Latrobe City Council Traralgon Activity Centre Plan

A total of 83 bicycle parking spaces are provided throughout the Town Centre with many concentrated at the Gippsland Performing Arts Centre and the Gippsland Regional Aquatic Centre.

The current provisions of bicycle parking within the Activity Centre are shown in Figure 3.8.

Figure 3.8 Bicycle Parking Facilities



Many walking trails and shared paths are provided within open green space on the outskirts of the Activity Centre. These include a shared path along the median of Kay Street and paths through Victory Park and along Traralgon Creek.

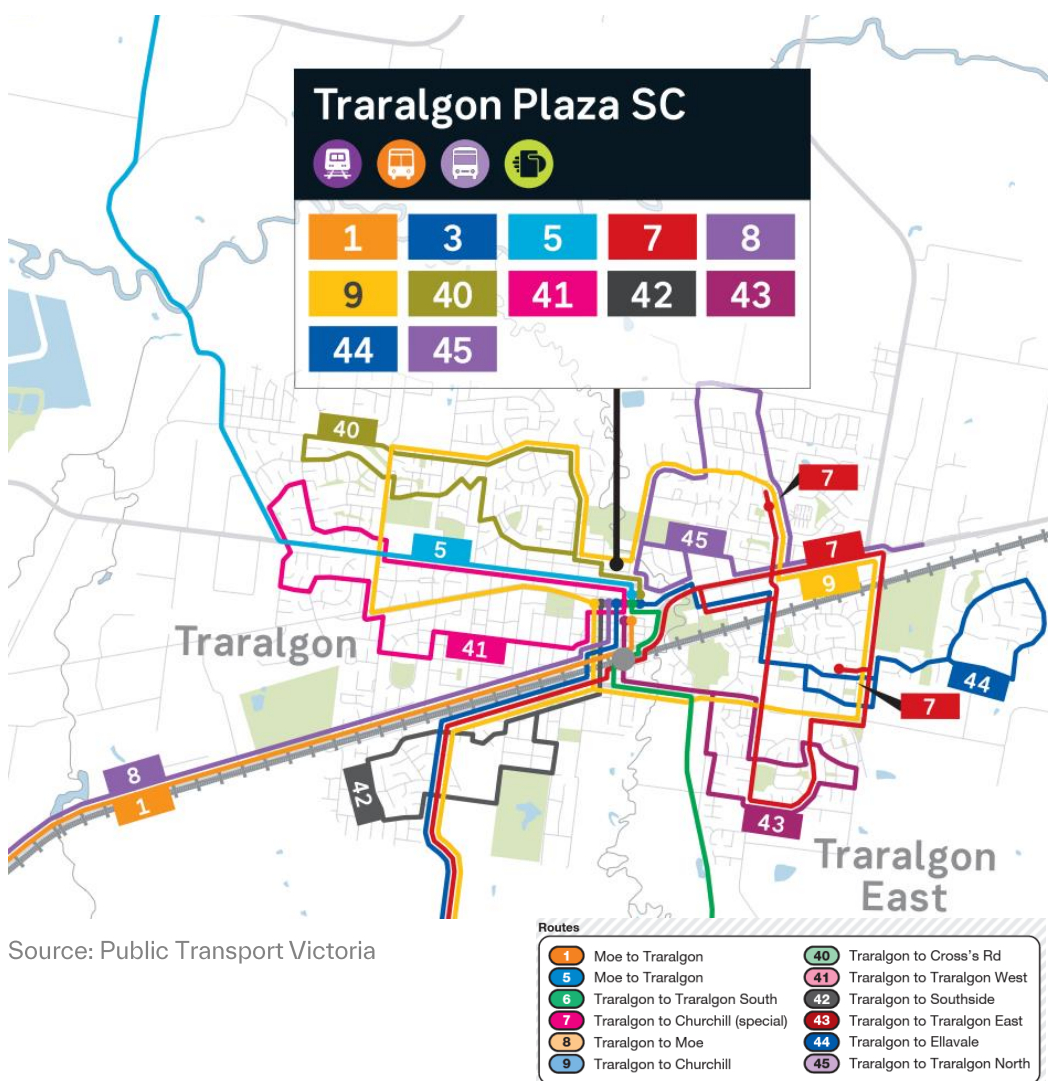
Public Transport

The Traralgon Activity Centre is serviced by a combination of V-Line train and local bus services. The Traralgon Train Station is located on the southern side of Princes Highway, on the southern side of the core Commercial Area. V-Line services run between Melbourne, Traralgon and Bairnsdale and operate every 30-40 minutes during peak periods and every 1-hour throughout the course of the day.

A total of 12 bus services operate within the Activity Centre and include services to nearby towns of Morwell and Moe. All 12 bus services stop at the Traralgon Plaza Shopping Centre / Franklin Street stop. Bus service timetables vary considerably between routes, with most services running hourly throughout the day.

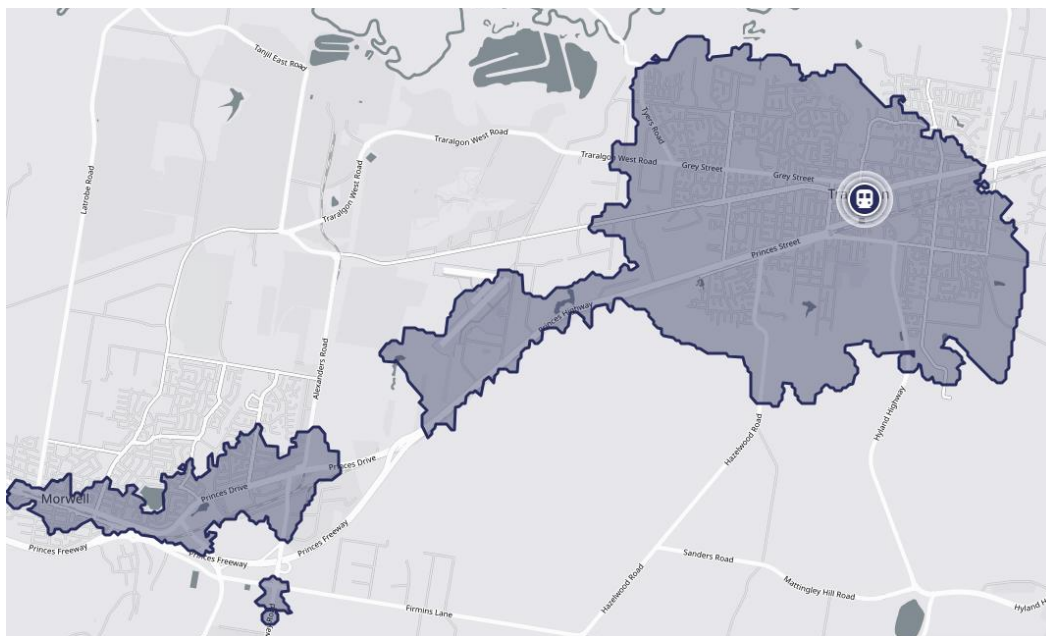
The available public transport within the Traralgon Activity Centre is reproduced as Figure 3.9.

Figure 3.9 Public Transport Services



A travel time map has been created demonstrating the distance that can be reached by Public Transport within 30 minutes, which is shown in Figure 3.10.

Figure 3.10 30-minute Public Transport Catchment for Traralgon



Source: Travel Time (app.traveltime.com)

Figure 3.10 above shows that Traralgon Activity Centre can be accessed by Public Transport within 30-minutes from almost all parts of Traralgon and part of Morwell.

4. Background and Context

4.1. Overview

An extensive review of relevant strategic and background documents was undertaken as they relate to the existing and future parking, transport and land use conditions within Traralgon, and is summarised in the following sections.

4.2. Traralgon Activity Centre Plan

Overview

In 2018 the Traralgon Activity Centre Plan ('The Plan') was adopted which guides the future land use and development within the Traralgon Central Business District ('CBD'). The plan was prepared through a collaborative process with multiple stakeholders and landowners coming together through multiple consultation sessions. The Plan builds on multiple existing work packages taken within Traralgon and the broader area previously developed.

In reference to car parking, The Plan identified the availability of car parking within the activity centres as a key issue. As such, multiple aims were derived to address the car parking issue. This included:

- 'To encourage multi-story and integrated parking solutions in appropriate locations', and
- 'Require new multi-level buildings to incorporate car parking within their form'.

Based on this, multiple key development sites were listed to provide additional car parking within the CBD. These included multiple existing at-grade car parks near Kay Street, Deakin Street and Post Office Place.

Activity Centre Key Actions

In addition to the above, three (3) key Access & Movement actions were proposed to help address car parking availability and access for tourism and large vehicles.

- A14: Implement the recommendations of the Car Parking Framework Review 2014 (see Section 4.4, Table 4.1: Previous Parking Study Summary);
- A18: Investigate locations for tourist facilities: e.g. long bay vehicle parking and associated tourism signs;
- A19: Install tourism signs and line marking for long bay.

In addition, a number of key Access & movement actions which relate to the pedestrian amenity and sustainable transport use within the activity centre were provided. Those which are still ongoing as listed as follows:

- A15: Work with the owners of Stockland Plaza to improve pedestrian connections through the plaza at ground carpark to connect to Post Office Place with Wright Street and Traralgon Creek;
- A16: Seek to introduce a 40km/h speed limit in the core pedestrian areas (bounded by Grey and Breed Streets and the Princes Highway);

- A20: Improve pedestrian connectivity between the Activity Centre and the residential areas south of the Princes Highway through changes to the existing signalised pedestrian crossing of Breed Street and Princes Highway;
- A21: Undertake a municipal-wide bicycle strategy to ensure locations for safe cycle links through the town centre are established and maintained.

4.3. Statutory Car Parking Requirements – Latrobe Planning Scheme

Clause 52.06

The Victorian Planning Scheme is a statutory device used to ensure that consistent provisions, such as parking, are maintained across Victoria. Clause 52.06 of the Latrobe Planning Scheme outlines the car parking provisions appropriate to the region and the likely demand generated by activities and the nature of the locality.

The key purposes of Clause 52.06 are as follows:

- *To support sustainable transport alternatives.*
- *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.'*

The Clause sets out the car parking requirements for the municipality through either Column A or Column B. Within the Traralgon Activity Centre, Column B is applicable where the land is covered by Schedule 1 to the Parking Overlay, and the use does not have a specific rate mentioned in the Schedule.

The Column B rates are typically (but not always) lower than the Column A requirements. The Column B rates acknowledge that the site has a range of factors that support lower car parking demands including for example, access to public transport and presence of multi-purpose trips.

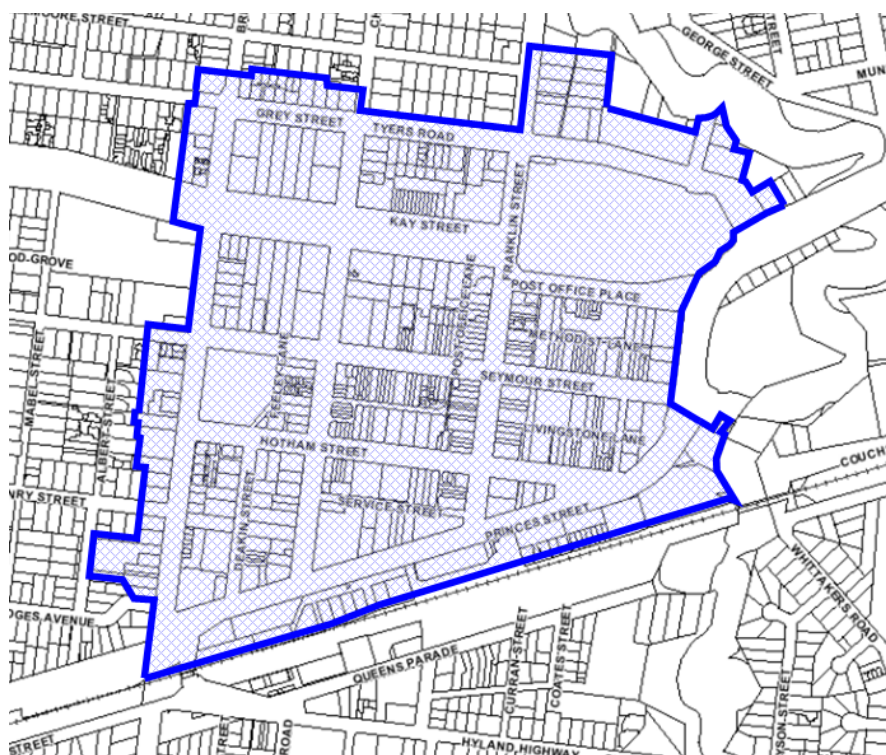
Traralgon Activity Centre Parking Overlay – Schedule 1

Introduced in April 2016, the Traralgon Activity Centre Parking overlay is listed under Schedule 1 to Clause 45.09 Parking Overlay. The objective of the schedule is as follows:

To ensure the appropriate provision of car parking spaces in the Traralgon Activity Centre Parking Precinct to this schedule and to maintain a balance between car parking supply and demand in the centre.

To provide for cash-in-lieu payments for car parking provisions in the Traralgon Activity Centre Parking Precinct.

The Traralgon Car Parking Precinct to which the Schedule 1 applies is reproduced in Figure 4.1.

Figure 4.1 Traralgon Car Parking Precinct (2014)

The Parking Overlay is subject to a number of Council policies that have been prepared which detail how cash-in-lieu contributions are collected and used within the Activity Centre. Further details of these policies are outlined in Section 7.3 of this report.

4.4. Previous Parking Studies

Various parking studies have been completed over the years, including municipal and activity-centre based studies. Each study has been reviewed for its relevance to car parking within Traralgon with the key outcomes of each summarised in the table below.

Table 4.1 Previous Parking Study Summary

Document	Key Outcomes
Traralgon Activity Centre Plan: Background Report – Car Parking Assessment (Cardno / Hansen 2010)	The report recommended increasing parking restrictions within the Activity Centre from 1-hour to 2-hours to reduce turn-over and lower the 'expectation' of finding an available space.
Traralgon Activity Centre Car Parking Strategy (Cardno 2012)	The study found no major issues with parking availability, however collated numerous concerns from the community. In addition, the study highlighted that the Column B rates of Clause 52.06 were representative of demands generated by land uses within the Activity Centre.
Latrobe Parking Study – Traralgon & Morwell Peer Review (TraffixGroup 2013)	The study was an independent review of the draft car parking strategy aiming to identify gaps in the proposed car parking strategy, identify further works, and review the proposed parking ratios.

Document	Key Outcomes
	The study deduced that there was sufficient parking within the Activity Centre with an oversupply of restricted parking and undersupply of unrestricted / all day parking. The study also suggested that the need for metered / paid parking would need to be further considered in the future.
Car Parking Framework Review – Traralgon & Morwell (TraffixGroup 2014)	The 2014 Car Parking Framework review was the catalyst for the Traralgon Car Parking overlay. The study identified current car parking provisions and usage to determine car parking rates for multiple land uses and the provision of current parking within the Activity Centre. The key outcomes of the study included the provision of a cash-in-lieu scheme and recommended 75% of Column B rates which were carried through to the Parking Overlay.
Complementary Parking Measures Assessment – Draft Parking Study (Parking and Traffic Consultants 2017)	The study provided an updated review of parking within Traralgon to support updates to the car parking policy (March 2017 update). A number of existing and emerging issues were identified which formed the draft strategy and recommendations as follows: <ul style="list-style-type: none"> •Improve existing supply: Review time restrictions, enforcement and payment. •Encourage more non-car trips: Improve safety and accessibility for alternate modes. •Increase supply: Review current ratios for future developments and consider alternative parking locations for new supply.

4.5. Other Strategic Context

Latrobe City Council have a variety of strategies which address the use and design of transport and land use within their major activity centres. The strategies which have been explored due to their relevance to the Study Area detailed as follows.

Latrobe City Council Plan (2021-2025)

The Latrobe City Council Plan seeks to capture where the Latrobe community is heading into the future, and what the community most values. The community vision for a 'smart, creative, healthy, sustainable and connected' city, seeks to have Latrobe as the most liveable regional city.

Some of the key outcomes for the Creative and Sustainable initiatives are reproduced as follows:

- 'Prioritise a range of public space improvements across the municipality',
- 'Improve the amenity and presentation of Latrobe City's town entrances, activity centres and public spaces through signage, art and planting and greening of the city.'
- 'Invest in increased urban greening initiatives and increasing the City's tree canopy in appropriate sites using appropriate species in built up areas for improved amenity and reduce heat stress.'

In addition to a range of key outcomes, multiple challenges and opportunities were identified as they relate to transport. These challenges and opportunities are listed as follows:

- 'Parking, street lighting, traffic flow in central business districts and the transport infrastructure to move between Latrobe City and Melbourne'.

- *‘Encourage people to walk and ride around towns where possible to help encourage a healthy lifestyle. Ensure lighting around towns is consistent to help people walk after hours rather than using cars all the time’.*

Living Well Latrobe Community Public Health & Wellbeing Plan (2022-2025)

The ‘Living Well’ plan for Latrobe has four (4) key objectives to support the community and the development of activity centres within Latrobe. The second objective ‘Healthy and Active’ highlights the future direction for transport within Latrobe:

‘Increase and promote incidental physical activity opportunities, active plan and transport.’

In addition, the following strategic objective was provided:

‘Ensure that health and wellbeing outcomes for the community are considered, where appropriate, in land use planning.’

These objectives highlight the importance of sustainable transport solutions and active transport as a means of moving to and from and around major activity centres.

Latrobe City Council Retail Strategy – Strategy and Implementation Plan (2020)

The Latrobe Retail Strategy aims to identify and coordinate future planning and development of retail within Latrobe City. Traralgon is highlighted as the historic Regional Retail Core for population growth and investment, with forecasts indicating that this will continue into the future.

The study included a detailed analysis of the existing and forecast population and land use growth, providing indicative land use levels for retail land uses: both food and non-food based. These floor areas provided base line assumptions for this assessment when exploring car parking requirements for future land use planning within Traralgon.

4.6. Statewide Movement & Place Framework

The Movement & Place approach seeks to recognise that transport links provide two key functions:

1. The Movement of people and goods
2. Serving as a place / a destination in its own right

The tool, adopted and used by the Department of Transport and Planning (DTP), aids in the development and planning of the transport network, to find a balance between the needs of transport users and place users. The tool assigns each transport link into a category of movement or place, as defined as follows:

- Movement: the significance of individual links and the role that they play in moving people and goods via different transport modes;
- Place: the land-use vision and user experience.

Based on the level of significance (1 being of state significance), a range of streets can be defined and include local streets, activity streets and city places as per Figure 4.2 below.

Each of these classifications is assigned a set of priorities, performance measures and potential interventions which will guide the design and function of transport links into the future.

Figure 4.2 Movement & Place Classifications



When assigning classifications, DTP works closely with local councils to ensure the respective categories and assigned road and street types are accurate to the community and area aspirations. The Movement & Place classifications for the Traralgon Activity Centre were reviewed for the project study area.

The following Figure 4.3 and Figure 4.4 show the current road hierarchy as per the Latrobe Road Register and their respective Movement & Place Classifications.

Figure 4.3 Road Hierarchy - Latrobe City Road Register

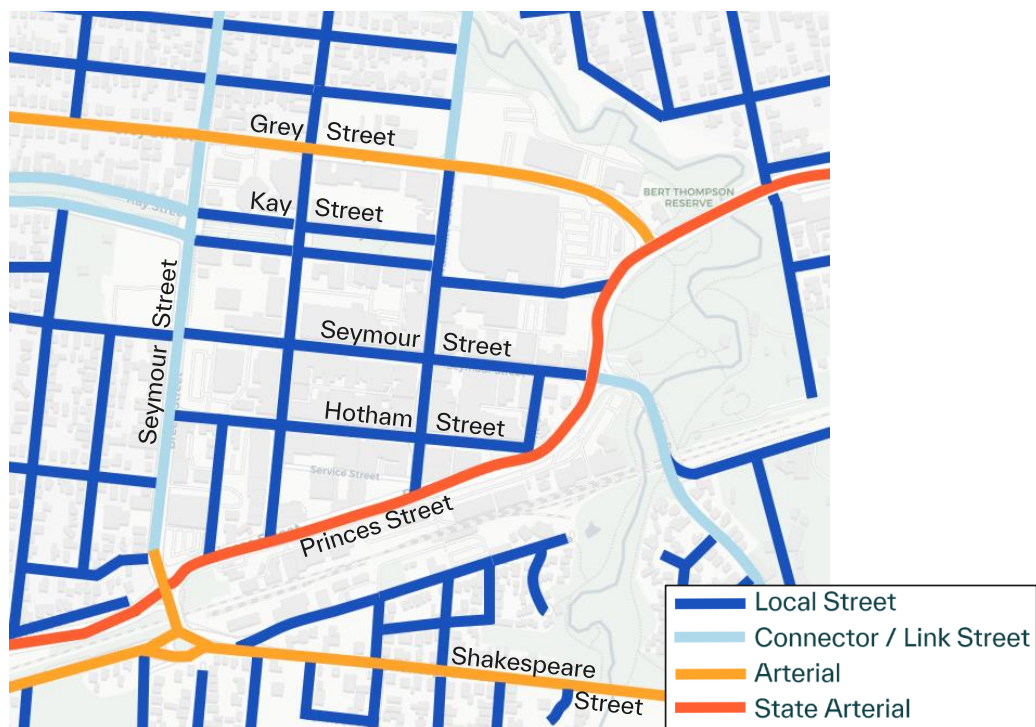
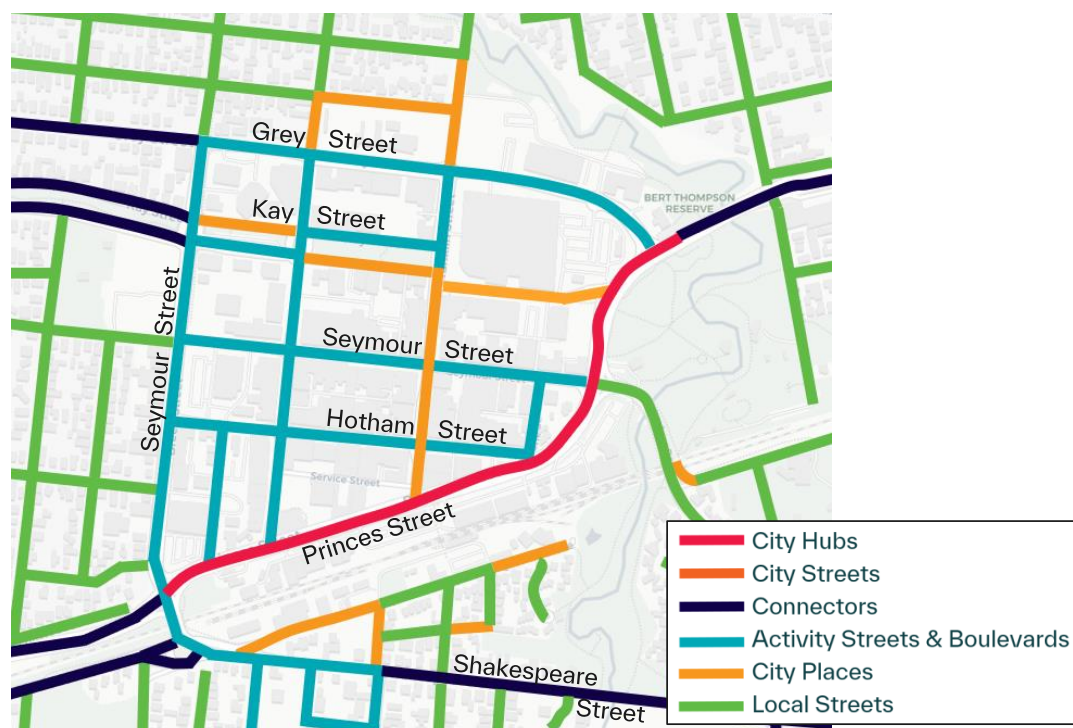


Figure 4.4 Traralgon Activity Centre - Movement & Place Classification



The vast majority of the internal road network of the Traralgon Activity Centre are classified as Activity Streets & Boulevards, streets which provide access to shops and services for all modes. These streets typically have high demand for movement and require high quality public realm for supporting businesses, traders and neighbourhood life.

These streets typically have a high level of conflict between movement and place and require careful consideration to balance movement and place. This includes consideration of parking access and vehicle circulation to and from spaces, and balancing any vehicular activity with sustainable transport modes.

4.7. Planned or Proposed Changes to Car Parking

As Victoria's regional centres continue to grow, the Victorian Government through Regional Development Victoria (RDV) is investing to deliver new free car parking within Ballarat, Bacchus Marsh and within Latrobe. The additional car parking is aimed to take pressures off residential streets and aid the community when travelling in regional town centres.

Three new carparks are proposed within the Traralgon Activity Centre based on their proximity to key activity centres, public transport and where there is demand for future car parking. The three new RDV sites and their proposed additional car parking spaces are listed as follows and presented in Figure 4.5:

- Kay / Grey Street Multi Level Car Park: 300+ new spaces
- Seymour Street Multi Level Car Park: up to 120 new spaces
- Queens Parade / Station Car Park: up to 50 new spaces.

Figure 4.5 Proposed Regional Development Victoria Funded Car Parks



Source: Regional Development Victoria

Funded as part of the 2019/2020 State Budget for Victoria, the delivery of the additional Traralgon car parking is yet to be complete with no completion date set.

4.8. Summary of Findings

Key strategies and studies undertaken have provided a high level of background and context of current car parking within the Traralgon Activity Centre. These documents include existing issues and constraints as they relate to car parking and transport movements, as well as provide key objectives and goals to meet future targets for Latrobe City Council and the community.

The Traralgon Activity Centre Plan outlines key measures to improve existing car parking, through new multi-story integrated parking solutions. This is supported by the Statutory Car Parking Requirements (Latrobe Planning Scheme) which aims to collect financial contributions toward funding additional parking within Traralgon.

One of the key outcomes from previous transport studies was that there is sufficient car parking currently within Traralgon. Consideration however should be given to managing user expectations and catering for different user groups to ensure parking is tailored to the correct land use and trip type.

Importantly, more recent documentation from Council and updated transport studies focused on the need for improved sustainable transport infrastructure to encourage more non-car trips. Emphasis is provided on the need to encourage more walking and cycling within town centres, and hence incidental physical activity for transport.

This is reflected in recently derived Movement & Place Classification which list numerous streets within the Activity Centre as 'City Places' and 'Activity Streets & Boulevards' with aspirational high Place functions. These streets are also key to accommodating increases in retail and office floor area and adequately accommodating necessary movement trips through walking, cycling, public transport and away from the primary mode share of private vehicles.

5. Car Parking in Traralgon Activity Centre

5.1. Overview

The following section outlines the existing car parking conditions within the Traralgon Activity Centre. This data presents the 'current situation' as it relates to the current supply, demand and management of public car parking. Also outlined in this section are the high level results of the community and stakeholder engagement collected as part of the study.

5.2. Surveys and Data Collection

Car Parking Surveys

During November 2022, car parking occupancy and duration of stay surveys were undertaken across the entire Traralgon Activity Centre. This included all on-street and publicly available off-street parking.

Survey dates included:

- Thursday 17 November 2022: 8:00am to 9:00pm
- Saturday 19 November: 9:00am to 2:00pm.

In addition to car parking surveys, an audit of currently available bicycle parking was collected and assessed.

Community Surveys

A questionnaire was developed to gather data from the community and stakeholders which included demographics, perceptions of current car parking, ideas and usage patterns. The survey included 18 questions and ran for approximately 2-months collating 1,474 responses.

5.3. Current Provisions

Supply of Car Parking

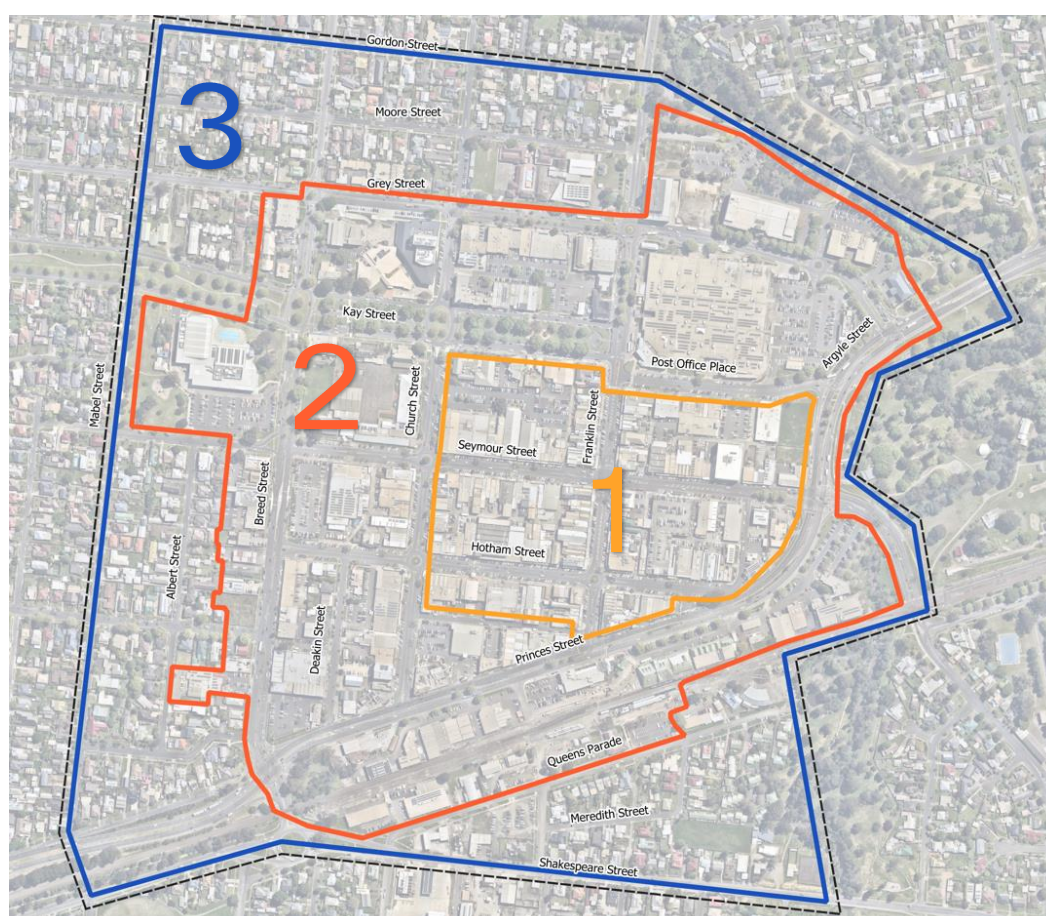
The supply of car parking within the Traralgon Activity Centre was split into on-street and off-street parking. A total of 5,482 spaces were recorded on the survey day, 3,091 of which were located off-street in public accessible car parks.

When observing the data, the study area was separated into three (3) key zones. These zones were derived from community feedback and based on previous parking studies for comparative analysis. The zones are presented in Figure 5.1 and listed in Table 5.1 with their descriptions.

Table 5.1 Traralgon Activity Centre Zone Descriptions

Zone	Name	Description
Zone 1	Inner Central	The core retail precinct which is dominated by on-street parking. Zone 1 includes key streets of Seymour, Hotham and Franklin which were listed by the community as areas they most frequent when parking.
Zone 2	Outer Central	Capturing the remaining retail and commercial land uses. Zone 2 aligns with previous studies undertaken of the Traralgon Activity Centre and includes the Gippsland Performing Arts Centre and Aquatic Centre. It generally aligns with the Activity Centre Zone.
Zone 3	Outer Study Area	The remaining residential streets are captured and grouped in Zone 3. Some minor commercial land uses are included; however, the focus is on unrestricted residential areas.

Figure 5.1 Study Area Car Parking Zones



Car parking supply was broken down by restriction type to assess the appropriateness of time restrictions and availability of allocated and accessible parking bays. The split of car parking within the study area is presented in Table 5.2.

Table 5.2 Overall Parking Supply by Restriction

Zone	Location	Total Supply	Allocated ³	Accessible	<1 Hour	1 Hour	2 Hour	>2 Hour	Unrestricted
Inner Central		999	156	23	9	2	523	35	251
1	On-Street	432	13	13	9	2	395	0	0
	Off-Street	567	143	10	0	0	128	35	251
Outer Central		3,399	722	63	29	8	816	806	955
2	On-Street	873	41	12	21	0	558	0	241
	Off-Street	2,526	681	51	8	8	258	806	714
Outer Study Area		1,084	3	0	0	0	48	0	1,033
3	On-Street	1,084	3	0	0	0	48	0	1,033
	Off-Street	0	0	0	0	0	0	0	0

In Zone 1, 44% of parking is located on-street, resulting in an almost even split of on-street and off-street car parking.

In contrast, Zone 2 is mostly off-street parking with 74% of spaces located off-street in Zone 2, including the Stockland Shopping Centre, Gippsland Performing Arts Centre and Gippsland Regional Aquatic Centre.

Zone 3 incorporates the nearby residential areas and with 100% of car parking provided as on-street unrestricted parking.

Parking Restrictions and Supply

97% of all short-term parking (2 hours or less) is located within the Inner and Outer Central Zones 1 and 2. This short term parking is mostly located on-street, with off-street parking within these zones providing mostly unrestricted all day parking or longer term parking.

27% of parking within Zones 1 and 2 is unrestricted parking, 80% of which is located off-street in car parks such as the at-grade car parks to the north and south of Kay Street.

Conversely, 29% of parking within Zones 1 and 2 is 2-hour parking, with only 29% of 2-hour parking located off-street. Approximately 20% of parking within Zones 1 and 2 is allocated user parking (e.g. Permit Zone, Reserved, DDA and Loading zones).

Outside of Zones 1 and 2, parking is concentrated on-street and is unrestricted. 2-hour parking within Zone 3 is located around commercial areas and school frontages along Henry Street, Church Street and Franklin Street. The unrestricted parking in Zone 3 makes up 19% of all parking within the Study Area.

³ Allocated Parking includes any space allocated for a specific use. i.e. permit, bus, taxi and loading zones, parent with pram parking, doctor parking.

Approximately 1.6% of all parking within the study area is dedicated accessible parking, with 27% of DDA spaces (23 total) located in Zone 1 near the core retail and commercial land uses.

Current parking restrictions within the Study Area are shown in Figure 5.2 and Figure 5.3 with larger maps shown in Appendix A.

Figure 5.2 Parking Restrictions (Main Restriction)

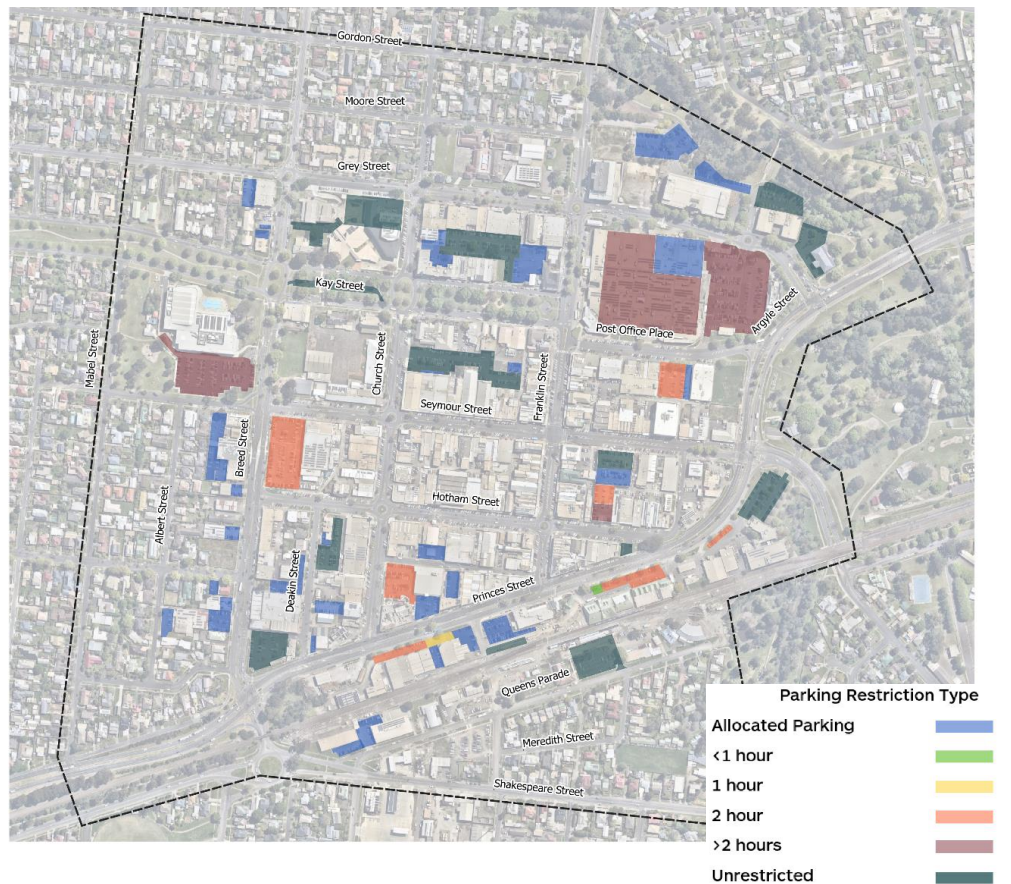
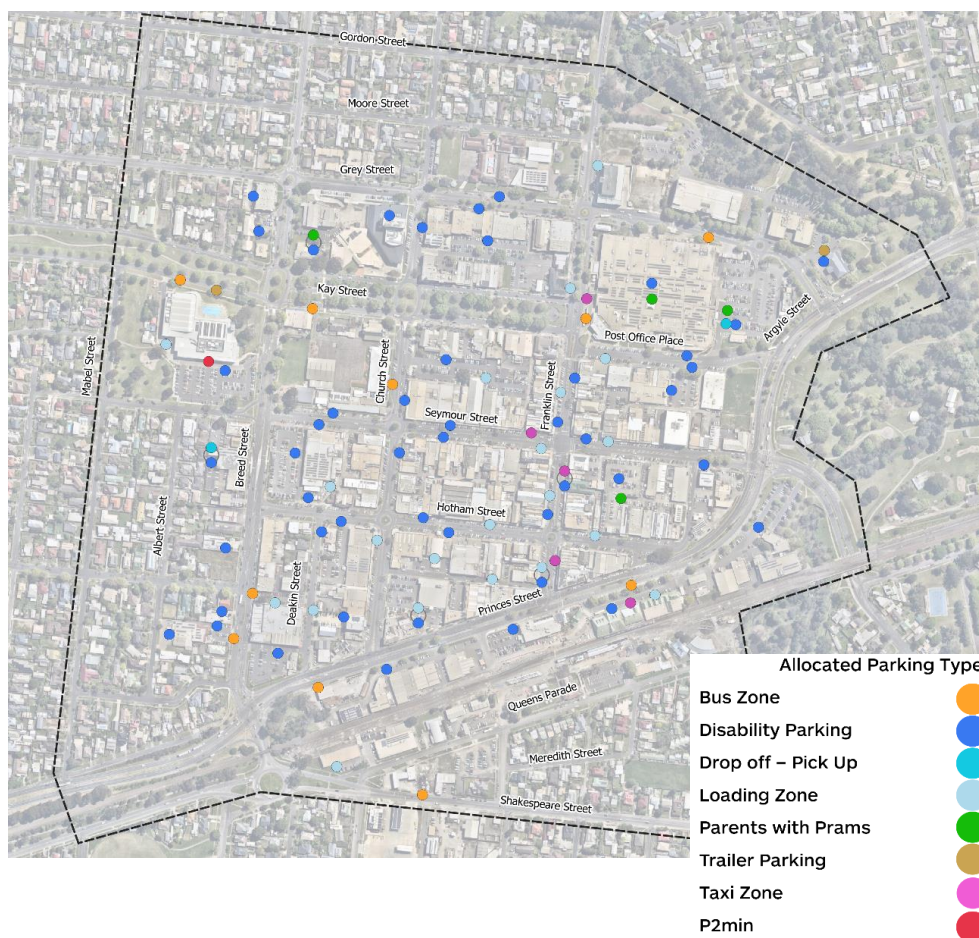


Figure 5.3 Parking Restrictions (Allocated Users / Zones)



Other Parking Infrastructure

The majority of off-street car parking within the study area is signed at the entrance with the name and number of car parks supplied. An example of which is presented in Figure 5.4. Beyond these car park entrance signs, limited signage and wayfinding is provided throughout the study area. Small blue directional 'P' signs are placed sporadically to indicate the direction of parking with no precise information about supply, availability or exact location. An example of these blue signs is shown in Figure 5.5.

Figure 5.4 Example of Car Park Entrance Signage



Figure 5.5 Example of Blue Parking Direction Signage



5.4. Parking Occupancy

Parking within Traralgon peaked at around midday at 1:00pm on the weekday and 12:00pm on Saturday survey periods respectively. This peak was recorded for both on-street and off-street parking.

Survey Results

Occupancy data was collected at hourly intervals across the study area with the peak hour for each the weekday and weekend presented below in Figure 5.6 and Figure 5.7.

Heat maps for the beginning, peak and end of survey periods are shown for the Weekday and Saturday survey periods in Appendix B and C respectively.

Figure 5.6 Parking Occupancy Thursday 1:00pm

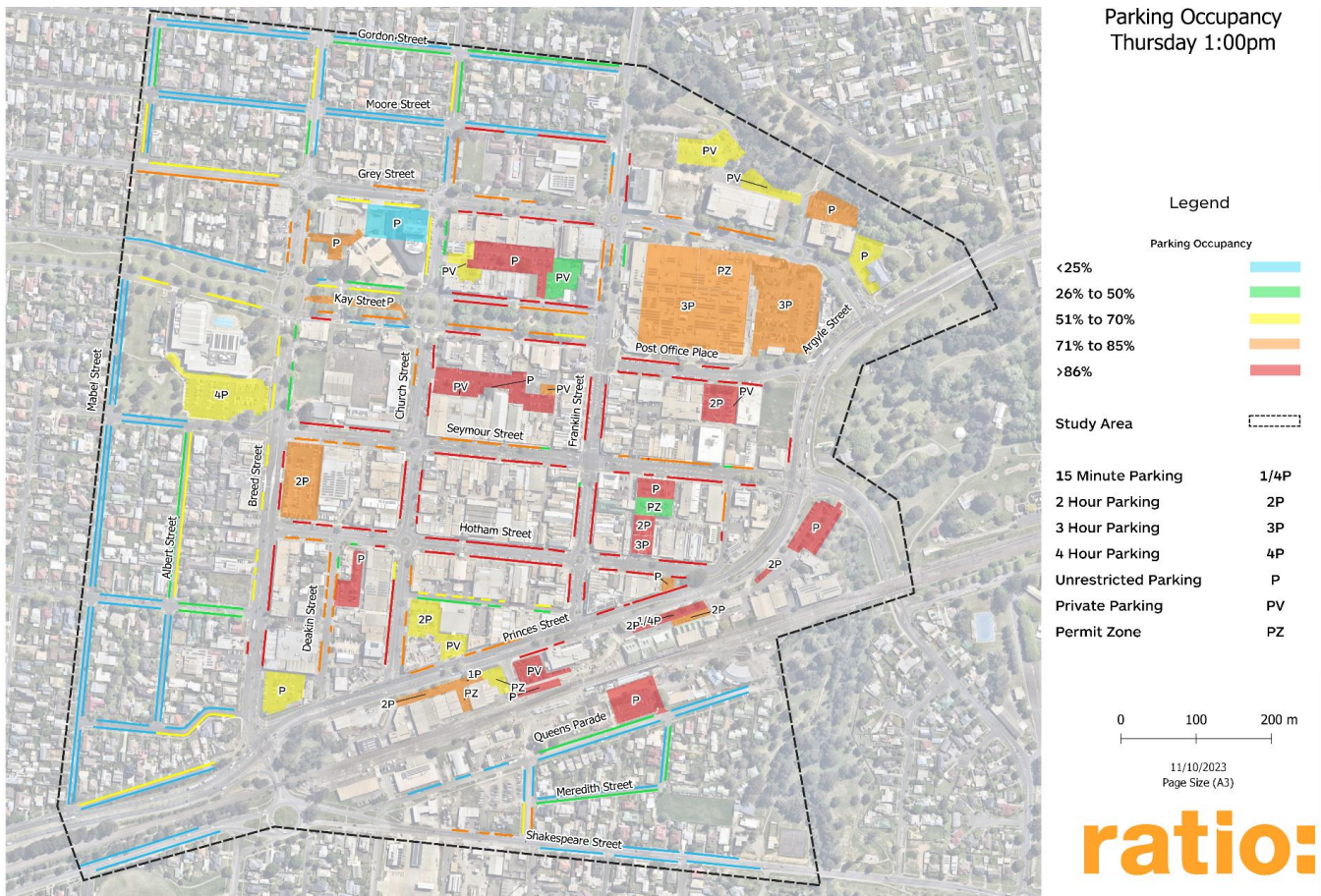
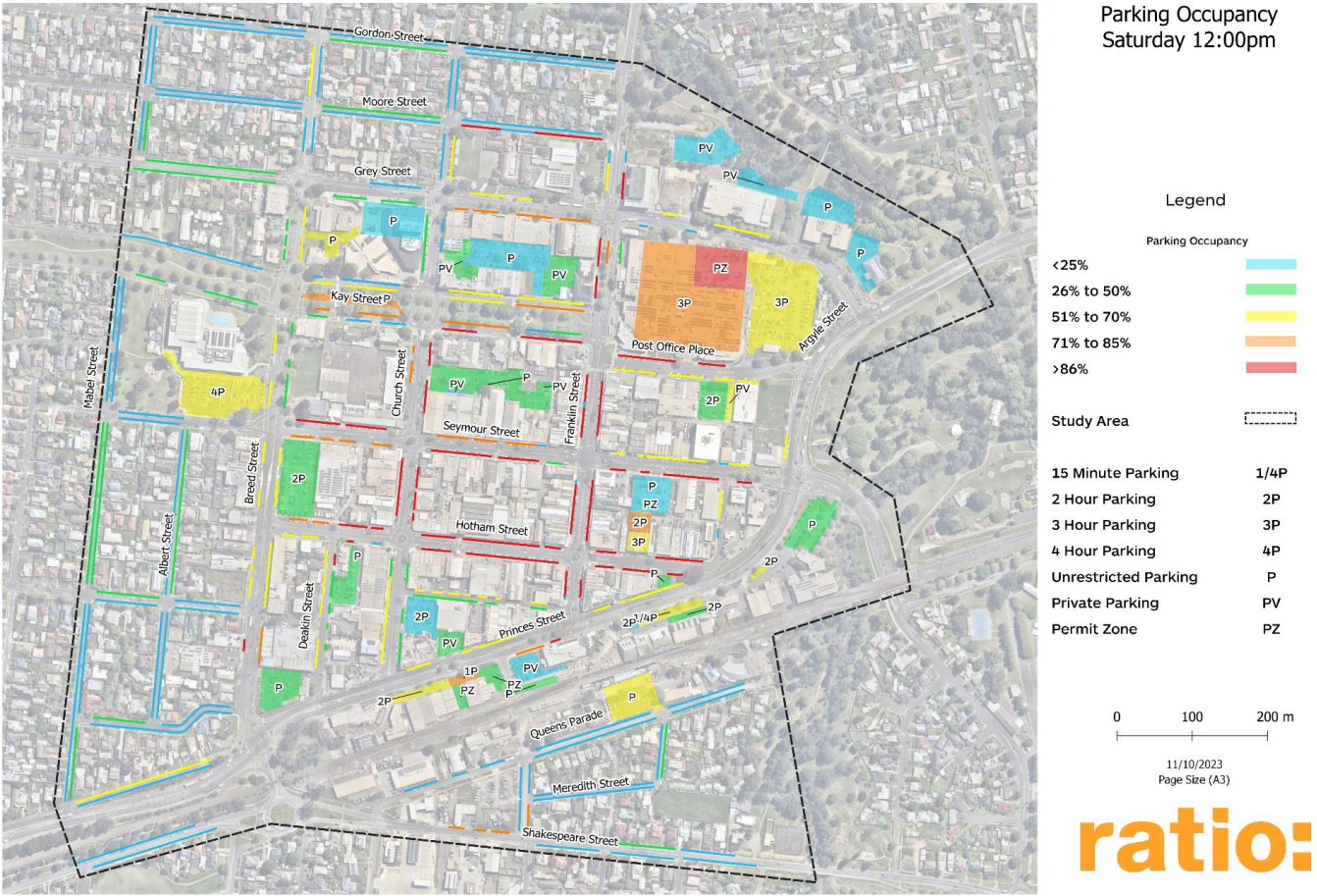


Figure 5.7 Parking Occupancy Saturday 12:00pm



TEMPORAL PROFILES (ZONE 1 AND 2 ONLY)

The following Figure 5.8 to Figure 5.10 show the temporal parking profile within Zones 1 and 2 only, representing the on-street and off-street areas that generally align with the boundaries of the activity centre.

The data has been combined for all on-street and off-street areas within Zone 1 + 2 (in Figure 5.8) and then shown split out by on-street only (Figure 5.9) and off-street⁴ only (Figure 5.10).

Figure 5.8 Combined Parking Occupancy for Zone 1+2 (Temporal Profile)

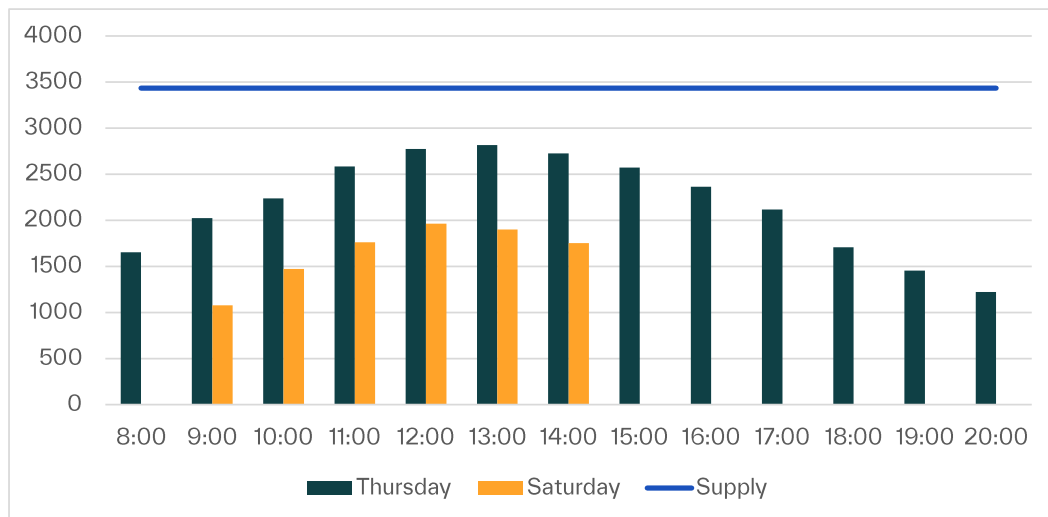
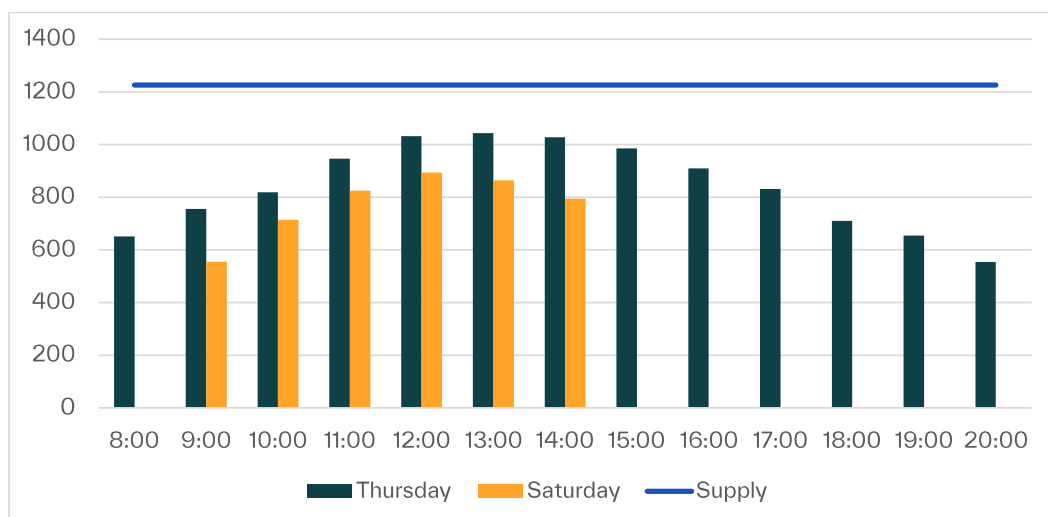
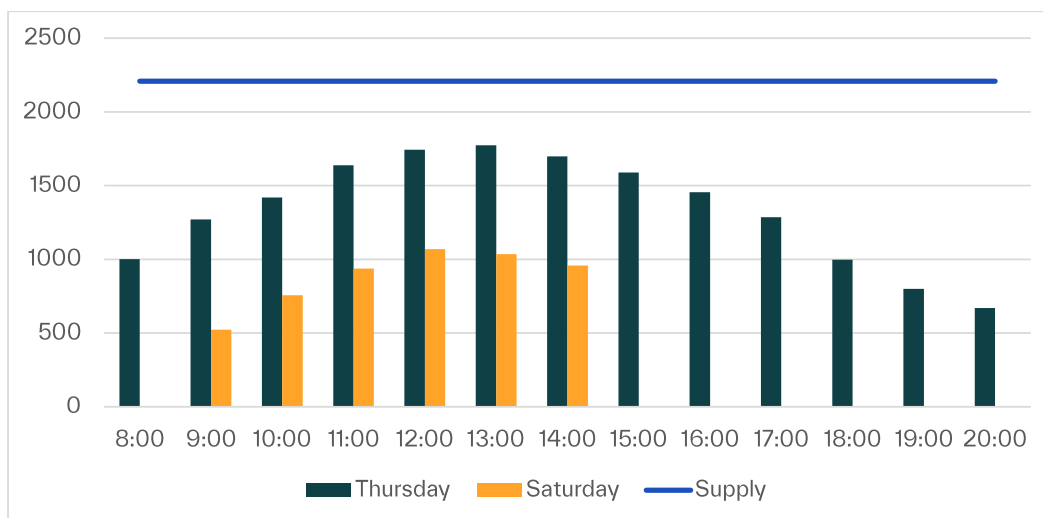


Figure 5.9 On-Street Parking Occupancy for Zone 1+2 (Temporal Profile)



⁴ The off-street data includes all areas surveyed, which include both public and privately owned car parking, but does not include all privately owned off-street car parking.

Figure 5.10 Off-Street Parking Occupancy for Zone 1+2 (Temporal Profile)**THURSDAY WEEKDAY OCCUPANCY**

Detailed results of the Thursday (Weekday) occupancy surveys are described below:

Short Term Parking

When observing short term parking of 2 hours or less, 94% of spaces within Zone 1 were occupied during the peak hour. Short term parking within Zone 1 is primarily on-street resulting in nearly all streets within the core commercial area experiencing extremely high levels of on-street parking demand. As such, it can be assumed that for short term parking within Zone 1, the current parking provisions are insufficient for the community needs.

Within Zone 2, parking occupancy reached 81% nearing the theoretical capacity limit. Although minimal short term parking spaces within Zone 3 are provided, an occupancy rate of 67% was recorded which occurred around the boundaries of Grey Stret Primary School.

Long Term Parking

Long term parking of more than 2 hours, including all unrestricted car parking within Zone 1 was 100% occupied at the peak time. This included areas such as the two Church Street and Kay Street car park and the Seymour Street / Hotham Street multideck.

Occupancy was also generally high in Zone 2 with 76% of spaces full during the peak time. Higher occupancy of over 85% was recorded in many off-street car parks along Princess Highway and Deakin Street during the peak time, however there were large portions of available parking at the Gippsland Performance Arts Centres and the Gippsland Regional Aquatic Centre.

Zone 3 being mainly residential streets recorded 22% occupancy for long term parking, with any higher rates of occupancy occurring near Grey Stret Primary School and along Albert Street and Grey Street. It is important to note these cars may be residential vehicles belonging to nearby dwellings.

Other Parking

Parking for those with disabilities within Zone 1 was at 87% occupancy during the peak period, recording 20 spaces out of the available 23 spaces occupied. Within Zone 2, occupancy peaked at 50%.

Allocated spaces were underutilised in Zone 1 with only 32% of spaces occupied. This increased to 36% in Zone 2 which can be attributed to staff and permit parking near commercial land uses.

SATURDAY WEEKEND OCCUPANCY

Detailed results of the Saturday (Weekend) occupancy surveys are described below:

Short Term Parking

During the weekend peak, Zone 1 experienced high levels of demand for short term parking, with 83% of all spaces occupied. When looking at 2-hour parking in isolation, this figure increased to 85% suggesting the current supply of short-term parking has reached its upper limit on the weekend. These spaces can again be attributed to on-street parking within the core commercial areas similarly to the Thursday survey day.

The level of demand for short term parking outside of Zone 1 dropped dramatically with only 64% and 44% of available spaces in Zone 2 and 3 occupied on the weekend respectively.

Long Term Parking

Demand for parking over 2 hours was relatively low on the weekend, with only 29% of spaces occupied within Zone 1. Occupancy levels increased within Zone 2 due to a high level of demand for parking at Traralgon Centre Plaza.

Unrestricted parking within Zone 3 was nearly identical to that recorded on the Thursday suggesting the demand for unrestricted parking in the residential areas could be contributed to residential land uses, with minimal overflow from commercial areas.

Other Parking

61% of accessible parking spaces within Zone 1 were occupied on the Saturday relatively lower than the weekday. In addition, Allocated parking spaces were relatively lower than that recorded on the Thursday, with only 10% of allocated spaces occupied within Zone 1, and 40% occupied within Zone 2.

Hot Spots vs Empty Spots

The occupancy data recorded showed clear 'hot spots' and 'empty spots' within the study area. Parking 'Hot Spots' include areas of parking occupancy over 85% for generally long periods of time. For this assessment, a 4-hour window was observed (11:00am-2:00pm). When classifying parking spaces as 'Empty Spots', parking which recorded less than 85% within the 'Inner' and 'Outer Central' region of the study area were observed.

Hot spots and empty spots are presented below in Table 5.3.

Table 5.3 Recorded Hot Spots and Empty Spots

Hot Spots		Empty Spots	
Weekday	Weekend	Weekday	Weekend
On-street Parking within the 'Inner Central' Zone 1	On-street Parking within the 'Inner Central' Zone 1	Gippsland Performing Arts Centre (GPAC)	Gippsland Performing Arts Centre (GPAC)
Traralgon Central Plaza	Traralgon Central Plaza	Gippsland Regional Aquatic Centre	Gippsland Regional Aquatic Centre
Church Street Car Parking south of Kay Street			Unrestricted off-street parking (Deakin Street / Hotham Street / Princes Highway at Whittakers Road)
Unrestricted off-street parking (Deakin Street / Hotham Street / Princes Highway at Whittakers Road)			
Accessible (DDA) car parking within Zone 1			

It was noted that on street parking within Zone 1 was consistently recorded occupancy rates above 85% across the 4-hour peak period in the middle of the day. In addition, Traralgon Centre Plaza also recorded consistently high occupancy rates.

In comparison, the Gippsland Performing Arts Centre and Gippsland Regional Aquatic Centre, as well as unrestricted off-street car parking along Deakin Street, Hotham Street and Princes Highway recorded relatively low levels of occupancy throughout the study.

5.5. Turnover and Compliance

Duration of Stay

Duration of stay surveys were undertaken at hourly intervals during the same time period as the parking occupancy surveys, with the average duration of stay by restriction and area within the Activity Centre shown in Table 5.4 and Table 5.5. Where the average duration of stay exceeded the time limit, it has been highlighted.

Table 5.4 Weekday Average Duration of Stay (by area and restriction)

Zone	Location	Average across all spaces	Allocated ⁵	Accessible	<1 Hour	1 Hour	2 Hour	>2 Hour	Unrestricted
1 (Inner Central)	On-Street	1.9	1.4	2.0	1.4	1.8	2.3		
	Off-Street	3.1	2.6	1.9					6.6
2 (Outer Central)	On-Street	2.7	1.5	1.5	1.6		2.2		6.3
	Off-Street	2.9	2.7	1.7	0.7		2.1	3.0	6.9
3 (Outer Study Area)	On-Street	3.5	1.3				2.2		4.4
	Off-Street								

Table 5.5 Weekend Average Duration of Stay (by area and restriction)

Zone	Location	Average across all spaces	Allocated ⁶	Accessible	<1 Hour	1 Hour	2 Hour	>2 Hour	Unrestricted
1 (Inner Central)	On-Street	1.7	1.1	1.7	1.3	1.7	2.2		
	Off-Street	2.1	1.9	1.2					4.6
2 (Outer Central)	On-Street	2.3	1.3	1.5	2.0		2.3		4.2
	Off-Street	2.3	2.1	1.4	0.8		2.1	2.7	5.0
3 (Outer Study Area)	On-Street	2.4	1.3				1.7		3.0
	Off-Street								

Survey data for both the Thursday weekday and Saturday weekend suggested compliance for short term parking was poor. 2-hour parking spaces within all Zones recorded an average duration of stay of over 2 hours.

Zone 1 recorded an average duration of stay of 2.3 hours on the Thursday and 2.2 hours on the Saturday. In some instances, vehicles parking within 2-hour restricted areas in Zone 1 were parking up to 7 hours at a time.

Average parking duration of stay for long term parking was approximately 7-hours on the Thursday and 5-hours on the Saturday, in both Zone 1 and 2. Within unrestricted off-street car parks in Zone 1 and 2 an average duration of stay of 6.7 hours was recorded.

⁵ Allocated Parking includes any space allocated for a specific use. i.e. permit, bus, taxi and loading zones, parent with pram parking, doctor parking.

⁶ Allocated Parking includes any space allocated for a specific use. i.e. permit, bus, taxi and loading zones, parent with pram parking, doctor parking.

Parking Compliance

Data provided by Council for the previous 5 years leading up to October 2022 showed 1,287 parking infringements within the Activity Centre. 88% of these parking infringements were for failing to abide by signed restrictions: '*Parked for period longer than indicated*'. 213 of these infringements occurred along Hotham Street, within the core commercial area.

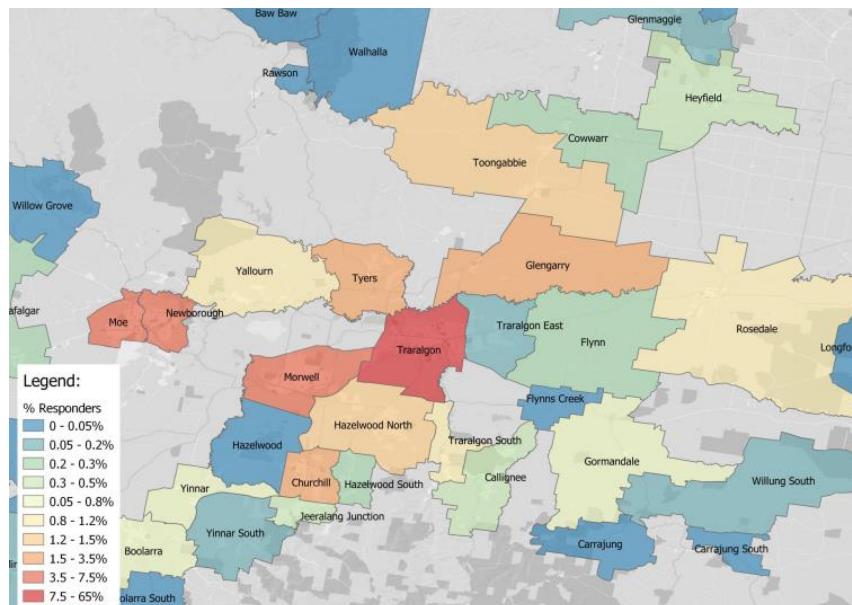
32 infringements were the result of vehicles parking in areas for people with disabilities, and a total of 4% of infringements were for vehicles stopped in allocated bays for Taxi, Bus, Loading and permit Holders.

5.6. Community Survey Results

How do respondents travel to Traralgon Activity Centre?

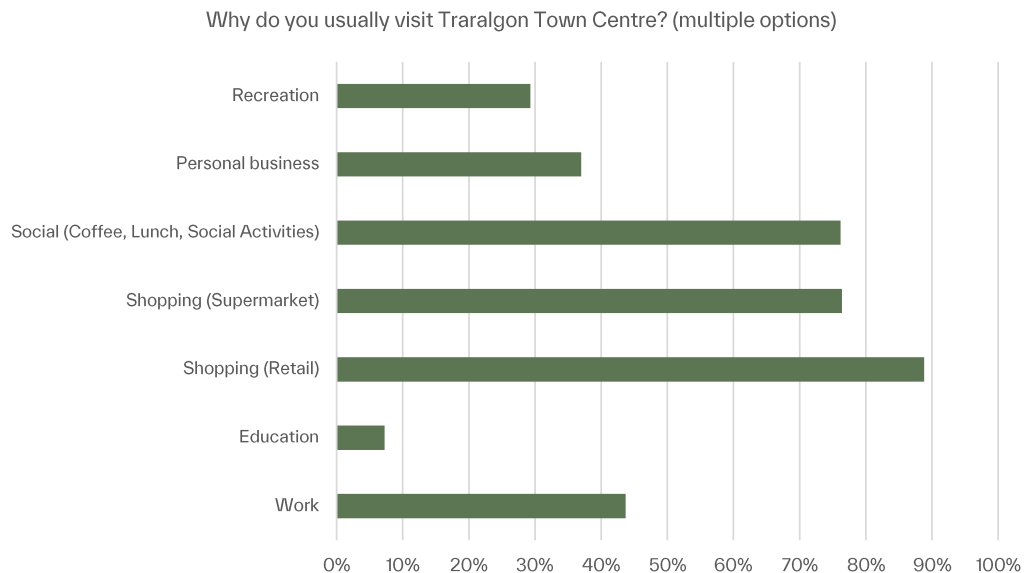
With over 1,400 respondents to the parking survey, the community provided detailed feedback on the operation and availability of parking within Traralgon. A heat map showing place of residence for survey respondents in the immediate Latrobe region is shown in Figure 5.11.

Figure 5.11 Community Survey Respondent Locations



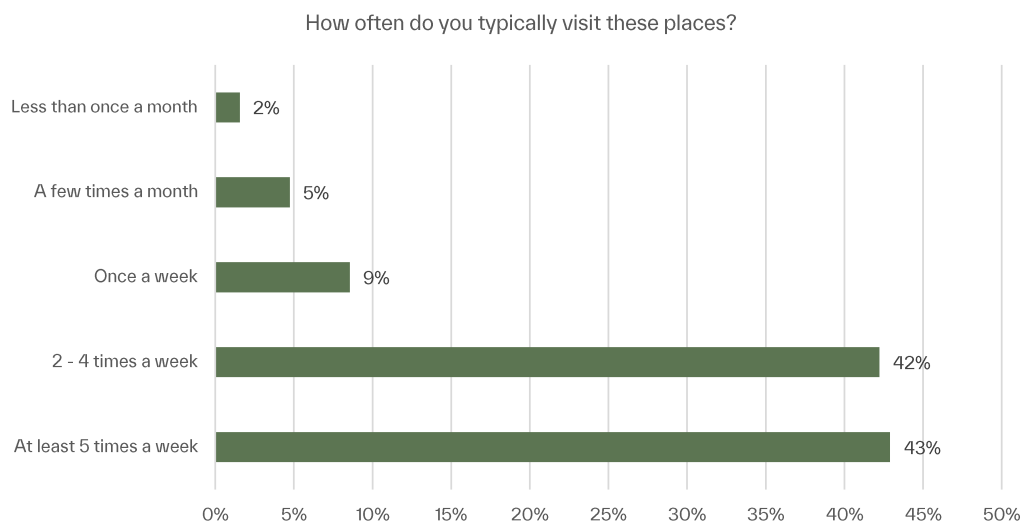
The majority of respondents indicated that they visit the Traralgon Activity Centre for shopping (retail / supermarket) and social activities, as shown in Figure 5.12. Shopping and retail activities recorded relatively high responses than work, personal business and recreation.

Figure 5.12 Visit Purpose

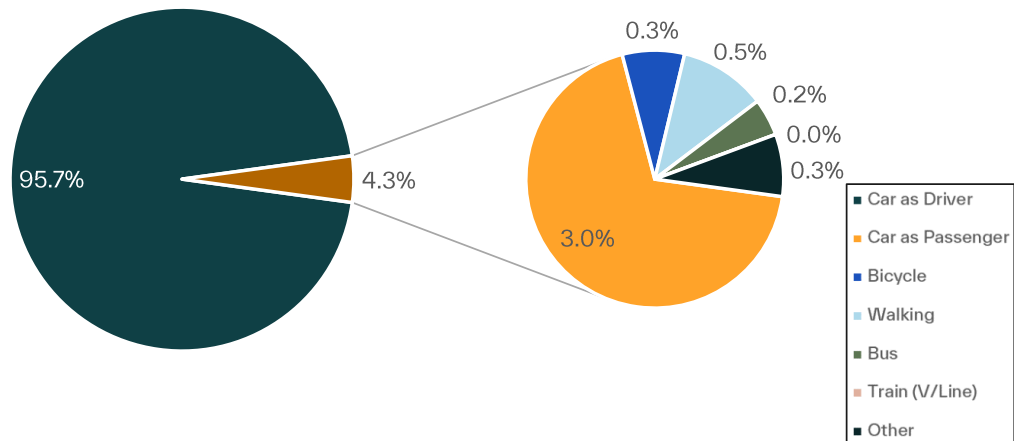


The majority of respondents (85%) indicated that they visit the Activity Centre at least 2 times per week, as shown in Figure 5.13.

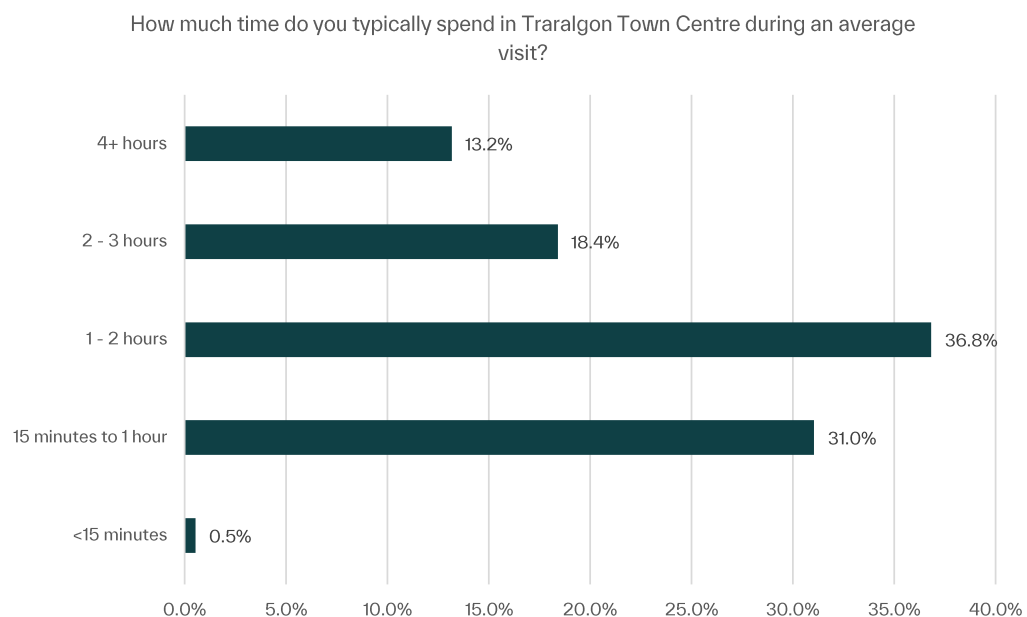
Figure 5.13 Visitation Characteristics



96% of those who travel by car indicated that they travel by as car as the driver as shown in Figure 5.14.

Figure 5.14 Mode of Travel

Generally, most responders will visit between 1-2 hours, with 32% of responders visiting for longer than 2 hours, as shown in Figure 5.15.

Figure 5.15 Length of Stay

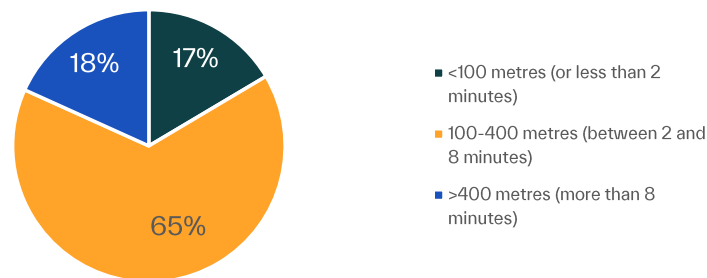
Where did respondents park their vehicle?

Seymour Street, Franklin Street and Hotham Street were the most popular destinations for respondents to park, with Traralgon Centre Plaza recorded the second highest number of responses.

When asked about the distance that users had to walk from their vehicle, 17% of respondents were able to locate parking less than 100 metres from the destination, with 65% of respondents required to walk 2-8 minutes from their parking space to their destination. This indicates that users are currently prepared to walk, as show in Figure 5.16.

Figure 5.16 Parking Distance from Destination

How far did you have to walk from your last parking spot to final destination?



How satisfied were respondents with car parking in Traralgon?

79% of all responders said they were dissatisfied with the current car parking within the Traralgon Town Centre. Included in this, were 42% of responders who said they were very dissatisfied. When it came to bicycle parking, only 12% of respondents were satisfied with the parking provided and availability.

The most common responses from the community as to why they were dissatisfied included a lack of parking availability including limited all day parking for those who work, and for those with mobility issues such as accessibility parking and parking for prams. In addition, many respondents noted more multi-level parking and improved safety were key items they believe would improve car parking.

Overall, the community were dissatisfied with the current parking and highlighted a lack of available parking within the Town Centre. The results of the satisfaction survey and suggested improvements from the community are shown in Figure 5.17 and Figure 5.18 respectively.

Figure 5.17 Community Satisfaction with Parking

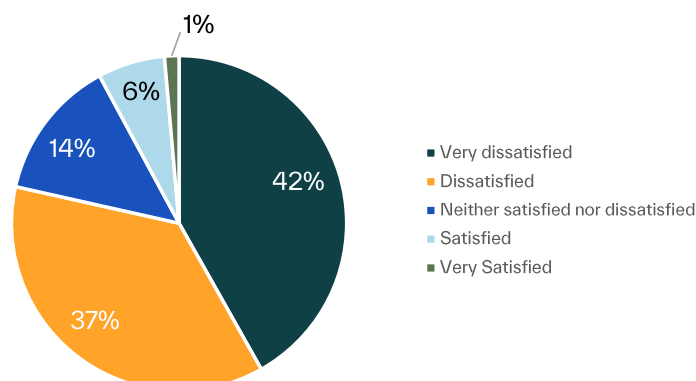


Figure 5.18 Suggested Improvements (Top Responses Community Survey)



5.7. Issues and Opportunities

Based on the survey data, site observations and community feedback, a range of issues and opportunities were established, as follows:

Availability of Parking

- High occupancy rates above 85% were recorded for short stay parking in Zone 1, with peak occupancy rates of 83% recorded in Zone 2.
- When car parking is 85% occupied (for short stay parking), it is considered at its effective capacity, and beyond this point parking is considered inefficient and can result in excessive 'circulation' for parking⁷.
- Long term parking occupancy rates of close to 100% were achieved on the weekday within Zone 1, with demand over 85% recorded for some off-street car parks within Zone 2.
- On Street parking within Zone 1, the Church Street car park south of Kay Street and Traralgon Centre Plaza are considered 'hot spots' with consistently high demand.
- The Gippsland Performing Arts Centre and Gippsland Regional Aquatic Centre recorded consistently low levels of occupancy.

Vehicle Turnover and Duration of Stay

- In each Zone, 2-hour time restricted parking recorded an average duration of stay of over 2-hours in length. This was of particular concern in Zone 1 where average duration of stay was 2.3 hours.
- Community feedback identified that users must constantly circulate within car parks and on-street areas due to an inability to find parking.

⁷ The High Cost of Free Parking, Donald C. Shoup (1997)

Compliance with Parking Restrictions

- 2-hour parking was consistently recording average duration of stay above 2-hours in Zone 1 and 2, and Zone 3 also recorded duration of stay above that restricted for 2-hours on the weekday, indicating a high occurrence of illegal parking.
- Over the previous 5 years of available data, 88% of parking infringement within the Activity Centre were for vehicles parking longer than the restricted time. This occurred most frequently in Hotham Street.

Parking for People with Disabilities Parking

- Of the 75 accessible parking spaces provided within the Traralgon Town Centre, 20 spaces are on-street angles spaces. These angled spaces are not ideal as:
 - They don't allow reverse in movements which may impact users which may require access to a specific side of the vehicle,
 - Angled parking may result in users sharing the road carriage to access the rear of vehicles.
- 10% of survey respondents identified as having a disability and requiring accessible parking which is consistent with available data for local demographics.
- Based on community feedback and parking surveys (which indicated a peak occupancy for DDA parking in Zone 1 of 87%), the 75 accessible spaces are inadequate to support the current community needs.
- Concerns were also raised in relation to the existing accessible parking within the Town Centre. These concerns focused on the design of spaces and the interaction with traffic.

Safety

- A total of 4% of respondents specified safety as a key issue within the Traralgon Town Centre.
- Many of the safety concerns were related to parking after dark and within the existing multi-deck car park off Seymour Street and Hotham Street.
- In addition to the above concerns, the interaction between pedestrians and vehicles was raised. This focused on the available crossing infrastructure for pedestrians midblock and at intersections, and the interaction between vehicles circulating within the Activity Centre.

5.8. Summary

The parking data highlights a total of 5,482 spaces within the study area, 3,091 of which were located off-street in public accessible car parks. The data, split into three zones, found parking within the core commercial area, Zones 1 and 2, was mostly short stay parking of two hours or less. The residential areas on the outskirts of the Traralgon Activity Centre, Zone 3, consisted of nearly all on-street unrestricted parking.

Parking occupancy levels within Zone 1 were of 85% or higher during peak times, with long term parking reaching 100% occupied on the Thursday weekday. Weekend parking occupancy was relatively lower at approximately 64%, with the exception of on-street parking in Zone 1 sitting at 83% in peak times.

2-hour time restricted parking recorded poor compliance, with average duration of stay suggesting vehicles were parking for over 2 hours. This was supported by council infringement data for the previous 5 years, where 88% of infringements within the Activity Centre were for time-based infringements.

The community expressed concerns with the current availability of parking within the study area, including the provision of accessible car parking spaces and safety of users within the Activity Centre as a major concern. The findings of the survey match up with the data presented on car parking availability during the survey period.

There is a high proportion of people who drive into the Activity Centre, with 99% of survey responders travelled to the Activity Centre by car (either as driver or passenger). Of people who drive, the survey indicated that only 62% able to find a parking space within 2-8 minutes' walk of their destination, however this also demonstrates that there is a current willingness to park further away and walk to their destination.

Overall, the findings of the parking surveys and community questionnaire demonstrate that currently, car parking demand exceeds its effective capacity, which has contributed to people's satisfaction of car parking within the activity centre.

There is a need for the assessment of future car parking demands to consider how both car parking can be managed for existing users, as well as for future demands, including the role car parking can play in meeting the broader activity centre needs and objectives.

6. Future Demands

6.1. Overview

The following sections outlines the methodology and findings in establishing the future demands including consideration of the adequacy of existing parking availability in the Traralgon Activity Centre.

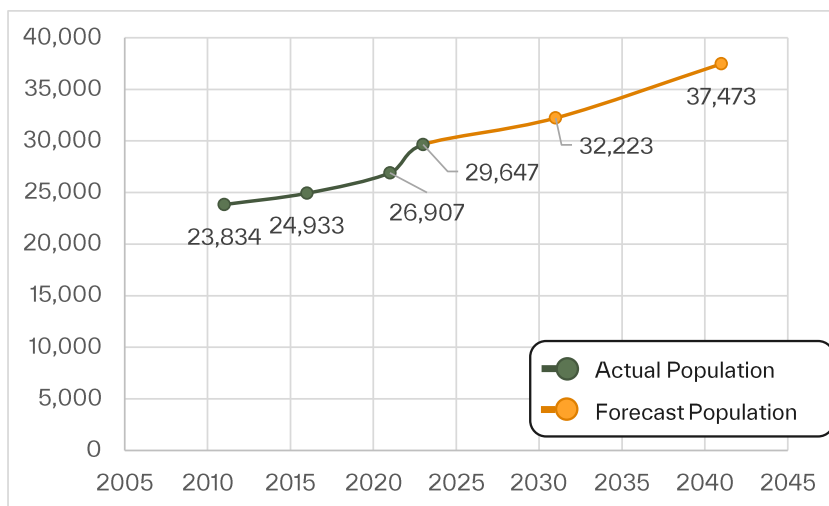
6.2. Future Population

The *Latrobe City Council Retail Strategy* by Essential Economics in March 2020 depicts the historic and forecasts population by study area regions within Latrobe City. These population projections were then compared to publicly available data from Forecast.ID and the Australian Bureau of Statistics (ABS).

The comparison found that the projected population for 2023 by Essential Economics in March 2020 were near identical to that recorded by Forecast.ID in March 2023. As such, the data from both Forecast.ID and ABS was deemed reliable to estimate future projections for the future year 2031.

Approximately 32,200 people could thus be assumed for the future year 2031, an increase of approximately 2,570 people from 2023 to 2031, and a population of just over 37,450 by the year 2041 as shown in Figure 6.1 below.

Figure 6.1 Population Forecast – Traralgon



6.3. Floor Area Projections

Available retail and office floor area data from 2010 and 2018 was used to determine the future projections for land use floor area within the Traralgon Activity Centre.

Retail

As part of the Traralgon Activity Centre Plan adopted in 2018, the Traralgon Activity Centre Plan: Background Report Economic Assessment was undertaken in 2010. The report included the identification of existing floor area for retail land uses and projected increase for the future year 2031. This data was correlated against available data from the Latrobe City Council Retail Strategy by Essential Economics from March 2020.

The available data showed a projected 2% compounded annual increase in retail floor area, suggesting a total of 99,500 square meters of retail in 2031.

Office

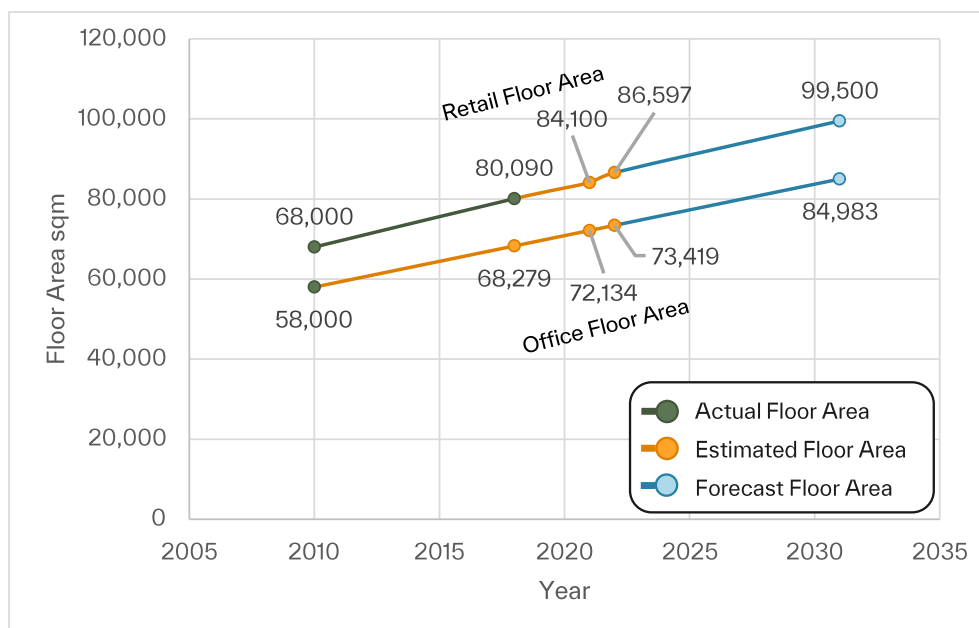
The 2010 report looked at other land uses including Office land use, which was 34% of total occupied space in the Traralgon Activity Centre. When excluding land uses which are generally located outside of the Activity Centre, such as manufacturing, the total percentage of floor area for office is 46%. Based on the projected growth of retail land use, and assuming the percentage of floor area for office remains consistent at 46%, land use projections for office spaces in 2031 were projected.

Based on these assumptions, it is assumed that there would be an annual increase in the order of 1,200 – 1,300 sqm of office floor space over time, or approximately 1.7% per annum.

Projections

Utilising the data available in the 2010 and 2018 reports and other assumptions outlined above, Figure 6.2 shows the high level projections of office and retail floor space from 2010 through the future year 2031.

Figure 6.2 Projected Retail and Office Floor Area



6.4. Current Demand Estimation

Existing car parking availability and the projected floor area increases were assessed to determine the future demand for car parking, in the year 2031.

Statutory Car Parking Rates

The provision and design (amongst other items) for new developments in the Traralgon Activity Centre are determined in accordance with Clause 52.06 of the Latrobe Planning Scheme. It states that car parking is to be provided in accordance with the rates in Clause 52.06-5 unless the site is located within an area covered by a Schedule to the Parking Overlay, or the site is located within the Principal Public Transport Network (PPTN).

Where the site is within the PPTN (in metropolitan Melbourne only, within 400 metres of public transport services), Column B rates apply which are in most cases less than Column A rates which apply to areas outside the PPTN and not covered by a Parking Overlay that reduces the parking rates. The PPTN covers a large portion of metropolitan Melbourne including many activity centres. The lower car parking provision rates in PPTN areas reflect access to public transport, and reduced reliance on the private motor vehicle.

Where the site is covered by a Schedule to the Parking Overlay, the Schedule outlines the number of spaces to be provided. Schedule 1 of Clause 45.09 Parking Overlay of the Latrobe Planning Scheme applies to the Traralgon Activity Centre.

Under the Schedule, car parking rates for new developments are to be provided at a minimum, 75% of the Column B rate, except for Office.

Outside of Melbourne, many regional activity centres adopt Column B rates (for uses that are not listed in the Parking Overlay), including most relevant to the Traralgon Activity Centre based on a comparison of population, size and location:

- Bendigo City Centre;
- Shepparton Central Business District;
- Wangaratta Central Activities Area;
- Wodonga Central Business Area; and
- Colac Commercial Activity Centre

Further, based on a range of empirical data sources and case studies also indicate that car parking demands within an Activity Centre environment similar to Traralgon Activity Centre are consistent with Column B rates.

The current minimum parking rates outlined in the Schedule (75% of Column B, except for Office) are not considered an accurate representation of the car parking demands associated with the Traralgon Activity Centre.

As such, Column B rates have been adopted for the purpose of estimating future parking demands within the Traralgon Activity Centre. The rates relevant to this assessment are outlined in Table 6.1.

Table 6.1 Column B Rates

Floor Area	Column B Rate	Unit
Office	3	Per 100 sqm net floor area
Retail	3.5	Per 100 sqm leasable floor area
Food Retail	3.5	Per 100 sqm leasable floor area

Theoretical Car Parking Demand Calculation

The rates in Table 6.1 were then applied to the current estimated floor area within the Activity Centre (note: 2022 to align with the surveys) to calculate a theoretical peak parking demand within the Activity Centre.

The theoretical parking demand calculation is then compared to the surveyed (actual) peak public parking occupancy on the weekday within Zone 1 + 2.

This has been done to understand what proportion of the recorded car parking demands are provided in publicly accessible car parking areas, noting that this includes on-street, Council owned off-street, and private but publicly accessible off-street parking.

The analysis does not include private parking areas that were not included in the parking surveys. Based on the adoption of Column B rates for this assessment per the previous section, the difference between the theoretical peak parking demand, and surveyed peak parking occupancy is considered to be located in these privately located car parking areas.

At the peak time on the Weekday survey period, there were 3,434 car parking spaces occupied within the Study Area, with 2,817 of those located within Zone 1 + 2 (within the area generally covering the Activity Centre). While it is acknowledged that some retail / commercial land uses exist outside of the Activity Centre boundary, and some Activity Centre related parking events may also be located within surrounding areas in Zone 3, the following assessment considers surveyed parking within Zone 1+2 only.

The results of the analysis are shown in Table 6.2.

Table 6.2 Theoretical Parking Demand

Use	Column B Rate	Current Floor Area Estimate	Theoretical Peak Parking Demand
Office	3 spaces per 100 sqm net floor area	73,419 sqm	2,203 spaces
Retail	3.5 spaces per 100 sqm leasable floor area	58,130 sqm	2,035 spaces
Food Retail	3.5 spaces per 100 sqm leasable floor area	28,467 sqm	996 spaces
Total (Theoretical Peak Parking Demand)			5,233 spaces
<i>Survey Peak Occupancy (Zone 1+2)</i>			<i>2,817 spaces</i>
<i>Surveyed peak Occupancy as a percentage of theoretical demand</i>			<i>54%</i>

The above analysis indicates that based on the application of Column B rates to the current floor area estimates, there is an theoretical peak parking demand of 5,233 spaces.

At the peak time, approximately 54% of car parking is located in publicly accessible car parking (including on-street, Council and private car parks). The balance, or approx. 46% is assumed to be located in private car parking that was not surveyed.

The findings of the above assessment are being used to understand what proportion of car parking in new developments in the future are likely to be based in publicly accessible areas or car parks, as opposed to on-site private use only parking.

6.5. Future Demand

The increase in proposed floor area (between 2022 and 2031) as projected in Section 6.3 was used to determine the additional parking demand by 2031, and used Column B rates, with the results shown in Table 6.3.

Table 6.3 Projected Additional Car Parking Demand (2031)

Floor Area	Estimated Increase from 2022 to 2031	Column B Parking Rate	Total Additional Parking
Office	11,564 sqm	3 spaces per 100 sqm of net floor area	+347 spaces
Retail ⁸	12,903 sqm	3.5 spaces per 100 sqm of leasable floor area	+452 spaces
<i>Total Additional Spaces</i>			+799 spaces

The above analysis indicates that by 2031, there will be an increase in car parking demand of 799 spaces within the Traralgon Activity Centre. These demands will be accommodated through a range of on-street, and public & private off-street areas.

6.6. Adequacy of Current Parking Supply

The available parking at the peak surveyed time within Zones 1 and 2 was assessed to determine whether there was a currently surplus or shortfall of parking within Traralgon.

Car parking was broken down into long term unrestricted, which is typically provided for employees and commuters, and short term time restricted for visitors and customers. The table does not include any spaces allocated to particular users such as bus zone, loading zone or private / permit parking.

The analysis considers that 85% is the effective capacity of short term on-street parking, while long term parking is at capacity when it reaches 100%. The results are presented in Table 6.4.

Table 6.4 Existing Parking Surplus and Shortfall (Zone 1 and 2 Only)

Zone	Long Term Parking (Unrestricted Parking for Employees / Commuters)	Short Term Parking (Time Restricted Parking for Visitors / Customers) ⁹	Overall Surplus or Shortfall
Zone 1	-1 space	-52 spaces	-53 spaces
Zone 2	226 spaces	110 spaces	336 spaces
Overall Surplus or Shortfall	225 spaces	58 spaces	283 spaces

Overall, based on existing surveyed parking occupancies, there is a surplus of 283 publicly accessible car parking spaces within combined Zone 1 + 2 areas at the peak time.

This number includes a shortfall (-) of 53 spaces within Zone 1 and a surplus (+) of 336 spaces within Zone 2.

The shortfall in Zone 1 is almost exclusively short term time restricted car parking, based on an target occupancy of 85%.

⁸ Retail and Food Retail was combined for a concise assessment.

⁹ Existing availability of short stay parking was taken for 85% of parking based on the best practice 'peak' threshold of short-stay parking.

The surplus in Zone 2 can be attributed to off-street unrestricted parking near Princes Highway and at the Traralgon Railway Station, and on-street parking on the extremities of the activity centre, in Kay Street and Grey Street.

6.7. Accommodating Future Parking Demands

Currently there is an effective shortfall of short stay parking within Zone 1 of the Traralgon Activity Centre. Within Zone 2, there is a surplus of long-term parking, with 226 spaces currently unoccupied and available at the peak time.

The Regional Development Victoria (RDV) regional car parking fund has proposed 3 sites within the Traralgon Activity Centre, one of which is located within Zone 1. The Seymour Street Multi-Level Car Park is proposed to incorporate an additional 113 car parking spaces which would address the existing shortfall of shorter-term parking needs, subject to it being managed accordingly with short term parking restrictions (e.g. between 2-4 hours).

A total of 791 spaces would be available once the 508 proposed additional car parking spaces as part of the RDV initiative (across 3 locations) are combined with the existing 283 surplus spaces in Zone 1 and 2 of the Activity Centre.

6.8. New and Improved Car Parking for Future Demands

Based on the above sections and analysis, the projected future car parking demand calculation suggests an additional 799 spaces would be required by the future year 2031. This will include both publicly accessible and private parking.

Adopting the theoretical demand proportion of public parking supply (based on Column B rates) of 54%, subject to the same trend continuing, there will be an additional demand for 431 publicly accessible spaces by 2031, with the balance of approx. 367 spaces assumed to be privately located within new developments (e.g. for exclusive use by staff / visitors).

Assuming a status quo approach to providing car parking for everyone who wants to drive into the Activity Centre, if new car parking is not constructed by 2031, then all car parking within Zone 1+2 will exceed its effective capacity.

When this situation occurs, without intervention there is likely to be one or more of the following outcomes:

- People will park further away, most likely in residential streets;
- People will choose to shop or visit elsewhere, where parking is more available;
- People will visit less often; and / or
- People will change modes of transport.

The following recommendations are made as it relates to accommodating future parking demands, which include recommendations / initiatives identified as part of other projects or documents, as detailed in Table 6.5.

Table 6.5 Car Parking Changes Required to Cater for Future Demands

Location / Project / Initiatives	Requirement	Approximate Timing	Source
Improve utilisation of GPAC Underground Car Park and GRAC Car Park subject to the activity profile of those developments.	Required now to address shortfall in parking for short term users (customers and visitors)	Immediate	<i>Section 5 of this Report</i>
Construction of additional level of Seymour Street multi-deck car park to cater for additional short term demand.	When RDV funding is available - to cater for public parking demands in Zone 1	Short to Medium Term (1-3 years)	RDV Regional Car Parks Fund
Construction of Kay Street multi-deck car park	When funding is available - to cater for public parking demands in Zone 1 and Zone 2 (north)	Medium Term (by 2031 or sooner)	RDV Regional Car Parks Fund
Convert long term (unrestricted) off-street parking in Zone 1 (Church Street car park south of Kay Street) to medium term parking (3 or 4-hours)	Shift longer term car parking demands into multi-deck car parks (e.g. Kay Street / Seymour Street) and make all at-grade car parking in Zone 1 short term for customers.	Medium Term (in line with Kay Street multi-deck car park)	<i>Section 5 of this Report</i>
Construction of Deakin Street / Hotham Street multi-deck car park as identified in 2014 Car Parking Framework Review	To cater for future development in Zone 2 (south). Will require public / private partnership.	Longer Term (2031+)	2014 Car Parking Framework Review

7. Car Parking Overlay Review

7.1. Overview

As outlined in Section 4.3, a Parking Overlay was introduced into the Latrobe Planning Scheme as part of Amendment C94 on 7 April 2016, with further subsequent minor amendments made in June 2016 via Amendment C99. The background report that informed the Parking Overlay was the Car Parking Framework Review by Traffix Group, prepared in 2014.

The following section considers the current situation and strategic context relating to car parking within Traralgon to both review and understand:

- The study area for which the Parking Overlay has been applied;
- The number of car parking spaces required for specific land uses (including the use of Column B rates;
- The cash-in-lieu financial contribution requirement; and
- Recommendations including draft planning scheme changes.

7.2. The Current Parking Overlay for Traralgon

Overview

The Parking Overlay provides an opportunity for Council to respond to the particular car parking needs and objectives in specific areas, typically activity centres. The Parking Overlay is enacted through the preparation of a Parking Precinct Plan, which must follow *Planning Practice Note 57: The Parking Overlay*¹⁰.

Parking Objectives

The current Schedule 1 to the Parking Overlay which applies to the Traralgon Activity Centre has the following parking objectives:

To ensure the appropriate provision of car parking spaces in the Traralgon Activity Centre Parking Precinct shown on Map 1 to this schedule and to maintain a balance between car parking supply and demand in the centre.

To provide for cash-in-lieu payments for car parking provision in the Traralgon Activity Centre Parking Precinct.

Permit Requirements

Schedule 1 to the Parking Overlay provides a mechanism to approve a permit for a development by requiring developers to either provide the minimum spaces outlined in Section 3 or make a financial contribution for each space not provided.

The number of spaces that are required for land uses in the Traralgon Activity Centre Parking Precinct are as follows:

- Office = 3 per 100 sqm of net floor area; and

¹⁰ <https://www.planning.vic.gov.au/guides-and-resources/guides/planning-practice-notes/the-parking-overlay>

— All other uses listed in Table 1 of Clause 52.06-5 = 75% of the Column B rate.

Where a rate does not exist within Table 1 of Clause 52.06-5, the number of car parking spaces provided must be the satisfaction of the responsible authority.

Financial Contributions

As outlined above, a financial contribution can be made in lieu of providing car parking on site in accordance with the Parking Overlay.

As of 1 July 2023, the contribution is \$10,748 per space for each space not provided on site, within the Traralgon Parking Precinct area. The financial contribution must be made prior to the commencement of the use, unless an agreement exists otherwise with Council.

As it relates to the use of funds collected under this section:

The responsible authority shall use the funds collected under this schedule for the purpose of acquiring land and constructing public parking in the Traralgon Activity Centre.

Based on a review of the previous 2014 Car Parking Framework Review, the cash-in-lieu contribution was based on a model where the applicant / developer would contribute 50% of the cost of a new space.

This was based on the data which estimated that public parking represented 50% of the total parking resources within the activity centre, and that this reflected the historic approach that the community (via Council) has provided 50% of the parking requirement.

It is understood that a total of approximately \$940,000 has been collected to date via financial contributions.

The report goes on to say however that due to the shared use, efficiency of public parking resources, and varied demand over time, that Council would not need to construct one car park for each space that was paid in-lieu.

Permit Application and Decision Guidelines

The Parking Overlay contains no discretion regarding the cash-in-lieu requirements nor any decision guidelines.

As such, any application that cannot provide car parking on site in accordance with the rates contained within the Parking Overlay, must pay a financial contribution.

7.3. Car Parking Financial Contributions Policies

In March 2017, the car parking overlay for Traralgon was updated to reflect requirements by the Department of Transport and Planning (DTP).

This update included the re-write of the overlay to form the *Parking Overlay – Collection of Financial Contribution Policy* (Policy 11 POL-3) to better demonstrate how funds collected will be spent. The policy included ability to use funds collected on improvements of existing facilities as opposed to just the construction of new facilities.

The policy seeks to establish principles in regard to the collection, indexation, expenditure and governance of financial contribution under the Parking Overlay.

Core to this policy, it states that:

‘Contributions as cash-in-lieu payment where car parking provision requirements have been reduced or waived may be used to fund improvements to the efficient use of existing car parking facilities as well as for additional car parking’.

In October 2022 Council applied a waiver to the Traralgon Activity Centre Financial Contribution policy to eligible small business planning permits. The waiver targets small

businesses of less than \$10 million and fewer than 10 full time employees of existing vacant premises within Traralgon CBD.

The policy does not waive the requirement for a cash-in-lieu contribution but rather Council provide the contribution, on their behalf, to the parking fund.

7.4. Car Parking Framework Review 2014, Traffic Group

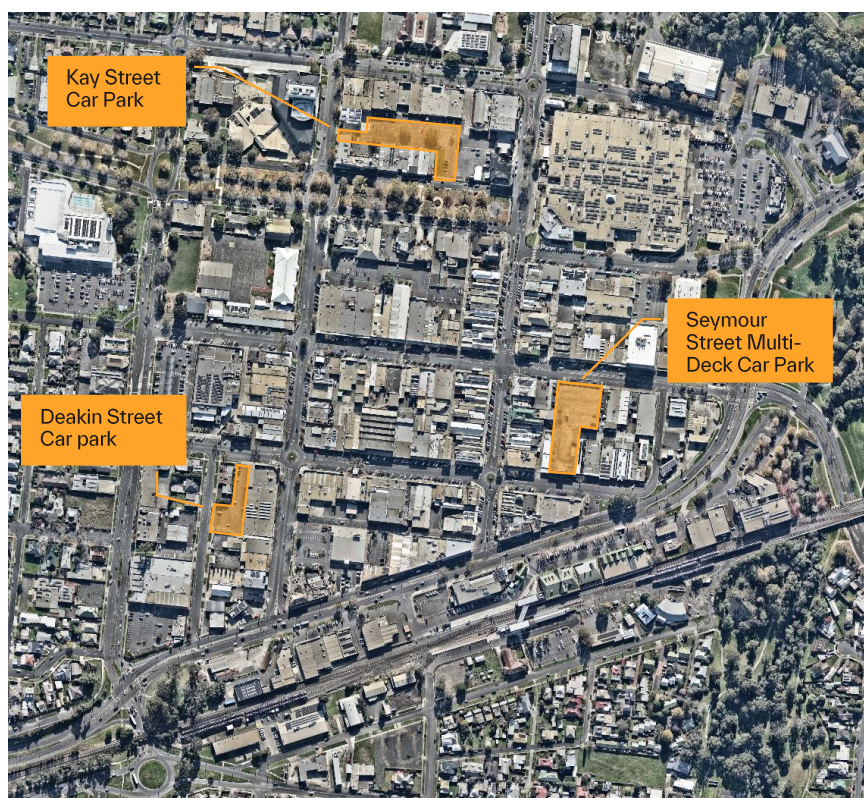
The 2014 Car Parking Framework Review identified a number of locations:

“suitable for further consideration in Traralgon in relation to the potential provision of additional public parking resources in the future”.

These included (shown in):

1. Seymour Street multi-deck car park: Additional level of parking.
2. Existing Off-street car park at Deakin Street / Hotham Street: Multi-deck car park in the location of the existing car park.
3. Existing Off-street car park at Kay Street / Church Street (behind Ryan’s Hotel): Multi deck car park in the location of the existing car park.

Figure 7.1 Car Parking Framework Review (2014) - Potential Future Public Car Parks



7.5. Assessment of Current Parking Plan Objectives

In order to understand the success or otherwise of the current Parking Overlay since its introduction in April 2016, an assessment has been prepared against the relevant objectives, shown in Table 7.1.

Table 7.1 Review Against Parking Plan Objectives

Parking Plan Objectives	Has the objective been achieved?
<i>to ensure the appropriate provision of car parking spaces in the Traralgon Activity Centre Parking Precinct shown on Map 1 to this schedule</i>	<p><u>Partially achieved</u></p> <p>When based purely on a supply vs demand perspective, surveys indicate that there are sufficient car parking spaces to meet current demands in the Activity Centre.</p> <p>Of new car parking constructed since the introduction of the Parking Overlay, only one public car park has been built which is the Gippsland Performing Arts Centre, with any other car parking being private (including both private or publicly accessible) linked to new developments.</p> <p>Car parking at the Gippsland Regional Aquatic Centre is considered as on-site parking linked to that particular land use, and not part of the public parking supply, although it is understood that some members of the public do park here given its convenient location.</p>
<i>to maintain a balance between car parking supply and demand in the centre</i>	<p><u>Not achieved</u></p> <p>Parking in most locations exceed 85% occupancy for large parts of the day, with most off-street car parking fully occupied.</p> <p>There are also some underutilised areas including the Gippsland Performing Arts Centre..</p>
<i>to provide for cash-in-lieu payments for car parking provision in the Traralgon Activity Centre Parking Precinct.</i>	<p><u>Partially achieved</u></p> <p>A total of approximately \$940k of cash-in-lieu contributions have been collected since the Parking Overlay was introduced.</p> <p>It is understood that a majority portion of this was used to contribute to public car parking within the Gippsland Performing Arts Centre.</p> <p>None of the three car parks identified in the 2014 Car Parking Framework Review document have been constructed.</p>

Have the objectives been achieved?

The Parking Overlay has been in effect for seven (7) years and overall it has not fully achieved its objectives. Where objectives have been partially achieved, this may have still been a result of other parking management practices including Council's internal policies and individual development applications.

Further, the Parking Overlay was based on best practice and current transport planning approaches at the time, which have progressed since that time. On this basis, there is sufficient justification to review the Parking Overlay including its objectives.

7.6. Understanding the Need for a Parking Overlay

As outlined in *Planning Practice Note 57: The Parking Overlay* the primary function of the Parking Overlay is:

“to manage car parking in a precinct, rather than on a site-by-site basis.”

It goes on further to say that there are a number of factors that may suggest the need to address car parking issues within a precinct. These reasons are outlined in Table 7.2 with a response relevant to the Traralgon context.

Table 7.2 Need for a Parking Overlay in Traralgon

Indicators Suggesting a Need for Precinct Based Approach to Car Parking	Relevance to Traralgon context
<i>Is undergoing a rapid rate of development or land use change</i>	Population of Traralgon is expected to grow by 3,008 people from 2023 by 2031. Based on a recent review of historic projections and trends relating to increased floor area within the Activity Centre, retail and office floor space within the Activity Centre is anticipated to increase by 15% from 2022 to 2031.
<i>Attracts significant numbers of trips from elsewhere</i>	Traralgon is the largest of the four main towns in Latrobe. It is the key Regional Retail Centre for Gippsland, providing a full range of retail and non-retail uses such as major community and recreation facilities and offices.
<i>Experiences high levels of traffic congestion</i>	Traffic volumes in the activity centre are observed to be relatively high albeit within capacity, which is largely benefited by the presence of roundabouts and other intersections where vehicles have priority over pedestrians. A status quo approach to car parking without consideration of walkability, and alternate modes of access will be at a significant detriment to the activity centre.
<i>Has an established parking provision deficit and experiences physical or market conditions that affect the future provision of car parking</i>	A recorded occupancy of 85% demonstrates the effective capacity of car parking in an activity centre, in terms of balancing supply and demand. In many areas of Traralgon, this is exceeded throughout a typical weekday (refer to Figure 5.6 in Section 5.4, and Appendix B).
<i>Experiences consistently lower or higher than average car parking demand</i>	Car parking within the activity centre follows a typical temporal profile which peaks in the middle of the day consistent with commercial and retail type uses, and trails off in the morning and afternoons.

Given the significance of the Traralgon Activity Centre from a regional and economic development perspective, and the issues that are faced from a parking management perspective, the Parking Overlay will be an effective ongoing tool for Traralgon Activity Centre.

Notwithstanding the above, given the changes experienced since 2014 when the background work was undertaken to inform the Parking Overlay, and when it was formally introduced in 2016, there is also a need to revisit the objectives and subsequent mechanisms.

7.7. Should Financial Contributions be Retained or Removed?

Overview

A key objective of this study and project is to understand whether the financial contribution mechanism should remain as part of any amended or future Parking Overlay.

Considerations and supporting or mitigating initiatives

A high level assessment has been prepared for each scenario, shown in Table 7.3 and Table 7.4, which also considers what could be done to effectively mitigate or support each item with the aim of achieving the broader activity centre objectives relating to car parking.

Table 7.3 Considerations of Retaining Cash-In-Lieu Contributions

Considerations of <u>Retaining</u> Financial Contributions in lieu of parking on-site	What could be done to address this from a car parking perspective?
May lead to an oversupply of car parking, leading to increased traffic congestion and poor amenity outcomes	Until such time that sustainable transport can be significantly improved, there will be a greater / heightened need to implement parking management controls such as paid parking or reduced time limits on street.
Reduces the financial feasibility of developers selecting Traralgon as a place to invest	Continuation of the existing policies which waive the requirement to pay the cash-in-lieu contribution (which is currently available for small businesses).
The community currently subsidises half the cost of new car parking under the current mechanism (funds collected will fund approx. 50% of new parking)	The community (via Council) will continue to subsidise the cost of constructing and managing car parking. Collection of funds to subsidise car parking should be done on a user pays basis, so that people who do not currently drive are not penalised.
More broadly – as it relates to the Parking Overlay, it has been successful in collecting funds however this has only been used to fund one car park in seven (7) years, which notably remains underutilised.	Ensure new car parking is appropriately located and designed, includes appropriate parking management and wayfinding to ensure its safe and efficient operation.
Will continue to allow the opportunity for larger scale developments to make financial contributions where it is not desired (such as large format retail and office developments).	Investigate opportunities to partner with private developers to provide shared parking opportunities on site for the benefit of the wider activity centre.
There are a number of car parking spaces due to be built (RDV car parks). If these spaces are adequate to cater for long term increase in demand, then there may not be a need to construct new car parking and thus the financial contribution may not be relevant.	The new car parks include Kay Street and Seymour Street to the north and south of the core commercial area. An existing car park at GPAC is underutilised. Further analysis should establish whether this available supply could be utilised to better manage existing and future demands.

Table 7.4 Considerations of Removing Cash-In-Lieu Contributions

Considerations of Removing Financial Contributions in lieu of parking on-site	What could be done to address this from a car parking perspective?
May impact ratepayers who currently don't drive as the community will need to fund new or improved parking.	Collection of funds to subsidise the construction or management of car parking should be done on a user pays basis, so that people who do not currently drive are not penalised.
There is already minimal capacity within the existing parking supply, and if new car parking cannot be funded it will exacerbate existing issues including traffic congestion, and may result in overspill into residential areas.	Improvements to sustainable transport options may reduce the reliance on private vehicle trips into the Activity Centre. Car parking can be managed in residential areas on the periphery of the activity centre using permit zone restrictions.
May discourage the use of shared parking resources for customers, which is not the preferred approach within the Traralgon activity centre context.	Council could consider more flexible application of decision guidelines to allow developers to rely on availability of car parking supply, demonstrated through a car parking demand assessment with supporting sustainable transport objectives.
In most cases, it is more cost effective to provide off site in a consolidated area rather than on-site constrained areas, with the cost to be likely passed onto the community.	Council could enter into private / public partnerships to build new public parking facilities in new developments to serve the broader needs of the Activity Centre.
The other aspects of the Parking Overlay will not be adequate to achieve the broader activity centre objectives including economic development, liveability and walkability.	The current objectives of the Parking Overlay should be amended regardless to align with the broader activity centre objectives, this will include a stronger emphasis on encouraging sustainable transport.

Capacity to Cater for Future Parking Demands

Section 6 of this report outlines the future parking demands against the current availability of car parking. It shows that to cater for future developments and increases to retail and office floor space, an additional 799 car parking spaces will be required by 2031. This additional parking demand will include both public and private car parking.

The Regional Development Victoria (RDV) car park fund will ultimately see an additional approx. 500 spaces delivered through the Activity Centre, at three (3) key sites, however none of these have yet to be delivered or formally funded (at the time of this report).

If the RDV car parking is delivered, the analysis presented earlier in Section 6 indicates that future public car parking demands will be catered for, even if Council does not fund any new car parking itself.

If the RDV car parking was not to proceed, then the existing surplus of car parking across the Zone 1 + 2 boundaries would be unlikely to sufficiently cater for future parking demands into even the immediate future.

Summary and Findings

On the balance of both scenarios and the assessment above, retaining to financial contribution poses a significant risk in terms of the long term over provision of car parking within the Activity Centre.

This is based on the assumption that RDV car parking will proceed as committed. The majority of new car parking identified for funding by RDV will cater for the longer-term demands identified in previous parking studies. The delivery of these car parks however is subject to existing funding commitments being maintained for the delivery of car parking in a timely manner.

The car park identified at Hotham Street / Deakin Street, as identified in Section 6, is only supportable in the longer term, and this could become a joint private and public venture to increase the amount of commercial or retail floor space within the Activity Centre in the longer term.

The risks of removing the financial contribution should be mitigated and supported through a number of other measures to ensure the parking precinct objectives are met, including but not limited to:

- Replacing the current objectives to align better with the current strategic context;
- Considering the rate at which car parking should be provided, including the location of where specific rates may apply to;
- Implementation of sustainable transport infrastructure and initiatives to increase mode shift
- Adopting a user pays approach to the construction, upgrade and maintenance of car parking; and
- Provision of decision guidelines to decide on where and how car parking should be supplied within the Activity Centre.

If funding committed for the RDV car parking was to be cancelled, then the above would need to be reviewed, with the outcome likely to be different.

7.8. Recommendation for the Parking Overlay

Overview

Based on the preceding discussion and analysis, there is sufficient justification to continue to have a Parking Overlay which applies to Traralgon Activity Centre, however it should be updated to reflect the current Activity Centre strategic context, issues and opportunities, and future conditions.

Key to this, as recommended in Section 6.7 above is removing the Financial Contribution mechanism that applies to the Activity Centre, due to largely the current funding commitments by RDV for new car parking.

A Planning Scheme Amendment (PSA) will be required to enact the recommendations, which will be subject to the RDV commitments being finalised. In the interim, most recommendations relating to parking management as outlined in Section 8 of this report can be implemented independently of the PSA.

Parking Overlay Objectives

A set of updated objectives have been prepared, having consideration of the findings and recommendation of this report.

These would replace the existing objectives contained within the current Parking Overlay as part of any future Planning Scheme Amendment, and are listed as follows:

- *To provide car parking in a manner that supports the role of Traralgon Activity Centre, within the Latrobe Valley and broader Gippsland region;*
- *To maximise where appropriate the sharing of car parking supply between different land uses;*
- *To ensure car parking is managed in a manner that is fair and equitable for activity centre users, including people who do not drive; and*
- *To implement sustainable transport initiatives which reduce demand for parking within the precinct.*

Suitability of the Current Parking Precinct Area

For consistency with the Traralgon Activity Centre Plan and objectives, the current area to which Schedule 1 of the Parking Overlay applies to should be updated to include all areas within the Activity Centre Zone. The existing Parking Overlay is presented in Figure 7.2, with the proposed updated area identified in Figure 7.3.

The Parking Precinct Area should also include:

- The land on which Grey Street Primary School and Gippsland Regional Aquatic Centre are located on.
- roads that provide access to the land in the ACZ1 (currently Transport Zone 2)

Figure 7.2 Existing Parking Precinct Area Extent



Figure 7.3 Recommended Parking Precinct Area Extent**Number of Spaces to Be Provided**

The Current Parking Overlay sets out the number of spaces to be provided for developments in the Parking Precinct area. Parking rates established in 2014 considered that 75% of Column B rates was relevant to the public parking demand only, with no evidence of private demands.

If car parking demands are to be provided on site, which is the how the rates within the Parking Overlay should indeed be set and used, then it should be consistent with Column B rates from Table 1 of Clause 52.06.

The Column B rates acknowledge the shared use of car parking within larger developments with a number of different uses (e.g. small shopping centres), and the proximity to public transport interchanges and other active transport facilities.

Where a land use is not listed in the table, car parking should be provided on site to the satisfaction of the responsible authority.

Where car parking cannot be provided on site, a car parking demand assessment shall be undertaken which identifies the likely parking demands associated with the proposed development, consistent with the guidelines in Clause 52.06.

Permit Requirements and Decision Guidelines

Where car parking is not provided in accordance with the above rates, a permit may be granted to reduce the number of spaces to be provided on-site, subject to a set of application requirements and decision guidelines.

The application requirements must be provided in addition to other requirements elsewhere in the Latrobe Planning Scheme (for example, Design Standards in Clause 52.06).

An application under the recommended Parking Overlay must include:

- Details of the number of bicycle spaces provided, which are to be at a minimum in accordance with Clause 52.34 and to:
 - be designed to be compliant with relevant Australian Standards;
 - suitably located to provide most convenient access to users, including members of the public; and
 - provide lockers and other end of trip facilities as relevant;
- For major commercial, office and retail type developments with a gross floor area of over 1,000 square metres, preparation of a Green Travel Plan (a package of measures used to encourage sustainable transport modes for a workplace or residential complex); and
- Car Parking Demand Assessment in accordance with the requirements of Clause 52.06 of the Latrobe Planning Scheme.

The above will form the basis of Council as the responsible authority in assessing the likely impacts of the proposed parking provision and whether it is acceptable against the objectives of this report.

7.9. Summary of Findings and Recommendations

The above outlines a detailed review of the Parking Overlay which currently applies to the Traralgon Activity Centre.

The following Table 7.5 below outlines the key recommendations against the project brief requirements.

Table 7.5 Summary of Key Findings

Review Objective	Finding and Recommendation
The study area for which the Parking Overlay should apply	<p>The Parking Overlay should apply to the Traralgon Activity Centre including other key land uses on the periphery.</p> <p>The recommended Area is shown in Figure 7.3.</p>
The number of car parking spaces required for specific land uses (including the use of Column B rates)	<p>Car parking for new developments should be provided in accordance with Column B rates within Table 1 of Clause 52.06.</p> <p>Based on a range of empirical data sources and case studies, Column B rates are a realistic method of calculating car parking demand within an activity centre environment.</p>
The cash-in-lieu financial contribution requirement	<p>The financial contribution should be removed from the Parking Overlay, subject to the funding and delivery of RDV funded car parks within the Traralgon Activity Centre.</p> <p>The suggested timing of new and improved car parking is outlined in Table 6.5.</p> <p>As a principle, the cost of constructing and maintaining car parking should be paid for by the user (e.g. motorists), as opposed to the broader community including people who do not drive into the Activity Centre.</p> <p>In addition, Policy 11 POL-3 would need to be reviewed in light of the above recommended changes which impact the financial contribution requirement.</p>

8. Parking Management Recommendations

8.1. Overview

The current parking conditions outlined throughout this report present many challenges to the Traralgon Activity Centre and surrounding areas.

In particular, there is a clear need to balance the needs of all users (including Movement & Place) whilst maintaining an acceptable level of kerbside parking availability.

As such parking should be managed with strategies in place to cater for the unique nature of the Activity Centre and land uses.

8.2. Parking Management Objectives

The following objectives provide direction on how car parking can be managed in the Traralgon Activity Centre to achieve the broader community and Council objectives for the area.

These objectives outlined in Table 8.1 have been derived from the existing parking supply and demand, community feedback, future parking expectations and reviews of previous parking studies and relevant strategic and local council documents.

Table 8.1 Parking Management Objectives

Objective	Description
Balancing the needs of all Activity Centre users	<p>Parking and access should be improved while balancing the needs of all users within the Activity Centre.</p> <p>Parking demand should be managed appropriately to support turnover and achieve optimal utilisation.</p>
The cost of car parking should be paid for by the user	<p>All parking has a price whether it be the cost of infrastructure, land, time, congestion or the to the environment, it is important to understand the true cost of parking.</p> <p>The social and economic costs of providing car parking in an Activity Centre should be appropriately managed on a user-pays basis, so that people that do not drive are not impacted.</p>
Improved knowledge and decision making	<p>Data is vital to understanding the current parking conditions, use and efficiency.</p> <p>Regular surveys and data analysis can be used to determine the appropriateness of existing on and off street car parking.</p> <p>Innovative methods of data collection can provide insights in real time and assist with better decision making.</p>
Promote Sustainable Transport	<p>Mode share is one of the biggest factors which shapes places and transport networks.</p> <p>A shift towards sustainable travel, and improved walkability in Traralgon is supported through a range of strategic context and Activity Centre specific plans.</p>
Improve the user experience	<p>Clear information and policies ensure parking management is understood and accepted by the community.</p> <p>Easy to access information and clear signage and wayfinding should be used to improve user experience.</p>

8.3. Parking Management Approach

Overview

A municipal wide parking management approach is required to ensure consistency and retain the appeal and attractiveness of the Traralgon Activity Centre, while not disadvantages itself, or other Activity Centres.

It is important to consider all parking options and future trends when developing a parking management approach.

Hierarchy of Users

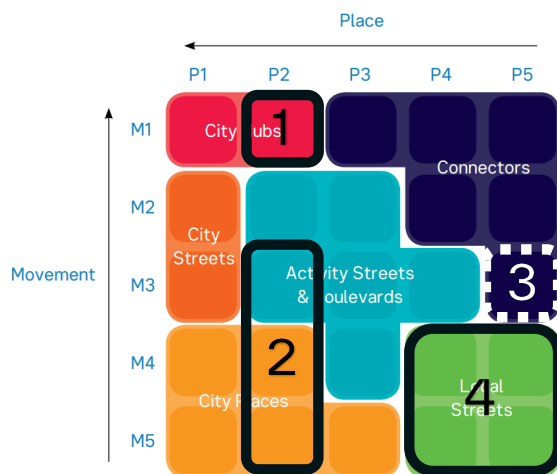
A parking management approach has been developed for Traralgon adopting the State-wide Movement & Place framework to establish a kerbside and user hierarchy.

Section 4.6 of this report discusses the Movement & Place classifications for the Traralgon Activity Centre.

Based on this, four (4) clear street typologies have been considered and represented in Figure 8.1 and listed below.

1. High Movement and Place: City Hubs
2. Lower Movement and High Places: City Places & Activity Streets & Boulevards
3. High Movement and Low Place: Connectors
4. Low Movement and Place: Local Streets

Figure 8.1 Movement & Place User Group Classifications



Parking users are unique to each street typology and should be catered for appropriately.

Table 8.2 shows the proposed parking user group hierarchy per street typology.

Table 8.2 Parking User Group per Street Typology

	1: City Hubs	2: City Places and Activity Centres & Boulevards	3: Connectors	4: Local Streets
	Safety	Safety	Safety	Safety
	Public Transport (Buses)	Public Transport (Buses)	Public Transport (Buses)	Residents
	DDA Parking	Bicycle Parking, Pedestrian Infrastructure and Public Realm	DDA Parking	Customers and Visitors (Short to Medium Term <4P)
	Customers and Visitors (Short to Medium Term <4P)	DDA Parking	Residents	Employees and Commuters
	Employees and Commuters	Customers and Visitors (Short to Medium Term <4P)	Employees and Commuters	
	Residents	Loading Zones	Customers and Visitors (Short to Medium Term <4P)	
	Loading Zones	Employees and Commuters	Loading Zones	
		Residents		

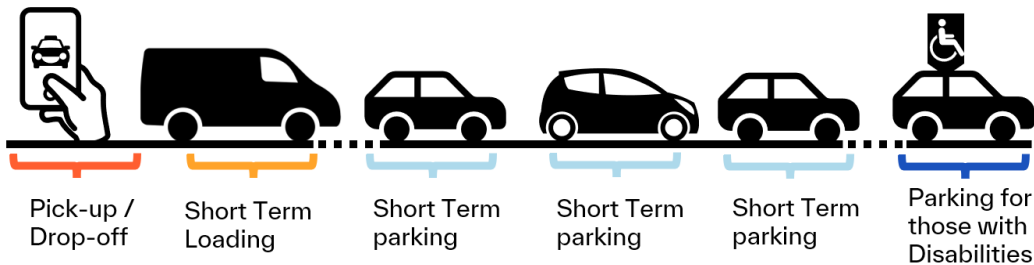
Application of User Hierarchy to Kerbside Areas

The most prominent street typographies within the Activity Centre are ‘City Places’ and ‘Activity Centres & Boulevards’.

In these locations Safety, Public Transport, Bicycle Parking and DDA parking takes precedence over general short term parking. However, short term parking generates the highest demand.

The typical kerbside allocation of parking types, utilising the above framework within the ‘City Places’ and ‘Activity Centres & Boulevards’ is presented in Figure 8.2.

Figure 8.2 Recommended Typical On-Street Parking Cross section for Traralgon Activity Centre



This approach would be modified based on surrounding land uses. A description of the type of restrictions that are utilised in Figure 8.2 are outlined in Table 8.3.

Table 8.3 Typical Parking Restrictions for City Places and Activity Street Kerbside Areas

Description	How its usually 'signed' kerbside
Safety	<i>No Stopping at intersections or pedestrian crossings in accordance with relevant road rules</i>
Pick-up / Drop-off Parking	2-minute parking (P2min)
Short Term Loading	Loading Zone (15-minute) or 15-minute parking (P15min)
Short Term Parking	2-hour Parking
Parking for People with Disabilities	Accessible Parking

8.4. Parking Management Recommendations

Utilising a range of best practice approaches, and the analysis and findings outlined throughout this report, the following section outlines the recommendations for parking management within the Study Area.

Recommendation 1: Changing parking restrictions and allocation to better balance the needs of users in the Activity Centre

Recommendation 1.1: Rebalancing long and short term users through off-street parking restrictions

Many existing off-street car parks offer unrestricted parking allowing users to park all day within in the middle of the Activity Centre. This is undesirable as it takes opportunities away from short stay visitors who contribute to the local economy, and are less likely to walk longer distances because of the length of their stay.

These spaces which are utilised by long-term users could otherwise be catering for short-stay visitors who are unable to find adequate parking within the core activity centre.

It is recommended that off-street parking within the core Activity Centre (Zone 1) be reduced to 3- or 4-hour parking. This will further encourage long term users to change mode or park further away. It is recommended these changes are applied to existing off-street car parks within Zone 1 and also in a portion of the proposed future RDV car parks (at a minimum on ground level).

Consideration should also be given to terminating the issue of any future business parking permits, as it has resulted in an inefficient use of high value parking. Any car parking spaces that are not renewed should be added back into the public parking supply for short term users.

Recommendation 1.2: Increase short stay parking availability.

Based on both occupancy and duration of stay surveys, existing two-hour parking is the most appropriate restriction for on-street spaces in the Activity Centre (both Zone 1+2).

It is recommended however that consistent with the proposed kerbside hierarchy for City Places and Activity Streets, a '2-minute' and '15-minute' car park space is implemented in each street block, on both side of the street.

These spaces also provide parking for dropping off elderly or passengers with mobility issues and, car share or ride share services to collect users. This will provide high turnover parking that is conveniently located and will improve overall network efficiency in the Activity Centre.

Recommendation 1.3: Investigate Paid Parking to Improve Turnover and Availability of On-Street Parking

Applied in the correct locations, paid parking can be beneficial and improve parking turn-over in high demand areas. It also provides choice for users and how they wish to park in relation to their destination, in particular if they arrive late and need to be closer, or want to stay longer etc.

When considering paid parking, it is vital to ensure:

- Transparent pricing and demand-based response pricing
- Flexible payment methods for the entire community
- Be clear and transparent with paid parking fund investment.

It is recommended that when spaces reach 85% occupancy or above, paid parking be introduced, or fees increased if paid parking already exists.

Funds from paid parking should be used to improve existing facilities, public amenity and safety on the transport network, and this should be done in a transparent way with community input on where the funds should be directed.

Paid parking should be considered at a strategic level, covering the whole municipality and nearby key towns to ensure that pricing of car parking does not direct economic activity or visitation to other Activity Centres. This may include the preparation of a Paid Parking Strategy or municipal wide Parking Management Plan in the shorter term.

Recommendation 2: Adopt a Movement and Place approach to kerbside parking allocation and prioritisation.**Recommendation 2.1: Implement the parking user group hierarchy to kerbside and off-street parking areas within the Traralgon Activity Centre**

The parking user group hierarchy for Traralgon should be adopted on the individual street typologies.

Each block should be tailored to the street type and the priority user groups, including adjacent land use needs. It is recommended that the hierarchy be applied to each street differently, with a focus on streets within Zones 1 and 2, the Traralgon Activity Centre.

If required in the future, streets in Zone 3 will be candidates to consider protections for resident kerbside access (typically for their visitors), through the use of short term parking restrictions with permit exemption, or permit zones.

Recommendation 2.2: Improved provisions and design of parking for those with disabilities

It is recommended that at least 2% of all spaces within the Activity Centre are allocated as parking for those with disabilities.

This will require initially an increase of 4 spaces across Zones 1 and 2, with an additional approx. 10 DDA spaces (or 2%) to be included as part of new RDV car parking. The increase in DDA parking will aid in meeting the recommended 2% provisional target and support high levels of demand in Zone 1 where current occupancy exceeds 85% at the peak time.

As part of the increase in supply, existing DDA spaces should be reviewed for their design and functionality to improve accessibility and safety for users. Where possible, DDA spaces should be provided in parallel on-street or off-street in the most convenient locations.

Recommendation 3: Implement new technologies, wayfinding, and data collection to aid with parking management and user experience**Recommendation 3.1: Dynamic wayfinding for off-street car parks**

Live parking availability can be provided with dynamic electronic signage to indicate available spaces and locations of nearby car parks. Signage should be located at key decision points, as users enter the Activity Centre by car.

Improved wayfinding can enhance the performance of the transport network by reducing vehicle circulation and promoting off-street parking. It is recommended that dynamic wayfinding be implemented across the Activity Centre with GPAC as a priority, which could be done at the same time as the proposed Kay Street multi-deck car park.

Examples of existing dynamic wayfinding for parking in Cowes and South Melbourne are shown in Figure 8.3 and Figure 8.4 below.

Figure 8.3 Cowes (Bass Coast Shire Council)



Figure 8.4 Coventry Street, South Melbourne



Recommendation 3.2: Innovative data collection

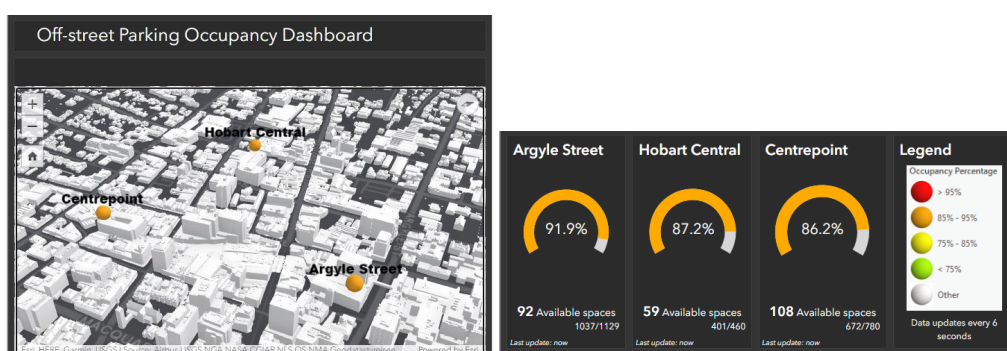
Existing parking demand and supply within Traralgon should be updated regularly, with mapping and parking trends available to the public.

This includes undertaking regular surveys of utilisation, turnover and regulation of parking through a combination of parking sensors or parking data surveys.

Constant review of data will allow council to better understand the behaviour of users parking within the Activity Centre, including decision making for planning applications.

The City of Hobart currently has developed an interactive dashboard for key off-street car parks which show real-time car parking availability. The dashboard allows users to identify which car parks have available spaces at all times of day, updating every 2 seconds. The dashboard is reproduced in Figure 8.5.

Figure 8.5 City of Hobart Live Parking Data Dashboard



This recommendation could initially be installed in a small number of 'hot spot' areas including on-street parking in Zone 1 or off-street time restricted car park, to better observe activity and any compliance issues.

There are a variety of different technology types, which are typically exclusive to different parking technology providers, but include:

- In and on-ground sensors for individual parking spaces that detect when a vehicle is parked in a space. These systems typically require a LoRaWAN network and sensors.
- Artificial intelligence camera systems that detect vehicle movement and presence within a parking space. These cameras can cover larger parking areas and, in some instances, can utilise existing CCTV cameras.
- Access control technology, which detects vehicles entering and leaving off-street car parks. This technology can be paired with parking guidance systems to direct users to available spaces without the need to circulate looking for car parking.

Figure 8.6 Parking Technology Types



Recommendation 3.3: Enhanced enforcement

Enhanced enforcement through use of sensors and emerging technologies such as PODS and AI Cameras can improve overall compliance with existing time restrictions within the Activity Centre.

New technologies can be used for both on-street and off-street parking, however it is recommended that active enforcement be focused on high use spaces in on-street 2-hour areas, with AI cameras and new technology used off-street as required.

Funds collected from additional enforcement can be dedicated to improving parking facilities and the public realm within the Activity Centre.

Recommendation 4: Supporting the use of sustainable transport modes as an alternative to driving and parking.**Recommendation 4.1: Increase sustainable transport use in Traralgon Activity Centre**

A mode shift is required within Traralgon to support relevant strategic context including Activity Centre objectives relating to walkability, safety and amenity.

Improvements to sustainable transport infrastructure, will help encourage users to use public transport and active transport modes.

Suggested improvements include:

- Improve bicycle parking provisions, both on-street and in private developments;
- Delivery of key pedestrian and cycling lanes and paths to and within the Activity Centre as identified within existing Council strategies;
- Reduced traffic speeds within the Activity Centre, to within Safe System thresholds for vulnerable road users (target of 30km/h or less to avoid serious or fatal injury in a collision);
- Improve pedestrian crossings, in particular mid-block and at roundabouts; and
- Improved bus stop facilities including increased frequency of bus and rail along key routes.

An example of improved pedestrian crossing facilities at roundabouts in a regional activity centre context (Warrnambool CBD) is presented in Figure 8.7.

Figure 8.7 Warrnambool CBD Raised Pedestrian Crossing at Roundabouts



Source: The Standard

Recommendation 4.2: Micro mobility, EV Charging and Availability

As the number of electronic vehicles and bikes increases across Australia, including micromobility devices such as e-scooters, there will be an increased demand for kerbside space.

Parking and charging points for E-scooters and other personal micromobility devices should be further investigated for the most appropriate provision and locations.

E-Scooter parking is vital to ensure users are parking in appropriate locations. Spaces should be clearly delineated and not impacting on pedestrian or user safety. An example of E-scooter parking is presented in Figure 8.8.

Figure 8.8 Brisbane City Council E-Scooter Parking Areas



Recommendation 5: Amend the Parking Overlay Schedule 1 – Traralgon Activity Centre Plan**Recommendation 5.1: Amendment to the Latrobe Planning Scheme to adopt the findings of the Parking Overlay review and recommendations.**

Section 7.8 and 7.9 of this report outline a range of recommendations and justification for changes to the current Schedule 1 to the Parking Overlay within the Latrobe Planning Scheme.

They include:

- Updating the current objectives of the Parking Overlay to align with current strategic context for the Traralgon Activity Centre;
- Removal of the financial contribution for car parking not provided in accordance with the current rate in the Parking Overlay (subject to the funding and delivery of RDV funded car parking);
- Incorporation of further guidance on permit applications and requirements for developments seeking to rely on public car parking supply within the Activity Centre.
- Requiring bicycle parking be provided at minimum rates outlined in Clause 52.34, plus provision of adequately designed end of trip facilities;
- Requiring new major commercial, office or retail type developments with a gross floor area of over 1,000 sqm to prepare a Green Travel Plan;
- Implementation of Column B rates for calculating car parking requirements for new developments within the Parking Overlay area; and
- Amending the current Parking Overlay area to accurately reflect the Precinct to which the above recommendations and controls should apply to.

The above recommendations have had consideration of a range of data collection, analysis, background review and strategic context, and is subject to finalisation of committed RDV funding to construct new car parking.

If for any reason this commitment is withdrawn before the new car parking is constructed, then this recommendation along with other recommendations regarding the Parking Overlay would need to be revisited, however the other Recommendations (1-4) within this section still remain relevant and can be implemented per the timing in Section 8.5.

8.5. Summary of Recommendations

The following Table 8.4 summarise the recommendations above, including relative timing and priority.

Priority is established by its urgency, need or criticality to address existing issues or future demands. Timing considers factors such as cost of implementation and benefit against the issues or objectives addressed.

Noting that there is no horizon year or staging which an inform exact recommendation implementation, the timing given to priority has been established based on relative needs as follows:

- Short Term = Required immediately or may be required as soon as relatively small changes to land use and development occur (1-2 years).
- Medium term = Required in the medium Term (3-5 years), based on the construction and completion of the RDV Car parks, growth and development within the Activity Centre.
- Long Term = Required when the Activity Centre will be closer to capacity in terms of new development and nearby land use (5+ years)

An assessment against the objectives is also provided, including whether or not they will be achieved.

Table 8.4 Summary of Recommendations

Recommendation		Objectives Met					Priority	Timing
		Balancing Needs	User Pays	Improved Knowledge	Sustainable Transport	User Experience		
Recommendation 1: Changing parking restrictions and allocation to better balance the needs of users in the Activity Centre								
1.1	Rebalancing long and short term users through off-street parking restrictions	✓✓				✓	High	Medium Term (align with Kay Street RDV car park)
1.2	Increase short stay parking availability.	✓✓				✓	High	Short Term
1.3	Investigate Paid Parking to Improve Turnover and Availability of On-Street Parking	✓	✓✓	✓	✓	✓	Low	Long Term
Recommendation 2: Adopt a Movement and Place approach to kerbside parking allocation and prioritisation								
2.1	Implement the parking user group hierarchy to kerbside and off-street parking areas within the Traralgon Activity Centre	✓✓			✓	✓	Medium	Short Term
2.2	Improved provisions and design of parking for those with disabilities	✓✓				✓	High	Short Term (Existing) Medium Term (New Parking Facilities)

Recommendation		Objectives Met					Priority	Timing
		Balancing Needs	User Pays	Improved Knowledge	Sustainable Transport	User Experience		
Recommendation 3: Implement new technologies, wayfinding, and data collection to aid with parking management and user experience								
3.1	Dynamic wayfinding for off-street car parks	✓		✓✓		✓✓	High	Medium Term
3.2	Innovative data collection	✓		✓✓			Low	Medium Term
3.3	Enhanced enforcement	✓	✓	✓		✓	Medium	Medium Term
Recommendation 4: Supporting the use of sustainable transport modes as an alternative to driving and parking.								
4.1	Increase sustainable transport use in Traralgon Activity Centre	✓			✓✓	✓	High	Short Term
4.2	Micromobility and EV charging and availability	✓			✓✓	✓	Low	Medium Term
Recommendation 5: Implement the recommended changes to the Parking Overlay including removal of the financial contribution and adopt Column B rates for new developments.								
5.1	Amendment to the Latrobe Planning Scheme to adopt the findings of the Parking Overlay review and recommendations.	✓		✓	✓	✓	Medium	Should be subject to progress and funding of RDV car parks.

9. Conclusion

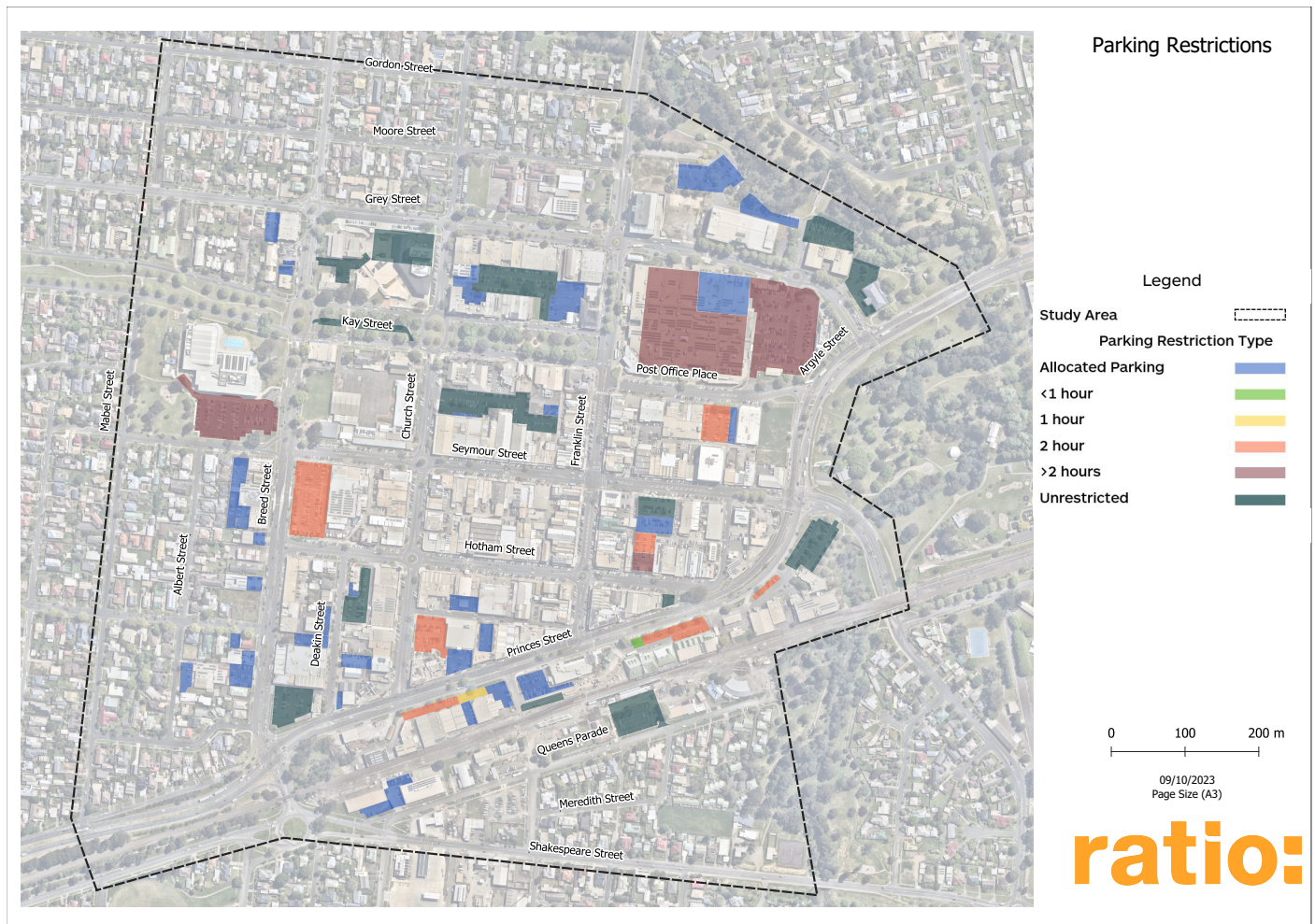
Based on the preceding report including analysis, a number of key findings and recommendations have been made with regards to the current and future parking provisions for the Traralgon Activity Centre.

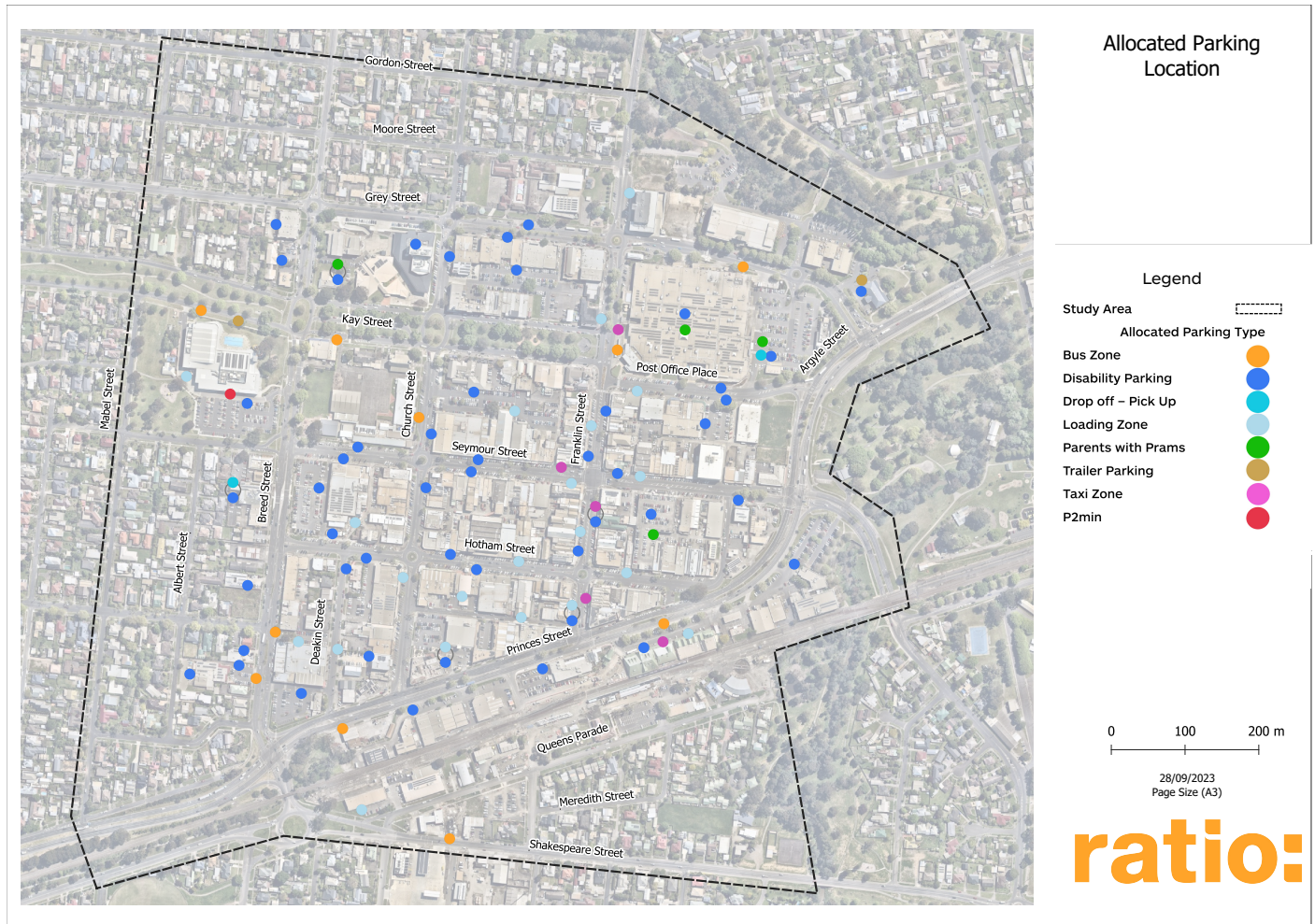
The following Table 9.1 details the location of key recommendations and findings within this report.

Table 9.1 Summary of Key Findings and Recommendations - Location within Report

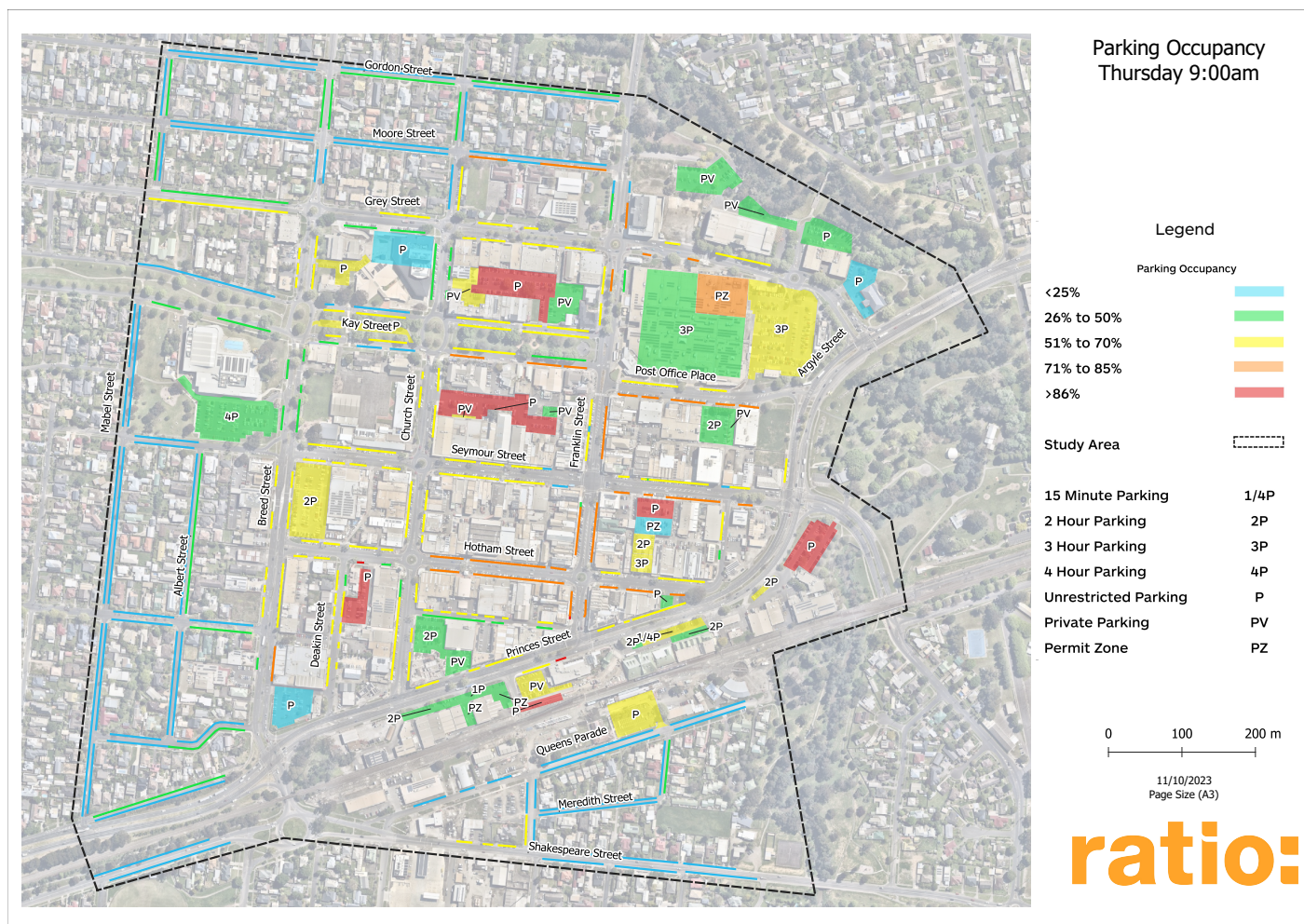
Description of the topic or recommendation addressed through this review	Location within this report
A description of the Parking Management Task and how it applies to Traralgon	Section 2.1 to 2.4: The Parking Management Task
Review of relevant state and local strategic planning documents and policies relevant to the study area	Section 4.8: Summary of Findings (Background and Context)
Car parking occupancy and duration of stay data analysis and findings	Sections 5.3 to 5.5: Current Provisions, Parking Occupancy and Turnover & Compliance Appendix B: Parking Heat Maps
Findings of the community engagement surveys	Section 5.6: Community Survey Results
Issues and opportunities as they relate to the current situation for car parking in the Traralgon Activity Centre	Section 5.7: Issues and Opportunities
Considerations of the future parking demands and adequacy of current parking provisions	Section 6.5: Future Demand Section 6.6: Adequacy of Current Parking Supply Section 6.7: New and Improved Parking for Future Demands
A review of the current Parking Overlay including financial contributions, the area which it applies to and statutory parking rates.	Section 7.9: Summary of Findings and Recommendations (Car Parking Overlay Review)
Parking management recommendations for the Traralgon Activity Centre	Section 8.3: Parking Management Recommendations Section 8.4: Summary of Recommendations

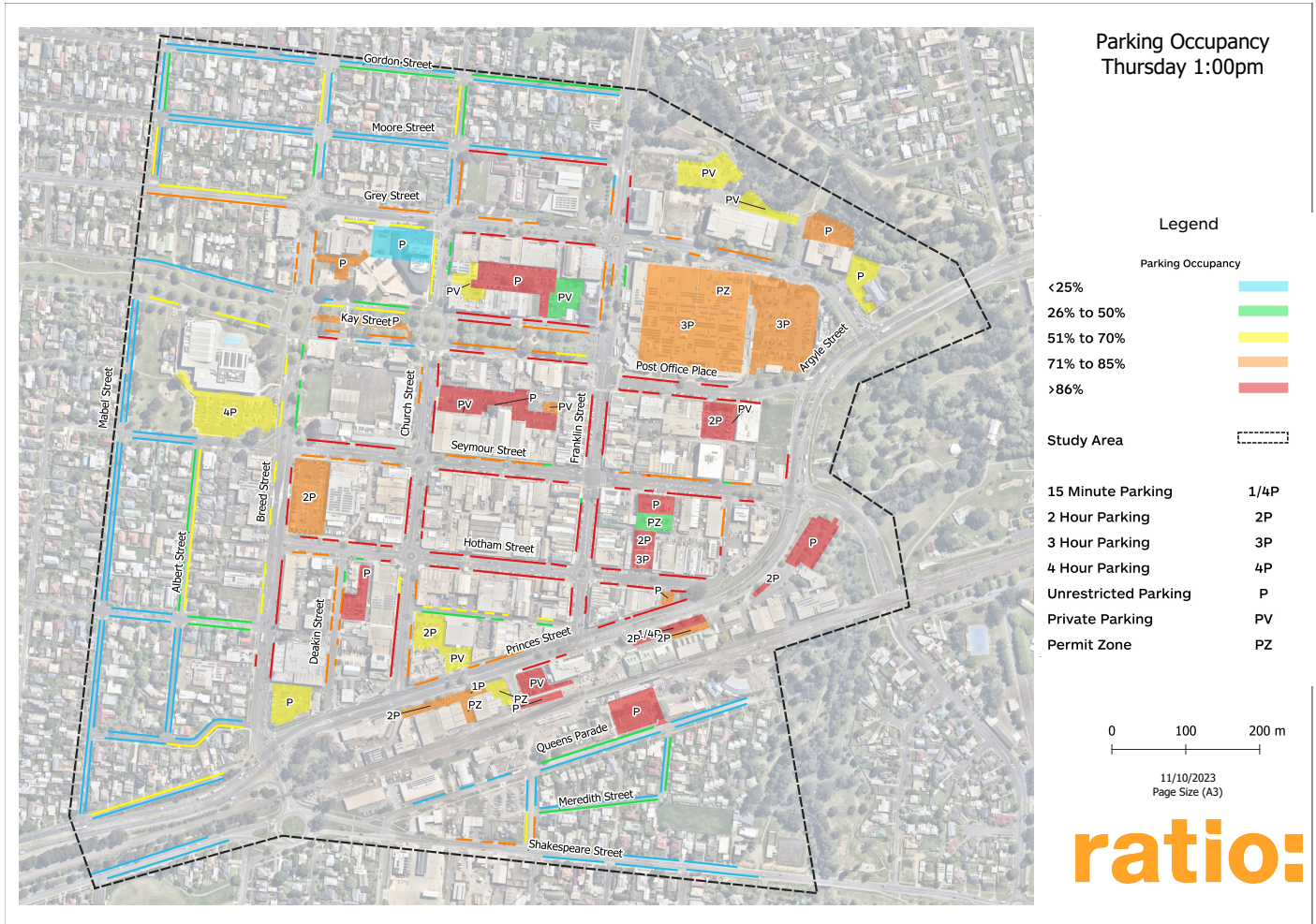
Appendix A Parking Restrictions

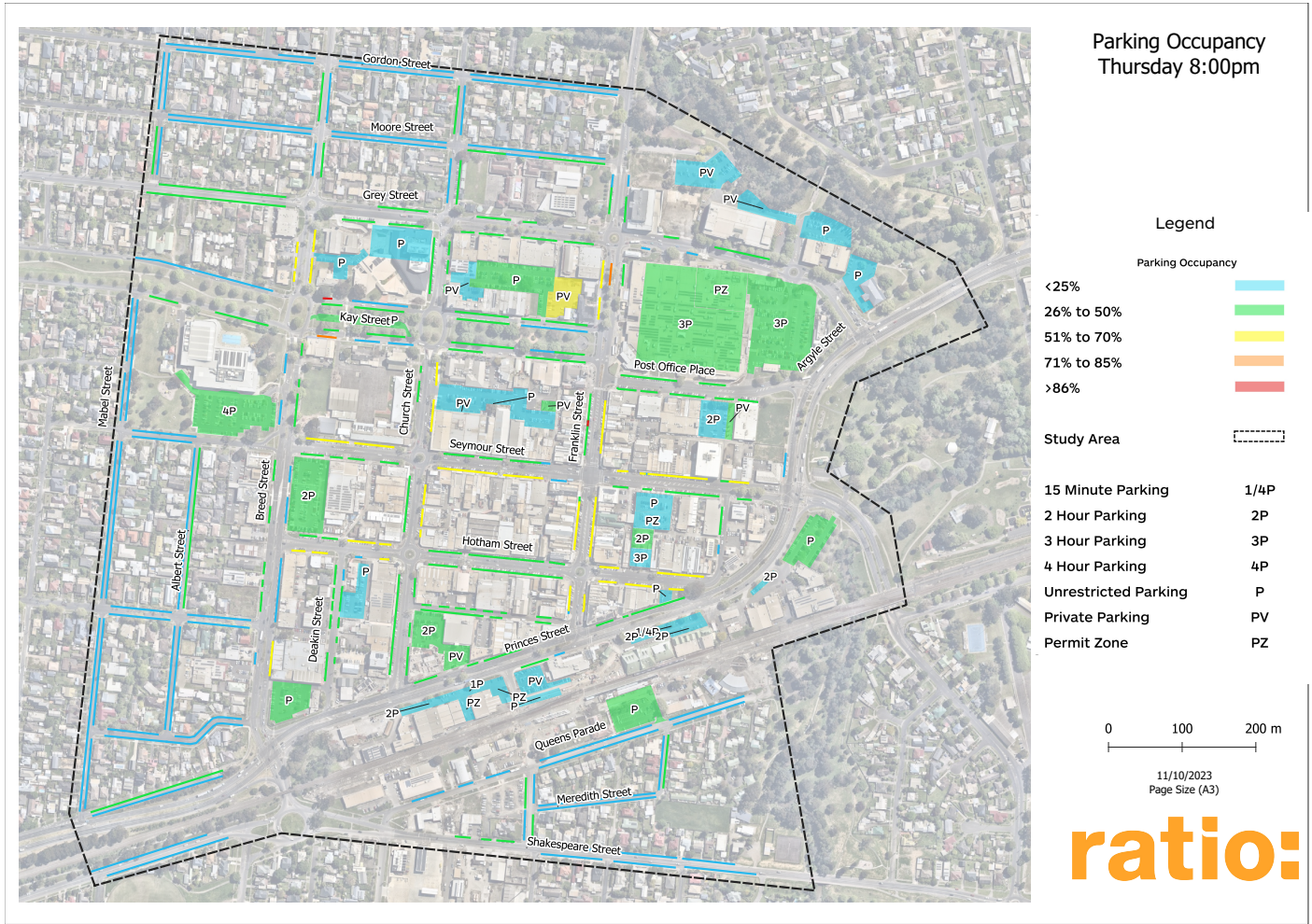




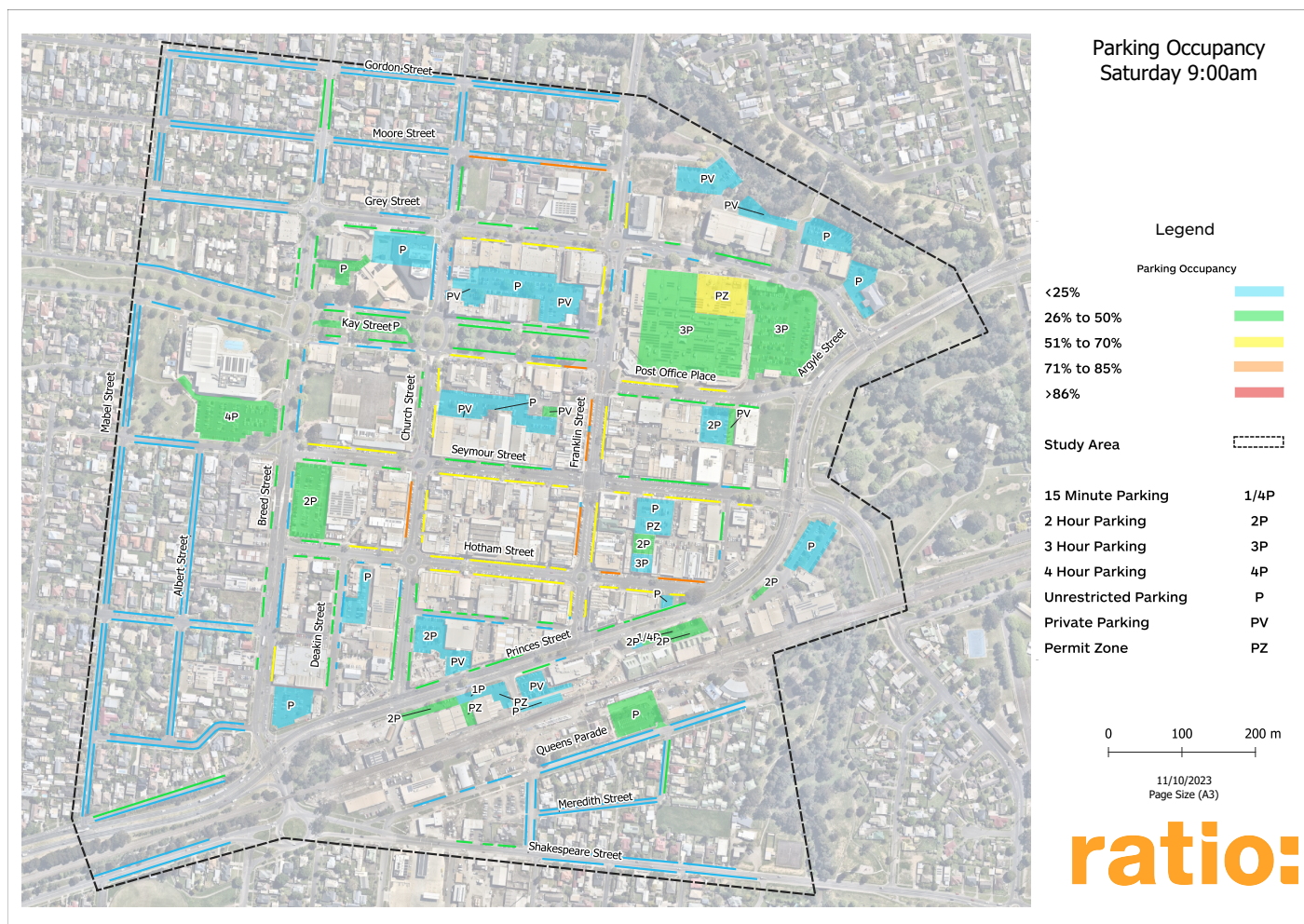
Appendix B Parking Occupancy Heat Maps (Weekday)

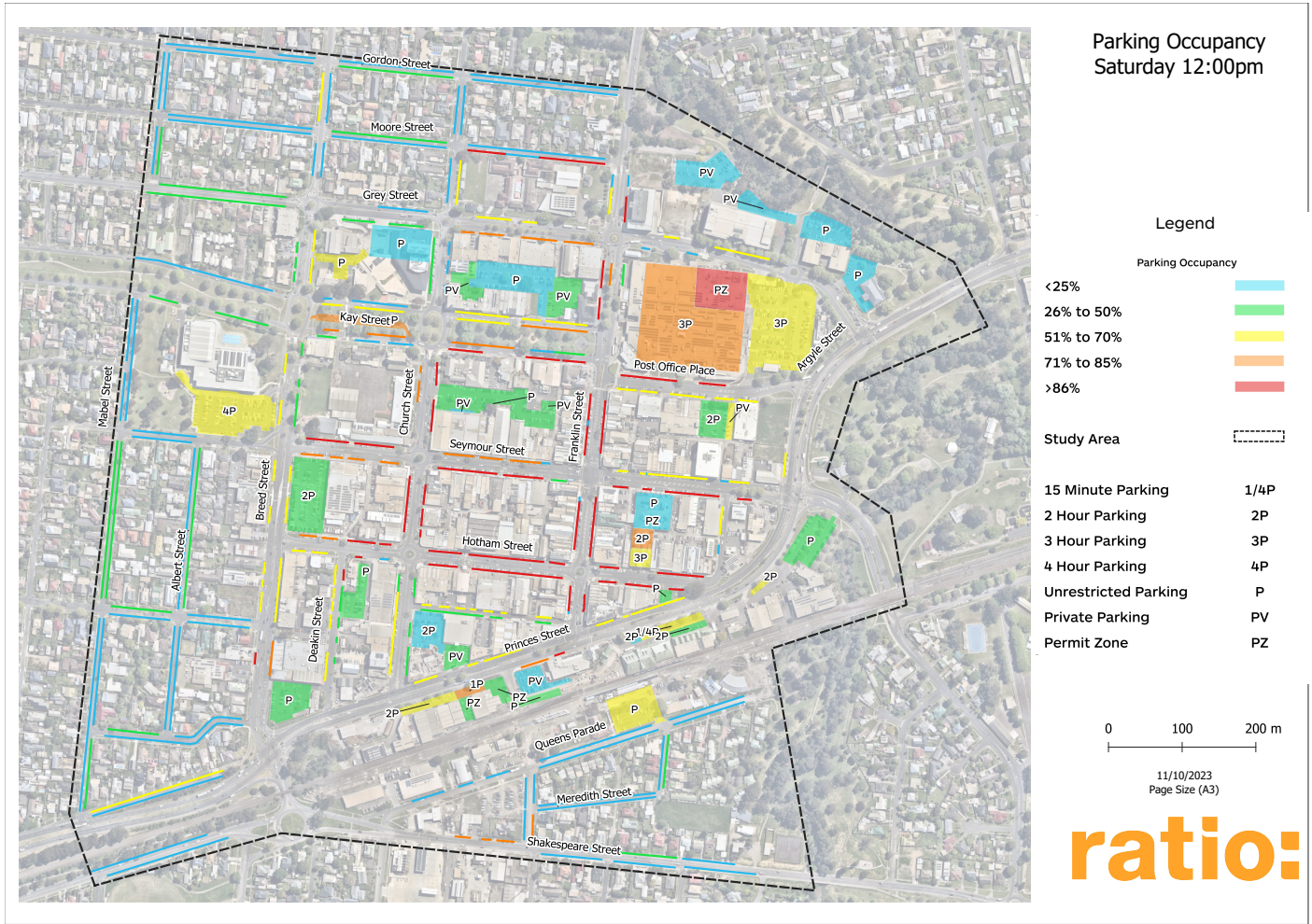


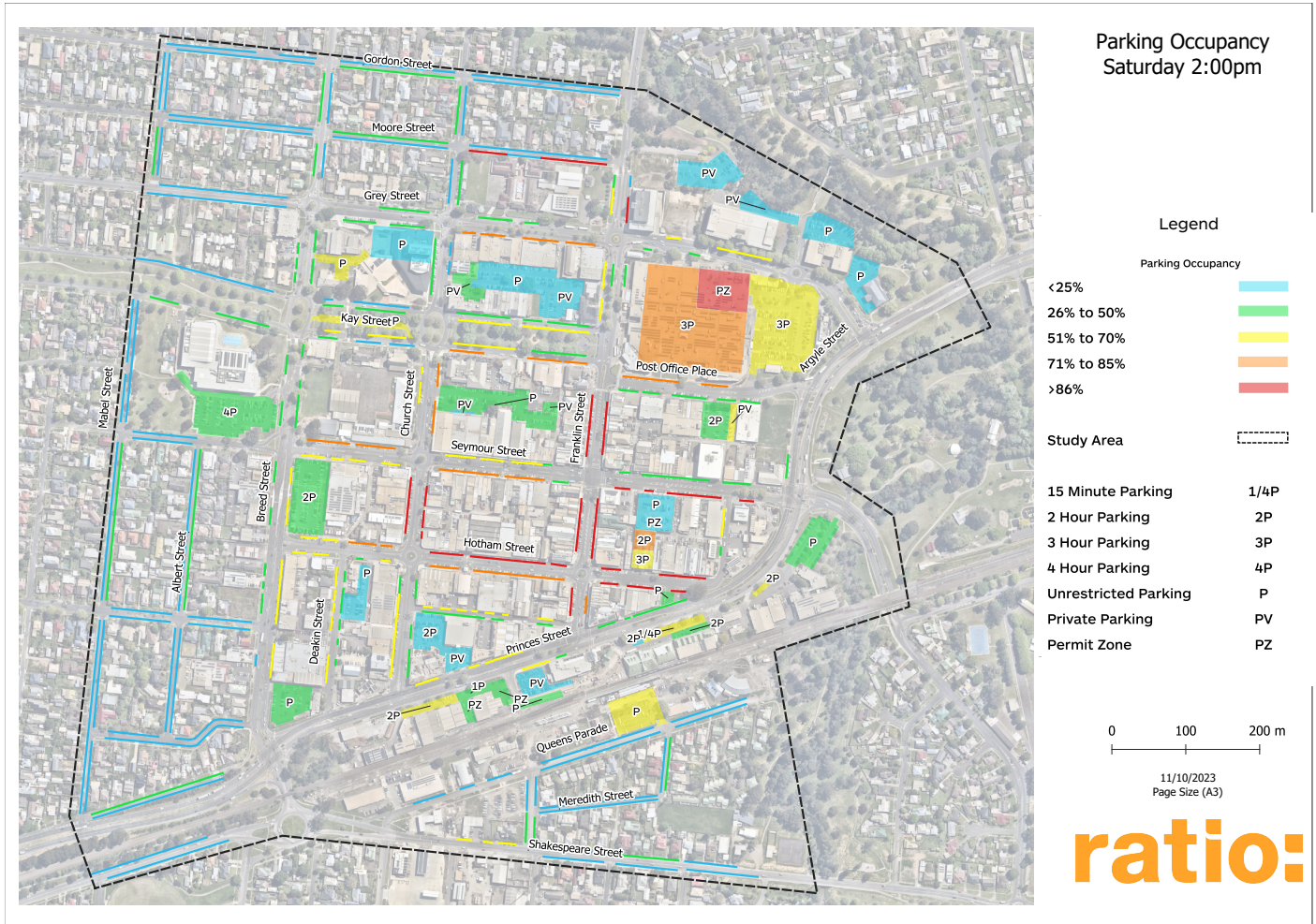




Appendix C Parking Occupancy Heat Maps (Saturday)









Department of Energy, Environment and Climate Action

574 Main Street
Bairnsdale, Vic 3875
deeca.vic.gov.au

[REDACTED]
Senior Strategic Planner
Latrobe City Council
141 Commercial Road
MORWELL VIC 3840

Ref: 4180

By email: latrobe@latrobe.vic.gov.au

RE: TRARALGON CAR PARKING REVIEW – AMENDMENT C142

Thank you for your correspondence of 21 March 2024 pursuant to Section 19 of the *Planning and Environment Act 1987* (the Act).

Council has given the Department of Energy, Environment and Climate Action (DEECA) notice of a proposed planning scheme amendment. The amendment proposes to implement a number of recommendations of the *Traralgon Car Parking Review* (Ratio Consultants, 2023) into the Latrobe Planning Scheme by introducing changes to the:

- Planning Policy Framework to further encourage sustainable personal transport and
- Parking Overlay Schedule 1 (Traralgon Activity Centre) to improve access, economic prosperity and liveability of the Traralgon Primary Activity Centre from a car parking perspective.

DEECA environment portfolio has considered the above application and does not oppose the amendment.

If you have any queries regarding this matter, please contact Elaine Wood on 0417 952 712 or at pe.assessment@delwp.vic.gov.au.

[REDACTED]
[REDACTED] Officer
Planning Services (Central East)
DEECA Planning and Environment Assessment

28 March 2024

Any personal information about you or a third party in your correspondence will be protected under the provisions of the *Privacy and Data Protection Act 2014*. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorized by law. Enquiries about access to information about you held by the Department should be directed to foi.unit@delwp.vic.gov.au or FOI Unit, Department of Energy, Environment and Climate Action, PO Box 500, East Melbourne, Victoria 8002.



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Phone 1300 367 700
Post to PO Box 264 Morwell 3840
Email Address latrobe@latrobe.vic.gov.au
Internet www.latrobe.vic.gov.au

Submission to Amendment C142

Name..... [REDACTED]

Address..... Dalkeith Heights

Phone Number..... [REDACTED]

Email Address..... [REDACTED]

Your views on the amendment (support or object):

pleased to see progress in the
4th generation of our family living
in T'gon

Please note that you must include your name and postal address for the submission to be formally considered.
Please note that all submissions made to an amendment will become a public document and will be available for public perusal during the amendment process. Your name and address will be redacted as a part of the submission.

For further information please contact the Strategic Planning department on 1300 367 700.

OFFICIAL

Our Ref: 81202
Your Ref: C142latr
24 April 2024

PO Box 264
MORWELL VIC 3840

Emailed to: latrobe@latrobe.vic.gov.au

Dear Mr Liang,

**Latrobe Planning Scheme Amendment C142
Traralgon Car Parking Review**

We refer to Council's correspondence dated 18 March 2024 notifying VicTrack of Amendment C142 to the Latrobe Planning Scheme.

We understand that the amendment proposes to implement the relevant recommendations of the Traralgon Car Parking Review (Ratio Consultants, 2023) into the Latrobe Planning Scheme by making changes to the Planning Policy Framework to further encourage sustainable personal transport and changes to the Parking Overlay Schedule 1 (Traralgon Activity Centre) to improve access, economic prosperity and liveability of the Traralgon Primary Activity Centre from a car parking perspective.

We have reviewed the amendment documentation in the context of the site and the rail corridor. In general, VicTrack is supportive of the amendment which encourages sustainable transport.

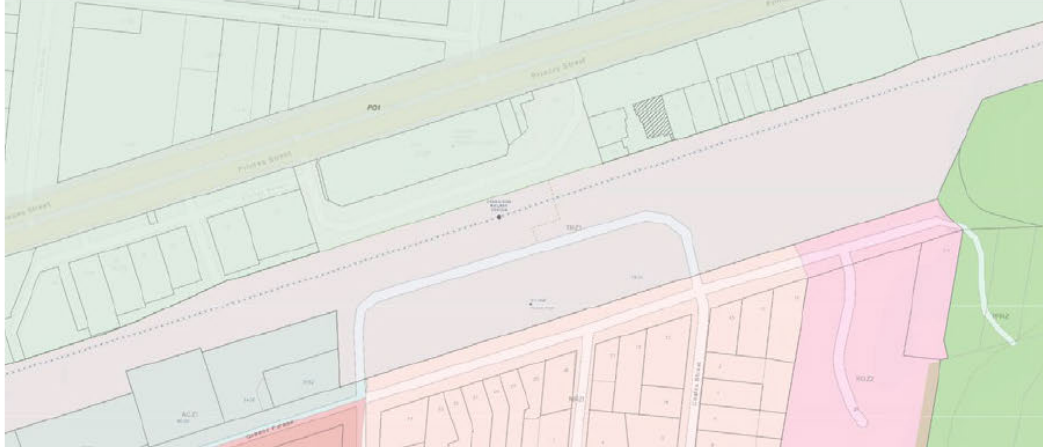


VicTrack
Level 8, 1010 La Trobe St Docklands VIC 3008
GPO Box 1681 Melbourne VIC 3001
T +61 3 9619 1111
victrack.com.au

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VicTrack

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It is noted that the Parking Overlay covers VicTrack land between the rear of the Traralgon campus of TAFE Gippsland and the rail corridor. This land is zoned Transport Zone 1 and is used for transport purposes; V/Line access, bus and taxi services and commuter carparking.

Accordingly, the parking overlay should not be applicable to TRZ1 land as this land is zoned for transport purposes and managed by V/Line.

Subject to adjustment of the boundaries of the overlay as per above, VicTrack would be willing to withdraw our submission.

Should you have any queries; [REDACTED]

You [REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

[REDACTED]

Damien Laing

From: [REDACTED]
Sent: Thursday, 16 May 2024 2:34 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: OFFICIAL: C142latr CSM ISSUE=81202

Follow Up Flag: Follow up
Flag Status: Flagged

 **EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe.** 

OFFICIAL

Hi Damien,

Thanks for getting the updated maps across.
I've reviewed them and we're satisfied with the changes made and therefore withdraw our submission dated 24 April 2024.
Do you need anything further from our end?

Kind regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

VicTrack



We acknowledge Aboriginal people as the Traditional Owners of Country throughout Victoria and pay our respects to their Elders, past, present and emerging.

OFFICIAL

From: [REDACTED]
Sent: Thursday, May 16, 2024 10:16 AM
To: [REDACTED]
Subject: FW: OFFICIAL: C142latr

Hi [REDACTED]

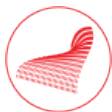
Please see updated maps can you please let me know at soonest convenience if this is accepted, we have a council meeting on Tuesday, and it would be great to have it resolved in time for that.

Best,

D

**SUMMARY OF SUBMISSIONS & PLANNING COMMENT TO
C142 Traralgon Carparking Review**

Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Plan Required ? Yes / No	Date submission received
1	Department of Environment Energy and Climate Action	Support	NA	Support of proposal	No	28 March 2024
2	T and N Phelan	Support	NA	NA	No	18 April 2024
3a	VicTrack	Objection	It is noted that the Parking Overlay covers VicTrack land between the rear of the Traralgon campus of TAFE Gippsland and the rail corridor. This land is zoned Transport Zone Schedule 1 and is used for transport purposes, V/Line access, bus and taxi services and commuter carparking. Accordingly, the Parking Overlay should not be applicable to TRZ1 land as this land is zoned for transport purposes and managed by V/Line.	Council officers met with representatives of VicTrack on 13 May 2024. Council officers provided an overview of the Parking Overlay and the benefits to any future development of the land. VicTrack advised that they wanted the Parking Overlay removed from the Transport Zone Schedule 1 land. Council officers reviewed other Planning Schemes and there are some instances where the Parking Overlay has not been applied to Transport Zone land. Therefore, Council officers are supportive of the Parking Overlay being removed to have consistencies across Planning Schemes in Victoria.	Yes – Parking Overlay will be removed from land in Transport Zone Schedule 1.	24 April 2024
3b	VicTrack	Withdrawal of objection	Confirmation letter that the negative aspects of their submission have been answered and the objection withdrawn.	The elements of the parking overlay on the TRZ1 have been removed and the amendment will be able to proceed.	No	16 May 2024



LATROBE PLANNING SCHEME AMENDMENT C142 Traralgon Car Parking Review

Post Exhibition Changes Table

Post-Exhibition Changes			
ITEM	WHAT IS THE CHANGE?	WHAT IS THE REASON FOR THE CHANGE?	RELATED SUBMISSION
Map			
1	Removal of the land zoned Transport Zone 1 from the overlay.	Request from VicTrack. For simplicity they have requested no overlays on the land of the Traralgon Train Station and remove the TRZ1 land from the Amendment.	Submission Three from VicTrack.
Explanatory Report			
2	Explanatory Report updated as per the requirements for adoption which includes: <ul style="list-style-type: none"> • Removing submission and panel hearing dates; • Updating wording for approval; and • Approval stage comments for how the views of relevant agencies and authorities were addresses. • Updating the Parking Overlay Map 	As required for the adoption of the Amendment.	N/A
Instruction Sheet			
3	Updated Instruction sheet to reflect deletion of Parking Overlay maps 55 and 56.	Administrative change following request from VicTrack. For simplicity they have requested no overlays on the land of the Traralgon Train Station and remove the TRZ1 land from the Amendment.	Submission Three from VicTrack.
Clause 45.09 – Parking Overlay			
4	Update Map 1 to the Schedule to Clause 45.09 and replace with new version which removes the Transport Zone Schedule 1 land from the Parking Overlay.	Administrative change following request from VicTrack. For simplicity they have requested no overlays on the land of the Traralgon Train Station and remove the TRZ1 land from the Amendment.	Submission Three from VicTrack.

Planning and Environment Act 1987

LATROBE PLANNING SCHEME
AMENDMENT C142latr
EXPLANATORY REPORT

Overview

Amendment C142latr implements the relevant recommendations of the *Traralgon Car Parking Review* (Ratio Consultants, 2023) into the Latrobe Planning Scheme by making changes to the Planning Policy Framework to further encourage sustainable personal transport and changes to the Parking Overlay Schedule 1 (Traralgon Activity Centre) to improve access, economic prosperity and liveability of the Traralgon Primary Activity Centre from a car parking perspective. Balancing car parking supply with demand results in the most efficient use of the resource, ensuring the needs of traders and users are better met now and into the future.

Where you may inspect this amendment

The amendment can be inspected free of charge at the Latrobe City Council website at https://www.latrobe.vic.gov.au/Property/Development/Planning_Scheme_Amendments/Current_Planing_Scheme_Amendments.

And

The amendment is available for public inspection, free of charge, during office hours at the following places:

Latrobe City Council

Corporate Headquarters

141 Commercial Road, Morwell

Office hours: 9am to 5pm, Monday to Friday

Churchill Service Centre

9-11 Philip Parade, Churchill

Office hours: 10am to 4.30pm, Monday and Friday

Moe Service Centre

1-29 George Street, Moe

Office hours: 8.30am to 5.15 Monday to Friday & 9am to 12noon Saturday

Traralgon Service Centre

34-38 Kay Street, Traralgon

Office hours: 8.30am to 5.15pm Monday to Friday & 9am to 12noon Saturday

The amendment can also be inspected free of charge at the Department of Transport and Planning website at <http://www.planning.vic.gov.au/public-inspection> or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.

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Details of the amendment

Who is the planning authority?

This amendment has been prepared by the Latrobe City Council which is the planning authority for this amendment.

The amendment has been made at the request of Latrobe City Council.

Land affected by the amendment

The amendment applies to the Traralgon Primary Activity Centre and includes all land currently zoned Activity Centre Zone Schedule 1, Public Park and Recreation Zone and Public Use Zone Schedule 2 and Schedule 6 and is identified in Figure 1 below.

Figure 1 - Land affected by the amendment



What the amendment does

The amendment implements the relevant recommendations of the *Traralgon Car Parking Review* (Ratio Consultants, 2023) into the Latrobe Planning Scheme.

The amendment:

- Amends Clause 18.01-3L (Sustainable personal transport) to support the use of sustainable transport modes as an alternative to driving and parking within the Traralgon Activity Centre and includes reference to the following relevant policy documents:
 - *Traralgon Car Parking Review* (Ratio Consultants, 2023)
 - *Morwell Activity Centre Plan* (Latrobe City Council, 2023)
 - *Traralgon Activity Centre Plan* (Latrobe City Council, 2018)
- Amends Schedule 1 to the Parking Overlay by:
 - updating the objectives at Clause 1 of the Schedule to reflect the current Traralgon Primary Activity Centre strategic context, issues and opportunities and future conditions.
 - amending Map 1 to include all land zoned Activity Centre Zone Schedule 1 and other key land uses within the Traralgon Primary Activity Centre zoned Public Park and Recreation Zone and Public Use Zone Schedule 2.
 - removing reference to the financial contribution within Clause 2 of the Schedule.
 - amending the number of car parking spaces required for new developments at Clause 3 of the Schedule to be in accordance with Column B rates of Table 1 in Clause 52.06-5.
 - including application requirements and decision guidelines for permit applications within Clause 4 of the Schedule.
 - removing the financial contribution requirement within Clause 5 of the Schedule.
 - including design standards for accessible spaces within Clause 7 of the Schedule.
 - inclusion of the *Traralgon Car Parking Review* (2023) as a reference document within Clause 9 of the Schedule.
- Amends the Schedule to Clause 72.08 (Background documents) to include *Traralgon Car Parking Review* (2023) as a background document.
- Amends Planning Scheme Map No's 55PO and 56PO by applying the parking overlay to additional land within the Traralgon Primary Activity Centre that is zoned Activity Centre Zone Schedule 1, Public Park and Recreation Zone and Public Use Zone Schedule 2 (see Appendix 1).

Strategic assessment of the amendment**Why is the amendment required?**

The Traralgon Activity Centre has undergone significant changes over the last eight years since the parking overlay was introduced. These changes include:

- The announcement of the Regional Car Parks Funds (2019 Regional Development Victoria);
- The development of the Gippsland Regional Aquatic Centre;
- The development of the Gippsland Performing Arts Centre;

- The application of the Activity Centre Zone Schedule 1 to the Traralgon Primary Activity Centre (*Traralgon Activity Centre Plan* 2019);
- Multiple large scale private developments; and
- The impacts of COVID 19 on small businesses.

The above changes have impacted car parking within the activity centre and as such it was considered timely to undertake a review to identify future car parking needs and review the Parking Overlay Schedule 1 for Traralgon.

The *Traralgon Car Parking Review* was completed in October 2023, the amendment is required to give effect to the recommendations of the *Traralgon Car Parking Review* (Ratio Consultants, 2023), by making amendments to the Planning Policy Framework and the Parking Overlay Schedule for Traralgon to improve car parking outcomes for traders and users of the activity centre.

Background

Planning Scheme Amendment C94 was approved and gazetted into the Latrobe Planning Scheme on 7 April 2016 which implemented the recommendations of the *Car Parking Framework Review for Morwell and Traralgon* (2014) including:

- Introduction of Schedules 1 and 2 to the Parking Overlay which provided a reduced parking rate; and
- A cash in lieu contribution for the waiver of parking spaces for Traralgon Activity Centre only (Parking Overlay Schedule 1 or PO1). Cash in lieu contributions at the time were not deemed appropriate for Morwell due to availability of parking and high vacancy rates.

The Parking Overlay in Traralgon, with a financial contribution requirement for the waiver of spaces, was seen as an appropriate tool to help deliver the projected future parking demand for Traralgon via the construction of additional car parking and/or maintenance to existing car parking facilities.

The *Car Parking Framework Review for Morwell and Traralgon August 2014* identified three locations that were considered suitable for further consideration in relation to provision for future public parking areas. These included:

- An extra level of the Seymour Street multi-deck carpark;
- A decked carpark in the location of existing public car parking behind Ryan's Hotel (accessed via Grey Street and Kay Street); and
- A decked carpark in the location of existing car parking adjacent to the Post Office (accessed via Deakin Street and Hotham Street).

The closure of many businesses within the Traralgon Primary Activity Centre in 2020 during the COVID-19 pandemic had unforeseen implications for the requirement surrounding financial contributions associated with the waiver of car parking spaces for new uses in Traralgon. Premises vacant for longer than two years have been losing their car parking credits, thus triggering planning permit applications for car parking waivers and activating the cash-in-lieu contribution requirements under the PO1.

With annual indexing the current financial contribution per space is \$10,748 and this is having negative implications for small businesses trying to establish themselves within the activity centre.

As an interim measure in September 2021, Council resolved to offer a waiver for the payment of the Traralgon Activity Centre Parking Overlay financial contribution to eligible small business planning permit applications for a period of 12 months, until a formal review of car parking for Traralgon was completed. The waiver was extended on 3 October 2023 for an additional 24 months.

Regional Development Victoria - Regional Car Parks Fund (RCPF)

Funded in the 2019/20 State Budget, the Regional Car Parks Fund is being delivered through Regional Development Victoria together with local councils, government transport agencies and key local partners. The RCPF aims to deliver 900 spaces across Traralgon, Morwell and Moe to meet growing demand and approximately 500 of these spaces are proposed for Traralgon:

- Kay/Grey Street Multi Level Car Park – approx. 360 spaces
- Seymour Street Multi Level Car Park – approx. 113 spaces
- Queens Parade Car Park – approx. 30 spaces

The Seymour Street Multi Level Car Park is fully funded, and works have commenced.

The Kay/Grey Street Multi Level Car Park is funded. A design team has been shortlisted and will be awarded contract imminently. Works will not commence on site until Seymour Street Multi Level Car Park is complete.

Queens Parade Car Park is currently not funded and is on hold pending further investigation.

Traralgon Car Parking Review

The Traralgon Car Parking Review (the Review) commenced in November 2022, the main objectives and purpose of the Review were to:

- undertake a review of the car parking supply, utilisation and management within the Traralgon Primary Activity Centre;
- identify future parking needs (based on population and floor area projections) to ensure the appropriate provision of car parking can be provided, balancing supply and demand;
- review the Parking Overlay Schedule 1 applied to the Traralgon Activity Centre (including the financial contribution); and
- make recommendations on current car parking management and future car parking provision including prioritisation, triggers for construction and management.

Following a full review of all background information, car parking occupancy and length of stay surveys, data analysis and internal/external consultation, the final draft of the Review was completed on 11 October 2023.

The Review identified that car parking within the Traralgon Primary Activity Centre is currently under pressure, with many on- street parking located within the core of the Activity Centre being over 85% occupied at the peak time on the weekday.

When car parking is 85% occupied (for time restricted car parking), it is considered as being at its effective capacity, and beyond this point parking is considered inefficient and can result in 'excessive circulation' by users looking for car parks. Long term car parking was also near its actual capacity (of 100%) within the Activity Centre.

The analysis concluded that by 2031, there will be an increase in car parking demand of approximately 500 spaces. The analysis was based on future growth in commercial and retail land uses, projected using several sources of information.

However, the analysis also showed that the future car parking that has been committed by RDV would adequately cater for all additional car parking demands generated by new development until 2031.

The commitment by RDV to construct these new car parks means that the funding of the multi deck car parks at Kay/Grey Street, and Seymour Street no longer needed to be subsidised by the cash in lieu financial contribution within the parking overlay schedule for Traralgon.

The Review found that although the cash in lieu financial contribution was no longer required the Parking Overlay is still an important and required tool to manage car parking in new developments in Traralgon however a key recommendation was to remove the current financial contribution within the Parking Overlay based on the RDV car parking commitments. The removal of the contribution is to be supported through a number of other measures to ensure the parking precinct objectives are still met including changes to current parking rates and permit requirements and decisions guidelines.

Supporting the key findings outlined in the Traralgon Car Parking Review (2023), are a range of car parking management recommendations which respond to both the existing conditions, as well as future demands. The majority of these recommendations can be implemented independently of Amendment C142 via general Council operations, including Local Laws.

How does the amendment implement the objectives of planning in Victoria?

The Amendment implements the following objectives of planning in Victoria, set out in Section 4(1) of the Planning and Environment Act 1987:

- a) To provide for the fair, orderly, economic and suitable use, and development of the land.*
- c) To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*
- f) To facilitate development in accordance with the objectives of planning in Victoria.*
- g) To balance the present and future interests of all Victorians.*

The amendment implements the objectives of planning in Victoria set out in Section 4 of the *Planning and Environment Act 1987* by providing a clear car parking policy framework for the fair, orderly, economic and sustainable use and development of land within the Traralgon Primary Activity Centre of Traralgon.

How does the amendment address any environmental, social and economic effects?

Environmental

Balancing car parking supply with demand results in the most efficient use of the resource and aims to enable users to locate a space quicker, reducing congestion and associated emissions.

Social

The amendment will not have any adverse social impacts but rather continue to promote Traralgon as a Regional Retail Centre for Gippsland by actively considering all users of the centre and providing adequate infrastructure. Car parking is a key component of movement and place within the centre and as such ensuring an adequate supply, that is well located and managed, will support existing and future activities within the centre.

Managing the car parking supply in Traralgon will ensure key objectives can be met such as fairness, sustainability, safety and better operation of the road network.

Economic

The Review provides the opportunity to improve access, economic prosperity and liveability of the centre from a car parking perspective.

Balancing car parking supply with demand results in the most efficient use of the resource. Adequate turnover of spaces ensures the needs of traders and users are better met.

The removal of the cash in lieu financial contribution also reduces financial barriers to small businesses wishing to establish in the Traralgon Primary Activity Centre.

Does the amendment address relevant bushfire risk?

The Amendment does not rezone land or change any provisions that would increase bushfire risk. The Amendment is consistent with the policies at Clause 13.02 of the Latrobe Planning Scheme.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment is consistent with the *Ministerial Direction on the Form and Content of Planning Schemes* pursuant to section 7(5) of the Planning and Environment Act 1987.

Section 12(2)(a) of the *Planning and Environment Act 1987* requires that in preparing a Planning Scheme Amendment a planning authority must have regard to the Minister's directions.

The amendment has been prepared in accordance with the strategic considerations set out in *Ministerial Direction No. 11 – Strategic Assessments of Amendments*. The requirements of *Ministerial Direction No. 11 - Strategic Assessment of Amendments* have been considered as part of the preparation of the amendment and forms the basis of this Explanatory Report.

The amendment has been prepared in accordance with the strategic considerations set out in *Ministerial Direction No. 15 – The Planning Scheme Amendment Process*.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The amendment is supported by the Planning Policy Framework. Specifically, the amendment is consistent with:

Clause 11.01-1R (Settlement - Gippsland) which supports the creation of vibrant and prosperous town centres and Clause 11.03-1S (Activity centres) which supports improving access to Activity Centres by walking, cycling and public transport to services and facilities.

Amendment C142latr provides the opportunity to improve access, economic prosperity and liveability of the Traralgon Primary Activity Centre from a car parking perspective. Balancing car parking supply and demand results in the most efficient use of the resource, ensuring the needs of traders and users are better met.

Clause 11.03-1L (Activity centres) which supports development of regional commercial significance to locate within the Traralgon Primary Activity Centre. Amendment C142latr provides a comprehensive strategy to support development and associated car parking, public transport and sustainable personal transport within the Traralgon Primary Activity Centre until 2031. The removal of the cash in lieu financial contribution also reduces financial barriers to small businesses wishing to establish in the Traralgon Primary Activity Centre.

Clause 13.06-1S (Air quality management) which supports land use and transport infrastructure that contributes to improved air quality. Amendment C142latr seeks to better balance car parking supply and demand resulting in the most efficient use of the resource and aims to enable users to locate a space quicker, reducing congestion and associated emissions.

Clause 18.01-1S (Transport) which supports the timely delivery of transport infrastructure and services to support changing land use and associated transport demands and improvements to public transport, walking and cycling networks to coordinate with the ongoing development and redevelopment of urban areas. Amendment C142latr supports the development of transport infrastructure associated with Regional Development Victoria, Regional Car Parks Fund (RCPF) within the Traralgon Primary Activity Centre and the implementation of improvements to public transport, walking and cycling networks.

Clause 18.01-3S (Sustainable and safe transport) which supports an environmentally sustainable transport system that is safe and supports health and wellbeing, Clause 18.01-3L (Sustainable personal transport) which supports the expansion of cycling and pedestrian networks in all towns and between all activity centres, Clause 18.02-1S (Walking) and Clause 18.02-2S (Cycling) which support an efficient and safe walking and cycling network and increase the proportion of trips made by walking and cycling and Clause 18.02-3S (Public Transport) which supports an efficient and safe public transport network to increase the proportion of trips made by public transport, enabling people to not have to rely on cars for personal transport.

Amendment C142latr proposes to include additional strategies to increase sustainable transport use within the Traralgon Primary Activity Centre and support the delivery of key pedestrian and cycling lanes and paths to and within the Activity Centre as identified within existing Council strategies. Amendment C142latr also supports the increase use of public transport and associated infrastructure.

Clause 18.02-4S (Roads) which supports an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure. Amendment C142latr seeks to facilitate the use of public transport, cycling and walking and supports the development of off-street public car parks associated with Regional Development Victoria, Regional Car Parks Fund (RCPF) within the Traralgon Primary Activity Centre, which consolidate car parking facilities to improve efficiency. C142latr also supports the design of public car parks to incorporate electric charging facilities to support the use of low-emission vehicles. Amendment C142latr aims to actively consider all users of the centre.

How does the amendment support or implement the Municipal Planning Strategy?

The amendment is supported by the Municipal Planning Strategy. Specifically, the amendment is consistent with:

Clause 02.03-1 (Settlement) identifies that collectively Traralgon and Morwell form the primary population centre in Latrobe. Traralgon is the largest of the four main towns in Latrobe and is the key Regional Retail Centre for Gippsland and is experiencing higher population and urban growth compared to other towns in Latrobe.

In planning for Activity Centres, Council seeks to facilitate the growth and viability of Latrobe's Activity Centres and create vibrant, high quality, walkable, safe and active retail areas. Car parking is a key component of movement and place within Activity Centres and as such ensuring an adequate supply, that is well located and managed, will support existing and future activities within the centre.

Clause 02.03-8 (Transport) identifies that public and active transport are increasingly important modes of transport as Latrobe's population ages. As a result, Latrobe's public and active transport network, particularly bus routes within and between towns, needs to expand in a well-integrated manner. A development pattern that integrates housing, activity centres, employment nodes with active and public transport will assist in supporting a more sustainable city that is less reliant on cars and has more walkable neighbourhoods. Amendment C142latr supports planning for transport by supporting the facilitation of infrastructure that encourages alternative transport options including walking, cycling and personal micro mobility devices.

Does the amendment make proper use of the Victoria Planning Provisions?

The Parking Overlay is the appropriate provision to use in implementing the recommendations of the Review.

The Schedule to the Parking Overlay was prepared in accordance with the following Victorian State Government Practice and Advisory Notes:

- *Practice Note 22 - August 2023: Using the car parking provisions*
- *Practice Note 46 - September 2022: Strategic assessment guidelines for preparing and evaluating planning scheme amendments*
- *Practice Note 57 - August 2023: The Parking Overlay*
- *Advisory Note 48 – September 2012: Ministerial Direction No. 15 – the planning scheme amendment process.*
- *Advisory Note 25 - June 2012: New car parking provisions.*

How does the amendment address the views of any relevant agency?

Exhibition stage:

Relevant agencies will be consulted with during the exhibition of Amendment C142latr. There was an exhibition of the amendment from 21 March 2024 to 24 April 2024. Three submissions were received.

Approval Stage:

A submission was received from VicTrack requesting that the Parking Overlay be removed from land in the Transport 1 Zone. Following discussions with VicTrack and review of other Planning Schemes in the state, there are examples of where the Parking Overlay has not been applied to Transport Zone

1 land. Therefore, the Planning Scheme Amendment maps have been adjusted to remove the application of the Parking Overlay from land in the Transport Zone. An official withdrawal letter of the objection was received from VicTrack on 16 May 2024.

No outstanding submissions remain.

Does the amendment address relevant requirements of the *Transport Integration Act 2010*?

The Amendment addresses the requirements of the *Transport Integration Act 2010*.

The Amendment is consistent with the transport system objectives of the Act, in particular those contained in Section 11 – *Integration of transport and land use*. This section requires a focus on maximising access to residences, employment, services and recreation, reducing the need for private motor vehicle transport and the extent of travel and transport decisions are made having regard to the current and future impact on land use.

The amendment is expected to provide a policy framework whereby car parking issues in the Traralgon Primary Activity Centre will be better planned that is likely to result in a greater level of efficiency and performance of the town centre. The amendment therefore supports the objectives and principles of the Transport Integration Act 2010.

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The amendment is not expected to have any unreasonable impacts on the resource and administrative costs of the responsible authority.

APPENDIX Table 1 – Application of the Parking Overlay Schedule 1 – Traralgon Activity Centre

Location	Mapping Reference	Address	Current Zone	Reason for inclusion
Traralgon Activity Centre (Grey Street Primary School)	Latrobe C142latr poMap55 Exhibition & poMap56 Exhibition	30-44 Grey Street Traralgon	PUZ2	Key land use within the activity centre precinct where local parking issues have been identified.
Traralgon Activity Centre (Gippsland Regional Aquatic Centre)	Latrobe C142latr poMap55 Exhibition	49 Breed Street Traralgon	PPRZ	Key land use within the activity centre precinct where local parking issues have been identified.
Traralgon Activity Centre	Latrobe C142latr poMap55 Exhibition	62 Queens Parade Traralgon	ACZ1	Within the activity centre precinct and rezoned to ACZ in 2019 post initial PO1 application.
Traralgon Activity Centre	Latrobe C142latr poMap55 Exhibition	60 Queens Parade Traralgon	ACZ1	Within the activity centre precinct and rezoned to ACZ in 2019 post initial PO1 application.
Traralgon Activity Centre	Latrobe C142latr poMap55 Exhibition	58 Queens Parade Traralgon	ACZ1	Within the activity centre precinct and rezoned to ACZ in 2019 post initial PO1 application.
Traralgon Activity Centre	Latrobe C142latr poMap55 Exhibition	52-56 Queens Parade Traralgon	ACZ1	Within the activity centre precinct and rezoned to ACZ in 2019 post initial PO1 application.
Traralgon Activity Centre	Latrobe C142latr poMap55 Exhibition	40-50 Queens Parade Traralgon	ACZ1	Within the activity centre precinct and rezoned to ACZ in 2019 post initial PO1 application.
Traralgon Activity Centre	Latrobe C142latr poMap55 Exhibition	34-38 Queens Parade Traralgon	ACZ1	Within the activity centre precinct and rezoned to ACZ in 2019 post initial PO1 application.
Traralgon Activity Centre	Latrobe C142latr poMap55 Exhibition	30-32 Queens Parade Traralgon	ACZ1	Within the activity centre precinct and rezoned to ACZ in 2019 post initial PO1 application.

*Planning and Environment Act 1987***LATROBE PLANNING SCHEME****AMENDMENT C142****INSTRUCTION SHEET**

The planning authority for this amendment is the Latrobe City Council.

The Latrobe Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 3 attached maps.

Overlay Maps

1. Amend Planning Scheme Map Nos. 55PO and 56PO in the manner shown on the 1 attached map marked "Latrobe Planning Scheme PO, Amendment C142".
2. Delete Planning Scheme Map Nos. 55PO and 56PO in the manner shown on the 2 attached map marked "Latrobe Planning Scheme D-PO, Amendment C142".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

3. In **Planning Policy Framework**- replace Clause 18.01-3L (Sustainable personal transport) with a new Clause 18.01-3L in the form of the attached document.
4. In **Overlays** – Clause 45.09 (Parking overlay), replace Schedule 1 with a new Schedule 1 in the form of the attached document.
5. In **Operational Provisions** – Clause 72.08, replace the Schedule with a new Schedule in the form of the attached document.

End of document

OFFICIAL

LATROBE PLANNING SCHEME

18.01

09/12/2021
VC204

LAND USE AND TRANSPORT

LATROBE PLANNING SCHEME

18.01-1S09/12/2021
VC204**Land use and transport integration****Objective**

To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.

Strategies

Plan and develop a transport system that facilitates:

- Social and economic inclusion for all people and builds community wellbeing.
- The best use of existing social and economic infrastructure.
- A reduction in the distances people have to travel to access jobs and services.
- Better access to, and greater mobility within, local communities.
- Network-wide efficiency and coordinated operation.

Plan land use and development to:

- Protect existing transport infrastructure from encroachment or detriment that would impact on the current or future function of the asset.
- Protect transport infrastructure that is in delivery from encroachment or detriment that would impact on the construction or future function of the asset.
- Protect planned transport infrastructure from encroachment or detriment that would impact deliverability or future operation.
- Protect identified potential transport infrastructure from being precluded by land use and development.

Plan land use and development to allow for the ongoing improvement and development of the State Transport System in the short and long term.

Plan movement networks and adjoining land uses to minimise disruption to residential communities and their amenity.

Plan the timely delivery of transport infrastructure and services to support changing land use and associated transport demands.

Plan improvements to public transport, walking and cycling networks to coordinate with the ongoing development and redevelopment of urban areas.

Plan the use of land adjacent to the transport system having regard to the current and future development and operation of the transport system.

Reserve land for strategic transport infrastructure to ensure the transport system can be developed efficiently to meet changing transport demands.

Support urban development that makes jobs and services more accessible:

- In accordance with forecast demand.
- By taking advantage of all available modes of transport.

Protect existing and facilitate new walking and cycling access to public transport.

Locate major government and private sector investments in regional cities and centres on major transport corridors to maximise the access and mobility of communities.

Design neighbourhoods to:

- Better support active living.
- Increase the share of trips made using sustainable transport modes.
- Respond to the safety needs of all users.

LATROBE PLANNING SCHEME

Design the transport system and adjacent areas to achieve visual outcomes that are responsible to local context with particular reference to:

- Landscaping.
- The placement of signs.
- Providing buffer zones and resting places.

Policy documents

Consider as relevant:

- *Movement and Place in Victoria* (Department of Transport, February 2019)
- *Delivering the Goods, Creating Victorian Jobs: Victorian Freight Plan* (Department of Economic Development, Jobs, Transport and Resources, July 2018)

LATROBE PLANNING SCHEME

18.01-2S09/12/2021
VC204**Transport system****Objective**

To facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system.

Strategies

Plan and develop a transport system integrated across all movement networks that:

- Facilitates the efficient, coordinated and reliable movement of people and goods at all times.
- Optimises transport system capacity.
- Improves connectivity and facilitates the growth and development of regional Victoria.
- Improves connectivity between Victoria's regional cities and metropolitan Melbourne.
- Ensures sufficient capacity for the movement of passengers into and out of Victoria at Principal Transport Gateways.
- Improves how goods are moved to local, interstate and overseas markets.
- Maximises access to residential areas, employment, markets, services and recreation.
- Improves local transport options to support 20-minute neighbourhoods in Melbourne's suburbs and Victoria's regional cities and towns.
- Is legible and enables easy access and movement between modes.

Plan movement networks that share the same space to do so in a way that balances the needs of the different users of the transport system.

Plan and develop the State Transport System comprising the:

- Principal Bicycle Network: Existing and future high quality cycling routes that provide access to major destinations and facilitate cycling for transport, sport, recreation and fitness.
- Principal Public Transport Network: Existing and future high quality public transport routes in the Melbourne metropolitan area.
- Regional Rail Network: Existing and future passenger rail routes in regional Victoria.
- Principal Road Network: Declared arterial roads and freeways under the *Road Management Act 2004*.
- Principal Freight Network: Existing and future corridors and precincts where the movement of high volumes of freight are concentrated or of strategic value.
- Principal Transport Gateways: Existing and future ports, airports and interstate terminals that serve as key locations for moving passengers and freight into, out of and around Victoria.

Facilitate delivery of:

- Declared major transport projects and their ancillary projects that are of economic, social or environmental significance to the State of Victoria.
- Transport projects that improve the State Transport System.

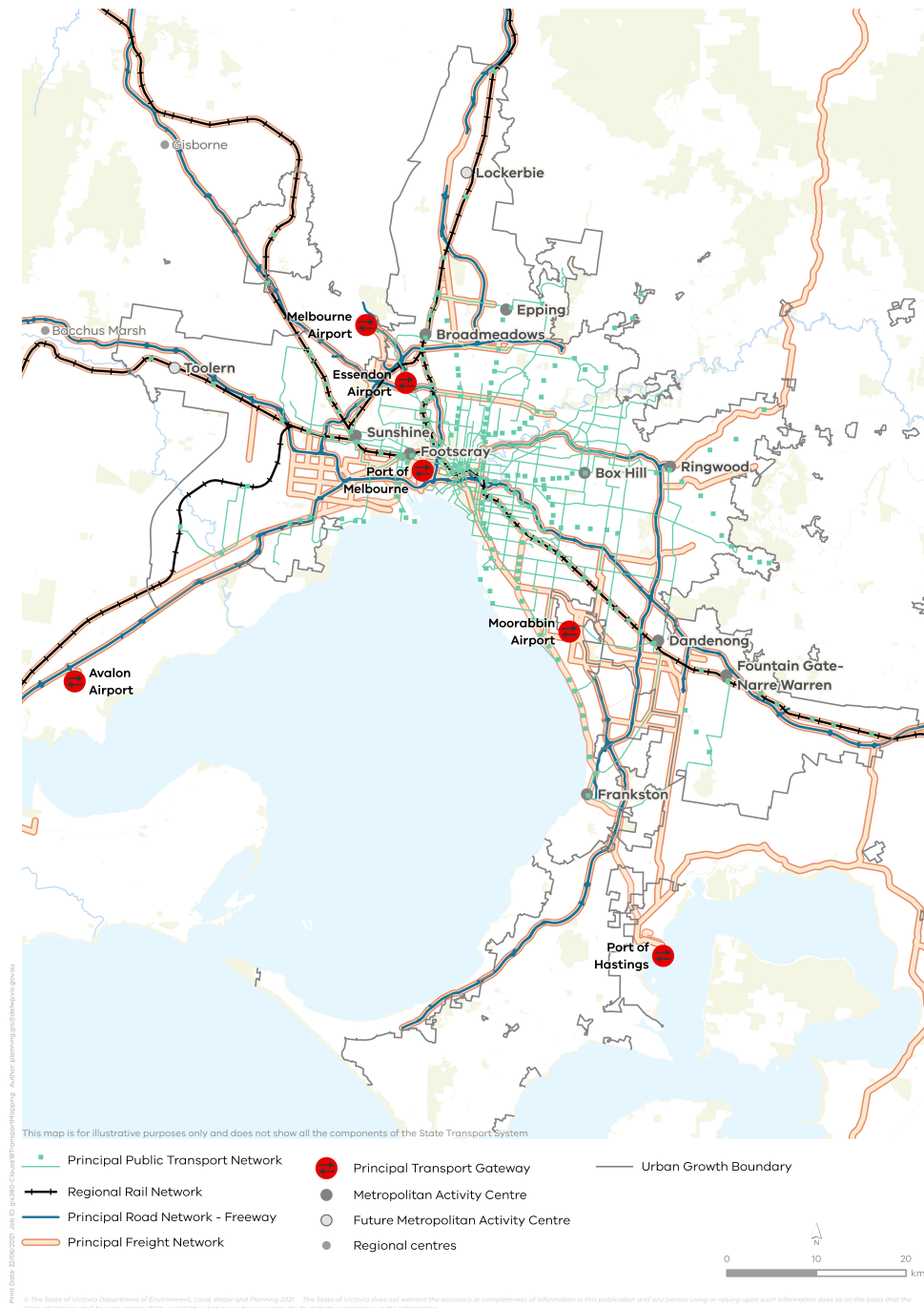
Policy documents

Consider as relevant:

- *Movement and Place in Victoria* (Department of Transport, February 2019)

LATROBE PLANNING SCHEME

State Transport System – Metropolitan Melbourne Plan



LATROBE PLANNING SCHEME

State Transport System – Regional Victoria Plan



LATROBE PLANNING SCHEME**18.01-2R**31/07/2018
VC148**Transport system - Gippsland****Strategy**

Support timely improvements to the road, rail and public transport networks within and beyond Gippsland as population and economic growth increases to improve access to services and employment.

LATROBE PLANNING SCHEME**18.01-2L**28/05/2021
C122latr**Transport system****Strategy**

Support improvements to heavy vehicle access to industrial zoned land located to the north of the Moe Township and to the industrial precincts in the Morwell to Maryvale corridor.

LATROBE PLANNING SCHEME

18.01-3S09/12/2021
VC204**Sustainable and safe transport****Objective**

To facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing.

Strategies

Plan and develop the transport system to:

- Maximise the efficient use of resources including infrastructure, land, services and energy.
- Prepare for and adapt to climate change impacts.
- Prioritise the use of sustainable personal transport.
- Protect, conserve and improve the natural environment by supporting forms of transport, energy use and transport technologies that have the least environmental impact.
- Avoid, minimise and offset harm to the environment by:
 - Protecting biodiversity.
 - Reducing transport-related greenhouse gas emissions.

Plan the transport system to be safe by:

- Developing safe transport infrastructure.
- Optimising accessibility, emergency access, service and amenity.
- Separating pedestrians, bicycles and motor vehicles, where practicable.
- Reducing the need for cyclists to mix with other road users.
- Supporting road users to make safe choices through design and wayfinding techniques.
- Prioritising transport safety when designing high-speed roads and intersections.

Support forms of transport and energy use that have the greatest benefit for, and least negative impact on, health and wellbeing.

Design the transport system to be accessible to all users.

Design new suburbs to respond to the safety, health and wellbeing needs of all road users.

Design development to promote walking, cycling and the use of public transport, in that order, and minimise car dependency.

Policy documents

Consider as relevant:

- *Victorian Road Safety Strategy 2021-2030* (Department of Transport, 2021)

LATROBE PLANNING SCHEME

18.01-3L Sustainable personal transport09/12/2024
VC204 Proposed C142latr**Strategies**

Facilitate the expansion of cycling and pedestrian networks in all towns and between all activity centres.

Increase sustainable transport use within the Traralgon Activity Centre by:

- Improving bicycle parking provisions, both on street and in private developments.
- Delivering key pedestrian and cycling networks to an within the Activity Centre as identified within existing Council strategies.
- Improving pedestrian crossings, in particular mid-block and at roundabouts.
- Investigating parking and charging points for electronic personal micro mobility devices within the Activity Centre

Policy documents

Consider as relevant:

- Traralgon Car Parking Review (Ratio Consultants, 2023)
- Morwell Activity Centre Plan (Latrobe City Council, 2023)
- Traralgon Activity Centre Plan (Latrobe City Council, 2018)
- *Latrobe City Bicycle Plan 2007-2010* (Latrobe City Council, 2007)
- *Tracks, Trails and Paths Strategy* (Planisphere, 2016)

LATROBE PLANNING SCHEME

18.01
09/12/2021
VC204

LAND USE AND TRANSPORT

LATROBE PLANNING SCHEME

18.01-1S09/12/2021
VC204**Land use and transport integration****Objective**

To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.

Strategies

Plan and develop a transport system that facilitates:

- Social and economic inclusion for all people and builds community wellbeing.
- The best use of existing social and economic infrastructure.
- A reduction in the distances people have to travel to access jobs and services.
- Better access to, and greater mobility within, local communities.
- Network-wide efficiency and coordinated operation.

Plan land use and development to:

- Protect existing transport infrastructure from encroachment or detriment that would impact on the current or future function of the asset.
- Protect transport infrastructure that is in delivery from encroachment or detriment that would impact on the construction or future function of the asset.
- Protect planned transport infrastructure from encroachment or detriment that would impact deliverability or future operation.
- Protect identified potential transport infrastructure from being precluded by land use and development.

Plan land use and development to allow for the ongoing improvement and development of the State Transport System in the short and long term.

Plan movement networks and adjoining land uses to minimise disruption to residential communities and their amenity.

Plan the timely delivery of transport infrastructure and services to support changing land use and associated transport demands.

Plan improvements to public transport, walking and cycling networks to coordinate with the ongoing development and redevelopment of urban areas.

Plan the use of land adjacent to the transport system having regard to the current and future development and operation of the transport system.

Reserve land for strategic transport infrastructure to ensure the transport system can be developed efficiently to meet changing transport demands.

Support urban development that makes jobs and services more accessible:

- In accordance with forecast demand.
- By taking advantage of all available modes of transport.

Protect existing and facilitate new walking and cycling access to public transport.

Locate major government and private sector investments in regional cities and centres on major transport corridors to maximise the access and mobility of communities.

Design neighbourhoods to:

- Better support active living.
- Increase the share of trips made using sustainable transport modes.
- Respond to the safety needs of all users.

LATROBE PLANNING SCHEME

Design the transport system and adjacent areas to achieve visual outcomes that are responsible to local context with particular reference to:

- Landscaping.
- The placement of signs.
- Providing buffer zones and resting places.

Policy documents

Consider as relevant:

- *Movement and Place in Victoria* (Department of Transport, February 2019)
- *Delivering the Goods, Creating Victorian Jobs: Victorian Freight Plan* (Department of Economic Development, Jobs, Transport and Resources, July 2018)

LATROBE PLANNING SCHEME

18.01-2S09/12/2021
VC204**Transport system****Objective**

To facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system.

Strategies

Plan and develop a transport system integrated across all movement networks that:

- Facilitates the efficient, coordinated and reliable movement of people and goods at all times.
- Optimises transport system capacity.
- Improves connectivity and facilitates the growth and development of regional Victoria.
- Improves connectivity between Victoria's regional cities and metropolitan Melbourne.
- Ensures sufficient capacity for the movement of passengers into and out of Victoria at Principal Transport Gateways.
- Improves how goods are moved to local, interstate and overseas markets.
- Maximises access to residential areas, employment, markets, services and recreation.
- Improves local transport options to support 20-minute neighbourhoods in Melbourne's suburbs and Victoria's regional cities and towns.
- Is legible and enables easy access and movement between modes.

Plan movement networks that share the same space to do so in a way that balances the needs of the different users of the transport system.

Plan and develop the State Transport System comprising the:

- Principal Bicycle Network: Existing and future high quality cycling routes that provide access to major destinations and facilitate cycling for transport, sport, recreation and fitness.
- Principal Public Transport Network: Existing and future high quality public transport routes in the Melbourne metropolitan area.
- Regional Rail Network: Existing and future passenger rail routes in regional Victoria.
- Principal Road Network: Declared arterial roads and freeways under the *Road Management Act 2004*.
- Principal Freight Network: Existing and future corridors and precincts where the movement of high volumes of freight are concentrated or of strategic value.
- Principal Transport Gateways: Existing and future ports, airports and interstate terminals that serve as key locations for moving passengers and freight into, out of and around Victoria.

Facilitate delivery of:

- Declared major transport projects and their ancillary projects that are of economic, social or environmental significance to the State of Victoria.
- Transport projects that improve the State Transport System.

Policy documents

Consider as relevant:

- *Movement and Place in Victoria* (Department of Transport, February 2019)

LATROBE PLANNING SCHEME

State Transport System – Metropolitan Melbourne Plan



LATROBE PLANNING SCHEME

State Transport System – Regional Victoria Plan



LATROBE PLANNING SCHEME**18.01-2R**31/07/2018
VC148**Transport system - Gippsland****Strategy**

Support timely improvements to the road, rail and public transport networks within and beyond Gippsland as population and economic growth increases to improve access to services and employment.

LATROBE PLANNING SCHEME**18.01-2L**28/05/2021
C122latr**Transport system****Strategy**

Support improvements to heavy vehicle access to industrial zoned land located to the north of the Moe Township and to the industrial precincts in the Morwell to Maryvale corridor.

LATROBE PLANNING SCHEME

18.01-3S09/12/2021
VC204**Sustainable and safe transport****Objective**

To facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing.

Strategies

Plan and develop the transport system to:

- Maximise the efficient use of resources including infrastructure, land, services and energy.
- Prepare for and adapt to climate change impacts.
- Prioritise the use of sustainable personal transport.
- Protect, conserve and improve the natural environment by supporting forms of transport, energy use and transport technologies that have the least environmental impact.
- Avoid, minimise and offset harm to the environment by:
 - Protecting biodiversity.
 - Reducing transport-related greenhouse gas emissions.

Plan the transport system to be safe by:

- Developing safe transport infrastructure.
- Optimising accessibility, emergency access, service and amenity.
- Separating pedestrians, bicycles and motor vehicles, where practicable.
- Reducing the need for cyclists to mix with other road users.
- Supporting road users to make safe choices through design and wayfinding techniques.
- Prioritising transport safety when designing high-speed roads and intersections.

Support forms of transport and energy use that have the greatest benefit for, and least negative impact on, health and wellbeing.

Design the transport system to be accessible to all users.

Design new suburbs to respond to the safety, health and wellbeing needs of all road users.

Design development to promote walking, cycling and the use of public transport, in that order, and minimise car dependency.

Policy documents

Consider as relevant:

- *Victorian Road Safety Strategy 2021-2030* (Department of Transport, 2021)

LATROBE PLANNING SCHEME

18.01-3L

Proposed C142latr

Sustainable personal transport**Strategies**

Facilitate the expansion of cycling and pedestrian networks in all towns and between all activity centres.

Increase sustainable transport use within the Traralgon Activity Centre by:

- Improving bicycle parking provisions, both on street and in private developments.
- Delivering key pedestrian and cycling networks to an within the Activity Centre as identified within existing Council strategies.
- Improving pedestrian crossings, in particular mid-block and at roundabouts.
- Investigating parking and charging points for electronic personal micro mobility devices within the Activity Centre

Policy documents

Consider as relevant:

- *Traralgon Car Parking Review* (Ratio Consultants, 2023)
- *Morwell Activity Centre Plan* (Latrobe City Council, 2023)
- *Traralgon Activity Centre Plan* (Latrobe City Council, 2018)
- *Latrobe City Bicycle Plan 2007-2010* (Latrobe City Council, 2007)
- *Tracks, Trails and Paths Strategy* (Planisphere, 2016)

LATROBE PLANNING SCHEME

06/06/2019
C116latr

SCHEDULE 1 TO CLAUSE 45.09 PARKING OVERLAY

Shown on the planning scheme map as **PO1**.

TRARALGON ACTIVITY CENTRE

1.0 Parking objectives to be achieved

06/06/2019
C146latr

Proposed C142latr

To ~~ensure the appropriate provision of car parking spaces in~~ provide car parking that supports the role of the Traralgon Activity Centre Parking Precinct shown on Map 1 to this schedule and ~~to maintain a balance between car parking supply and demand in the centre~~ within Latrobe City and the broader Gippsland region.

To maximise opportunities for sharing car parking supply between different land uses.

To ~~provide for cash-in-lieu payments for car parking provision in the Traralgon Activity Centre Parking Precinct~~ ensure car parking is managed in a manner that is fair and equitable for all users of the activity centre.

2.0 Permit requirement

06/06/2019
C146latr

Proposed C142latr

A permit may be granted to reduce the number of car parking spaces as specified for a particular use under Clause 3 of this schedule within the Traralgon Activity Centre Parking Precinct, ~~provided a financial contribution is made in accordance with Clause 5 of this schedule in lieu of the car park reduction~~ (Map 1).-

3.0 Number of car parking spaces required

28/05/2024
G122latr

Proposed C142latr

If a use is specified in the Table below, the number of car parking spaces required for the use is calculated by multiplying the *Rate* specified for the use by the accompanying *Measure*.

Table: Car parking spaces

Use	Rate	Measure
Office None specified	3	To each 100sqm of net floor area

For all other uses listed in Table 1 of Clause 52.06-5, the *Rate* is calculated using ~~75 per cent of~~ the rate in Column B of Table 1 in Clause 52.06-5 applies.

4.0 Application requirements and decision guidelines for permit applications

28/05/2024
G122latr

Proposed C142latr

An application under this overlay must include:

- ~~None specified.~~
- ~~Details of the number of bicycle spaces provided, which are to be at a minimum, in accordance with Clause 52.34 and;~~
 - .. ~~be designed to be compliant with relevant Australian Standards;~~
 - .. ~~be conveniently located and accessible to all users; and~~
 - .. ~~provide lockers and other end of trip facilities as relevant.~~
 - ~~A Green Travel Plan for major commercial, office and retail developments with a gross floor area over 1,000 square metres; and~~
 - ~~A Car Parking Demand Assessment in accordance with the relevant requirements of Clause 52.06 of the Latrobe Planning Scheme.~~

LATROBE PLANNING SCHEME

5.0 Financial contribution requirement28/05/2024
C142latr~~A financial contribution requirement applies to the area identified by this Schedule.~~

~~The financial contribution is \$8000.00 (excluding GST) for each car space. The financial contribution for each car space specified above will be adjusted by the responsible authority on 1 July each year in accordance with the relevant Building Price Index (Melbourne) in Rawlinson's Australian Construction Handbook. If that index is unavailable, an equivalent index will be applied by the responsible authority.~~ None specified.

~~The financial contribution must be made before the use commences, unless a permit condition allows payment by instalments pursuant to a Section 173 Agreement.~~

~~The responsible authority shall use the funds collected under this schedule for the purpose of acquiring land and constructing public parking in the Traralgon Activity Centre.~~

6.006/06/2019
C116latr**Requirements for a car parking plan**

None specified.

7.006/06/2019
C116latr**Design standards for car parking**

~~None specified.~~ Where possible accessible spaces should be provided in parallel on street or off street convenient locations in accordance with *Australian Standard AS2890.6-2009 (disabled)*.

8.006/06/2019
C116latr**Decision guidelines for car parking plans**

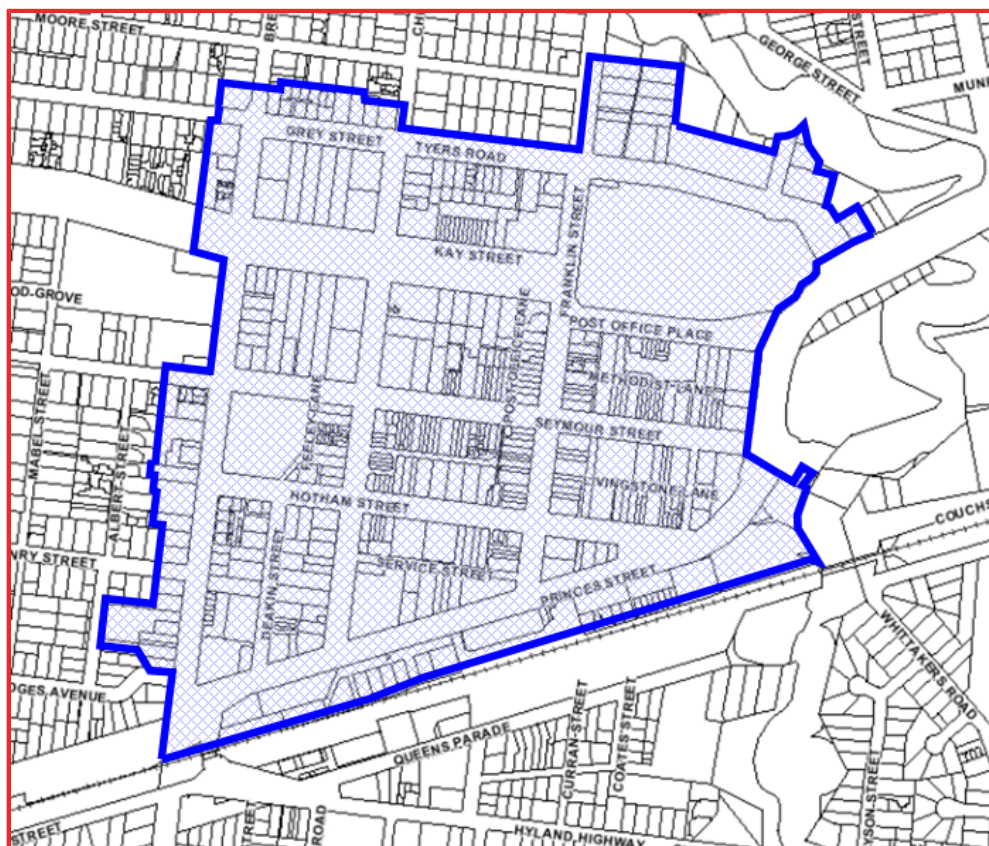
None specified.

9.006/06/2019
C116latr**Reference document**

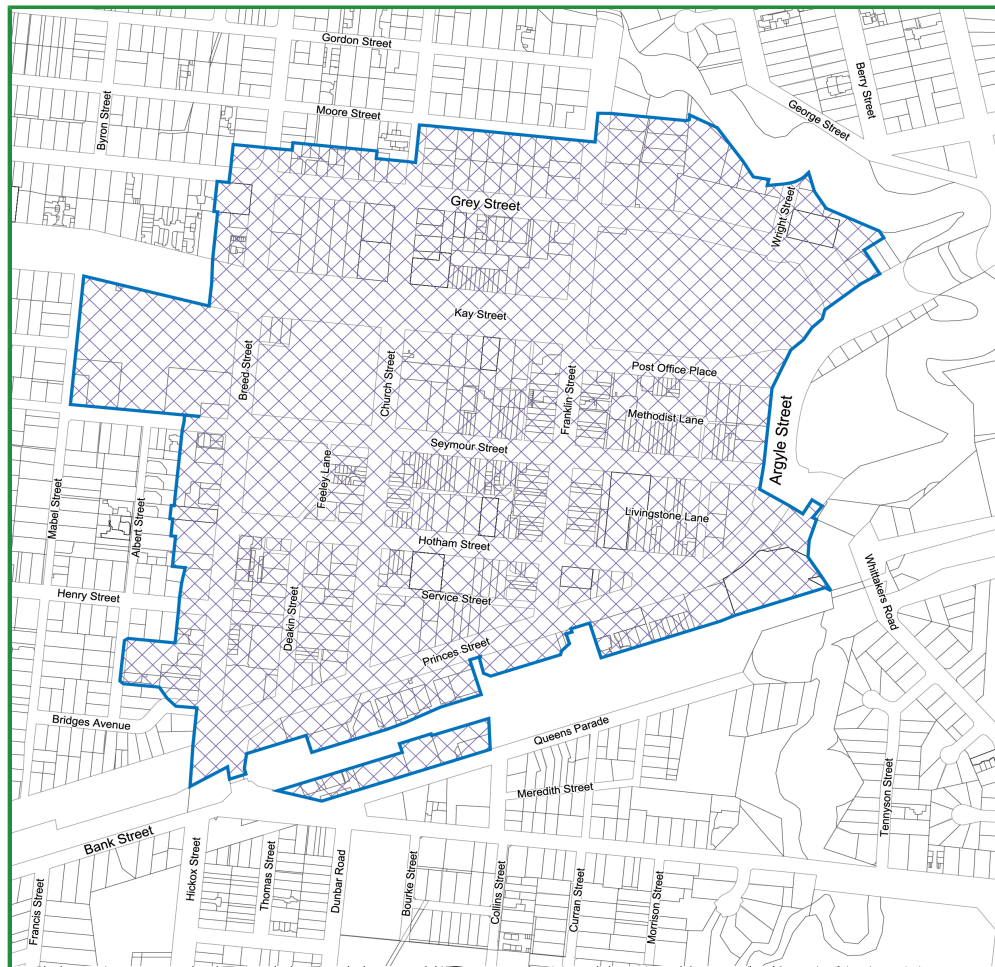
~~Traralgon Car Parking Framework Review Traralgon & Morwell Review (August 2014) Ratio Consultants, 2023)~~

LATROBE PLANNING SCHEME

Map 1 to the Schedule to Clause 45.09



LATROBE PLANNING SCHEME



LATROBE PLANNING SCHEME

06/06/2019
C116latr**SCHEDULE 1 TO CLAUSE 45.09 PARKING OVERLAY**Shown on the planning scheme map as **PO1**.**TRARALGON ACTIVITY CENTRE****1.0**-/-/-/-/-/
Proposed C142latr**Parking objectives to be achieved**

To provide car parking that supports the role of the Traralgon Activity Centre within Latrobe City and the broader Gippsland region.

To maximise opportunities for sharing car parking supply between different land uses.

To ensure car parking is managed in a manner that is fair and equitable for all users of the activity centre.

2.0-/-/-/-/-/
Proposed C142latr**Permit requirement**

A permit may be granted to reduce the number of car parking spaces as specified for a particular use under Clause 3 of this schedule within the Traralgon Activity Centre Parking Precinct (Map 1).

3.0-/-/-/-/-/
Proposed C142latr**Number of car parking spaces required**

If a use is specified in the Table below, the number of car parking spaces required for the use is calculated by multiplying the *Rate* specified for the use by the accompanying *Measure*.

Table: Car parking spaces

Use	Rate	Measure
None specified		

For all other uses listed in Table 1 of Clause 52.06-5, the *Rate* is calculated using the rate in Column B of Table 1 in Clause 52.06-5 applies.

4.0-/-/-/-/-/
Proposed C142latr**Application requirements and decision guidelines for permit applications**

An application under this overlay must include:

- Details of the number of bicycle spaces provided, which are to be at a minimum, in accordance with Clause 52.34 and;
 - be designed to be compliant with relevant Australian Standards;
 - be conveniently located and accessible to all users; and
 - provide lockers and other end of trip facilities as relevant.
- A Green Travel Plan for major commercial, office and retail developments with a gross floor area over 1,000 square metres; and
- A Car Parking Demand Assessment in accordance with the relevant requirements of Clause 52.06 of the Latrobe Planning Scheme.

5.0-/-/-/-/-/
Proposed C142latr**Financial contribution requirement**

None specified.

6.006/06/2019
C116latr**Requirements for a car parking plan**

None specified.

LATROBE PLANNING SCHEME

7.0

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Proposed C142latr

Design standards for car parking

Where possible accessible spaces should be provided in parallel on street or off street convenient locations in accordance with *Australian Standard AS2890.6-2009 (disabled)*.

8.0

06/06/2019
C116latr

Decision guidelines for car parking plans

None specified.

9.0

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Proposed C142latr

Reference document

Traralgon Car Parking Review (Ratio Consultants, 2023)

Map 1 to the Schedule to Clause 45.09

LATROBE PLANNING SCHEME

31/07/2018
VC148

SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS

1.0

Background documents

29/06/2023
G126latr Proposed C142latr

Name of background document	Amendment number clause reference
<i>Assessment of Agricultural Quality of Land in Gippsland (Ian R Swan and Andrew G Volum, August 1984)</i>	C97 Clause 02 and 14
<i>Australian Paper: Maryvale Pulp Mill Buffer Requirements (GHD Pty Ltd, July 2011)</i>	C87pt1 Clause 02, 13 and 14
<i>Car Parking Framework Review Traralgon & Morwell (Traffix Group, August 2014)</i>	C105 Clause 45.09s 1 and 2
<i>Churchill East West Link: Master Plan and Urban Design Framework (Spiire Australia Pty Ltd, October 2013)</i>	C97 Clause 02 and 11
<i>Churchill Town Centre Plan (Beca Pty Ltd, July 2007)</i>	C62 Clause 02, 11, 19 and Schedule 9 to Clause 43.02
<i>Clifton Street Precinct Urban Design Guidelines (Tract Consultants, September 2008)</i>	C76 Clause 02, 11 and 15
<i>Cultural Diversity Action Plan 2020-2024 (Latrobe City Council, October, 2019)</i>	C97 Clause 02
<i>Economic Development Strategy 2016-2020 (Latrobe City Council, May 2016)</i>	C97 Clause 02 and 17
<i>Framework for the Future (Latrobe Region, October 1987)</i>	C97 Clause 02
<i>Gippsland Logistics Precinct Project (Latrobe City Council, April 2009)</i>	C97 Clause 02 and 18.05-1L
<i>Hazelwood Mine Fire Inquiry Report (Hazelwood Mine Fire Inquiry, 2014)</i>	C105 Clause 02 and 14.03-1L
<i>Healthy Urban Design Good Practice Guideline (Latrobe City Council, June 2008)</i>	Clause 02, 11, 15 and Schedules 4, 5 and 6 to Clause 43.04
<i>Infrastructure Design Manual (Local Government Infrastructure Design Association, 2019)</i>	Clause 02 and 19
<i>Land Over Coal and Buffer Area Study (Ministry for Planning and Environment, February 1988)</i>	Clause 02 and 14.03-1L
<i>Latrobe City Bicycle Plan 2007-2010 (Latrobe City Council, December 2007)</i>	C97 Clause 02, 18.02-1L and Schedules 5, 6, 7 and 9 to Clause 43.04

LATROBE PLANNING SCHEME

Name of background document	Amendment number clause reference
<i>Latrobe City Council Bulky Good Retail Sustainability Assessment</i> (Macroplan Australia Pty Ltd, March 2009)	C39 Clause 02, 11, 17 and Schedules to Clause 43.04
<i>Latrobe City Council Disability Action Plan 2018-2020</i> (Latrobe City Council, 2018)	C97 Clause 02
<i>Latrobe City Council Residential and Rural Residential Land Assessment</i> (Essential Economics Pty Ltd, March 2009)	C97 Clause 02, 11 and 16
<i>Latrobe City Council Urban Design Guidelines</i> , (Hansen Pty Ltd in association with Latrobe City Council, May 2019)	C105 Clause 02, 11 and 15
<i>Latrobe City Council Waste Management Strategy (2010-2017)</i> (Meinhardt Infrastructure and Environment Pty Ltd, 2010)	C97 Clause 02, 13 and 19
<i>Latrobe City Council Retail Strategy Review Background Research and Analysis</i> (2019)	
<i>Latrobe City Council Retail Strategy - Strategy and Implementation Plan</i> (2019)	
<i>Latrobe City Evens and Tourism Strategy 2018-2022</i> (Latrobe City Council, 2018)	Clause 02 and 17
<i>Latrobe City Heritage Study</i> (Context Pty Ltd 2010)	C14 Clause 02, 15, Schedule 2 to Clause 32.07 and Schedule to Clause 43.01
<i>Latrobe City Municipal Fire Management Plan 2018</i> (Latrobe City Council, 2018)	C97 Clause 02 and 13.02-1L
<i>Latrobe City Older Persons Strategy 2007-2021</i> (Latrobe City Council, 2007)	C62 Clause 02, 16 and 19
<i>Latrobe City Play Space Improvement Plan 2016-2021</i> , (Latrobe City, 2016)	C91 Clause 02 and 19.02-6L
<i>Latrobe Regional Airport Master Plan 2015 (Updated 2019)</i> (Rehbein Airport Consulting, 2019)	C92 Clause 02, 11, 17 and 18
<i>Latrobe Structure Plans Background Report</i> (Beca Pty Ltd, August 2007)	C97 Clause 02, 11 to 19 and Schedules to Clause 43.04
<i>Latrobe Structure Plans - Churchill</i> (Beca Pty Ltd, August 2007)	C97 Clause 02, 11 to 19 and Schedules to Clause 43.04
<i>Latrobe Structure Plans - Moe and Newborough</i> (Beca Pty Ltd, August 2007)	C97

LATROBE PLANNING SCHEME

Name of background document	Amendment number clause reference
	Clause 02, 11 to 19 and Schedules to Clause 43.04
<i>Latrobe Structure Plans - Morwell</i> (Beca Pty Ltd, August 2007)	C97 Clause 02, 11 to 19 and Schedules to Clause 43.04
<i>Latrobe Structure Plans - Traralgon</i> (Beca Pty Ltd, August 2007)	C97 Clause 02, 11 to 19 and Schedules to Clause 43.04
<i>Latrobe Transit Centred Precincts</i> (David Lock Associates, SGS Economics and Planning PBAI Australia, December 2004)	C50 Clause 02 and 11
<i>Live Work Latrobe Housing Strategy</i> (Latrobe City Council, MacroPlan Dimasi, RMCG and Planisphere, May 2019)	C105 Clause 02, 11, 15 and 16
<i>Live Work Latrobe Industrial and Employment Strategy</i> (Latrobe City Council, MacroPlan Dimasi, RMCG and Planisphere, May 2019)	C105 Clause 02, 11 and 17
<i>Live Work Latrobe Rural Land Use Strategy</i> (Latrobe City Council, MacroPlan Dimasi, RMCG and Planisphere, May 2019)	C105 Clause 02, 14 and 16
<i>Moe Activity Centre Plan</i> (Tract Consultants, December 2007)	C62 Clause 02, 11 and 17
<i>Moe and Newborough Structure Plan</i> (Metropolitan Planning Authority, March 2015)	C62 Clause 02, 11 and 17
<i>Moe Rail Precinct Revitalisation Project Master Plan</i> (SJB Urban, SJB Architects, McCormick Rankin Cagney, Slattery Australia, November 2009)	C79 Clause 02, 11 and 36.01
<i>Morwell Activity Centre Plan</i> (Latrobe City Council 2022)	C137 Clause 11, 17, 37.08s and 45.09s
<i>Morwell Activity Centre Plan Background Reports</i> (Latrobe City Council, 2022): <i>Morwell Activity Centre Community Infrastructure Assessment</i> (Latrobe City Council, March 2022) <i>Morwell Activity Centre Economic Assessment</i> (Latrobe City Council, March 2022) <i>Morwell Activity Centre Planning Context Report</i> (Latrobe City Council, March 2022) <i>Morwell Activity Centre Transport Assessment and Parking Plan</i> (Movement and Place Consulting, June 2021) <i>Morwell Activity Centre Urban Design and Built Form Plan</i> (Hansen Partnership, June 2021)	C137 Clause 11, 17, 37.08s and 45.09s

LATROBE PLANNING SCHEME

Name of background document	Amendment number clause reference
<i>Morwell Activity Centre Urban Design and Built Form Discussion Paper</i> (Hansen Partnership, June 2021)	
<i>Morwell Logistics Precinct Master Plan</i> (Beca Pty Ltd, Meyrick and Associates, and Traffix Group, 2005)	Clause 02, 17 and 18
<i>Morwell to Traralgon Employment Corridor Precinct Masterplan</i> (Urban Enterprise, 2020)	C115 Clause 02, 11 and 17
<i>Municipal Domestic Waste Water Management Plan</i> (Infocus Management Group, WDMS Pty Ltd, Municipal Domestic Wastewater Management & Latrobe City Council, December 2006)	C97 Clause 02, 19 and 42.01s5
<i>Municipal Emergency Management Plan 2019</i> (Latrobe City Council, 30 July 2019)	C97 Clause 02 and 13
<i>Natural Environment Sustainability Strategy 2014-2019</i> (Latrobe City Council, 2014)	C97 Clause 02, 12, 15 and 19
<i>Planning for Intensive Agriculture in Gippsland - Regional Development Australia Gippsland</i> (RMCG, 24 August 2016)	C105 Clause 02, 14 and 16
<i>Positioning Latrobe City for a Low Carbon Emission Future</i> (MWH, 2010)	C97 Clause 02, 15, 17, 18 and 19
<i>Project Implementation Plan - Gippsland Logistics Precinct Project</i> (Latrobe City Council, April 2009)	C97 Clause 02, 15, 17, 18 and 19
<i>Public Art Policy 2018</i> (Latrobe City Council - City Development Division, November 2018)	C91 Clause 02
<i>Public Open Space Strategy Volume 1: Strategy and Recommendations</i> (Latrobe City Council, Insight Leisure Planning, Davis Planning Solutions, FFLA, March 2013)	C91 Clause 02, 19.02-6L and Schedules 5, 6, 7 and 9 to Clause 43.04
<i>Public Toilet Plan 2010-2014</i> (Latrobe City Council, July 2010)	C91 Clause 02
<i>Retail Advice - Lake Narracan Structure Plan</i> (SGS Economics and Planning, July 2013)	C97 Clause 02, 11 and 17
<i>Review of Proposed Public Open Space Contributions Rates</i> (Urban Enterprise, October 2016)	C97 Clause 02 and 19
<i>Small Town Structure Plans: Boolarra, Glengarry and Tyers</i> (NBA Group Pty Ltd, April 2009)	C024pt2 Clause 02, 11 to 19
<i>Strategic Outlook for Moe - Newborough and Lake Narracan</i> (Growth Areas Authority, 2013)	Clause 02 and 11 to 19
<i>Toongabbie Structure Plan Report</i> (Latrobe City Council, 2020)	C126latr

LATROBE PLANNING SCHEME

Name of background document	Amendment number clause reference
	Clause 11, 12 and 16 Schedule 5 to Clause 32.09
<i>Toongabbie Structure Plan Background Reports</i> (Latrobe City Council, 2020)	C126latr Clause 11, 12 and 16 Schedule 5 to Clause 32.09
<i>Tracks, Trails and Paths Strategy</i> (Planisphere, April 2016)	C91 Clause 02, 18 and 19
<i>Traralgon Activity Centre Plan</i> (Victorian Planning Authority and Latrobe City Council, September 2018)	C106pt1 Clause 02, 11 and Schedule 1 to Clause 37.08
<i>Traralgon Activity Centre Plan Background Reports</i> (Hansen Partnership Pty Ltd, July 2010)	C106pt1 Clause 02, 11 and Schedule 1 to Clause 37.08
<i>Traralgon Background Report: Traralgon Growth Areas Review</i> (Hansen Partnership and Parsons Brinkerhoff, August 2013)	C87pt2 Clause 02 and 11 to 19
<i>Traralgon Car Parking Review (Ratio, 2023)</i>	C142 Clause 18 and Schedule 1 to Clause 45.09
<i>Traralgon Growth Area Framework Plan</i> (Hansen Partnership, August 2013)	C97 Clause 02 and 11 to 19
<i>Traralgon Station Precinct Master Plan</i> (Hansen Partnership and CPG Australia, April 2011)	C97 Clause 02, 11 and Schedule 2 to Clause 32.07
<i>Traralgon West Structure Plan</i> (Hansen Partnership, August 2013)	C97 Clause 02 and 11 to 19
<i>Wood Encouragement Policy</i> (Latrobe City Council, 2014)	C97 Clause 02 and 14

LATROBE PLANNING SCHEME

31/07/2018
VC148

SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS

1.0

Proposed C142latr

Background documents

Name of background document	Amendment number clause reference
<i>Assessment of Agricultural Quality of Land in Gippsland (Ian R Swan and Andrew G Volum, August 1984)</i>	C97 Clause 02 and 14
<i>Australian Paper: Maryvale Pulp Mill Buffer Requirements (GHD Pty Ltd, July 2011)</i>	C87pt1 Clause 02, 13 and 14
<i>Car Parking Framework Review Traralgon & Morwell (Traffix Group, August 2014)</i>	C105 Clause 45.09s 1 and 2
<i>Churchill East West Link: Master Plan and Urban Design Framework (Spiire Australia Pty Ltd, October 2013)</i>	C97 Clause 02 and 11
<i>Churchill Town Centre Plan (Beca Pty Ltd, July 2007)</i>	C62 Clause 02, 11, 19 and Schedule 9 to Clause 43.02
<i>Clifton Street Precinct Urban Design Guidelines (Tract Consultants, September 2008)</i>	C76 Clause 02, 11 and 15
<i>Cultural Diversity Action Plan 2020-2024 (Latrobe City Council, October, 2019)</i>	C97 Clause 02
<i>Economic Development Strategy 2016-2020 (Latrobe City Council, May 2016)</i>	C97 Clause 02 and 17
<i>Framework for the Future (Latrobe Region, October 1987)</i>	C97 Clause 02
<i>Gippsland Logistics Precinct Project (Latrobe City Council, April 2009)</i>	C97 Clause 02 and 18.05-1L
<i>Hazewood Mine Fire Inquiry Report (Hazelwood Mine Fire Inquiry, 2014)</i>	C105 Clause 02 and 14.03-1L
<i>Healthy Urban Design Good Practice Guideline (Latrobe City Council, June 2008)</i>	Clause 02, 11, 15 and Schedules 4, 5 and 6 to Clause 43.04
<i>Infrastructure Design Manual (Local Government Infrastructure Design Association, 2019)</i>	Clause 02 and 19
<i>Land Over Coal and Buffer Area Study (Ministry for Planning and Environment, February 1988)</i>	Clause 02 and 14.03-1L
<i>Latrobe City Bicycle Plan 2007-2010 (Latrobe City Council, December 2007)</i>	C97 Clause 02, 18.02-1L and Schedules 5, 6,7 and 9 to Clause 43.04

LATROBE PLANNING SCHEME

Name of background document	Amendment number clause reference
<i>Latrobe City Council Bulky Good Retail Sustainability Assessment</i> (Macroplan Australia Pty Ltd, March 2009)	C39 Clause 02, 11, 17 and Schedules to Clause 43.04
<i>Latrobe City Council Disability Action Plan 2018-2020</i> (Latrobe City Council, 2018)	C97 Clause 02
<i>Latrobe City Council Residential and Rural Residential Land Assessment</i> (Essential Economics Pty Ltd, March 2009)	C97 Clause 02, 11 and 16
<i>Latrobe City Council Urban Design Guidelines</i> , (Hansen Pty Ltd in association with Latrobe City Council, May 2019)	C105 Clause 02, 11 and 15
<i>Latrobe City Council Waste Management Strategy (2010-2017)</i> (Meinhardt Infrastructure and Environment Pty Ltd, 2010)	C97 Clause 02, 13 and 19
<i>Latrobe City Council Retail Strategy Review Background Research and Analysis</i> (2019)	
<i>Latrobe City Council Retail Strategy - Strategy and Implementation Plan</i> (2019)	
<i>Latrobe City Evens and Tourism Strategy 2018-2022</i> (Latrobe City Council, 2018)	Clause 02 and 17
<i>Latrobe City Heritage Study</i> (Context Pty Ltd 2010)	C14 Clause 02, 15, Schedule 2 to Clause 32.07 and Schedule to Clause 43.01
<i>Latrobe City Municipal Fire Management Plan 2018</i> (Latrobe City Council, 2018)	C97 Clause 02 and 13.02-1L
<i>Latrobe City Older Persons Strategy 2007-2021</i> (Latrobe City Council, 2007)	C62 Clause 02, 16 and 19
<i>Latrobe City Play Space Improvement Plan 2016-2021</i> , (Latrobe City, 2016)	C91 Clause 02 and 19.02-6L
<i>Latrobe Regional Airport Master Plan 2015 (Updated 2019)</i> (Rehbein Airport Consulting, 2019)	C92 Clause 02, 11, 17 and 18
<i>Latrobe Structure Plans Background Report</i> (Beca Pty Ltd, August 2007)	C97 Clause 02, 11 to 19 and Schedules to Clause 43.04
<i>Latrobe Structure Plans - Churchill</i> (Beca Pty Ltd, August 2007)	C97 Clause 02, 11 to 19 and Schedules to Clause 43.04
<i>Latrobe Structure Plans - Moe and Newborough</i> (Beca Pty Ltd, August 2007)	C97

LATROBE PLANNING SCHEME

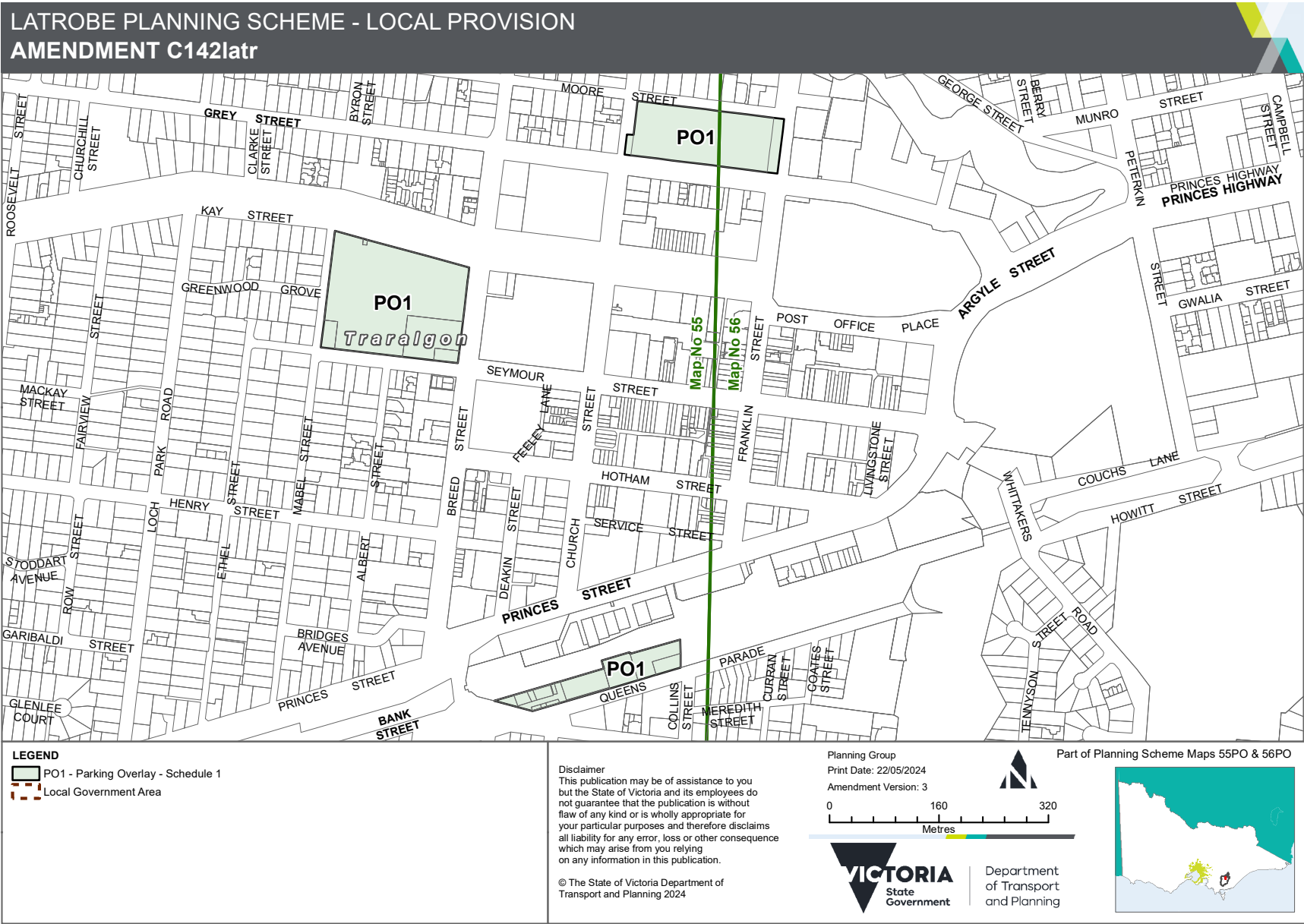
Name of background document	Amendment number clause reference
	Clause 02, 11 to 19 and Schedules to Clause 43.04
<i>Latrobe Structure Plans - Morwell</i> (Beca Pty Ltd, August 2007)	C97 Clause 02, 11 to 19 and Schedules to Clause 43.04
<i>Latrobe Structure Plans - Traralgon</i> (Beca Pty Ltd, August 2007)	C97 Clause 02, 11 to 19 and Schedules to Clause 43.04
<i>Latrobe Transit Centred Precincts</i> (David Lock Associates, SGS Economics and Planning PBAI Australia, December 2004)	C50 Clause 02 and 11
<i>Live Work Latrobe Housing Strategy</i> (Latrobe City Council, MacroPlan Dimasi, RMCG and Planisphere, May 2019)	C105 Clause 02, 11, 15 and 16
<i>Live Work Latrobe Industrial and Employment Strategy</i> (Latrobe City Council, MacroPlan Dimasi, RMCG and Planisphere, May 2019)	C105 Clause 02, 11 and 17
<i>Live Work Latrobe Rural Land Use Strategy</i> (Latrobe City Council, MacroPlan Dimasi, RMCG and Planisphere, May 2019)	C105 Clause 02, 14 and 16
<i>Moe Activity Centre Plan</i> (Tract Consultants, December 2007)	C62 Clause 02, 11 and 17
<i>Moe and Newborough Structure Plan</i> (Metropolitan Planning Authority, March 2015)	C62 Clause 02, 11 and 17
<i>Moe Rail Precinct Revitalisation Project Master Plan</i> (SJB Urban, SJB Architects, McCormick Rankin Cagney, Slattery Australia, November 2009)	C79 Clause 02, 11 and 36.01
<i>Morwell Activity Centre Plan</i> (Latrobe City Council 2022)	C137 Clause 11, 17, 37.08s and 45.09s
<i>Morwell Activity Centre Plan Background Reports</i> (Latrobe City Council, 2022):	C137 Clause 11, 17, 37.08s and 45.09s
<i>Morwell Activity Centre Community Infrastructure Assessment</i> (Latrobe City Council, March 2022)	
<i>Morwell Activity Centre Economic Assessment</i> (Latrobe City Council, March 2022)	
<i>Morwell Activity Centre Planning Context Report</i> (Latrobe City Council, March 2022)	
<i>Morwell Activity Centre Transport Assessment and Parking Plan</i> (Movement and Place Consulting, June 2021)	
<i>Morwell Activity Centre Urban Design and Built Form Plan</i> (Hansen Partnership, June 2021)	

LATROBE PLANNING SCHEME

Name of background document	Amendment number clause reference
<i>Morwell Activity Centre Urban Design and Built Form Discussion Paper</i> (Hansen Partnership, June 2021)	
<i>Morwell Logistics Precinct Master Plan</i> (Beca Pty Ltd, Meyrick and Associates, and Traffix Group, 2005)	Clause 02, 17 and 18
<i>Morwell to Traralgon Employment Corridor Precinct Masterplan</i> (Urban Enterprise, 2020)	C115 Clause 02, 11 and 17
<i>Municipal Domestic Waste Water Management Plan</i> (Infocus Management Group, WDMS Pty Ltd, Municipal Domestic Wastewater Management & Latrobe City Council, December 2006)	C97 Clause 02, 19 and 42.01s5
<i>Municipal Emergency Management Plan 2019</i> (Latrobe City Council, 30 July 2019)	C97 Clause 02 and 13
<i>Natural Environment Sustainability Strategy 2014-2019</i> (Latrobe City Council, 2014)	C97 Clause 02, 12, 15 and 19
<i>Planning for Intensive Agriculture in Gippsland - Regional Development Australia Gippsland</i> (RMCG, 24 August 2016)	C105 Clause 02, 14 and 16
<i>Positioning Latrobe City for a Low Carbon Emission Future</i> (MWH, 2010)	C97 Clause 02, 15, 17, 18 and 19
<i>Project Implementation Plan - Gippsland Logistics Precinct Project</i> (Latrobe City Council, April 2009)	C97 Clause 02, 15, 17, 18 and 19
<i>Public Art Policy 2018</i> (Latrobe City Council - City Development Division, November 2018)	C91 Clause 02
<i>Public Open Space Strategy Volume 1: Strategy and Recommendations</i> (Latrobe City Council, Insight Leisure Planning, Davis Planning Solutions, FFLA, March 2013)	C91 Clause 02, 19.02-6L and Schedules 5, 6, 7 and 9 to Clause 43.04
<i>Public Toilet Plan 2010-2014</i> (Latrobe City Council, July 2010)	C91 Clause 02
<i>Retail Advice - Lake Narracan Structure Plan</i> (SGS Economics and Planning, July 2013)	C97 Clause 02, 11 and 17
<i>Review of Proposed Public Open Space Contributions Rates</i> (Urban Enterprise, October 2016)	C97 Clause 02 and 19
<i>Small Town Structure Plans: Boolarra, Glengarry and Tyers</i> (NBA Group Pty Ltd, April 2009)	C024pt2 Clause 02, 11 to 19
<i>Strategic Outlook for Moe - Newborough and Lake Narracan</i> (Growth Areas Authority, 2013)	Clause 02 and 11 to 19
<i>Toongabbie Structure Plan Report</i> (Latrobe City Council, 2020)	C126latr

LATROBE PLANNING SCHEME

Name of background document	Amendment number clause reference
	Clause 11, 12 and 16 Schedule 5 to Clause 32.09
<i>Toongabbie Structure Plan Background Reports</i> (Latrobe City Council, 2020)	C126latr Clause 11, 12 and 16 Schedule 5 to Clause 32.09
<i>Tracks, Trails and Paths Strategy</i> (Planisphere, April 2016)	C91 Clause 02, 18 and 19
<i>Traralgon Activity Centre Plan</i> (Victorian Planning Authority and Latrobe City Council, September 2018)	C106pt1 Clause 02, 11 and Schedule 1 to Clause 37.08
<i>Traralgon Activity Centre Plan Background Reports</i> (Hansen Partnership Pty Ltd, July 2010)	C106pt1 Clause 02, 11 and Schedule 1 to Clause 37.08
<i>Traralgon Background Report: Traralgon Growth Areas Review</i> (Hansen Partnership and Parsons Brinkerhoff, August 2013)	C87pt2 Clause 02 and 11 to 19
<i>Traralgon Car Parking Review</i> (Ratio, 2023)	C142 Clause 18 and Schedule 1 to Clause 45.09
<i>Traralgon Growth Area Framework Plan</i> (Hansen Partnership, August 2013)	C97 Clause 02 and 11 to 19
<i>Traralgon Station Precinct Master Plan</i> (Hansen Partnership and CPG Australia, April 2011)	C97 Clause 02, 11 and Schedule 2 to Clause 32.07
<i>Traralgon West Structure Plan</i> (Hansen Partnership, August 2013)	C97 Clause 02 and 11 to 19
<i>Wood Encouragement Policy</i> (Latrobe City Council, 2014)	C97 Clause 02 and 14







CORPORATE ITEMS FOR DECISION

8. CORPORATE ITEMS FOR DECISION

Item Number 8.1

03 June 2024

Organisational Performance

ADOPTION OF 2024/25 BUDGET

PURPOSE

To present to Council for adoption the 2024/25 Budget prepared in accordance with Section 94 of the *Local Government Act 2020*.

EXECUTIVE SUMMARY

- In accordance with the *Local Government Act 2020*, (“the Act”) Council must adopt a budget for each financial year by 30 June.
- Council has complied with the legislative requirements for the preparation and public notification of its 2024/25 Budget, which includes the proposed rates and charges.
- The budget has been responsibly developed and balanced on a cash basis, maintaining existing services and service levels while also encompassing a renewal budget which seeks to maintain existing infrastructure, that ultimately aims to support the strategies and objectives of the *Council Plan 2021-2025* and the over 70 services provided to the community.
- With a strong emphasis on medium to long term financial sustainability, consideration has been given to the use of any full year surplus position that may eventuate in 2024/25 when measured against the adopted budget, with 50% of the 2024/25 actual year end surplus position (if any) to be allocated to the Transition Reserve to further support the organisation’s long term financial sustainability and transition programs including *Our Transition Plan* and *Economic Development Strategy* (being drafted).
- There are no new borrowings proposed in the budget, with all existing loans to be repaid by 30 June 2030.
- The budget has been shaped by community priorities and aspirations as highlighted through the 189 responses received as part of the new early community engagement process undertaken in November 2023. This process was undertaken early to capture the community’s ideas and gather feedback to help inform the budget as it was being developed.
- Additionally, a total of 115 submissions have been received in relation to the draft budget, Council has outlined its response to these submission in this report.
- The budget reflects the community’s feedback that Council continues to invest in, and provide an even greater focus in, key areas including Public Open Space, Family Services, Parking, Footpaths and Roads.

- Three new projects have been funded as a direct response to prior budget submissions and include a skatepark at Tyers Community Park, the establishment of a playground at the Range Estate in Morwell, and the resurfacing of tennis courts at the Traralgon Tennis Complex.
- The capital works program of \$29.8 million includes investment in renewing existing infrastructure of \$24.1 million with \$13.3 million of this being committed to the municipal road network. The program increases to \$68.6 million after including continuing multiyear projects and other carry forward works from prior year budgets. This budget (for the first time) includes, at Appendix B, a detailed list of the proposed capital works program down to the specific building, park or street.
- Major capital works projects in progress that will continue into the 2024/25 budget include Marshalls Road / Traralgon-Maffra Road Signalised Intersection, next stage of the Gippsland Logistics Precinct, continued delivery of the Regional Car Parks Fund in Traralgon and Morwell, flood recovery projects and refurbishment of Park Lane Pre School.
- The waste services charge (WSC) decreases by \$32 to \$394 (7.5%) and an additional waste voucher (taking the total vouchers to three) has been included in response to Council's compliance with the Minister for Local Government's *Good Practice Guidelines for Service Rates and Charges* in relation to the calculation of the WSC.
- It is recommended that Council adopt the 2024/25 Budget document (including fees and charges) annexed to this report and declare the rates and charges to be applied in the 2024/25 financial year.

OFFICER'S RECOMMENDATION

That Council, having prepared and given public notice of the proposed 2024/25 Budget in accordance with Section 94 of the *Local Government Act 2020*, and having conducted a consultative process, including having received and considered submissions, resolves:

- 1. To adopt the 2024/2025 Budget (including fees and charges), annexed to this report at Attachment 1;**
- 2. In accordance with the provisions of the *Local Government Act 1989* ("Act 1989"), declares that the amounts that it intends to raise by way of general rates, municipal charges and service charges for the period 1 July 2024 to 30 June 2025 are as follows:**

General Rates	\$64,484,790
Municipal Charge	\$ 6,225,417
Service Charges	\$13,657,551

EPA Landfill Levy Charge \$ 1,153,262

Cultural and Recreational Land \$ 87,646

Payments in lieu of rates \$ 9,202,070

- 3. Declares that the general rates will be raised in 2024/2025 by the application of the following differential rates calculated on the Capital Improved Value of rateable property:**
 - 3.1. General rate of 0.00297572 cents in the dollar on lands as defined in paragraph 6.1.1**
 - 3.2. Farm rate of 0.00223179 cents in the dollar on farm land as defined in paragraph 7.1.1**
 - 3.3. Derelict Properties rate of 0.00892716 cents in the dollar on lands as defined in paragraph 8.2.**
- 4. Declares the general rates for a twelve month period commencing 1 July 2024 and that the rates be levied in respect of each portion of rateable land for which the Council has a separate valuation;**
- 5. That the declaration of the general rate, farm rate and derelict properties rate to be levied in 2024/25 will contribute to the equitable and efficient carrying out of its functions;**
- 6. Specifies in relation to the General Rate for 2024/2025 the following in accordance with Section 161 of the Act 1989:**
 - 6.1. The objectives of the general rate as:**
 - 6.1.1. the types and classes of land to which the rate will apply is all other rateable land that is not defined as farm land as described in paragraph 7.1.1 or derelict properties as described in paragraph 8.2;**
 - 6.1.2. the level of the general rate is 0.00297572 cents in the dollar on the capital improved value of land as defined;**
 - 6.1.3. the reasons for the use and level of that rate are that:**
 - 6.1.3.1. the types and classes of land to which the rate applies can be easily identified;**
 - 6.1.3.2. it is appropriate to have a general rate so as to fairly rate lands other than derelict properties, recreational and farm lands;**
 - 6.1.3.3. the level of the general rate is appropriate having regard to all relevant matters including the use to which the land is put and the amount to be raised by Council's Municipal Charge;**
 - 6.1.3.4. the level of the general rate is appropriate to ensure that the burden of the payment of rates is fairly apportioned across all rateable land within the Municipal district;**

6.1.3.5. it meets the objectives the Council considers are consistent with the economical and efficient carrying out of its functions, and

6.1.4. the characteristics of the land which are the criteria for declaring the general rate are as set out in sub-paragraph 6.1.1 above;

7. Specifies in relation to the farm rate for 2024/2025 the following in accordance with Section 161 of the Act 1989:

7.1. The objectives of the farm rate as:

7.1.1. the types and classes of land to which the rate will apply is farm land as defined in Section 2 of the *Valuation of Land Act 1960*, namely, any rateable land which is not less than 2 hectares in area and which is used primarily for carrying on one or more of the following businesses or industries:

grazing (including agistment);

dairying;

pig farming;

poultry farming;

fish farming;

tree farming;

bee keeping;

viticulture;

horticulture;

fruit growing;

the growing of crops of any kind;

and that is used by a business:

- that has a significant and substantial commercial purpose or character; and**
- that seeks to make a profit on a continuous or repetitive basis from its activities on the land; and**
- that is making a profit from its activities on the land, or that has a reasonable prospect of making a profit from its activities on the land if it continues to operate in the way it is operating**

7.1.2. the level of the farm rate is 0.00223179 cents in the dollar on the capital improved value of farm land as defined;

7.1.3. the reasons for the use and level of that rate are that:

- c) The property provides an opportunity to be used in a manner that may cause a nuisance or become detrimental to the amenity of the immediate area;
 - d) The condition of the property has a potential to adversely impact the value of other properties in the vicinity;
 - e) The property affects the general amenity of adjoining land or the neighbourhood by the appearance of graffiti, any stored unregistered motor vehicles, machinery or parts thereof, scrap metal, second hand building materials, building debris, soil or similar materials, or other items of general waste or rubbish.
- 8.3. The level of the derelict properties rate is 0.00892716 cents in the dollar on the capital improved value of derelict properties land as defined.
- 8.4. the reasons for the use and level of that rate are that:
 - 8.4.1. the differential rate is the level which Council considers is necessary to achieve the objective specified above and is set at the maximum level, being 4 times the lowest differential rate, as allowed under Section 161 (5) of the Act 1989;
- 8.5. the types and classes of land to which the rate will apply can be identified as derelict land and/or buildings as defined in paragraph 8.2.1 and 8.2.2;
- 8.6. it meets the objectives the Council considers are consistent with the economical and efficient carrying out of its functions;
- 9. Specifies that the general rate continue to be applied to Retirement Villages as defined under the *Retirement Villages Act 1986* having given due consideration to the implementation of a differential rate for such lands as required by the *Ministerial Guidelines on Differential Rating*
- 10. Declares a Municipal charge at the annual rate of \$153.00 for rateable land in respect of which a Municipal charge may be levied to recover some of the administrative costs of the Council for a period of 12 months from 1 July 2024 to 30 June 2025;
- 11. Declares an annual service charge of \$363.00 per premises which includes the weekly collection and disposal of refuse in respect of premises to which the service is provided (whether or not the owner or occupier of such premises avails of the service provided) for a twelve-month period from 1 July 2024 to 30 June 2025;
- 12. Declares an annual EPA Landfill Levy charge of \$31.00 per garbage bin to cover the costs levied by the Environmental Protection Authority on the operation of landfills for the period 1 July 2024 to 30 June 2025;
- 13. Where variations to the standard service are granted, waste services will be charged for services utilised for the period 1 July 2024 to 30 June 2025 as follows:
 - Garbage 120L bin \$211.00 pa

Garbage 240L bin \$291.00 pa

Garbage 240L bin Special \$291.00 pa

Recycling 240L bin \$ 87.00 pa

Organics 240L bin \$ 65.00 pa

14. Cultural and Recreational Land, in accordance with Section 4 of the *Cultural and Recreational Lands Act 1963*, the following amounts be specified as the amounts payable in respect of recreational lands described as:

Traralgon Bowling Club	45-57 Gwalia Street, Traralgon	\$19,104.10
Moe Racing Club	Waterloo Road, Moe	\$15,176.16
Morwell Bowling Club	52 Hazelwood Road, Morwell	\$13,970.99
Traralgon Greyhound Racing Club	McNairn Road, Traralgon	\$7,476.50
Moe Golf Club	26 Thompsons Road, Newborough	\$7,755.91
Traralgon Golf Club	Princes Street, Traralgon	\$7,636.31
Yallourn Golf Club	Golf Links Road, Moe	\$5,574.86
Moe Bowling Club	Waterloo Road, Moe	\$2,938.52
Morwell Golf Club	Fairway Drive, Morwell	\$2,619.29
Newborough Bowling Club	1-5 Coach Road, Newborough	\$2,231.79
Victorian Field & Game Association	Scales Road, Flynn Creek	\$1,026.62
Yallourn North Bowls Club	Reserve Street, Yallourn North	\$729.05
Boolarra Bowling Club	22 Duke Street, Boolarra	\$602.58
Yinnar Bowling Club	Main Street, Yinnar	\$505.87
LV Water Ski Club	Hall Road, Yallourn North	\$297.57

15. These amounts have regard to the services provided by the Council in relation to such lands and the benefit to the community derived from such

recreational lands.

16. Directs that copies of the information required by Section 161(3) of the Act 1989 be made available for inspection at Council's office during office hours;
17. Having considered submissions received in relation to the 2024/2025 Budget, directs that the rates and charges as declared for 2024/2025 be levied by sending notices to the persons who are liable to pay, in accordance with Section 158 of the Act 1989;
18. Resolves that the rates and charges for 2024/2025 must be paid by the dates fixed under Section 167 of the Act 1989, namely:

in full by 15 February 2025; or

by equal instalments on the following dates:
 - 30 September 2024;
 - 30 November 2024;
 - 28 February 2025; and
 - 31 May 2025;
19. Directs and authorises the Chief Executive Officer to demand payment of and recover the rates and charges as declared in relation to the 2024/2025 Budget;
20. Rate of Interest – Section 172 of the Act 1989:
 - 20.1. That for the 2024/2025 financial year Council resolves to require a person to pay interest on any outstanding amounts of rates and charges:
 - 20.1.1 which that person is liable to pay; and
 - 20.1.2 which have not been paid by the date specified under Section 167 for their payment except where the Council has agreed to waive the whole or part of any such interest;
 - 20.2 That for the 2024/2025 financial year Council resolves in accordance with Section 172 of the Act 1989 that the rate of interest will be as specified under Section 2 of the Penalty Interest Rates Act 1983 (Currently 10%) or as fixed by the Minister under section 172A(1) of the *Local Government Act 1989*;
21. That 50% of the 2024/25 actual year end surplus position, as measured against the adopted budget, be allocated to the Transition Reserve to further support the organisation's long term financial sustainability and transition programs.
22. Write to all submitters who provided a budget submission thanking them and advising Council's response to their submission.

BACKGROUND

At its meeting held on Monday, 8 April 2024, Council resolved to give notice of preparation of the proposed 2024/25 Budget, including proposed rates and charges for the year, and invite submissions on the draft budget.

Public notice of the preparation of the draft Budget was advertised on Council's website from 9 April 2024 and invitation to Have your Say was included in the Council Noticeboard in the Latrobe Valley Express on 17 and 24 April 2024 and 1 May 2024.

Budget documentation was made available for inspection at the Corporate Headquarters, Service Centres and on Council's website.

Submissions in relation to the Budget were receivable up to 5pm on 6 May 2024. Submissions were encouraged by making a submission via the Have Your Say Latrobe City platform.

A total of 113 written submissions were received in relation to the draft 2024/25 Budget.

ANALYSIS

The draft budget has been prepared on the basis of a 2.75% increase in overall rates and charges (excluding the waste services charge and State Government Landfill Levy) which is in accordance with the maximum increase in rates permissible under the Victorian Government's Fair Go Rates System (FGRS) for the 2024/25 financial year.

The budget includes a total capital works program of \$68.6 million comprising of \$29.8M being 2024/25 current year programs and \$38.8M of continuing multiyear projects and other carry forward works from prior year budgets. The program includes investment in renewing existing infrastructure of \$24.1M, with \$13.3M of this being committed to the roading network. In addition, \$3.6M will be spent on completing the upgrade of the Marshalls Road / Traralgon-Maffra Road intersection to a signalised intersection and \$4.9M to complete the next stage of the Gippsland Logistics Precinct.

Other significant projects include the continuation of the Regional Car Parks Fund - Main Works package \$23.0M, flood recovery projects \$5.3M, and the refurbishment of Park Lane preschool \$1.4M. This represents an additional investment by Council of \$2.0M into capital works from rates revenue when compared to the adopted 2023/24 budget.

No new borrowings are proposed in 2024/25, with all existing loans to be repaid by 30 June 2030.

In December 2023, the Minister for Local Government issued *Good Practice Guidelines for Service Rates and Charges* in relation to the calculation of the waste services charge. This budget complies with these guidelines, and results in a waste services charge decrease from \$426.00 to \$394.00 (\$32.00 or 7.5%) per standard

set of three bins, due to a realignment of waste services cost recovery, however gate fees at Council's transfer stations have been increased to more closely reflect the cost of providing this service. To assist residents with this increase a third waste voucher will be introduced in 2024/25.

A four-year budget has been developed in accordance with the requirements under the Act. The key aim of the budget is to support the medium-term goals of the Council Plan while ensuring the long-term financial sustainability of the organisation (refer Appendix 1 – Impact Assessment – Financial).

The 2024/25 budget presented in this report has been developed through a process of consultation and review and contributes to the achievement of the objectives and strategic directions included in the *Council Plan 2021-2025*.

Community consultation was undertaken in November 2023 to help shape the development of the budget. The survey indicated the community most valued the following areas/services:

- Family & children
- Parks & gardens
- Recreation

The above feedback complimented the survey results obtained from the 2023 Customer Satisfaction Survey, which highlighted the three key areas of community importance:

- Local streets & footpaths
- Sealed local roads
- Parking facilities

The above themes were considered when developing the budget.

The 2024/25 Operating Budget predicts an operating surplus of \$29.9 million, after raising rates and charges of \$95.2 million out of total revenue of \$187.3 million. When excluding non-recurrent capital funding and developer contributions, an underlying operating deficit of \$9.7 million is projected for 2024/25. The underlying deficit primarily reflects the increasing costs of renewing assets and the expansion of Council's asset base which has increased Council's depreciation expense. The financial plan identifies the need for Council to review infrastructure, services and service levels in order to implement actions to alleviate the deficit position in the long term and to remain financially sustainable in a revenue capped environment.

It should be noted that on a cash basis Council budgets for a break even or neutral result, therefore any cash remaining at the end of the budget period is the result of a number of factors such as government grant funds received in advance, funds required to be carried forward to complete multi-year projects and funds required to settle certain balance sheet liabilities e.g. trade and other payables, loan repayments, provisions and amounts held in trust.

Council's ability to set (and rebate) rates is highly regulated by legislation. It is important to bear in mind that the rate cap increase is an average increase and applies to Council's total rate base meaning that individual properties may see increases varying from the advertised percentage. This is because of movements in property valuations relative to the value of other properties in the municipality.

A limited review of the *Revenue and Rating Plan* was undertaken in response to a Council resolution passed at the Council Meeting held in April 2023. The resolution requested "*a review of the Revenue and Rating Plan 2021-2025 including the current differential rating position for retirement villages*".

Latrobe City Council has nine registered retirement villages with a total of 447 assessments. Villages range in size from four rateable properties through to the largest which has 158 rateable assessments.

It was recognised that residents of retirement villages continue to have the choice and ability to use and/or receive Council services, access facilities and benefit from the assets/open spaces provided and maintained by the Council for the entire community. It was also recognised that eligible pension card holders that reside within retirement villages remain eligible for the State Government pension rebate on rates and the Fire Services Property Levy.

The introduction of a differential rate would impact on other ratepayers by shifting the rates burden onto the broader community including other retirees, pensioners and low-income families. Based on careful consideration and the analysis undertaken it was concluded that a differential rate should not be introduced for retirement villages as part of the 2024/25 budget.

Therefore, the existing differential rates are to remain unchanged for the 2024/25 budget.

Included in the budget document is an appendix which details all capital works planned to be undertaken during the year. The listing of projects may vary depending on the cost of works within the category as they are yet to be competitively tendered.

The full range of issues considered within the budget, are detailed in the attached budget document.

Identified Updates to the draft 2024/25 Budget document.

During the display of the budget, the following amendments to the draft budget document have been identified:

Rates and Charges

Following the release of the draft budget there have been some minor amendments to the rates valuations for the budget following the certification of the final 2023/24 supplementary valuations and 2024/25 re-valuations by the Victorian Valuer General. No change to overall revenue is reflected as some additional revenue from rates growth in 2023/24 has been offset by a reduction in estimated income from

supplementary rates in 2024/25 and a lower than expected CPI figure used to calculate the payments in lieu of rates from electricity generation companies.

The valuation data has also increased, from \$21.825 billion to \$22.028 billion. This has led to a small reduction in the proposed rates in the dollar for 2024/25 from those published in the draft budget.

Fees and Charges

A review of the Fees and Charges schedule by the Building Services team has identified the need to update their charges to include one additional fee and alterations to two others.

New fee:

Building file information applications search fees to include an additional fee for:

- “Additional buildings on the same property at a rate of \$62.50”.

The service provided allows owners to apply for building information on their property relating to any constructed structure. The existing application fee was established for the recovery of a single file from archive, however applicants now typically require information for all buildings, resulting in recovery of multiple files from archive.

Alterations:

Report and consent fees are set under regulation 286 of the *Building Regulations 2018*, which are administered by the Victorian Building Authority (VBA), Building Appeals Board (BAB), Building Regulations Advisory Committee (BRAC) and local councils across Victoria. Council has been advised that changes are proposed effective from 1 July 2024 which will result in an increase in the fee units for two of the fees. These increases have been updated in the schedule and include:

- Report and Consent
 - First – includes a changed fee description which now includes “for sitting matters” at a rate of 27.45 fee units.
 - Temporary Structure Sitting Approvals has increased from 19.61 to 27.45 fee units.

Services and service performance indicators

A review of the description of services provided was undertaken resulting in a number of updates to the descriptions in Section 2.

RISK ASSESSMENT

RISK	RISK RATING	TREATMENT
COMPLIANCE Non-compliance with financial framework or legislative requirements is identified as a risk. This report begins the process to ensure Council meets the requirements of the Act.	<p style="text-align: center;">Low <i>Unlikely x Moderate</i></p>	Ensure adherence to budget timetable.

CONSULTATION

During November 2023, Council undertook a community consultation process by way of an online survey to help shape a budget that reflects community priorities and aspirations. The survey was well supported with 189 responses received, with a number of initiatives identified included in the draft budget (refer to Report 8.4 considered at the Council Meeting held on Monday, 8 April 2024 for further detail).

In addition, following the public exhibition of the draft budget in April/May, Council received a further 115 submissions, Council officers provide the following commentary in relation to the submissions.

Submitter	Summary of submission	Assessment of Submission
Lions Club of Moe	Installation of shade sail at all abilities playground Moe	<p>This project is not proposed to be included in the upcoming budget.</p> <p>Currently Council's Play Space Strategy states that shade sails are not the preferred option for providing shade to play spaces, with the preferred option being trees and permanent shade structures.</p> <p>The Play Space Strategy and Public Open Space Strategy are planned to be reviewed in 2024/25, which will include a review of shade sails as well as consider future improvements for the Moe All Abilities Play Space.</p>
Asbestos Council of Victoria /GARDS Inc.	Seeking a preferred site in Moe to establish a memorial for asbestos sufferers and their families.	<p>This request for a monument does not fall under Council's Plaques and Memorials Policy and is a distinct request. As such, Council officers are preparing a separate report on the submission.</p>

Submitter	Summary of submission	Assessment of Submission
Latrobe City Farm Ratepayers Association	Support for the Farm Rate Differential and highlighting difficulties that farmer ratepayers face	The 2024/25 budget supports the retention of the farm rate differential set at 75% of the general rate in accordance with previous years.
Laurance Rasmus	Allocation for the completion of drainage system at Andrews Park Churchill	<p>This project is not proposed to be included in the upcoming budget.</p> <p>Council is currently undertaking significant works at Gaskin Park Oval 2 to facilitate all existing users of Andrews Park West at Gaskin Park within the next 12-18 months. Andrews Park West is expected to be redundant from a sport playing and training perspective (baseball and cricket). The intention is that all cricket will be played at Gaskin Park in the 2025/26 summer and Baseball will be played at Gaskin Park in 2025 winter.</p>
Moe Amateur Swim Club	Scoping to facilitate the installation of a roof over the Moe Outdoor pool to support a solar solution to heat the pool	Further investigation work (subject to available budget) to be undertaken in 2024/25 to understand the extent of user need/demand for this suggestion along with a feasibility analysis to determine if it is possible to heat a 50-metre pool using solar.
Living Well Yallourn North	Seeking the inclusion of catering costs within LCC Community Grants	The Community Grants Program Guidelines and subsequent adopted Community Grants Governance Policy are due to be reviewed in 2026, which will allow for the consideration of this feedback. Officers will continue to work with community groups to support grant applications for other associated costs that align with the current guidelines.

Submitter	Summary of submission	Assessment of Submission
Morwell Cricket Club	Consideration of the allocation of funds for the ongoing employment of a curator at the Morwell Recreation Reserve to maintain the turf wickets.	Council's Sporting Reserves Seasonal Licence document details the maintenance responsibilities for both Council and User Groups for each Reserve. Within the document, turf wicket maintenance is the responsibility of User Groups.

Submitter	Summary of submission	Assessment of Submission
<p>Churchill & District Community Association Inc</p> <p>Mr R de Souza-Daw</p> <p>Martin Cameron MP</p>	<p>Various including:</p> <ul style="list-style-type: none"> - Construction and maintenance of a public toilet in Churchill town centre - Premature budget allocation for the demolition of Glendonald Park public toilet - Support works budgeted at Mathison Park - Support for the floor renewal at Churchill Town Hall - Budget should include an allocation for minor improvements to Council owned facilities. - Churchill Town Symbol 	<p>The public toilet is included as a priority in the Public Toilet Plan adopted by Council in 2023, with an estimated capital cost of \$450,000. This project was considered through the budget process however competing priorities resulted in there being insufficient funds available to include in 24/25.</p> <p>No demolition of toilets will take place without a report being presented to Council showing usage data, as per the Public Toilet Plan</p> <p>Noted</p> <p>Noted</p> <p>Maintenance and renewal items are funded through Council's building maintenance budget. There is no general budget allocation for improvements, funding is available through the community grants scheme.</p> <p>A draft Signage design has been provided for feedback, Council Officers are progressing to seek advice from a structural engineer in relation to whether the structure is able to support the proposed signage prior to seeking an estimated cost from a quantity surveyor.</p>

Submitter	Summary of submission	Assessment of Submission
Dalkeith Village Residents Committee	Provision of a differential rate for retirement villages	Council considered the introduction of a differential rate for retirement villages in accordance with the ministerial guidelines. Based on careful consideration and the analysis undertaken (refer Analysis section of this report) it was concluded that a differential rate should not be introduced for retirement villages as part of the 2024/25 budget.
Seven individual submissions	Object to the proposed increase in transfer station fees	<p>In December 2023, the Minister for Local Government released <i>Good Practice Guidelines for Service Rates and Charges</i>. The guidelines do not allow the cost of operating transfer stations to be included in the waste services charge calculation.</p> <p>This budget complies with these guidelines, and results in a waste services charge decrease from \$426.00 to \$394.00 (\$32.00 or 7.5%) per standard set of three bins, due to a realignment of waste services cost recovery, however gate fees at Council's transfer stations have been increased to more closely reflect the cost of providing this service. To assist residents with this increase a third waste voucher will be introduced in 2024/25.</p>
94 individual submissions	Request funding for the restoration of the Budgerie School	<p>This project is not proposed to be included in the upcoming budget.</p> <p>A detailed engineering and design process is required to be undertaken (subject to available budget) to understand the cost to restore the building, noting Council has not identified a need for the building, at this time, to deliver council services.</p>

COMMUNICATION

Public notice of the preparation of the 2024/25 Budget was advertised in the Latrobe Valley Express on 17, 24 April and 1 May 2024 inviting the community to *Have your Say* on the draft budget. The results of this are detailed in the consultation section of this report. Flyers were also distributed at the four waste transfer stations to notify users of the proposed changes to the transfer station fees.

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

Social

The budget aims to meet the social needs of our community through the maintenance and development of open space, parks, gardens, and infrastructure to support community gatherings. The budget incorporates a new playground at The Range in Morwell as a direct response to community submissions received.

Cultural

The budget continues to support Latrobe City Council's commitment to providing services, information and facilities that are inclusive and accessible for people from diverse backgrounds. This is reflected in our *Cultural Diversity Action Plan 2020-2024*, which outlines a strategic approach to meet the needs of our culturally diverse community.

Health

The budget supports Council's commitment to *Living Well Latrobe – Our Community's Municipal Public Health and Wellbeing Plan 2021-2025*. Living Well Latrobe guides work on plans, strategies and actions developed by Council and supports the application of health and wellbeing principles in all the work we do.

Environmental

The budget supports the implementation of actions identified in the *Sustainability Action Plan 2023-2033*.

Economic

The budget is based on assumptions that consider the forecast economic outlook, CPI estimates and expectations in relation to possible rate cap restrictions in the outer years.

Financial

The budget has been responsibly developed and balanced on a cash basis, maintaining existing services and service levels while also encompassing a renewal budget which seeks to maintain existing infrastructure to identified intervention levels.

With a strong emphasis on long term financial sustainability, consideration has been given to the use of any full year surplus position that may eventuate in 2024/25 against the adopted budget, with 50% of the actual year end surplus position to be allocated to the Transition Reserve to further support the organisation's long term financial sustainability and transition programs including *Our Transition Plan* and *Economic Development Strategy* (being drafted).

Attachments

1. 2024/25 Budget

2. Submissions Received

8.1

Adoption of 2024/25 Budget

1	2024/25 Budget	466
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Latrobe*City*

Budget

2024/2025



Latrobe*City*
a new energy

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2024/25 Budget Executive Summary

Budget Summary

This document outlines the broad range of services provided by council and builds upon our community's strategic vision for Latrobe 2031, and the Council Plan 2021-2025 which focus on the following six key strategic objectives:

- Smart.
- Creative.
- Healthy
- Sustainable
- Connected
- Council Capabilities

It also details the funding that is required to deliver Council's services and maintain and improve community infrastructure.

The budget has been prepared on the basis of a 2.75% increase in municipal rates and charges (excluding waste services charges) which is in accordance with the maximum increase in rates permissible under the Victorian Government's Fair Go Rates System (FGRS) for the 2024/25 financial year.

The budget includes a total capital works program of \$68.6 million comprising of \$29.8M being 24/25 current year program and \$38.8M of continuing multiyear projects and other carry forward works from prior year budgets. The program includes investment in renewing existing infrastructure of \$24.1M with \$13.3M of this being committed to the roading network. In addition \$3.6M will be spent on completing the upgrade of the Marshalls Road / Traralgon-Maffra Road intersection to a signalised intersection and \$4.9M to complete the next stage of the Gippsland Logistics Precinct. Other significant projects include the continuation of the Regional Car Parks Fund - Main Works package \$23.0M, flood recovery projects \$5.3M, and the refurbishment of Park Lane pre school \$1.4M. This represents an additional investment by Council of \$2.0M into capital works from rates revenue when compared to the adopted 2023/24 budget.

No new borrowings are proposed in 2024/25.

In December 2023 the Minister for Local Government issued *Good Practice Guidelines for Service Rates and Charges* in relation to the calculation of the waste services charges. This budget complies with these guidelines, the impact being that waste services charges are set to decrease by \$32.00 or 7.5% per standard set of 3 bins due to a realignment of waste services cost recovery, however gate fees at Council's transfer stations have been forced to increase. To assist residents with this increase a third waste voucher has been introduced.

A four year budget has been developed in accordance with the requirements under the Local Government Act 2020. The key aim of the budget is to support the medium term goals of the Council Plan while ensuring the long term financial sustainability of the organisation.

2024/25 Budget Executive Summary

The 2024/25 budget presented in this report has been developed through a rigorous process of consultation and review with Council and Council officers. It is Council's opinion that the budget is financially responsible and contributes to the achievement of the Council Plan objectives and strategic directions included in the 2021-2025 Council Plan.

The 2024/25 Operating Budget predicts an operating surplus of \$29.9 million, after raising rates and charges of \$95.2 million out of total revenue of \$187.3 million. When excluding non-recurrent capital funding and developer contributions, an underlying operating deficit of \$9.7 million is projected for 2024/25. The Financial Plan identifies the need for Council to review infrastructure, services and service levels and to implement actions to alleviate the underlying deficit position in the long term in order to ensure overall ongoing financial sustainability in a revenue capped environment.

It should be noted that Council continues to present a balanced budget when viewed on a cash basis, as is set out in the Income Allocation Statement. Therefore any cash remaining at the end of the budget period is the result of a number of factors such as government grant funds received in advance, funds required to be carried forward to complete unfinished projects and funds required to settle certain balance sheet liabilities e.g. Trade and other payables, Interest Bearing liabilities, Provisions and Trust funds and deposits.

The 2024/25 budget has been prepared on the basis of constraint, Council will continue to review all services and capital infrastructure to ensure it is positioned to best meet the needs of the community into the future.

2024/25 Budget

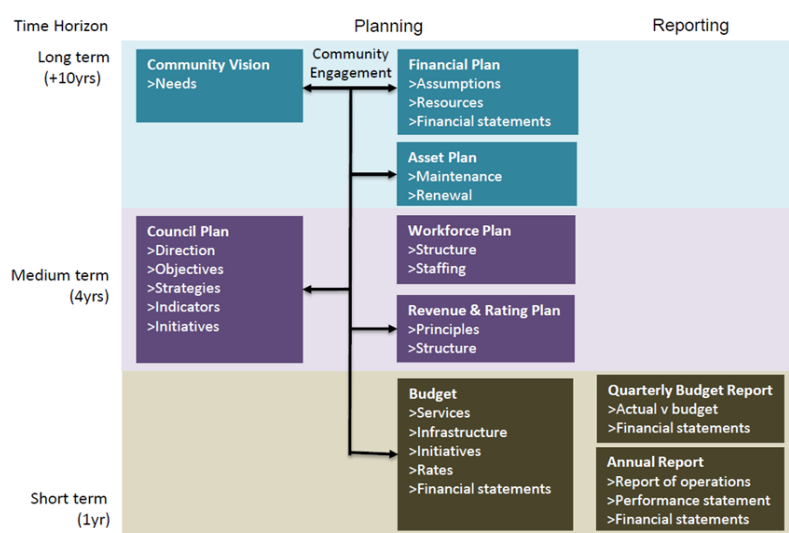
Link to the Integrated Planning and Reporting Framework

1. Link to the Integrated Planning and Reporting Framework

This section describes how the Budget links to the achievement of the Community Vision and Council Plan within an overall integrated planning and reporting framework. This framework guides the Council in identifying community needs and aspirations over the long term (Community Vision and Financial Plan), medium term (Council Plan, Workforce Plan and Revenue and Rating Plan) and short term (Budget) then holding itself accountable (Annual Report).

1.1 Legislative planning and accountability framework

The Budget is a rolling four-year plan that outlines the financial and non-financial resources that Council requires to achieve the strategic objectives described in the Council Plan. The diagram below depicts the integrated planning and reporting framework that applies to local government in Victoria. At each stage of the integrated planning and reporting framework there are opportunities for community and stakeholder input. This is important to ensure transparency and accountability to both residents and ratepayers.



Source: Mark Davies (Financial Professional Solutions)

The timing of each component of the integrated planning and reporting framework is critical to the successful achievement of the planned outcomes.

1.1.2 Key planning considerations

Service level planning

Although councils have a legal obligation to provide some services— such as animal management, local roads, food safety and statutory planning—most council services are not legally mandated, including some services closely associated with councils, such as libraries, building permits and sporting facilities.

Further, over time, the needs and expectations of communities can change. Therefore councils need to have robust processes for service planning and review to ensure all services continue to provide value for money and are in line with community expectations. In doing so, councils engage with communities to determine how to prioritise resources and balance service provision against other responsibilities such as asset maintenance and capital works.

Community consultation needs to be in line with a councils adopted Community Engagement Policy and Public Transparency Policy.

2024/25 Budget

Link to the Integrated Planning and Reporting Framework

1.2 Our vision

The Community vision

In 2031 Latrobe City will be known for being smart, creative, healthy, sustainable and connected. It will be the most liveable regional city and at the forefront of innovation.

Working together we are a diverse, connected and resilient community, supporting the equitable diversification of our economic base and transition towards a low emissions future.

We are known as a community that is equitable, liveable and sustainable, with a continued focus on healthy lifestyles supported by high quality recreational and cultural facilities and a natural environment that is nurtured and respected.

1.3 Strategic Objectives

Council delivers activities and initiatives under 46 major service categories. Each contributes to the achievement of one of the five objectives and Council capabilities as set out in the Council Plan for the 2021-25 years. The following table lists the five strategic directions and Council capabilities as described in the Council Plan.

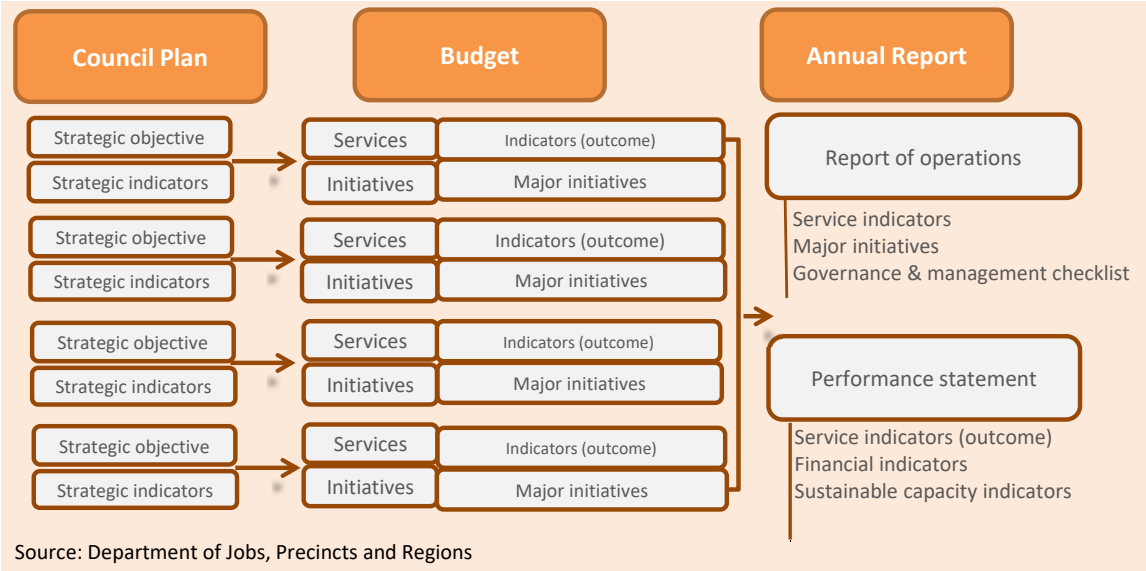
Strategic Objectives	Description
1. Smart	Latrobe City has a highly skilled workforce, access to education and training and we are invested in growing the capacity of our community, supporting innovation and invention. We are focused on creating opportunities and exploring health innovation, digital industries, alternative energy and value-added advanced technology and manufacturing. We support diversification of our industrial base and the development of opportunities for highly skilled employment into the future.
2. Creative	We have a vibrant and diverse community where there are various opportunities for arts, culture and tourism. Our City has a range of arts and creative opportunities for community to engage in creative expression and develop social connectedness. We are invested in the exceptional presentation of our City through public works across our interconnected townships and enhancement of our distinctive landscape features.
3. Healthy	Our vision is that Latrobe has a culture and environment that promotes and supports health and wellbeing for all. We will work together to significantly improve health and wellbeing outcomes and reduce inequalities. We will celebrate the places, people and cultures that make this a distinctive, vibrant and creative community. While we continue to build on our community's recognised and proven capacity for connection, social participation, volunteerism and care for one another. Our community's health, wellbeing and safety will be assured with abundant green spaces that are accessible, inclusive and safe. We maintain our focus on preventative measures to promote positive health outcomes for all generations by ensuring Latrobe is a healthy place to live, learn and work. We continue to prioritise opportunities to overcome shared barriers we face as we focus on achieving improved health outcomes for our community.
4. Sustainable	Our City has natural features and liveable areas that are easy to access and our beautiful environment is our heart and pride. We have provided a healthy environment for our community and for future generations while supporting meaningful employment and lifelong opportunities.
5. Connected	A regional City which recognises the connectedness between our goals and towns and efficiently utilises the assets that we have for the benefit of our whole community while protecting the environment.
Council Capabilities	Council has determined key capabilities important to delivery of the Council Plan and these can be summarised under the headings of people, systems, governance and communications.

2024/25 Budget

Services & Service Performance Indicators

2. Services and service performance indicators

This section provides a description of the services and initiatives to be funded in the Budget for the 2024/25 year and how these will contribute to achieving the strategic objectives outlined in the Council Plan. It also describes several initiatives and service performance outcome indicators for key areas of Council's operations. Council is required by legislation to identify major initiatives, initiatives and service performance outcome indicators in the Budget and report against them in their Annual Report to support transparency and accountability. The relationship between these accountability requirements in the Council Plan, the Budget and the Annual Report is shown below



2024/25 Budget Services & Service Performance Indicators

2.1 Objective 1: Smart

To achieve our objective the services, initiatives, major initiatives and service performance indicators for each business area are described below.

Services

Business Area	Description of services provided	Expenditure (Revenue)
		Net Cost \$'000
Building Services	Provides building advice, statutory services, registration of swimming pools and enforcement action in accordance with relevant legislation including the Building Act 1993, including approval and monitoring processes, community engagement and education to deliver appropriate and safe building outcomes.	717 (407) 310
Business Development	Provides business development advice, services and programs to improve the overall prosperity of the municipality. Measures to indicate growth include improvements in education attainment, household income, career advancement and job opportunities.	1,435 0 1,435
Early Childhood Health & Development	Service provides information, advice, support and health monitoring to parents of children aged 0 to 6 years to ensure the promotion of health and development to optimise the child's wellbeing, learning, development and safety. Responsible for coordinating and delivering the National Immunisation program through providing a schedule of free vaccines to eligible members of the community through community, school and workplace sessions. Support Best Start Partnership which aims to improve the health, development, learning and wellbeing of all Victorian children from infancy through to transition to school (0- 8 years) by managing a formal partnership of local agencies and community members.	9,681 (8,680) 1,001
Early Learning & Care	Early learning centres and preschools are located at: Boolarra, Churchill Central (Hub), Glendonald Park- Churchill, Glengarry, Moe Early Learning Centre, Moe Heights, Moore Street Moe, Carinya Early Learning Centre, Elizabeth Wilmot Morwell, Maryvale Crescent Morwell, Parklands Morwell, East Newborough, Murray Road Newborough, Cameron Street Traralgon, Cumberland Park Traralgon, Kay Street Traralgon, Park Lane Traralgon, Pax Hill Traralgon, Sara Court Traralgon, Traralgon Early Learning Centre, Traralgon South, Tyers, Yallourn North and Yinnar.	6,996 (6,490) 506
Employment Development	Promote, coordinate and providing training and employment opportunities for aboriginal people.	854 (864) (10)
International Relations	Deliver International Relations services in accordance with the Latrobe City International Engagement and Investment Strategy 2019-2023.	132 0 132
Latrobe Regional Airport	Maintain, develop and operate Latrobe Regional Airport in accordance with Civil Aviation Safety Authority regulations and the Latrobe Regional Airport Masterplan.	417 (465) (48)

2024/25 Budget

Services & Service Performance Indicators

Library services	Operation of four libraries (Moe, Morwell, Traralgon and Churchill) across the municipality that provides access to resources, programs and services that encourages lifelong learning and literacy and numeracy development.	3,664 (578) 3,086
Regional Partnerships	Provide regional leadership and facilitate a successful transition for Latrobe City to a low carbon future.	176 0 176
Statutory Planning	Provide statutory planning services, advice and enforcement action in accordance with the Latrobe Planning Scheme and Planning and Environment Act.	1,616 (557) 1,059
Strategic Planning	Responsible for undertaking research, policy development and implementing policies and strategies through Planning Scheme Amendments dealing with land-use planning matters.	837 0 837
Total		8,484

Major Initiative

MI1) Gippsland Logistics Precinct construction.

Service Performance Outcome Indicators

Service	Indicator	Performance Measure	Computation
Libraries	Participation	Library membership (Percentage of the population that are registered library members)	[Number of registered library members / Population] x100
Maternal and child health	Participation	Participation in the MCH service. (Percentage of children enrolled who participate in the MCH service)	[Number of children who attend the MCH service at least once (in the financial year) / Number of children enrolled in the MCH service] x100
Maternal and child health	Participation	Participation in the MCH service by Aboriginal children. (Percentage of Aboriginal children enrolled who participate in the MCH service)	[Number of Aboriginal children who attend the MCH service at least once (in the financial year) / Number of Aboriginal children enrolled in the MCH service] x100

2024/25 Budget

Services & Service Performance Indicators

2.2 Objective 2: Creative.

To achieve our objective the services, initiatives, major initiatives and service performance indicators for each business area are described below.

Services

Business Area	Description of services provided	Expenditure
		(Revenue) Net Cost \$'000
Arts	Deliver the Annual Latrobe Regional Gallery Exhibitions program and deliver Education and Public Participation programs across all arts facilities. Deliver the Annual Performing Arts Performances program. Manage and maintain Halls and Venues across the City.	4,098 (1,385) 2,714
Total		2,714

2.3 Objective 3: Healthy

To achieve our objective the services, initiatives, major initiatives and service performance indicators for each business area are described below.

Services

Business Area	Description of services provided	Expenditure
		(Revenue) Net Cost \$'000
Emergency Management	Undertake risk based, strategic planning and actions that promote community safety whilst building community resilience from the threat of bushfire, flood and other emergency impacts in collaboration with emergency management agencies and community.	610 (80) 530
Health Services	Provision of public & environmental health services which covers the areas of wastewater management, infectious disease; monitoring and inspection of food, accommodation, beauty therapies, tobacco etc. to minimise the risk to public and environmental health.	1,048 (544) 504

2024/25 Budget

Services & Service Performance Indicators

Leisure Facilities	<p>Leisure Centres: Provide access for the community to engage in health, fitness and recreation pursuits through the provision of: four indoor leisure facilities (Morwell, Churchill, Moe/Newborough and Traralgon), indoor swimming pools, learn to swim programs, gymnasium facilities, group fitness and stadium/court space.</p> <p>Pools: Provision of 2 outdoor pools (Moe and Yallourn North) providing local water based recreation activities for residents and visitors in the summer months.</p> <p>Gippsland Regional Indoor Sports Stadium: Provision of high quality indoor recreation facilities to the community for personal recreation or public sporting events through the maintenance and management of five indoor courts for basketball, netball and badminton.</p> <p>Gippsland Regional Cricket Centre: A state of the art indoor cricket training centre, incorporating cutting edge technology to facilitate high-level coaching and player education. The centre is multi purpose, catering to a diverse cross-section of community groups and sporting clubs.</p>	7,346
		(3,683)
		3,663
Parks, Gardens and Playgrounds	<p>Open Space: To improve visual attractiveness, community wellbeing and tourism appeal of the municipality through the creation and maintenance of green public spaces, including parks, gardens and trails, playgrounds, street furniture and streets.</p> <p>Infrastructure Maintenance: maintain non-organised sporting recreation spaces and town-centre streetscapes to facilitate play, commerce and functional public spaces for the community, including public furniture, BMX and skateboard parks and playgrounds, in keeping with Australian standards, Council Horticulture Standards and community expectations.</p>	11,429
		(82)
		11,348
Recreation and Open Space Planning	To develop and maintain recreation and open space policies and provide strategic advice and planning service that enables Latrobe City to meet the open space and recreation needs of the community now and into the future.	1,120
		0
		1,120
Recreation Liaison	<p>Providing stakeholders with a consistent mode of engagement with Council through the provision of a liaison service while also providing timely and accurate advice. Provision of outdoor sporting reserves including maintenance of sporting surfaces and associated facilities and amenities (pavilions, waste, etc.), to provide the community – particularly sporting clubs – with spaces for outdoor sporting and recreation pursuits.</p>	931
		(90)
		841

2024/25 Budget

Services & Service Performance Indicators

Positive Ageing (aka Social support)	Positive Ageing team work directly with Senior Citizens groups by managing facilities, and providing information about relevant services and programs to the ageing cohort such as Awareness and Prevention sessions at Latrobe City Libraries or Positive Ageing Festival Activities. Latrobe City Council owns, maintains and administers 6 Senior Citizens venues across the municipality. These include Traralgon East, Monomeath, Morwell East, Morwell, Newborough and Moe Senior Citizens venues. Positive Ageing team supports the following 10 Senior Citizens Clubs and 2 Community Groups: Traralgon East Senior Citizens Club, Monomeath Senior Citizens Club, Morwell East Senior Citizens Club, Morwell Senior Citizens Club, Newborough Senior Citizens Club, Moe Senior Citizens Club, Yallourn North Senior Citizens Club, Morwell Combined Pensioners & Superannuation Incorporated (Community group), Filipino Seniors and Carers Support Group of Gippsland Inc (Club), Moe Combined Pensioners incorporated (Community group), Filipino Spags (Club) and Italian Seniors (Club).	121 (3) 118
Total		18,124

Major Initiative

MI2) Multi Use Pavilion Traralgon Recreation Reserve commence construction.

MI3) Indoor Multi Sports Hall, Glenview Park Traralgon commence construction.

MI4) Mathison Park Playground commence construction.

Service	Indicator	Performance Measure	Computation
Aquatic Facilities	Utilisation	Utilisation of aquatic facilities. (Number of visits to aquatic facilities per head of population)	Number of visits to aquatic facilities / population
Food safety	Health and safety	Critical and major non-compliance notifications (Percentage of critical and major non-compliance notifications that are followed up by Council)	[Number of critical non-compliance outcome notifications and major non-compliance outcome notifications about a food premises followed up / Number of critical non-compliance outcome notifications and major non-compliance outcome notifications about food premises] x100

2024/25 Budget

Services & Service Performance Indicators

2.4 Objective 4: Sustainable

To achieve our objective the services, initiatives, major initiatives and service performance indicators for each business area are described below.

Services

Business Area	Description of services provided	Expenditure
		(Revenue) Net Cost \$'000
Environment Sustainability	Planning for the current and future needs of the community through the protection of the natural environment (including: resource use and energy efficiency; biodiversity and native vegetation management; control of declared weeds; waterway protection, etc.), and the administration of environment and sustainability compliance activities to meet related regulatory and statutory requirements.	1,939 (179) 1,760
Landfill Services	Operate and maintain the Latrobe City Hyland Highway Municipal Landfill facility in accordance with Environment Protection Authority licence conditions.	3,915 (2,488) 1,427
Waste Services	Provision of waste and recycling services that encourage the appropriate disposal of waste materials in a sustainable manner, including through the operation of 4 transfer stations (located at Yinnar, Traralgon, Moe & Morwell), provision of kerbside waste, recyclables and green waste collection services, a hard waste collection service, organic resource processing, and waste education services.	12,100 0 12,100
Total		15,287

Service	Indicator	Performance Measure	Computation
Waste management	Waste diversion	Kerbside collection waste diverted from landfill. (Percentage of recyclables and green organics collected from kerbside bins that is diverted from landfill)	[Weight of recyclables and green organics collected from kerbside bins / Weight of garbage, recyclables and green organics collected from kerbside bins] x100

2024/25 Budget

Services & Service Performance Indicators

2.5 Objective 5: Connected

To achieve our objective the services, initiatives, major initiatives and service performance indicators for each business area are described below.

Services

Business Area	Description of services provided	Expenditure
		(Revenue) Net Cost \$'000
Building Maintenance	Provide reactive and planned maintenance/renewal to Council buildings and supporting infrastructure including street lighting, aquatic facilities, pedestrian bridges, bus shelters, shelters and gazebos.	4,731 0 4,731
Civil Works Projects	Delivery of the civil capital works program incorporating road reseal, footpath replacement, road rehabilitation, lights replacement etc. to ensure assets are in a working condition, in accordance with relevant legislation and guidelines.	939 0 939
Community Engagement	Provide community engagement support services to Latrobe City Council.	2,034 0 2,034
Community Grants	The Community Grant Program provides funding to local not-for-profit community groups across capital works, community wellbeing, events and quick response streams, in line with the priorities set out in the Council Plan and Municipal Public Health and Wellbeing Plan.	248 0 248
Community Information	Deliver professional customer service at all Latrobe City Council service centres and libraries.	711 (87) 624
Community Strengthening	Working with community advisory groups: Positive Ageing Community Engagement Group, Disability Access and Inclusion Community Engagement Group, Cultural Diversity Advisory Group, and Youth Council. Also run events and programs to improve community health and wellbeing such as the Volunteering Connections event or Stroll and Roll program. The Social Policy and Inclusion team manages the Municipal Public Health and Wellbeing Plan.	3,545 (483) 3,061

2024/25 Budget

Services & Service Performance Indicators

Events	Attracting visitors to the region through both tourism initiatives and delivery of major events provides economic benefit to a wide range of local businesses. Providing event services to both community and commercial event operators seeks to improve the connectedness and amenity of life in the municipality	1,466 (55) 1,411
Infrastructure Design	Supports the design and delivery of high quality civil works projects delivered by Council and developers (road and drainage design, landscape design, and technical advice on streetscapes) within the built environment to enhance the liveability and sustainability of our community and support job creation.	1,616 (7) 1,609
Infrastructure Maintenance	Maintenance of key infrastructure including all sealed and unsealed roads and roadsides, drains, signage, illegal dumping, graffiti, public conveniences, public litter bins, unsealed footpaths and some small sections of sealed footpaths.	8,777 (100) 8,677
Infrastructure Planning	Planning for the provision and renewal of Council assets that underpin the delivery of Council Services. Compliance to planning regulation to ensure effective and efficient provision of infrastructure that supports development.	1,321 (615) 706
Local Laws	Deliver customer focussed Local Law services across the municipality in accordance with Local Law No. 2 and other relevant legislation.	2,984 (1,501) 1,483
Major Projects	Deliver major infrastructure projects from the Annual Capital Works Program.	991 (123) 869
Property and Statutory	Administer property management, advice and services of Latrobe City Council.	848 (283) 565
Tourism	Proactively and strategically provide a quality visitor service, support the delivery of events, maintain the tourism website and promote a positive image of Latrobe City.	426 0 426
Urban Growth	Manage urban growth planning including ongoing management of planning permits, assessment of development plans and to help facilitate development outcomes by understanding growth and development trends.	527 0 527
Total		27,911

Major Initiatives

MI5) Traralgon-Maffra Road Signalised Intersection complete construction.

MI6) Regional Car Parking fund projects (Kay Street / Seymour Street / Commercial Rd) design and commence construction.

2024/25 Budget Services & Service Performance Indicators

Service Performance Outcome Indicators

Service	Indicator	Performance Measure	Computation
Roads	Satisfaction	Sealed local roads below the intervention level (percentage of sealed local roads that are below the renewal intervention level set by Council and not requiring renewal)	[Number of kilometres of sealed local roads below the renewal intervention level set by Council / Kilometres of sealed local roads] x100
Animal management	Health and safety	Animal management prosecutions. (Percentage of animal management prosecutions which are successful)	Number of successful animal management prosecutions / Total number of animal management prosecutions

2.6 Objective 6 : Council Capabilities

To achieve our objective the services, initiatives, major initiatives and service performance indicators for each business area are described below.

Services

Business Area	Description of services provided	Expenditure (Revenue) Net Cost \$'000
Communications	Provide communications, marketing and public relations services on behalf of Latrobe City Council.	752 0 752
Mayoral & Council Support	Council Operations, provision of support services to Councillors, deliver civic functions and events across for Latrobe City Council.	718 0 718
Financial Services	Administer financial management, advice and services of Latrobe City Council, administer procurement processes for goods and services within Latrobe City Council and administer the database of properties within Latrobe City Council, including property valuation and municipal rate collection.	3,583 (265) 3,318
Governance	Council meeting management, Freedom of Information, internal audit, committee management, statutory registers and legal support functions.	1,340 (93) 1,247
Information Services	Maintain the Latrobe City Council IT network infrastructure, assets, purchasing and licences and provide an effective secure environment for storage and disaster recovery. Develop and maintain a Geographical Information System (GIS) for broad use by the organisation. Maintain corporate information and Council documentation and information applications in accordance with regulatory guidelines.	5,971 0 5,971
Office of the CEO	Actively participate in the Gippsland Local Government Network.	962 (162) 800

2024/25 Budget

Services & Service Performance Indicators

People & Development	To provide advice, education and support to ensure the success of the organisation through effective leadership, resourcing and people management initiatives. To deliver a variety of learning initiatives and develop the knowledge, skills and confidence of our people.	2,927 (35) 2,892
Performance & Innovation	Administer corporate planning and reporting of Latrobe City Council and implement Council's innovation and continuous improvement programs.	1,268 0 1,268
Risk and Compliance	Provide Latrobe City Council with risk management support and advice, coordinate Occupational Health and Safety responsibilities and develop and implement a compliance framework. Administer Freedom of Information requests, Information Privacy requirements, maintain public registers, policies, audit activities and electoral functions for Latrobe City Council.	2,500 (1) 2,499
Total		19,465

Service Performance Outcome Indicators

Service	Indicator	Performance Measure	Computation
Governance	Satisfaction	Satisfaction with community consultation and engagement. (Community satisfaction rating out of 100 with the consultation and engagement efforts of Council)	Community satisfaction rating out of 100 with how Council has performed on community consultation and engagement
Statutory Planning	Service Standard	Planning applications decided within required timeframes (percentage of regular and VicSmart planning application decisions made within legislated timeframes)	[Number of planning application decisions made within 60 days for regular permits and 10 days for VicSmart permits / Number of planning application decisions made] x100

2024/25 Budget

Services & Service Performance Indicators

2.10 Performance statement

The service performance indicators detailed in the preceding pages will be reported on within the Performance Statement which is prepared at the end of the year as required by section 132 of the Act and included in the 2023/24 Annual Report. The Performance Statement will also include reporting on prescribed indicators of financial performance (outlined in section 5) and sustainable capacity, which are not included in this budget report. The full set of prescribed performance indicators are audited each year by the Victorian Auditor General who issues an audit opinion on the Performance Statement. The major initiatives detailed in the preceding pages will be reported in the Annual Report in the form of a statement of progress in the report of operations.

2.11 Reconciliation with budgeted operating result

	Net Cost/ (Revenue) \$'000	Expenditure \$'000	Revenue \$'000
Smart	8,484	26,525	(18,040)
Creative	2,714	4,098	(1,385)
Healthy	18,124	22,606	(4,481)
Sustainable	15,287	17,954	(2,668)
Connected	27,911	31,165	(3,254)
Council Capabilities	19,465	20,021	(555)
Total	91,985	122,368	(\$30,383)

Expenses added in:

Depreciation and amortisation	34,633
Finance costs	363

Deficit before funding sources **126,981**

Funding sources added in:

Rates & charges revenue	(\$80,415)
Waste charge revenue	(\$14,811)
Capital Grants & Contributions	(\$36,246)
Victoria Grants Commission General Purpose funding	(\$15,828)
Developer contributions	(\$5,000)
Interest income	(\$4,650)

Total funding sources **(\$156,950)**

Operating (surplus)/deficit for the year **(\$29,969)**

2024/25 Budget Financial Statements

3. Financial Statements

This section presents information in regard to the Financial Statements and Statement of Human Resources. The budget information for the year 2024/25 has been supplemented with projections to 2027/28.

This section includes the following financial statements in accordance with the *Local Government Act 2020* and the *Local Government (Planning and Reporting) regulations 2020*, and *Income Allocation Statement*.

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

2024/25 Budget Financial Statements

3.1 Comprehensive Income Statement

For the four years ending 30 June 2028

		Forecast	Budget	Projections		
		Actual 2023/24	2024/25	2025/26	2026/27	2027/28
	Notes	\$'000	\$'000	\$'000	\$'000	\$'000
Income / Revenue						
Rates and charges	4.1.1	93,398	95,226	97,771	100,374	103,037
Statutory fees & fines	4.1.2	2,757	2,758	2,841	2,926	3,014
User fees	4.1.3	11,471	12,270	12,638	13,017	13,408
Grants - Operating	4.1.4	29,971	28,898	29,619	30,358	31,116
Grants - Capital	4.1.4	33,141	36,246	17,104	6,125	4,400
Contributions - Monetary	4.1.5	240	90	93	95	98
Contributions - Non-Monetary	4.1.5	4,151	5,000	5,100	5,202	5,306
Other Income	4.1.6	8,170	6,845	6,911	6,979	7,049
Total income / revenue		183,299	187,333	172,077	165,076	167,428
Expenses						
Employee costs	4.1.7	64,822	65,288	66,672	67,672	68,687
Materials and services	4.1.8	52,325	47,625	49,054	50,525	52,041
Depreciation	4.1.9	33,417	33,530	34,200	34,713	35,235
Amortisation - intangible assets	4.1.10	949	944	733	733	733
Depreciation - right of use assets	4.1.11	155	159	155	128	99
Allowance for impairment losses		4	4	9	7	7
Borrowing Costs		442	363	392	210	147
Finance Costs - leases		37	44	56	33	28
Net loss on disposal of property, infrastructure, plant & equipment	4.1.12	5,000	5,000	5,171	5,172	5,172
Other Expenses	4.1.13	4,960	4,407	4,539	4,675	4,816
Total expenses		162,111	157,364	160,981	163,868	166,965
Surplus (deficit) for the year		21,188	29,969	11,096	1,208	463
Other comprehensive income						
Net Asset Revaluation gain/(loss)		28,948	30,306	31,591	32,527	33,224
Total comprehensive result		50,136	60,275	42,687	33,735	33,687

2024/25 Budget Financial Statements

3.2 Balance Sheet

For the four years ending 30 June 2028

		Forecast Actual 2023/24	Budget 2024/25	Projections 2025/26 2026/27 2027/28		
Notes		\$'000	\$'000	\$'000	\$'000	\$'000
Current assets						
Cash and cash equivalents		10,848	9,993	10,775	12,382	11,998
Trade and other receivables		5,077	5,179	5,079	4,951	5,061
Other financial assets		85,000	80,000	75,000	75,000	75,000
Prepayments		1,501	1,545	1,591	1,639	1,688
Contract assets		3,554	3,661	3,615	3,567	3,518
Total current assets	4.2.1	105,980	100,378	96,060	97,539	97,265
Non-current assets						
Trade and other receivables		1	-	-	-	-
Other financial assets		2	2	2	2	2
Property, infrastructure, plant and equipment		1,515,317	1,579,560	1,622,089	1,652,761	1,685,861
Right-of-use assets		4.2.4 1,077	955	800	672	573
Intangible assets		1,386	442	1,909	1,176	443
Total non-current assets	4.2.1	1,517,783	1,580,959	1,624,800	1,654,611	1,686,879
Total assets		1,623,763	1,681,337	1,720,860	1,752,150	1,784,144
Current liabilities						
Trade and other payables		13,990	14,550	14,600	14,941	15,248
Trust funds & deposits		5,168	5,271	5,429	5,646	5,872
Contract and other liabilities		5,720	5,834	5,834	5,834	5,834
Provisions		13,494	12,577	13,479	13,035	13,482
Interest bearing liabilities		4.2.3 2,217	5,626	2,336	2,399	2,177
Lease liabilities		4.2.4 129	148	125	102	22
Total current liabilities	4.2.2	40,718	44,006	41,803	41,957	42,635
Non-current liabilities						
Provisions		18,392	18,158	19,657	19,560	19,388
Interest bearing liabilities		4.2.3 14,770	9,145	6,809	4,409	2,233
Lease liabilities		4.2.4 1,014	884	760	658	635
Total non-current liabilities	4.2.2	34,176	28,187	27,226	24,627	22,256
Total liabilities		74,894	72,193	69,029	66,584	64,891
Net assets		1,548,869	1,609,144	1,651,831	1,685,566	1,719,253
Equity						
Accumulated surplus		869,862	899,841	910,844	911,957	912,322
Reserves		679,007	709,303	740,987	773,609	806,931
Total equity		1,548,869	1,609,144	1,651,831	1,685,566	1,719,253

2024/25 Budget Financial Statements

3.3 Statement of Changes in Equity

For the four years ending 30 June 2028

	Notes	Total \$'000	Accumulate d Surplus \$'000	Revaluation Reserve \$'000	Other Reserves \$'000
2024 Forecast Actual					
Balance at beginning of the financial year		1,498,732	849,158	642,295	7,279
Surplus for the year		21,188	21,188	-	-
Net asset revaluation gain/(loss)		28,948	-	28,948	-
Transfer to other reserves		-	(658)	-	658
Transfer from other reserves		-	173	-	(173)
Balance at end of the financial year		1,548,869	869,862	671,243	7,764
2025					
Balance at beginning of the financial year		1,548,869	869,862	671,243	7,764
Surplus for the year		29,969	29,969	-	-
Net asset revaluation gain/(loss)		30,306	-	30,306	-
Transfer to other reserves	4.3.1	-	(90)	-	90
Transfer from other reserves	4.3.1	-	100	-	(100)
Balance at end of the financial year	4.3.2	1,609,144	899,841	701,549	7,754
2026					
Balance at beginning of the financial year		1,609,144	899,841	701,549	7,754
Surplus for the year		11,096	11,096	-	-
Net asset revaluation gain/(loss)		31,591	-	31,591	-
Transfer to other reserves		-	(93)	-	93
Transfer from other reserves		-	-	-	-
Balance at end of the financial year		1,651,831	910,844	733,140	7,847
2027					
Balance at beginning of the financial year		1,651,831	910,844	733,140	7,847
Surplus for the year		1,208	1,208	-	-
Net asset revaluation gain/(loss)		32,527	-	32,527	-
Transfer to other reserves		-	(95)	-	95
Transfer from other reserves		-	-	-	-
Balance at end of the financial year		1,685,566	911,957	765,667	7,942
2028					
Balance at beginning of the financial year		1,685,566	911,957	765,667	7,942
Surplus for the year		463	463	-	-
Net asset revaluation gain/(loss)		33,224	-	33,224	-
Transfer to other reserves		-	(98)	-	98
Transfer from other reserves		-	-	-	-
Balance at end of the financial year		1,719,253	912,322	798,891	8,040

2024/25 Budget Financial Statements

3.4 Statement of Cash Flows

For the four years ending 30 June 2028

	Notes	Forecast Actual 2023/24 \$'000	Budget 2024/25 \$'000	Projections		
				2025/26 \$'000	2026/27 \$'000	2027/28 \$'000
		Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)
Cash flows from operating activities						
Rates and charges		92,937	95,125	98,240	100,295	102,965
Statutory fees & fines		2,757	2,758	3,155	3,213	3,310
User Fees		11,471	12,270	14,034	14,295	14,726
Grants - operating		28,971	28,922	29,690	30,347	31,106
Grants - capital		29,141	36,336	17,145	6,275	4,424
Contributions - monetary		240	90	93	95	98
Interest received		5,165	4,400	4,650	4,650	4,650
Trust funds and deposits taken		14,000	14,103	14,158	14,217	14,226
Other Receipts		3,004	2,446	2,512	2,557	2,634
Net GST refund/payment		3,700	3,800	7,431	7,070	7,274
Employee costs		(64,439)	(64,890)	(66,246)	(67,166)	(68,191)
Materials and services		(58,765)	(52,429)	(53,783)	(55,191)	(56,872)
Short-term, low value and variable lease payments		(124)	(148)	(150)	(152)	(154)
Trust funds and deposits repaid		(14,279)	(14,000)	(14,000)	(14,000)	(14,000)
Other payments		(5,000)	(4,400)	(5,196)	(6,083)	(5,428)
Net cash provided by operating activities	4.4.1	48,779	64,383	51,733	40,422	40,768
Cash flows from investing activities						
Payments for property, infrastructure, plant and equipment		(73,861)	(68,613)	(50,500)	(36,904)	(39,292)
Proceeds from sale of property, infrastructure, plant and equipment		668	1,146	770	793	817
Payments for investments		(150,000)	(125,000)	(125,000)	(125,000)	(125,000)
Proceeds from sale of investments		160,000	130,000	130,000	125,000	125,000
Net cash used in investing activities	4.4.2	(63,193)	(62,467)	(44,730)	(36,111)	(38,475)
Cash flows from financing activities						
Finance costs		(431)	(363)	(392)	(210)	(147)
Proceeds from borrowings		4,500	-	-	-	-
Repayment of borrowings		(2,802)	(2,217)	(5,626)	(2,336)	(2,399)
Interest paid - lease liability		(47)	(44)	(56)	(33)	(28)
Repayment of lease liabilities		(139)	(147)	(147)	(125)	(103)
Net cash used in financing activities	4.4.3	1,081	(2,771)	(6,221)	(2,704)	(2,677)
Net increase/(decrease) in cash & cash equivalents		(13,333)	(855)	782	1,607	(384)
Cash & cash equivalents at beginning of year		24,181	10,848	9,993	10,775	12,382
Cash & cash equivalents at end of year		10,848	9,993	10,775	12,382	11,998

2024/25 Budget Financial Statements

3.5 Statement of Capital Works

For the four years ending 30 June 2028

	Notes	Forecast Actual	Budget	Projections		
		2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000	2027/28 \$'000
Property						
Buildings		13,227	10,220	10,272	8,396	7,461
Heritage Buildings		773	0			
Total property		14,000	10,220	10,272	8,396	7,461
Plant and Equipment						
Plant, Machinery & Equipment		3,597	3,458	3,740	3,890	4,045
Fixtures, Fittings & Furniture		84	0	11	11	58
Computers & Telecommunications		728	600	649	675	702
Artworks		20	15	15	17	18
Total Plant and Equipment		4,429	4,073	4,415	4,593	4,823
Infrastructure						
Roads		22,291	18,501	13,869	14,356	14,862
Bridges		241	150	162	169	175
Footpaths & Cycleways		1,556	1,330	1,439	2,268	1,556
Drainage		2,522	1,357	1,468	1,526	1,587
Recreational, Leisure & Community		1,320	650	703	731	760
Waste Management		1,517	3,075	216	562	3,510
Parks, Open Space & Streetscapes		8,129	1,392	892	407	423
Aerodromes		0	-	0	0	0
Off Street Carparks		10,567	22,980	12,473	540	562
Other Infrastructure		7,289	4,874	0	0	0
Total Infrastructure		55,432	54,309	31,222	20,559	23,435
Total capital works expenditure	4.5.1	73,861	68,602	45,909	33,548	35,719
Represented by:						
New asset expenditure		21,444	37,255	16,212	270	281
Asset renewal expenditure		30,503	24,054	26,036	27,594	31,428
Asset expansion expenditure		3,965	0	0	0	0
Asset upgrade expenditure		17,949	7,293	3,661	5,684	4,010
Total capital works expenditure	4.5.1	73,861	68,602	45,909	33,548	35,719
Funding sources represented by:						
Grants		33,141	36,247	17,104	6,125	4,400
Council cash		36,220	32,355	28,805	27,423	31,319
Borrowings		4,500	0	0	0	0
Total capital works expenditure	4.5.1	73,861	68,602	45,909	33,548	35,719

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3.6 Statement of Human Resources

For the four years ending 30 June 2028

	Forecast Actual	Budget	Projections		
	2023/24	2024/25	2025/26	2026/27	2027/28
	\$'000	\$'000	\$'000	\$'000	\$'000
Staff expenditure					
Employee costs - operating	64,822	65,288	66,672	67,672	68,687
Employee costs - capital	4,949	1,710	1,704	1,232	1,263
Total staff expenditure	69,771	66,998	68,376	68,904	69,950
	FTE	FTE	FTE	FTE	FTE
Staff numbers					
Employees	607.8	599.6	598.6	595.1	595.1
Total staff numbers	607.8	599.6	598.6	595.1	595.1

A summary of human resources expenditure categorised according to the organisational structure of Council is included below:

Division	Comprises			
	Budget	Full Time	Part Time	Casual
	2024/25 \$'000	\$'000	\$'000	\$'000
Office of the CEO	1,155	1,137	18	0
Regional City Strategy and Transition	5,907	5,071	836	0
Organisational Performance	8,510	7,459	1,051	0
Regional City Planning and Assets	18,132	18,040	92	0
Community Health and Wellbeing	31,355	14,047	14,923	2,385
Total permanent staff expenditure	65,059	45,754	16,920	2,385
Other employee related expenditure	229			
Capitalised labour costs	1,710			
Total expenditure	66,998			

A summary of the number of full time equivalent (FTE) Council staff in relation to the above expenditure is included below:

Division	Comprises			
	Budget	Full Time	Part Time	Casual
	2024/25			
Office of the CEO	6.4	6.0	0.4	0.0
Regional City Strategy and Transition	47.9	40.0	7.9	0.0
Organisational Performance	68.3	59.0	9.3	0.0
Regional City Planning and Assets	165.3	164.3	1.1	0.0
Community Health and Wellbeing	306.1	122.8	165.5	17.8
Total permanent staff	594.1	392.1	184.2	17.8
Capitalised staff	5.5			
Total staff	599.6			

2024/25 Budget Financial Statements

Summary of Planned Human Resources Expenditure For the four years ended 30 June 2028

	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000	2027/28 \$'000
Office of the CEO				
Permanent - Full time	1,137	1,161	1,179	1,196
Female	475	485	493	500
Male	662	676	686	696
Self-described gender	0	0	0	0
Vacant	0	0	0	0
New positions	0	0	0	0
Permanent - Part time	18	18	19	19
Female	0	0	0	0
Male	0	0	0	0
Self-described gender	0	0	0	0
Vacant	18	18	19	19
New positions	0	0	0	0
Total Office of the CEO	1,155	1,179	1,198	1,215
Regional City Strategy and Transition				
Permanent - Full time	5,070	5,177	5,253	5,334
Female	2,655	2,711	2,751	2,793
Male	1,961	2,002	2,032	2,063
Self-described gender	0	0	0	0
Vacant	454	464	470	478
New positions	0	0	0	0
Permanent - Part time	837	854	866	879
Female	632	646	655	665
Male	73	74	75	76
Self-described gender	0	0	0	0
Vacant	0	0	0	0
New positions	132	134	136	138
Casual	0	0	0	0
Total Regional City Strategy and Transition	5,907	6,031	6,119	6,213
Organisational Performance				
Permanent - Full time	7,458	7,616	7,731	7,846
Female	3,758	3,837	3,895	3,953
Male	3,505	3,579	3,633	3,687
Self-described gender	0	0	0	0
Vacant	195	200	203	206
New positions	0	0	0	0
Permanent - Part time	1,052	1,073	1,090	1,106
Female	804	820	832	845
Male	237	242	246	249
Self-described gender	0	0	0	0
Vacant	11	11	12	12
New positions	0	0	0	0
Casual	0	0	0	0
Total Organisational Performance	8,510	8,689	8,821	8,952
Regional City Planning and Assets				
Permanent - Full time	18,040	18,422	18,699	18,979
Female	3,968	4,052	4,113	4,175
Male	12,392	12,655	12,845	13,037
Self-described gender	0	0	0	0
Vacant	1,680	1,715	1,741	1,767
New positions	0	0	0	0
Permanent - Part time	92	94	96	96
Female	53	54	55	55
Male	39	40	41	41
Self-described gender	0	0	0	0
Total Regional City Planning and Assets	18,132	18,516	18,795	19,075

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	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000	2027/28 \$'000
Community Health and Wellbeing				
Permanent - Full time	14,047	14,343	14,559	14,778
Female	9,114	9,306	9,446	9,588
Male	3,217	3,285	3,335	3,385
Self-described gender	0	0	0	0
Vacant	1,716	1,752	1,778	1,805
New positions	0	0	0	0
Permanent - Part time	14,923	15,239	15,468	15,699
Female	12,541	12,806	12,998	13,193
Male	1,213	1,239	1,258	1,276
Self-described gender	0	0	0	0
Vacant	1,169	1,194	1,212	1,230
New positions	0	0	0	0
Casual	2,385	2,436	2,473	2,510
Total Community Health and Wellbeing	31,355	32,018	32,500	32,987
Other employee related expenditure	229	239	239	245
Capitalised labour costs	1,710	1,704	1,232	1,263
Total staff expenditure	66,998	68,376	68,904	69,950

	2024/25 FTE	2025/26 FTE	2026/27 FTE	2027/28 FTE
Office of the CEO				
Permanent - Full time	6.0	6.0	6.0	6.0
Female	4.0	4.0	4.0	4.0
Male	2.0	2.0	2.0	2.0
Self-described gender	0.0	0.0	0.0	0.0
Vacant	0.0	0.0	0.0	0.0
New positions	0.0	0.0	0.0	0.0
Permanent - Part time	0.4	0.4	0.4	0.4
Female	0.0	0.0	0.0	0.0
Male	0.0	0.0	0.0	0.0
Self-described gender	0.0	0.0	0.0	0.0
Vacant	0.4	0.4	0.4	0.4
New positions	0.0	0.0	0.0	0.0
Total Office of the CEO	6.4	6.4	6.4	6.4

Regional City Strategy and Transition				
Permanent - Full time	40.0	40.0	40.0	40.0
Female	22.0	22.0	22.0	22.0
Male	13.8	13.8	13.8	13.8
Self-described gender	0.0	0.0	0.0	0.0
Vacant	4.2	4.2	4.2	4.2
New positions	0.0	0.0	0.0	0.0
Permanent - Part time	7.9	7.9	7.9	7.9
Female	5.8	5.8	5.8	5.8
Male	0.6	0.6	0.6	0.6
Self-described gender	0.0	0.0	0.0	0.0
Vacant	1.5	1.5	1.5	1.5
New positions	0.0	0.0	0.0	0.0
Casual	0.0	0.0	0.0	0.0
Total Regional City Strategy and Transition	47.9	47.9	47.9	47.9

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	2024/25 FTE	2025/26 FTE	2026/27 FTE	2027/28 FTE
Organisational Performance				
Permanent - Full time	59.0	59.0	59.0	59.0
Female	31.8	31.8	31.8	31.8
Male	25.0	25.0	25.0	25.0
Self-described gender	0.0	0.0	0.0	0.0
Vacant	2.2	2.2	2.2	2.2
New positions	0.0	0.0	0.0	0.0
Permanent - Part time	9.3	9.3	9.3	9.3
Female	7.3	7.3	7.3	7.3
Male	2.0	2.0	2.0	2.0
Self-described gender	0.0	0.0	0.0	0.0
Vacant	0.0	0.0	0.0	0.0
New positions	0.0	0.0	0.0	0.0
Casual	0.0	0.0	0.0	0.0
Total Organisational Performance	68.3	68.3	68.3	68.3
Regional City Planning and Assets				
Permanent - Full time	164.3	164.3	164.3	164.3
Female	35.0	35.0	35.0	35.0
Male	113.0	113.0	113.0	113.0
Self-described gender	0.0	0.0	0.0	0.0
Vacant	16.3	16.3	16.3	16.3
New positions	0.0	0.0	0.0	0.0
Permanent - Part time	1.1	1.1	1.1	1.1
Female	0.6	0.6	0.6	0.6
Male	0.5	0.5	0.5	0.5
Self-described gender	0.0	0.0	0.0	0.0
Vacant	0.0	0.0	0.0	0.0
New positions	0.0	0.0	0.0	0.0
Total Regional City Planning and Assets	165.3	165.3	165.3	165.3
Community Health and Wellbeing				
Permanent - Full time	122.8	122.8	122.8	122.8
Female	81.3	81.3	81.3	81.3
Male	25.0	25.0	25.0	25.0
Self-described gender	0.0	0.0	0.0	0.0
Vacant	16.5	16.5	16.5	16.5
New positions	0.0	0.0	0.0	0.0
Permanent - Part time	165.5	165.5	165.5	165.5
Female	138.3	138.3	138.3	138.3
Male	14.7	14.7	14.7	14.7
Self-described gender	0.0	0.0	0.0	0.0
Vacant	12.5	12.5	12.5	12.5
New positions	0.0	0.0	0.0	0.0
Casual	17.8	17.8	17.8	17.8
Total Community Health and Wellbeing	306.1	306.1	306.1	306.1
Capitalised labour	5.5	4.5	1.0	1.0
Total staff numbers	599.6	598.6	595.1	595.1

2024/25 Budget Financial Statements

Income Allocation Statement

	Notes	Forecast Actual 2023/24 \$'000	Budget 2024/25 \$'000
Income			
Rates and charges		93,398	95,226
Statutory fees & fines		2,757	2,758
User fees		11,471	12,270
Grants - Operating		29,981	28,898
Grants - Capital		33,130	36,246
Contributions - Monetary		240	90
Other income		3,672	3,592
Total income		174,651	179,080
Expenses			
Employee costs		(64,681)	(65,248)
Materials and services		(45,754)	(43,313)
Utilities		(3,600)	(3,169)
Other Expenditure		(5,217)	(4,590)
Total expenses		(119,253)	(116,321)
Funds Available		55,398	62,759
Other Income / (Expenses)			
Capital Works expenditure		(74,683)	(66,488)
Landfill Construction/Rehabilitation		(4,051)	(4,825)
New Borrowings		4,500	-
Debt Servicing Principal		(3,094)	(2,887)
Borrowing Costs		(479)	(407)
Transfer from / (to) reserve		20,355	7,449
Interest Income		5,165	4,400
Total Other Income/(Expense)		(52,286)	(62,759)
Surplus / (deficit)		3,112	0

2024/25 Budget

Notes to the financial statements

4. Notes to the financial statements

This section presents detailed information on material components of the financial statements. Council needs to assess which components are material, considering the dollar amounts and nature of these components.

4.1 Comprehensive Income Statement

4.1.1 Rates and charges

Rates and charges are required by the Act and the Regulations to be disclosed in Council's budget.

As per the Local Government Act 2020, Council is required to have a Revenue and Rating Plan which is a four year plan for how Council will generate income to deliver the Council Plan, program and services and capital works commitments over a four-year period.

In developing the Budget, rates and charges were identified as an important source of revenue. Planning for future rate increases has therefore been an important component of the financial planning process. The Fair Go Rates System (FGRS) sets out the maximum amount councils may increase rates in a year. For 2024/25 the FGRS cap has been set at 2.75%. The cap applies to both general rates and municipal charges and is calculated on the basis of council's average rates and charges.

The level of required rates and charges has been considered in this context, with reference to Council's other sources of income and the planned expenditure on services and works to be undertaken for the community.

To achieve these objectives while maintaining service levels and a strong capital expenditure program, the average general rate and the municipal charge will increase by 2.75% in line with the rate cap.

Waste charges are set to decrease by \$32.00 or 7.5% per standard set of 3 bins. The decrease incorporates a realignment of waste services cost recovery following the release in December 2023 of the state government's Ministerial Good Practice Guidelines for Services Rates and Charges.

Payments made in lieu of rates under the Electricity Act and rating agreements are tied to current year (March) CPI levels rather than forecasted levels.

This will raise total rates and charges for 2024/25 to \$95.2 million.

2024/25 Budget

Notes to the financial statements

4.1.1(a) The reconciliation of the total rates and charges to the Comprehensive Income Statement is as follows:

	2023/24 Forecast Actual	2024/25 Budget	Change	%
	\$'000	\$'000	\$'000	
General Rates*	61,992	64,485	2,493	4.0%
Municipal Charges*	6,002	6,225	224	3.7%
Service rates and charges	15,865	14,811	(1,054)	(6.6%)
Cultural & Recreational Land Rates	79	88	9	10.9%
Payments in lieu of rates	8,893	9,202	309	3.5%
Supplementary rates & charges	567	415	(152)	(26.8%)
Total rates and charges	93,398	95,226	1,828	2.0%

* These items are subject to the rate cap established under the FGRS

4.1.1(b) The rate in the dollar to be levied as general rates under section 158 of the Act for each type or class of land compared with the previous financial year ^

Type or class of land	2023/24 cents/\$CIV	2024/25 cents/\$CIV	Change
General rate for rateable residential properties	0.00293783	0.00297572	1.3%
General rate for rateable commercial properties	0.00293783	0.00297572	1.3%
General rate for rateable industrial properties	0.00293783	0.00297572	1.3%
General rate for rateable farm properties	0.00220337	0.00223179	1.3%
General rate for rateable derelict properties	0.00881348	0.00892716	1.3%

4.1.1(c) The estimated total amount to be raised by general rates in relation to each type or class of land, and the estimated total amount to be raised by general rates, compared with the previous financial year

Type or class of land	2023/24 \$'000	2024/25 \$'000	Change \$'000	%
General	59,023	61,222	2,199	3.7%
Farm	2,950	3,240	290	9.8%
Derelict properties	19	22	3	16.2%
Total amount to be raised by general rates	61,992	64,485	2,493	4.0%

2024/25 Budget

Notes to the financial statements

4.1.1(d) The number of assessments in relation to each type of class or land, and the total number of assessments, compared with the previous financial year.

Type or class of land	2023/24	2024/25	Change	
	Number	Number	No.	%
General	39,514	39,924	410	1.0%
Farm	919	917	(2)	(0.2%)
Derelict properties	6	6	0	0.0%
Total number of assessments	40,439	40,847	408	1.0%

4.1.1(e) The basis of valuation to be used is the Capital Improved Value (CIV).

4.1.1(f) The estimated total value of each type or class of land, and the estimated total value of land, compared with the previous financial year ^

Type or class of land	2023/24	2024/25	Change	
	\$'000	\$'000	\$'000	%
General	20,090,791	20,574,012	483,222	2.4%
Farm	1,338,673	1,451,848	113,175	8.5%
Derelict properties	2,133	2,473	340	15.9%
Total value of land	21,431,596	22,028,332	596,737	2.8%

4.1.1(g) The municipal charge under Section 159 of the Act compared with the previous financial year

Type of Charge	Per Rateable Property	Per Rateable Property	Change	
	2023/24	2024/25		
	\$	\$	\$	%
Municipal	149.00	153.00	4.00	2.7%

4.1.1(h) The estimated total amount to be raised by municipal charges compared with the previous financial year

Type of Charge	2023/24	2024/25	Change	
	\$'000	\$'000	\$'000	%
Municipal	6,002	6,225	224	3.7%

2024/25 Budget

Notes to the financial statements

4.1.1(i) The rate or unit amount to be levied for each type of service rate or charge under Section 162 of the Act compared with the previous financial year

Type of Charge	Per Rateable Property 2023/24	Per Rateable Property 2024/25	Change	
	\$	\$	\$	%
Waste Services Charge	393.00	363.00	(30.00)	(7.6%)
Waste Services Charge - Landfill levy	33.00	31.00	(2.00)	(6.1%)
Total	426.00	394.00	(32.00)	(7.5%)

4.1.1(j) The estimated total amount to be raised by each type of service rate or charge, and the estimated total amount to be raised by service rates and charges, compared with the previous financial year

Type of Charge	2023/24 \$'000	2024/25 \$'000	Change	
			\$'000	%
Waste Services Charge	14,648	13,658	(990)	(6.8%)
Waste Services Charge - Landfill levy	1,217	1,153	(64)	(5.3%)
Total	15,865	14,811	(1,054)	(6.6%)

Where exemptions are granted, waste services will be charged for services utilised as follows:

Type of Charge	Per Rateable Property 2023/24	Per Rateable Property 2024/25	Change	
	\$	\$	\$	%
Garbage 120L Bin.	275.00	211.00	(64.00)	(23.3%)
Garbage 240L Bin	405.00	291.00	(114.00)	(28.1%)
Garbage 240L Bin - Special	308.00	291.00	(17.00)	(5.5%)
Garbage 240L Bin - Special Medical	275.00	211.00	(64.00)	(23.3%)
Recycling	73.00	87.00	14.00	19.2%
Organics/Green Waste	45.00	65.00	20.00	44.4%

2024/25 Budget

Notes to the financial statements

4.1.1(k) The estimated total amount to be raised by all rates and charges compared with the previous financial year

	2023/24 \$'000	2024/25 \$'000	Change \$'000	%
General Rates	61,992	64,485	2,493	4.0%
Municipal Charges	6,002	6,225	224	3.7%
Service rates and charges	15,865	14,811	(1,054)	(6.6%)
Cultural & Recreational Land Rates	79	88	9	10.9%
Payments in lieu of rates	8,893	9,202	309	3.5%
Supplementary rates and charges	567	415	(152)	(26.8%)
Total Rates and charges	93,398	95,226	1,828	2.0%

4.1.1(l) Fair Go Rates System Compliance

Latrobe City Council is fully compliant with the State Government's Fair Go Rates System

	2023/24	2024/25
Total Base Rates & Municipal Charge	\$ 65,694,466	\$ 68,817,875
Number of rateable properties	40,439	40,847
Base Average Rate	1,624.53	1,684.77
Maximum Rate Increase (set by the State Government)	3.50%	2.75%
Capped Average Rate	\$ 1,681.39	\$ 1,731.10
Maximum General Rates and Municipal Charges	\$ 67,993,772	\$ 70,710,367
Revenue		
Budgeted General Rates and Municipal Charges	\$ 67,993,583	\$ 70,710,207
Revenue		

4.1.1(m) Any significant changes that may affect the estimated amounts to be raised by rates and charges

There are no known significant changes which may affect the estimated amounts to be raised by rates and charges. However, the total amount to be raised by rates and charges may be affected by:

- The making of supplementary valuations (2024/25: estimated \$0.415 million and 2023/24:\$0.567 million)
- The variation of returned levels of value (e.g. valuation appeals)
- Changes of use of land such that rateable land becomes non-rateable land and vice versa
- Changes of use of land such that residential, commercial or industrial land becomes farm or derelict land and vice versa.

2024/25 Budget Notes to the financial statements

4.1.1(n) Differential rates

Rates to be levied

The rate and amount of rates payable in relation to land in each category of differential are:

- A general rate of 0.00297572 for all rateable residential, commercial and industrial properties.
- A farm rate of 0.00223179 for all rateable farm properties.
- A derelict properties rate of 0.00892716 for all rateable derelict properties.

Each differential rate will be determined by multiplying the Capital Improved Value of each rateable land (categorised by the characteristics described below) by the relevant percentages indicated above.

Council considers that each differential rate will contribute to the equitable and efficient carrying out of Council functions. Details of the objectives of each differential rate, the types of classes of land, which are subject to each differential rate and the uses of each differential rate, are set out below.

Farm Land

Farm land is as defined in Section 2 of the Valuation of Land Act 1960, namely, any rateable land which is not less than 2 hectares in area and which is used primarily for carrying on one or more of the following businesses or industries:

- (i) grazing (including agistment)
- (ii) dairying
- (iii) pig farming
- (iv) poultry farming
- (v) fish farming
- (vi) tree farming
- (vii) bee keeping
- (viii) viticulture
- (ix) horticulture
- (x) fruit growing
- (xi) the growing of crops of any kind, and

that is used by a business:

- (i) that has a significant and substantial commercial purpose or character;
- and
- (ii) that seeks to make a profit on a continuous or repetitive basis from its activities on the land; and
- (iii) that is making a profit from its activities on the land, or that has a reasonable prospect of making a profit from its activities on the land if it continues to operate in the way it is operating.

The reasons for the use of this rate are that:

- (i) the types and classes of land to which the rate applies can be easily identified;
- (ii) it is appropriate to have a farm rate so as to fairly rate farm land;
- (iii) the level of the farm rate is appropriate having regard to all relevant matters including the use to which farm land is put and the amount to be raised by Council's Municipal charge;
- (iv) the level of the farm rate is appropriate to ensure that the burden of the payment of general rates is fairly apportioned across all rateable land within the Municipal district;

which objectives the Council considers are consistent with the economical and efficient carrying out of its functions.

2024/25 Budget

Notes to the financial statements

Derelict Properties

In the 2017/18 financial year Latrobe City Council introduced a differential rate relating to derelict properties across the municipality. The differential rate was set at the maximum level, being 4 times the lowest differential rate, as allowed under Section 161 (5) of the Local Government Act 1989.

Objective

The objective of the differential rate for derelict properties is to promote the responsible management of land and buildings through incentivising the proper development and maintenance of such land and buildings so as not to pose a risk to public safety or adversely affect public amenity.

Definition/Characteristics

Properties will be considered derelict where 1 and 2 apply –

1. The property, which includes both buildings and/or land, is in such a state of disrepair that it is unfit for human habitation or other occupation, and has been in such a condition for a period of more than 3 months.

The definition of “unfit for human habitation or other occupation” is a property that is unsuitable for living or working in on a daily basis. The property is likely to lack, or have restricted access to, essential services or facilities including but not limited to water, and/or operational effluent discharge facilities, and the property is considered unsafe or unsuitable for use as a place of business or domestic inhabitation on a daily basis.

and

2. The property meets one or more of the following criteria -

(a) The property has become unsafe and poses a risk to public safety, including but not limited to:

- the existence on the property of vermin, rubbish/litter, fire hazards, excess materials/goods, asbestos or other environmental hazards; or
- the property is a partially built structure where there is no reasonable progress of the building permit"

(b) The property adversely affects public amenity;

(c) The property provides an opportunity to be used in a manner that may cause a nuisance or become detrimental to the amenity of the immediate area;"

(d) The condition of the property has a potential to adversely impact the value of other properties in the vicinity;"

(e) The property affects the general amenity of adjoining land or the neighbourhood by the appearance of graffiti, any stored unregistered motor vehicles, machinery or parts thereof, scrap metal, second hand building materials, building debris, soil or similar materials, or other items of general waste or rubbish."

Types and Classes of land subject to the differential rate

Any land having the relevant characteristics described above.

Geographic Location

Wherever located within the boundaries of the municipality.

Use of Land

Any use permitted or described under the relevant planning scheme.

Planning Scheme Zoning

The zoning applicable to each rateable land parcels within this category, as determined by consulting maps referred to in the relevant Planning Scheme.

2024/25 Budget Notes to the financial statements

Types of Buildings

All buildings which are currently constructed on the land or which have been constructed during the current financial year.

"Use and Level of Differential Rate

The differential rate will be used to fund some of those items of expenditure described in the budget adopted by Council.

The level of differential rate is the level which Council considers is necessary to achieve the objective specified above and is set at the maximum level, being 4 times the lowest differential rate, as allowed under Section 161 (5) of the Local Government Act 1989.

The actual amount of the differential rate for derelict properties will be four times the amount of the lowest differential rate, which is the Farm Rate, which is 75% of the General Rate. The rate in the dollar for the derelict properties will be 0.00892716 and will generate \$22,072, which represents 0.02% of total rates and charges revenue.

Recreational Land

Recreational land is defined in accordance with Section 4 of the Cultural & Recreational Lands Act 1963 (C&RL).

"The Cultural & Recreational Lands Act 1963 requires councils to take into consideration the services provided by the municipal council in relation to such lands and the benefit to the community derived from the land when determining the quantum of the amount payable in lieu of rates.

Latrobe City Council has two concession rates in relation to recreational land. Type 1 eligible lands include land which meets the definition of C&RL that do not provide gaming facilities. The rate concession for Type 1 land is set at 50% of the general rate. In addition, there are four recreational assessments which receive an additional rebate. These rebates are applied as a result of significant changes in the CIV valuations resulting from the rezoning of land and changes in valuation methodologies. It was considered that without applying a rebate the levied amounts would fail to take into consideration the requirements under the C&RL Act. Type 2 eligible lands include land which meets the definition of C&RL that provide gaming facilities. The rate concession for Type 2 land is set at 60% of the general rate.

General Rate

The general rate is the particular rate in the dollar that applies to all land which is not defined within a differential rate and includes residential, commercial and industrial properties, both vacant and improved.

The actual rating burden applying to general properties is an outcome determined by decisions to apply either higher or lower rates in the dollar to other classes of property, such as farm, commercial/ industrial or recreational land.

In the setting of differential rates, Council consciously considers their relativity to the general rate.

2024/25 Budget

Notes to the financial statements

4.1.2 Statutory fees and fines

	Forecast Actual 2023/24 \$'000	Budget 2024/25 \$'000	Change	
			\$'000	%
Infringements and costs	500	527	27	5.4%
Town planning fees	14	12	(2)	(14.3%)
Land information certificates	80	80	0	0.0%
Permits	924	936	12	1.3%
Other	182	168	(14)	(7.7%)
Health Registrations	440	425	(15)	(3.4%)
Pool / Spa Registrations	18	20	2	11.1%
Animal Registrations	599	590	(9)	(1.5%)
Total statutory fees and fines	2,757	2,758	1	0.0%

Minor variances are projected for Statutory fees and fines in the 2024/25 financial year.

4.1.3 User fees

	Forecast Actual 2023/24 \$'000	Budget 2024/25 \$'000	Change	
			\$'000	%
Leisure centre and recreation	3,118	3,199	81	2.6%
Child care/children's programs	4,558	4,621	63	1.4%
Waste management services	2,048	2,488	440	21.5%
Subdivision Supervision	379	300	(79)	(20.8%)
Creative Arts & Venues	796	1,024	228	28.6%
Other fees and charges	572	638	66	11.5%
Total user fees	11,471	12,270	799	7.0%

Increased landfill fees are projected as a result of an increase in the Landfill gate fee from \$262 per tonne to \$300 per tonne. This increase is a result of better alignment to cover landfill costs of cell construction and rehabilitation including corporate overheads and has been benchmarked to ensure it is in line with industry prices. An increase is also projected for Creative Arts mainly due to higher projected income from commercial hires of Council's major venues.

2024/25 Budget

Notes to the financial statements

4.1.4 Grants

Grants are required by the Act and the Regulations to be disclosed in Council's annual budget.

	Forecast Actual 2023/24 \$'000	Budget 2024/25 \$'000	Change \$'000 %	
Grants expected to be received in respect of the following:				
Summary of grants				
Commonwealth funded grants	20,285	20,081	(204)	(1.0%)
State funded grants	42,827	45,063	2,236	5.2%
Total grants received	63,112	65,144	2,032	3.2%
(a) Operating Grants				
Recurrent - Commonwealth Government	17,227	16,698	(529)	(3.1%)
Financial Assistance Grants	16,865	15,828	(1,037)	(6.1%)
Maternal and Child Health	6	6	0	0.0%
Employment Facilitation Programs	339	864	525	154.9%
Recreational, Leisure & Community Facilities	- 29	-	29	(100.0%)
Family & Children Programs	46	-	(46)	(100.0%)
Recurrent - State Government	12,195	11,933	(262)	(2.1%)
Aged and Disability Programs	826	3	(823)	(99.6%)
Arts Programs	155	155	0	0.0%
Community Support and Development Programs	256	243	(13)	(5.1%)
Emergency Management	-	-	0	#DIV/0!
Family & Children Programs	8,487	8,822	335	3.9%
Libraries	547	560	13	2.4%
Maternal & Child Health Program	1,642	1,747	105	6.4%
Other	37	158	121	327.0%
School Crossings	245	245	0	0.0%
Total recurrent grants	29,422	28,631	(791)	(2.7%)
Non-recurrent - Commonwealth Gov	-	-	0	0.0%
Non-recurrent - State Government	549	267	(282)	(51.4%)
Community Support and Development Programs	54	90	36	66.7%
Economic Development	122	-	(122)	(100.0%)
Emergency Management	60	60	0	0.0%
Events and International Relations	30	-	(30)	(100.0%)
Family & Children Programs	147	-	(147)	(100.0%)
Infrastructure Maintenance	-	-	0	#DIV/0!
Libraries	-	-	0	#DIV/0!
Recreational, Leisure & Community Facilities	29	-	(29)	(100.0%)
Other	107	117	10	9.3%
Total non-recurrent grants	549	267	(282)	256.0%
Total operating grants	29,971	28,898	(1,073)	(3.6%)

2024/25 Budget

Notes to the financial statements

4.1.4 Grants (contd.)

	Forecast Actual 2023/24 \$'000	Budget 2024/25 \$'000	Change \$'000 %	
(b) Capital Grants				
Recurrent - Commonwealth Government	1,700	1,700	0	0.0%
Roads to recovery	1,700	1,700	0	0.0%
Total recurrent grants	1,700	1,700	0	0.0%
Non-recurrent - Commonwealth Government	1,358	1,683	325	23.9%
Buildings	275	1,100	825	300.0%
Public Lighting	416	-	(416)	(100.0%)
Recreational, Leisure & Community Facilities	242	-	(242)	(100.0%)
Roads	425	583	158	37.2%
Non-recurrent - State Government	30,083	32,863	2,780	9.2%
Buildings	762	4,988	4,226	554.6%
Computers & Telecommunications	289	-	(289)	(100.0%)
Drainage	774	-	(774)	(100.0%)
Plant, Machinery and Equipment	62	-	(62)	(100.0%)
Off Street Carparks	9,663	23,000	13,337	138.0%
Roads	10,876	-	(10,876)	(100.0%)
Recreational, Leisure & Community Facilities	521	-	(521)	(100.0%)
Other Infrastructure	7,136	4,875	(2,261)	(31.7%)
Total non-recurrent grants	31,441	34,546	3,105	9.9%
Total capital grants	33,141	36,246	3,105	9.4%
Total Grants	63,112	65,144	2,032	3.2%

Operating grants include all monies received from State and Federal sources for the purposes of funding the delivery of Council's services to ratepayers. Overall, the level of operating grants is expected to decrease by 3.6% (or \$1.1 million) compared to 2023/24. This decrease primarily relates to the timing of the Victoria Grants Commission Finance Assistance Grants and Council ceasing to provide Regional Assessment Services to the Commonwealth government in 2024/25. Non-recurrent grant funding is budgeted based on funding confirmed at the time of preparation of the budget.

2024/25 Budget

Notes to the financial statements

4.1.4 Grants (contd.)

Capital grants include all monies received from State and Federal governments for the purposes of funding the capital works program. Overall the level of grants and contributions is expected to increase by 9.4% (or \$3.1million) compared to 2023/24 mainly associated with funding received from the State and Federal Governments in relation to Regional Carpark fund and for Traralgon Flood recovery i.e the Multi Use Pavilion at Traralgon Recreation Reserve \$2.6 million and Indoor Multi Sports Hall at Glenview Park Traralgon \$2.1 million. Only confirmed funding is included in the budget, however historically it can be expected that Council will receive additional capital grant funding during the year that is not projected in the budget. Section 4.5 "Capital Works Program" includes details of the capital grants expected to be received during the 2024/25 year.

4.1.5 Contributions

	Forecast Actual 2023/24 \$'000	Budget 2024/25 \$'000	Change	
			\$'000	%
Monetary	240	90	(150)	(62.5%)
Non-monetary	4,151	5,000	849	20.5%
Total contributions	4,391	5,090	699	15.9%

Monetary Contributions relate to monies paid by developers in regard to public open space, drainage and other infrastructure in accordance with planning permits issued for property development together with non government contributions towards capital works projects. The 2024/25 budget is lower compared to 2023/24 due to expected reduced capital, open space and special charge scheme contributions.

Non-Monetary Contributions relate to expected infrastructure assets passed to Council from developers of new subdivisions and occasionally may also include any other assets that are gifted to Council e.g. donated artworks. An increase is expected based on current development expectations.

4.1.6 Other income

	Forecast Actual 2023/24 \$'000	Budget 2024/25 \$'000	Change	
			\$'000	%
Interest	5,795	4,650	(1,145)	(19.8%)
Other Rent	807	753	(54)	(6.7%)
Insurance claims	74	-	(74)	(100.0%)
Sales	654	692	38	5.8%
Contributions other	692	598	(94)	(13.6%)
Other	148	152	4	2.7%
Total other income	8,170	6,845	(1,325)	(16.2%)

Overall other income is projected to decrease by 16.2% mainly due to interest on investments as a result of projected lower levels of investments resulting from expenditure from reserves and reduced interest rate assumptions.

2024/25 Budget Notes to the financial statements

4.1.7 Employee costs

	Forecast Actual 2023/24 \$'000	Budget 2024/25 \$'000	Change	
			\$'000	%
Salaries & Wages	53,950	54,923	973	1.8%
Superannuation	5,902	6,359	457	7.7%
Workcover	1,030	1,450	420	40.8%
Fringe Benefits tax	268	280	12	4.5%
Other	3,672	2,276	(1,396)	(38.0%)
Total employee costs	64,822	65,288	466	0.7%

Employee costs include all labour related expenditure such as wages and salaries and on-costs such as allowances, leave entitlements, employer superannuation, WorkCover, etc. Employee costs are forecast to increase by 0.7% or \$0.5 million compared to 2023/24 forecast. Salary and Wages have been budgeted in accordance with Council's Enterprise Bargaining Agreement and annual award increases for banded staff. Decreased reliance on contract staff is the main reason for the decrease in Other employee costs of \$1.4 million.

4.1.8 Materials and services

	Forecast Actual 2023/24 \$'000	Budget 2024/25 \$'000	Change	
			\$'000	%
Contract Payments	31,090	27,721	(3,369)	(10.8%)
Building Maintenance	303	739	436	143.9%
General Maintenance	5,194	5,134	(60)	(1.2%)
Utilities	3,600	3,169	(431)	(12.0%)
Office Administration	2,682	3,058	376	14.0%
Information Technology	3,364	3,710	346	10.3%
Insurance	1,523	1,673	150	9.8%
Consultants	3,607	1,657	(1,950)	(54.1%)
Other	962	764	(198)	(20.6%)
Total materials and services	52,325	47,625	(4,700)	(9.0%)

Materials and Services are forecast to decrease by 9.0% or \$4.7 million compared to 2023/24. This is mainly a result of higher levels of spending in 2023/24 due to funds carried forward from previous financial years and non-recurrent operating grants received.

2024/25 Budget

Notes to the financial statements

4.1.9 Depreciation

	Forecast Actual 2023/24 \$'000	Budget 2024/25 \$'000	Change	
			\$'000	%
Property	6,900	7,000	100	1.4%
Plant & equipment	2,740	2,750	10	0.4%
Infrastructure	23,777	23,780	3	0.0%
Total depreciation	33,417	33,530	113	0.3%

Depreciation is an accounting measure which attempts to allocate the value of an asset over its useful life for property, plant and equipment including infrastructure assets such as roads and drains and new landfill cells. A minor increase is expected in the 2024/25 financial year due to revaluations and new assets.

4.1.10 Amortisation - Intangible assets

	Forecast Actual 2023/24 \$'000	Budget 2024/25 \$'000	Change	
			\$'000	%
Landfill Rehabilitation	949	944	(5)	(0.5%)
Total amortisation - intangible assets	949	944	(5)	(0.5%)

Amortisation is an accounting measure which attempts to allocate the value of an asset over its useful life for Council's intangible assets.

4.1.11 Depreciation - Right of assets

	Forecast Actual 2023/24 \$'000	Budget 2024/25 \$'000	Change	
			\$'000	%
Property	28	28	0	0.0%
Plant & Equipment	127	131	4	3.1%
Total depreciation - right of use assets	155	159	4	2.6%

This item attempts to allocate the value of Council's right of use an assets over their useful life e.g. leased property and vehicles.

4.1.12 Net loss on disposal of property, infrastructure, plant & equipment

	Forecast Actual Forecast Actual \$'000	Budget Budget \$'000	Change	
			\$'000	%
Property	2,500	2,500	0	0.0%
Infrastructure	2,500	2,500	0	0.0%
Total loss on disposal of property, infrastructure, plant & equipment	5,000	5,000	0	0.0%

The loss on disposal is associated with the retirement of the residual value of assets renewed as part of the capital works program. This process was not allowed for in previous budgets due to the uncertainty in identifying the values, however a loss has been forecasted and in line with historical results to make some allowance for this item.

2024/25 Budget

Notes to the financial statements

4.1.13 Other expenses

	Forecast Actual 2023/24 \$'000	Budget 2024/25 \$'000	Change	
			\$'000	%
Auditors remuneration - VAGO	93	100	7	7.5%
Auditors remuneration - Internal	61	90	29	47.5%
Audit other	78	130	52	66.7%
Councillors' Allowances	380	390	10	2.6%
Operating lease rentals	156	71	(85)	(54.5%)
Grants	2,152	1,476	(676)	(31.4%)
Levies	2,040	2,150	110	5.4%
Total other expenses	4,960	4,407	(553)	(11.1%)

Other expenditure relates to a range of unclassified items including contributions to community groups, audit costs, levies, lease and rent payments and other miscellaneous expenditure items. Other expenditure is expected to decrease by \$0.6 million in 2024/25 predominantly due to the grants paid in 2023/24 from funding carried forward from previous years mainly under the Small Towns funding program and Minor Capital works grants packages.

4.2 Balance Sheet

4.2.1 Assets

Current assets (\$5.6 million decrease) - mainly due to projected reduced cash and investments as Council funds carried forward from 2023/24 are spent in the 2024/25 budget period. A more detailed analysis of this change is included in section 4.4. "Statement of Cash Flows".

Non current assets (\$63.2 million increase) - net result of the capital works program, asset revaluation movements, the depreciation of non-current assets and the disposal through sale of property, plant and equipment. Intangible assets will decrease due to the amortisation of cell 6 at the Highland Highway landfill.

4.2.2 Liabilities

Current liabilities (3.3 million increase) - the increase in current liabilities (that is, obligations council must pay within the next year) is mainly due to the scheduled repayment of an interest only loan in the 2025/26 financial year which will transition from non-current to current in the 2024/25 financial year..

Non current liabilities (\$6.0 million decrease) - the decrease in non current liabilities (that is, obligations council must pay beyond the next year) is predominantly as result of the movement from non-current to current of interest bearing liabilities (loans) with no new borrowings proposed for the 2024/25 financial year.

4.2.3 Borrowings

The table below shows information on borrowings specifically required by the Regulations.

	2023/24 \$'000	2024/25 \$'000
Amount borrowed as at 30 June of the prior year	15,290	16,987
Amount proposed to be borrowed	4,500	0
Amount projected to be redeemed	(2,803)	(2,216)
Amount of borrowings as at 30 June	16,987	14,771

2024/25 Budget Notes to the financial statements

4.3 Statement of changes in Equity

4.3.1 Reserves

Asset revaluation reserve which represents the difference between the previously recorded value of assets and their current valuations. Asset valuations are predicted to increase by 2.0% or \$30.3 million.

Other Reserves are funds that Council wishes to separately identify as being set aside to meet a specific purpose in the future and to which there is no existing liability. These amounts form part of the overall Accumulated Surplus of the Council, however are separately disclosed.

4.3.2 Equity

Accumulated surplus which is the value of all net assets less Reserves that have accumulated over time. The increase in accumulated surplus of \$30.0 million results directly from the surplus for the year together with the movement in statutory reserves.

4.4 Statement of Cash Flows

4.4.1 Net cash flows provided by/used in operating activities

An increase in net cash flows from operating activities of \$15.6 million is mainly due to increased capital grants inflows related to major capital works projects together with decreased outflows related to expenditure incurred in 2023/24 from funds received in previous financial years.

4.4.2 Net cash flows provided by/used in investing activities

Decreased net outflows from investing activities of \$0.7 million mainly due to decreased outflows (\$5.2 million) for property, plant and equipment (capital works) as a result of reduced carry forward works, partially offset by reduced net proceeds from investments as surplus funds are expended for these projects.

4.4.3 Net cash flows provided by/used in financing activities

The movement from forecasted net inflows in 2023/24 to net outflows in 2024/25 of \$3.9 million is mainly the result of the drawdown of borrowings of \$4.5 million for the Moe Rail Precinct Revitalisation Stage 2 and Kernot Hall refurbishment projects in 2023/24.

2024/25 Budget Capital Works Program

4.5 Capital works program

This section presents a listing of the capital works projects that will be undertaken for the 2024/25 year, classified by expenditure type and funding source. Works are also disclosed as current budget or carried forward from prior year. More details on planned program works can also be seen at Appendix B.

4.5.1 Summary

	Forecast Actual 2023/24 \$'000	Budget 2024/25 \$'000	Change \$'000	%
Property	14,000	10,220	(3,780)	(27.0%)
Plant and equipment	4,429	4,073	(356)	(8.0%)
Infrastructure	55,432	54,309	(1,123)	(2.0%)
Total	73,861	68,602	(5,259)	(7.1%)

	Project cost \$'000	Asset expenditure type				Summary of funding sources Council			
		New \$'000	Renewal \$'000	Upgrade \$'000	Expansion \$'000	Grants \$'000	Contrib'ns \$'000	cash \$'000	Borrow's \$'000
Property	10,220	5,319	3,531	1,370	-	6,089	-	4,131	-
Plant and equipment	4,073	15	4,058	-	-	-	-	4,073	-
Infrastructure	54,309	31,921	16,465	5,923	-	30,158	-	24,151	-
Total	68,602	37,255	24,054	7,293	-	36,247	-	32,355	-

2024/25 Budget Capital Works Program

Capital works program

For the year ending 30 June 2025

4.5.2 Current Budget

Capital Works Area	Asset expenditure type					Summary of funding sources			
	Project cost \$'000	New \$'000	Renewal \$'000	Upgrade \$'000	Expansion \$'000	Grants \$'000	Contrib'ns \$'000	Council cash \$'000	Borrow's \$'000
PROPERTY									
Buildings									
Building Component Renewal Program	3,304	-	3,304	-	-	-	-	3,304	-
Latrobe Leisure Maintenance and Upgrade Program	227	-	227	-	-	-	-	227	-
Total Buildings	3,531	-	3,531	-	-	-	-	3,531	-
TOTAL PROPERTY	3,531	-	3,531	-	-	-	-	3,531	-
PLANT AND EQUIPMENT									
Plant, Machinery and Equipment									
Plant Replacement Program	2,023	-	2,023	-	-	-	-	2,023	-
Plant Replacement - Landfill	-	-	-	-	-	-	-	-	-
Fleet Replacement Program	1,385	-	1,385	-	-	-	-	1,385	-
Latrobe Leisure Equipment Replacement Program	50	-	50	-	-	-	-	50	-
Total Plant, Machinery and Equipment	3,458	-	3,458	-	-	-	-	3,458	-
Fixtures, Fittings and Furniture									
Office Furniture & Equipment Replacement Program	-	-	-	-	-	-	-	-	-
Total Fixtures, Fittings and Furniture	-	-	-	-	-	-	-	-	-
Computers and Telecommunications									
IT Equipment Replacement Program	600	-	600	-	-	-	-	600	-
Total Computers and Telecommunications	600	-	600	-	-	-	-	600	-
Artworks									
Artwork Acquisitions	15	15	-	-	-	-	-	15	-
Total Artworks	15	15	-	-	-	-	-	15	-
TOTAL PLANT AND EQUIPMENT	4,073	15	4,058	-	-	-	-	4,073	-

2024/25 Budget Capital Works Program

Capital Works Area	Asset expenditure type					Summary of funding sources				
	Project cost \$'000	New \$'000	Renewal \$'000	Upgrade \$'000	Expansion \$'000	Grants \$'000	Contrib'n's \$'000	Council		
								cash \$'000	Borrow's \$'000	
INFRASTRUCTURE										
Roads										
Gravel Road Resheet Program	905	-	905	-	-	-	-	905	-	
Local Road Reseal Program	6,573	-	6,573	-	-	-	-	6,573	-	
Road Rehabilitation Program	5,393	-	5,393	-	-	1,700	-	3,693	-	
Minor Sealing Works Program	40	-	-	40	-	-	-	40	-	
Roads New (DCP Projects)	797	797	-	-	-	-	-	797	-	
Sealing of Gravel Roads - Special Charge Scheme Projects	360	-	-	360	-	-	-	360	-	
Landfill Access Road renewal	200	-	200	-	-	-	-	200	-	
Construction of CFA & Garbage Truck turn-arounds	40	-	-	40	-	-	-	40	-	
Total Roads	14,308	797	13,071	440	-	1,700	-	12,608	-	
Bridges										
Bridge and Culverts component renewal Program	150	-	150	-	-	-	-	150	-	
Total Bridges	150	-	150	-	-	-	-	150	-	
Footpaths and Cycleways										
Footpath Replacement Program	1,065	-	1,065	-	-	-	-	1,065	-	
Footpath Linear Path Program	60	60	-	-	-	-	-	60	-	
Footpath Missing Link Program	165	165	-	-	-	-	-	165	-	
Gravel Path Renewal Project	40	-	40	-	-	-	-	40	-	
Total Footpaths and Cycleways	1,330	225	1,105	-	-	-	-	1,330	-	
Drainage										
Minor Drainage Renewal	97	-	97	-	-	-	-	97	-	
Storage Structure Stabilisation & Rehabilitatio	125	-	125	-	-	-	-	125	-	
Piped Systems Enhancement & Stormwater Quality Improvement	800	-	-	800	-	-	-	800	-	
Stormwater Outfall Upgrade	60	-	-	60	-	-	-	60	-	
Wetlands & Retention Structure Renewal Program	275	-	275	-	-	-	-	275	-	
Total Drainage	1,357	-	497	860	-	-	-	1,357	-	

2024/25 Budget Capital Works Program									
Capital Works Area	Project cost \$'000	Asset expenditure type				Summary of funding sources Council			
		New \$'000	Renewal \$'000	Upgrade \$'000	Expansion \$'000	Grants \$'000	Contrib'ns \$'000	cash \$'000	Borrow's \$'000
Recreational, Leisure and Community Facilities									
Hard Court Renewal - Ronald reserve - Tennis Courts	200	-	200	-	-	-	-	200	-
Drainage and Irrigation improvements-Northern Res. Newborough Oval	150	-	150	-	-	-	-	150	-
Traralgon Tennis - Court Resurfacing	300	-	300	-	-	-	-	300	-
Total Rec, Leisure and Community Facilities	650	-	650	-	-	-	-	650	-
Waste Management									
Landfill Cell development	3,000	3,000	-	-	-	-	-	3,000	-
Leachate Pond Hyland Highway Landfill - concrete pad and bunding	75	75	-	-	-	-	-	75	-
Total Waste Management	3,075	3,075	-	-	-	-	-	3,075	-
Parks, Open Space and Streetscapes									
Play Ground Renewal - Maskrey Park, Traralgon	237	-	237	-	-	-	-	237	-
New Playground - The Range, Morwell	150	150	-	-	-	-	-	150	-
Public BBQ Shelter Renewal - Mathison Park - BBQ Shelter	80	-	80	-	-	-	-	80	-
SkatePark /BMX Pump Track - Tyers Community Park	300	300	-	-	-	-	-	300	-
Retaining Wall Renewal Program	125	-	125	-	-	-	-	125	-
Total Parks, Open Space and Streetscapes	892	450	442	-	-	-	-	892	-
Off Street Car Parks									
Reconstruction and Rehabilitation	175	-	175	-	-	-	-	175	-
Resurfacing	50	-	50	-	-	-	-	50	-
Gravel Resheet	75	-	75	-	-	-	-	75	-
Sealing Unsealed Off Street Carparks	100	-	-	100	-	-	-	100	-
Carpark upgrade	80	-	-	80	-	-	-	80	-
Total Off Street Car Parks	480	-	300	180	-	-	-	480	-
TOTAL INFRASTRUCTURE	22,242	4,547	16,215	1,480	-	1,700	-	20,542	-
TOTAL NEW CAPITAL WORKS FOR 2024/25	29,846	4,562	23,804	1,480	-	1,700	-	28,146	-

2024/25 Budget Capital Works Program									
4.5.3 Works carried forward from the 2023/24 year									
Capital Works Area	Asset expenditure type					Summary of funding sources			
	Project cost \$'000	New \$'000	Renewal \$'000	Upgrade \$'000	Expansion \$'000	Grants \$'000	Contrib'ns \$'000	Council cash \$'000	Borrow's \$'000
PROPERTY									
Buildings									
Park Lane Preschool - Refurbishment	1,370	-	-	1,370	-	1,370	-	-	-
Multi Use Pavilion Traralgon Rec Res (Flood Recovery)	3,219	3,219	-	-	-	2,619	-	600	-
Indoor Multi Sports Hall, Glenview Park Traralgon (Flood Recovery)	2,100	2,100	-	-	-	2,100	-	-	-
Total Buildings	6,689	5,319	-	1,370	-	6,089	-	600	-
TOTAL PROPERTY	6,689	5,319	-	1,370	-	6,089	-	600	-
INFRASTRUCTURE									
Parks, Open Space and Streetscapes									
Mathison Park Adventure Playground	500	-	-	500	-	500	-	-	-
Total Parks, Open Space and Streetscapes	500	-	-	500	-	500	-	-	-
Off Street Car Parks									
Regional Car Parks Fund – Main Works Package	1,000	1,000	-	-	-	1,000	-	-	-
Regional Car Parks Fund Site 7 2 Kay Street, Traralgon	14,500	14,500	-	-	-	14,500	-	-	-
Regional Car Parks Fund Site 8 Commercial Road, Morwell	7,000	7,000	-	-	-	7,000	-	-	-
Total Off Street Car Parks	22,500	22,500	-	-	-	22,500	-	-	-

2024/25 Budget Capital Works Program

4.5.3 Works carried forward from the 2023/24 year

Capital Works Area	Asset expenditure type					Summary of funding sources			
	Project cost \$'000	New \$'000	Renewal \$'000	Upgrade \$'000	Expansion \$'000	Grants \$'000	Contrib'ns \$'000	Council cash \$'000	Borrow's \$'000
Roads									
Roads Upgrade Marshall's / Traralgon Maffra Road intersection (DCP Projects)	3,610	-	-	3,610	-	-	-	3,610	-
LRCI 4 Landslip Maintenance Works Lindners Road, Jeeralang Junction; Budgeree Road, Budgeree; Grand Ridge Road, Grand Ridge	150	-	150	-	-	150	-	-	-
LRCI4 Kerb Reconstruction Howitt, St Traralgon	100	-	100	-	-	100	-	-	-
LRCI4 Chicanes Wirraway Street, Moe	333	-	-	333	-	333	-	-	-
Total Roads	4,193	-	250	3,943	-	583	-	3,610	-
Other Infrastructure									
Gippsland Logistics Precinct	4,874	4,874	-	-	-	4,874	-	-	-
Total Other Infrastructure	4,874	4,874	-	-	-	4,874	-	-	-
TOTAL INFRASTRUCTURE	32,067	27,374	250	4,443	-	28,457	-	3,610	-
TOTAL CARRIED FWD WORKS FROM 2023/24	38,756	32,693	250	5,813	-	34,546	-	4,210	-
TOTAL CAPITAL WORKS	68,602	37,255	24,054	7,293	-	36,247	-	32,355	-

2024/25 Budget Capital Works Program

4.6 CAPITAL WORKS (OPERATING)

(These projects are of a capital nature but do not meet the definition of capital expenditure due to them either not being on Council owned/or controlled assets or not relating to an asset class recognised by Council. Expenditure on these projects appears in the Budgeted Comprehensive Income Statement).

Capital Works Area	Project cost \$'000	Asset expenditure type				Summary of funding sources			
		New \$'000	Renewal \$'000	Upgrade \$'000	Expansion \$'000	Grants \$'000	Contrib'ns \$'000	Council cash \$'000	Borrow's \$'000

4.6.1 Current Budget

PROPERTY

Buildings									
Demolition of Dilapidated Council Buildings	70	-	-	-	-	-	-	70	-
Total Buildings	70	-	-	-	-	-	-	70	-
TOTAL PROPERTY	70	-	-	-	-	-	-	70	-

INFRASTRUCTURE

Roads									
New Traffic Signs Projects	15	-	-	-	-	-	-	15	-
New Linemarking Projects	15	-	-	-	-	-	-	15	-
DDA Traffic & Pedestrian Renewal	30	-	-	-	-	-	-	30	-
Traffic Calming New Installations	45	-	-	-	-	-	-	45	-
Traffic Light Renewal	35	-	-	-	-	-	-	35	-
Traffic & Pedestrian Safety New installations	75	-	-	-	-	-	-	75	-
Total Roads	215	-	-	-	-	-	-	215	-

2024/25 Budget Capital Works Program									
Capital Works Area	Project cost \$'000	Asset expenditure type				Summary of funding sources			
		New \$'000	Renewal \$'000	Upgrade \$'000	Expansion \$'000	Grants \$'000	Contrib'ns \$'000	Council cash \$'000	Borrow's \$'000
Public Lighting									
New Street Lights installations	50	-	-	-	-	-	-	50	-
Public Lighting & Flagpole Replacement Program	35	-	-	-	-	-	-	35	-
Total Public Lighting	85	-	-	-	-	-	-	85	-
Parks, Open Space and Streetscapes									
Unserviceable Street Furniture Replacement Program	-	-	-	-	-	-	-	-	-
Fence Renewal - Agnes Brereton (Fence and guttering)	130	-	-	-	-	-	-	130	-
Play Space Improvement Plan	21	-	-	-	-	-	-	21	-
Drinking Fountains New & Upgrade	25	-	-	-	-	-	-	25	-
Recreation Plans and Strategy Reviews - Various	-	-	-	-	-	-	-	-	-
Total Parks, Open Space and Streetscapes	176	-	-	-	-	-	-	176	-
Off Street Car Parks									
Upgrade to DDA compliance	50	-	-	-	-	-	-	50	-
Total Off Street Car Parks	50	-	-	-	-	-	-	50	-
Waste Management									
Landfill Rehabilitation	1,550	-	-	-	-	-	-	1,550	-
Total Waste Management	1,550	-	-	-	-	-	-	1,550	-
Recreational, Leisure and Community Facilities									
Pitches & Nets Renewal	30	-	-	-	-	-	-	30	-
Sports Fences Renewal	225	-	-	-	-	-	-	225	-
Synthetic Surfaces Renewal	200	-	-	-	-	-	-	200	-
Total Recreational, Leisure and Community Facilities	455	-	-	-	-	-	-	455	-
Other Infrastructure									
Fire Hydrants	10	-	-	-	-	-	-	10	-
Transfer Station Upgrades	100	-	-	-	-	-	-	100	-
Total Other	110	-	-	-	-	-	-	110	-
TOTAL INFRASTRUCTURE	2,641	-	-	-	-	-	-	2,641	-
TOTAL NEW CAPITAL WORKS (OPERATING)	2,711	-	-	-	-	-	-	2,711	-
TOTAL CAPITAL WORKS PROGRAM FOR 2024/25	71,313	37,255	24,054	7,293	-	36,247	-	35,066	-

2024/25 Budget Capital Works Program

Summary of Planned Capital Works Expenditure For the years ended 30 June 2026, 2027 & 2028

2025/26	Asset Expenditure Types					Funding Sources				
	Total \$'000	New \$'000	Renewal \$'000	Expansion \$'000	Upgrade \$'000	Total \$'000	Grants \$'000	Contributions \$'000	Council Cash \$'000	Borrowings \$'000
Property										
Buildings	10,272	4,000	4,322	0	1,950	10,272	2,950	0	7,322	0
Total Buildings	10,272	4,000	4,322	0	1,950	10,272	2,950	0	7,322	0
Total Property	10,272	4,000	4,322	0	1,950	10,272	2,950	0	7,322	0
Plant and Equipment										
Plant, machinery and equipment	3,740	0	3,740	0	0	3,740	0	0	3,740	0
Fixtures, fittings and furniture	11	0	11	0	0	11	0	0	11	0
Computers and telecommunications	649	0	649	0	0	649	0	0	649	0
Artworks	15	15	0	0	0	15	0	0	15	0
Total Plant and Equipment	4,415	15	4,400	0	0	4,415	0	0	4,415	0
Infrastructure										
Roads	13,869	0	13,782	0	87	13,869	1,700	0	12,169	0
Bridges	162	0	162	0	0	162	0	0	162	0
Footpaths and cycleways	1,439	243	1,196	0	0	1,439	0	0	1,439	0
Drainage	1,468	0	538	0	930	1,468	0	0	1,468	0
Recreational, leisure and community facilities	703	0	703	0	0	703	0	0	703	0
Waste management	216	0	216	0	0	216	0	0	216	0
Parks, open space and streetscapes	892	0	392	0	500	892	500	0	392	0
Aerodromes	0	0	0	0	0	0	0	0	0	0
Off street car parks	12,473	11,954	324	0	195	12,473	11,954	0	519	0
Other infrastructure	0	0	0	0	0	0	0	0	0	0
Total Infrastructure	31,222	12,197	17,313	0	1,712	31,222	14,154	0	17,068	0
Total Capital Works Expenditure	45,909	16,212	26,035	0	3,662	45,909	17,104	0	28,805	0

2024/25 Budget Capital Works Program

2026/27	Asset Expenditure Types					Funding Sources				
	Total \$'000	New \$'000	Renewal \$'000	Expansion \$'000	Upgrade \$'000	Total \$'000	Grants \$'000	Contributions \$'000	Council Cash \$'000	Borrowings \$'000
Property										
Buildings	8,396	0	3,971	0	4,425	8,396	4,425	0	3,971	0
Total Buildings	8,396	0	3,971	0	4,425	8,396	4,425	0	3,971	0
Total Property	8,396	0	3,971	0	4,425	8,396	4,425	0	3,971	0
Plant and Equipment										
Plant, machinery and equipment	3,890	0	3,890	0	0	3,890	0	0	3,890	0
Fixtures, fittings and furniture	11	0	11	0	0	11	0	0	11	0
Computers and telecommunications	675	0	675	0	0	675	0	0	675	0
Artworks	17	17	0	0	0	17	0	0	17	0
Total Plant and Equipment	4,593	17	4,576	0	0	4,593	0	0	4,593	0
Infrastructure										
Roads	14,356	0	14,266	0	90	14,356	1,700	0	12,656	0
Bridges	169	0	169	0	0	169	0	0	169	0
Footpaths and cycleways	2,268	253	2,015	0	0	2,268	0	0	2,268	0
Drainage	1,526	0	559	0	967	1,526	0	0	1,526	0
Recreational, leisure and community facilities	731	0	731	0	0	731	0	0	731	0
Waste management	562	0	562	0	0	562	0	0	562	0
Parks, open space and streetscapes	407	0	407	0	0	407	0	0	407	0
Aerodromes	0	0	0	0	0	0	0	0	0	0
Off street car parks	540	0	338	0	202	540	0	0	540	0
Other infrastructure	0	0	0	0	0	0	0	0	0	0
Total Infrastructure	20,559	253	19,047	0	1,259	20,559	1,700	0	18,859	0
Total Capital Works Expenditure	33,548	270	27,594	0	5,684	33,548	6,125	0	27,423	0

2024/25 Budget Capital Works Program

2027/28	Asset Expenditure Types					Funding Sources				
	Total \$'000	New \$'000	Renewal \$'000	Expansion \$'000	Upgrade \$'000	Total \$'000	Grants \$'000	Contributions \$'000	Council Cash \$'000	Borrowings \$'000
Property										
Buildings	7,461	0	4,761	0	2,700	7,461	2,700	0	4,761	0
Total Buildings	7,461	0	4,761	0	2,700	7,461	2,700	0	4,761	0
Total Property	7,461	0	4,761	0	2,700	7,461	2,700	0	4,761	0
Plant and Equipment										
Plant, machinery and equipment	4,045	0	4,045	0	0	4,045	0	0	4,045	0
Fixtures, fittings and furniture	58	0	58	0	0	58	0	0	58	0
Computers and telecommunications	702	0	702	0	0	702	0	0	702	0
Artworks	18	18	0	0	0	18	0	0	18	0
Total Plant and Equipment	4,823	18	4,805	0	0	4,823	0	0	4,823	0
Infrastructure										
Roads	14,862	0	14,769	0	93	14,862	1,700	0	13,162	0
Bridges	175	0	175	0	0	175	0	0	175	0
Footpaths and cycleways	1,556	263	1,293	0	0	1,556	0	0	1,556	0
Drainage	1,587	0	581	0	1,006	1,587	0	0	1,587	0
Recreational, leisure and community facilities	760	0	760	0	0	760	0	0	760	0
Waste management	3,510	0	3,510	0	0	3,510	0	0	3,510	0
Parks, open space and streetscapes	423	0	423	0	0	423	0	0	423	0
Aerodromes	0	0	0	0	0	0	0	0	0	0
Off street car parks	562	0	351	0	211	562	0	0	562	0
Other infrastructure	0	0	0	0	0	0	0	0	0	0
Total Infrastructure	23,435	263	21,862	0	1,310	23,435	1,700	0	21,735	0
Total Capital Works Expenditure	35,719	281	31,428	0	4,010	35,719	4,400	0	31,319	0

2024/25 Budget Financial Performance Indicators

5a. Targeted performance indicators

The following tables highlight Council's current and projected performance across a selection of targeted service and financial performance indicators. These indicators provide a useful analysis of Council's intentions and performance and should be interpreted in the context of the organisation's objectives. The targeted performance indicators below are the prescribed performance indicators contained in Schedule 4 of the Local Government (Planning and Reporting) Regulations 2020. Results against these indicators and targets will be reported in Council's Performance Statement included in the Annual Report.

Targeted performance indicators - Service

Targeted performance indicators – Service		Notes	Actual	Forecast	Target	Target Projections			Trend
Indicator	Measure		2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	+/-
Governance									
Satisfaction with community consultation and engagement	Community satisfaction rating out of 100 with the consultation and engagement efforts of Council	1	53	55	56	57	58	59	+
Roads									
Sealed local roads below the intervention level	Number of kms of sealed local roads below the renewal intervention level set by Council / Kms of sealed local roads	2	99.9%	97.0%	95.0%	95.0%	95.0%	95.0%	-
Statutory Planning									
Planning applications decided within the relevant required time	Number of planning application decisions made within the relevant required time / Number of decisions made	3	88.0%	90.0%	90.0%	90.0%	90.0%	90.0%	-
Waste Management									
Kerbside collection waste diverted from landfill	Weight of recyclables and green organics collected from kerbside bins / Weight of garbage, recyclables and green organics collected from kerbside bins	4	49.3%	50.0%	51.0%	51.5%	52.0%	52.5%	+

2024/25 Budget Financial Performance Indicators

Targeted performance indicators - Financial

Indicator	Measure	Notes	Actual 2022/23	Forecast 2023/24	Target 2024/25	Target Projections			Trend
Liquidity									
Working Capital	Current assets / current liabilities	5	254.7%	260.3%	228.1%	229.8%	232.5%	228.1%	o
Obligations									
Asset renewal	Asset renewal and upgrade expense / asset depreciation	6	104.0%	145.0%	93.5%	86.8%	95.9%	100.6%	+
Stability									
Rates concentration	Rate revenue / adjusted underlying revenue	7	59.4%	63.3%	64.5%	64.5%	64.6%	64.7%	o
Efficiency									
Expenditure level	Total expenses / no. of property assessments	8	\$ 3,894	\$ 4,009	\$3,853	\$ 3,914	\$ 3,956	\$ 4,003	-

2024/25 Budget Financial Performance Indicators

5b. Financial performance indicators

The following table highlights Council's current and projected performance across a range of key financial performance indicators. These indicators provide a useful analysis of Council's financial position and performance and should be interpreted in the context of the organisation's objectives.

The financial performance indicators below are the prescribed financial performance indicators contained in Part 3 of Schedule 3 of the Local Government (Planning and Reporting) Regulations 2020. Results against these indicators will be reported in Council's Performance Statement included in the Annual Report.

Indicator	Measure	Notes	Actual 2022/23	Forecast 2023/24	Budget 2024/25	Projections			Trend
Operating Position									
Adjusted underlying result	Adjusted underlying surplus (deficit) / Adjusted underlying revenue	9	(4.0%)	(9.9%)	(6.5%)	(6.3%)	(5.5%)	(4.8%)	+
Liquidity									
Unrestricted Cash	Unrestricted cash / current liabilities	10	7.6%	(19.2%)	(20.1%)	(19.9%)	(16.8%)	(18.2%)	+
Obligations									
Loans & Borrowings	Interest bearing loans and borrowings / rate revenue	11	17.9%	18.2%	15.5%	9.4%	6.8%	4.3%	+
Loans & Borrowings	Interest and principal repayments on interest bearing loans and borrowings / rate revenue		2.1%	3.5%	2.7%	6.2%	2.5%	2.5%	+
Indebtedness	Non-current liabilities / own source revenue		26.0%	29.5%	24.1%	22.7%	20.0%	17.6%	+
Stability									
Rates effort	Rate revenue / property values (CIV)	12	0.6%	0.4%	0.4%	0.4%	0.4%	0.5%	+
Efficiency									
Revenue level	Total General rates and Municipal charges / No. of property assessments	13	\$1,601	\$1,681	\$1,731	\$1,788	\$1,846	\$1,907	-

Key to Forecast Trend:

- + Forecast improvement in Council's financial performance/financial position indicator
- o Forecasts that Council's financial performance/financial position indicator will be steady
- Forecast deterioration in Council's financial performance/financial position indicator

2024/25 Budget Financial Performance Indicators

Notes to indicators

5a. Targeted performance indicators

1. Satisfaction with community consultation and engagement

Latrobe City Council have implemented their new engagement tool (Engagement HQ) which has allowed a more targeted and proactive approach to engagement. Community members are able to register and encouraged to do so by offering a Latrobe City Council \$100 gift card awarded to one participant each month.

2. Sealed local roads below the intervention level

Latrobe City Council has been high performing in this area previously and is aiming to achieve 95% year on year, which is consistent with our Road Asset Modelling.

3. Planning applications decided within the relevant required time

In light of the nation-wide shortage of planners, Latrobe City Council is working to recruit and fill vacant senior roles within the team and also grow and retain existing staff.

4. Kerbside collection waste diverted from landfill

Due to new waste contracts, we now have the technology for drivers to view and report on contaminations. This leads to compliance notices being issued to residents as part of an ongoing education campaign. We expect that this will result in greater adherence and an overall increase in the waste diverted from landfill.

5. Working Capital

Working capital is targeted to remain relatively stable at about 2.3 dollars of current assets for every dollar of current liabilities projected over the four year period.

6. Asset renewal

Asset renewal and upgrade expenditure has been boosted in 2023 and 2024 due to government grants, borrowings and funding carried forward from previous years. The reduction in the ratio in future years is symbolic of the expected reduced capital grants for asset renewal, however the ratio is expected to stay high due to government funded preschool upgrades and increase to 100% in 2028 when the next Landfill cell is scheduled to be built.

7. Rates concentration

This ratio is expected to remain at around 65% over the target period, Council will continue to investigate options to increase other sources of income to try to reduce reliance on rates income.

8. Expenditure level

Expenditure per property assessment is targeted to increase by around 1.2% per annum over the forecast period. This is well below than the projected CPI of 3% p.a.

5b. Financial performance indicators

9. Adjusted underlying result

Council's underlying deficit is trending towards a return to surplus in future years. The results are forecasted to remain in deficit mainly due to restrictions on Council's ability to increase revenue and uplifts in depreciation expenses resulting from the construction over the last few years of major new infrastructure. e.g. Gippsland Regional Aquatic Facility (GRAC) and the Gippsland Performing Arts Centre (GPAC).

10. Unrestricted Cash

Unrestricted cash is expected to remain fairly stable between negative 20% and 17% over the projected period. This ratio is in negative as Council invests most of its surplus cash in financial assets and thereby maintains a relatively small cash balance compared to the size of restricted amounts such as unspent grants, trust funds and statutory reserves. These investments are timed to mature when the cash will be required.

11. Debt compared to rates

These ratios are all projected to decrease over the four year period due to no new borrowings being projected over this period, at the same time some existing loans will be fully repaid.

12. Rates effort

This ratio is expected to remain at between 0.4% and 0.5% over the forecasted period.

13. Revenue level

This ratio is expected to increase over the target period in line with expected rate cap increases of 2% pa

2024/25 Fees & Charges

Appendix A
Fees and Charges Schedule

Fee Name	Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Asset Protection			
Asset Protection Fee for Drainage Tapping in Urban Areas at Drainage Easements and Nature Strips Including Provision of Legal Point of Discharge or Drainage Information			
Asset Protection Fee for Drainage Tapping in Urban Areas at Drainage Easements and Nature Strips Including Provision of Legal Point of Discharge or Drainage Information	.	226.00	235.00
Asset Protection Fee for Vehicle Crossing Works			
Vehicle Crossing Works	.	110.00	115.00
Asset Protection Fees			
Building Site Asset Inspections - > \$15,000	Including all Reblocking, Urban Front Fencing & Demolitions	268.00	280.00
Building Site Asset Inspections - < \$15,000	Excluding all Reblocking, Urban Front Fencing & Demolitions	No Charge	No Charge
Occupation of Parking Bays	Per bay per day	53.00	55.00
Road Occupations	No traffic management required	102.00	105.00
Road Occupations	Provision of traffic management	207.00	215.00
Road Openings	No traffic management required	104.00	110.00
Road Openings	Provision of traffic management	205.00	215.00
Asset Protection Fees for Service Installations in Areas by Parties Other Than Utilities or Their Agents			
Each additional 100m of Road Length	.	111.00	115.00
Road Length less than 100m	.	207.00	215.00
Asset Protection Penalty for Infringement Notice as Specified in Section 19 of Local Law No.3			
.	Set by Statute (State Government)	2.00 fee units	2.00 fee units
Charge for Restoration of Road Openings in Urban and Rural Areas			
.	Actual cost, plus 10% of the actual cost, to cover administration expenses	Actual Cost + 10%	Actual Cost + 10%
Enquiries - Legal Point of Discharge or Drainage Information			
Urban Areas	Set by Statute (State Government)	9.77 fee units	9.77 fee units
Fees for Utilities and Their Agents for Applications Under Section 7 to the Road Management Act 2004			
Minor works conducted on, or on any part of the roadway, shoulder or pathway.	Set by Statute (State Government)	11 fee units	11 fee units
Minor works conducted on, or on any part of the roadway, shoulder or pathway.	Set by Statute (State Government)	11 fee units	11 fee units
Minor works not conducted on, or on any part of the roadway, shoulder or pathway.	Set by Statute (State Government)	5 fee units	5 fee units
Minor works not conducted on, or on any part of the roadway, shoulder or pathway.	Set by Statute (State Government)	5 fee units	5 fee units
Works, other than minor works conducted on, or on any part of the roadway, shoulder or pathway.	Set by Statute (State Government)	45 fee units	45 fee units
Works, other than minor works conducted on, or on any part of the roadway, shoulder or pathway.	Set by Statute (State Government)	20 fee units	20 fee units
Works, other than minor works not conducted on, or on any part of the roadway, shoulder or pathway.	Set by Statute (State Government)	25 fee units	25 fee units
Works, other than minor works not conducted on, or on any part of the roadway, shoulder or pathway.	Set by Statute (State Government)	5 fee units	5 fee units
Parking Headworks			
Parking Headworks Charge as Defined in Clause 11 of the Vehicle Crossing Policy.	.	3,800.00	3,950.00

NA = Not Available
POA = Price on Application

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Appendix A
Fees and Charges Schedule

Fee Name	Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Asset Protection			
Security Bonds as Specified in Local Law No.3			
Cost of Works < \$15,000 Excludes Reblocking, Residential Front Fences & Demolition Works	Rural, Residential, Industrial and Commercial Building Sites for Builders with a 12 month Satisfactory Performance Record.	No Charge	No Charge
Cost of Works < \$15,000 Excludes Reblocking, Residential Front Fences & Demolition Works	Rural, Residential, Industrial and Commercial Building Sites for Builders with an Unsatisfactory Performance Record.	510.00	530.00
Cost of Works > \$15,000 Includes Reblocking, Residential Front Fences & Demolition Works	Rural Building Site	510.00	530.00
Cost of Works > \$15,000 Includes Reblocking, Residential Front Fences & Demolition Works	Residential Building Site - No adjacent footpaths	510.00	530.00
Cost of Works > \$15,000 Includes Reblocking, Residential Front Fences & Demolition Works	Residential Building Site - With adjacent footpaths	1,020.00	1,060.00
Cost of Works > \$15,000 Includes Reblocking, Residential Front Fences & Demolition Works	Residential Building Site - Corner allotment, adjacent footpaths	1,530.00	1,590.00
Cost of Works > \$15,000 Includes Reblocking, Residential Front Fences & Demolition Works	Residential Building Site - Multiple units, adjacent footpaths	2,040.00	2,120.00
Cost of Works > \$15,000 Includes Reblocking, Residential Front Fences & Demolition Works	Industrial Building Site	2,550.00	2,650.00
Cost of Works > \$15,000 Includes Reblocking, Residential Front Fences & Demolition Works	Commercial Building Site	5,355.00	5,570.00
Cost of Works > \$15,000 Includes Reblocking, Residential Front Fences & Demolition Works	Multiple Building Sites - Builders with a 12 month Satisfactory Performance Record	10,710.00	11,150.00
Security Deposit as Detailed in Clause 10 of the Vehicle Crossing Policy			
Security Deposit	.	1,560.00	1,750.00
Building Services			
Building Certificates			
Building Certificate	Per certificate - 3.19 fee units	3.19 fee units	3.19 fee units
Building File Search Fee			
Building File Search Fee	Per Request	120.00	125.00
Additional buildings on same property	50% cost of Original Application	NA	62.50
Building Permit Lodgement Fees			
Building Permit Lodgement Fee	Per lodgement - 8.23 fee units	8.23 fee units	8.23 fee units
Building Permits			
\$10,001 to \$100,000	Each permit	750.00	780.00
\$100,001 to \$1,000,000	Each permit	1,250.00	1,300.00
Greater than \$1,000,000	Each permit	3,000.00	3,120.00
Up to \$10,000	Each permit	850.00	884.00
Permit Time Extensions and Inspections for Lapsed Permits			
Permit Time Extensions and Inspections for Lapsed Permits	Minimum	160.00	167.00
Pool Registration Fees			
Certificate of Compliance lodgement fee	1.38 fee units	1.38 fee units	1.38 fee units
Certificate of Non-Compliance lodgement fee	26 fee units	26.00 fee units	26.00 fee units
Pool History Search Fee	3.19 fee units	3.19 fee units	3.19 fee units
Registration Fee	2.15 fee units	2.15 fee units	2.15 fee units
Report and Consent			
First	19.61 fee units For siting matters 27.45 fee units	19.61 fee units	19.61 fee units or 27.45 fee units
Additional	50% cost of First Report and Consent	50% cost of above	50% cost of above
Demolition	5.75 fee units	5.75 fee units	5.75 fee units
POPE - Occupancy Permits	Treated as a Report and Consent (19.61 fee units)	19.61 fee units	19.61 fee units
Temporary Structure Siting Approvals	Treated as a Report and Consent (27.45 fee units)	19.61 fee units	27.45 fee units
Swimming Pool Inspection Fees			
Certificate of compliance where a non-compliance certificate has been issued	Each	100.00	104.00
Certificate of compliance where a non-compliance certificate has not been issued	Each	500.00	520.00

NA = Not Available
POA = Price on Application

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Appendix A
Fees and Charges Schedule

Fee Name	Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Community Halls			
Churchill Community Hall			
Commercial - Cleaning Charge	Cost recovery plus 10%	Cost Recovery + 10%	Cost Recovery + 10%
Commercial Hire	Base Rate 4 Hours	90.00	100.00
Community - Cleaning Charge	Cost recovery	Cost Recovery	Cost Recovery
Community Hire	Base Rate 4 Hours	55.00	60.00
Kernot Hall - Commercial Hire			
Cleaning Charge	Cost recovery plus 10%	Cost Recovery + 10%	Cost Recovery + 10%
Kitchen Usage	In addition to hall booking	300.00	315.00
Meeting Room Hire	Base rate (4 hours)	-	315.00
Technicians / Front of House Supervisor	Per hour/per staff member (3 hour minimum)	75.00	78.00
Usher	Per hour/per staff member (3 hour minimum)	75.00	70.00
Café/Bar Operations	At request of hirer	NA	P.O.A
Whole Venue (excludes Kitchen)	Per Hour (Minimum 5 hours) (includes 2 staff and standard cleaning))	300.00	300.00
Kernot Hall - Community Hire			
Cleaning Charge	Cost recovery	Cost Recovery	Cost Recovery
Kitchen Usage	In addition to hall booking	150.00	160.00
Meeting Room Hire	Base rate (4 hours)	-	165.00
Technicians / Front of House Supervisor	Per hour/per staff member (3 hour minimum)	60.00	63.00
Usher	Per hour/per staff member (3 hour minimum)	60.00	55.00
Café/Bar Operations	At request of hirer	NA	P.O.A
Whole Venue (excludes Kitchen)	Per Hour (Minimum 5 hours) (includes 2 staff and standard cleaning)	150.00	150.00
Moe Town Hall			
Commercial - Cleaning Charge	Cost recovery plus 10%	Cost Recovery + 10%	Cost Recovery + 10%
Commercial Hire	Base Rate 4 Hours	90.00	750.00
Community - Cleaning Charge	Cost recovery	Cost Recovery	Cost Recovery
Community Hire - Theatrical	Base Rate 5 Hours (includes 1 staff member)	55.00	450.00
Ticketing Fee	Per complimentary ticket	-	2.10
Ticketing Fee	Per ticket	-	4.20
Newborough Hall			
Commercial - Cleaning Charge	Cost recovery plus 10%	Cost Recovery + 10%	Cost Recovery + 10%
Commercial Hire	Base Rate 4 Hours	90.00	100.00
Community - Cleaning Charge	Cost recovery	Cost Recovery	Cost Recovery
Community Hire	Base Rate 4 Hours	55.00	60.00
Sound Shell			
Commercial - Cleaning Charge	Cost recovery plus 10%	Cost Recovery + 10%	Cost Recovery + 10%
Commercial - Technical Support	Per Hour (Minimum 3 hours, Per person per hour)	75.00	78.00
Commercial Hire	Per Day	500.00	520.00
Community - Cleaning Charge	Cost recovery	Cost Recovery	Cost Recovery
Community - Technical Support	Per Hour (Minimum 3 hours, Per person per hour)	60.00	63.00
Community Hire	Per Standard Day	No Charge	No Charge
Traralgon East Community Centre			
Commercial - Cleaning Charge	Cost recovery plus 10%	Cost Recovery + 10%	Cost Recovery + 10%
Commercial Hire	Base Rate 4 Hours	90.00	100.00
Community - Cleaning Charge	Cost recovery	Cost Recovery	Cost Recovery
Community Hire	Base Rate 4 Hours	55.00	60.00
Traralgon South Hall			
Commercial - Cleaning Charge	Cost recovery plus 10%	Cost Recovery + 10%	Cost Recovery + 10%
Commercial Hire	Base Rate 4 Hours	90.00	100.00
Community - Cleaning Charge	Cost recovery	Cost Recovery	Cost Recovery
Community Hire	Base Rate 4 Hours	55.00	60.00
Traralgon Town Hall (Non Theatrical)			
Community Hire - Rehearsal	2 Hours	No Charge	No Charge

NA = Not Available
POA = Price on Application

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Appendix A
Fees and Charges Schedule

Fee Name		Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Family & Children's Services				
Early Learning Centres				
After Kinder Care	Hourly		19.50	20.50
Full Day Care	Per day		120.00	125.00
Full Time Care	5 full days/child/week.		550.00	572.00
Half Day Care	Per half day		81.00	85.00
Holding Fee	100% Per place		100% Per place	100% Per place
Meeting Rooms (Moe PLACE, Churchill Hub)				
Meeting Room - Commercial	Per hour		29.00	32.80
Meeting Room - Commercial	Per Day		172.00	179.00
Meeting Room - Community Groups	Per hour		No Charge	No Charge
Moe PLACE Basketball Stadium				
Court Hire	Per Day (9am - 6pm)		236.00	246.00
Court Hire - General	Per hour		54.00	57.00
Court Hire - Schools	Per hour		44.00	46.00
Half Court Hire - General	Per hour		28.00	30.00
Half Court Hire - Schools	Per hour		23.00	24.00
Moe PLACE Community Kitchen				
Kitchen Hire	Per hour		16.00	17.00
Kitchen Hire	Per day		56.00	59.00
Moe PLACE Vacation Care				
Full Day Care	Per day		100.00	104.00
Family Health				
Nurse				
Attend Corporate Sessions	Per nurse per hour		67.50	71.50
Vaccinations Purchases				
Boostrix	Per dose.		56.10	59.00
Flu	Per dose.		26.00	27.50
Gardasil	Per dose.		181.20	189.00
Hep A	Per dose.		105.90	110.50
Hep B	Per dose.		34.60	36.00
Meningococcal C	Per dose.		121.30	126.50
Twinrix	Per dose.		117.70	123.00

NA = Not Available
POA = Price on Application

Appendix A
Fees and Charges Schedule

Fee Name		Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Gippsland Performing Arts Centre and Little Theatre				
Commercial Hire - Additional Labour				
Technicians / Front of House Supervisor	Per hour (3 hr minimum)		75.00	78.00
Usher	Per hour (3 hr minimum)		75.00	70.00
Café/Bar Operations	At request of hirer		NA	P.O.A
Commercial Hire - Functions & Events				
Conference Rooms	Base Rate 4 Hours		400.00	420.00
Meeting Room	Base Rate 4 Hours		200.00	220.00
Outdoor Event	Base Rate 5 Hours (includes 1 staff member)		1,600.00	1,125.00
Outdoor Event - Additional Hour	Per Hour		200.00	225.00
Commercial Hire - Theatrical				
Additional Equipment Hire	POA - Price on Application		POA	POA
Credit Card Fees	1.5% Credit Card and EFTPOS		1.50%	1.50%
Dark Day	Per day		500.00	600.00
GPAC - Additional Hours	Per Hour, includes 2 staff		350.00	370.00
GPAC Theatre	Base Rate 5 Hours		3,500.00	3,600.00
Little Theatre/Town Hall	Base Rate 5 Hours		1,000.00	1,000.00
Merchandise Sales	15% of gross sales		15.00%	15.00%
Ticketing Fee	Per complimentary ticket		2.00	2.10
Ticketing Fee	Per ticket		4.00	4.20
Community Hire - Additional Labour				
Technicians / Front of House Supervisor	Per hour (3 hr minimum)		60.00	63.00
Usher	Per hour (3 hr minimum)		60.00	55.00
Café/Bar Operations	At request of hirer		NA	P.O.A
Community Hire - Functions & Events				
Conference Rooms	Base Rate 4 Hours		200.00	200.00
Meeting Room	Base Rate 4 Hours		100.00	100.00
Outdoor Event	Base Rate 5 Hours (includes 2 staff)		800.00	530.00
Outdoor Event - Additional Hour	Per Hour		110.00	115.00
Community Hire - Theatrical				
Additional Equipment Hire	POA - Price on Application		POA	POA
Credit Card Fees	1.5% Credit Card and EFTPOS		1.50%	1.50%
Dark Day	Per day		500.00	550.00
GPAC Theatre	Base Rate 5 Hours (includes 2 staff)		1,250.00	1,300.00
GPAC Theatre - Additional Hours	Per hour (includes 2 staff)		250.00	280.00
Little Theatre/Town Hall	Base Rate 5 Hours (includes 1 staff member)		400.00	450.00
Ticketing Fee	Per complimentary ticket		1.00	1.10
Ticketing Fee	Per ticket		2.50	2.60
Governance				
Community Public/Products Liability Insurance				
Part A - Venue/Facility Hirers	Per hire (up to 52 times per year)		17.50	19.00
Part B - Performers/Stallholders/Artists/Street Stallholders/Buskers/Tutors and Instructors	Per hire (up to 52 times per year)		39.00	41.00
Freedom of Information				
Application Fee	Per application		2.00 Fee Units	2.00 Fee Units
Photocopy Charges	Per side - A4 Black and White		0.20	0.20
Search Charge	Per hour		1.50 fee units	1.50 fee units
Supervision Charges -	Per hour		1.50 fee units	1.50 fee units

NA = Not Available
POA = Price on Application

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Appendix A
Fees and Charges Schedule

Fee Name	Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Health Services			
Additional Inspection Fees			
Food Act - Class 1 (Full Time)	Per Inspection	260.00	271.00
Food Act - Class 2A (Full Time)	Per Inspection	210.00	220.00
Food Act - Class 2B (Part Time)	Per Inspection	195.00	203.00
Food Act - Class 3A (Full Time)	Per Inspection	190.00	200.00
Food Act - Class 3B (Part Time)	Per Inspection	135.00	141.00
Public Health & Wellbeing Act - Additional Inspections	Per Inspection	160.00	170.00
Caravan Parks and Movable Homes			
Residential Tenancies	1-25 sites (17 fee units)	17.00 fee units	17.00 fee units
Residential Tenancies	26-50 sites (34 fee units)	34.00 fee units	34.00 fee units
Residential Tenancies	51-100 sites (68 fee units)	68.00 fee units	68.00 fee units
Residential Tenancies	101-150 sites (68 fee units)	68.00 fee units	68.00 fee units
Commercial Accommodation			
Annual Renewal	Includes motels and hostels	595.00	620.00
New Registration	Includes motels and hostels	680.00	710.00
Commercial Food Premises			
Class 1 (Full Time) - New	e.g. Hospitals, Nursing Homes, Childcare Centres	825.00	860.00
Class 1 (Full Time) - Renewal	e.g. Hospitals, Nursing Homes, Childcare Centres	755.00	786.00
Class 2A (Full Time) - New	e.g. Restaurants , Fast Food, Deli's	770.00	801.00
Class 2A (Full Time) - New	e.g. Supermarkets, Large Manufacturers	1,520.00	1,581.00
Class 2A (Full Time) - Renewal	e.g. Restaurants , Fast Food, Deli's	715.00	745.00
Class 2A (Full Time) - Renewal	e.g. Supermarkets, Large Manufacturers	1,410.00	1,467.00
Class 2B (Part Time) - New	Minimal unpacked potential hazardous foods	520.00	541.00
Class 2B (Part Time) - Renewal	Minimal unpacked potential hazardous foods	470.00	490.00
Class 3A (Full Time) - New	Water Carters	200.00	210.00
Class 3A (Full Time) - New	Minimal unpacked potential hazardous foods	460.00	480.00
Class 3A (Full Time) - Renewal	Water Carters	170.00	180.00
Class 3A (Full Time) - Renewal	Minimal unpacked potential hazardous foods	400.00	416.00
Class 3A Supermarket - New	Large scale supermarket selling packaged potentially hazardous foods	1,250.00	1,300.00
Class 3A Supermarket - Renewal	Large scale supermarket selling packaged potentially hazardous foods	1,150.00	1,196.00
Class 3B (Part Time) - New	Food is secondary activity (e.g. B&B)	300.00	312.00
Class 3B (Part Time) - Renewal	Food is secondary activity (e.g. B&B)	275.00	286.00
Class 3C (Full Time) - New	Food is secondary activity (e.g. B&B)	225.00	235.00
Class 3C (Full Time) - Renewal	Food is secondary activity (e.g. B&B)	200.00	210.00
Class 4 Low Risk Packaged	e.g. Liquor Outlets, Video Stores, Newsagents, Pharmacies etc.	Exempt	Exempt
Once off Short Term	Temporary food stall - major events	280.00	292.00
Food & Water Sample Administration Fee			
Private water supply sample	Per sample + Analyst Fee	225.00	235.00
Sample administration fee	2nd non compliant follow up	230.00	240.00
Health Premises			
New Premises Registration	Part Time (less than 3 days) - Hairdressing & Low Risk Beauty (eyelash tinting, spray tans, makeup)	270.00	281.00
New Premises Registration	Ear-Piercing Single Use - Medium Risk	330.00	345.00
New Premises Registration	Part Time (less than 3 days) - Beauty Treatments (eye lash extensions, waxing, facials)	395.00	411.00
New Premises Registration	Fulltime Hairdressing & Low Risk Beauty (eyelash tinting, spray tans, makeup)	585.00	610.00
New Premises Registration	Fulltime Beauty Treatments- (eye lash extensions, waxing, facials)	585.00	610.00
New Premises Registration	Fulltime Skin Penetration/Colonic - High Risk	585.00	610.00
Renewal Premises Registration	Ear-Piercing Single Use - Medium Risk	220.00	230.00
Renewal Premises Registration	Beauty Treatments - Part-time (3 days or less) - (eye lash extensions, waxing, facials)	335.00	350.00
Renewal Premises Registration	Beauty Treatments - Fulltime- (eye lash extensions, waxing, facials)	500.00	520.00
Renewal Premises Registration	Comm Skin Penetration/Colonic - High Risk	585.00	610.00
Renting chair in another premises - New Registration	Part Time (less than 3 days per venue) - Hairdressing & Low Risk Beauty (eyelash tinting, spray tans, makeup)	270.00	281.00
Renting chair in another premises - New Registration	Skin Penetration (incl tattooing, waxing body, body piercing) 1-2 days per venue	365.00	380.00
Renting chair in another premises - New Registration	Fulltime Hairdressing & Low Risk Beauty (eyelash tinting, spray tans, makeup)	585.00	610.00
Renting chair in another premises - Renewal	Skin Penetration (incl tattooing, waxing body, body piercing) 1-2 days per venue	335.00	350.00

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Appendix A
Fees and Charges Schedule

Fee Name	Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Health Services			
Plan Approval/Establishment of New Business			
Food Act Premises	Per premise	480.00	500.00
Public Health and Wellbeing Act Premises	Per premise	260.00	271.00
Septic Tanks - New Installations			
Additional Fixtures - Minor Alteration Regulation 16(1)(a), (3)	37.25 fee units	37.25 fee units	37.25 fee units
Conveyancing Enquiry		310.00	325.00
Extension to Septic Tank Application - Amend a Permit Regulation 198	More than two years old	165.00	172.00
Inspections	In excess of two - per inspection	160.00	170.00
Regulation 196(1)(a), (2) Alteration - Minor	37.25 fee units	37.25 fee units	37.25 fee units
Regulation 196(1)(b), (2) All System Types	48.88 fee units - first two inspections included	48.88 fee units	48.88 fee units
Regulation 196(1)(b), (2) Alteration - Major	48.88 fee units	48.88 fee units	48.88 fee units
Regulation 197	Transfer a permit - 9.93 fee units	9.93 fee units	9.93 fee units
Regulation 200	Renew a permit - 8.31 fee units	8.31 fee units	8.31 fee units
Search Fee		80.00	85.00
Septic Tank Report & Consent	Each	310.00	325.00
Transfer or Registration			
Food Act	Pre-purchase fee for existing business	210.00	220.00
Public Health and Wellbeing Act	Per transfer or registration	210.00	220.00
Residential Tenancies Act	Per transfer or registration - (5 fee units)	5.00 fee units	5.00 fee units
Latrobe City Traffic School			
Educational Group			
Hire of Traffic School	Per hour	46.00	48.00
Hire of Hand Cranked Tricycles			
With responsibility for repair or replacement of damaged unit	Per bike/day	3.00	3.50
Mobile Bike Education Trailer			
Hire of bike trailer (Deposit \$200)	Per day	39.00	41.00
Private Groups			
Hire of Traffic School	Per hour	72.00	75.00
Latrobe Regional Airport			
Airport Annual Licence Fees			
Commercial	Per annum	1,635.00	1,770.00
Light Commercial	Per annum	817.00	880.00
Recreational	Per annum	166.00	180.00
AVDATA Movement Charges			
AVDATA movement charges	Per tonne / per movement	12.50	13.00
Movement Charges			
Grass Parking Fee's	Per tonne / per day	-	2.00
Hardstand Parking Fee's	Per tonne / per day	-	5.00
Public Liability Insurance Contribution			
Public Liability Insurance Contribution	Per recreational / no trading tenancy	385.00	401.00

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Appendix A
Fees and Charges Schedule

Fee Name		Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Latrobe Regional Gallery				
Function and Event Hire				
	Quoted based on staffing and catering requirements		POA	POA
LRG - Meeting Room 1				
Commercial Rental	Evenings/Weekends Base rate 4 hours		260.00	270.00
Commercial Rental	Full Day (10am - 4pm)		364.00	380.00
Community Rental	Half Days (4 hours)		No Charge	No Charge
Community Rental	Full Day (10am - 4pm)		No Charge	No Charge
Community Rental	Evening (After 5pm) Base rate 2 hours		156.00	165.00
LRG - Meeting Room 2				
Commercial Rental	Evenings/Weekends (Base rate 4 hours)		260.00	270.00
Commercial Rental	Full Day (10am - 4pm)		364.00	380.00
Community Rental	Half Days (4 hours)		No Charge	No Charge
Community Rental	Full Day (10am - 4pm)		No Charge	No Charge
Community Rental	Evening (After 5pm) (Base rate 2 hours)		156.00	165.00
LRG - Studio Workshop - Commercial				
Rental	Weekday - Full Day (10am - 4pm)		364.00	380.00
Rental	Evening (After 5pm) Base rate 4 hours		416.00	440.00
Rental	Weekend - Full Day (10am - 4pm)		416.00	440.00
LRG - Studio Workshop - Community				
Rental	Weekday - Full Day (10am - 4pm)		No Charge	No Charge
Rental	Weekend - Full Day (10am - 4pm)		No Charge	No Charge
Rental	Evening (After 5pm) (Base rate 2 hours)		156.00	165.00
GRAC				
Birthday Parties				
BYO Food - includes host, slides & games	Minimum 10 people, additional person \$20 pp		200.00	210.00
Catered - includes hosts, slides, games & catering options	Minimum 10 people - Price on Application		POA	POA
Facility Hire				
Dedicated Water Slide Hire	2 hours minimum / per hour		104.00	108.20
Group Fitness Class	Per group / per hour		135.00	140.40
Group Fitness Class - Additional Instructor	Per hour		62.50	65.00
Meeting Room Hire	1 hour minimum / per hour		31.50	32.80
Whole Day Carnival	9am to 5pm (including 50m pool, 25m outdoor pool, AOE/competition room meeting room)		1,560.00	1,622.40
Spa, Sauna, Steam Room				
Adult	16 years and over		13.20	13.80
Concession	Pension, Seniors & Health Care		10.00	10.40
Waterslides - Weekdays				
Adult	Per session		10.10	10.50
Child	Per session		7.10	7.40
Concession	Per session		7.50	7.80
Waterslides - Weekends				
Adult	Per session		12.70	13.30
Child	Per session		9.20	10.00
Concession	Per session		9.60	10.00
WIBIT (Inflatable)				
Assisting Adult	*special conditions		4.20	4.40
Participant	*special conditions		8.30	8.70

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Appendix A
Fees and Charges Schedule

Fee Name	Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Leisure Facilities			
Athletic and Cycling Track			
Club Hire.	Per hour.	50.40	52.50
Cycling / Athletic Club Hire of Bike/ Aths Track.	Per annum / seasonal agreement	1,075.00	1,118.00
Other/Athletic Carnival.	Full day 9am – 3pm.	612.50	637.00
School.	Per student	3.60	3.70
Bronze Membership			
Concession	Fortnightly via direct debit	18.30	19.10
Non Concession	Fortnightly via direct debit	24.50	25.50
Off-Peak (Mon-Fri 11am -3pm & Weekends - excl Pub Hols)	Fortnightly via direct debit	14.60	15.20
Silver Membership			
Concession (Aged Pension, Seniors Card or DSP recipients)	Fortnightly via direct debit	22.50	23.40
Non Concession	Fortnightly via direct debit	29.80	31.00
Off-Peak (Mon-Fri 11am -3pm & Weekends - excl Pub Hols)	Fortnightly via direct debit	17.80	18.50
Gold Membership			
Concession	Fortnightly via direct debit	26.90	28.00
Non Concession	Fortnightly via direct debit	35.90	37.40
Corporate Membership			
20+ People	Discounts off term memberships only	0.20	0.20
Fitness Program			
Casual Concession Gym	Pension, Seniors & Health Care Card	13.00	13.80
Casual Gym	Per person	17.30	18.00
Concession	Pension, Seniors & Health Care Card	10.70	11.20
Group Fitness	Per class	14.30	14.90
Life Fit	.	7.20	7.50
Personal Training	Additional person per 1/2 hour	20.00	21.00
Personal Training	Additional person per 1 hour	34.40	36.00
Personal Training	1/2 Hour	40.30	42.00
Personal Training	1 Hour	70.20	73.00
Youth Fit	Class for specific ages	9.60	10.00
Fitness Room Hire			
Hire.	Per hour.	53.00	55.00
Gippsland Regional Cricket Centre (GRCC)			
Ball Machine Hire - includes lane, machine and balls	Per Hour - includes Lane Hire	51.90	54.00
Facility Hire	Full Facility per Day (8 hours)	1,587.30	1,650.80
GRCC outdoor net hire	Per net / per hour	41.00	42.70
Lane Hire	Per hour (up to 4 players)	42.30	44.00
Meeting Room	Per Hour	31.50	32.80
Parties	Per Party - 2 hrs (up to 10 people)	216.00	224.70
School Clinic	Per Clinic (3 hours)	162.00	168.50
Gippsland Regional Indoor Sports Stadium (GRISS)			
GRISS Function room hire (includes kitchen)	Per hour	50.00	52.00
Café/Bar Operations	At request of hirer	NA	P.O.A
GRISS show court hire (Courts 2,3 & 4)	Per hour	253.00	264.00
GRISS show court hire (Courts 7 & 8)	Per hour	-	152.40
GRISS show court hire (Courts 7 & 8)	Per hour	-	152.40

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Appendix A
Fees and Charges Schedule

Fee Name	Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Leisure Facilities			
Indoor Pool - Swim Sauna (Churchill Only)			
Adult	Each Visit	10.30	10.70
After Entry/class	Each Visit	4.90	5.10
Concession	Each Visit	7.70	8.00
Indoor Pool – Swim Sauna Spa			
Adult	Each Visit	11.80	12.30
Adult	Visits x 10	106.10	110.70
After Entry/Class	Each Visit	6.00	6.30
Concession	Each Visit	8.90	9.30
Concession	Visits x 10	79.20	83.70
Indoor Pool – Swims			
Adult	16 years and over	7.20	7.50
Child	Child 5–15 yrs & High School Student	5.10	5.40
Children	4 years and under with adult swim.	No Charge	No Charge
Concession	Pension, Seniors & Health Care Card	5.30	5.60
Family*	*As listed on Medicare Card	19.00	19.80
Schools	Per child	4.40	4.60
Membership Administration Fee			
Upon Joining		75.00	78.00
Other - Indoor Pools			
Carnival Hire	Per Day 9am - 5pm	1,053.00	1,096.00
Carnival Hire - incl 1 Lifeguard plus 1 Duty Manager	Per hour	220.00	230.00
Lane Hire	Per hour	52.00	55.00
School Carnival Hire	Per Day 9am - 3pm	988.00	1,028.00
Wet Out of Hours - incl 1 Lifeguard plus 1 Duty Manager	Per hour plus entry fee	100.00	115.00
Other Charges			
Event Cleaning	Per hour (minimum 2 hours)	45.00	54.00
First Aid Officer	Per hour (minimum 2 hours)	60.00	63.00
Squash Courts			
Casual Visit	Per person / per 1/2 hour. Not valid for bookings	-	5.20
Hire	Per hour.	16.00	16.70
Stadium			
Adult Competition	Per player per game	7.00	7.30
Adult Training	Per player per session #	4.90	5.10
Concession Competition	High School Students playing in Senior Competitions, Pension, Seniors & Health Care Card	5.20	5.40
Concession Training	High School Students playing in Senior Competitions, Pension, Seniors & Health Care Card	4.10	4.30
Court Hire - General	Per court per hour	54.00	57.00
Court Hire - Schools	Per court per hour	44.00	46.00
Dry Out of Hours Fee	Per hour (plus entry fee)	65.20	67.80
Junior Competition (during junior competition times only)	Per player per game	5.10	5.30
Junior Training (0 - 17 years)	Per player per session #	4.00	4.20
Meeting Room Hire	Per hour	31.00	32.80
Netball Team Sheet	Per game, per Team	-	74.00
Schools	Per student	3.50	3.70
Stadium Programs	Per person / per program	-	5.20
Tournament Fee	Per court per day (9am - 5pm)	236.00	250.00
Tournament/Venue Hire Fee	Price on Application	-	POA

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Appendix A
Fees and Charges Schedule

Fee Name	Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Leisure Facilities			
Swim Lesson - Private			
Swim Lesson - Private 1:1	Per half hour class, per person	42.40	44.10
Swim Lesson - Private 1:2	Per half hour class, per person	31.90	33.20
Swim Lesson - Private 1:3	Per half hour class, per person	25.90	27.00
Swim Lesson - Private - Concession			
Swim Lesson - Private 1:1 - Concession	Per half hour class, per person	31.80	33.10
Swim Lesson - Private 1:2 - Concession	Per half hour class, per person	24.00	25.00
Swim Lesson - Private 1:3 - Concession	Per half hour class, per person	19.50	20.30
Swim Lessons - Group			
Adult	Per Class	16.00	16.80
Infants	Per Class - Supervision 1:8	14.50	15.10
Preschools	Per Class - Supervision 1:5	15.30	15.90
School Age	Per Class	16.00	16.80
Swim Instructor	Per Instructor, Per Hour	63.70	66.30
Transition/Lap It Up	Per Class	9.80	10.20
Swim Lessons - Group - Concession			
Health Care / Pension Card - Infants	Per Class - Supervision 1:8	11.00	11.35
Health Care / Pension Card - Preschool	Per Class - Supervision 1.5	11.50	11.95
Health Care Card / Pension - School Age	Per Class	12.10	12.60
Health Care, Pension & Senior Card - Adult	Per Class	12.10	12.60
Visit Pass - Indoor pools			
Adult	Visits x 10	64.60	67.50
Child	Visits x 10	45.90	48.80
Concession	Visits x 10	47.80	50.40
Family	Visits x 10	170.40	178.20
Visit Pass - Group Fitness			
1/2 hr Personal Training	Visits x 10	380.30	378.00
1hr Personal Training	Visits x 10	631.80	657.00
Adult	Visits x 10	127.70	134.10
Concession	Visits x 10	96.40	100.80
Youth Fit 13-15	Visits x 10	85.90	90.00
Visit Pass - Gym			
Adult	Visits x 10	155.40	162.00
Concession	Visits x 10	116.30	121.00
Visit Pass - Stadium			
Adult Stadium Competition	Visits x 10	63.00	65.70
Adult Stadium Competition	Visits x 20	120.00	124.10
Concession Competition	Visits x 10	46.80	48.60
Concession Competition	Visits x 20	88.40	91.80
Junior Competition	Visits x 10	45.90	47.70
Junior Competition	Visits x 20	86.70	90.10
Junior Training	Visits x 10	35.60	37.30
Junior Training	Visits x 20	67.20	71.40
Stadium Programs	Visit x 10	-	46.80
Stadium Programs	Visit x 20	-	88.40

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Appendix A
Fees and Charges Schedule

Fee Name		Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Outdoor Pools				
Competitions - School Swim Carnival Hire				
Extra Supervision Required - ratio 1:100 ratio	Per hour		62.40	64.90
Other Carnival Full Day (9am - 3pm)	Weekends or Public Holidays		863.50	898.10
School Carnival Full Day (9am - 3pm)	Includes 1 Duty Manager		508.40	528.80
School Carnival Half Day (9am -12pm / 12pm - 3pm)	Mon - Fri		354.10	368.30
Entry Fees				
Adult	16 years & over		5.40	5.60
Children	4 years and under with adult swim.		No Charge	No Charge
Children/Student	Child 5 - 15 yrs & High School Student		4.30	4.50
Concession	Pension, Seniors & Health Care Card		4.50	4.70
Family	As listed on Medicare Card		15.80	16.50
Schools	Per child		4.30	4.50
Out of Advertised Operating Hours Hire				
Includes 1 Life Guard plus 1 Duty Manager	Per hour + entry fee per person		91.00	94.70
Season Passes (Multi-Venue)				
Children/Student	Child 5 - 15 yrs & High School Student		82.30	85.60
Concession	Pension, Seniors & Health Care Card		85.10	88.50
Family	As listed on Medicare Card		264.50	275.50
Single Adult Pass	16 years & over		109.00	113.50

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Appendix A
Fees and Charges Schedule

Fee Name	Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Local Laws			
Animal Sales			
Cat Sale (including desexing fee)	Per animal	230.00	240.00
Dog or Cat Sale (already desexed)	Per animal	183.00	191.00
Dog Sale (including desexing fee)	Per animal	408.00	425.00
Dog & Cat Infringements			
In accordance with Domestic Animal Act 1994	Penalties will be applied as per the Domestic Animal Act	as per Act	as per Act
Dog & Cat Registration Fees			
Dangerous, Menacing or Renewals only for Restricted Dog Breeds	Full registration per animal	224.00	233.00
Domestic Animal Business	Per Annum	270.00	281.00
Domestic Animal Business - Animal	Per Animal	27.00	29.00
Full Registration	Per Animal	49.00	51.00
Non-Desexed Dog Full Registration	Per Animal	137.00	143.00
Non-Desexed Dog Pensioner Concession	Per Animal	69.00	71.50
Pensioner Registration	Per Animal	24.50	25.50
Registration as Foster Carer (81/1994 Part 5B)	Per Animal	63.50	66.00
Registration fee for fostered animal	Per Animal	8.50	9.00
Livestock			
Food and keep fees	Per animal per day	30.00	32.00
Livestock attendance for VicRoads	Per attendance	667.00	695.00
Livestock Infringements	Penalties will be applied as per the Livestock Act	as per Act	as per Act
Pound Release Large (horse, cow, bull, etc)	Per animal	192.50	201.00
Pound Release Poultry and Miscellaneous small animals	Per animal	11.00	12.00
Pound Release Small (sheep, pig, goat, etc)	Per animal	104.00	110.00
Other Fees/Infringements			
Administration Fee	Reconciliation and generation of an invoice to a property owner which has had force clear works completed by Council	90.00	94.00
Caravan as Temporary Accommodation permit	Clause 142 - Local Law No 2 - incorporates 6mth permit application for Health permit to reside in a caravan	65.00	68.00
Daily Storage Fee	Per vehicle per day	17.00	18.00
Fire Hazard Infringement	Set by State Government- fee set after July 1 each year	TBA	TBA
Impound General (e.g. political signage, tents, or general items on Council Land)	Per item	108.00	113.00
Litter Infringement	Set by State Government- fee set after July 1 each year	TBA	TBA
Local Laws Permit	All Clauses otherwise specified	64.00	67.00
Release fee for vehicles impounded in accordance with Schedule 11 of the Local Government Act - Immediate Tow	Per vehicle, plus tow fee per vehicle if applicable	730.00	760.00
Release Fee			
Release fee for vehicles impounded in accordance with Schedule 11 of the Local Government Act - Standard Tow	Per vehicle, plus standard tow if applicable	386.00	405.00
Release Fee			
Roadside Trading Permit	Clause 82 - Local Law No 2	473.00	492.00
School Crossing Flags	Per set	98.00	102.00
Shopping Trolley Release Fee	Per trolley	193.00	201.00
Standard Towing Fee	Per vehicle per tow	220.00	230.00
Temporary outdoor eating facilities	Per annum fee (inclusive of permit application fee) Consisting of up to 4 tables and a maximum of 12 chairs	162.00	169.00
Temporary outdoor eating facilities over four tables and/or over 12 chairs	Per annum fee (inclusive of permit application fee) Consisting of over 4 tables and/or over 12 chairs	330.00	344.00
Parking Infringements			
Parking Infringement	Infringement will be applied at maximum value, in accordance with the Road Safety Act	as per Act	as per Act

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Appendix A
Fees and Charges Schedule

Fee Name	Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Local Laws			
Pound Release Fees - Domestic Animals			
Dog or cat microchipping	Per animal	67.00	74.00
Dog or cat release (where owner is identifiable by Council)	Per animal plus other applicable charges	38.00	40.00
Dog or cat release (where owner is unidentifiable by Council)	Per animal plus other applicable charges	124.00	129.00
Female cat desexing	Per animal	238.00	262.00
Female dog desexing	Per animal	375.00	413.00
Food and keep fees	Per animal per day	19.00	20.00
Male cat desexing	Per animal	130.00	143.00
Male dog desexing	Per animal	221.00	243.00
Miscellaneous Small Animal (Rabbit, Rodent, etc)	Per animal plus other applicable charges	10.50	11.00
Subsequent Release	Per animal plus other applicable charges	132.00	138.00
Vaccination fee	Per animal	90.50	100.00
Vet Check fee	Per animal	65.00	72.00
Vet Report	Per animal	127.00	140.00
Property and Legal			
Off Street Car Parks			
Multi Story Car Park Permit - After Hours Call Out Fee	Per callout	Cost recovery	Cost recovery
Multi Story Car Park Permit - Car park space leases	Per space per annum	1,385.00	1,560.00
Off-Street Car Park Permit - Car park space leases	Per space per annum	940.00	1,040.00
Property and Legal			
Road Discontinuance/Closure & Sale of Land Application Fee	Per application	500.00	550.00
Replacement Permit Stickers			
Replacement Permit Sticker	First replacement in the financial year	No Charge	No Charge
Replacement Permit Sticker	Subsequent replacements in the same financial year	25.00	26.00
Property and Rates			
Property and Rates			
Dishonour Fee	Per dishonour occasion	9.00	10.00
Re-issue of prior years Rates Notice (up to 7 years only)	Per copy	21.00	22.00
Public Libraries			
Calico Library Bags			
New Member	Per bag	No Charge	No Charge
Damaged or Lost Items			
Beyond Repair - Magazine	Replacement cost plus processing fee	4.40	4.60
Replacement Cost	Minimum Charge	8.60	9.00
Talking Books	Replacement cost per CD	18.30	19.10
Events			
Adult Workshops Non Library Member	Full Day	34.00	35.40
Adult Workshops Library Member	Per Half Day	12.00	12.50
Adult Workshops Library Member	Full Day	28.00	29.20
Adult Workshops Non Library Member	Per Half Day	18.00	18.80
Author Talk (Special, Literary Festival, high profile) - Member	Per Event	27.00	28.10
Author Talk (Special, Literary Festival, high profile) - Non Member	Per Event	32.00	33.30
Author Talk (standard)	Per Event	5.00	-
Fees			
Inter Library Loan	Other Victorian Public Libraries;	Cost Recovery	Cost Recovery
Inter Library Loan	All Academic Institutions;	Cost Recovery	Cost Recovery
Inter Library Loan	Interstate / International Loans.	Cost Recovery	Cost Recovery
Replacement Cards.	Each	No Charge	No Charge

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Appendix A
Fees and Charges Schedule

Fee Name		Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Public Libraries				
Laminating				
A3	Per sheet.		4.00	4.20
A4	Per sheet.		3.00	3.20
Library Meeting Room				
Commercial.	Per hour		33.50	35.00
Commercial.	Full day – 10am-6pm.		162.00	169.00
Community Group.	Per hour		No Charge	No Charge
Moe Library Community Kitchen				
Commercial	Per hour		-	35.00
Commercial	Full day - 10am-6pm.		-	169.00
Community Group	Per hour		-	No Charge
Photocopying				
Black & White A3	Per side		0.50	0.40
Black & White A4	Per side		0.20	0.20
Colour Printing A3	Per side		1.20	1.50
Colour Printing A4	Per side		0.80	0.75
Research Fee				
Commercial/Community Group Request.	Per half hour (charged in 30min blocks)		32.00	33.30
Public Request.	Per half hour (charged in 30min blocks)		16.00	16.70

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Appendix A
Fees and Charges Schedule

Fee Name	Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Sports Stadiums, Ground & Reserves			
Community Room Hire (Traralgon West Sports Complex Upstairs Pavilion , Traralgon Railway Reservoir Conservation Reserve Community Room, Latrobe City Synthetic Sports Field Upstairs Pavilion , Morwell Recreation Reserve East Pavilion, Ted Summerton Reserve Upstairs Pavilion, Morwell Centenary Rose Garden Wing, Lake Narracan Hovercraft Club Pavilion)			
Additional Costs	Additional bins, cleaning & utility costs - Cost recovery	Cost Recovery	Cost Recovery
Commercial Groups	Per hour	34.00	38.00
User Groups	Per hour	No Charge	No Charge
Gippsland Sport and Entertainment Park			
Commercial Rate - Commission Charges	10% Percent of Gross Ticket Sales	-	-
Commercial Rate - Commission Charges	10% Percent of gross merchandise sales	-	-
Commercial Rate - Event Hire - Off Peak (Mon-Thurs excl Public Holidays)	Additional costs - Cost Recovery	Cost Recovery	Cost Recovery
Commercial Rate - Event Hire - Off Peak (Mon-Thurs excl Public Holidays)	Hourly Hire (8am - 5pm) per hour	216.00	237.00
Commercial Rate - Event Hire - Off Peak (Mon-Thurs excl Public Holidays)	Hourly Hire (5pm - midnight) per hour	433.00	474.00
Commercial Rate - Event Hire - Off Peak (Mon-Thurs excl Public Holidays)	Day Hire (8am - 5pm)	674.00	737.00
Commercial Rate - Event Hire - Off Peak (Mon-Thurs excl Public Holidays)	Night Hire (5pm - midnight)	1,342.00	1,467.00
Commercial Rate - Event Hire - Off Peak (Mon-Thurs excl Public Holidays)	All Day (8am - midnight)	2,016.00	2,204.00
Commercial Rate - Event Hire - Peak (Fri-Sun & Public Holidays)	Additional costs - Cost Recovery	Cost Recovery	Cost Recovery
Commercial Rate - Event Hire - Peak (Fri-Sun & Public Holidays)	Hourly Hire (8am - 5pm) per hour	333.00	364.00
Commercial Rate - Event Hire - Peak (Fri-Sun & Public Holidays)	Hourly Hire (5pm - midnight) per hour	669.00	732.00
Commercial Rate - Event Hire - Peak (Fri-Sun & Public Holidays)	Day Hire (8am - 5pm)	1,348.00	1,474.00
Commercial Rate - Event Hire - Peak (Fri-Sun & Public Holidays)	Night Hire (5pm - midnight)	2,691.00	2,942.00
Commercial Rate - Event Hire - Peak (Fri-Sun & Public Holidays)	All Day (8am - midnight)	4,032.00	4,407.00
Community Rate - Event Hire - Off Peak (Mon-Thurs excl Public Holidays)	Additional costs - Cost Recovery	Cost Recovery	Cost Recovery
Community Rate - Event Hire - Off Peak (Mon-Thurs excl Public Holidays)	Hourly Hire (8am - 5pm) per hour	105.00	105.00
Community Rate - Event Hire - Off Peak (Mon-Thurs excl Public Holidays)	Hourly Hire (5pm - midnight) per hour	211.00	211.00
Community Rate - Event Hire - Off Peak (Mon-Thurs excl Public Holidays)	Day Hire (8am - 5pm)	335.00	335.00
Community Rate - Event Hire - Off Peak (Mon-Thurs excl Public Holidays)	Night Hire (5pm - midnight)	659.00	659.00
Community Rate - Event Hire - Off Peak (Mon-Thurs excl Public Holidays)	All Day (8am - midnight)	988.00	988.00
Community Rate - Event Hire - Peak (Fri-Sun & Public Holidays)	Additional costs - Cost Recovery	Cost Recovery	Cost Recovery
Community Rate - Event Hire - Peak (Fri-Sun & Public Holidays)	Hourly Hire (8am - 5pm) per hour	167.00	167.00
Community Rate - Event Hire - Peak (Fri-Sun & Public Holidays)	Hourly Hire (5pm - midnight) per hour	335.00	335.00
Community Rate - Event Hire - Peak (Fri-Sun & Public Holidays)	Day Hire (8am - 5pm)	659.00	659.00
Community Rate - Event Hire - Peak (Fri-Sun & Public Holidays)	Night Hire (5pm - midnight)	1,311.00	1,311.00
Community Rate - Event Hire - Peak (Fri-Sun & Public Holidays)	All Day (8am - midnight)	1,962.00	1,962.00
Sporting Use - Day - Latrobe City Clubs & Groups	Per day session	136.00	142.00
Sporting Use - Day - Non Latrobe City Clubs & Groups	Per day session	199.00	218.00
Sporting Use - Day - Schools	Per day session	68.00	71.00
Sporting Use - Night - Latrobe City Clubs & Groups	Per night session	265.00	276.00
Sporting Use - Night - Non Latrobe City Clubs & Groups	Per night session	398.00	435.00
Sporting Use - Night - Schools	Per night session	135.00	141.00
Sundry Charges - Bar Hire - Commercial	Per bar / per session	398.00	414.00
Sundry Charges - Bar Hire - Community	Per bar / per session	199.00	207.00
Sundry Charges - External Public Address System Hire - Commercial	Per session	136.00	142.00
Sundry Charges - External Public Address System Hire - Community	Per session	67.00	70.00
Sundry Charges - Kiosk Hire - Commercial	Per Kiosk / per session	198.00	206.00
Sundry Charges - Kiosk Hire - Community	Per Kiosk / per session	99.00	103.00

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Appendix A
Fees and Charges Schedule

Fee Name	Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Sports Stadiums, Ground & Reserves			
Outdoor Netball Centres and Tennis Centres Courts			
Seasonal allocation - netball and tennis courts	Per court, per annum	115.00	120.00
Personal Trainers/Boot Camps/Sport Coaches			
All trainers/boot camp/coaches	Per month	60.00	63.00
Recreation Reserves and Pavilions			
Casual Use - Additional Costs	Additional bins, cleaning & utility costs - Cost recovery	Cost Recovery	Cost Recovery
Casual Use - For Profit Groups Businesses and Sporting Groups	Per day	555.00	607.00
Casual Use - Latrobe City Schools	Per day	No Charge	No Charge
Casual Use - Latrobe City Sporting Clubs and Recreation/Community Groups	Per day	42.00	42.00
Casual Use - Non Latrobe City Sporting Clubs and Recreation/Community Groups	Per day	149.00	163.00
Pre-Season Facility Charge - Junior - Category A	Per month	141.00	147.00
Pre-Season Facility Charge - Junior - Category B	Per month	44.00	46.00
Pre-Season Facility Charge - Junior - Category C	Per month	33.00	35.00
Pre-Season Facility Charge - Junior - Category Premier	Per month	141.00	147.00
Pre-Season Facility Charge - Senior - Category A	Per month	282.00	294.00
Pre-Season Facility Charge - Senior - Category B	Per month	87.00	91.00
Pre-Season Facility Charge - Senior - Category C	Per month	65.00	68.00
Pre-Season Facility Charge - Senior - Category Premier	Per month	282.00	294.00
Season Facility Charge - Junior - Category A	Per six month allocation	1,723.00	1,792.00
Season Facility Charge - Junior - Category B	Per six month allocation	831.00	865.00
Season Facility Charge - Junior - Category C	Per six month allocation	223.00	232.00
Season Facility Charge - Junior - Category Premier	Per six month allocation	1,723.00	1,792.00
Season Facility Charge - Senior - Category A (Summer)	Per six month allocation	3,473.00	3,612.00
Season Facility Charge - Senior - Category A (Winter)	Per six month allocation	3,473.00	4,923.00
Season Facility Charge - Senior - Category B	Per six month allocation	1,375.00	1,430.00
Season Facility Charge - Senior - Category C	Per six month allocation	367.00	382.00
Season Facility Charge - Senior - Category Premier (Summer)	Per six month allocation	3,473.00	3,612.00
Season Facility Charge - Senior - Category Premier (Winter)	Per six month allocation	3,473.00	4,923.00
Synthetic Field / Pitch Hire			
Additional costs	Additional bins, cleaning & utility costs - Cost recovery	Cost Recovery	Cost Recovery
Half Field - Casual Users	Per hour	34.00	36.00
Half Field - Lights	Per hour	24.00	25.00
Half Field - Tournaments	Per day	169.00	176.00
Whole Field - Association / Club	Per season	-	-
Whole Field - Casual Use - Latrobe City Schools	per day	-	-
Whole Field - Casual Users	Per hour	72.00	75.00
Whole Field - Lights	Per hour	31.00	33.00
Whole Field - Tournaments	Per day	338.00	352.00

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Appendix A
Fees and Charges Schedule

Fee Name	Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Statutory Planning			
Administrative Charges			
Certificate of Compliance under Section 97N	Per Application	22.00 fee units	364.00
Endorsed Plans: Plans to be endorsed under planning permit conditions	Per Application	22.00 fee units	364.00
Extend the expiry of a permit	Per Application	22.00 fee units	364.00
Extension of time (expiry) second application	Per application	-	470.00
Extension of time (expiry) third and subsequent applications	Per application	-	648.00
For an agreement to proposal to amend or end an agreement under Section 173 of the Act	Per Application	44.50 fee units	708.00
Planning review of a draft S173 Agreement	Per review	-	415.00
Pre-application meeting (complex - with written planning advice)	Per application	-	228.00
Pre-application meeting (simple - with written planning advice)	Per application	-	130.00
Retrospective permit application - additional fee	Per application	-	300.00
Search for and provide a copy of a permit	Per application	164.00	171.00
Secondary Consent	Per permit	340.00	502.00
Where the planning scheme specifies that a matter must be done to the satisfaction of the responsible authority or municipality	Per Application	22.00 fee units	364.00
Written consent	Per application	-	364.00
Written Planning Advice Requests - Major Application	Per response	155.00	228.00
Written Planning Advice Requests - Minor Application	Per response	95.00	150.00
All Other Development			
\$1,000,001 to \$5,000,000 - Fee for permit application	230.5 fee units	230.50 fee units	230.50 fee units
\$1,000,001 to \$5,000,000 - Fee to amend permit	230.5 fee units	230.50 fee units	230.50 fee units
\$100,001 to \$1,000,000 - Fee for permit application	104.5 fee units	104.50 fee units	104.50 fee units
\$100,001 to \$1,000,000 - Fee to amend permit	104.5 fee units	104.50 fee units	104.50 fee units
\$15,000,001 to \$50,000,000 - Fee for permit application	1732.5 fee units	1732.50 fee units	1732.50 fee units
\$15,000,001 to \$50,000,000 - Fee to amend permit	230.5 fee units	230.50 fee units	230.50 fee units
\$5,000,001 to \$15,000,000 - Fee for permit application	587.5 fee units	587.50 fee units	587.50 fee units
\$5,000,001 to \$15,000,000 - Fee to amend permit	230.5 fee units	230.50 fee units	230.50 fee units
More than \$50,000,000 - Fee for permit application	3894 fee units	3894.00 fee units	3894.00 fee units
More than \$50,000,000 - Fee to amend permit	230.5 fee units	230.50 fee units	230.50 fee units
Up to \$100,000 - Fee to amend permit	77.5 fee units	77.50 fee units	77.50 fee units
Up to \$100,000 - Fee for permit application	77.5 fee units	77.50 fee units	77.50 fee units
Fees Under Regulation			
Alteration of a plan under section 10(2) of the Act	7.5 fee units	7.50 fee units	7.50 fee units
Amendment/re-certification of a certified plan under section 11(1) of the Act	9.5 fee units	9.50 fee units	9.50 fee units
For certification of a plan of subdivision	11.8 fee units	11.80 fee units	11.80 fee units
Other			
A permit not otherwise provided for by - Fee for permit application	89 fee units	89.00 fee units	89.00 fee units
A permit not otherwise provided for by - Fee to amend permit	89 fee units	89.00 fee units	89.00 fee units
Single dwelling			
\$100,001 to \$500,000 - Fee for permit	87 fee units	87.00 fee units	87.00 fee units
\$100,001 to \$500,000 - Fee to amend permit	87 fee units	87.00 fee units	87.00 fee units
\$10,001 to \$100,000 - Fee for permit	42.5 fee units	42.50 fee units	42.50 fee units
\$10,001 to \$100,000 - Fee to amend permit	42.5 fee units	42.50 fee units	42.50 fee units
\$1M to \$2M - Fee for permit	101 fee units	101.00 fee units	101.00 fee units
\$1M to \$2M - Fee to amend permit	94 fee units	94.00 fee units	94.00 fee units
\$500,001 to \$1,000,000 - Fee for permit	94 fee units	94.00 fee units	94.00 fee units
\$500,001 to \$1,000,000 - Fee to amend permit	94 fee units	94.00 fee units	94.00 fee units
Up to \$10,000 - Fee for permit	13.5 fee units	13.50 fee units	13.50 fee units
Up to \$10,000 - Fee to amend permit	13.5 fee units	13.50 fee units	13.50 fee units

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Appendix A
Fees and Charges Schedule

Fee Name	Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Statutory Planning			
Subdivision			
Realignment of a common boundary between 2 lots or to consolidate 2 lots or more	89 fee units	89.00 fee units	89.00 fee units
Realignment of a common boundary between 2 lots or to consolidate 2 lots or more	89 fee units	89.00 fee units	89.00 fee units
Subdivide an Existing Building - Fee for permit application	89 fee units	89.00 fee units	89.00 fee units
Subdivide an Existing Building - Fee to amend permit	89 fee units	89.00 fee units	89.00 fee units
Subdivide land into 2 lots - Fee for permit application	89 fee units	89.00 fee units	89.00 fee units
Subdivide land into 2 lots - Fee to amend permit	89 fee units	89.00 fee units	89.00 fee units
To create, vary or remove a restriction within the meaning of the Subdivision Act 1998; or To create or remove a right of way; or To create, vary or remove an easement other than a right of way; or To vary or remove a condition in the nature of an easement other than a right of way in a Crown grant	89 fee units	89.00 fee units	89.00 fee units
To create, vary or remove a restriction within the meaning of the Subdivision Act 1998; or To create or remove a right of way; or To create, vary or remove an easement other than a right of way; or To vary or remove a condition in the nature of an easement other than a right of way in a Crown grant	89 fee units	89.00 fee units	89.00 fee units
To subdivide land - Fee for permit application	89 fee units per 100 lots	89.00 fee units per 100 lots	89.00 fee units per 100 lots
To subdivide land - Fee to amend permit	89 fee units per 100 lots created	89.00 fee units per 100 lots created	89.00 fee units per 100 lots created
Use - To propose a new use of land or to change the use of land			
Fee for Permit Application	89 fee units	89.00 fee units	89.00 fee units
Fee to Amend Permit	89 fee units	89.00 fee units	89.00 fee units
VicSmart			
More than \$10,000 - Fee for permit application	29 fee units	29.00 fee units	29.00 fee units
More than \$10,000 - Fee to amend permit	29 fee units	29.00 fee units	29.00 fee units
Subdivide or Consolidate land - Fee for permit application	13.5 fee units	13.50 fee units	13.50 fee units
Subdivide or Consolidate land - Fee to amend permit	13.5 fee units	13.50 fee units	13.50 fee units
Up to \$10,000 - Fee for permit application	13.5 fee units	13.50 fee units	13.50 fee units
Up to \$10,000 - Fee to amend permit	13.5 fee units	13.50 fee units	13.50 fee units
Strategic Planning			
20(4) Amendment			
For requesting the Minister to prepare an amendment to a planning scheme exempted from the requirements referred to in section 20(4) of the Act.	270 fee units	270.00 fee units	270.00 fee units
20(A) Amendment			
For requesting the Minister to prepare an amendment to a planning scheme exempted from certain requirements prescribed under section 20A of the Act.	65 fee units	65.00 fee units	65.00 fee units
96(A) Amendment			
Under section 96A(4)(a) of the Act: The sum of the highest of the fees which would have applied if separate applications were made and 50% of each of the other fees which would have applied if separate applications were made. This relates to Stage 1 fees and planning permit application fees.	Statutory State Government Fees	-	-
Administration Charges			
Costs and expenses for a Planning Panel to be appointed, hear and consider submissions, and prepare a report under Part 8 of the Planning and Environment Act 1987.	Full fee recovery of government charges	Cost Recovery	Cost Recovery
General written advice of planning scheme amendment histories.	Per hour - additional charges maybe payable depending on enquiry	95.00	150.00

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Appendix A
Fees and Charges Schedule

Fee Name	Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Strategic Planning			
Stage One			
Considering a request to amend the planning scheme; and Taking action required by Division 1 of Part 3 of the Planning and Environment Act of 1987; and Considering any submissions which do not seek a change to the amendment; and if applicable, abandoning the amendment in accordance with Section 28.	206 fee units	206.00 fee units	206.00 fee units
Stage Two			
Considering submissions which seek a change to an amendment, and where necessary referring the submissions to a panel; and Providing assistance to a panel in accordance with Section 158; and Making a submission in accordance with Section 24(b), and Considering the report in accordance with Section 27; and After considering submissions and the report in accordance with Section 27, if applicable, abandoning the amendment in accordance with Section 28.	1-10 Submissions (1021 fee units)	1021.00 fee units	1021.00 fee units
Considering submissions which seek a change to an amendment, and where necessary referring the submissions to a panel; and Providing assistance to a panel in accordance with Section 158; and Making a submission in accordance with Section 24(b), and Considering the report in accordance with Section 27; and After considering submissions and the report in accordance with Section 27, if applicable, abandoning the amendment in accordance with Section 28.	11-20 Submissions (2040 fee units)	2040.00 fee units	2040.00 fee units
Considering submissions which seek a change to an amendment, and where necessary referring the submissions to a panel; and Providing assistance to a panel in accordance with Section 158; and Making a submission in accordance with Section 24(b), and Considering the report in accordance with Section 27; and After considering submissions and the report in accordance with Section 27, if applicable, abandoning the amendment in accordance with Section 28.	21+ Submissions (2727 fee units)	2727.00 Fee Units	2727.00 Fee Units
Stage Three			
Adopting the amendment or part of the amendment in accordance with Section 29; and Submitting the amendment for approval in accordance with Section 31.	32.5 fee units	32.50 fee units	32.50 fee units
Stage Four			
Considering a request to approve an amendment in accordance with Section 35; and Giving notice of approval of an amendment in accordance with Section 36.	32.5 fee units	32.50 fee units	32.50 fee units
Strategic Planning / Urban Growth			
Planning & Environment (Fees) Regulations 2016 Section 18			
Assessment of Development Plans (incl. amendments of Development Plans)	Per assessment	-	22.00 fee units
Traffic Management Permit			
Memorandum of Authorisation (MoA) permit applications			
MOA Permit Application - lane closure	Per permit application	-	30.00 fee units
MOA Permit Application - lane closure	Per permit application	-	10.00 fee units
MOA Permit Application - no lane closure	Per permit application	-	4.00 fee units
Waste Management - Landfill			
Clean Fill			
Clean Fill - Only if required at Landfill (Test certificate required that soil meets EPA cleanfill criteria)	Per tonne - including landfill levy	126.00	136.00
Hazardous Waste			
Asbestos - Domestic - Latrobe City Residents	Per m3	63.00	66.00
Asbestos - Domestic - Non Latrobe City Residents (must be removed and deposited by the resident, otherwise prescribed waste rate)	Per 20kg package (Maximum of 6 x 20kg packages correctly wrapped per customer)	26.00	30.00
Category C contaminated soil (waste code N121)	Per tonne	281.00	293.00
Category D contaminated soil (waste code ####)	Per tonne	281.00	293.00
Industrial Waste			
Synthetic Mineral Fibre Wrapped - Domestic	Per cubic metre (m3)	37.00	40.00
Putrescible Waste & Inert Waste			
.	Per tonne (excluding contractual arrangements) minimum charge 1 tonne	262.00	300.00

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Appendix A
Fees and Charges Schedule

Fee Name		Unit of Measure	2023/24 Fee (GST inclusive if applicable)	2024/25 Fee (GST inclusive if applicable)
Waste Management - Transfer Stations				
E-Waste (Electrical Items)				
All E-Waste including Computers, monitors, TVs and peripherals	Endorsed in scope (per item)		6.50	No Charge
E-Waste - Out of scope - large item	Per item		8.50	9.00
E-Waste - Out of scope - small item	Per item		6.50	7.00
General (Standard Non-Heavy) Waste				
.	Per cubic metre (m3)		-	54.00
General Heavy Waste				
Building, Demolition or Renovation Waste (Plaster, Cement Sheeting, Tiles on Backings)	Per Tonne		130.00	300.00
Large Items				
3 Seat Sofa.	.		27.00	31.00
Large Cupboards.	HDL – 2.5m x 0.7m x 1.6m.		29.00	31.00
Mattress or Base				
Double/Queen/King	Per item		29.00	47.00
Single	Per item		24.00	31.00
Medium Items				
2 Seat Sofa.			16.50	18.00
Lounge Chairs.	Up to two		16.50	18.00
Small Cupboards.	HDL – 1.3m x 0.6m x 1.2m.		16.50	18.00
Motor Oil Containers				
Price per litre	Per litre		1.00	2.00
Other Waste Management				
Domestic Waste Card	Per annum		225.00	235.00
Synthetic Mineral Fibre (SMF) Plastic Bags	Each		4.90	5.00
Recyclable Goods - Free of Charge				
Recyclable Goods	Per item		No Charge	No Charge
Small Items				
Kitchen / Dining Chairs.	Up to three.		8.00	9.00
Mobile Garbage Bin (wheelie bin).	Per item		7.50	12.00
Stools.	Up to three.		8.00	9.00
Tyres				
Car or Motor Cycle	Per tyre		7.50	11.00
Four wheel drive	Per tyre		15.50	22.00
Tyres on Rims				
Car or Motor Cycle	Per rim		14.00	18.00
Four wheel drive	Per rim		25.00	36.00

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Appendix B - Detailed 2024/25 Capital Works Program - Current Budget

This Appendix provides a more detailed list of the activities planned for the program works outlined in Section 4.5 Capital Works Program. These list are indicative of planned works at the time of developing the budget but Council's ability to deliver these projects may be impacted depending on actual costs being over budget and or other high priority issues that may arise.

Program Category / Description	Location
Bridges & Culverts	
Bridges Major Maintenance	
Bridge & Major Culverts - Detail pending condition assessment	Various
Buildings & Improvements	
Building Demolition Program	
Demolition - Public Toilet - Glendonald Park Toilet Block	Churchill
Public Toilet Demolition - Morwell Recreation Reserve Toilet Block	Morwell
Building Renewal Program	
Floor renewal - Churchill Town Hall	Churchill
Floor renewal - Murray Road Preschool And Maternal And Child Health Centre	Newborough
Floor renewal - Cumberland Park Preschool	Traralgon
Floor renewal - Park Lane Preschool	Traralgon
Floor repair /possible renewal - Latrobe Regional Gallery	Morwell
Bathroom Renewal - Moe Heights Maternal And Child Health	Moe
Extension/ Bathroom Renewal - Murray Road Preschool And Maternal And Child Health Centre	Newborough
Renew bathrooms and install new accessible toilet - Traralgon East Senior Citizens Centre	Tyers
Bathroom renewal - Baillie Reserve Changerooms	Traralgon
Bathroom Renewal - New Partitions - Tyers Preschool	Tyers
Full bathroom and changerroom renewal / Female friendly - Design - Crinigan South Reserve Soccer Pavilion	Morwell
Changerroom renewal - Park Lane Preschool	Traralgon
Changerroom renewal - Ronald Reserve Oval 2 Changerooms	Morwell
Bathroom renewal - Maryvale Reserve Pavilion	Morwell
Full Interior Paint - Murray Road Preschool And Maternal And Child Health Centre	Newborough
Toilet - New Partitions - Cumberland Park Preschool	Traralgon
Renew external toilets - W.H. Burrage Reserve Pavilion	Newborough
New Window - west side - Tyers Preschool	Tyers
Roof renewal - Morwell Civic Gardens Kernot Hall	Morwell
Roof renewal - Latrobe Regional Gallery	Morwell
Shed fascia and paint - Tyers Preschool	Tyers
Full external re paint - Yallourn North Preschool And Maternal And Child Health	Yallourn
Full external re paint - Crinigan South Reserve Soccer Pavilion Toilet Block	Morwell
Structural assessment of North walls - Traralgon Civic Centre Library And Service Centre	Traralgon
Public Toilet Renewal - Traralgon Jacees Community Park Tyers Toilets	Tyers
As per Condition Assessment defects - Facility Toilets/Laundry Renewal	Various
As per Condition Assessment defects - Roof Structures	Various
Bathroom Renewal - floor re paint & external - Crinigan Road South Reserve Cricket Pavilion	Morwell
As per Condition Assessment defects - External Cladding & Painting	Various
Leisure Facilities Renewal & Upgrade Program	
Plant Room Pump - Latrobe Leisure Moe Newborough Leisure Centre	Newborough
Reseal Court 3 - Latrobe Leisure Moe Newborough Basketball Courts	Newborough
Controller - Latrobe Leisure Morwell Indoor Pool	Morwell
Filter renewal - Latrobe Leisure Morwell Indoor Pool	Morwell
Heat exchange - Latrobe Leisure Morwell Indoor Pool	Morwell
Remove excess lockers, tile where removed, paint - Latrobe Leisure Morwell Indoor Pool	Morwell
Controller - Latrobe Leisure Churchill	Churchill
Heat exchange - Latrobe Leisure Churchill	Churchill
Reseal Courts 1-3 - Latrobe Leisure Churchill Basketball Stadium	Churchill
Add Saltos x 5 - Gippsland Regional Indoor Sports Stadium 1	Traralgon
Court 6 score bench seat (renewal) - Gippsland Regional Indoor Sports Stadium 1	Traralgon
Reseal Courts 6-8 - Gippsland Regional Indoor Sports Stadium 1	Traralgon
Stairs to gym sand and reseal - Gippsland Regional Aquatic Centre	Traralgon
Controller renewal x 2 - Latrobe Leisure Yallourn North Outdoor Pool Pump Shed	Yallourn North
Pump - Latrobe Leisure Yallourn North Outdoor Pool Pump Shed	Yallourn North
Hypo Tank - Latrobe Leisure Yallourn North Outdoor Pool Pump Shed	Yallourn North
Controller renewal x 3 - Latrobe Leisure Olympic Park Plant Room	Moe
Pump - Latrobe Leisure Olympic Park Plant Room	Moe
Hypo Tank - Latrobe Leisure Olympic Park Plant Room	Moe

Appendix B - Detailed 2024/25 Capital Works Program - Current Budget

This Appendix provides a more detailed list of the activities planned for the program works outlined in Section 4.5 Capital Works Program. These list are indicative of planned works at the time of developing the budget but Council's ability to deliver these projects may be impacted depending on actual costs being over budget and or other high priority issues that may arise.

Program Category / Description	Location
Drainage	
Minor Drainage System Renewal	
Minor Drainage System Renewal -as identified from issues raised	Various
Piped Systems Enhancement & Stormwater Quality Improvement	
Cross's Road, Grammar Drive, Stuart Street - Traralgon Flood Mitigation Works	Traralgon
Various - Glengarry Flood Mitigation Works	Glengarry
Piped Stormwater enhancement - Cohen Street & Victoria Street	Toongabbie
Stormwater Outfall Upgrade	
Upgrade existing road reserve drain to mitigate water flow issues - Ryland Way	Moe South
Wetlands and Retention Structure Renewal	
Reset 1 -2 cells in swale, disposal of waste, landscaping to rectify works - Rose Avenue Vegetated Swale	Traralgon
Wetlands & Detention Structure Renewal - Contingency & design for future projects	Various
Sediment ponds resetting (2 ponds to be reset), disposal of waste, landscaping to rectify works, safety fencing to be installed - Heritage Wetland	Morwell
Structures & Open Drains	
Storage Structure Stabilisation & Rehabilitation - Australian National Committee on Large Dams - design piece for Lake Hyland	Churchill
Footpaths & Cycleway	
Footpath & Cycleways Renewal	
Path Grinding Program - Identified during Road Management Plan inspections	Various
Footpath Bay Renewal - Identified during Road Management Plan inspections	Various
Footpath Linear Path Program	
New Reserve Paths - Linear Paths Projects - Yinnar Centenary Park - Path to Playspace	Yinnar
New Reserve Paths - Linear Paths Projects - Elliot Street to Dimitri Drive - Green belt link to new development	Traralgon
New Reserve Paths - Linear Paths Projects - Switchback Road - Jubilee Parade to Wetland	Churchill
Footpath Missing Links Program	
New Street Paths - Missing Links Projects - Howitt Street - Short Unsealed Section over culvert	Traralgon
New Street Paths - Missing Links Projects - Park Lane - Missing link to pram crossing near roundabout	Traralgon
New Street Paths - Missing Links Projects - Main Road Tyers South Side - Design for exact location	Tyers
New Street Paths - Missing Links Projects - Gwalia Street - Mason to Liddiard link to bus stop	Traralgon
New Street Paths - Missing Links Projects - Clark Street - West side Grey Street to Kay Street	Traralgon
New Street Paths - Missing Links Projects - Saviges Road - Bell Street to Albert Street	Moe
New Street Paths - Missing Links Projects - Karri Court - Link through Green belt	Traralgon
New Street Paths - Missing Links Projects - Ellinbank Street - Path link to Monash Views	Newborough
Gravel Paths	
Gravel Path Surface Renewal - Resheeting - Detail to be provided by City Presentation	Various
Off-street Car parks	
Off Street Carparks	
Carpark upgrade to Disability Discrimination Act Compliance - As identified from Safety issues raised	Various
Disability Discrimination Act - Add Pram Crossing in front of bay - 209 Princes Drive	Morwell
Reconstruction - Deakin Street Carpark	Traralgon
Resurfacing - Driffield Road Facility Carpark - Morwell Works Depot	Morwell
Gravel Resheet - Toners Lane Reserve - Dog Obedience and Baseball carpark	Morwell
Sealing of Unsealed Carparks - Franklin Street - Bert Thompson Reserve	Traralgon
Upgrade of Reserve Carparks - Edward Hunter Reserve	Moe South
Other Infrastructure	
Fire Hydrants	
Fire hydrant Replacement - as identified from issues raised	Various
Transfer Station Upgrades	
Victorian Circular Economy Policy - infrastructure changes	Various

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This Appendix provides a more detailed list of the activities planned for the program works outlined in Section 4.5 Capital Works Program. These list are indicative of planned works at the time of developing the budget but Council's ability to deliver these projects may be impacted depending on actual costs being over budget and or other high priority issues that may arise.

Program Category / Description	Location
Parks / Open Spaces / Streetscapes	
Playgrounds	
Play Ground Renewal - Maskrey Park Playground	Traralgon
New Playground - The Range	Morwell
Play Ground Renewal - Play Space Improvement Plan	Various
Retaining Walls	
Retaining Wall Renewal - Detail pending condition assessment	Various
Public BBQ Shelter / Drinking Fountains Renewal	
Public BBQ Shelter Renewal - Mathison Park	Churchill
Drinking Fountains New & Upgrade - Installation of Gippsland Water donated drinking fountains	Various
Fence Renewal	
Open Space Fence Renewal - Agnes Brereton Fence and associated Guttering	Traralgon
SkatePark / BMX Pump Track	
SkatePark / BMX Pump Track - Tyers Community Park	Tyers
Plant / Furniture / Equipment	
Artworks (new)	
Gallery Collection New & Upgrade - Gallery Collection	-
Fleet	
Fleet Renewal - Vehicle Replacement	-
IT Equipment	
IT Equipment - Desktops/Laptops, Printers, Copiers, Network, Systems, Mobility	Various
Leisure Centre Equipment Replacement	
Leisure Equipment - Leisure Equipment	Various
Plant	
Plant & Equipment Renewal - Plant Replacement	-
Public Lighting	
Public Lighting	
Light Pole & Flag Pole Renewal - As identified from issues raised	Various
Street Lights New & Upgrade	
Alamein Street	Morwell
Buckley Street	Morwell
Charles Street	Moe
Collins Street	Morwell
Elgin Street	Morwell
Janette Street	Traralgon
McLean Street	Morwell
Moore Street	Traralgon
Recreation	
Hard Court Renewal	
Hard Court Renewal - Ronald reserve - Tennis Courts - Resurface 8 Tennis Courts	Morwell
Traralgon Tennis - Court Resurfacing	Traralgon
Ovals Renewal	
Drainage and Irrigation improvements - Northern Reserve Newborough - Oval	Newborough
Pitches & Nets Renewal	
Cricket Pitch - Renewal - Monash Reserve	Newborough
Sports Fences Renewal	
Replace existing oval surround fencing - Morwell Recreation Reserve	Morwell
Exclusion Fences - Renewal - Traralgon Recreation Reserve - Howitt Street Perimeter Fence	Traralgon
Synthetic Surfaces Renewal	
Synthetic Surfaces Renewal - Federation University Hockey Field - Allocation to Future Renewal Reserve	Churchill

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Program Category / Description	Location
Roads	
Gravel Road Resheets Program	
Hopkins Court	Hazelwood Nth
Powers Road	Callignee
Gilbert	Toongabbie
Wellington Glengarry	Glengarry
South Shore	Newborough
Somerville	Moe
Venice	Newborough
Old Coalville	Moe
May Road	Hernes Oak
Scrubby Forrest	Yinnar
Hirsts Road	Boolarra
Fishers Road	Boolarra
Grand Ridge Road	Mirboo
Silcocks Road	Churchill
Nadenbouschs	Churchill
Sergeants Drive	Churchill
Evans Road	Churchill
Outlook Drive	Churchill
McFarlane Road	Yinnar
Sayers Road	Hernes Oak
Clarkes Road	H/Wood Nth
Clarkes Road	Yallourn Nth
Guyatts Road East	Toongabbie
Guyatts Road West	Toongabbie
Barbor Road	Yallourn Nth
Hunter Road	Yallourn Nth
Andersons Road	Yallourn Nth
Fauna Road	Yinnar
Kenyons Lane	Flynn
Jeeralang North Rd	Jeeralang
Minor Sealing Works Program	
Maintenance Abatement - Resurface - Bellmouths onto VicRoads Roads	Various
Road Pavement Rehabilitation	
Bell Street	Moe
Kent Street	Moe
Prince Street	Moe
Breed Street	Traralgon
Loch Park Road	Traralgon
Old Melbourne Road	Traralgon
Princes Highway Service Road (North)	Traralgon East
Kirk Street	Moe
Atherley close	Traralgon
Straton Drive	Traralgon
Church Street	Traralgon
Road Reconstruction Design - Banks Street	Traralgon

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Program Category / Description	Location
Road Reseal Program	
Amaroo Drive	Churchill
Canterbury Way	Churchill
Coolabah Drive	Churchill
Philip Parade	Churchill
Walker Parade	Churchill
Bell Street	Moe
George Street	Moe
Bridle Road	Morwell
Chapel Street	Morwell
Cynthia Street	Morwell
Denise Street	Morwell
Elgin Street	Morwell
Gillie Crescent	Morwell
Hourigan Road	Morwell
Tobruk Street	Morwell
Vary Street	Morwell
Vincent Road	Morwell
Wallace Street	Morwell
Albert Street	Traralgon
Bradman Boulevard	Traralgon
Church Street	Traralgon
Clarke Street	Traralgon
Farmer Crescent	Traralgon
Franklin Street	Traralgon
Henry Street	Traralgon
Paul Street	Traralgon
Princes Street	Traralgon
Seymour Street	Traralgon
Reserve Street	Yallourn North
Catterick Crescent	Traralgon
Tucker Court	Traralgon
Stoddart Avenue	Traralgon
Vary Court	Traralgon
Barker Crescent	Traralgon
Kerb Reconstruction - Firmin Road	Churchill
Kerb Reconstruction - Maude Street	Morwell
Kerb Reconstruction - Russell Street	Morwell
Kerb Reconstruction - Switchback Road	Churchill
Kerb Reconstruction - Bond Court	Churchill
Kerb Reconstruction - Elizabeth Street	Moe
Kerb Reconstruction - O'Hara Court	Churchill
Kerb Reconstruction - Bardon Street	Morwell
Kerb Reconstruction - McDonald Way	Churchill
Kerb Reconstruction - Watmor Avenue	Morwell
Kerb Reconstruction - Allen Crescent	Traralgon
Kerb Reconstruction - Birch Drive	Churchill
Kerb Reconstruction - Blair Athol Drive	Traralgon
Kerb Reconstruction - Bookoola Place	Churchill
Kerb Reconstruction - Campbell Street	Traralgon
Roads New & Upgrade (DCP Projects)	
Gordon St & English St Intersection (Morwell NW)	Morwell
Gordon St & English St Drainage Channel (Morwell NW)	Morwell
Construction of CFA & Garbage Truck Turn-Arounds	
Kandrah Drive (CFA Turnaround)	Moe
Shekiniah Drive (Design)	Tyers

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Program Category / Description	Location
Traffic & Pedestrian Safety Program	
New Line marking - Traffic Engineer as identified Projects	Various
New Traffic Signs - Traffic Engineer as identified Projects	Various
Disability Discrimination Act Traffic & Pedestrian Renewal - As identified from Safety issues raised	Various
Traffic Control & Disability Discrimination Act Linemark & Tactile Ground Surface Indicators Renewal - As identified from Safety issues raised	Various
Traffic Calming New Installations - As identified from Safety issues raised	Various
Topping - Centre medians - Princes Dr McDonalds St to Church St	Morwell
Concrete narrow area - Centre median - Princes Dr/McDonald St	Morwell
Concrete small area x3 - Traffic island - Vary St/Hourigan Rd	Morwell
New kerb and concrete traffic island - Traffic island - Cnr Service Rd/Bridle Rd	Morwell
Concrete eastern traffic island only - Traffic islands into units - Princes Dr/Midvalley Rd	Morwell
Churchill Leisure Centre- Install Speed humps	Churchill
Traffic Light Renewal - Council Traffic Lights	Various
Sealing of Gravel Roads - Special Charge Scheme Projects	
Pindari Road & Kandrah Drive (Design)	Moe
Pindari Road & Kandrah Drive (Construction)	Moe
Landfill Construction and Rehabilitation	
Landfill Cell Construction	
Highland Highway Cell 7 - Construction	Traralgon South
Roads	
Landfill access road renewal	Traralgon South
Leachate Pond	
Install concrete pad and bunding	Traralgon South
Landfill Rehabilitation	
Hyland Highway	Traralgon South
Moe	Moe
Morwell	Morwell



Respondent No: 1

Login: Anonymous

Email: n/a

Responded At: Apr 17, 2024 15:41:47 pm

Last Seen: Apr 17, 2024 15:41:47 pm

IP Address: n/a

Q1. Name

Vicki Hamilton CEO/Secretary of Asbestos Council of Victoria/GARDS Inc.

Q2. Email

Q3. Confidentiality

You may include my name in public documents

Q4. Your submission

Our org represents asbestos sufferers and their families - we have over 200 financial members along with their families on our books - we would like to see a statue (which we have a concept picture of - it was drawn up more than 5 years ago)

Please see our submission attached - thank you for considering this in the Council Budget

Q5. Upload your submission

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/9e75dac54e081210d57d5c14ebc3c631d0c41626/original/1713332278/84ff802a369b4aacb03f3c322115cfb_MEMORIAL_FOR_WORKERS___THEIR_FAMILIES___IMAGE_2024.pdf?1713332278



Asbestos Council of Victoria

Asbestos Council of Victoria/GARDS Inc. commenced looking to establish a Memorial for Asbestos Sufferers and their families in Latrobe Valley in 2004 – there were many meetings over the coming years with different partnerships and our members – the only productive outcomes was that in 2018 we were introduced to Sue Hodges Productions from SHP – specializing in Heritage Interpretations - [Home \(shp.net.au\)](http://shp.net.au) we finally came to an understanding of what we were looking for in the way of a monument with a rough draft of what that would look like and a preferred site being Moe – it was identified that the site needs to have ample parking and space around it – for people coming to pay their respects for those families who have suffered a loss of a loved one. We have included what this memorial might look like on discussions from our members who were involved at the time.

140,000 workers (and this figure does not count the contractors who also were contracted in by the SEC) went to work in the Latrobe Valley Power industry from the 1930s through to the 1980s and asbestos was used liberally throughout the power industry in that time, with no regard for health and safety. In the 1940s the power industry was advised by authorities in Great Britain that asbestos was a carcinogen and was harmful to human health and if they continued to use the substance then they would have a great deal of disease. The SEC did nothing until the late 1970s to even start addressing the issue. Those 140,000 workers travelled back and forth to their homes – either by bus or the family car. These workers travelled home in their overalls to their families and exposed their loved ones to this terrible carcinogen. This term used for this is called “take home asbestos” secondary exposure.

There are no real records of how many died of asbestos disease in the early days as doctors did not diagnose asbestos disease and no reporting was compiled on cases coming forward.

A scheme was introduced for workers in 1979 called the Lung Function Program which the SECV undertook the screening of the workers who worked at the SEC. The age medium was set at 55 and over and then later reduced in age to 45 – it was not compulsory for workers to participate. The SECV did not conduct this scheme to look after the health and safety of the workers but to find out how much liability was coming into the future in claims they knew would come from asbestos exposure. Remember that this scheme was only for the SECV workers and not for the contractors who also worked on their sites.

So, there is no way to know definitively how many died of asbestos related diseases as no real records were kept outside the LFP (remembering this was voluntary for the workers so not all participated). As one of our members has said “many went to their grave not knowing what they died of”. The amount of death and sickness would be conservatively counted into the thousands for those who were never diagnosed and many thousands more have died and will die of this deadly carcinogen. Professor Don Campbell of Monash University Institute of Health Services Research was commissioned to do a study in the early 2000’s it was called the Review of Health Status of Power Industry Workers who Participated in the State electricity Commission, Victoria (SECV) Lung Function Program this was commissioned by the Victorian State government and the study revealed that Latrobe Valley had 7 times the state average for mesothelioma and for every mesothelioma,

Epidemiologists predict that there would have been 3 – 4 asbestos related lung cancers for each mesothelioma counted and plus 10 other asbestos related diseases for each mesothelioma counted. Due to the exposure of power stations the latency of this disease can take anywhere from 10 – 50 years. Also remembering that this is only workers that worked at the power stations not contractors or families of workers who worked in the power industry. This was a dark time in our power generation history and still after all these years wreaks havoc on our area even today with people still presenting with sickness from exposure due to the power industry. ACV/GARDS does have a copy of this study conducted by Professor Campbell as our CEO/Secretary was a member of the reference group on this study along with a few other members of ACV/GARDS

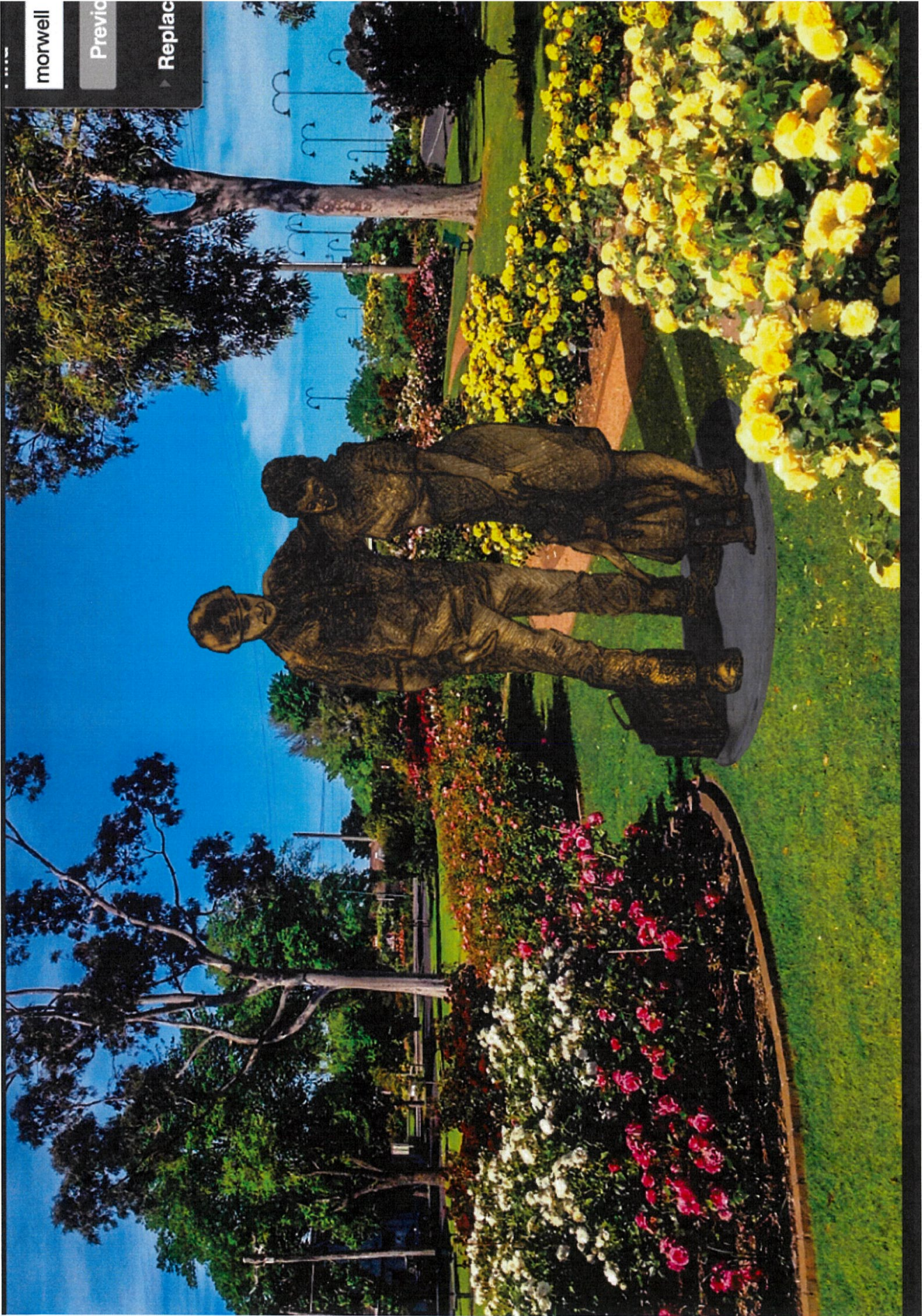
The members of Asbestos Council of Victoria/GARDS Inc. are coming up to twenty years now since their initial discussions started wanting to erect a memorial to asbestos victims for both the workers and their families. The original members of this "WISH" have passed on now and those who are left and who are now being diagnosed and suffering the legacy of asbestos disease from working in the industry still want to keep the memory alive to grant the "WISH" of a memorial and celebrate those brave workers who gave their life "the ultimate sacrifice".


Compiled by

Vicki Hamilton OAM

CEO/Secretary

Asbestos Council of Victoria/GARDS inc.





Respondent No: 2

Login: Anonymous


Email: n/a

Responded At: Apr 18, 2024 15:20:46 pm

Last Seen: Apr 18, 2024 15:20:46 pm

IP Address: n/a

Q1. Name	Leanne Potter
Q2. Email	
Q3. Confidentiality	You may include my name in public documents
Q4. Your submission	I request funding for the restoration of the former Budgerie School.
Q5. Upload your submission	not answered



Respondent No: 3

Login: Anonymous

Email: n/a

Responded At: Apr 18, 2024 15:56:03 pm

Last Seen: Apr 18, 2024 15:56:03 pm

IP Address: n/a


Q1. Name	Amber Rhodes
Q2. Email	
Q3. Confidentiality	You may include my name in public documents
Q4. Your submission	Please allocate funds to the restoration of the Budgereee school. Thank you.
Q5. Upload your submission	not answered



Respondent No: 4
Login: Anonymous
Email: n/a

Responded At: Apr 18, 2024 15:57:29 pm
Last Seen: Apr 18, 2024 15:57:29 pm
IP Address: n/a

Q1. Name	Gabrielle Foulis
Q2. Email	
Q3. Confidentiality	You may include my name in public documents
Q4. Your submission	I request funding ne allocated for the restoration of the former Budgeree School.
Q5. Upload your submission	not answered



Respondent No: 5

Login: Anonymous

Email: n/a

Responded At: Apr 18, 2024 15:59:27 pm

Last Seen: Apr 18, 2024 15:59:27 pm

IP Address: n/a

Q1. Name

Q2. Email

Q3. Confidentiality


Please withhold my name from public documents

Q4. Your submission

Can Latrobe City Council please reserve some funding to restore the old Budgereee school on Roys Road? This building is an important historical remnant to the municipality and one of the last of its type standing in the state. It stands in the heart of the community and a reminder of a time and place of how we used educate country kids. It needs urgent repairs.

Q5. Upload your submission

not answered



Respondent No: 6

Login: Anonymous


Email: n/a

Responded At: Apr 18, 2024 16:02:00 pm

Last Seen: Apr 18, 2024 16:02:00 pm

IP Address: n/a

Q1. Name	
Q2. Email	
Q3. Confidentiality	Please withhold my name from public documents
Q4. Your submission	I request funding for the restoration of the former budgereee school
Q5. Upload your submission	not answered



Respondent No: 7

Login: Anonymous


Email: n/a

Responded At: Apr 18, 2024 16:03:27 pm

Last Seen: Apr 18, 2024 16:03:27 pm

IP Address: n/a

Q1. Name	
Q2. Email	
Q3. Confidentiality	Please withhold my name from public documents
Q4. Your submission	Please provide funding to save the Budgeree School
Q5. Upload your submission	not answered



Respondent No: 8

Login: Anonymous


Email: n/a

Responded At: Apr 18, 2024 16:08:06 pm

Last Seen: Apr 18, 2024 16:08:06 pm

IP Address: n/a

Q1. Name	Mick Kokshoorn
Q2. Email	
Q3. Confidentiality	You may include my name in public documents
Q4. Your submission	I request funding be allocated for the restoration of the former Budgerie School
Q5. Upload your submission	not answered



Respondent No: 9

Login: Anonymous


Email: n/a

Responded At: Apr 18, 2024 16:08:27 pm

Last Seen: Apr 18, 2024 16:08:27 pm

IP Address: n/a

Q1. Name	
Q2. Email	
Q3. Confidentiality	Please withhold my name from public documents
Q4. Your submission	Please provide funding for restoration of Budgereee hall. It's a very important part of the community.
Q5. Upload your submission	not answered



Respondent No: 10

Login: Anonymous


Email: n/a

Responded At: Apr 18, 2024 16:10:30 pm

Last Seen: Apr 18, 2024 16:10:30 pm

IP Address: n/a

Q1. Name	<div></div>
Q2. Email	<div></div>
Q3. Confidentiality	Please withhold my name from public documents
Q4. Your submission	I request funding be allocated. for the restoration of the former Budgereee school
Q5. Upload your submission	not answered



Respondent No: 11

Login: Anonymous

Email: n/a

Responded At: Apr 18, 2024 16:12:56 pm

Last Seen: Apr 18, 2024 16:12:56 pm

IP Address: n/a

Q1. Name	<div></div>
Q2. Email	<div></div>
Q3. Confidentiality	Please withhold my name from public documents
Q4. Your submission	I REQUEST FUNDING BE ALLOCATED FOR THE RESTORATION OF THE FORMER BUDGEREE SCHOOL.
Q5. Upload your submission	not answered



Respondent No: 12
Login: Anonymous
Email: n/a

Responded At: Apr 18, 2024 16:18:16 pm
Last Seen: Apr 18, 2024 16:18:16 pm
IP Address: n/a


Q1. Name	Jen Kokshoorn
Q2. Email	
Q3. Confidentiality	You may include my name in public documents
Q4. Your submission	I request funding be allocated for the restoration of the former Budgereee school
Q5. Upload your submission	not answered



Respondent No: 13
Login: Anonymous
Email: n/a

Responded At: Apr 18, 2024 16:18:22 pm
Last Seen: Apr 18, 2024 16:18:22 pm
IP Address: n/a

Q1. Name	Adria Turner
Q2. Email	
Q3. Confidentiality	You may include my name in public documents
Q4. Your submission	I request funding be allocated for the restoration of the former Budgerie School.
Q5. Upload your submission	not answered



Respondent No: 14

Login: Anonymous


Email: n/a

Responded At: Apr 18, 2024 16:24:02 pm

Last Seen: Apr 18, 2024 16:24:02 pm

IP Address: n/a

Q1. Name	
Q2. Email	
Q3. Confidentiality	Please withhold my name from public documents
Q4. Your submission	Help save the Budgeree school
Q5. Upload your submission	not answered



Respondent No: 15

Login: Anonymous

Email: n/a

Responded At: Apr 18, 2024 16:28:58 pm

Last Seen: Apr 18, 2024 16:28:58 pm

IP Address: n/a

Q1. Name

Q2. Email

Q3. Confidentiality


Please withhold my name from public documents

Q4. Your submission

I request funding for saving the very important old Budgereee School. This means a lot to all the previous students as well as residents of the area. Thank you for your time and consideration.

Q5. Upload your submission

not answered



Respondent No: 16

Login: Anonymous


Email: n/a

Responded At: Apr 18, 2024 16:47:28 pm

Last Seen: Apr 18, 2024 16:47:28 pm

IP Address: n/a

Q1. Name	Monique Wilson
Q2. Email	
Q3. Confidentiality	You may include my name in public documents
Q4. Your submission	<p>I request funding be allocated for the restoration of the former budgereee school. It has great meaning to the area and my family as a former budgereee resudent my family still lives there it would be devastating to see it go down hill even more or to be removed. It's a heart of budgereee</p>
Q5. Upload your submission	not answered



Respondent No: 17

Login: Anonymous

Email: n/a

Responded At: Apr 18, 2024 17:09:14 pm

Last Seen: Apr 18, 2024 17:09:14 pm

IP Address: n/a

Q1. Name

Q2. Email

Q3. Confidentiality

Please withhold my name from public documents

Q4. Your submission

Funding and support to restore the Budgerie School needs priority given the lack of interest by council previously. The site has a significant historical past. Many returned service personnel from the war settled and produced a productive living from the Budgerie area supporting the latrobe Valley with agricultural produce. A positive Govt initiative. The hall has been restored and is patronised. The school building is a small and easy restoration given its construction and would compliment the hall. Consider utilising youth and employment support programs to facilitate the restoration. Consider its potential as a camp facility for various groups. The positive image the shire could gain from this could be extremely valuable.

Q5. Upload your submission


not answered



Respondent No: 18
Login: Anonymous
Email: n/a

Responded At: Apr 18, 2024 17:30:17 pm
Last Seen: Apr 18, 2024 17:30:17 pm
IP Address: n/a

Q1. Name	
Q2. Email	
Q3. Confidentiality	Please withhold my name from public documents
Q4. Your submission	Please help the Budgereee school by putting funding to it
Q5. Upload your submission	not answered



Respondent No: 19

Login: Anonymous


Email: n/a

Responded At: Apr 18, 2024 17:54:11 pm

Last Seen: Apr 18, 2024 17:54:11 pm

IP Address: n/a

Q1. Name	
Q2. Email	
Q3. Confidentiality	Please withhold my name from public documents
Q4. Your submission	I REQUEST FUNDING BE ALLOCATED FOR THE RESTORATION OF THE FORMER BUDGEREE SCHOOL."
Q5. Upload your submission	not answered



Respondent No: 20

Login: Anonymous


Email: n/a

Responded At: Apr 18, 2024 18:47:16 pm

Last Seen: Apr 18, 2024 18:47:16 pm

IP Address: n/a

Q1. Name	Sharyn Cooke Chester
Q2. Email	
Q3. Confidentiality	You may include my name in public documents
Q4. Your submission	Please provide some funding to help restore the Budgaree Primary School, The school is a part of our history that can never be replaced Thank you
Q5. Upload your submission	not answered

	Respondent No: 21 Login: Anonymous Email: n/a	Responded At: Apr 18, 2024 19:20:37 pm Last Seen: Apr 18, 2024 19:20:37 pm IP Address: n/a
---	--	---

Q1. Name

Q2. Email

Q3. Confidentiality


Please withhold my name from public documents

Q4. Your submission

I WOULD LIKE TO REQUEST FUNDING IN THE 2024/25 BUDGET BE ALLOCATED FOR THE RESTORATION OF THE FORMER BUDGEREE SCHOOL AS ITS USED BY ALL THE LOCALS ."

Q5. Upload your submission

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/b23fac1bcb7d7c4a64913fd8287eb800af9b7a67/original/1713432027/4708639a9c93a8a86d4f3cff3272d4c8_inbound7075393101638495610.jpg?1713432027



Respondent No: 22

Login: Anonymous

Email: n/a

Responded At: Apr 18, 2024 19:24:07 pm

Last Seen: Apr 18, 2024 19:24:07 pm

IP Address: n/a

Q1. Name

Q2. Email

Q3. Confidentiality


Please withhold my name from public documents

Q4. Your submission

I WOULD LIKE THE COUNCIL TO ALLOCATE FUNDING FROM THE 2024/25 BUDGET FOR THE RESTORATION OF THE FORMER BUDGEREE SCHOOL. Thank you so much

Q5. Upload your submission

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/fb514561a5b1882233af76f6545fedf2b21fb350/original/1713432242/e04a0701d4ae87d55aad22318c13dbe9_inbound4668392213860694989.jpg?1713432242



Respondent No: 23

Login: Anonymous


Email: n/a

Responded At: Apr 18, 2024 19:59:19 pm

Last Seen: Apr 18, 2024 19:59:19 pm

IP Address: n/a

Q1. Name	
Q2. Email	
Q3. Confidentiality	Please withhold my name from public documents
Q4. Your submission	I would like to make a submission for the funding for the restoration of the budgereee school.
Q5. Upload your submission	not answered



Respondent No: 24

Login: Anonymous


Email: n/a

Responded At: Apr 18, 2024 20:13:56 pm

Last Seen: Apr 18, 2024 20:13:56 pm

IP Address: n/a

Q1. Name	Teagan Uttridge
Q2. Email	
Q3. Confidentiality	You may include my name in public documents
Q4. Your submission	I REQUEST FUNDING BE ALLOCATED FOR THE RESTORATION OF THE FORMER BUDGEREE SCHOOL.
Q5. Upload your submission	not answered



Respondent No: 25

Login: Anonymous


Email: n/a

Responded At: Apr 18, 2024 20:17:10 pm

Last Seen: Apr 18, 2024 20:17:10 pm

IP Address: n/a

Q1. Name	Anne Edwards
Q2. Email	[REDACTED]
Q3. Confidentiality	You may include my name in public documents
Q4. Your submission	I request funding for the Budgereee school restoration.
Q5. Upload your submission	not answered



Respondent No: 26

Login: Anonymous

Email: n/a

Responded At: Apr 18, 2024 20:21:27 pm

Last Seen: Apr 18, 2024 20:21:27 pm

IP Address: n/a

- Q1. Name

Jarrod Tyrer
-
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I request funding be allocated for the restoration of the former Budgerree school.
- Q5. Upload your submission

not answered



Respondent No: 27
Login: Anonymous
Email: n/a

Responded At: Apr 18, 2024 20:30:35 pm
Last Seen: Apr 18, 2024 20:30:35 pm
IP Address: n/a

Q1. Name

[REDACTED]

Q2. Email

[REDACTED]

Q3. Confidentiality


Please withhold my name from public documents

Q4. Your submission

I REQUEST FUNDING BE ALLOCATED FOR THE RESTORATION OF THE FORMER BUDGEREE SCHOOL.

Q5. Upload your submission

not answered



Respondent No: 28

Login: Anonymous

Email: n/a

Responded At: Apr 18, 2024 20:30:45 pm

Last Seen: Apr 18, 2024 20:30:45 pm

IP Address: n/a

- Q1. Name

Michelle jewell
-
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I REQUEST FUNDING BE ALLOCATED FOR THE RESTORATION OF THE FORMER BUDGEREE SCHOOL.
- Q5. Upload your submission

not answered



Respondent No: 29
Login: Anonymous
Email: n/a

Responded At: Apr 18, 2024 20:45:56 pm
Last Seen: Apr 18, 2024 20:45:56 pm
IP Address: n/a

Q1. **Name**



Q2. **Email**



Q3. **Confidentiality**

Please withhold my name from public documents

Q4. **Your submission**

I request funding be allocated for the restoration of the former Budgerie School.

Q5. **Upload your submission**

not answered



Respondent No: 30
Login: Anonymous
Email: n/a

Responded At: Apr 18, 2024 22:12:17 pm
Last Seen: Apr 18, 2024 22:12:17 pm
IP Address: n/a


- Q1. Name

Wendy Pattinson
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I request funding be allocated for the restoration of the former Budgerie school
- Q5. Upload your submission

not answered



Respondent No: 31

Login: Anonymous

Email: n/a

Responded At: Apr 18, 2024 22:30:11 pm

Last Seen: Apr 18, 2024 22:30:11 pm

IP Address: n/a


- Q1. Name

Pauline Hoeben
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I REQUEST FUNDING BE ALLOCATED FOR THE RESTORATION OF THE FORMER BUDGEREE SCHOOL. These buildings deserve to be restored so that future generations can see these iconic buildings and enjoy them for what they are. To many of these types of buildings can be forgotten about and left to rot which is such a shame. We need the history of these buildings to stay alive.
- Q5. Upload your submission

not answered



Respondent No: 32

Login: Anonymous

Email: n/a

Responded At: Apr 18, 2024 23:03:53 pm

Last Seen: Apr 18, 2024 23:03:53 pm

IP Address: n/a

- Q1. Name

Julie orvad
-
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I REQUEST FUNDING BE ALLOCATED FOR THE RESTORATION OF THE FORMER BUDGEREE SCHOOL
- Q5. Upload your submission

not answered



Respondent No: 33
Login: Anonymous
Email: n/a

Responded At: Apr 18, 2024 23:10:00 pm
Last Seen: Apr 18, 2024 23:10:00 pm
IP Address: n/a

Q1. Name	Debra Bedggood
Q2. Email	
Q3. Confidentiality	You may include my name in public documents
Q4. Your submission	I would like funding to be allocated for the restoration of Budgeree School
Q5. Upload your submission	not answered



Respondent No: 34
Login: Anonymous
Email: n/a

Responded At: Apr 19, 2024 03:59:59 am
Last Seen: Apr 19, 2024 03:59:59 am
IP Address: n/a

- Q1. Name

Deanne Godfrey
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I request funding be allocated for the restoration of the former Budgerie school
- Q5. Upload your submission

not answered



Respondent No: 35
Login: Anonymous
Email: n/a

Responded At: Apr 19, 2024 07:48:35 am
Last Seen: Apr 19, 2024 07:48:35 am
IP Address: n/a

Q1. **Name**

[REDACTED]

Q2. **Email**

[REDACTED]

Q3. **Confidentiality**

Please withhold my name from public documents

Q4. **Your submission**

I REQUEST FUNDING BE ALLOCATED FOR THE RESTORATION OF THE FORMER BUDGEREE SCHOOL

Q5. **Upload your submission**

not answered



Respondent No: 36
Login: Anonymous
Email: n/a

Responded At: Apr 19, 2024 08:48:18 am
Last Seen: Apr 19, 2024 08:48:18 am
IP Address: n/a


Q1. **Name** [Redacted]

Q2. **Email** [Redacted]

Q3. **Confidentiality** Please withhold my name from public documents

Q4. **Your submission**
I request funding be allocated for the restoration of the former budgereee school.

Q5. **Upload your submission** not answered



Respondent No: 37

Login: Anonymous

Email: n/a

Responded At: Apr 19, 2024 08:50:04 am

Last Seen: Apr 19, 2024 08:50:04 am

IP Address: n/a

- Q1. Name
- Q2. Email
- Q3. Confidentiality

Please withhold my name from public documents
- Q4. Your submission

I REQUEST FUNDING BE ALLOCATED FOR THE RESTORATION OF THE FORMER BUDGEREE SCHOOL
- Q5. Upload your submission

not answered



Respondent No: 38
Login: Anonymous
Email: n/a

Responded At: Apr 19, 2024 11:00:18 am
Last Seen: Apr 19, 2024 11:00:18 am
IP Address: n/a


- Q1. Name

Sue Davis
-
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

Please provide funding for the restoration of the Budgeree Primary School buildings.
- Q5. Upload your submission

not answered



Respondent No: 39

Login: Anonymous

Email: n/a

Responded At: Apr 19, 2024 11:26:12 am

Last Seen: Apr 19, 2024 11:26:12 am

IP Address: n/a

- Q1. Name

Christine Bartlett (Abbey)
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I request funding be allocated for the Restoration of the former Budgerie School. This was my primary school, and holds a very large piece of my heart and it upsets me to see the state of my beloved school. I frequently go see the school see my memories and childhood. My children and Grand children have all visited the school over the years. Thank you.
- Q5. Upload your submission

not answered



Respondent No: 40
Login: Anonymous
Email: n/a

Responded At: Apr 19, 2024 11:44:40 am
Last Seen: Apr 19, 2024 11:44:40 am
IP Address: n/a


- Q1. Name

Laurence Rasmus
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

Allocation for completion of drainage system at Andrews park Churchill drainage system was half completed while waiting for further funding approx 2 years ago
- Q5. Upload your submission

not answered



Respondent No: 41

Login: Anonymous

Email: n/a

Responded At: Apr 19, 2024 12:01:53 pm

Last Seen: Apr 19, 2024 12:01:53 pm

IP Address: n/a

- Q1. Name

Dale Moffatt
-
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I REQUEST FUNDING BE ALLOCATED FOR THE RESTORATION OF THE FORMER BUDGEREE SCHOOL.
- Q5. Upload your submission

not answered



Respondent No: 42
Login: Anonymous
Email: n/a

Responded At: Apr 19, 2024 13:12:55 pm
Last Seen: Apr 19, 2024 13:12:55 pm
IP Address: n/a

Q1. Name

[REDACTED]

Q2. Email

[REDACTED]

Q3. Confidentiality

Please withhold my name from public documents

Q4. Your submission

I REQUEST FUNDING BE ALLOCATED FOR THE RESTORATION OF THE FORMER BUDGEREE SCHOOL.

Q5. Upload your submission

not answered



Respondent No: 43
Login: Anonymous
Email: n/a

Responded At: Apr 19, 2024 13:21:47 pm
Last Seen: Apr 19, 2024 13:21:47 pm
IP Address: n/a

Q1. **Name**

[Redacted]

Q2. **Email**

[Redacted]

Q3. **Confidentiality**

Please withhold my name from public documents

Q4. **Your submission**

I request funding to be made to the restoration of the Budgerie Primary school , Greenwoods Road so it can be used for community purposes

Q5. **Upload your submission**

not answered



Respondent No: 44
Login: Anonymous
Email: n/a

Responded At: Apr 19, 2024 14:13:38 pm
Last Seen: Apr 19, 2024 14:13:38 pm
IP Address: n/a

Q1. **Name** [REDACTED]

Q2. **Email** [REDACTED]

Q3. **Confidentiality** Please withhold my name from public documents

Q4. **Your submission**
Keep the original Budgerie school building on Roy's Road, Budgerie. It's an historical building that means so much to the community and the generations associated with the building.

Q5. **Upload your submission** not answered



Respondent No: 45
Login: Anonymous
Email: n/a

Responded At: Apr 19, 2024 16:54:41 pm
Last Seen: Apr 19, 2024 16:54:41 pm
IP Address: n/a

- Q1. Name

Paul Terranova
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I would like to request funding be allocated for the complete restoration of the historical former Budgeree School. This building is the centre piece, and an integral part of the Budgeree community
- Q5. Upload your submission

not answered



Respondent No: 46
Login: Anonymous
Email: n/a

Responded At: Apr 19, 2024 18:05:10 pm
Last Seen: Apr 19, 2024 18:05:10 pm
IP Address: n/a


- Q1. Name

Dean young
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I request Funding on the budgereee Hall it's shame to see these buildings being neglected and knocked down I would happy for my rates etc to go towards keeping and restoring these old historic buildings
- Q5. Upload your submission

not answered



Respondent No: 47

Login: Anonymous

Email: n/a

Responded At: Apr 19, 2024 20:22:21 pm

Last Seen: Apr 19, 2024 20:22:21 pm

IP Address: n/a


- Q1. Name

Gabrielle Francis-Foreman
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I request funding for the restoration of the old Budgereee Hall. It is an important community space and tourist destination and great location to get married as we did in January 2020
- Q5. Upload your submission

not answered



Respondent No: 48

Login: Anonymous

Email: n/a

Responded At: Apr 19, 2024 20:28:59 pm

Last Seen: Apr 19, 2024 20:28:59 pm

IP Address: n/a

- Q1. Name

Sandy mullen
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

We need your support...again. Submissions are open for the draft budget at Latrobe City Council and this is a great opportunity for us to get the funding allocated for the restoration of the school. We need to show that there is community support in order for funds to be allocated to this project so the more submissions we have requesting it, the better. Submissions close May 7. It is an easy process. You just click on this link. <https://yoursay.latrobe.vic.gov.au/draftbudget2024-25> I REQUEST FUNDING BE ALLOCATED FOR THE RESTORATION OF THE FORMER BUDGEREE SCHOOL."
- Q5. Upload your submission

not answered



Respondent No: 49
Login: Anonymous
Email: n/a

Responded At: Apr 20, 2024 07:44:56 am
Last Seen: Apr 20, 2024 07:44:56 am
IP Address: n/a

Q1. **Name** [REDACTED]

Q2. **Email** [REDACTED]

Q3. **Confidentiality** Please withhold my name from public documents

Q4. **Your submission**
Allow Funding

Q5. **Upload your submission** not answered



Respondent No: 50
Login: Anonymous
Email: n/a

Responded At: Apr 20, 2024 09:04:24 am
Last Seen: Apr 20, 2024 09:04:24 am
IP Address: n/a


- Q1. Name

Helen O'Hara
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I request funding for the Budgeree School to be approved
- Q5. Upload your submission

not answered



Respondent No: 51

Login: Anonymous

Email: n/a

Responded At: Apr 20, 2024 09:53:35 am

Last Seen: Apr 20, 2024 09:53:35 am

IP Address: n/a


- Q1. Name

Lisa Papa
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I request funding be allocated for the restoration of the former Budgerree School.
- Q5. Upload your submission

not answered



Respondent No: 52

Login: Anonymous

Email: n/a

Responded At: Apr 20, 2024 10:06:04 am

Last Seen: Apr 20, 2024 10:06:04 am


IP Address: n/a

- Q1. Name
- Q2. Email
- Q3. Confidentiality

Please withhold my name from public documents
- Q4. Your submission

I request the former Budgereee School be funded for restoration
- Q5. Upload your submission

not answered



Respondent No: 53

Login: Anonymous

Email: n/a

Responded At: Apr 20, 2024 11:36:18 am

Last Seen: Apr 20, 2024 11:36:18 am

IP Address: n/a


- Q1. Name

John Reed
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

" I REQUEST FUNDING BE ALLOCATED FOR THE RESTORATION OF THE FORMER BUDGEREE SCHOOL."
- Q5. Upload your submission

not answered



Respondent No: 54

Login: Anonymous

Email: n/a

Responded At: Apr 20, 2024 11:57:32 am

Last Seen: Apr 20, 2024 11:57:32 am


IP Address: n/a

- Q1. Name
- Q2. Email
- Q3. Confidentiality

Please withhold my name from public documents
- Q4. Your submission

Please allow funding for the Budgeree old school.
- Q5. Upload your submission

not answered



Respondent No: 55

Login: Anonymous

Email: n/a

Responded At: Apr 20, 2024 13:11:53 pm

Last Seen: Apr 20, 2024 13:11:53 pm

IP Address: n/a


- Q1. Name

Sandra Mills
-
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I request funding to be allocated for the restoration of the former Budgeree School
- Q5. Upload your submission

not answered



Respondent No: 56

Login: Anonymous

Email: n/a

Responded At: Apr 20, 2024 13:17:21 pm

Last Seen: Apr 20, 2024 13:17:21 pm

IP Address: n/a

- Q1. Name
- Q2. Email
- Q3. Confidentiality

Please withhold my name from public documents
- Q4. Your submission

I request funding to be allocated for the restoration of the former budgereee school
- Q5. Upload your submission

not answered



Respondent No: 57
Login: Anonymous
Email: n/a

Responded At: Apr 20, 2024 15:10:02 pm
Last Seen: Apr 20, 2024 15:10:02 pm
IP Address: n/a

- Q1. Name

Mark Martin
-
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I request that funding be allocated for the restoration of the Budgeree school
- Q5. Upload your submission

not answered



Respondent No: 58
Login: Anonymous
Email: n/a

Responded At: Apr 20, 2024 16:47:54 pm
Last Seen: Apr 20, 2024 16:47:54 pm
IP Address: n/a


- Q1. Name

John Harris
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I request that funding be allocated in this budget for the restoration of the former Budgereee School.
- Q5. Upload your submission

not answered



Respondent No: 59

Login: Anonymous

Email: n/a

Responded At: Apr 20, 2024 22:03:53 pm

Last Seen: Apr 20, 2024 22:03:53 pm

IP Address: n/a


- Q1. Name

DeirdrieSchmidt
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

"I REQUEST FUNDING BE ALLOCATED FOR THE RESTORATION OF THE FORMER BUDGEREE SCHOOL."
- Q5. Upload your submission

not answered



Respondent No: 60

Login: Anonymous

Email: n/a

Responded At: Apr 21, 2024 08:12:03 am

Last Seen: Apr 21, 2024 08:12:03 am

IP Address: n/a


- Q1. Name

Linda Minter
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I request funding be allocated for the restoration of the former Budgereee School in the council budget this is a worthy cause and would be an asset for the community and surrounding areas.
- Q5. Upload your submission

not answered



Respondent No: 61

Login: Anonymous

Email: n/a

Responded At: Apr 21, 2024 09:33:43 am

Last Seen: Apr 21, 2024 09:33:43 am

IP Address: n/a

- Q1. Name
- Q2. Email
- Q3. Confidentiality

Please withhold my name from public documents
- Q4. Your submission

I request funding to be allocated to the restoration of the Budgerie School.
- Q5. Upload your submission

not answered



Respondent No: 62
Login: Anonymous
Email: n/a

Responded At: Apr 21, 2024 10:09:09 am
Last Seen: Apr 21, 2024 10:09:09 am
IP Address: n/a

- Q1. Name

Sonia Williams
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I request funding be allocated for the restoration of the former Budgerie School.
- Q5. Upload your submission

not answered



Respondent No: 63
Login: Anonymous
Email: n/a

Responded At: Apr 21, 2024 19:47:10 pm
Last Seen: Apr 21, 2024 19:47:10 pm
IP Address: n/a

- Q1. Name

Dianne Richards
-
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I request that funds be made available for the restoration of the former Budgereee School
- Q5. Upload your submission

not answered



Respondent No: 64
Login: Anonymous
Email: n/a

Responded At: Apr 22, 2024 08:28:09 am
Last Seen: Apr 22, 2024 08:28:09 am
IP Address: n/a

Q1. **Name** Tony Minter


Q2. **Email** [REDACTED]

Q3. **Confidentiality** You may include my name in public documents

Q4. **Your submission**

I request funding to be allocated for the restoration of the old Budgeree school. The old school is dear to the hearts of the local people with old memories and happy times. There are many hard working locals who spend many hours volunteering for various activities to support the community of Budgeree and surrounding areas, and it would please them greatly to see the old school restored for the people to put to good use for their activities.

Q5. **Upload your submission** not answered



Respondent No: 65

Login: Anonymous

Email: n/a

Responded At: Apr 23, 2024 07:41:22 am

Last Seen: Apr 23, 2024 07:41:22 am

IP Address: n/a

- Q1. Name
- Q2. Email
- Q3. Confidentiality

Please withhold my name from public documents
- Q4. Your submission

I REQUEST FUNDING BE ALLOCATED FOR THE RESTORATION OF THE FORMER BUDGEREE SCHOOL.
- Q5. Upload your submission

not answered



Respondent No: 66
Login: Anonymous
Email: n/a

Responded At: Apr 23, 2024 07:42:14 am
Last Seen: Apr 23, 2024 07:42:14 am
IP Address: n/a

Q1. Name



Q2. Email



Q3. Confidentiality

Please withhold my name from public documents

Q4. Your submission

I REQUEST FUNDING BE ALLOCATED FOR THE RESTORATION OF THE FORMER BUDGEREE SCHOOL.

Q5. Upload your submission

not answered



Respondent No: 67
Login: Anonymous
Email: n/a

Responded At: Apr 23, 2024 22:53:36 pm
Last Seen: Apr 23, 2024 22:53:36 pm
IP Address: n/a


Q1. Name [REDACTED]

Q2. Email [REDACTED]

Q3. Confidentiality Please withhold my name from public documents

Q4. Your submission
Budgerree public state school

Q5. Upload your submission not answered



Respondent No: 68

Login: Anonymous

Email: n/a

Responded At: Apr 24, 2024 12:24:15 pm

Last Seen: Apr 24, 2024 12:24:15 pm

IP Address: n/a

- Q1. Name

Alix Common
-
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

Please grant funds for the old Budgeree school house , this building is of great heritage significance to the area, the hall has had some improvements in recent years, however the school house with temporary fencing is looking like an eyesore . These 2 buildings need to be kept in order to preserve our local heritage. Also these are a great boost to local tourism
- Q5. Upload your submission

not answered



Respondent No: 69
Login: Anonymous
Email: n/a

Responded At: Apr 24, 2024 13:35:03 pm
Last Seen: Apr 24, 2024 13:35:03 pm
IP Address: n/a

Q1. **Name**

[Redacted]

Q2. **Email**

[Redacted]

Q3. **Confidentiality**

Please withhold my name from public documents

Q4. **Your submission**

As a former resident of Budgerree, my family request funds for the maintainence of the former Budgerree school. My friends and family request the future of the school as essential to the fabric of the district for their sport and social gatherings associated within and around the district of Budgerree and Boolarra.

Q5. **Upload your submission**

not answered



Respondent No: 70
Login: Anonymous
Email: n/a

Responded At: Apr 24, 2024 13:48:05 pm
Last Seen: Apr 24, 2024 13:48:05 pm
IP Address: n/a

Q1. **Name**

[Redacted]

Q2. **Email**

[Redacted]

Q3. **Confidentiality**


Please withhold my name from public documents

Q4. **Your submission**

Proposed changes to waste disposal fees The new proposed charges are way to much nearly 100% on old charges should only go up by inflation rate Council should be pleased that the current rates are cheaper than other councils as it benefits the rate payers and if the rates are raised as proposed it will only encourage more people to dump illegally and the cost of cleaning up the mess will be much larger than what is made on the increase of disposal fees

Q5. **Upload your submission**

not answered



Respondent No: 71

Login: Anonymous

Email: n/a

Responded At: Apr 24, 2024 14:03:31 pm

Last Seen: Apr 24, 2024 14:03:31 pm

IP Address: n/a

- Q1. Name
- Q2. Email
- Q3. Confidentiality

Please withhold my name from public documents
- Q4. Your submission

I request funding to be allocated for the restoration of the former budgereee school
- Q5. Upload your submission

not answered



Respondent No: 72
Login: Tom
Email: tomology@gmail.com

Responded At: Apr 24, 2024 15:20:00 pm
Last Seen: Apr 24, 2024 05:05:14 am
IP Address: 101.173.98.25

Q1. Name

Tom Richards

Q2. Email

Q3. Confidentiality

You may include my name in public documents

Q4. Your submission

Regarding: Proposed changes to waste disposal fees. I am opposed to any fee increase for the following reasons: 1. People will illegally dump more rubbish in inappropriate places if they know the tip fees are going to be high. 2. \$105 is a lot of money for people on low budgets to dispose of a box trailer load of waste 3. People should be encouraged to dispose of waste appropriately with a financial incentive. 4. It is in the interest of the community to have a nice-looking town with less rubbish sitting around in people's yards and in public places. 5. Maybe community groups could be exempt from tip fees to encourage them to clean up waste.

Q5. Upload your submission

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/998f07d9870f44df34ae83fa63c72794c1087dc8/original/1713935941/57759c83ee9958df90d73a463a34d034_Tip_Fees.pdf?1713935941



Respondent No: 73
Login: Anonymous
Email: n/a

Responded At: Apr 24, 2024 15:47:11 pm
Last Seen: Apr 24, 2024 15:47:11 pm
IP Address: n/a

- Q1. Name

Val Henderson
-
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I request funding be allocated for the restoration of Budgeree School. It is an important part of history in this small Community who work hard to preserve it.
- Q5. Upload your submission

not answered



Respondent No: 74
Login: Anonymous
Email: n/a

Responded At: Apr 24, 2024 21:02:04 pm
Last Seen: Apr 24, 2024 21:02:04 pm
IP Address: n/a

Q1. **Name**

[Redacted]

Q2. **Email**

[Redacted]

Q3. **Confidentiality**

Please withhold my name from public documents

Q4. **Your submission**

Keep Budgeree school alive. Or make it a dad bbq with a heap of info about the family's and the hills

Q5. **Upload your submission**

not answered



Respondent No: 75
Login: Anonymous
Email: n/a

Responded At: Apr 25, 2024 11:32:06 am
Last Seen: Apr 25, 2024 11:32:06 am
IP Address: n/a


- Q1. Name

Carlene Seales
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

I believe in the restoration of the former Budgeree School and request funding be allocated to restore the former Budgeree School.
- Q5. Upload your submission

not answered



Respondent No: 76

Login: Anonymous

Email: n/a

Responded At: Apr 29, 2024 09:23:25 am

Last Seen: Apr 29, 2024 09:23:25 am

IP Address: n/a

Q1. Name

Q2. Email

Q3. Confidentiality

Please withhold my name from public documents

Q4. Your submission

Raising tip fees from \$35 to \$70 for a heaped 6x4 trailers is absolutely scandalous. Illegal dumping in the bush will skyrocket again, then I guess we pay for that again don't we. Bunch of jokers

Q5. Upload your submission

not answered



Respondent No: 77
Login: Leonie.
Email: nonie75@wideband.net.au

Responded At: Apr 29, 2024 14:21:04 pm
Last Seen: Apr 29, 2024 04:10:47 am
IP Address: 1.145.239.175

Q1. Name

Leonie Veitch

Q2. Email

Q3. Confidentiality

You may include my name in public documents

Q4. Your submission

Council a planning to double the cost of disposing of General rubbish and heavy rubbish at the Transfer Stations. This is ridiculous and the impacts will be more dumping of rubbish in the local bushland, this then increases council costs to clean it up. Over the years, this general waste bins have reduced in size and the cost of using the transfer stations increased dramatically, for Tradies still recovering from COVID, they can not afford the extra costs. Keep the prices fair to keep our shire clean.

Q5. Upload your submission

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/4d4c91dd478a9811ecd9cb3c89d11c95bab08430/original/1714364337/fa161122405c61ddd3069698429baf73_IMG_8141.jpgg?1714364337



Respondent No: 78
Login: Anonymous
Email: n/a

Responded At: Apr 30, 2024 10:58:46 am
Last Seen: Apr 30, 2024 10:58:46 am
IP Address: n/a


- Q1. Name

Elizabeth Roberts
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

Concerned re increase in tip rates as it will no doubt lead to more illegal dumping in rural areas. I've lived in Koornalla for 40 years and the dumping in our region, along road edges, bush land etc is ever increasing. We see utes loaded up heading south along our road Trar Crk Rd and Balook Rd frequently.
- Q5. Upload your submission

not answered



Respondent No: 79

Login: Michael Warne

Email: michaelgwarne@outlook.co
m

Responded At: Apr 30, 2024 19:05:45 pm

Last Seen: Apr 30, 2024 08:57:42 am

IP Address: 121.200.7.89


- Q1. Name

michael warne
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

Re: PROPOSED CHANGES TO WASTE DISPOSAL FEES I have a genuine concern for the latrobe city area with regards to the cost of waste disposal for an individual & a company. The fees are elevated already and we see piles upon piles of rubbish dumped all over the council area which no doubt creates an excessive cost to ratepayers to be cleaned up by the council. This type of dumping will continue to rise if there is not a bonified attempt to reduce the fees charged by the council transfer stations. To be even thinking about raising the fees for the waste is careless and ignorant with what we already see going on.
- Q5. Upload your submission

not answered



Respondent No: 80

Login: Anonymous

Email: n/a

Responded At: May 02, 2024 00:43:27 am

Last Seen: May 02, 2024 00:43:27 am

IP Address: n/a


- Q1. Name

Rikkilee Jones
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

Please allocate funding to restore the budgeree school
- Q5. Upload your submission

not answered



Respondent No: 81

Login: Anonymous

Email: n/a

Responded At: May 02, 2024 13:28:49 pm

Last Seen: May 02, 2024 13:28:49 pm

IP Address: n/a

- Q1. Name

James Moore
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

In relation to proposed increases in waste disposal fees, I believe the changes to waste disposal fees will result in a substantial increase in illegal tipping and illegal burning of waste which will in the long term hurt the council both economically and environmentally. The increases are far higher than any pay increases residents would have received and much higher than inflation. I live bordering forrest and illegal dumping is already quite prevalent. The increased illegal dumping will fall back on the council to remove and dispose completely at their own costs and the illegal burning ties up emergency services to extinguish and prosecute offenders. These price increases will push responsible waste disposal out of the reach of many residents.
- Q5. Upload your submission

not answered

**Respondent No:** 82**Login:** BanPokiesNow**Email:** libby.mitchell@bigpond.com**Responded At:** May 05, 2024 22:10:22 pm**Last Seen:** May 05, 2024 08:41:17 am**IP Address:** 123.208.74.114Q1. **Name** BanpokiesNowQ2. **Email**Q3. **Confidentiality**

You may include my name in public documents

Q4. **Your submission**

Submission to Latrobe City Council [LCC] regarding the current exclusion of catering costs for LCC Community Grants. Request for catering costs to be included, for community grants, by re-allocating the current catering budget for LCC Elizabeth Mitchell Secretary, Living Well Yallourn North Inc 1a Boundary Road, Yallourn North, VIC 3825 libby.mitchell@bigpond.com 0417538371 I am sending details of an issue that should be better discussed and reviewed in my opinion, before the LCC Draft Budget 2024-25 is finalized. Can the LCC Budget be adjusted to provide for the inclusion of catering costs for LCC-funded community grants? This submission does not pretend to provide financial estimates, as costs are unknown. LCC will know its current food/catering budget. Last year, the LCC Community Grants Program stopped allowing project funding to be approved for grants to community groups, to include "catering" costs. Catering is no longer included in the eligibility list for grant applications. [Ref p9 Community Grant Guidelines_18690_AC_A4 Booklet_V3_FA.pdf (latrobe.vic.gov.au)] I was recently told that community groups are now expected to fundraise themselves, to cover catering costs, for their group events which are otherwise eligible to be funded by LCC community grants. I believe that the change to exclude catering is inappropriate, counter-productive, and unfair. Community groups are run by volunteers who already give large proportions of their time, to organizing, promoting, and generally managing community events. Many hours are taken with wider event management, beyond catering. Personal costs of volunteers already include such costs as fuel, communication/computer/printing costs. There is a greater limit to our resources. Limited time. It has now become much harder for community groups to engage new volunteers because work/life commitments have changed in recent years. Community groups are already under-resourced with volunteers and some groups risk closure for lack of appropriate manpower. At the same time, the state government's call for community groups and the new Social Inclusion Action Group [SIAG] especially, to provide opportunities for greater social inclusion, connection, and community engagement has increased significantly. Health and well-being objectives of community activities have become more important and visible. SIAG projects aim to attract vulnerable, isolated social groups, to increase inclusion and connection. Our local government area is known to be food insecure at roughly double the Victorian rate. It is well known that offering healthy, free food at community events increases event attendance, ambiance, and well-being, and promotes sustainability and healthier food choices. The provision of food has many advantages. In our lower socio-economic LGA, it is even more important for inclusion if we hope to lift our levels of health and well-being.. Using food as a positive tool for successful event management and behaviour modification was overlooked by the LCC Grants Committee when the community grants guidelines were revised. The Social Inclusion Action Group projects will be assessed under the Community Grants guidelines. The overall objectives of the SIAG will likely be undermined. It is maintained that the main funding objectives of the new SIAG especially, will be severely curtailed, if funded events cannot also allow for catering costs to be funded. To expect small groups to fundraise, to provide food at group-hosted social events is an added burden that will prevent projects from being considered and proposed. Event organization is hard enough - without having an additional hurdle to leap over – to get a successful event off the ground. LCC provides food for its various corporate and public events, meetings, and workshops. Food is offered to increase attendance, ambiance, and well-being. The food costs for these events are presumably subsidized or paid for from residential rates and other income, as part of the LCC Budget. Volunteers in local community groups already contribute to paying the cost of that catering for LCC, via property and landlord property rates and other taxes. To expect these volunteers to cover catering costs "twice" for their community group events is oppressive, unfair, and counter-productive. If the LCC budget must be adjusted to allow for the provision of catering costs to be made possible, for community grants, then ALL of the council should share the burden. Right now the burden is unequally shared. It is obscene that LCC should provide healthy food at its own events, that public money pays for – when catering is excluded

from funding of our community events. Please could this aspect be reconsidered as a matter of urgency – since it is likely to become increasingly important when meeting government objectives. It places ALL community health and wellbeing initiatives at higher risk of under-performance or failure, if groups which are hoping to attract isolated, vulnerable people and groups are unfairly and inappropriately prevented from working effectively. Given that LCC allows for catering to be covered at its own internally organized events – the guideline is doubly offensive as well as inefficient, to community groups. If catering must be reallocated in the budget “across the LCC board” – so be it. It should be done. It is fair. Any budget for catering must be perceived to be fairly distributed - by LCC residents, ratepayers, and taxpayers. Any reduction in resources to pay for catering should be evenly spread, or catering should be an ineligible claim for all parts of Latrobe City Council - if community groups who also work to positively promote LCC must be prevented from claiming for catering costs. I have not had a chance to contact the LCC Grants group; the LCC SIAG Project Officer; our Latrobe Food Systems Leadership Group; Latrobe Community Health Service [LCHS]; Food For All Latrobe Valley [FFALV]; Latrobe Health Assembly[LHA] and such groups as International Women's Group [IWG]; local neighbourhood houses and other active community groups who regularly interact together, for events. I will send a copy of this submission to each, for their information at this point. Thank you from Elizabeth Mitchell.

Q5. Upload your submission

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/7e7a5d49af5ee96b1c28fb7c9c8f61448bcb3db4/original/1714910973/b635b6034c30e3fa553c4b594ff4fe0f_LWYN_LCC_BUDGET_SUBMISSION_CATERING.docx?1714910973



Respondent No: 83
Login: Anonymous
Email: n/a

Responded At: May 06, 2024 17:30:04 pm
Last Seen: May 06, 2024 17:30:04 pm
IP Address: n/a

- Q1. Name

Lachlan Day
- Q2. Email
- Q3. Confidentiality

You may include my name in public documents
- Q4. Your submission

We are making a recommendation for the hiring of a curator for the Morwell Rec Reserve. The document attached outlines the proposal in more detail.
- Q5. Upload your submission

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/4586349f5ea0953a87b98c8abfdea9de060f27f6/original/1714980596/cead61f2ef747a4b9b6809ce47cef599_Budget_Letter_-_Curator_at_Morwell_Rec_Reserve.docx?1714980596

Respondent No: 83
Name: Morwell Cricket Club
Inc.

MORWELL CRICKET CLUB INC

(INC NO – A 10769P)



Keegan St Reserve
PO Box 1032
MORWELL 3840
Ph: (03) 5134 2140
Fax: (03) 5134 2140

President



Secretary



Dear Latrobe City Council

Re Submission for Council Budget

I write on behalf of Morwell Cricket Club (MCC) requesting Latrobe City Council consider allocating funds in the upcoming 2024/25 budget, and ongoing budgets, for the employment of a curator at the Morwell Recreation Reserve Turf wickets on a similar agreement to that currently in place at Ted Summerton Reserve, Moe.

While MCC have been able to adequately maintain the grounds to date, this is getting more difficult as the grounds are being used more and the dedicated volunteers we have had putting the hours of work into this role are not able to maintain this level of commitment. It is envisaged that as a result, there will be a reduction in the availability of the ground or the standard of maintenance will be compromised. It should also be noted that we are the only cricket club in Gippsland who have maintained two turf wickets solely by volunteers to date.

The Morwell Recreation Reserve is a multi-use Premier A Class oval and is recognised as a Regional Sporting facility, and as such it should be maintained to an appropriately professional standard. All other regional sporting facilities within Latrobe City Council are professionally prepared to host all of the sporting competitions appropriate for each facility.

It must be recognised that the Morwell Recreation Reserve ground is used heavily by Morwell Football Netball Club, Gippsland Power, AFL Gippsland, as well as the MCC. This additional use has a considerable impact on the turf cricket pitches, which our volunteers have repaired to the best of their ability. In order to ensure the longevity, and quality of the cricket pitches, and the centre square for the all users, we believe that professional curation is the most effective option for the future to minimise impact on all users.

As the recreational reserve hosts professional sporting events, including AFL and AFLW games, and premier level competitions, there may be additional economic and community gain opportunities for Latrobe City. Providing an opportunity to gain a reputation for top level grounds, following the

completion of the facility upgrades. The proximity of the two grounds, one of regional standard, the other of good standard, we believe, also provides many opportunities.

Historically, the MCC has developed the land on which the Morwell Recreation Reserve stands from 1919 as a dedicated facility for cricket. The purchase of the land for the Morwell Recreation Reserve was largely paid for by the members of the cricket club, and as such MCC has a long and strong affinity to the reserve. MCC continues to support the community with high participation levels in the junior competition, two Women's teams and competitive Men's teams. Our wish is to maintain the grounds to support this, and the wider community, in partnership with Latrobe City Council, in the future.

We have been informed that it generally takes half a day to curate one ground, therefore it would be cost effective to investigate the possibility of extending the agreement with Grass Up to curate Morwell Recreation Reserve in addition to Ted Summerton Reserve. This would potentially result in additional savings on travel etc.

We appreciate you taking the time to consider our proposal. If you wish to discuss any aspect, please contact Lachlan Day, Secretary on [REDACTED].

Yours Sincerely,

Lachlan Day

Secretary

Morwell Cricket Club

Respondent No: 84

Name: Lions Club of Moe Inc.

Lions Club of Moe Inc

President –Lion Ken Bechaz



Secretary.

Lion Barbara Cameron

PO BOX 262

Moe Vic. 3825

Email daabt5@bigpond.com

5th March, 2024

The Mayor
Councillor Darren Howe
Latrobe City Council
P O Box 304
Morwell Vic 3840

Dear Mayor Darren,

Good morning Mayor Darren,

Early last year we wrote to Council regards you organising a Shade Sale at Our All Abilities Payground in Moe- This was to cover and protect the children from the harsh rays of the Sun and also to protect the equipment at the park.

We received a very positive reply along the lines of they thought it was a great idea but it would need to be looked at in the next year's Council Budget.

Therefore I am writing to remind Council of this arrangement and hoping that this request can be relooked at.

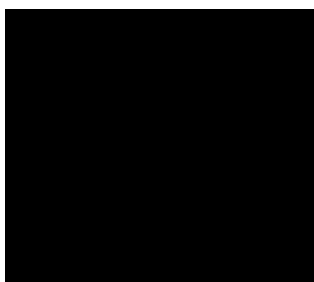
Regards Barbara

Respondent No: 85

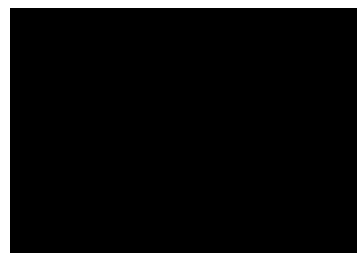
Name: Latrobe City Farm Ratepayer Association

LATROBE CITY FARM RATEPAYER ASSOCIATION

PRESIDENT



SECRETARY



22nd April 2024

SUBMISSION TO LATROBE CITY COUNCIL

FARM RATE DIFFERENTIAL

Our committee and members thank the council for the opportunity to present this submission for the retention of our Farm Rate Differential. We acknowledge and commend the Council for support in previous years.

BACKGROUND INFORMATION

Our Farm Rate Differential has been in place for forty plus years. The Minister for Local Government is encouraging all regional councils to reduce the rate burden placed on farms by the use of the Differential Rate System Valuation of Land Act, 1960.

The NAV of farmland was legislated at five percent of the CIV of the said property. The NAV purported to represent the return of the property in rent or lease situation. The rate of return on Farmland does not return this five per cent figure. Farm ratepayers pay significantly more than township ratepayers and have less access to the services offered by council. Our

committee members congratulate past councils for recognising the inequity that does exist. The impact of potential zone changes from farm zone to rural residential allows council to implement the potential rate. This results in substantial rating increased with no change in the farmers usage of land or income. This has threatened the farm sustainability of some farms in our area.

FARMLAND RATING

The recent influx of city investors with substantial off farm income paying unsustainable high prices will bring about a revaluation of properties supported by off farm income. Farming is a land-based activity. As the farm business improves its productivity via the land, the land value increases lifting its assessable rate value.

Our association supports council to maximise the municipal charge up to twenty percent of the total rate value. We view this charge as an equal contribution by rate payers.

COMMENTS OF CONCERN FROM MEMBERS

Farmers have seen a decrease in farm incomes due to the impact of recent floods causing loss of fencing and loss of production from inundated pastures.

Fulltime farmers have concerns about the recent sales of farmland byers with substantial non-agricultural income. This has led to increases of up to 20 % in some areas. The significant downturn in cattle prices, most instances 40% this past eighteen months has impacted a further stress on the financial outcome of the farm business.

ZONING CHANGES

Zoning changes require careful planning, rating should continue for Farm Zones 1 & 2 (EG) Agriculture to Rural Living until such time as the owner submits a plan of subdivision within its zoned category. Valuers are able to introduce the POTENTIAL RATE thus

rendering the farm property unviable due to the increased rate burden. In some cases, ten plus years passes before the development eventuates.

CONCLUSION

The farm rate differential is a tool provided by the Local Government Act to assist in setting an equitable rate. Farm businesses are logistically low users of Council services, but they contribute substantially to both Latrobe City's economy and rate revenue. Agricultural production within Latrobe City is a large contributor for the growing Gippsland Food Bowl. The seasons have changed dramatically with drought and bushfires turning into flooding rains and causing inundation to farming land and the costs involved in refencing and debris removal.

Yours faithfully



LATROBE CITY FARM RATEPAYERS ASSOCIATION

Respondent No: 86

Name: Moe Amateur Swim Club

From: [REDACTED]
Sent: Wednesday, 17 April 2024 11:06 AM
To: Nathan Kearsley
<Nathan.Kearsley@latrobe.vic.gov.au> Cc: Cr Sharon
Gibson <Sharon.Gibson@latrobe.vic.gov.au> Subject: RE:
Councillor Pathway Request 1176341

⚠ EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe. ⚠

Good morning Nathan

Please find below the submission from the Moe Swimming Club as per the below email trail.

The Moe Swimming Club have been exploring options that would enable them greater lane capacity in the Moe aquatic facilities for them to continue to grow their club and provide a safe and inclusive training environment. Currently the Moe Swimming Club are training at the Moe Indoor pool 3 evenings a week (Monday, Wednesday & Thursday), during this time we have access to 2 lanes in which they need to accommodate ~50 swimmers across 3 training groups. The limited lane capacity means that the Moe Swimming Club needs to limit the time its swimmers are in the pool each session to make space for the next training group, this commonly see's up to 16 children training in 1 25-meter lane, which is unsafe and simply not sustainable. To date the options presented to the Moe Swimming Club to solve this challenge is to either train in the mornings or look at training in Morwell or Traralgon. These options are not viable with members be unwilling to train during morning sessions and a move to Morwell or Traralgon requiring travel for members and changes the identity of our club, were the Moe Swimming club, not the Morwell or Traralgon swimming club.

The Moe Swimming Club has been in conversation with Latrobe City Council, Councillors, Mayor, and local members regarding the possibility of heating the Moe Outdoor pool. It's been determined that there is currently not a large enough roof capacity to instal a solar system large enough to heat the pool. Thus, the Moe Swimming club along with support of Latrobe City Councillors (Sharon Gibson & Brad Law), Mayor and local members would like to seek the addition of funding to the 2024/2025 budget to fund the required site inspections and scoping to facilitate the installation of a roof over the Moe Outdoor pool that would have the ability to support a solar solution large enough to heat the pool. The request is that this budget would cover the required cost to provide a conceptual design and structural footing design by a structural engineer.

This project would deliver benefits well beyond the Moe Swimming Club, providing the possibility for the Outdoor pool to be open more frequently and for longer periods during the year. It would provide a heated pool environment, that would meet the sun smart guidelines whilst not interfering with the beautiful surrounds of the pool. The solution would present the potential for the venue to be used to host large swimming meets such as Gippies bringing larger numbers of swimmers to the venue. It would also support local school swim events amongst many other local activities.

Regards

[REDACTED]



Respondent No: 87

Name: Anonymous

Make a submission

All fields marked with an asterisk (*) are required

1.

Name

* required*

2.

Email or Address

* required*

3.

Confidentiality

* required*



Please withhold my name from public documents



You may include my name in public documents

4.

Your submission

I BELIEVE THE RESTORATION OF THE
FORMER BUDGEREE SCHOOL SHOULD BE

FUNDED

* required*

Respondent No: 88

Name: Greg Seales

Make a submission

All fields marked with an asterisk (*) are required

1.

Name

Greg Seales

* required*

2.

Email or Address

* required*

3.

Confidentiality

* required*

☐

Please withhold my name from public documents

☒

You may include my name in public documents

4.

Your submission

I request funding be allocated for the restoration of the former Budgerre school.

* required*

Respondent No: 89

Name: Karen Beamish

Make a submission

All fields marked with an asterisk (*) are required

1.

Name

Karen Beamish

* required*

2.

Email or Address



* required*

3.

Confidentiality

* required*

☐

Please withhold my name from public documents

☒

You may include my name in public documents

4.

Your submission

I request funding be allocated for the restoration of the former Budgeree School.

* required*

Respondent No: 90
Name: Neil Beamish

Make a submission

All fields marked with an asterisk (*) are required

1.

Name

NEIL BEAMISH

* required*

2.

Email or Address

* required*

3.

Confidentiality

* required*

☐ Please withhold my name from public documents

☒ You may include my name in public documents

4.

Your submission

I BELIEVE THE RESTORATION OF THE
FORMER BUDHEREE SCHOOL SHOULD BE
FUNDED.

I ATTENDED THIS SCHOOL IN THE 50'S AND
60'S AND THINK THAT IT SHOULD BE KEPT
SO WE CAN SHOW FUTURE GENERATIONS WHERE
WE WENT TO SCHOOL.

SURELY WITH ALL THE MONEY THAT WE
PAY IN RATES, SOME OF IT COULD GO TOWARDS
THIS PROJECT.

* required*

Respondent No: Number 91

Name: Jean Beamish

Make a submission,



Please withhold my name.

My submission

Is for the Budgereef School
to be restored to be used
for functions.



25th April
2024

Respondent No: 92

Name: Anonymous

Make a submission

All fields marked with an asterisk (*) are required

1.

Name

* required*

2.

Email or Address

* required*

3.

Confidentiality

* required*



Please withhold my name from public documents



You may include my name in public documents

4.

Your submission

I believe the restoration of the former Budgerie School should be funded. There are many homeschool families who would like to use it.

* required*

Respondent No: 93

Name: David Bye

Make a submission

All fields marked with an asterisk (*) are required

1.

Name

DAVID BYE

* required*

2.

Email or Address

* required*

3.

Confidentiality

* required*

☐

Please withhold my name from public documents

☒

You may include my name in public documents

4.

Your submission

I THINK ITS EXTREMELY IMPORTANT
TO RENOVATE THE BUDGEREE
SCHOOL. ITS AN IMPORTANT
PIECE OF LOCAL HISTORY AND
COUNCIL NEEDS TO ALLOCATE
FUNDING TO ITS RESTORATION.

* required*

25-4-24

Respondent No: 94

Name: Chris Bye

Make a submission

All fields marked with an asterisk (*) are required

1.

Name

CHRIS

* required*

2.

BYE

Email or Address

*

3.

Confidentiality

* required*

☐

Please withhold my name from public documents

☒

You may include my name in public documents

4.

Your submission

The school is a very important
part of the community
I request you please allocate
funding for the school

* required*

25/4/24

Respondent No: 95

Name: Anonymous

Make a submission

All fields marked with an asterisk (*) are required

1.

Name

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2.

Email or Address

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3.

Confidentiality

* required



Please withhold my name from public documents



You may include my name in public documents

4.

Your submission

I request Latrobe City Council provide funding to renovate and restore the old Budgerree School.

* required

Respondent No: 96
Name: Brenda Kasbach

Make a submission

All fields marked with an asterisk (*) are required

1.

Name

BRENDA KASBACH

* required*

2.

Email or Address

[REDACTED]

* required*

3.

Confidentiality

* required*

☐ Please withhold my name from public documents

☒ You may include my name in public documents

4.

Your submission

I request funding be allocated for the restoration of the former BUDGEREE school.

* required*

Respondent No: 97

Name: Anonymous

Make a submission

All fields marked with an asterisk (*) are required

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Name

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Email or telephone

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3.

Confidentiality

* required*



Please withhold my name from public documents



You may include my name in public documents

4.

Your submission

I believe the restoration of the former Badger school should be funded.

* required*

Respondent No: 98

Name: Anonymous

Make a submission

All fields marked with an asterisk (*) are required

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Name

* required*

2.

Email or Address

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3.

Confidentiality

* required*



Please withhold my name from public documents



You may include my name in public documents

4.

Your submission

I believe the restoration
of the former Budgereef School
should be funded

* required*

Respondent No: 99

Name: Terence Bennett

Make a submission

All fields marked with an asterisk (*) are required

1.

Name

TERENCE BENNETT

* required*

2.

Email or Address

* required*

3.

Confidentiality

* required*

☐ Please withhold my name from public documents☒ You may include my name in public documents

4.

Your submission

I request funding be allocated for the restoration of the former Budgeree School

* required*

Respondent No: 100

Name: Anonymous

Make a submission

All fields marked with an asterisk (*) are required

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Name

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Email or Address

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Confidentiality

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4.

Your submission

I believe the restoration
Of the Former Budgereee
School should be funded

* required*

Respondent No: 101

Name: Anonymous

Make a submission

All fields marked with an asterisk (*) are required

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Name

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2.

Email or Address

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3.

Confidentiality

* required*



Please withhold my name from public documents



You may include my name in public documents

4.

Your submission

I find it sad that the Council are wanting to demolish the Budgere School, because of the history and there are still people who went there. I request Council allocate funding for the restoration of Budgere School

* required*

X

25/11/2024

Respondent No: 102

Name: Anonymous

Make a submission

All fields marked with an asterisk (*) are required

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Name

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2.

Email or Address

* required*

3.

Confidentiality

* required*

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Please withhold my name from public documents

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You may include my name in public documents

4.

Your submission

Lakroby City needs to allocate funding to restore the Budgerie School. ~~an~~
It is an important building that could be used by the community for various activities and gatherings.

* required*

Respondent No: 103
Name: Robyn Thompson

Budget Submission
Task to Matt Rogers



Make a submission

All fields marked with an asterisk (*) are required

1.

Name

Robyn Thompson.

* required*

2.

Email or Address

* required*

3.

Confidentiality

* required*

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Please withhold my name from public documents

☒

You may include my name in public documents

4.

Your submission

The last Victorian School, Teachers residence and hall together-preservation of the school needs to be funded.

* required*

Respondent No: 104

Name: Budgereee Hall Reserve Committee Inc.

Mr Nathan Kearsley

Latrobe City Council

2 May 2024

Dear Mr Kearsley

I write to you on behalf of the Budgereee Hall Reserve Committee Inc. The Budgereee Hall is situated next to the former Budgereee School. The first Budgereee School was constructed on this site in 1885 by the residents of Budgereee. This school building was removed in 1908 when the current building, being the former Yinnar Primary School, was brought in. The hall, a Mechanics Institute, was built next to the school. These two buildings sitting side by side were designed as the focus of all community life for the small remote farming community of Budgereee. Since 1910 they have served this purpose with the school operating until 1993 and the hall still in full use today. They have interacted and enhanced the usage for the community. Large gatherings, like the dances, community picnics, Back to Budgereee events and special occasions, being held in the hall while smaller events, including Ladies club, art classes, cooking groups and school, taking place in the smaller building.

In 1994, when Latrobe City Council took ownership of the school building and grounds, with a \$5000 contribution or 1/3 of the cost from the Budgereee Community, there appears to have been some discussion that took place as to the ongoing care of the building, but nothing was put in place. Which 30 years later has resulted in the situation we now find ourselves.

After 30 years of little to no maintenance the building is now in very poor condition and has had a 8ft cyclone fence erected around it since September 2021. The community no longer has access to the building. The last renovation or update to the building was in 1914.

Speaking with the Budgereee community and former residents it is very clear that this little school building at the end of the road to nowhere is still the centre of life in Budgereee. We are now asking that Latrobe City Council collaborate with us to explore a sustainable solution. Sustainability is about meeting the range of needs of our community today, while keeping focussed on solutions that will continue to achieve sustainable solutions into the future. This small rural community is not equipped with the resources to maintain and evolve this unique site for the next generations, as those before us have done. Our community's focus is on longevity of the space for many generations, as a memorial to those that toiled through hardships and created this community and as a reminder of a way of life that has long been lost.

Budgereee has long been a very liveable environment. Clean fresh air, rolling hills, deep valleys. A natural environment that is undeniably beautiful. However, the liveability of a place is also characterised by the built environment. It's infrastructure, services. It's ability to offer social inclusion, participation and the feeling of security. To preserve the built environment and build pride in a community the facilities must be preserved so they are complementary to the surrounding natural environment. Allowing our little school to sit and rot into the ground, or to be demolished is completely contra to Council's objectives of creating liveability within the region. We are building healthy lifestyles through improved amenities and attractiveness of our

public spaces. The Budgeree Hall Reserve Committee has work tirelessly over the past few years to attract significant investment to the Budgeree Hall for improvements and modernisation without affecting the integrity of the historical building. Other organisations including FRRR, DEECA, LVA and Bendigo Bank have embraced this and have become excited by the Hall Committees vision. The Council Plan 2026 describes a vision of communities that are liveable, safe and growing economically. We have already achieved this and will continue to grow with the school being able to be used by groups and individuals.

We put out a call to those who love our former school building to have their say on the draft budget and the response is proof that it is not only the residents of Budgeree but the much wider Latrobe City Community wish to preserve our school building.

On behalf of the Budgeree Hall Reserve Committee, we ask that funding be allocated to the restoration of the former Budgeree School while we still have a building to preserve.

Kind Regards



President

Budgeree Hall Reserve Committee.

Respondent No: 105

Name: Luke Potter

From: Luke Potter [REDACTED]
Sent: Tuesday, May 7, 2024 9:03 PM
To: Nathan Kearsley <Nathan.Kearsley@latrobe.vic.gov.au>
Subject: Submission to draft budget

Good evening Nathan,

I wish to submit the following in relation to the draft budget.

I request that Latrobe City Council allocate funding to the Budgeree School - owned by them and a dearly loved asset of our community.

The Budgeree School is a critical part of our history. It survives as the only school building in the state surrounded by a Mechanics Hall (now the Budgeree Hall) and Headmaster's residence of the time. As a result, the Mechanics Institute of Victoria note that the precinct is a place of historical significance. Many social stories, passed down from generation-to-generation centre around the Budgeree School building and grounds. It is woven into the story of many of our lives.

I am a newby to Budgeree – moving to Budgeree with my wife Leanne in 2006. My wife grew up and went to school in the Budgeree School building and as such is an important part of her early life. The Budgeree School is now become an important part of my life, as it has for many newer arrivals. Not so long ago, before the fences went up, the Budgeree School was used for community meetings (where something more private than the Hall was required) and as a dressing room for events. It was also a place for displaying local history at events. Our community have many ideas for reactivating this building, including using it as a safe place for Veterans to talk and share their experiences. Few places in the Latrobe Valley offer the same peace, serenity and privacy in a location that is easily accessible and on the bitumen.

By way of analogy, the Budgeree Hall was in a dire predicament a decade ago. The Hall Committee, with lots of hard work and determination, sourced significant funding and have transformed the Hall into a place of envy and admiration. The Hall wins awards and has become an important place for many musicians to visit and play. The Strzelecki Stringbusters and the Monash University Orchestra are regulars.

I can't speak on behalf of the Committee, but given the success of the Hall committee in rejuvenating the Budgeree Hall, imagine what they could do with the Budgeree School.

Thank you for considering my submission.

Yours Sincerely,

Luke Potter

[REDACTED]

Respondent No: 106

Name: Churchill & District Community Association Inc.



To: Latrobe City Council,
Commercial Rd,
Morwell 3840

7th May 2024

Re: Draft 2024/25 Budget

Churchill & District Community Association wishes to submit the following comments on Latrobe City Council's Draft 2024/25 Budget, in relation to items specifically pertaining to Churchill and district:

- The design and construction of a Council owned & maintained public toilet facility in the Churchill town centre (as per Council's Public Toilet Plan) is of the highest priority for the community of Churchill & district. Churchill requires a suitable accessible 24hour public toilet facility such as is provided in all other Latrobe City townships.
- The Draft 2024/25 Budget does not seem to provide for a Capital Works allocation for the purpose of providing said centrally-located public toilet in Churchill. This is a critical infrastructure project that needs to progress as soon as possible. CDCA understood that this project was to be provided for in the Financial Year 2024/25, as per Council's Public Toilet Plan.
- Provision is made for the demolition of the Glendonald Park public toilet which would seemingly indicate that Council has decided to proceed, despite advice that further investigation of the use of these facilities would occur before a final decision was made to demolish the building.
- Draft Budget allocations for works at Mathison Park are welcomed – this is a popular, flourishing & valued open-space, deserving of continued investment.
- CDCA notes that a Capital Works allocation has been made for "Floor Renewal" at Churchill Town Hall. This would seem necessary maintenance and CDCA supports this expenditure, noting that Churchill Town Hall is viewed locally as a valuable Council-owned asset.
- In considering Council-owned assets, CDCA views the maintenance, fittings, signage and appropriate upgrades of Council's assets as part of Council's core business. Yet, when CDCA suggests such things as new fittings or signage (e.g. blinds & a projection screen be installed at Churchill Town Hall, or signage at Churchill's Commemorative Wall and Town Symbol), we have been repeatedly advised that we should apply for a Community Grant to install said fittings.

CHURCHILL AND DISTRICT COMMUNITY ASSOCIATION –Post Office 191 CHURCHILL VICTORIA AUSTRALIA 3842



- CDCA is primarily an advocacy body and does not view the upkeep of Council-owned assets as our responsibility. We are supportive of Council's Community Grants program and the allocation made within the Draft Budget; our understanding is that these Grants are for community-led projects within Latrobe, not for carrying out works on Council-owned assets.
- Therefore, CDCA requests that, within the appropriate Budget allocations, there be some small allocations made available for new/replacement fittings, signage and other minor improvements to Council-owned assets within Latrobe City, which would enable Council to be responsive to appropriate suggested minor works.

Thank you for your consideration of our submission.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Margaret Guthrie'.

Margaret Guthrie
President, CDCA



Respondent No: 107

Name: Residents of Dalkeith Heights Retirement Village



Darren Howe
Mayor
Latrobe City Council
PO Box 264
Morwell. Vic. 3840.

05 May 2024

Dear Mayor,

Submission to Draft Budget 2024/2025

On behalf of the residents of Dalkeith Heights Retirement Village, thank you for the opportunity to provide a submission to the Latrobe City Council Draft Budget 2024/2025.

Further to my previous correspondence and presentation to the Latrobe City Council, I wish to request the Council make provision for a differential rate for Retirement Villages in the Latrobe City Council Budget 2024/2025.

Retirement Villages and the elderly citizens of Latrobe City Council who occupy the retirement villages are a significant component of the Latrobe City community.

Retirement Villages cater to a specific demographic with unique needs and limitations, including fixed incomes and healthcare requirements. Failing to provide a differential rate that reflects these circumstances, the Council is essentially disregarding the challenges faced by the elderly residents who have contributed significantly to our community over the years.

The provision of a differential rate would recognize the valuable contribution and services that these communities provide. Many residents have chosen to live in retirement villages for the sense of community, security, and support they offer, and it is disheartening to see their needs being overlooked in the budget allocation process.

Many of the services provided by the retirement village are funded by the villages and reduce the pressure on Council owned and operated facilities.


Implementing a differential rate for the 9 retirement villages in the Latrobe City Council would result in a small decrease in rate revenue that can be raised by other means, which when shared across the remaining ratable properties in the Council is inconsequential.

Furthermore, this action would encourage more well-equipped retirement villages to be established in our region.

I strongly urge the Council to reconsider its position on this matter and to include a differential rate for retirement villages in the upcoming budget, to demonstrate a commitment to supporting our elderly population and acknowledging the important role that retirement villages play in our community.

Thank you for your consideration of this important issue. I look forward to your response and hope for a favorable resolution that considers the needs of all our elderly citizens.

Yours sincerely,

A large black rectangular redaction box covering the signature of the Dalkeith Village Resident Committee member.

For the Dalkeith Village Resident Committee.

A black rectangular redaction box covering contact information for the Dalkeith Village Resident Committee.

Respondent No: 108

Name: Rasa Bennett

Latrobe City Council



DOC24/219106

Date Received: 13-May-2024

Make a submission

All fields marked with an asterisk (*) are required

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Name

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Email or Address

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Confidentiality

* required* ☐☒ Please withhold my name from public documents☐ You may include my name in public documents

4.

Your submission

I believe the restoration of the former Budgerie School should be funded.

* required* ☐

Respondent No: 109
Name: Glenys Webster



Date Received: 13-May-2024

Make a submission

All fields marked with an asterisk (*) are required

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Name

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Email or Address

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Confidentiality

IMPORTANT RURAL HISTORY.

* required



Please withhold my name from public documents



You may include my name in public documents

4.

Your submission

*I BELIEVE THE RESTORATION OF THE
FORMER BODGEREE SCHOOL
SHOULD BE FUNDED.*

* required

Respondent No: 110
Name: Penny Franklin

Latrobe City Council



DOC24/219107

Date Received: 13-May-2024

Make a submission

All fields marked with an asterisk (*) are required

1.

Name

Penny Franklin

* required*

2.

Email or Address

* required*

3.

Confidentiality

* required*

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Please withhold my name from public documents

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You may include my name in public documents

4.

Your submission

I request that funding should be allocated for the restoration of the former Budgenee School. We should be making a conscious effort with in every community to preserve it's history. It's important to preserve the Budgenee school as again it is the last school which incorporates a teachers

* required*

residence and a hall all in one. There is still standing today in Victoria. It is still salvageable so please make that conscious effort to restore it.

Respondent No: 111

Name: Susan Lendon & Peter Lendon



Make a submission

All fields marked with an asterisk (*) are required

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Name

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Email or Address

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3.

Confidentiality

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Please withhold my name from public documents



You may include my name in public documents

4.

Your submission

Budgeree School Hall is
too important to Community
and history and must
be upgraded and preserved.

* required

Respondent No: 112
Name: Lorraine Leviston



Make a submission

All fields marked with an asterisk (*) are required

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Name

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Email or Address

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3.

Confidentiality

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☒ Please withhold my name from public documents

☐ You may include my name in public documents

4.

Your submission

* required*

Please make an attempt to
save everything!

Respondent No: 113

Name: Rob de Souza-Daw

From: Rob [REDACTED]
Sent: Tuesday, May 14, 2024 12:51 AM
To: Josh Wilson <Josh.Wilson@latrobe.vic.gov.au>
Cc: Jody Riordan <Jody.Riordan@latrobe.vic.gov.au>; Steven Piasente <Steven.Piasente@latrobe.vic.gov.au>
Subject: RE: Churchill Town Symbol and Commemorative Wall

Josh Wilson
Manager City Assets
Latrobe City Council

Dear Josh,

I respond to your email dated 9 May 2024 in relation to the Churchill Town Symbol and the Churchill Commemorative Wall. I did receive both of your emails dated 5/2/2024 and 15/2/2024 informing me of progress in regards to signage for the two Churchill structures. In this email I am responding to the proposed design for the Churchill Town Symbol and I will respond separately in relation to the Churchill Commemorative Wall.

First, I am pleased with the placement of the signage and the size and choice of the font and I assume that Side01 and Side02 means the northern and southern sides of the structure.

Second, I request when finalising the design, please ask your engineers/designers to take into account the following-

1. The placement of the proposed signage is at the junction of the downwards and upwards tapering of the structure. This needs to be taken into account when determining the dimensions for each letter for the three words.
2. Assess whether the three words Churchill Town Symbol needs to be slightly tilted downwards
3. Driving southwards towards the structure, the sign will not be seen until the vehicle is at the pedestrian crossing near the round-about
4. Driving northwards, the sign will not be seen until the vehicle has passed Woolworths (because of the row of Spotted Gum on the LCC Plantation Reserve). Viewing from the eastern side of the row of gums, the sign will be read from a much greater distance
5. Assess whether it is practical for the three words Churchill Town Symbol to be seen at night by externally lighting and if so, would this be by a white light or the programmed coloured light or with the option of either lighting?
6. Consider whether the 3D letters require spikes above the letters to prevent birds from resting and using the letters as a convenient place to use as a bird toilet.

I would appreciate if an estimate of the cost and if necessary, an over-estimate for the cost for this work to be included in the current draft budget.

Regards

Rob de Souza-Daw
CHURCHILL

Respondent No: 114**Name:** Martin Cameron MP

Martin Cameron MP

MEMBER FOR MORWELL

14 May 2024

Mr Steven Piasente
Chief Executive Officer
Latrobe City Council
141 Commercial Road
MORWELL VIC 3840

Dear Steven,

I write to make representation on behalf of Churchill & District Community Association (CDCA) in relation to the lack of accessible 24-hour public toilet facilities in the central business district (CBD) of Churchill.

CDCA has been advocating tirelessly on behalf of the Churchill community for an accessible 24-hour public toilet in Churchill to no avail. Furthermore, CDCA has advised me that there is no budget allocation for the proposed 24-hour facility located in Churchill within the draft Latrobe City 2024-25 Budget.

I note that within the *Latrobe City Public Toilet Plan 2023-2033*, the most central public toilets in each town activity centre should have 24-hour access (page 6). Churchill does not have a 24-hour public toilet facility like many other towns within the Latrobe City municipality such as Boolarra, Yinnar, Morwell, Moe, Traralgon, Glengarry and Toongabbie.

I am aware that there are plans to design and construct a new 24-hour public toilet facility in the Churchill CBD as outlined in the *Latrobe City Public Toilet Plan 2023-2033*. I seek an update from you about progress of this project including budget allocation, community consultation and timeline for completion.

Any information that may assist me in responding to my constituent in relation to this matter would be greatly appreciated.

Yours sincerely



Martin Cameron MP
Member for Morwell

Electoral Office:
12 – 14 George Street
Morwell VIC 3840

Postal Address:
PO Box 614
Morwell VIC 3840

Ph: 03 5133 9088
E: martin.cameron@parliament.vic.gov.au
W: martincameron.com.au



THE NATIONALS for Regional Victoria

Respondent No: 115

Name: Churchill & District Community Association Inc.



To: Mr Steven Piasente,
Chief Executive Officer
Latrobe City Council

13th May 2024

Dear Mr Piasente,

Re: Provision of Public Toilets in Churchill Town Centre

As you are no doubt aware, Churchill & District Community Association (CDCA) has been leading some recent community action in a call for the owners of West Place Shopping Centre (Revelop) to provide a public toilet facility. CDCA has acted at community request, noting the frequent and on-going expression of complaint, distress and general outrage that there are no suitable and accessible toilets provided.

CDCA, and the community at large, viewed the suggested use of an existing toilet in an empty retail space within West Place during trading hours as a temporary solution for the lack of public toilet facilities within the Churchill town centre. As we have highlighted, and as per information contained in the Council adopted Public Toilet Plan, other nearby public toilet facilities are not open during all trading hours, are not readily accessible to some and do not provide a service after hours.

The Churchill community welcomed Council's Public Toilet Plan which identified the design and construction of a suitable Council owned and maintained public toilet facility to be addressed in the Financial Year 2024/25. "Long overdue," said many.

We acknowledge the significant cost – some \$450,000 – and the requirement for a Capital Works allocation, noting that it is unlikely that there are any Grants on offer to Council for providing public toilets. That said, we are most dismayed to find that Council's Draft 2024/25 Budget does not contain an allocation for public toilets in Churchill.

Churchill is approaching its 60th anniversary (2025) and has never had a Council owned and maintained public toilet in the town centre. We believe that Churchill is the only township in the Latrobe municipality that has not been provided with this necessary item of basic infrastructure.

Our private petition to Revelop, calling for the provision of a public toilet at West Place was signed by over 900 people within the space of a fortnight. Were the community to be asked "what item of whole-of-community benefit is most needed in Churchill?" right now, we believe the answer would be "a public toilet in the town centre."

CDCA is of the view that a solution to our problem is at hand. A smaller sum might be made available (perhaps from Council reserves or from some "re-jigging" of the draft budget) to begin the process of designing a public toilet facility, surveying a suitable

CHURCHILL AND DISTRICT COMMUNITY ASSOCIATION –Post Office 191 CHURCHILL VICTORIA AUSTRALIA 3842



Council owned site and generally 'preparing' for construction. Perhaps Revelop could even be approached with a request for a contribution, in order to provide a permanent solution to delivering public toilet facilities for all-comers, including West Place customers.

Once Hazelwood House is sold and further funds are available, the proposed community consultation on the expenditure of proceeds could include the option of constructing public toilets in Churchill. CDCA believes that, although there may be many worthy projects suggested, local residents would view a public toilet in the town centre as a priority.

Therefore, CDCA formally requests that Council:

- explores the possibility of utilising a smaller sum of money to begin a project that will eventually provide a permanent public toilet facility in the Churchill town centre
- investigates options to use at least some part of the proceeds from the sale of Hazelwood House to construct said public toilet facilities
- provides CDCA with advice as to how we may assist Council to implement the Council adopted Public Toilet Plan (as it relates to Churchill)
- informs CDCA of what, if any, actions are being taken by Council to deal with Revelop's failure to provide public toilet facilities at West Place Shopping Centre

I look forward to your response.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Margaret Guthrie'.

Margaret Guthrie
President, CDCA

A black rectangular redaction box covering contact information.

c.c. Mayor & all Councillors

RECREATION RESERVE AND FACILITIES SIGNAGE POLICY

PURPOSE

To present for endorsement the revised Draft Recreation Reserve and Facilities Signage Policy (Final Draft).

EXECUTIVE SUMMARY

- The original Recreation Reserves and Facilities Signage Policy (“the Policy”) was initially endorsed by Council in 2019 to address the restrictions associated with displaying promotional signage in areas designated as Public Park and Recreation Zone (PPRZ) and Public Use Zone (PUZ) under the State Planning Provisions.
- The Policy aims to guide the requirements of User Groups when installing Promotional Signage within areas zoned as Public Use (PUZ) or Public Park and Recreation (PPRZ).
- Version 1 (Attachment 1) of the revised Draft Recreation Reserves and Facilities Signage Policy was presented to Councillors at the Councillor Briefing held on Monday, 20 November 2023 and distributed to User Groups for feedback between 28 November 2023 and 1 January 2024.
- Post the initial period of consultation, Version 2 (Attachment 2) of the revised Draft Recreation Reserves and Facilities Signage Policy was presented to Councillors at the Councillor Briefing held on Monday, 24 February 2024 and distributed to User Groups for feedback between 1 March 2024 and 31 March 2024.
- A total of ten submissions were received from User Groups through the first consultation period, and a further four received through the second consultation period.
- Post the second consultation period, Officers consider the points raised by User Groups to be addressed whilst maintaining the integrity of the Policy.

OFFICER'S RECOMMENDATION

That Council:

1. **Adopt the revised Recreation Reserve and Facilities Signage Policy; and,**
2. **Note that, with adoption of the revised Policy, all previous versions are revoked.**

BACKGROUND

The Policy is applicable to sixty facilities across Latrobe City, inclusive of sites on both Crown and Council owned land. The facilities include Recreation Reserves, Passive Open Space, All Abilities Play Spaces and Rail Trails.

The Policy was first endorsed in 2019 for a period of three years to address the restrictions associated with displaying promotional signage in areas designated as Public Park and Recreation Zone (PPRZ) and Public Use Zone (PUZ), per the Latrobe Planning Scheme (the Scheme).

During the initial review of the Policy, Officers aimed to:

- Equalise the opportunity for all User Groups of Council Recreation Reserves and Facilities (“RRF”) to raise revenue in an equal manner;
- Maintain and/or enable a consistent standard for the presentation of RRF by restricting the use of sponsorship signage on reserve boundary fences, which may lead to the misinterpretation of a Council RRF being commercially owned;
- Maintain the ability for Council to present a clean venue as part of the requirement for hosting major sporting events;
- Develop consistent criteria and installation conditions associated with the erection of free-standing signs to ensure safety within public areas, and adherence to the *Building Act 1993*, and Building Regulations and Building Code (Code); and,
- Address the risk to Council and the community, associated with additional loading of net structures through the installation of sponsorship signage on such structures.

Feedback received through the first period of consultation advised of a number of minor points which required addressing, relating to the wording used and the updating of names in referencing. A summary of this initial feedback can be found in Attachment 4 – Signage Feedback Summary and Actions for reference.

Post the first period of consultation, Version 1 was amended with consideration to the feedback provided and Version 2 was presented to Councillors at the 26 February 2024 Councillor Briefing. Subsequently, Version 2 was distributed for a second period of consultation between 1 March 2024 and 31 March 2024.

The second period of consultation generated responses from four User Groups impacted by the Policy, which is detailed in the Secondary Consultation Period – Feedback Summary and Actions table within the Analysis section.

ANALYSIS

Following completion of the consultation period for Version One, Officers reviewed the feedback received and where necessary, made amendments to Version Two. These changes aimed to:

- Clarify the criteria which triggers the need for a Planning Permit;
- Reword sections of the revised Policy to provide a more concise and understandable document; and
- Make amendments to Version Two in line with User Group feedback where appropriate.

Post the completion of the consultation period for Version Two, Officers reviewed the feedback received and, where necessary, made amendments to the Policy. These changes have been highlighted in the Final Draft (Attachment 3) and summarised in Table 1 below.

Table 1. Secondary Consultation Period – Feedback Summary and Actions:

User Group	Feedback	Action
Baillie Reserve Community Asset Committee	Baillie Reserve was missed from the list of Recreation Reserves and Facilities	List updated to include Baillie Reserve, Tyers.
Callignee and Traralgon South Cricket Club	A club may have multiple top tier sponsors, making it restrictive to limit naming rights to one	Re-word to ‘a Naming Rights Sponsor should <i>come from</i> the User Groups top tier sponsors’
	Restriction of signage on the external circumference of a ground is pointless as it means signs aren’t facing the spectators and should be allowed pending Council approval	Noted – No change. A User Group can position internally facing signage to be visible from popular spectator areas. I.e., opposite a grandstand

User Group	Feedback	Action
Traralgon Tennis Association	Concerns regarding the restriction of outward facing signage on Reserve perimeter fencing, noting the part it plays in supporting the hosting of major events such as the Junior International Tournament	Officers advised the Tennis Association that there is a provision to permit outward facing signage on Reserve perimeter fencing at facilities where Council supported events are delivered in partnership between Leagues/Associations and Council (i.e., Junior International Tournament)
Traralgon Olympians Soccer Club	Restrictions of signage on Reserve perimeter fencing as this is a major revenue raising opportunity	Noted – No change. Signage should be positioned to be visible to those attending the Reserve for the purposes of sport and not general promotion within the community

RISK ASSESSMENT

RISK	RISK RATING	TREATMENT
COMPLIANCE Policy does not proceed to Council for endorsement and Council have no oversight on Promotional Signage installed on land zoned as PUZ or PPRZ leading to signage installations contravening the requirements of the Latrobe Planning Scheme.	<p style="text-align: center;">Low <i>Unlikely x Minor</i></p>	Acknowledge the changes to endorse the revised Policy.

RISK	RISK RATING	TREATMENT
FINANCIAL If the Final Draft does not proceed for endorsement, User Groups will be restricted in what they can offer through commercial partnerships. This will impact revenue raising capabilities and threaten existence of clubs. Subsequently, this may impact the overall revenue of Council through reduction in fees and charges.	Low <i>Rare x Moderate</i>	Acknowledge changes made to the Final Draft following secondary consultation period and endorse the Policy
STRATEGIC Draft Policy is not endorsed, and User Groups are restricted in what they can offer through commercial partnerships with Council perceived as responsible.	Low <i>Unlikely x Minor</i>	Endorse the revised Draft Policy

CONSULTATION

Officers have facilitated two separate consultation periods, totalling 67 days. A total of 14 submissions were received over the two periods, with three of those received through the second consultation period, also received through the first period.

Feedback and actions received through the first consultation period can be found in Attachment 4 – Signage Feedback Summary and Actions. Feedback received through the secondary consultation period is detailed in the Secondary Consultation Period – Feedback Summary and Actions table within the Analysis section.

One User Group requested an extension of seven days to the secondary consultation period which was granted, though feedback was not received from this User Group

Officers have contacted User Groups who submitted feedback through the second consultation period to provide responses to their feedback and notify them of the next steps.

COMMUNICATION

Officers have communicated with those listed in Table 1 to discuss the feedback provided and next steps of the process.

Pending endorsement of the revised Policy, the final document will be distributed to all Sporting Reserves and Pavilions Seasonal Licence Holders and included on Council's website for broader community information.

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

Social

The ability of User Groups to raise revenue through sponsorship contributes to their successful ongoing operation, which in turn supports engagement, participation, and volunteerism, which will increase social connections within community.

Cultural

The Latrobe City community has a culture supported by connections made through User Groups of RRF. The ongoing operation of User Groups is important in maintaining this culture and the guidelines included within the Policy ensures User Groups can continue to operate.

Health

User Groups of RRF provide formal opportunities for members of the community to participate, subsequently, the ability of these groups to raise revenue is important to the ongoing operation of these User Groups

Environmental

Not Applicable.

Economic

By enabling signs to be displayed within RRF, Council is providing the opportunity for local businesses to promote their operations to the community, which in turn encourages spending within Latrobe City

Financial

Not Applicable.

Attachments

1. Draft Recreation Reserves and Facilities Signage Policy - Version 1
2. Draft Recreation Reserves and Facilities Signage Policy - Version 2
3. Final Draft Recreation Reserves and Facilities Signage Policy
4. Signage Feedback Summary and Actions

8.2

Recreation Reserve and Facilities Signage Policy

1	Draft Recreation Reserves and Facilities Signage Policy - Version 1	689
2	Draft Recreation Reserves and Facilities Signage Policy - Version 2	704
3	Final Draft Recreation Reserves and Facilities Signage Policy	717
4	Signage Feedback Summary and Actions	731



Recreation Reserves and Facilities Signage Policy



Recreation Reserves and Facilities Signage Policy

Version ()

Approval Date: ()

Review Date: ()

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DOCUMENT CONTROL

Responsible GM	Jody Riordan	
Division	City Presentation	
Last Updated (who & when)	Daniel Nichols	September 2023
DOCUMENT HISTORY		
Authority	Date	Description of change
Latrobe City Council	September 2023	Background: Wording
Latrobe City Council	September 2023	Criteria for signage: <ul style="list-style-type: none"> No User Group or League signage is permitted on perimeter fencing of any Recreation Reserve or Facility. Signs on soccer, Australian Rules football, cricket or tennis court nets are not permitted.
Latrobe City Council	September 2023	Freestanding signs for sponsor advertising not permitted except: <ul style="list-style-type: none"> Where there are pre-approved locations for such signage within that Reserve Where there is no fencing surrounding the field of play Where the overall proposal would provide an improvement from the existing signage at the Reserve All signage on playing surface fencing must be inward facing
Latrobe City Council	September 2023	Local Facilities: Signs on Soccer, Australian Rules Football, Cricket or Tennis court nets are not permitted

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Recreation Reserves and Facilities Signage Policy

Latrobe City Council	September 2023	Installation Conditions: <ul style="list-style-type: none"> • Freestanding signs must be erected no closer than 10 metres from a perimeter fence.
		<ul style="list-style-type: none"> • Freestanding signs must be installed in such a way to not provide additional maintenance burden to LCC Maintenance Officers.
Latrobe City Council	September 2023	Definitions: Free standing or pole sign
Latrobe City Council	September 2023	Regional Facilities Name Changes: <ul style="list-style-type: none"> • From Morwell Recreation Reserve -AFL Gippsland preferred Facility to Morwell Recreation Reserve - Gippsland Regional AFL Centre of Excellence. • From Ted Summerton Reserve -Cricket Victoria Regional Cricket Hub to Ted Summerton Reserve - Gippsland Regional Cricket Centre of Excellence • From Latrobe City Sports and Entertainment Stadium to Gippsland Sports and Entertainment Park: Gippsland Centre of Excellence for Soccer • From Traralgon Sports Stadium to Gippsland Regional Indoor Sports Stadium
Latrobe City Council	September 2023	Passive Reserves: Addition of Mathison Park Play Space – Regional Play Space Corflute Signs: Signs to be fixed to the boundary fence of a playing surface are to be made from Corflute to enable ease of removal between seasonal users and reduce the potential for injury when handling.
References	Refer to Section 8 and 9 of this policy	
Next Review Date	TBC	
Published on website	Yes	
Document Reference No		

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Recreation Reserves and Facilities Signage Policy

1. Background

The Latrobe Planning Scheme (the Scheme) currently prohibits the display of promotional signs in the Public Park and Recreation Zone (PPRZ) and Public Use Zone (PUZ). Latrobe City Council's (LCC) 'Recreation Reserves and Facilities Signage Policy' (Policy) has been developed to establish guidelines for the presentation of signage in all Council owned or managed Recreation Reserves and Facilities. This Policy will assist User Groups investigating new promotional and revenue raising opportunities for sponsors, with the display of signage and the temporary naming of Council Recreation Reserves, facilities, buildings and infrastructure being seen as a potential revenue raising opportunity.

2. Objectives

- To provide LCC's approach to ensuring the consistent presentation of signage at all Council owned or managed Recreation Reserves and Facilities.
- To provide applicants clear criteria and guidelines for the display of signs and naming rights requests.
- To allow the display of promotional signs within the PPRZ and PUZ subject to meeting conditions set out in Schedule 1 to Clause 52.05 of the Scheme.
- To provide LCC Officers a clear criteria and guidelines in the review of naming rights requests.
- To ensure the visual amenity of LCC Recreation Reserves is maintained to an acceptable standard.
- To ensure the display of signs at LCC Recreation Reserves is of an acceptable and safe standard.
- To allow User Groups and Community Groups the opportunity to raise sponsorship revenue through acknowledgement signage at LCC Recreation Reserves.

3. Scope

This Policy relates to all LCC owned or managed facilities including sports grounds, pavilions, toilets, buildings and User Group infrastructure (including scoreboards, coaches/official boxes and fencing) within Recreation Reserves. The zoning designation of these areas is typically PPRZ and PUZ.

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Recreation Reserves and Facilities Signage Policy

4. Definitions

Term	Definition
Temporary	For the purposes of the temporary naming rights of LCC Recreation Reserves, 'temporary' refers to the tenure length of a User Group at an LCC Recreation Reserve for one (1) seasonal tenancy.
Promotional Sign	A sign of less than 18 square metres that promotes goods, services, an event, or any other matter, whether provided, undertaken, sold or for hire on the land or in the building on which the sign is sited.
Major Promotional Sign	A sign which is 18 square metres or greater that promotes goods, services, an event, or any other matter, whether provided, undertaken, sold or for hire on the land or in the building on which the sign is sited.
Freestanding or Pole Sign	A sign: <ul style="list-style-type: none"> • On a pole or pylon that is not part of a building or another structure; • That is no more than 7 metres above the ground; • With an advertisement area not exceeding 6 square metres; and • That has a clearance of at least 2.7 metres underneath it.
High Wall Sign:	A sign on the wall of a building so that part of it is more than 10 metres above the ground.

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Recreation Reserves and Facilities Signage Policy

Sky Sign:	<p>A sign:</p> <ul style="list-style-type: none"> • On or above the roof of a building, but not a veranda; • Fixed to the wall of a building and which projects above the wall; or, • Fixed to a structure (not a building) so that part of it is more than 7 metres above the ground.
Animated Sign:	A sign that can move, contains moving or scrolling parts, changes its message, flashes, or has a moving or flashing border.
Electronic Sign Scoreboard:	or A sign that can be updated electronically. It includes screens broadcasting still or moving images.
Display Area:	The area of that part of a sign used to display its content, including borders, surrounds and logo boxes. It does not include safety devices, poles, platforms, and lighting structures. If the sign does not move or rotate, the area is one side only.
Regional Facility:	A Regional Facility has the capacity, due to its large size, exceptional or unique function, to support activities and events that draw people from across a Region. A Regional Facility caters for a broad catchment across Municipal boundaries, equitably distributed and not replicated across the Region. A Regional Facility meets the strategic intent and standards as required by the State and National Sports Bodies, and specific targeted elite teams.
Local Facility:	A local and district facility will tend to draw people from within one local council area unless the facility is close to a Council border. The catchment for a 'Local' facility could be neighbourhood, or very local (i.e.: one suburb or one town.)
Passive Reserves	Passive Reserves are utilised for activities other than formal sporting activities.

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Recreation Reserves and Facilities Signage Policy

Active Reserves	Active Reserves are utilised for formal sporting activities
Sports field	Grass, synthetic or hard-court surface in which competitive sport is played within Public Park and Recreation Zone.
Recreation Reserves	Area listed as Public Park and Recreation Zone within Latrobe Planning Scheme
Perimeter Fence	The fence which surrounds the entire perimeter of a Recreation Reserve or Playspace
Boundary Fence	Fence which surrounds the boundary of an individual sports field or hard courts.

5. Principles of Management

5.1. Temporary Renaming of Sports Grounds

Applications for the temporary naming of sports grounds will be only accepted from User Groups that have a current 'Sporting Reserves and Pavilion Licence' with LCC. Permission for the installation of temporary naming rights signage is limited to the duration of a User Groups Seasonal Licence for the period of one (1) Licence (i.e., Season). However, in the instance where summer and winter resident sporting clubs agree in writing for a shared sponsorship naming rights arrangement, LCC will consider a period up to, and no longer than, three (3) years.. All applications must be submitted using the online application form and meet the following conditions:

- Temporary Naming Rights will not be permitted for the renaming of Recreation Reserves;
- Temporary Naming Rights are limited to individual sporting grounds, hardcourts and scoreboard structures;
- The Temporary Naming Rights sponsor should be the Club's top tier sponsor;
- The proposed temporary name of the sports ground should not be offensive or discriminatory in any way;
- The proposed sponsor is not associated with alcohol, cigarettes (including tobacco and /or vaping products), gambling, adult entertainment services or political advertising;

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Recreation Reserves and Facilities Signage Policy

- The Reserve is only referred to by the approved 'sponsored name' in User Group, association, competition or league promotions and marketing only. LCC's geographical name for the Reserve is to be used in all other public documents; and
- Any signage installed must meet the 'Signs' criteria outlined in Section 5.2 of this Policy.

Applications will be approved at LCC's absolute discretion. LCC is not obliged to approve any proposal irrespective of compliance with the above conditions. In relation to signage, enquires should be made to LCC's Statutory Planning Department as to whether a Planning Permit is required under the Scheme.

LCC may cancel, suspend or amend the terms of an approval at any time, particularly if it considers a significant breach of the conditions has occurred or where a compliance request has been disregarded.

Should an approved naming rights sponsorship arrangement be affected by a Recreation Reserve, field or court closure or other unforeseen restrictions, LCC will not compensate the Club for any resulting loss of sponsorship (financial or otherwise).

5.2. Signs

LCC has the responsibility to ensure there is a consistent approach to signage and to ensure that signage is safely erected, adequately maintained and does not detract from the amenity of the Reserve or the nearby area.

The following criteria must be adhered to for LCC Officers to consider a Planning Permit Application for the display of signage within the PPRZ and PUZ.

5.2.1. Criteria for signage

5.2.1.1. All Reserves:

- No User Group or League signage is permitted on perimeter fencing of any Recreation Reserve or Facility;
- Signs on soccer, Australian Rules Football ball stop nets, cricket or tennis court nets are not permitted;
- A copy of the layout (including colour scheme), dimensions and the wording of the proposed sign is to be submitted as part of the approval process;

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Recreation Reserves and Facilities Signage Policy

- Freestanding signs for sponsor advertising will not be permitted except for:
 - Where there are pre-approved locations for such signage within that Reserve, or
 - Where there is no fencing surrounding the field of play;
- Where the overall proposal would provide an improvement from the existing signage at the Reserve, User Group's must be able to remove or cover all signs on request to deliver a 'clean' venue for LCC managed or controlled events.
- Major promotional, high wall or sky signs on any land, facility, building or structure on or within the Reserve will not be permitted.
- Signs must not be painted directly onto the walls or the roof of any facility, building or structure on the Reserve;
- Reserves may be temporarily renamed in connection with an agreement under the conditions outlined in Section 5.1 of this Policy;
- All signage on boundary fencing must be inward facing (i.e., facing the field or court of play);
- Unless with the prior written consent of LCC, electronic or animated signs must only operate between the following hours and must only operate during sporting or special events:
 - Saturdays: 9:00am to 11:00pm, and
 - Any other days: 9:00am to 10:00pm.
- Signs on coaches/officials' boxes, player shelters, or scoreboards will be permitted provided it does not detract from the main purpose of the structure, nor cover more than 25% of the surface of the structure;
- Signs placed on boundary fencing must not cover more than 50% of the internal circumference of the oval and must have a three-metre gap every 20 metres to allow access to the oval by passive users of the Reserve; and,
- Signs on the external circumference of the boundary fencing (i.e., facing away from the field or court of play) will not be permitted.

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5.3. Planning Permits

A Planning Permit is not required when a sign:

- Is fixed around the boundary fencing (on the actual fence itself); • Is facing the playing field/court on the fence to which it is attached; and
- Does not have a display area exceeding 3 square metres.

5.4. Installation Conditions

- A Building Permit from an appropriately qualified and registered Building Practitioner is required for all freestanding signs on reserves (where approved by LCC);
- Freestanding signs must be erected by an approved contractor who holds relevant licences and insurances;
- Freestanding signs must be located in a pre-approved location to be determined by LCC Officers;
- Freestanding signs must be installed in such a way as to not provide any additional maintenance burdens to LCC Officers;
- Signs are considered assets of the User Groups and must be maintained and inspected by the User Groups on a regular basis to ensure that they are fit for a Public Reserve and represent no danger to the public;
- Signs to be fixed to the boundary fence of a playing surface are to be made from Corflute material to enable ease of removal between seasonal users and reduce the potential for injury when handling;
- If the signs are considered unsafe, they will be removed at the User Group's cost and LCC will advise the club prior to removal, of its intended action. The relevant LCC Officer(s) will enter discussions to be satisfied of safety issues prior to reinstalling the signs;
- Sponsorship sign agreements between Clubs and their sponsors are only allowed for a period of up to three (3) years subject to all resident User Groups agreeing in writing; and;
- Where a sponsorship agreement has ceased all attributed signage must be removed within 30 days.

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6. Accountability and Responsibility

Accountability and responsibility for this policy is outlined below.

6.1. Council

- Responsibility to ensure this Policy is consistent with Latrobe City Council Strategic Direction and other Latrobe City Council Policy
- Responsibility for the decision to approve this Policy by Council Resolution

6.2. Chief Executive Officer

- Overall responsibility for compliance with this policy
- Overall responsibility for enforcing accountability
- Overall responsibility for providing resources
- Overall responsibility for performance monitoring

6.3. General Manager

- Responsibility for compliance with this policy
- Responsibility for enforcing accountability
- Responsibility for providing resources
- Responsibility for performance monitoring

6.4. Manager

- Develop frameworks and procedures in compliance with this policy
- Enforce responsibilities to achieve compliance with frameworks and procedures
- Provide appropriate resources for the execution of the frameworks and procedures

6.5. Employees, Contractors and Volunteers

- Participate where required in the development of frameworks and procedures in compliance with this policy.
- Comply with frameworks and procedures developed to achieve compliance with this policy.

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7. Evaluation and Review

This policy will be reviewed on request of Council, in the event of significant change in the Executive team, significant changes to legislation applicable to the subject matter of the policy or, in any other case, during each Council term (generally four years).

8. Reference Resources

- Latrobe Planning Scheme
- Planning and Environment Act 1987

9. Appendices

Appendix 1: List of Council Regional Facilities

Name of Recreation Reserve or Facility	Other Information or Naming
Morwell Recreation Reserve	Gippsland Regional AFL Centre of Excellence
Ted Summerton Reserve Moe	Gippsland Regional Cricket Centre of Excellence
Traralgon Recreation Reserve and Showgrounds	N/A
Traralgon Tennis Centre, Harold Preston Reserve	Tennis Centre of Excellence
Gippsland Sports and Entertainment Park	Gippsland Centre of Excellence for Soccer
Latrobe City Synthetic Sports Field	Gippsland Regional Facility for Hockey
Morwell Archery Facility Toners Lane Morwell	Gippsland/Victorian Standard Facility for Archery

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Moe Racecourse	Joe Tabuteau Reserve Moe - Regional Horse Racing Facility
Glenview Park Traralgon	Regional Greyhound Facility
Gippsland Regional Aquatic Centre	Regional Aquatic Facility
Gippsland Regional Indoor Sports Stadium	Regional Indoor Stadium Facility
Newman Park Traralgon	Regional Play Space
Morwell Town Common Play Space	Regional Play Space
AAA/Lions/Apex Play Space Joe Tabuteau Reserve Moe	Regional Play Space
Mathison Park Play Space	Regional Play Space

NB: All Reserves and Parks not recognised as a Regional Facility, inclusive of Rural Reserves, are classified as Local Facilities.

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Recreation Reserves and Facilities Signage Policy

Version no. 2

Approval Date: 00/00/0000

Review Date: 00/00/0000



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Document Control

Responsible GM	Jody Riordan	
Division	Regional City Planning & Assets	
Last Updated (who and when)	Coordinator Reserve Maintenance & Recreation Liaison	Year: 2019
Document History		
Authority	Date	Description of Change
Latrobe City Council	January 2024	Formatting: <ul style="list-style-type: none"> Each variety of signage provided own heading to aid conciseness
		Background: <ul style="list-style-type: none"> Wording and context for the Policy.
Latrobe City Council	January 2024	Criteria for signage <ul style="list-style-type: none"> No User Group or League signage is permitted on perimeter fencing of any Recreation Reserve or Facility Signs on soccer, Australian Rules football, cricket or tennis court nets are not permitted.
Latrobe City Council	January 2024	Freestanding signs for sponsor advertising not permitted except: <ul style="list-style-type: none"> Where there are pre-approved locations for such signage within that Reserve Where there is no fencing surrounding the field of play. Where the overall proposal would provide an improvement from the existing signage at the Reserve. All signage on playing surface fencing must be inward facing.
Latrobe City Council	January 2024	Local Facilities: <ul style="list-style-type: none"> Signs on Soccer, Australian Rules Football, Cricket or Tennis court nets are not permitted unless these

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		structures have been engineered to withstand the additional wind load of signage.	
Latrobe City Council	January 2024	Installation Conditions: <ul style="list-style-type: none">• Pole signs must be erected no closer than 10 metres from a perimeter fence.• Pole signs must be installed in such a way to not provide additional maintenance burden to Latrobe City Council Maintenance Officers.	
Latrobe City Council	January 2024	Definitions: <ul style="list-style-type: none">• Pole sign	
Latrobe City Council	January 2024	Regional Facilities Name Changes detailed below:	
	From		To
	Morwell Recreation Reserve: AFL Gippsland preferred Facility		Morwell Recreation Reserve: Gippsland Regional AFL Centre of Excellence
	Ted Summerton Reserve: Cricket Victoria Regional Cricket Hub		Ted Summerton Reserve: Gippsland Regional Cricket Centre of Excellence Gippsland
	Latrobe City Sports and Entertainment Stadium		Sports and Entertainment Park: Gippsland Centre of Excellence for Soccer
	Traralgon Sports Stadium		Gippsland Regional Indoor Sports Stadium
Latrobe City Council	January 2024	Passive Reserves: Addition of Mathison Park Play Space – Regional Playspace	
References	Refer to section 10 of this policy		
Next Review Date	February 2027		
Published on Website	Yes		
Document Reference No.			

Division Name

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1. Background

The majority of Latrobe City Council (Council) owned and managed Recreation Reserves and Facilities are zoned within Latrobe City Council's Public Park and Recreation Zone (PPRZ) and Public Use Zone (PUZ).

The Latrobe Planning Scheme (the Scheme) currently prohibits the display of promotional signs in land zoned as PPRZ and Public Use Zone PUZ.

Latrobe City Council's Recreation Reserves and Facilities Signage Policy (Policy) has been developed in response to the Scheme and establishes guidelines to enable the display of signage in all Council owned or managed Recreation Reserves and Facilities.

This Policy enables User Groups to investigate new promotional and revenue raising opportunities through sponsorship, with the display of signage and the temporary naming of Council Recreation Reserves, facilities, buildings, and infrastructure being acknowledged as a potential revenue raising opportunity.

2. Objectives

To allow the display of promotional signs within the PPRZ and PUZ subject to meeting conditions set out in Schedule 1 of Clause 52.05 of the Scheme.

- 2.1 To allow User Groups and Community Groups the opportunity to raise sponsorship revenue through acknowledgement of commercial partnerships displayed through promotional signage at Council Recreation Reserves and Facilities.
- 2.2 To document Council's approach to ensuring the consistent presentation of signage at all Council owned or managed Recreation Reserves and Facilities.
- 2.3 To provide User Groups with clear criteria and guidelines for the display of promotional signs within Council Recreation Reserves and Facilities.
- 2.4 To provide applicants with clear criteria and guidelines when applying to temporarily rename Council Recreation Reserves or Facilities.
- 2.5 To provide Council Officers clear criteria and guidelines in the review of naming rights requests (per Section 1.5).
- 2.6 To ensure the display of signage within and surrounding Council Recreation Reserves and Facilities is maintained to a consistent and safe standard.

3. Scope

This Policy relates to all Council owned or managed Recreation Reserves and Facilities including sports grounds, pavilions, toilets, buildings, and User Group infrastructure (including scoreboards, coaches/official boxes and fencing).

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4. Principles of Management

4.1 Temporary Naming Rights

Applications for the temporary renaming of sports fields will only be accepted from User Groups who hold a current 'Sporting Reserves and Pavilion Licence' with Latrobe City Council.

Temporary renaming rights are limited to the duration of a User Group's Seasonal Licence for the period of one (1) Licence (i.e., one Season). However, in the instance where summer and winter resident User Groups agree in writing for a shared sponsorship naming rights arrangement, Latrobe City Council will consider a period up to, and no longer than, three (3) years. All applications must be submitted using the online application form and meet the following conditions:

- 4.1.1 Temporary naming rights will not be permitted for the renaming of Recreation Reserves and Facilities;
- 4.1.2 Temporary naming rights are limited to individual sporting grounds, hard courts, and scoreboard structures;
- 4.1.3 The Temporary Naming Rights sponsor should be the User Group's top tier sponsor;
- 4.1.4 The proposed temporary name should not be offensive or discriminatory in any way;
- 4.1.5 The proposed sponsor is not associated with alcohol, cigarettes (including tobacco and /or vaping products), gambling, adult entertainment services or political advertising;
- 4.1.6 The temporary name is only referred to in User Group, association, competition or league promotions and marketing only. Latrobe City Council's geographical name for the Recreation Reserve or Facility is to be used in all other public documents; and
- 4.1.7 Any signage associated with the temporary name installed, must meet the 'Signs' criteria outlined in Section 4.2.

Applications for temporary naming rights will be approved at Council's absolute discretion. Council is not obliged to approve any proposal irrespective of compliance with the above conditions.

In relation to signage requiring a Planning Permit, enquires should be made to Council's Statutory Planning Department.

Council may cancel, suspend, or amend the terms of an approval at any time, particularly if it considers a significant breach of this Policy has occurred or, where a compliance request has been disregarded.

Should an approved naming rights sponsorship arrangement be affected by a Recreation Reserve or Facility closure or other unforeseen restrictions, Council will not compensate the Club for any resulting loss of sponsorship (financial or otherwise).

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4.2 General Conditions of Signs

Council has the responsibility to ensure there is a consistent approach to signage and to ensure that signage is safely erected, adequately maintained, and does not detract from the visual amenity of the Recreation Reserve or Facility, or its surrounding area.

The criteria within this Policy must be adhered to for each category of signage and where stated, User Groups are required to obtain a Planning Permit for the display of signage where the sign is located within either the PPRZ or PUZ.

The following conditions relate to all signage categories detailed in Sections 4.3 to 4.9 (inclusive):

- 4.2.1 Any signs considered unsafe or inappropriate in either condition or content, will be removed at the User Group(s) cost and Council will advise the User Group of its intended action, prior to removal. The relevant Council Officer(s) will enter discussions to be satisfied of safety issues prior to reinstalling the signs;
- 4.2.2 Signs are considered assets of the User Group(s) and must be maintained and inspected by the User Group(s) on a regular basis to ensure that they are fit for a Public Reserve and represent no danger to the public;
- 4.2.3 Where a sponsorship agreement involving signage has ceased, all attributed signage must be removed or replaced within 30 days;
- 4.2.4 A planning permit is required for all signage other than Boundary Fence Signage not exceeding three square metres in size; and,
- 4.2.5 A copy of the layout (including colour scheme), dimensions and the wording, including engineering documents, of the proposed sign is to be submitted prior to installation for:
 - Pole Signs
 - Netting Signs

4.3 Boundary Fence Signs

- 4.3.1 Boundary fence signage must be inward facing (i.e., facing the field or court of play) and not double up to cover both sides of the fence;
- 4.3.2 Except where the signs face pavilions, signs on the external circumference of the boundary fence sign (i.e., facing away from the field or court of play) will not be permitted;
- 4.3.3 Boundary fence signs are to be secured, as a minimum, on all four corners at all times; and,
- 4.3.4 Where mutual agreement cannot be reached between Seasonal User Groups, there may be a requirement for the removal of individual User Group's specific signage between seasons User Group's must be able to remove or cover all signs on request to deliver a 'clean' venue for Council managed or controlled events.

4.4 Perimeter Fence Signs

- 4.4.1 User Group signage is not permitted on the perimeter fence surrounding any Recreation Reserve or Facility; and,
- 4.4.2 League or Association signage, assisting to promote or host a major event where Council is a partner, may be installed for the duration of the event or longer, with Council approval only.

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4.5 Pole Sign

- 4.5.1 User Groups are required to obtain a Planning Permit if installing a Pole Sign;
- 4.5.2 Council Officers must be contacted prior to the Planning Permit application process, to discuss potential locations for the Pole Sign;
- 4.5.3 A Building Permit from an appropriately qualified and registered Building Practitioner is required for the installation of all Pole Signs (where approved by Council);
- 4.5.4 Pole signs must be erected by an approved contractor who holds relevant construction licences and insurances; and,
- 4.5.5 Pole signs must be installed in such a way as to not provide any additional maintenance burdens to Council Officers.

4.6 High Wall or Sky Sign

- 4.6.1 Major promotional, high wall or sky signs on any land, facility, building or structure on or within the Reserve will not be permitted; and,
- 4.6.2 Signs must not be painted directly onto the walls or the roof of any facility, building or structure on the Reserve.

4.7 Netting Signs

- 4.7.1 Signs on soccer, Australian Rules Football ball stop nets, cricket or tennis court nets are not permitted, unless the additional wind loading of these signs were included in engineering calculations during the netting structures planning phase and evidence can be provided. This is to minimise the risk of structural failure resulting from the additional wind load.

4.8 Animated or Electronic Signs

- 4.8.1 Unless with the prior written consent of Council, electronic or animated signs must only operate between the following hours and must only operate during sporting or special events:
 - Saturdays: 9:00 am to 11:00 pm; and
 - Any other days: 9:00 am to 10:00 pm

4.9 Signs on Coaches Boxes

- 4.9.1 Signs on coaches' boxes are not to cover more than 50% of the structure; and,
- 4.9.2 Signs are to be secured, as a minimum, on all four corners at all times.

5. Implementation

- 5.1 Upon commencement of this Policy, there is no requirement for existing signage to be replaced prior to the conclusion of its current sponsorship term.
- 5.2 Upon completion of current User Group(s) sponsorship terms, replacement signage will be subject to the terms of this Policy.

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- 5.3 Any new signage to be installed during this Policy term is subject to the detail of this Policy.
- 5.4 During period of Policy review, signage installed remains subject to the detail of the existing endorsed Policy

6. Accountability and Responsibility

Accountability and responsibility for this Policy is outlined below:

6.1 Council:

- Responsibility to ensure this Policy is consistent with Latrobe City Council Strategic Direction and other Latrobe City Council Policy
- Responsibility for the decision to approve this Policy by Council Resolution

6.2 Chief Executive Officer

- Overall responsibility for compliance with this policy
- Overall responsibility for enforcing accountability
- Overall responsibility for providing resources
- Overall responsibility for performance monitoring

6.3 General Manager

- Responsibility for compliance with this policy
- Responsibility for enforcing accountability
- Responsibility for providing resources
- Responsibility for performance monitoring

6.4 Manager

- Develop frameworks and procedures in compliance with this policy
- Enforce responsibilities to achieve compliance with frameworks and procedures
- Provide appropriate resources for the execution of the frameworks and procedures

6.5 Employees, Contractors and Volunteers

- Participate where required in the development of frameworks and procedures in compliance with this policy.
- Comply with frameworks and procedures developed to achieve compliance with this policy.

7. Evaluation and Review

This Policy will be reviewed on request of Council, in the event of significant change in Council's Executive Leadership Team, significant changes to legislation applicable to the content of the Policy or, in any other case, during each Council term (generally four years).

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8. Policy Definitions

Regional Facility: A facility which has the capacity, due to its large size, exceptional or unique function, to support activities and events that draw people from across a Region. A Regional Facility meets the strategic intent and standards as required by the State and National Sports Bodies.

Local Facility: A facility which draws people from within one local Council area unless the facility is close to a Council border.

Recreation Reserves: Area listed as Public Use or Public Park and Recreation Zone within the Latrobe Planning Scheme.

Active Reserves: Reserves utilised for formal sporting activities

Passive Reserve: Reserves utilised for activities other than formal sporting activities.

Temporary: Refers to the tenure length of a User Group at a Council Recreation Reserve for one (1) seasonal tenancy.

Promotional Sign: A sign of less than 18 square metres that promotes goods, services, an event, or any other matter, whether provided, undertaken, sold or for hire on the land or in the building on which the sign is sited.

Major Promotional Sign: A sign which is greater than 18 square metres that promotes goods, services, an event, or any other matter, whether provided, undertaken, sold or for hire on the land or in the building on which the sign is sited.

Perimeter Fence Sign: The fence which surrounds the perimeter of a Recreation Reserve or Playspace

Boundary Fence Sign: The fence which surrounds the boundary of a playing surface.

Pole Sign: A freestanding sign which requires a Planning Permit that is fitted to a pole, pylon or frame that is not part of a building or another structure.

High Wall Sign: A sign on the wall of a building so that part of it is more than 10 metres above the ground but not exceeding the roofline.

Sky Sign: A sign that is fixed to the wall of a building which exceeds the roofline.

Animated Sign: A sign that can move, contains moving or scrolling parts, changes its message, flashes, or has a moving or flashing border.

Display Area: The surface area of a sign including its content, borders, surrounds and logo boxes. It does not include safety devices, poles, platforms, and lighting structures. If the sign does not move or rotate, the area is one side only.

Clean: Refers to a Recreation Reserve or Facility being free of all sponsorship signage to allow Council to fulfill obligations of strategic partnerships associated with hosting major events.

Fixture: A single local sports fixture.

Event: A single local sports finals series fixture.

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Major Event: An event which requires a specific Council Permit.

Playspace A formalised play area or structure consisting of natural elements such as rocks, streams, and logs, and/or playground equipment such as swing, slide, climbing wall, etc

9. Related Documents

- Latrobe City Council Seasonal Licence Document

10. Reference Documents

- Latrobe Planning Scheme
- Planning and Environment Act 1987

References	Refer to Section 10 of this Policy
Next Review Date	TBC
Published on website	Yes
Document Reference No.	

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11. Appendices

Appendix 1: List of Council Regional Facilities

No.	Name of Recreation Reserve or Facility	Other Information or Naming
1.	Morwell Recreation Reserve	Morwell Recreation Reserve - Gippsland Regional AFL Centre of Excellence
2.	Ted Summerton Reserve Moe	Ted Summerton Reserve – Gippsland Regional Cricket Centre of Excellence
3.	Traralgon Recreation Reserve and Showgrounds	
4.	Traralgon Tennis Centre, Harold Preston Reserve	Harold Preston Reserve – Tennis Centre of Excellence
5.	Gippsland Sports and Entertainment Park	Gippsland Centre of Excellence for Soccer
6.	Latrobe City Synthetic Sports Field	Gippsland Regional Facility for Soccer
7.	Morwell Archery Facility Toners Lane	Gippsland/Victorian Facility for Archery
8.	Moe Racecourse	Joe Tabuteau Reserve Moe - Regional Horse Racing Facility
9.	Glennview Park Traralgon	Regional Greyhound Facility
10.	Gippsland Regional Aquatic Centre	Regional Aquatic Facility
11.	Gippsland Regional Indoor Sports Stadium	Gippsland Regional Indoor Stadium Facility
12.	Newman Park Traralgon	Regional Play Space
13.	Morwell Town Common Play Space	Regional Play Space
14.	AAA/Lions/Apex Playspace Joe Tabuteau Reserve Moe	Regional Play Space
15.	Mathison Park Playspace	Regional Play Space

NB: All Reserves and Parks not recognised as a Regional Facility, inclusive of Rural Reserves, are classified as Local Facilities.

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Appendix 2: List of Facilities to which this Policy applies

No.	Name of Recreation Reserve or Facility
1.	Reserves and Facilities
2.	Gippsland Plains Rail Trail
3.	Gippsland Regional Aquatic Centre, Traralgon
4.	Grand Ridge Rail Trail – Boolarra to Municipal boundary
5.	Joe Tabuteau Reserve, AAA Regional Play Space, Waterloo Road, Moe
6.	Joe Tabuteau Reserve, Waterloo Road, Moe (Racecourse)
7.	Keegan Street Reserve, Keegan Street, Morwell
8.	Gippsland Sports & Entertainment Park, Crinigan Road, Morwell
9.	Latrobe Leisure Churchill, McDonald Way, Churchill
10.	Latrobe Leisure Moe/Newborough (inc Joe Camody Athletics Facility)
11.	Morwell Centenary Rose Garden, Morwell
12.	Morwell Recreation Reserve, Gippsland Regional AFL Centre of Excellence, Travers Street, Morwell
13.	Morwell Town Common (Play Space), White Street, Morwell
14.	Ted Summerton Reserve, Gippsland Regional Cricket Centre of Excellence, Vale Street, Moe
15.	Toners Lane Reserve (Archery Facility), Toners Lane, Morwell
16.	Traralgon Recreation Reserve & Showgrounds, Whittakers Road, Traralgon
17.	Gippsland Regional Indoor Sports Stadium, Catterick Crescent, Traralgon
18.	Harold Preston Reserve, Tennis Centre of Excellence, Franklin Street, Traralgon
19.	Victory Park Precinct (including Newman Park), Argyle Street, Traralgon
20.	Agnes Brereton Reserve, Breed Street, Traralgon
21.	Apex Reserve, Gilmour Street, Traralgon
22.	Boolarra Memorial Park, Park Road, Boolarra
23.	Callignee Recreation Reserve, 440 Old Callignee Road, Callignee
24.	Catterick Crescent Reserve, Catterick Crescent, Traralgon
25.	Crinigan Road South Reserve, Crinigan Road, Morwell
26.	Duncan Cameron Memorial Park, Francis Street, Traralgon
27.	Eric Taylor Reserve, Shakespeare Street, Traralgon
28.	Flynn Recreation Reserve, Widdis Way, Flynn
29.	Gaskin Park, Manning Drive, Churchill
30.	George Bates Reserve, Howletts Track, Yallourn North
31.	Gippsland Immigration Park, 50-70 Princes Drive, Morwell
32.	Glengarry Recreation Reserve, Cairnbrook Road, Glengarry

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No.	Name of Recreation Reserve or Facility
33.	Glenview Park, Croquet Facility, McNairn Road, Traralgon
34.	Glenview Park, McNairn Road, Traralgon
35.	Harold Preston Reserve, Davidson Street, Traralgon
36.	Hazelwood North Reserve, Church Road, Hazelwood North
37.	Hazelwood South Reserve, Tramway Road, Churchill
38.	Joe Tabuteau Reserve, Equestrian Area, Saviges Road, Moe
39.	Mathison Park, Mackeys Road, Churchill
40.	Maryvale Reserve, Grant Street, Morwell
41.	Moe Olympic Park Pool, Vale Street, Moe
42.	Moe Tennis Centre, Narracan Drive, Moe
43.	Monash Reserve, Monash Road, Newborough
44.	Morwell Park Oval, Hourigan Road, Morwell
45.	Northern Reserve, Holmes Road, Morwell
46.	Northern Reserve, Southwell Avenue, Newborough
47.	Ronald Reserve, Vary Street, Morwell
48.	Toners Lane Reserve, Toners Lane, Morwell
49.	Toongabbie Recreation Reserve (Village Green), Cowan Street, Toongabbie
50.	Toongabbie Recreation Reserve, Main Street, Toongabbie
51.	Traralgon South Recreation Reserve, Cats Drive, Traralgon South
52.	Traralgon West Sporting Complex, Douglas Parade, Traralgon
53.	W H Burrage Reserve, John Field Drive, Newborough
54.	W H Corrigan Reserve, Torres Street, Newborough
55.	Warren Terrace Reserve, Warren Terrace, Hazelwood North
56.	Yallourn North Town Oval, Reserve Street, Yallourn North
57.	Yinnar Recreation Reserve. Jumbuk Road, Yinnar
58.	Yinnar South Tennis Club, Middle Creek Road, Yinnar South

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Recreation Reserves and Facilities Signage Policy

Version no. 2

Approval Date: 00/00/0000

Review Date: 00/00/0000



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Document Control

Responsible GM	Jody Riordan	
Division	Regional City Planning & Assets	
Last Updated (who and when)	Coordinator Reserve Maintenance & Recreation Liaison	Year: 2019
Document History		
Authority	Date	Description of Change
Latrobe City Council	January 2024	Formatting: <ul style="list-style-type: none"> Each variety of signage provided own heading to aid conciseness
		Background: <ul style="list-style-type: none"> Wording and context for the Policy.
Latrobe City Council	January 2024	Criteria for signage <ul style="list-style-type: none"> No User Group or League signage is permitted on perimeter fencing of any Recreation Reserve or Facility Signs on soccer, Australian Rules football, cricket or tennis court nets are not permitted.
Latrobe City Council	January 2024	Pole signs for sponsor advertising not permitted except: <ul style="list-style-type: none"> Where the location has been approved by Council through the Planning Permit process. Where there is no fencing surrounding the field of play. Where the overall proposal would provide an improvement from the existing signage at the Reserve. All signage on playing surface fencing must be inward facing.

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Latrobe City Council	January 2024	Local Facilities: <ul style="list-style-type: none"> Signs on Soccer, Australian Rules Football, Cricket or Tennis court nets are not permitted unless these
		structures have been engineered to withstand the additional wind load of signage.
Latrobe City Council	January 2024	Installation Conditions: <ul style="list-style-type: none"> Pole signs must be erected no closer than 10 metres from a perimeter fence. Pole signs must be installed in such a way to not provide additional maintenance burden to Latrobe City Council Maintenance Officers.
Latrobe City Council	January 2024	Definitions: <ul style="list-style-type: none"> Pole sign
Latrobe City Council	January 2024	Regional Facilities Name Changes detailed below:
	From	To
	Morwell Recreation Reserve: AFL Gippsland preferred Facility	Morwell Recreation Reserve: Gippsland Regional AFL Centre of Excellence
	Ted Summerton Reserve: Cricket Victoria Regional Cricket Hub	Ted Summerton Reserve: Gippsland Regional Cricket Centre of Excellence Gippsland
	Latrobe City Sports and Entertainment Stadium	Gippsland Sports and Entertainment Park: Gippsland Centre of Excellence for Soccer
	Traralgon Sports Stadium	Gippsland Regional Indoor Sports Stadium
Latrobe City Council	January 2024	Passive Reserves: Addition of Mathison Park Play Space – Regional Playspace
References	Refer to section 10 of this policy	
Next Review Date	June 2029	

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Approved: 00/00/0000 | Review: 00/00/0000

Published on Website	Yes
Document Reference No.	

1. Background

The majority of Latrobe City Council (Council) owned and managed Recreation Reserves and Facilities are zoned within Latrobe City Council's Public Park and Recreation Zone (PPRZ) and Public Use Zone (PUZ).

The Latrobe Planning Scheme (the Scheme) currently restricts the display of promotional signs in land zoned as PPRZ and Public Use Zone PUZ.

Latrobe City Council's Recreation Reserves and Facilities Signage Policy (Policy) has been developed in response to the Scheme and establishes guidelines to enable the display of signage in all Council owned or managed Recreation Reserves and Facilities.

This Policy enables User Groups to investigate new promotional and revenue raising opportunities through sponsorship, with the display of signage and the temporary naming of Council Recreation Reserves, facilities, buildings, and infrastructure being acknowledged as a potential revenue raising opportunity.

2. Objectives

To enable the display of promotional signs within the PPRZ and PUZ subject to meeting conditions set out in Schedule 1 of Clause 52.05 of the Scheme.

- 2.1 To allow User Groups and Community Groups the opportunity to raise sponsorship revenue through acknowledgement of commercial partnerships displayed through promotional signage at Council Recreation Reserves and Facilities.
- 2.2 To document Council's approach to ensuring the consistent presentation of signage at all Council owned or managed Recreation Reserves and Facilities.
- 2.3 To provide User Groups with clear criteria and guidelines for the display of promotional signs within Council Recreation Reserves and Facilities.
- 2.4 To provide applicants with clear criteria and guidelines when applying to temporarily rename Council Recreation Reserves or Facilities.
- 2.5 To provide Council Officers clear criteria and guidelines in the review of naming rights requests (per Section 1.5).
- 2.6 To ensure the display of signage within and surrounding Council Recreation Reserves and Facilities is maintained to a consistent and safe standard.

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3. Scope

This Policy relates to all Council owned or managed Recreation Reserves and Facilities including sports grounds, pavilions, toilets, buildings, and User Group infrastructure (including scoreboards, coaches/official boxes and fencing).

4. Principles of Management

4.1 Temporary Naming Rights

Applications for the temporary renaming of sports fields will only be accepted from User Groups who hold a current 'Sporting Reserves and Pavilion Licence' with Latrobe City Council.

Temporary renaming rights are limited to the duration of a User Group's Seasonal Licence for the period of one (1) Licence (i.e., one Season). However, in the instance where summer and winter resident User Groups agree in writing for a shared sponsorship naming rights arrangement, Latrobe City Council will consider a period up to, and no longer than, three (3) years. All applications must be submitted using the online application form and meet the following conditions:

- 4.1.1 Temporary naming rights will not be permitted for the renaming of Recreation Reserves and Facilities;
- 4.1.2 Temporary naming rights are limited to individual sporting grounds, hard courts, and scoreboard structures;
- 4.1.3 The Temporary Naming Rights sponsor should come from the User Groups top tier sponsors;
- 4.1.4 The proposed temporary name should not be offensive or discriminatory in any way;
- 4.1.5 The proposed sponsor is not associated with alcohol, cigarettes (including tobacco and /or vaping products), gambling, adult entertainment services or political advertising;
- 4.1.6 The temporary name is only referred to in User Group, association, competition or league promotions and marketing only. Latrobe City Council's geographical name for the Recreation Reserve or Facility is to be used in all other public documents; and
- 4.1.7 Any signage associated with the temporary name installed, must meet the 'Signs' criteria outlined in Section 4.2.

Applications for temporary naming rights will be approved at Council's absolute discretion. Council is not obliged to approve any proposal irrespective of compliance with the above conditions.

In relation to signage requiring a Planning Permit, enquires should be made to Council's Statutory Planning Department.

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Council may cancel, suspend, or amend the terms of an approval at any time, particularly if it considers a significant breach of this Policy has occurred or, where a compliance request has been disregarded.

Should an approved naming rights sponsorship arrangement be affected by a Recreation Reserve or Facility closure or other unforeseen restrictions, Council will not compensate the Club for any resulting loss of sponsorship (financial or otherwise).

4.2 General Conditions of Signs

Council has the responsibility to ensure there is a consistent approach to signage and to ensure that signage is safely erected, adequately maintained, and does not detract from the visual amenity of the Recreation Reserve or Facility, or its surrounding area.

The criteria within this Policy must be adhered to for each category of signage and where stated, User Groups are required to obtain a Planning Permit for the display of signage where the sign is located within either the PPRZ or PUZ.

The following conditions relate to all signage categories detailed in Sections 4.3 to 4.9 (inclusive):

- 4.2.1 Any signs considered unsafe or inappropriate in either condition or content, will be removed at the User Group(s) cost and Council will advise the User Group of its intended action, prior to removal. The relevant Council Officer(s) will enter discussions to be satisfied of safety issues prior to reinstalling the signs;
- 4.2.2 Signs are considered assets of the User Group(s) and must be maintained and inspected by the User Group(s) on a regular basis to ensure that they are fit for a Public Reserve and represent no danger to the public;
- 4.2.3 Where a sponsorship agreement involving signage has ceased, all attributed signage must be removed or replaced within 30 days;
- 4.2.4 A planning permit is required for all signage other than Boundary Fence Signage not exceeding three square metres in size; and,
- 4.2.5 A copy of the layout (including colour scheme), dimensions and the wording, including engineering documents, of the proposed sign is to be submitted prior to installation for:
 - Pole Signs
 - Netting Signs

4.3 Boundary Fence Signs

- 4.3.1 Boundary fence signage must be inward facing (i.e., facing the field or court of play) and not double up to cover both sides of the fence;
- 4.3.2 Except where the signs face pavilions, signs on the external circumference of the boundary fence sign (i.e., facing away from the field or court of play) will not be permitted;
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- 4.5.3 A Building Permit from an appropriately qualified and registered Building Practitioner is required for the installation of all Pole Signs (where approved by Council);
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4.8 Animated or Electronic Signs

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- Saturdays: 9:00 am to 11:00 pm; and

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- Develop frameworks and procedures in compliance with this policy

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- Enforce responsibilities to achieve compliance with frameworks and procedures
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This Policy will be reviewed on request of Council, in the event of significant change in Council's Executive Leadership Team, significant changes to legislation applicable to the content of the Policy or, in any other case, during each Council term (generally four years).

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9. Related Documents

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References	Refer to Section 10 of this Policy
Next Review Date	TBC
Published on website	Yes
Document Reference No.	

11. Appendices

Appendix 1: List of Council Regional Facilities

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15.	Mathison Park Playspace	Regional Play Space

NB: All Reserves and Parks not recognised as a Regional Facility, inclusive of Rural Reserves, are classified as Local Facilities.

Appendix 2: List of Facilities to which this Policy applies

No.	Name of Recreation Reserve or Facility
1.	Gippsland Plains Rail Trail
2.	Gippsland Regional Aquatic Centre, Traralgon
3.	Grand Ridge Rail Trail – Boolarra to Municipal boundary
4.	Joe Tabuteau Reserve, AAA Regional Play Space, Waterloo Road, Moe

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5.	Joe Tabuteau Reserve, Waterloo Road, Moe (Racecourse)
6.	Keegan Street Reserve, Keegan Street, Morwell
7.	Gippsland Sports & Entertainment Park, Crinigan Road, Morwell
8.	Latrobe Leisure Churchill, McDonald Way, Churchill
9.	Latrobe Leisure Moe/Newborough (inc Joe Camody Athletics Facility)
10.	Morwell Centenary Rose Garden, Morwell
11.	Morwell Recreation Reserve, Gippsland Regional AFL Centre of Excellence, Travers Street, Morwell
12.	Morwell Town Common (Play Space), White Street, Morwell
13.	Ted Summerton Reserve, Gippsland Regional Cricket Centre of Excellence, Vale Street, Moe
14.	Toners Lane Reserve (Archery Facility), Toners Lane, Morwell
15.	Traralgon Recreation Reserve & Showgrounds, Whittakers Road, Traralgon
16.	Gippsland Regional Indoor Sports Stadium, Catterick Crescent, Traralgon
17.	Harold Preston Reserve, Tennis Centre of Excellence, Franklin Street, Traralgon
18.	Victory Park Precinct (including Newman Park), Argyle Street, Traralgon
19.	Agnes Brereton Reserve, Breed Street, Traralgon
20.	Apex Reserve, Gilmour Street, Traralgon
21.	Baillie Reserve, Tyers
22.	Boolarra Memorial Park, Park Road, Boolarra
23.	Callignee Recreation Reserve, 440 Old Callignee Road, Callignee
24.	Catterick Crescent Reserve, Catterick Crescent, Traralgon
25.	Crinigan Road South Reserve, Crinigan Road, Morwell
26.	Duncan Cameron Memorial Park, Francis Street, Traralgon
27.	Eric Taylor Reserve, Shakespeare Street, Traralgon
28.	Flynn Recreation Reserve, Widdis Way, Flynn
29.	Gaskin Park, Manning Drive, Churchill
30.	George Bates Reserve, Howletts Track, Yallourn North
31.	Gippsland Immigration Park, 50-70 Princes Drive, Morwell

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32.	Glengarry Recreation Reserve, Cairnbrook Road, Glengarry
No.	Name of Recreation Reserve or Facility
33.	Glenview Park, Croquet Facility, McNairn Road, Traralgon
34.	Glenview Park, McNairn Road, Traralgon
35.	Harold Preston Reserve, Davidson Street, Traralgon
36.	Hazelwood North Reserve, Church Road, Hazelwood North
37.	Hazelwood South Reserve, Tramway Road, Churchill
38.	Joe Tabuteau Reserve, Equestrian Area, Saviges Road, Moe
39.	Mathison Park, Mackeys Road, Churchill
40.	Maryvale Reserve, Grant Street, Morwell
41.	Moe Olympic Park Pool, Vale Street, Moe
42.	Moe Tennis Centre, Narracan Drive, Moe
43.	Monash Reserve, Monash Road, Newborough
44.	Morwell Park Oval, Hourigan Road, Morwell
45.	Northern Reserve, Holmes Road, Morwell
46.	Northern Reserve, Southwell Avenue, Newborough
47.	Ronald Reserve, Vary Street, Morwell
48.	Toners Lane Reserve, Toners Lane, Morwell
49.	Toongabbie Recreation Reserve (Village Green), Cowan Street, Toongabbie
50.	Toongabbie Recreation Reserve, Main Street, Toongabbie
51.	Traralgon South Recreation Reserve, Cats Drive, Traralgon South
52.	Traralgon West Sporting Complex, Douglas Parade, Traralgon
53.	W H Burrage Reserve, John Field Drive, Newborough
54.	W H Corrigan Reserve, Torres Street, Newborough
55.	Warren Terrace Reserve, Warren Terrace, Hazelwood North
56.	Yallourn North Town Oval, Reserve Street, Yallourn North
57.	Yinnar Recreation Reserve. Jumbuk Road, Yinnar
58.	Yinnar South Tennis Club, Middle Creek Road, Yinnar South

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<u>Item</u>	<u>Section (page)</u>	<u>Feedback</u>	<u>User Group(s) Received From</u>	<u>Officer Comment and/or Response</u>
Background	Page 6	<i>The policy doesn't really speak to "why" these changes are being proposed?</i>	Churchill FNC	<i>Background Section reworded to be more concise and explain the reasoning behind the Policy in relation to the Planning Scheme and Council Reserves and Facilities in relation to Land Use Zones.</i>
		<i>Our club believes that this policy change will severely restrict revenue raising opportunities and the current signage being used has no impact on reserves, buildings, and infrastructure</i>	Traralgon FNC	
		<i>What is being achieved? What problem is being solved? Who is benefiting from it? Why is it necessary?</i>	Morwell FNC	
Objectives <i>To ensure the visual amenity of LCC Recreation Reserves is maintained to an acceptable standard</i>	Section 1	<i>How does LCC define 'visual amenity'? Who decides what constitutes an 'acceptable standard'?</i>	Morwell FNC	<i>Reworded to remove the reference to visual amenity. This now refers to acceptable and safe signage.</i>
	Page 6	<i>What consideration has been given to the competing priorities of community club sponsorship income versus the visual amenity sought by LCC? Has LCC received complaints from community members regarding sponsor signs detracting from the visual amenity of recreation reserves?</i>		
		<i>Has LCC received feedback from the community that indicates the current signage affects the visual amenity of the reserves? Our club has never been warned that our signage is visually poor. I would think the two-foot-high grass length that our reserve has on a regular basis would be more of a visual impairment than that of the signage</i>	Traralgon FNC	
Signage and Sponsorship – General Feedback		<i>Our fence signage costs are significant, on average they cost \$350 to \$450 each (but last anywhere between 5 to 10 years)</i>	Churchill FNC	<i>All feedback noted.</i>
		<i>The funds received for fence signage is significant & is one of our sponsors major attraction to investing sponsorship dollars</i>	Churchill FNC	
		<i>In the last two years we signed two major sponsors who spent significant money on 20 fence signs each, they are very happy with the signage and any change may jeopardise our sponsorship agreement</i>	Churchill FNC	
		<i>Our club is one of the only NGFNL club's in LCC, this change could impact on sponsorship with organisations prefer to support clubs that don't have the impose of this signage policy</i>	Churchill FNC	
		<i>These signs are in turn promoting local businesses as well as major companies who are very community minded within our Region</i>	Traralgon Tennis Association	
		<i>The promotional opportunity also increases exposure for greater participation of underrepresented groups, a focus for Council and other Government entities</i>	Traralgon Tennis Association	

		<i>Major events bring in a significant economic impact into our Region, the 2023 AGL Loy Yang Traralgon International brought \$2,492,712 into the community, promotion of these events on perimeter fencing is essential.</i>	Traralgon Tennis Association	
Sponsorship Agreement <i>Where a sponsorship agreement has ceased all attributed signage must be removed within 30 days</i>	Section 3.2 Page 8	<i>What problem does this address? In many instances club sponsors do not confirm their future intentions straight away. Generally it can take many phone calls and follow up emails to receive approval for a sponsorship agreement to be extended or renewed, which in most cases is exactly what occurs. In the instance where a club sponsor has not provided official confirmation of their intention to continue sponsoring the club, this clause would require club volunteers to remove signage within 30 days of the agreement end date only to then have to put the sign back up again when the sponsor confirms they wish to continue sponsoring the club. The additional work involved in monitoring the end date of agreements, along with the removal and replacement of the sign, will need to be completed by a club volunteer. Again, what is the purpose of this clause? Who is benefiting from it? What problem is being solved? Why is it necessary?</i>	Morwell FNC	<i>The Policy allows User Group's to increase revenue by displaying promotional signage for commercial purposes.</i> <i>Where a sponsorship agreement has ceased and the commercial interests are no longer, signage should be removed to reduce the inference of free promotion for business, on land designated as PUZ or PPRZ..</i>
		<i>What problems does this address and how will LCC monitor it. LCC will not know what our sponsor terms and conditions are, so how will they know they have ceased. Another ridiculous clause.</i>	Traralgon FNC	
		<i>I don't believe the LCC should be dictating to clubs how long their sponsorship contracts should be. We have had a major sponsor at our club for well over 3 years, and if this sponsor was not on board for all those years, the club would either not exist, or struggle financially. Why is the LCC trying to stop sponsorship or minimise it to 3 years. This is very restrictive. Longer sponsorship is a good thing for the clubs. So, you will be impacting clubs financially if you reduce sponsorship ability.'</i> <i>This item should be removed.</i>	Callignee and Traralgon South Cricket Club	

Sponsorship <i>Sponsorship sign agreements between Clubs and their sponsors are only allowed for a period of up to three (3) years subject to all resident User Groups agreeing in writing.</i>	Clause removed.	<i>Why is this clause required? Whilst our club's sponsorship agreements are generally no more than three years, we have had sponsors request four and five year terms. Again, this appears to be an unnecessary restriction that may impact on a club's income. It will definitely increase work for club volunteers. The need to seek agreement of all user groups will only ensure each new sponsorship engagement becomes much more complicated and time consuming than it need be. Why would agreement from other user groups be necessary? Disclosing the arrangements to other clubs also risks jeopardising future sponsorship renewals whereby other clubs will be aware of end dates of agreements, and potentially the sponsorship funds being provided, which will enable them to target the sponsor for their own purposes towards the end of the existing agreement. Our club has never had any issues with other user groups with respect to sponsorship arrangements. This clause will only lead to problems, as opposed to solving them. Again, this appears to be a solution to a problem that doesn't exist.</i>	Morwell FNC	<i>Feedback noted and Clause removed.</i>
		<i>Why is this clause required and what does it achieve. If club sponsors wish to sign on for five years isn't that a good thing that we should embrace and encourage? Longer sponsorship terms offer clubs security and an ability to plan their future. The need to seek agreement of all user groups will only ensure each new sponsorship engagement becomes much more complicated and time consuming than it need be. Why would agreement from other user groups be necessary? Disclosing the arrangements to other clubs also risks jeopardising future sponsorship renewals whereby other clubs will be aware of end dates of agreements, and potentially the sponsorship funds being provided, which will enable them to target the sponsor for their own purposes towards the end of the existing agreement. LCC want to use corflute signage material to enable ease of removal. Doesn't that then make this clause not required?</i>	Traralgon FNC	
Corflute Signage <i>Signs to be fixed to the boundary fence of a playing surface are to be made from Corflute material to enable ease of removal between seasonal users and reduce the</i>	Requirement removed	<i>Corflute signage does not weather well and would need to be replaced every 2 years (additional costs)</i>	Churchill FNC	<i>Feedback noted and requirement for corflute signage removed.</i>
		<i>Corflute signage (owing to its nature) would be easy to either damage or remove by anyone (the tin signage isn't either easy to damage or remove)</i>	Churchill FNC	
		<i>We are unaware of any serious injury to a participant owing to colliding with fence signage, in fact we would argue it is safer than the exposed fence</i>	Churchill FNC	
		<i>New corflute signage would be a major cost to our club, we currently have 50 plus signs around the oval</i>	Churchill FNC	

<i>potential for injury when handling.</i>		<i>Corflute signs do not like the amount of wind they are subjected too in the LCC region and would regularly be torn down in these winds. Are LCC going to pay for the steel signs to be replaced as this will be another major cost to our club.</i>	Traralgon FNC	
		<i>Corflute signs are not at all suitable for Morwell Recreation Reserve. The level of wind that comes through the reserve would destroy corflute signs very quickly. The metal signs presently used by the club must be fixed to the boundary fence with multiple industrial strength screws to ensure they are not dislodged by heavy winds. As recently as 23 October 2023 we had a metal sign damaged by the wind (refer photo below taken by Dan Nichols), albeit the sign was not properly fixed to the fence. As can be seen, the winds are extremely strong.</i>	Morwell FNC	
		<i>We believe that the use of corflute signage for Harold Preston Reserve would not be appropriate, and although sounding good in theory, would result in additional volunteer effort, aggrieved sponsors, and likely increased costs. Given Corflutes lack of durability, there is a higher susceptibility to wind damage and vulnerability to impact, especially from kicked balls, which will likely lead to frequent replacements being required. Although initially cheaper, the multiple replacements required, and the increase up volunteer labour are likely to increase club costs significantly in comparison to the existing signage, with no great increase to safety if proper handling procedures are followed. As you're aware, our club is not here to generate record profits, we are here to provide a service to the local community. We hope that you take onboard this feedback as we are genuinely concerned about the potential adverse effects of the proposed changes to the Recreation Reserves and Facilities Signage Policy on our club's financial viability, and conversations with other sporting clubs seem to echo similar sentiments. Considering the shared challenges, we recommend further consultations with sports clubs to explore well-rounded solutions that prioritise safety, aesthetics, and the mutual benefit of the advertising for local businesses and the flow on benefits for our sporting organisations. Thank you for your time and consideration, and please do not hesitate to reach out to us if you have any questions or require further clarification</i>	Traralgon Olympians	

		<p><i>Additionally, the corflute material is weak and in a lot of circumstances, the corflute breaks off, or is ripped off by the wind. The steel signs are a much better option for handling the weather conditions. Regarding safety when removing the signs, just use gloves.</i></p> <p><i>The wording needs to allow for steel signage as required.</i></p> <p><i>Does this mean the steel signs that are currently up and have been paid for by sponsors need to be removed. If that is the case, is the LCC going to pay for the replacement of those signs? The clubs or sponsors should not be made to bear the costs of the policy change.</i></p>	<p>Callignee and Traralgon South Cricket Club</p>	
		<p><i>Would groups able to utilize the wrap in fabric or vinyl along with corflute for temporary events?</i></p>	Gippsland Football Netball League	
		<p><i>Mandating of corflute signs on oval fences may be practical if the fences are constructed of pipe with mesh infill – Yinnar's are not and do not support the fixing of corflute signs</i></p>	Yinnar Recreation Reserve Committee of Management	
<p>Three Meter Gap in Signage</p> <p><i>Signs placed on boundary fencing must not cover more than 50% of the internal circumference of the oval and must have a 3-metre gap every 20 metres to allow access to the oval by passive users of the reserve</i></p>	<p>Reference removed.</p>	<p><i>Why does there have to be gaps (of 3 metres every 20 metres) for passive users, isn't that why we have gates around the ground?</i></p> <p><i>This paragraph is ridiculous and makes LCC look silly. What does it achieve? I would have thought LCC would be trying to get patrons to use the personal access gates before asking patrons to jump the fence like this paragraph suggests. As per previous suggestion, what is going to be achieved by LCC reducing the amount of money clubs can make in sponsorship? This will have a major effect on sponsorship income.</i></p> <p><i>The Moe Football Netball Club would likely affix temporary corflute signs to 80% - 90% the oval fence at Ted Summerton Reserve which provides for effective advertising of our local sponsors and is a large part of our strategy to attract and retain sponsors. No access gates are covered with the signs and all are clear for access at all times.</i></p> <p><i>In light of this, the Moe football Netball Club request that this requirement be amended to allow for greater coverage of signage or removed from the policy.</i></p>	<p>Churchill FNC</p> <p>Traralgon FNC</p> <p>Moe FNC</p>	<p><i>Feedback noted and requirement for 3 metre gap every 20 metres removed.</i></p>

		<p><i>I am not sure how this achievable. If the boundary fencing has gaps or gates in it, then that is the actual fence and spacing. So, the 3 metre gap every 20 metres to give access cannot be achieved. This sounds like if the signage is the fencing. The existing aps in the fencing is what will give the people the access.</i></p> <p><i>Can you change the wording or insert some wording to say something like 'gaps and gates of the existing boundary fencing shall not be signed or closed up by signage in anyway'.</i></p> <p><i>Frankly, this clause is ridiculous. What possibly could be achieved by having only 50% of the oval circumference covered? What issues are caused by having more than 50% of the oval circumference covered? This clause will have a materially adverse impact on the club's sponsorship income.</i></p> <p><i>What if our current contractual arrangements with sponsors means we have more than 50% of the ground covered?</i></p> <p><i>The policy mentions the removal of signs between seasons, two issues with this, sponsors only get half the coverage they have had previously & it is another impose on volunteers to take off & then put the signs back up</i></p> <p><i>Does this include event days? Or is it related to permanent fixing of signs?</i></p> <p><i>The provision for a 3 metre gap every 20 metres is also restrictive and would suggest this is better termed as 'appropriate pedestrian and vehicle entry points be accommodated within the total perimeter of the oval fence must be provided.'</i></p>	<p>Callignee and Traralgon South Cricket Club</p> <p>Morwell FNC</p> <p>Churchill FNC</p> <p>Churchill FNC</p> <p>Gippsland Football Netball League</p> <p>Yinnar Recreation Reserve Committee of Management</p>	
Removal of Signs Between Seasons	Section 3.2.1 Page 9	<p><i>This seems to be another unnecessary restriction that achieves little and has the potential to adversely impact club sponsorship revenue.</i></p> <p><i>Two issues with this, sponsors only get half the coverage they have had previously & it is another impose on volunteers to take off & then put the signs back up</i></p> <p><i>While I understand the changing of signs for some clubs is an issue, and this may make it easier. Some clubs don't need to remove or replace the signage. Hence, the steel signs are a better option.</i></p>	<p>Traralgon FNC</p> <p>Churchill FNC</p> <p>Callignee and Traralgon South Cricket Club</p>	<p><i>Feedback noted.</i></p> <p><i>No expectation for removal of signage unless resident User Group's cannot reach agreement on signs displayed for each Licence (Season) period.</i></p>
Signage on Perimeter Fencing	Section 3.2.2 Page 9	<p><i>This seems to be another unnecessary restriction that achieves little and has the potential to adversely impact club sponsorship revenue.</i></p>	Morwell FNC	<p><i>Feedback noted and provision included for Perimeter Signage associated with hosting major</i></p>

<p>No User Group or League signage is permitted on perimeter fencing of any Recreation Reserve or Facility:</p>		<p>This new condition listed in the policy is a primary point of concern for our club. It will impact our major sponsors and the revenue associated with the signage portion of their agreement. It may also result in loss for prospective players of our club, as well as cause confusion for parents travelling from other towns resulting in loss of on-field playing time for children when Mini-Roos (Under 6s – 9's) hubs are hosted at our ground. We totally agree with ensuring signage is safe and appropriate, but we believe strong consideration needs to be given to the benefits that will be gained by enforcing this blanket ban on perimeter fencing signage vs the financial hardship it will cause to the impacted user groups at a time when we are all still trying to recover from the impacts that COVID has had on participation numbers, revenue streams, and increases in cost of living.</p>	Traralgon Olympians	<p>events, where Council is a partner of the major event.</p>
		<p>One of the club's biggest revenues is our sponsorship in which many sponsors want their signs on the perimeter fencing advertising their company or business.</p>	Traralgon Tennis Association	
		<p>Removing this option from our venue could cost us more than \$100,000.00 per year in sponsorship</p>	Traralgon Tennis Association	
		<p>The Traralgon Tennis Association also suggest that income revenue from sponsorship is a key concern for many other recreation facilities. Losing this revenue raising capacity would be detrimental to many local sporting clubs.</p>	Traralgon Tennis Association	
<p>Signage on Coaches/Officials Boxes, Player Shelters or Scoreboards</p> <p>Signs on coaches/officials' boxes, player shelters or scoreboards will be permitted provided it does not detract from the main purpose of the structure, nor cover more than 25% of the surface structure</p>	<p>Section 3.2.7 Page 10</p>	<p>The Moe Football Netball Club seeks clarification in relation to the approval process for affixing the temporary corflute signs to the boundary fencing at Ted Summerton Reserve and suggests that an exemption to the approval process for affixing these type of signs is included in the policy as per Section 5.3 of the Policy (Planning Permits).</p>	Moe FNC	<p>Feedback noted and signage display area increased from 25% to 50%.</p>
		<p>These signs are very popular and are a large source of the sponsorship income. Our club would like more of these signs not less, as there are multiple opportunities each year where our club could sell if there were extra signs.</p>	Traralgon FNC	
		<p>We noticed the changes made in this area and the simplification attempted by removing the condition mentioned under 4.2.1.2 of the current policy allowing up 50% of the surface area of the coach's box structure for regional facilities and replacing it with a flat 25% for all. In the interest of maximising potential sponsorship revenue, we ask that this measure is reconsidered to a proposed 50% of surface area</p>	Traralgon Olympians	

Signs on soccer, Australian Rules Football stop nets, cricket or tennis court nets are not permitted.	Section 3.2.5 Page 10	Unsure what this achieves or what damage it does to the reserve. This signage could bring in \$5,000 per year. Where does the club replace that money from.	Traralgon FNC	Feedback noted and an inclusion inserted to ensure engineered calculations are provided to Council to ensure wind load ratings are adhered to where signage is placed on netting.
		In past circumstances, the cricket nets construction costs were provided for by sponsors, and hence you need to maintain the ability to be able recognise the sponsor if they have provided part of the costs for the construction. Maybe a change to the wording to allow signage of sponsors who have contributed toward the facility costs and/or construction, or by approval, or by agreement with LCC.	Callignee and Traralgon South Cricket Club	
Freestanding Signage Pre-approved Locations	Reference removed Reference now incorporated by Pole Signs	Freestanding sponsor signs are by far the most popular form of sponsor promotion we have. We regularly have sponsors ask about them and request their proposed package include a freestanding sign. The limits placed upon our club by restricting the erection of these signs currently costs our club approximately \$10k - \$20k per annum. In our submission there should be no blanket restriction in place for these signs, even if conditional. Clubs should be free to apply for planning permission and have an opportunity to advocate for a particular proposal, which should be assessed on its merits as part of the usual planning process.	Morwell FNC	Feedback noted and covered off in Pole Sign criteria relating to the need for Planning Permits.
Council Receiving a Copy of the Layout of Signage (including colour Scheme)	Section 3.2 Page 8	This would suggest that any new sponsor signs must be submitted to LCC for approval before they can be put up? If this is correct it is hard to know where to start with how out of touch such a requirement can be. This will clearly create additional work for club volunteers and LCC staff. It will also no doubt delay the time in which it takes to get a new sign put up after a sponsor is engaged up by the club. It once again begs the following questions: what is being achieved? What problem is being solved? Who is benefiting from it? Is it necessary?	Morwell FNC	Criteria included detailing when a Planning Permit and information is required for signage, and when it is not.
		This would suggest that any new sponsor signs must be submitted to LCC for approval before they can be put up? If this is correct it is hard to know where to start with how out of touch such a requirement will be. This will clearly create additional work for club volunteers and LCC staff. It will also no doubt delay the time in which it takes to get a new sign put up after a sponsor is engaged up by the club.	Traralgon FNC	

<p>Major Promotional, High Wall or Sky Signs</p> <p>Major promotional, high wall or sky signs on any land, facility, building or structure on or within the Reserve will not be permitted</p>	<p>Section 3.2.4</p> <p>Page 10</p>	<p><i>Again, what does taking these signs away achieve?</i></p>	<p>Traralgon FNC</p>	<p><i>Feedback noted and provision remains due to wind load rating and engineering complexity.</i></p>
<p>External Circumference of Boundary Signage</p>	<p>Section 3.2.1</p> <p>Page 9</p>	<p>Just confirming with these changes that I am still able to use our Reclink banners (both on the fence and standalone) when we host footy days in future at Morwell Recreation Reserve (synthetic field)?</p>	<p>Reclink</p>	<p><i>Feedback noted and Criteria amended to allow the rollover section of a sign to display signage, and external facing signage facing pavilions only.</i></p>
		<p><i>It is extremely important we can promote our sponsors throughout the year and over our International events, and important that the community is aware of who is supporting our club and events (Latrobe City, AGL, State Government, local businesses etc). It should be noted that the Traralgon Tennis Association is the only Regional Centre in Australia and possibly worldwide hosting a Grade 1 ITF Event.</i></p>	<p>Traralgon Tennis Association</p>	
		<p><i>A lot of signage already on existing fencing is facing outwards so the advertising of sponsors can be achieved. If the signage writing is big enough sometimes you can see it from the other side of the oval. But a lot of times the signage faces outward, otherwise there is no point of putting signage on the fencing. Why can't the signage face outwards? The sign itself is actually better to be on the outside of the fence, from a player's perspective and maintaining the ground, as it is not an obstruction. Can this be removed, or some wording to allow a case-by-case review and approval. Some grounds will find this near impossible to meet</i></p>	<p>Callignee and Traralgon South Cricket Club</p>	
		<p><i>The Moe Football Netball Club suggests amending this condition to account for outward facing signage that does not impact public amenity, i.e., outward facing signage between the ground fencing and ground pavilions and buildings are permitted as long as they do not affect public amenity of the facility.</i></p>	<p>Moe FNC</p>	

		<i>As above (Dot Point 9), The Moe Football Netball Club suggests amending this condition to account for outward facing signage that does not impact public amenity, i.e., outward facing signage between the ground fencing and ground pavilions and buildings are permitted as long as they do not affect public amenity of the facility.</i>	Moe FNC	
Other Feedback Received		<p>As per the draft document the Traralgon Tennis Association</p> <ul style="list-style-type: none"> • Ensures a consistent presentation of signage around the venue, all signage is the same size, made of the same mesh fabric and hung in a uniform fashion • Corflute signage is hung alongside the lower fencing of the major playing courts (show courts and court 9) • Signs are well maintained and replaced if damaged 	Traralgon Tennis Association	<i>Feedback noted.</i>

URGENT BUSINESS

9. URGENT BUSINESS

Business may be admitted to the meeting as urgent business in accordance with clause 17 of the Governance Rules, by resolution of the Council and only then if it:

- 17.1 Relates to or arises out of a matter which has arisen since distribution of the agenda; and
- 17.2 Cannot reasonably or conveniently be deferred until the next Council meeting.

REPORTS FOR NOTING

10. REPORTS FOR NOTING

Nil reports

11. QUESTIONS ON NOTICE

Nil reports

NOTICES OF MOTION

12. NOTICES OF MOTION

Item Number 12.1 03 June 2024

Regional City Planning and Assets

NOTICE OF MOTION 2024/07 - CREATION OF COUNCIL HERITAGE ADVISORY COMMITTEE

I, Cr Dan Clancey, hereby give notice of my intention to move the following motion at the Council Meeting to be held on Monday, 3 June 2024:

That Council receive a report at a future Councillor Briefing that explores the establishment of a Heritage Committee in Latrobe.

Signed

Cr Dan Clancey

Monday, 27 May 2024

COUNCILLOR STATEMENT

Latrobe Valley has a diverse history with different phases of change which has resulted in a unique mix of heritage buildings and places. In this period of economic transition, it is useful to explore challenges and opportunities associated with heritage as well as ways to achieve clarity and direction regarding the future.

Heritage committees can play a role in assisting with decisions on heritage registrations, nomination reviews, communicating with the public and providing specialist advice. They can also assist in strengthening links between the community and Council, including providing advice on local heritage issues and trends. For these reasons it is timely to explore establishing a Heritage Committee in Latrobe.

OFFICER COMMENT

22.5.1 Whether the Notice of Motion, if passed, will have budget implications and, if so, what.

There are no significant budget implications in the process of researching and writing a Councillor Briefing report on the subject of establishing a Heritage Committee in Latrobe.

22.5.2 Whether the Notice of Motion, if passed, will impact on internal resources and, if so, how.

Internal resources will be required for the preparation of the Councillor Briefing report but nothing that cannot be accommodated in the planning team's business as usual budget. Internal resources will be required to research the subject, identify issues

and opportunities as it relates to heritage, explore roles, responsibilities and outcomes of heritage committees, benchmarking other councils and cost estimations for Council's consideration. Research may also include targeted consultation.

22.5.3 How the Notice of Motion relates to the Council Plan and any relevant Council policies.

This Notice of Motion could lead to supporting the following strategies in the Council Plan:

CREATIVE

- Promoting economic growth and job creation through events and recreation related tourism, capitalising on our arts, cultural and sporting facilities.

HEALTHY

- Provide spaces and services that support the community's physical health and mental wellbeing for the benefit of all.
- Support community groups and sporting clubs across the community, to increase engagement, participation and volunteerism, which will increase social connections within community.

CONNECTED

- Promote our role as Gippsland's Regional City to support economic growth and events programming, cultural events and recreation and sporting attractions.
- Facilitate appropriate urban growth, industry diversification, liveability and connectivity throughout Latrobe City.
- Promote ongoing community engagement activities and work in partnership with our community focusing on promoting leadership, resilience, creative and forward-thinking initiatives.

22.5.4 How the Notice of Motion relates to work that has already been undertaken by Officers or Committees.

Council does not have a Heritage Committee and has not commenced a review of the 2010 Heritage Study. A review of the Heritage Study has been earmarked to occur in the 2026/27 financial year.

DECLARATION OF INTERESTS

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

Nil

NOTICE OF MOTION 2024/08 - THE LORD'S PRAYER

I, Cr Sharon Gibson, hereby give notice of my intention to move the following motion at the Council Meeting to be held on 3 June 2024:

That the Mayor write on behalf of Latrobe City to the Federal and State Ministers for Local Government requesting advice about why Federal and State Parliaments can include the Lord's Prayer as part of formal meeting proceedings, but Victorian Councils cannot.

Signed
Cr Sharon Gibson
22 May 2024

COUNCILLOR STATEMENT

The justification for the NOM is that for decades Council has always opened our meeting with the Lord's Prayer and last year without any motion coming before Council, the Lord's Prayer was stopped. This was all that the public saw and they cannot understand why it was stopped when both State and Federal Governments still have the Lord's Prayer, so too do the Courts and many other Institutions where we attend.

The Community really do not understand why Local Council cannot still do and want clarification from the Government's as to why the difference between the Governments.

OFFICER COMMENT

State and Commonwealth Parliaments differ significantly from Local Councils in that the Commonwealth Constitution divides all Australian legislative power between the Commonwealth and the States.

The Victorian Parliament has legislative power to make laws 'in and for Victoria, in all cases whatsoever', subject to the limits that derive from the Commonwealth Constitution. For example, the Victorian Parliament has the power to change the Victorian Constitution. However, Councils must comply with and cannot change the *Local Government Act*.

As such, it is the specific chamber of Parliament that makes any decision to include a prayer, using the Standing Orders or an ongoing resolution. These are not decisions for a Local Government Minister.

Local government is recognised in the Victorian Constitution 1975 as a: 'distinct and essential tier of government consisting of democratically elected councils having the functions and powers that the Parliament considers are necessary to ensure peace, order and good government of each municipal district'. As Councillors are aware, and as included in the public Council Meeting report, this means that Latrobe City Council's powers and functions are both set and limited by the *Local Government Act 2020*. Specifically, Council's role is 'to provide good governance in its municipal district for the benefit and wellbeing of the community' and its powers are connected to this role. England's High Court ruled in 2012 that official prayers in English local councils were unlawful as governmental bodies like councils can only do things the law says they can do.

Similarly in Victorian legislation, Council's legislated powers and functions do not extend to using the Lord's Prayer in Council Meetings, whether as a matter of informal practice or by formal inclusion in the Governance Rules. This principle applies to the use of any other religious prayer or practice in Council Meetings. In addition, other legislation, including the *Charter of Human Rights and Responsibilities Act 2006* and *Equal Opportunity Act 2010*, further restricts what Council can and cannot do.

Summary

Legislation limits the matters which Council can consider, including the inclusion of a Lord's or other religious prayer in official proceedings.

The cessation of the practice was based in legal risk to the organisation and was an operational decision.

22.5.1 Whether the Notice of Motion, if passed, will have budget implications and, if so, what.

There are no budget implications.

22.5.2 Whether the Notice of Motion, if passed, will impact on internal resources and, if so, how.

There will be no impact on internal resources.

22.5.3 How the Notice of Motion relates to the Council Plan and any relevant Council policies.

Nil.

22.5.4 How the Notice of Motion relates to work that has already been undertaken by Officers or Committees.

The Chief Executive Officer sought and received legal advice on this matter and made the decision to cease the use of the Lord's Prayer at Council Meetings. This advice has been circulated to Councillors and the matter has been subject of discussion at several Councillor Briefings and at Council Meetings.

Where members of the community have requested information about the use of the Lord's Prayer, officers have responded to them outlining the reasons.

DECLARATION OF INTERESTS

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

Nil

NOTICE OF MOTION 2024/09 - EXPANSION OF THE TONERS LANE RESERVE, MORWELL.

I, Cr Graeme Middlemiss, hereby give notice of my intention to move the following motion at the Council Meeting to be held on Monday, 3 June 2024:

That Council:

- 1. Request a report on the current and future uses of the Toners Lane Reserve, Morwell, which includes consideration around expanding the reserve to include an area of land to the north of the reserve; and**
- 2. Write to Energy Australia to understand Energy Australia's future plans for the land north of the Toners Lane Reserve, Morwell.**

Signed

Cr Graeme Middlemiss

Tuesday, 28 May 2024

COUNCILLOR STATEMENT

Toners Lane Reserve in Morwell is probably the last of Council's Recreation Reserves that can be physically expanded (acquire additional land) to meet the needs of existing and future users.

New housing development is also beginning to encroach on the Reserve, already resulting in some operational pressures. A 'desktop' look at future recreational opportunities in the Reserve area is a good starting point for any consideration of this matter.

Operational pressures/possibilities for expanded opportunity at Toners Reserve are currently;

- The Baseball Club has room for only three 'Diamonds'. When they conduct Victorian Junior Championships, they need four Diamonds and the club has to hire a bus to shuttle some competitors back and forth to Traralgon's Diamond. Acquiring land for a fourth Diamond (Energy Australia land on the Reserve Northern boundary) would improve Latrobe's attractiveness for such events. Second tier Visitor Economy - Once a year, about 60-80 kids from outside Latrobe, each with mum and dad.
- Dog Obedience Club. An 'off leash' dog area would fit well adjacent to their Toners Reserve facility (land on the northern boundary).

- Twin Cities Archers facility at Toners is one of only three in Victoria suitable for Regional, State, National and Olympic selection events. It regularly attracts such events and is a significant contributor to Latrobe's Visitor Economy. Housing encroachment is becoming an issue requiring earth walls and fencing to protect the public. Expansion of the facility and a pivot away from housing could be done by extending their northern boundary.
- Morwell Pony Club aspires to develop into a full scale equestrian centre in Morwell. The best site in their opinion is the land to the north of Toners. It would attract significant Visitor Economy numbers to regular events.

Opportunities may exist to expand Toners Lane Reserve to the north onto land currently owned by Energy Australia, as Energy Australia considers it's the future use of the Yallourn Energy site post shutdown in 2028. Latrobe City Council should act now to commence dialogue with Energy Australia about future land use in the area and Energy Australia's desire to leave our community a 'legacy'.

OFFICER COMMENT

In accordance with Section 22.5 of the Governance Rules, a response is provided on the four items detailed in the rules.

22.5.1 Whether the Notice of Motion, if passed, will have budget implications and, if so, what.

Preparation of a report and liaison with user groups at Toners Lane Reserve is forecast to cost in excess of \$5,000 from a resourcing/time perspective, which is within 2024/25 operational budgets. Preparation of a letter to Energy Australia will not have a budget implication.

22.5.2 Whether the Notice of Motion, if passed, will impact on internal resources and, if so, how.

Preparation of a report and letter will not have an impact on internal resources.

22.5.3 How the Notice of Motion relates to the Council Plan and any relevant Council policies.

The Notice of Motion most closely relates to the Council Plan strategic themes of *Healthy* and *Connected* and the *Morwell Outdoor Recreation Plan 2008*.

22.5.4 How the Notice of Motion relates to work that has already been undertaken by Officers or Committees.

The Notice of Motion does not relate to any recent work undertaken by officers or committees.

DECLARATION OF INTERESTS

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

Nil

ITEMS FOR TABLING

13. ITEMS FOR TABLING

Item Number 13.1 03 June 2024

Regional City Strategy & Transition

COUNCILLOR CONDUCT PANEL (CCP 2023/09)

PURPOSE

The purpose of this report is for Council to receive and note the Councillor Conduct Panel findings and determinations in relation to the conduct of Councillor Melissa Ferguson.

EXECUTIVE SUMMARY

- In accordance with section 154(2)(b) of the *Local Government Act 2020*, Councillor Tracie Lund made an application on 19 September 2023 to the State Government's Principal Councillor Conduct Registrar for a matter to be heard in relation to the conduct of Councillor Ferguson.
- The final hearing of the Councillor Conduct Panel was held on 25 March 2024 and the Panel provided their determination and statement of reasons to the Council on 29 May 2024.
- Section 168(2) of the *Local Government Act 2020* requires that a copy of the Councillor Conduct Panel determination must be tabled at the next Council Meeting after it is received and must be recorded in the minutes.
- The Councillor Conduct Panel Report is attached and presented for Council to receive and note.

Council, in accordance with Section 168(2) of the Local Government Act 2020, note the tabling of the attached Councillor Conduct Panel Report (IAP 2023-9) for Latrobe City Council in the matter of Councillor Tracie Lund and Councillor Melissa Ferguson as attached to this report and that the decision be recorded in the minutes of the meeting.

BACKGROUND

Not applicable.

ANALYSIS

Not applicable.

RISK ASSESSMENT

Not applicable.

CONSULTATION

Not applicable.

COMMUNICATION

Not applicable.

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

Social

Not applicable.

Cultural

Not applicable.

Health

Not applicable.

Environmental

Not applicable.

Economic

Not applicable.

Financial

Not applicable.

Attachments

1. Councillor Conduct Panel Findings and Determination

13.1

Councillor Conduct Panel (CCP 2023-9)

- 1 Councillor Conduct Panel Findings and Determination..... 760

COUNCILLOR CONDUCT PANEL

In the matter of an Application by Councillor Tracie Lund concerning Councillor Melissa Ferguson

HEARING PURSUANT TO PART 6 OF THE *LOCAL GOVERNMENT ACT 2020*

Applicant: Cr Tracie Lund

Respondent: Cr Melissa Ferguson

Date of hearing: 25 March 2024

Hearing location: Century Inn, Traralgon

Panel Members: Diana Price (Chairperson)
Matt Evans

Date of decision: 29 May 2024

FINDINGS & DETERMINATIONS¹

By way of findings and determinations, the Panel orders as follows. The Respondent:

1. engaged in serious misconduct;
2. is reprimanded;
3. is suspended from office for one (1) month commencing the day after the meeting of Council at which this decision is tabled pursuant to s 168(2) of the *Local Government Act 2020*; and
4. is directed to undergo remedial action, being to attend and complete training on or before 13 September 2024.

Diana Price
Chairperson

Matt Evans
Panel Member

¹ Revised on 30 May 2024

STATEMENT OF REASONS FOR DECISION

The Application

1. By application dated 19 September 2023, Councillor Tracie Lund sought a finding of serious misconduct against Councillor Melissa Ferguson pursuant to s 154(2) of the *Local Government Act 2020* (the **Act**) (the **Application**). Both the Applicant and Respondent are serving councillors at Latrobe City Council (the **Council**).
2. The Application contains one allegation that Cr Ferguson failed to comply with an internal arbitration process and a direction given to her by an arbiter following an earlier finding of misconduct.

Procedural history and evidence at hearing

3. This matter was first listed for a directions hearing on 10 November 2023. Upon application by Cr Ferguson, this directions hearing date was altered to 27 November 2023.
4. A timetable was set down at the directions hearing on 27 November 2023. Orders were made for the Applicant to file any additional materials by 11 December 2023, with the Respondent to do likewise by 18 December 2023. Subsequently neither party submitted any materials on or before those dates. The matter was listed for hearing on 23 January 2024.
5. On 22 December 2023, Cr Ferguson sought to adjourn the hearing listed in January as she had suffered a bereavement. The hearing date was vacated and relisted for 25 March 2024.
6. Following correspondence between the parties and the principal councillor conduct registrar, a directions hearing was listed on 19 March 2024. On that date Cr Ferguson applied to be legally represented at the hearing. This application was refused. There is no right to representation at a panel hearing, except if a panel considers that a party requires representation to ensure the hearing is conducted fairly. The Panel did not consider that representation was so required. The Panel confirmed the hearing date of 25 March 2024 and directed that it would consider receipt into evidence of any additional evidence relied upon by the parties.
7. Both parties attended in person at the final hearing on 25 March 2024. Cr Lund sought to rely on additional materials provided to the Panel and Cr Ferguson on 17 March 2024. Cr Ferguson sought to rely on additional materials which were emailed to the principal councillor conduct registrar, who was based in

Melbourne, at 9.45am on the morning of the hearing. The matter was stood down to enable these materials to be forwarded, printed and properly considered by Cr Lund and the Panel. The Panel decided to accept receipt of the materials presented by Cr Lund and Cr Ferguson.

8. No witnesses were called at the hearing, however both the Applicant and the Respondent made oral submissions.

Jurisdiction and procedures of the Panel in relation to the Application

9. Section 154(1) of the Act provides that the Panel has jurisdiction to hear an application that alleges serious misconduct by a councillor. In this case, the application was made by Cr Lund per s 154(2)(b).
10. Section 163(1) of the Act provides that the Panel must not make a determination against a councillor until it has conducted a hearing. Following such a hearing, the Panel has the powers outlined in s 167. This includes to make a finding of serious misconduct, a finding of misconduct, a finding that remedial action is required, or it may dismiss the application.
11. Misconduct is defined in s 3 of the Act. It means 'any breach by a Councillor of the standards of conduct'. 'Standards of conduct' in turn is defined to have the meaning referred to in s 139(3)(a), being the standards of conduct prescribed by the regulations expected to be observed by councillors.
12. 'Serious misconduct' is defined in s 3 to include the failure by a councillor to comply with a direction given to the councillor by an arbiter under section 147. Section 147 relates to sanctions that may be imposed by an arbiter on finding of misconduct.
13. If the Panel makes a finding that a councillor engaged in serious misconduct it may impose any one or more of a number of determinations. Section 167(3) provides:

If a Councillor Conduct Panel makes a finding of serious misconduct against a Councillor, the Councillor Conduct Panel may do any one or more of the following—

- (a) reprimand the Councillor;
- (b) direct the Councillor to make an apology in a form or manner determined by the Councillor Conduct Panel;
- (c) suspend the Councillor from office for a period specified by the Councillor Conduct Panel not exceeding 12 months;

- (d) direct that the Councillor is ineligible to chair a delegated committee of the Council for a period specified by the Councillor Conduct Panel not exceeding the remainder of the Council's term.

Background

- 14. On 8 June 2023, Cr Lund made an application seeking a finding that Cr Ferguson had engaged in misconduct. It was alleged that Cr Ferguson repeatedly breached the Council's Councillor Code of Conduct (February 2021) (**Code of Conduct**) by making numerous posts on Twitter (now re-branded as X) concerning the LGBTIQA+ community. This application was heard by an arbiter.
- 15. The Arbiter published her decision on 14 August 2023 (the **Arbiter's Decision**). The Arbiter considered 40 tweets made by Cr Ferguson. The Arbiter found at [62]:

While some individual tweets are not in themselves offensive and may be a legitimate engagement with academic articles on LGBTIQA+ issues, others are not. In my view there are many tweets that are offensive, disrespectful to trans people by inferring that trans people are paedophiles, grooming children and using their gender identity to legitimise paedophilic activity, disrespectful to other members of the public by stating that academics are trying to normalise paedophilia, are discriminatory and do not support the Council in its obligation to achieve and promote gender equality or treat members of the public with dignity, fairness, courtesy and respect.

- 16. The Arbiter found that these tweets could reasonably be interpreted as having been made by Cr Ferguson in the role of councillor. For example, 20 of the tweets considered were made under the twitter handle 'Cr Melissa Ferguson'. The Arbiter found that these tweets breached the standards which require a councillor to:

- 16.1. take positive steps to eliminate discrimination, sexual harassment and victimisation in accordance with the *Equal Opportunity Act 2010*;
- 16.2. support the Council in fulfilling its obligation to achieve and promote gender equality; and
- 16.3. in considering the diversity of interests and needs of the municipal community, treat all persons with respect and have due regard for their opinions, beliefs, rights and responsibilities; and
- 16.4. in performing the role of a Councillor, a Councillor must ensure that their behaviour does not bring discredit upon the Council.

17. The Arbiter noted that the standards of conduct are not intended to limit, restrict or detract from robust political debate in a democracy, but there is a balance to be attained between the right to express one's personal opinions and the rights of others not to be harmed by the expression of those opinions. The manner of debate must be respectful, fair, done with courtesy and afford dignity to all engaging as required by the Standard of Conduct.
18. The Arbiter therefore made a finding of misconduct against Cr Ferguson on the basis that she had breached clauses 1(a), 1(b), 1(d), 2(d) and 4(1) of Schedule 1 of the *Local Government (Governance and Integrity) Regulations 2020*, which contains the standards found within the Code of Conduct.
19. The Arbiter imposed the following sanctions at [38] – [39]:

Pursuant to s147(2)(a) of the Act the Arbiter directs Cr Ferguson to:

- a. make a verbal apology for her conduct on twitter which is to be provided at the Council meeting at which this decision (and statement of reasons) is tabled in accordance with s147(4) of the Act; and
- b. provide a written apology for her conduct on twitter which is to be included in a tweet on her twitter account (twitter handle @Melferg246) within one week of the Council meeting at which this decision (and statement of reasons) is tabled in accordance with s147(4) of the Act.

In each case, the apology must [be] unreserved and reference that Cr Ferguson has engaged in misconduct by breaching the standards of conduct in clauses 1(a), 1(b), 1(d), 2(d) and 4(1) of Schedule 1 of the *Local Government (Governance and Integrity) Regulations 2020* through her tweets about the LGBTIQA+ community.

Pursuant to s147(2)(e) of the Act the Arbiter directs Cr Ferguson to attend training to increase her understanding of:

- a. diversity, equity and inclusion with particular reference to the LGBTIQA+ community and what behaviour is required of a Councillor in meeting the Standards of Conduct;
- b. the appropriate use of social media and the role and responsibilities of being a Councillor which is to include Council's standards and expectations for Councillor use of social media for at least the following:
 - i. naming of accounts and twitter handles;
 - ii. standards for how Councillors are to communicate when they are acting in the role of Councillor and when they are acting in a personal capacity so as to comply with the Council Code;
 - iii. re-tweets, follows, likes and other forms of endorsement of third-party material;

- iv. engaging in respectful debate in accordance with the Standards of Conduct and handling of varying points of views on social media; and
- v. examples of engaging in debate on social media that does and does not breach the Council Code but still allows for robust public debate.

The Council (through the Chief Executive Officer and/or Council Officers) is to organise the above training which may be in one or more sessions.

20. As is required by s 147(4) of the Act, a copy of the Arbiter's Decision was tabled at the next Council meeting. The Act also requires that an arbiter's decision and statement of reasons be recorded in the minutes of the meeting. In this case, the Arbiter's Decision was tabled at a Council meeting on 4 September 2023 (the **Council Meeting**). The Panel notes that the Act did not permit the tabling of the Arbiter's Decision to be deferred to a later Council meeting.

The Allegation

21. In the present application, it is alleged that Cr Ferguson failed to comply with a direction of the Arbiter by:
- 21.1. failing to make an unreserved verbal apology at the Council Meeting;
 - 21.2. abstaining from the vote in which the decision was tabled at the Council Meeting; and
 - 21.3. failing to make an unreserved written apology on her Twitter account within one week of the Council Meeting.
22. During the hearing, Cr Lund withdrew particular (b) of the Allegation. Abstaining from the vote in which the Arbiter's Decision was tabled was not itself a failure to comply with a direction of an arbiter. It is the Act which requires an arbiter's decision to be tabled, rather than the arbiter.
23. The remaining issues are therefore whether Cr Ferguson's statement to the Council on 4 September 2023 and statement on Twitter on 11 September 2023 complied with the direction of the Arbiter. This involves consideration of whether each statement was indeed an 'apology', and if so whether the apologies were 'unreserved'.

Evidence and submissions of the parties

Statement at the Council Meeting & the Twitter Statement

24. The Arbiter's Decision was tabled at the Council Meeting on 4 September 2023. Cr Ferguson abstained from voting. Thereafter Cr Ferguson was afforded an opportunity to speak to the nature of the sanction (the **Statement to Council**). She said:

I'd like to state clearly that I'm considering my legal options surrounding appealing the arbiter's findings and reserve all my rights accordingly. I will need to state also clearly that notwithstanding my reserved rights, and to comply with the direction of the arbiter, I will be making the apology. From there you can make the apology in the manner directed. If that suits, I can do that now for you. Does that sound good?

As stated in the arbiter's finding, 'in each case, the apology must unreserved and reference that Cr Ferguson has engaged in misconduct by breaching the standards of conduct in clauses 1(a), 1(b)... 2(d) and 4(1) of Schedule 1 of the Local... (Governance and Integrity) Regulations 2020 through her tweets about the LGBTIQA+ community.' Thank you.

25. On 11 September 2023, Cr Ferguson made three tweets (necessary due to character limits per tweet) which read together were as follows (the **Twitter Statement**):

I have been directed to apologise but am considering my legal options including review of the decision through the appropriate means

Pursuant to s147(2)(a) of the Act Cr Ferguson has engaged in misconduct by breaching the standards of conduct in clauses 1(a). 1(b). 1(d). 2(d). and 4(1) of schedule 1 of the Local Government (Governance and Integrity) Regulations 2020 through her tweets about the LGBTIQA+ community

26. There was no dispute that Cr Ferguson made the above statements as outlined in the Application, or that the Application correctly outlined the precise words used.

The evidence and submissions of Cr Lund

27. Within the Application and in oral submissions, Cr Lund submitted that the Statement to Council and Twitter Statement were merely recitations of the Arbiter's Decision and not genuine apologies, and as such Cr Ferguson failed to comply with a direction of the Arbiter. She relied on the words as used by Cr Ferguson and placed particular reliance on Cr Ferguson's use of the third person.

28. In addition to the statements themselves, Cr Lund relied on other material to establish that they were not apologies, let alone unreserved ones. This material included an interview which aired on SkyNews on 11 September 2023. During this interview Cr Ferguson referred to 'dictated apologies' and described the arbitration process as being politicised and likened it to a 'soviet-style system'.
29. Cr Lund also provided two Facebook posts made by Cr Ferguson on 7 March 2024. The first post read:
- It's important to note that if there is two serious misconduct matters successful a councillor is legally disallowed to run for council ever again .. undermining democracy via arbitration is not right at all. Let people decide at the polls.
30. The second post read:
- As this was raised in parliament yesterday I am resharing the ridiculous tweets that were submitted to the kangaroo court arbitration against me and have added the context to what they in fact were. I have also never deleted any of them so can be found that the quote made in the ABC article was attached to a video of a now convicted serial paedophile. My concerns were from a place of protecting children and I in fact was concerned that predators are "hiding behind the rainbow" instead I was shamed and punished for genuinely trying to expose a paedophile...
31. Cr Lund submitted that these materials are relevant to an assessment of Cr Ferguson's attitude towards the directions of the Arbiter, whether she did in fact apologise and if so whether those apologies were unreserved.

The evidence and submissions of Cr Ferguson

32. Cr Ferguson presented a written statement to the Panel. In this statement she explained that as of the date of the Council Meeting, she was exploring the possibility of appealing the Arbiter's Decision. She said she abstained from the vote to table the Arbiter's Decision as although she was 'naturally against the finding', she did not want to cause any problems. She then said 'I then read the apology as expressed in the IAP decision. I wanted to make sure that I said everything correctly so I quoted from the decision verbatim'. She provided a link to a YouTube recording of the Council Meeting.

33. As to the Twitter Statement, Cr Ferguson explained she provided a link to the Arbiter's Decision. She further said, 'I did this in a genuine attempt to comply with the arbiter's direction'.
34. Cr Ferguson also relied on written submissions prepared with the assistance of a legal practitioner. She submitted that she did not fail to comply with the Arbiter's Decision as she fully participated in the process and genuinely took steps to comply. She stated that she quoted directly from the Arbiter's Decision to ensure compliance. She submitted that her statements to Council and on Twitter bore all the hallmarks of an apology, that being defined in the Merriam-Webster dictionary as 'an admission of error or discourtesy accompanied by an expression of regret'.
35. In oral submissions, Cr Ferguson submitted that she quoted the Arbiter's Decision in her statements because 'this is a legal request that was made of me, so I take that quite seriously and read verbatim what I was asked to do'. She repeated these submissions several times, for example, 'I read verbatim exactly what I had been demanded to do'. She said this was the reason the purported apologies were in the third person. When asked why she could not have used ordinary, everyday language to make her apology, Cr Ferguson stated that everyone has different interpretations, and she could not control how others interpret matters.
36. In her oral submissions, Cr Ferguson also resiled from a submission contained in a written document prepared with the assistance of a legal representative. In that document Cr Ferguson said, in hindsight, she could have used the word 'I' in her statements. However, Cr Ferguson largely dis-endorsed that submission at the final hearing and maintained her statements were unreserved apologies in the form they were given.

Analysis

37. The Panel has had the benefit of watching the relevant portions of the Council Meeting, which is publicly available on YouTube. This meeting was conducted by zoom, or a similar online conferencing facility. The decision of the Arbiter was tabled at the meeting. Cr Ferguson abstained from vote as to the tabling of the decision, stating 'obviously I am against it [laughs]... I'm abstaining 'cause I am just doin' what I'm been dictated to do...'.
38. Cr Ferguson was then given an opportunity to speak to the sanction contained within the Arbiter's Decision. During her oral address, Cr Ferguson reads a pre-prepared script from her mobile phone. In our analysis, the Statement to Council is comprised of a preamble, immediately followed by the purported apology.

39. In the preamble, reflected in the first paragraph listed at paragraph [24] above, Cr Ferguson mentions she is considering her legal options and reserves all her legal rights. She further says 'to comply with the direction of the arbiter, I will be making the apology'. She then says, '[f]rom there you can make the apology in the manner directed'. She then appears to ask the Council members '[i]f that suits, I can do that now for you. Does that sound good?'. There is no audible response by any councillor.

40. Cr Ferguson then makes the purported apology:

As stated in the arbiter's finding, 'in each case, the apology must unreserved and reference that Cr Ferguson has engaged in misconduct by breaching the standards of conduct in clauses 1(a), 1(b)... 2(d) and 4(1) of Schedule 1 of the Local... (Governance and Integrity) Regulations 2020 through her tweets about the LGBTIQ+ community.' Thank you.

41. We have considered carefully the content of the purported apology. It is not an apology. It is no more than a quotation of part of paragraph [38] of the Arbiter's Decision. Cr Ferguson does not speak in the first person, so at no stage does she state 'I apologise' or use any words to similar effect. She instead refers to herself in the third person whilst reciting part of the Arbiter's Decision. The Statement contains no reference to the subject matter considered by the Arbiter, being Cr Ferguson's tweets which were offensive, disrespectful, discriminatory and which brought discredit upon the Council. The statement bears none of the hallmarks of an 'apology'. Cr Ferguson makes no admission of error, nor any expression of regret.

42. We further find that the purported apology was not 'unreserved'. In this respect, it is significant that Cr Ferguson delivered the purported apology in the third person. She did not, as is usual when making an apology, employ the first person, such as 'I apologise for...' or 'I am sorry that...'. Her use of the third person allowed Cr Ferguson to absolve herself of responsibility for the misconduct which had been found by the Arbiter.

43. Cr Ferguson therefore did not apologise to the Council as directed by the Arbiter. We further find that this constitutes a 'failure to comply' with a direction of the Arbiter. In this case, issues of 'fitness' to comply does not arise as it has in other matters.² Cr Ferguson agrees she was 'able' to comply with the Arbiter's direction. It was not argued by Cr Ferguson that her contemplation of an appeal prevented her from compliance, nor could such an argument succeed as a matter of logic or law.

² See *Dance v Hume CC (Review and Regulation)* [2022] VCAT 1415.

44. It was clear that the Statement to Council was carefully considered by Cr Ferguson beforehand. She reads her preamble and then the purported apology. The purported apology contains the same small omission as found within Arbiter's Decision, in that the phrase ought to have been 'the apology must *be* unreserved...' This confirms that Cr Ferguson was indeed reading from a pre-prepared script when making her statement, and that the wording in part was taken from the Arbiter's Decision. Cr Ferguson's preparation and reading of a prepared script was a deliberative process. She considered what to say in advance, attended the virtual meeting with pre-written notes, and read from those notes. This speaks to the deliberate and wilful nature of her conduct.

45. The Statement on Twitter also contained a preamble in which Cr Ferguson states she has been directed to apologise but is considering her legal options. It then contains the following purported apology:

Pursuant to s147(2)(a) of the Act Cr Ferguson has engaged in misconduct by breaching the standards of conduct in clauses 1(a). 1(b). 1(d). 2(d). and 4(1) of schedule 1 of the Local Government (Governance and Integrity) Regulations 2020 through her tweets about the LGBTIQ+ community

46. No apology is contained within this tweet. Whilst Cr Ferguson mentions she had been 'directed to apologise', she does not do so. All that is written is an extract of paragraph [38] of the Arbiter's Decision. For the same reasons as expressed above, the Twitter statement is not an apology let alone an unreserved one. The Panel also concludes that Cr Ferguson's failure to comply with the direction of the Arbiter to issue an unreserved apology on Twitter was deliberate and/or wilful.

47. In reaching these findings, we have considered, and rejected, the evidence and submission of Cr Ferguson that the Statement to Council and Twitter Statement were unreserved apologies, genuinely made by her in fulfilment of the Arbiter's directions. This includes her contention that the statements were apologies made unreservedly by her because she quoted verbatim from the Arbiter's Decision.

48. The Panel was troubled by Cr Ferguson's lack of candour before the Panel. In addition to the requirement to offer unreserved apologies, the Arbiter also required Cr Ferguson to undergo training regarding diversity, equity, inclusion, the standards of conduct required of councillors and as to the appropriate use of social media. In her written statement, Cr Ferguson said '[f]urther to apologising, I have complied with all training requirements and have sought to do what is required of me'. Similarly, she said at paragraph [7] of her written submissions 'I have otherwise undertaken all training and counselling as

directed'. At paragraph 35(d) she said 'I have otherwise complied with every other direction including participating in all training and counselling that I have been directed to undertake. The same claim is repeated for the third time at paragraph 41.

49. These statements were false and/or misleading. As at the date of the final hearing Cr Ferguson had not yet commenced let alone completed any of the required training directed by the Arbiter. The Panel was advised that commencement of this training had been delayed due to issues identifying appropriate training providers and as Cr Ferguson suffered a bereavement. These are matters beyond Cr Ferguson's control and she therefore cannot be criticised for the delayed commencement of training. However, Cr Ferguson's positive assertions in her statement and written submissions that she has undertaken or participated in all training as directed by the Arbiter were false. This bears unfavourably upon the Panel's assessment of Cr Ferguson's credibility and reliability.
50. We note also the discord between Cr Ferguson's evidence and submissions to the Panel, and public statements made by her elsewhere. We have noted above her interview with SkyNews in which she expressed her dissatisfaction with the arbitration process and the requirement to offer 'dictated apologies' whilst later referencing the former Soviet Union. As recently as 7 March 2024, she posted on Facebook that she was 'resharing the ridiculous tweets that were submitted to the kangaroo court arbitration against me...'. These public statements undermine her submissions to the Panel that she genuinely sought to offer unreserved apologies to the Council and on Twitter.
51. We therefore prefer a natural and ordinary interpretation of the words used by Cr Ferguson in her statements to Council and on Twitter. Neither are apologies, let alone unreserved apologies.
52. In reaching the above conclusions, we have not relied upon the preamble portions of the Statement to Council or Twitter Statement in our interpretation of the subsequent purported apologies. We note that these preambles were, however, unnecessary. One does not lose a right of appeal by complying with a direction of an arbiter. We also have placed no weight upon Cr Ferguson's decision to abstain from the vote to table the Arbiter's Decision.

Findings & Determinations

53. The Panel finds pursuant to s 167(1) of the Act that Cr Ferguson engaged in serious misconduct by failing to comply with a direction by the Arbiter.
54. Having made this finding, s 167(3) provides that the Panel may impose any one or more of a number of determinations, being to reprimand Cr Ferguson, direct her to make an apology, suspend her from office for a specified period not exceeding 12 months and/or to direct that she is ineligible to chair a delegated committee of the Council for a specified period specified not exceeding the remainder of the Council's term.
55. Pursuant to s 167(6) and (7), the Panel may also find that remedial action is required and direct Cr Ferguson to attend mediation, training and/or counselling, and may set reasonable conditions in respect of how and when remedial action is to be undertaken.

The Applicant's submissions

56. Cr Lund submitted that if the allegation was proven, Cr Ferguson ought to be suspended from office for six months. She emphasised that Cr Ferguson's conduct has impacted other councillors and the Council as a whole. She submitted that suspension was required as, if the matter was proven, this would be the third occasion in which Cr Ferguson had been found to have engaged in misconduct or serious misconduct.

The Respondent's submissions

57. Cr Ferguson submitted that if the allegation was proven, the Panel ought to exercise its discretion not to impose any sanction. In the alternative, she submits that she ought to be reprimanded and/or directed to issue 'a corrected apology in a form that is acceptable to the Panel'.
58. In the submissions prepared with the assistance of a legal practitioner, she relied on the following matters, among others:
 - 58.1. She genuinely attempted to comply with the Arbiter's Decision;
 - 58.2. The matter has been the subject to public attention, which is a form of punishment in itself;
 - 58.3. She has already been held accountable for her actions;
 - 58.4. She has 'complied with every other direction including participating in all training and counselling that I have been directed to undertake'; and
 - 58.5. There have been no further allegations of inappropriate use of social media.

59. In her oral submissions, Cr Ferguson noted her professional background and contribution to the community and several committees. She submitted that she was reliant on the allowance paid to councillors and was otherwise unemployed.

Analysis

60. In determining the appropriate determinations, the Panel has had regard to the objects and purposes of the Act. One of the purposes of the Act is to require each council to develop a Councillor Code of Conduct, which is to include the standards of conduct expected to be observed by councillors in the course of performing their duties and functions, including prohibiting discrimination, harassment, and vilification. The Act also provides for Council integrity, the arbitration and councillor conduct panel processes being important mechanisms to assess and respond to Councillor who are alleged to have failed to meet the standards of conduct expected of them.
61. In the Arbiter's Decision, Cr Ferguson was found to have engaged in misconduct because her irresponsible use of social media was offensive, disrespectful, discriminatory and brought discredit upon the Council. Cr Ferguson was directed to apologise unreservedly to Council and on Twitter. She did not do so. The Panel does not accept Cr Ferguson's submission that this matter is a 'storm in a teacup'. These apologies were an important opportunity for Cr Ferguson to apologise for the harm caused, or likely to be caused, by her conduct. Further, Cr Ferguson's failure to apologise as directed undermined the arbitration process itself.
62. The Panel finds that it is appropriate to reprimand Cr Ferguson for her serious misconduct in failing to comply with the lawful directions of an arbiter. A reprimand is a professional censure, signalling that the conduct is condemned.
63. Furthermore, the Panel determines that given the nature and seriousness of the conduct and the harm that would be suffered if Cr Ferguson and other councillors were not deterred from engaging in similar conduct, a period of suspension is required. Cr Ferguson will be suspended from office for a period of 1 month commencing the day after the meeting of Council at which this decision is tabled pursuant to s 168(2) of the Act. The Panel also finds that remedial action is required to be undertaken, and directs Cr Ferguson to attend training to increase her understanding of:

- (a) diversity, equity and inclusion with particular reference to the LGBTIQ+ community and what behaviour is required of a Councillor in meeting the Standards of Conduct;
- (b) the appropriate use of social media and the role and responsibilities of being a Councillor which is to include Council's standards and expectations for Councillor use of social media for at least the following:
 - (i) naming of accounts and twitter handles;
 - (ii) standards for how Councillors are to communicate when they are acting in the role of Councillor and when they are acting in a personal capacity so as to comply with the Council Code;
 - (iii) re-tweets, follows, likes and other forms of endorsement of third-party material;
 - (iv) engaging in respectful debate in accordance with the Standards of Conduct and handling of varying points of views on social media; and
 - (v) examples of engaging in debate on social media that does and does not breach the Council Code but still allows for robust public debate.
- (c) The Council (through the Chief Executive Officer and/or Council Officers) is to organise the above training which may be in one or more sessions.
- (d) The above training is to be completed on or before 13 September 2024.

64. If Cr Ferguson has commenced the training directed by the Arbiter since the date of the final hearing on 25 March 2024, this will satisfy the above direction, provided the training is completed by 14 September 2024.
65. In determining the duration of the suspension and the necessity for remedial action, the Panel has considered a number of factors, including the nature and seriousness of the conduct. Further, general and specific deterrence are important considerations.
66. It is necessary to convey to all local councillors that conduct of this type is not acceptable and, if engaged in, will result in similar sanction. In addition, regard must be made to maintaining public confidence in councillors, the system of local government and the arbitration process. This public confidence is best achieved when councillors who breach the standards reasonably expected of them are properly held to account. It is also important to signal that councillors who are subject to a direction must comply with that direction.

67. Specific deterrence is particularly important in the present matter. As at the date of the hearing, Cr Ferguson had little to no insight into her own conduct and how it deviated from the standards expected of local government councillors. In the hearing Cr Ferguson was asked if, upon reflection, her tweets could have been regarded as offensive by members of the community. Cr Ferguson responded 'I think people have different perspectives and emotions around things and it's impossible to predict how people will interpret things'. She was also given the opportunity to reflect on how to best promote informed debate on contentious topics and how her online conduct affects the reputation and standing of the Council. Cr Ferguson's answers to these questions, and submissions in the hearing as a whole, indicate a fundamental lack of insight into how her conduct deviated from the standards of conduct required of all councillors. We note that Cr Ferguson, like all councillors, has signed the Latrobe City Council Councillor Code of Conduct, acknowledging that she has read those standards and agrees to abide by them.
68. In addition, Cr Ferguson does not appear to understand that her failure to comply with a direction of an arbiter has a consequential impact on the regulation of councillor conduct and the community's trust and confidence in councillors and arbitration processes. Decisions by arbiters and compliance with sanctions allow the entire council to refocus and move on to undertaking the important work that councils do.
69. Further, this is the third occasion in which Cr Ferguson has engaged in misconduct, there being two prior findings of misconduct. In addition to the Arbiter's Decision considered above, on 31 March 2022 Cr Ferguson was found by a differently constituted Panel to have engaged in misconduct. The Panel found that at a Council meeting on 2 August 2021, Cr Ferguson failed to treat her fellow councillors with respect (in her unfounded accusations regarding interference in her ward); failed to treat Council Officers with respect and made abusive and threatening statements towards Council Officers and members of the general public. She was directed to undergo training and make a verbal apology. There is no suggestion that she did not fulfil those directions. Specific deterrence therefore is an important consideration.
70. Regard has been had to the maximum possible period of suspension, being 12 months. Further, that pursuant to s 37 of the Act during such period of suspension Cr Ferguson would cease to be a councillor, not be entitled to receive allowances, and that if the suspension were greater than two months she would be required to return all council equipment and materials.

71. The Panel has also taken into account Cr Ferguson's contribution to the community, such as participation in a variety of committees. The Panel has also considered her personal circumstances and her written and oral submissions.
72. The Panel does not direct Cr Ferguson to apologise. Nonetheless, the Panel hopes that Cr Ferguson will use the period of her suspension to reflect upon her conduct and that she ultimately benefits from the training directed above. This will benefit her as a councillor, and the Council as a whole.

Diana Price
Chairperson

Matt Evans
Panel Member

14. ACKNOWLEDGEMENTS

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

**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-836 Provision of Carpentry Services

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-827 Latrobe City Council Cleaning Services

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 and commercial information of the tenderers that may cause

disadvantage.