

MEMORANDUM



TO: Community Members
FROM: Jason Pullman
Acting Manager Future Planning

DATE: 1 July 2015

SUBJECT: Amendment C94 – Parking Overlay Traralgon and Morwell –
Consideration of Submissions.
Late Submission – Traralgon Chamber of Commerce and Industry.

Councillors are to consider the Council Report '*Amendment C94 – Parking Overlay Traralgon and Morwell – Consideration of Submissions*' at the Ordinary Council Meeting to be held on 6 July 2015.

The purpose of the Council Report is for Council to consider all written submissions received in response to C94 and to seek Council approval to request a Planning Panel to be appointed to consider submissions.

C94 proposes to apply the Parking Overlay to land within the Traralgon and Morwell Activity Centres and to insert the *Car Parking Framework Review August 2014* as a reference document into the Scheme.

A total of eight written submissions were initially received to C94. On the 30 June 2015 Council accepted a late submission to C94 from the Traralgon Chamber of Commerce and Industry that does not currently form part of the Council Report to be considered on 6 July 2015. The late submission has been considered by Council officers as an objection and has now resulted in a total of nine submissions. The late submission is provided in Attachment 1 for the Councillors consideration

The Council Report summarises each submission in a table along with a planning response to each submission. Council officers have provided an updated planning response to the late submission provided by the Traralgon Chamber of Commerce and Industry for the Councillors consideration (see Attachment 2 – Confidential).

The matters raised in the late submission do not change the recommendation of the Council Report.

Jason Pullman
Acting Manager Future Planning

Summary of Submissions – Amendment C94 Traralgon and Morwell Parking Overlay

Submission Number	Submitter	Submission Issue	Planning Response	Changes to PSA Documentation Required
1	Department of Economic Development, Jobs, Transport and Resources	<p>Submission of support:</p> <ul style="list-style-type: none"> The submitter states that the Parking Overlay for Traralgon will provide Council with the opportunity to plan car parking in accordance with the State Planning Policy Framework. The improvement of safety and amenity for pedestrians, cyclists and the better use of public transport are seen as important in encouraging active transport and a healthy lifestyle. The submitter notes that the overlay meets the objectives of the <i>Transport Integration Act 2010</i>. 	Noted.	No
2	Traralgon Community Development Association	<p>Part Support, Part Objection:</p> <ul style="list-style-type: none"> The main concern is the \$8000 'cash-in-lieu' payment that developers may be required to pay when initiating new developments in Traralgon, but there is no such provision for developments in Morwell. The submitter views this as an inequitable proposition, particularly in terms of the high rates paid by the Traralgon residents, with a very small return, compared with high Latrobe City Council (LCC) expenditure in the 	<p><i>ISSUE: Why has the cash-in-lieu Contribution been applied to Traralgon and not Morwell</i></p> <p>The <i>Car Parking Framework Review (August 2014)</i> adopted by Council at the Ordinary 9 February 2015 Council Meeting describes the following:</p> <ul style="list-style-type: none"> Growth of 10,500 people in Traralgon over 25 years, Morwell is expecting growth of 2000 people. Based on population increase in Traralgon the need to increase retail floorspace by approx. 15,750 square metres including a variety of retail floorspace categories A proportion of new retail floorspace is likely to be located in established or identified activity nodes 	No

		<p>much smaller towns of Morwell, Moe, Churchill, etc.</p> <ul style="list-style-type: none"> The submitter supports 'cash-in-lieu' monies received by Latrobe City Council to be earmarked in a separate fund for expenditure on parking in Traralgon's CBD. The submitter supports the monies to be reflected in the LCC's future Budget forecasts, with full fiscal transparency. 	<p>outside the Traralgon Activity Centre.</p> <ul style="list-style-type: none"> This analysis does not take account the future commercial (office) requirements. Based on a modest population increase in Morwell there will be an additional retail floorspace requirement of approximately 4,400 square metres, including 1,400 square metres of bulky goods floor space. It is not possible to predict whether additional retail floorspace will be located in the Morwell Activity Centre or at the Mid Valley Shopping Centre. However, it is noted that existing shop vacancies in Morwell Activity Centre easily exceed the future retail space requirements. To accommodate retail floorspace growth inside the Traralgon Activity Centre there will be a need to support the provision of more off street, shared car parking. <p><i>ISSUE: Deriving the \$8000 cash-in-lieu figure</i></p> <ul style="list-style-type: none"> In Traralgon, cash-in-lieu should be encouraged in preference to on-site customer parking on smaller development sites in particular to maintain vibrancy of the centre. Shared public parking resources are more efficient than private parking, and this is demonstrated by surveys which suggest an underutilisation of private parking and a high demand for public parking. A number of factors were considered in deriving an appropriate cash-in-lieu value: <ul style="list-style-type: none"> Not discouraging development of the activity centre. The cash-in-lieu amount does not need to cover the full cost of providing car parking. Council would not need to construct one car space 	
--	--	---	--	--

			<p>for every space for which cash-in-lieu is paid (due to day time vs night time use).</p> <ul style="list-style-type: none"> • Consideration of equity between existing and future developments noting that historically almost exactly 50% of the existing parking supply being publicly provided. • It is recommended that having regard to the historical 'public' contribution of approximately 50% of the parking supply in the Traralgon activity centre, a discount of 50% is applied to the \$17,000 car space cost, corresponding to a cash-in-lieu contribution rate of \$8,500, or \$8,670 if a 2% administration fee is added. • C94 applies a \$8000 cash-in-lieu figure. <p>ISSUE: Governance of the Car Parking Fund: A Latrobe City Council statutory car parking fund exists where all contributions received are transferred out of consolidated revenue and into a Statutory Carparking Reserve equity account on a monthly basis. The amount in the 'Off Street Parking Contributions Reserve' is reported separately in the Annual Report at 'Note 18 Restricted Assets'; however the Annual Report does not separate this in to townships.</p>	
3	Joanne Campbell	Neutral: The submitter seeks clarification if the Traralgon car parking fund contributions are put aside for upgrades to Traralgon Activity Centre Parking only.	<p>ISSUE: Governance of the Car Parking Fund: See Planning Response Submission Two.</p> <p>ISSUE: Cash-in-lieu contributions to be used inside the Traralgon Activity Centre The Statutory Carparking Reserve account can only be expended inside the respective town activity centres and must meet the requirements of need, nexus, accountability and equity.</p>	No

4	Jeff Andrews	<p>Neutral:</p> <p>The submission relates to 'all day parking options' for Stockland Shopping Centre employees in particular:</p> <ul style="list-style-type: none"> • Council owned Child Care centre on Franklin street (next to old Manny's market site) and future uses. • Potential to fully utilise ASIC parking. • Potential to fully utilise Ryan's Hotel Permit Parking area. 	<p>Noted – Submission relates to Stage 2 Complimentary Measures funded by the 2015/16 financial year as a project to be undertaken by the Community Infrastructure and Recreation Division. Therefore the issues raised are outside the scope of C94.</p>	No
5	Ron Draeger	<p>Neutral:</p> <p>The submission raises a request for RV parking in Morwell.</p>	<p>Noted – Submission relates to Stage 2 Complimentary Measures funded by the 2015/16 financial year as a project to be undertaken by the Community Infrastructure and Recreation Division. Therefore the issues raised are outside the scope of C94.</p>	No
6	Trevor Doultree	<p>Neutral:</p> <p>The submission relates to raising the elevation of the Princes Hwy to form an alternate proposed Traralgon bypass route to allow the creation of new car parking underneath the highway precinct.</p>	<p>Noted – The Traralgon Bypass route has been determined. Submission has been forwarded for comment to VicRoads given the Princes Hwy is a VicRoads managed road. Therefore the issues raised are outside the scope of C94.</p>	No
7	Breed Street Nominees	<p>Objection:</p> <p>The submitter suggests that C94 would impose a financial penalty of \$8,000 per car parking space should the clinic wish to expand in the future and couldn't provide any additional car parking spaces on site.</p> <p>The submitter notes that whilst the same parking overlay is proposed for both Morwell and Traralgon, only Traralgon businesses would have a financial impost to their developments.</p>	<p>ISSUE: Financial penalty for business at 37 and 39 Breed Street Traralgon if it wishes to expand</p> <p>The combination of the reduction of car parking (i.e. 75 of Column B) and existing floorspace to car parking ratio, allows for some expansion of 37 and 39 Breed St without imposing cash-in-lieu contribution; although would involve a consolidation of property titles. Expansions of existing buildings will benefit from the reduction of parking requirements under the Overlay.</p> <p>ISSUE: Why has the cash-in-lieu Contribution being applied to Traralgon and not Morwell: See Planning Response Submission Two.</p>	No

		The submitter questions if there is equity of treatment for Traralgon and Morwell businesses.		
8	Graham Vibert	<p>Objection:</p> <ul style="list-style-type: none"> The submitter has concerns that the <i>Car Parking Framework Review (August 2014)</i> is flawed because there is a car parking issue around Church St Morwell, where the Review demonstrates there is adequate parking. The submitter suggests that past car parking assets and prior cash-in-lieu contributions and the granting of permits with waiver of car parking requirements in Morwell have resulted in car parking pressure around Church St Morwell. 	<p>ISSUE: Car Parking Issues in Church St Morwell: The <i>Car Parking Framework Review</i> – Figure 4 Page 11 shows there is adequate parking in the northern precinct of the Morwell Activity Centre with the majority of the stressed parking located around the railway station. It is noted that the Stage 2 Complimentary Measures may assist with availability of all day car parking in this precinct.</p> <p>Issues relating to past car parking assets and prior cash-in-lieu contributions and the granting of permits with waiver of car parking requirements in precinct have been forwarded to the relevant departments for coordinated detailed response. These issues are outside the scope of Amendment C94.</p>	No
9	Traralgon Chamber of Commerce and Industry (late submission received 30 June 2015)	<p>Objection:</p> <ul style="list-style-type: none"> The submitter has concerns with the \$8000 'cash-in-lieu' payment that developers may be required to pay when initiating new developments in Traralgon, but there is no such provision for cash-in-lieu requirements in Morwell. The submitter views this as an inequitable proposition, particularly in terms of the high rates paid by the Traralgon residents, and the difference in rate collection should be spent on new parking provisions. The submitter has concerns that the <i>Car Parking Framework Review (August 2014)</i> assessment of 	<p>ISSUE: Why has the cash-in-lieu Contribution been applied to Traralgon and not Morwell? – See Submission Two.</p> <p>ISSUE: Deriving the \$8000 cash-in-lieu figure - See Submission Two.</p> <p>ISSUE: The assessment of car parking availability in Traralgon is inadequate as it includes residential areas outside of the core CBD. The assessment of residential land for parking inside the Traralgon Activity Centre was peer reviewed as part of the background documentation for the <i>Car Parking Framework Review (August 2014)</i>. The Review determined it was inappropriate to count residential frontages in the parking supply for Activity Centres, and the original inclusion does not give an accurate picture</p>	

		<p>parking provisions includes parking spaces in residential residential areas outside of the core Traralgon Activity Centre.</p> <ul style="list-style-type: none"> • The submitter has concerns that there is a shortage of short-term parking in the CBD for shoppers. • The submitter believes that Council should build another layer on the Seymour Street Carpark and build another multi-level car park in the Traralgon CBD to increase parking availability. • The submitter requests that parking times need to be reassessed, with a mixture of 1, 2 and all day parking inside the Traralgon CBD. 	<p>of the car parking occupancy levels inside the Activity Centre. The quoted supply of car parking in Traralgon as stated in the <i>Car Parking Framework Review (August 2014)</i> "is based on a reduced 'activity centre' area which excludes on-street parking in streets which are in the Residential Zone, and also excludes all land south of the railway line." (Page 15).</p> <p>The <i>Car Parking Framework Review (August 2014)</i> recommends that Latrobe adopt 75% of the Column B (Clause 52.06) rates. Parking surveys have shown that the surveyed peak parking demand in Traralgon is 62% as a proportion of the full Column B rates. In Morwell the surveyed peak parking demand is 69% as a proportion of the full Column B rates.</p> <p>ISSUE: Lack of short-term car parking in the Traralgon Activity Centre.</p> <p>The <i>Car Parking Framework Review (August 2014)</i> and background reports state that the current parking supply in Traralgon is adequate to meet the current demands. The future floor space predictions for Traralgon indicate that new car parking will be required to be constructed in Traralgon to meet future demands generated by the increase in floor space.</p> <p>The <i>Car Parking Framework Review (August 2014)</i> identifies a number of on-street parking hotspots, particularly in the core retailing areas. Stage Two - Complementary Measures is a separate project and is needed to address issues such as time allocation, all access car parking, permit allocation and a review of parking enforcement practices. These 'Complimentary Measures' is intended to noticeably improve car parking provisions and are essential to improving car parking in Traralgon concurrently with the proposed planning scheme amendment.</p>	
--	--	---	--	--

			<p>Therefore it is noted that this issue relates to Stage 2 Complimentary Measures funded by the 2015/16 financial year as a project to be undertaken by the Community Infrastructure and Recreation Division. Therefore this issue is outside the scope of C94.</p> <p><i>ISSUE: Council needs to build more multi-level parking facilities.</i> The <i>Car Parking Framework Review (August 2014)</i> recommends three locations that are considered to be suitable for further consideration in Traralgon to build more decked car parking (to be funded by future cash-in-lieu contributions). These include:</p> <ul style="list-style-type: none"> • an extra level on the Seymour Street multi-deck carpark (this carpark has been designed to accommodate an additional level in the future), • a decked carpark in the location of existing car parking adjacent to the Post Office (accessed via Deakin Street and Hotham Street), and • a decked carpark in the location of existing public car parking behind Ryan's Hotel (accessed via Church Street and Kay Street). <p><i>ISSUE: Time allocation parking needs to be reassessed.</i> Noted –Relates to Stage 2 Complimentary Measures funded by the 2015/16 financial year as a project to be undertaken by the Community Infrastructure and Recreation Division. Therefore the issues raised are outside the scope of C94</p>	
--	--	--	---	--