



# **LATROBE CITY COUNCIL**

**AGENDA FOR THE  
ORDINARY COUNCIL MEETING**

**TO BE HELD IN NAMBUR WARIGA MEETING ROOM  
CORPORATE HEADQUARTERS, MORWELL  
AT 6.00PM ON  
06 MAY 2019**

**CM532**



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**1. OPENING PRAYER**

*Our Father who art in Heaven, hallowed be thy name. Thy kingdom come, thy will be done on earth as it is in Heaven. Give us this day our daily bread, and forgive us our trespasses, as we forgive those who trespass against us, and lead us not into temptation but deliver us from evil. For the kingdom, the power, and the glory are yours now and forever. Amen.*

**2. 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 Braiakaulung 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.*

**3. APOLOGIES AND LEAVE OF ABSENCE**

**4. DECLARATION OF INTERESTS**

**5. ADOPTION OF MINUTES**

**RECOMMENDATION**

**That Council confirm the minutes of the Ordinary Council Meeting held on 1 April 2019 and Special Council Meeting held on 23 April 2019.**

**6. ACKNOWLEDGEMENTS**

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

**7. PUBLIC PARTICIPATION TIME**

**Public Questions on Notice**

*In accordance with the Council Meeting Policy, members of the public can lodge a question on notice before 12.00 Noon on the day of the Council meeting in order for the question to be answered at the meeting.*

**Public Speakers**

*Members of the public who have registered before 12.00 Noon on the day of the Council meeting are invited to speak to an item on the agenda.*

**8. ITEMS HELD OVER FOR REPORT AND/OR CONSIDERATION/QUESTIONS ON NOTICE**

Date of Council Meeting	Item	Date of Future Council Meeting Report
<b>Chief Executive Office</b>		
13 November 2017	Memorandum of Understanding with the State of Victoria to develop a City Deal	<p><b>19 January 2018</b> A report will be scheduled in 2018</p> <p><b>06 April 2018</b> A further report is scheduled later in 2018.</p> <p><b>20 August 2018</b> No change</p> <p><b>24 October 2018</b> An update report to Council is expected in early 2019.</p> <p><b>17 January 2019</b> Report expected April 2019</p> <p><b>23 January 2019</b> Report scheduled to go to Council on the 1 April 2019</p> <p><b>12 March 2019</b> Report postponed until after the Federal Election.</p>
11 September 2017	2017/14 Morwell / Hazelwood Mine  Confidential under Section 89(2) (e) of the Local Government Act 1989, as it deals with contractual matters.	<p><b>19 October 2017</b> A further report will be scheduled in 2018</p> <p><b>6 April 2018</b> Councillor workshop held 12/02/2018. External consultants to be engaged to provide advice on market opportunities for brown coal. This process has been initiated. A further report will be presented to Council once that advice is</p>

Date of Council Meeting	Item	Date of Future Council Meeting Report
		<p>received.</p> <p><b>4 June 2018</b></p> <p>A report was presented to Council Meeting.</p> <p><b>21 June 2018</b></p> <p>A report, market opportunities for brown coal due at Councillor Briefing 17 September 2018 and a further report to Council Meeting 1 October 2018.</p> <p><b>20 August 2018</b></p> <p>No change</p> <p><b>24 October 2018</b></p> <p>Report is due to be finalised by the end of 2018. The report to Council is expected in early 2019.</p> <p><b>17 January 2019</b></p> <p>Report expected April 2019.</p> <p><b>12 March 2019</b></p> <p>Report now expected May/June 2019.</p>
<b>City Development</b>		
05 February 2018	Signage on Overhead Bridges on Freeway	<p><b>08 February 2018</b></p> <p>A report is anticipated at 05 March 2018 Council Meeting.</p> <p><b>08 March 2018</b></p> <p>A report to Council will be prepared for a future Council meeting once a response is received from Vic Roads.</p> <p><b>06 June 2018</b></p> <p>A further report is due September 2018.</p>

Date of Council Meeting	Item	Date of Future Council Meeting Report
		<p><b>21 August 2018</b></p> <p>Anticipated report for the September 2018 is re-scheduled for November 2018.</p> <p><b>24 October 2018</b></p> <p>Report to Council potentially delayed until February 2019.</p> <p><b>23 January 2019</b></p> <p>Report scheduled to go to Council on the 1 April 2019</p> <p><b>20 March 2019</b></p> <p>Report rescheduled to the 6<sup>th</sup> May 2019</p>
03 April 2018	Future Use of the Visitor Information Centre Building	<p><b>04 April 2018</b></p> <p>The resolution is noted. A report outlining options for the future use of the existing Visitor Information Centre building in Traralgon will be presented to Council closer to the transition of the service to the foyer of the new performing arts centre (Latrobe Creative Precinct).</p> <p><b>20 July 2018</b></p> <p>No further updates - Update to be provided as the opening of the LCP approaches.</p>
23 October 2017	<p>Development Proposal - Expression of Interest</p> <p>Confidential under Section 89(2) (d) (e) of the Local Government Act 1989, as it deals with contractual matters; AND</p>	<p><b>19 January 2018</b></p> <p>A report will be scheduled as required.</p> <p><b>08 February 2018</b></p> <p>A report is anticipated at 05 March 2018 Council Meeting.</p> <p><b>09 March 2018</b></p> <p>Presentation to occur at a Councillor Briefing on 26 March 2018.</p>

Date of Council Meeting	Item	Date of Future Council Meeting Report
	proposed developments.	<p><b>24 July 2018</b></p> <p>Briefing report has been prepared for 30 July 2018.</p> <p><b>17 January 2019</b></p> <p>As per Council Decision 23/10/2017, a further report is required – Pending Scheduling</p> <p><b>13 February 2019</b></p> <p>Report will be scheduled once an update is available.</p>
23 October 2017	<p>Gippsland Logistics Precinct Potential Business Opportunity</p> <p><i>Confidential under Section 89(2) (e) of the Local Government Act 1989, as it deals with proposed developments.</i></p>	<p><b>05 December 2017</b></p> <p>A report will be presented to Council in 2018.</p> <p><b>20 July 2018</b></p> <p>A report will be presented to Council later in 2018.</p> <p><b>24 October 2018</b></p> <p>Council Report to be presented on 5 November 2018.</p> <p><b>05 November 2018</b></p> <p>A further report to be presented to Council.</p> <p><b>24 April 2019</b></p> <p>Awaiting information to collate into a report for a council Meeting.</p>
03 September 2018	Amendment C105 to the Latrobe Planning Scheme – Consideration of submissions and request appointment of Planning panel	<p><b>3 September 2018</b></p> <p>A report will be presented to Council later in 2018.</p> <p><b>24 October 2018</b></p> <p>Report to be tabled February 2019.</p>

Date of Council Meeting	Item	Date of Future Council Meeting Report
		<p><b>23 January 2019</b></p> <p>Report to go to Council Briefing on the 18 February 2019</p> <p><b>13 February 2019</b></p> <p>Report rescheduled to go to Council Briefing on the 18 March 2019</p> <p><b>20 March 2019</b></p> <p>Report Rescheduled to go to 06 May 2019 Council Meeting</p> <p><b>18 April 2019</b></p> <p>Completed. Report listed in the 6 May 2019 agenda for decision.</p>
<b>Community Services</b>		
<p>04 December 2017</p>	<p>Potential changes to Aged &amp; Disability Services and their impact on Council</p> <p>Confidential under Section 89(2) (h)</p> <p>Any other matter which council or special committee considers would prejudice the council or any person.</p>	<p><b>17 January 2018</b></p> <p>A future report is required in March 2018.</p> <p><b>20 June 2018</b></p> <p>Final report from consultant due December 2018.</p> <p><b>10 December 2018</b></p> <p>A further report on the future of Aged Services will be presented in February 2019</p> <p><b>16 January 2019</b></p> <p>Second Briefing Paper to be presented to Councillors in February 2019</p> <p><b>01 March 2019</b></p> <p>Final report for decision to be presented to Council in April 2019</p> <p><b>24 April 2019</b></p>



Date of Council Meeting	Item	Date of Future Council Meeting Report
		Report scheduled for the 03 June 2019
<b>Corporate Services</b>		
25 May 2015	MAV Workcare Self Insurance  Confidential under Section 89(2) (e) of the Local Government Act 1989, as it deals with contractual matters.	<b>14 March 2017</b>  A report to Council is scheduled for the end of the current financial year.  <b>18 July 2017</b>  A report will be presented to Council in 2020/2021 Financial Year.
11 September 2017	Proposed Road Renaming - Ashley Avenue, Morwell	<b>20 September 2017</b>  Pending further discussions before a report is rescheduled for decision.  <b>9 August 2018</b>  A report for Council to consider the submissions received is being prepared for the September Meeting.  <b>17 September 2018</b>  A further report will be determined after Councillor speaks with property owner.  <b>17 January 2019</b>  Report expected to council in April 2019  <b>13 February 2019</b>  Report pending scheduling.

<b>Date of Council Meeting</b>	<b>Item</b>	<b>Date of Future Council Meeting Report</b>
05 November 2018	Representation and Participation of Traditional Owners on Council Committees	<b>05 November 2018</b> A progress report on implementation will be submitted to Council in the first quarter of 2019.
03 December 2018	Accumulated Cash Surplus – Surplus Allocation 2018/19	<b>03 December 2018</b> A future report to be provided to Council on options for any future Latrobe City Council intern program beyond July 2019. <b>22 January 2019</b> Report to come to council 2019 – Pending scheduling
18 March 2019	2019/03: Options for Englobo Land	<b>18 April 2019</b> Report listed in the 6 May 2019 agenda for decision.
18 March 2019	2019/04: Request for a report on Government and Council funding	<b>18 April 2019</b> Report to be scheduled.
01 April 2019	2019/20 Draft Budget (including fees & charges)	<b>18 April 2019</b> Submissions to be heard at a Special Council Meeting scheduled for 13 May 2019.
<b>Infrastructure &amp; Recreation</b>		
03 April 2018	2018/05 - MacPherson Road, Moe	<b>06 April 2018</b> A briefing report will be prepared for 23 July Briefing 1 Session with a final report for decision presented to Council at the 6 August Council Meeting.

Date of Council Meeting	Item	Date of Future Council Meeting Report
		<p><b>13 June 2018</b></p> <p>Report being reviewed after division check in.</p> <p><b>05 July 2018</b></p> <p>A new report is being prepared for the 6 August Council meeting.</p> <p><b>03 April 2019</b></p> <p>This Report was submitted to council on the 03 September 2018</p>
03 September 2018	2018/11 Explore alternate options available to replace the supply and use of single use water bottles	<p><b>3 September 2018</b></p> <p>A report will be presented to a Council Meeting later in 2018.</p> <p><b>8 October 2018</b></p> <p>Revised Target Date: 04 Mar 2019</p> <p><b>23 January 2019</b></p> <p>Report scheduled to go to Council on the 1 April 2019</p> <p><b>20 March 2019</b></p> <p>Report Deferred pending scheduling.</p>
01 April 2019	Moe Keenagers - Project Update	<p><b>18 April 2019</b></p> <p>Report to be scheduled.</p>
01 April 2019	Delegate Authority to the Chief Executive Officer to Award Stage 4 of the Traralgon to Morwell Shared Path	<p><b>18 April 2019</b></p> <p>Report to be scheduled.</p>

Any proposed timings of reports listed above advised up to 24 April 2019 have been included in the table. Items are removed only once a report has been tabled at Council and advised accordingly.

Any further updates after this time will be provided in the next Council Meeting Agenda.

# **NOTICES OF MOTION**

**9. NOTICES OF MOTION**

**9.1 2019/06: TIMBER RELEASE PLAN**

**Cr Dale Harriman**

I, Cr Harriman, hereby give notice of my intention to move the following motion at the Council Meeting to be held on 06 May 2019

**That Council write to the Premier and Minister for Regional Development, Jacklyn Symes:**

- 1. Expressing Council's disappointment that:**
  - a) There is no new land nominated for plantation timber and the Crown land identified for the plantation area is land that has previously been utilised by a private operator, who had been denied further utilisation;**
  - b) There has been no discussion with Council in relation to the species of trees that are to be planted in these plantations;**
  - c) The proposed area is 550 hectares in total, yet the Government is proposing to remove 5,000 hectares from the area available for native timber harvesting; and**
  - d) The Timber Release Plan is only for one year.**
- 2. Requesting that a review be undertaken and a five year Timber Release Plan be developed and released immediately.**

(Signed)

Cr Harriman  
01 May 2019

**Attachments**  
Nil

# **ITEMS REFERRED BY THE COUNCIL TO THIS MEETING FOR CONSIDERATION**

**10. ITEMS REFERRED BY THE COUNCIL TO THIS MEETING FOR  
CONSIDERATION**

**Agenda Item: 10.1**

**Agenda Item: Morwell Power Plant Heritage Interpretation Plan**

**Sponsor: General Manager, City Development**

**Council Plan Objective: Ensure Council operates openly, transparently and responsibly.**

**Status: For Decision**

**Proposed Resolution:**

**That Council:**

- 1. Endorse 'in principle' the proposed location of the interpretation signage pending the outcome of further community consultation undertaken by Sue Hodges Productions, including a presentation to the Future Morwell Steering Committee;**
- 2. Endorse 'in principle' the concept of two sculptures - the asbestos illness memorial and mine workers' commemorative memorial subject to further community consultation for the two sculptures and their locations being undertaken by Sue Hodges Productions including a presentation to the Future Morwell Steering Committee;**
- 3. Work with Energy Brix Australia Corporation Pty Ltd and Sue Hodges Productions to find appropriate locations for the sculptures;**
- 4. Assist Energy Brix Australia Corporation Pty Ltd with the distribution of the illustrated history and podcasts through Council's libraries; and**
- 5. A further report be provided to Council about the outcome of the community consultation.**

**Executive Summary:**

Sue Hodges Productions (SHP) on behalf of Energy Brix Australia Corporation Pty Ltd (Energy Brix) has produced a Heritage Interpretation Plan (the Plan) for the Morwell Power Station and Briquette Factories (the power station) located at 412 Commercial Road, Morwell as a condition of the demolition permit granted by Heritage Victoria.



The Plan requests Council's involvement in five of the recommendations, these include:

- Endorsement to place interpretative signage around Morwell in Council approved locations;
- Endorsement to locate two different sculptures (two of the recommendations) around Morwell in Council approved locations pending further community consultation and alignment with Council's *Plaques and Memorials on Public Infrastructure and Open Space Policy* and *Public Art Policy*;
- Assistance with the electronic distribution of media related to the history of the power station; and
- Endorsement of the development of a new themed playground in Morwell.

The playground is not supported by Council officers as it not consistent with Latrobe City's *Play Space Strategy*, Morwell currently having a regional level play space and concerns over ongoing maintenance costs.

Council is not expected to incur any costs in the development or installation of these recommendations. However, some minor ongoing maintenance costs may occur.

It is expected that these recommendations from the Plan will contribute positively to the community's development as it engages the public with the area's industrial heritage.

#### **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*.

#### **Background:**

The Morwell Power Station and Briquette Factories are located at 412 Commercial Road, Morwell and until 2014 were used to produce electricity and briquettes by Energy Brix. HRL Limited, the site owner under the name Energy Brix, was placed into voluntary administration in 2015. On 26 May 2017, the Executive Director of Heritage Victoria made a recommendation to the Heritage Council to include the Morwell Power Station and Briquette Factories as a Heritage Place on the Victorian Heritage Register (VHR). The recommendation was made following an Interim Protection Order issued by Heritage Victoria preventing demolition of the buildings.

On 10 July 2017, Council resolved to:

*Endorse the submission to Heritage Council Victoria regarding the recommendation to include in the Victorian Heritage Register the Morwell Power Station and Briquette Factories at 412 Commercial Road, Morwell.*

The submission objected to the Morwell Power Plant and Briquette Factory being included on the VHR over concern that it may impact on Council's resources.

However, the Morwell Power Station and Briquette Factory (the Power Station) was still included on the Victoria Heritage Register (H2377) on 1 March 2018. Heritage Victoria then granted a demolition permit on 6 June 2018 for the site to allow for the demolition of the Morwell Power Station and ancillary buildings. The Briquette Factories and their ancillary buildings are not included as part of the demolition permit.



Fig 1: Aerial showing area to be demolished

The permit was granted subject to conditions (attachment 1). The permit conditions for the demolition of the Power Station include:

- An archival photographic survey;
- A heritage interpretation plan to be prepared which shows the history and operation of the power station and briquette factories.
- Recording of oral histories;
- 3D modelling of the site;
- Historic and contemporary video recordings;
- Significant equipment and machinery must be retained and offered to cultural institutions such as PowerWorks; and
- The retention of technical and administrative records for research and archival purposes.

It is noted that these actions can be undertaken without the endorsement of Council and form part of the Plan.

As the Power Station is to be demolished the heritage of the place has to be preserved in other ways. As such, interpretation plans are an essential first step in planning for heritage sites. They set the vision for how the heritage is communicated to different audiences.

SHP has been engaged by Energy Brix to prepare the Heritage Interpretation Plan the Plan for the Power Station.

The Plan (attachment 2) is comprehensive in nature and includes strategic positioning; an analysis of the tourism potential for a major visitor centre associated with the Power Station; historical research; themes and stories; and recommended interpretive works. The Plan has been approved and endorsed by Heritage Victoria.

The Plan outlines a number of elements to protect the heritage value of the Power Station and meet the demolition permit conditions, these include:

- A short history of the Power Station;
- An education kit;
- Oral and video histories of former Power Station workers and people associated with the Power Station; and
- A podcast: 'Fight for the Power Station'.

These all been funded by Energy Brix. All of the above items have been completed or are nearing completion.

SHP has identified ways that interpretive works based on the history of the Power Station can assist in building social and economic capacity in Morwell and the wider Latrobe Valley. These value-add works are outside the current scope of works commissioned by Energy Brix as they are not a condition of the demolition permit. However, Energy Brix is interested in working with Council to develop the following ideas both for Morwell and wider regional tourism. These include:

- Themed signage along the shared pathway in Morwell between Hoyle and McDonald Streets;
- A sculpture for victims of mining-related illnesses;
- Assistance with the electronic distribution of various media;
- A commemorative sculpture of the mine workers; and
- A themed playground.

A themed playground was not supported by council officers at this point in time, as it was not consistent with the *Play Space Strategy* and Morwell currently has a regional level play space. However, the recommendation has been retained in the Plan as it was noted by council officers that if a playground needed to be updated in the future, there was an opportunity to incorporate the theme into the upgrade and for Energy Brix to fund this upgrade.

If the signage location was endorsed by Council, signs could be installed in March / April 2019.

The interpretative signs (attachment 3) are intended to be at a high quality so that they do not fade over their lifetime of 10 years and will be coated in an anti-graffiti coating.

A concept for the sculptures will need to be developed through consultation with stakeholders and an appropriate location will need to be identified. SHP will progress consultation for the sculptures if Council provide 'in principle' support for a sculpture at a location identified and agreed to by Council. SHP and Energy Brix will then work with Council to ensure that the design and the location of the two sculptures are in alignment with Council's *Plaques and Memorials on Public Infrastructure and Open Space Policy* and any other relevant policy at that point in time.

#### **Reasons for Proposed Resolution:**

The following options are available in proceeding with the Plan;

- Seek endorsement in principle for the locations of the interpretative signage and to commence consultation of the value-add options with the community;
- Due to the operational nature of the Plan, the CEO prepare a letter supporting elements within the Plan that requires Council's input in principle; or
- Not endorse the Plan

Energy Brix will still meet the demolition permit requirements if the plan is not endorsed by Council.

However, due to the likely community interest, it is recommended that Council endorse the interpretative signage and endorse SHP proceeding to formal community consultation.

#### **Issues:**

##### *Strategy Implications*

Elements of the Heritage Interpretation Plan meet the Council Plan objectives:

- Provide a connected, engaged and safe community environment, which is improving the well-being of all Latrobe City citizens.
- Grow the civic pride of our municipality and solidify Latrobe City's image as a key regional city.

The Heritage Interpretation Plan identified that members of the community felt like their contribution towards Morwell and the role that the Morwell Power Plant and Briquette Factory were devalued and were not a celebrated part of Morwell's history.

Council has the opportunity to help facilitate connecting the community with Morwell's industrial heritage.



### *Communication*

If the elements of the Plan are endorsed in principle, community consultation for the sculptures will be undertaken by SHP on behalf of Energy Brix. Council is expected to participate as an interested stakeholder in determining an appropriate design and location of the two sculptures are in alignment with Council's *Plaques and Memorials on Public Infrastructure and Open Space Policy* and any other relevant policy at that point in time.

Community consultation is expected to be undertaken in early 2019.

A further Council report should be provided by the appropriate team on the outcome of the community consultation.

### *Financial Implications*

Stage 1 works have all been funded by Energy Brix.

Aside from the sculpture for victims of mining-related illnesses, stage 2 works are yet to be funded. However, funding bodies have been contacted by SHP to seek grants to commence these works.

The interpretative signs have a 10 year life span, at the end of the 10 year lifetime, Council has the option to keep the signs where all related costs will become Council's responsibility or if Council decides to not keep the signs then PowerWorks have offered to take them at that time.

Some minor maintenance costs may be incurred by Council, as the design and location of the sculptures is unknown, financial implications cannot accurately be determined.

### *Risk Analysis*

<b>Identified risk</b>	<b>Risk likelihood*</b>	<b>Controls to manage risk</b>
Negative perception of Council not acting to support community enhancements.	3 - Possible	Participate in community consultation held by SHP.
Ongoing maintenance costs that Council incur	5 – Almost certain	To present options to Council on possibilities for the signage after their 10 year life span this could be either retaining them and Council taking on the maintenance costs or relocating them to PowerWorks.  Work with SHP to mitigate any significant ongoing

		costs
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### *Legal and Compliance*

The Heritage Interpretation Plan is a requirement of the demolition permit granted under section 102 of the *Heritage Act 2017*. The Plan has been endorsed and approved by Heritage Victoria. The content of the podcasts and illustrated history have been endorsed by Heritage Victoria as well.

However, the actions that require Council involvement are in addition to the requirements of the demolition permit. Council has no obligation to proceed with them.

### *Community Implications*

Council may be seen to acknowledge the role that coal and the industrial heritage has played in shaping Morwell and the wider municipality.

Members of the public that feel like they have been ignored may feel engaged and acknowledged. On the opposite side, there have been a number of objections (3) of the content within the Plan, however the content of the Plan, the content within the illustrated history and the podcasts have been peer reviewed and endorsed by Heritage Victoria.

The interpretation of Morwell's industrial heritage within the town centre may facilitate greater public interest in the municipality's coal heritage.

### *Environmental Implications*

The elements of the Heritage Interpretation Plan that require Council's endorsement are not anticipated to have an environmental impact.

### *Consultation*

Targeted stakeholders were consulted with in preparing the Plan. Stakeholders included:

- Latrobe City Council officers;
- Moe and District Historical Society;
- Morwell Historical Society;
- Traralgon and District Historical Society;
- Yallourn Association;
- Asbestos Council of Victoria;
- Engineers Australia;
- Centre for Gippsland Studies, Federation University; and
- Individual residents, including former workers, and businesses affected by the development.

The first draft Heritage Interpretation Plan was circulated internally among the Development Assessment Team (including members of the Recreation, Infrastructure, Statutory Planning and Strategic Planning teams), Community Resilience and the Communications team. Feedback was provided back to SHP and incorporated into the final document.

Should the recommendations within the Plan be endorsed, formal community consultation will be undertaken by Energy Brix and SHP for the two sculptures.

*Other*

The Heritage Interpretation Plan is a permit requirement for the Morwell Power Station and Briquette Factory. It is recommended that Council:

- Provide in principle support for the proposed location of the interpretation signage;
- Provide in principle support for public consultation (including with Council) to be undertaken for the two sculptures; and
- Facilitate the distribution of the illustrated history and podcasts through Council's libraries.

If this in principle support is provided for these recommendations the next steps would include:

- SHP presenting the signs and sculpture concepts to the Future Morwell Steering Committee;
- Relevant council officers working with SHP to ensure designs and locations meet relevant Council policies;
- SHP undertaking community consultation on the designs of the two sculptures; and
- A further Council report being presented to Council on the outcome of the consultation by the relevant Council department.

**Supporting Documents:**

H2377 Victoria Heritage Database Report - Morwell Power Station and Briquette Factory

A History of Morwell Power Station and Briquette Factories

**Attachments**

- 1 [↓](#). Demolition Permit for The Morwell Power Plant and Briquette Factory
- 2 [↓](#). Morwell Power Plant and Briquette Factory Heritage Interpretation Plan
- 3 [↓](#). Morwell Power Plant and Briquette Factory Interpretative Signage

## **10.1**

### **Morwell Power Plant Heritage Interpretation Plan**

<b>1</b>	<b>Demolition Permit for The Morwell Power Plant and Brikette Factory .....</b>	<b>26</b>
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Heritage Act 2017

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HERITAGE  
PERMIT  
GRANTED UNDER SECTION 102 OF THE  
HERITAGE ACT 2017

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Permit No.: P28546

Owner/s: Energy Brix Australia Corporation PL  
c/o Mr Ian Carson as Liquidator  
181 William Street  
MELBOURNE VIC 3000

NAME OF PLACE/OBJECT: MORWELL POWER STATION AND BRIQUETTE FACTORY

HERITAGE REGISTER NUMBER: H2377

LOCATION OF PLACE/OBJECT: 412 COMMERCIAL ROAD MORWELL

**THE PERMIT ALLOWS:** *Demolition of the Morwell Power Station and ancillary buildings to the extent of the buildings and structures shown generally in the yellow lined area on the annotated aerial photograph submitted with the application titled 'Morwell Power Station and Briquette Factories: proposed demolition yellow'. The Briquette Factories and their ancillary buildings are not included.*

**THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:**

Conditions 1 to 7 must be satisfied prior to the commencement of any demolition works approved by this permit (other than where it is specified for completion within the period of validity of the permit).

Demolition details

1. A demolition plan and methodology clearly showing buildings and structures to be demolished must be submitted for endorsement by the Executive Director and when endorsed forms part of the permit.

Recording and interpretation

2. An archival quality photographic survey is to be prepared to record all buildings, structures and other elements that will be demolished, including aerial photographs, and their relationship to the structures that will be retained. The survey is to be prepared in accordance with the Heritage Council/Heritage Victoria Technical Note entitled "Photographic Recording for Heritage Places and Objects", (available on the Heritage Council website or from Heritage Victoria on request). Two copies of the completed photographic survey are to be produced with one copy submitted to the Executive Director, Heritage Victoria for approval in writing. On approval of the first copy the second copy is to be lodged with the La Trobe Picture Collection, State Library of Victoria. The lodgement receipt or a copy thereof is then to be provided to the Executive Director, Heritage Victoria.
3. A Heritage Interpretation Program showing the history and operation of the Power Station and Briquette Factories, the stories of the workers including recognition of minority communities and suffering associated with the place, and the significance of the place to the Latrobe Valley community, is to be prepared and approved in writing by the Executive Director, Heritage Victoria. The Heritage Interpretation Program is to be prepared by a suitably qualified interpretation specialist and is to provide as a minimum: adequate pictorial and textual information; video and/or audio recordings of oral histories with former workers; 3D virtual recording and modelling of the whole site including the Briquette Factories and associated buildings; and historic and contemporary video recordings of the place. Opportunities must be explored to incorporate the Heritage Interpretation Program with the outcomes

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of Condition 4. The Heritage Interpretation Program must be implemented to the satisfaction of the Executive Director, Heritage Victoria within the period of validity of this permit.

4. Significant equipment and machinery, including the control room equipment and its fit out must be offered to local cultural institutions such as PowerWorks and Gippsland Heritage Park for retention and curation. EBAC must cover reasonable costs associated with relocation of items. Evidence must be submitted to the satisfaction of the Executive Director, Heritage Victoria, demonstrating what attempts have been made to rehouse these items.
5. A proposal, in written form, for the retention of technical and administrative records for research and archival purposes, including records, indexes, documents, drawings, photographs and microfilm associated with the former use of the Power Station and Briquette Factories, and copies of reference books and reports that set out the design of the site and information on Latrobe Valley briquetting, must be submitted for endorsement by the Executive Director, Heritage Victoria and once endorsed must be completed within the period of validity of this permit.

**Conservation works and financial security**

6. The name of a suitably qualified and experienced heritage consultant must be nominated in writing for endorsement by the Executive Director Heritage Victoria.
7. Prior to the commencement of any of the works, and pursuant to Section 103 of the *Heritage Act 2017*, security will be required to ensure the satisfactory completion of the urgent repair works required under Condition 9. The form and amount of security is to be resolved between the applicant and the Executive Director, Heritage Victoria, and to the satisfaction of the Executive Director, Heritage Victoria. The security shall be released on written application to the Executive Director, Heritage Victoria; subject to completion of the urgent repair works under Condition 8 to the satisfaction of the Executive Director, Heritage Victoria.
8. Within 12 months of the commencement of the permit the heritage consultant appointed pursuant to Condition 6 must prepare a Conservation Management Plan, Condition Report and schedule of urgent repairs and conservation works required to the exteriors of the Briquette Factories A, B, C and D to ensure the buildings are secure and to prevent further deterioration, to the satisfaction of the Executive Director, Heritage Victoria. Once endorsed the works must be carried out within the period of validity of this permit, and in accordance with a further permit or exemption under the *Heritage Act 2017*.
9. The heritage consultant appointed pursuant to Condition 6 is to provide advice during the carrying out of the permit approved site-wide works in all instances where significant building fabric is impacted by refurbishment, conservation or repair works. The heritage consultant shall advise the permit holder on appropriate means of achieving best conservation practice.
10. The heritage consultant appointed pursuant to Condition 6 shall prepare reporting to demonstrate compliance with the conditions of this permit. Reporting shall be submitted to the satisfaction of the Executive Director, Heritage Victoria, on a quarterly basis or more frequently if required.
11. At the conclusion of the works approved by this permit a written assessment by the heritage consultant referred to in Condition 6, 8, 9 and 10 must be provided to the Executive Director, Heritage Victoria showing the extent to which the works to the retained significant buildings and structures in general complied with best conservation practice.

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Other Matters



12. This permit shall expire if the permitted works have not commenced within two years of the date of issue of this permit, and are not completed within four years of the date of issue of this permit unless otherwise agreed in writing by the Executive Director, Heritage Victoria.
13. The Executive Director is to be given five working days' notice of the intention to commence the approved works.
14. Approved works or activities are to be planned and carried out in a manner which prevents damage to the registered place / object. However, if other previously hidden original or inaccessible details of the object or place are uncovered, any works that may affect such items must immediately cease. The Executive Director, Heritage Victoria must be notified of the details immediately to enable Heritage Victoria representatives to inspect and record the items, and for discussion to take place on the possible retention of the items, or the issue of a modified approval.
15. All works must cease and Heritage Victoria must be contacted if historical archaeological artefacts or deposits are discovered during any excavation or subsurface works. Should any munitions or other potentially explosive artefacts be discovered, Victoria Police is to be immediately alerted and the site is to be immediately cleared of all personnel.
16. The Executive Director, Heritage Victoria must be informed when the approved works have been completed.

NOTE THAT PERMISSION HAS BEEN GIVEN FOR INSPECTIONS OF THE PLACE OR OBJECT TO BE UNDERTAKEN DURING THE CARRYING OUT OF WORKS, AND WITHIN SIX (6) MONTHS OF NOTIFICATION OF THEIR COMPLETION.

TAKE NOTICE THAT ANY NATURAL PERSON WHO CARRIES OUT WORKS OR ACTIVITIES NOT IN ACCORDANCE WITH THE PERMIT OR CONDITIONS IS GUILTY OF AN OFFENCE AND LIABLE TO A PENALTY OF 120 PENALTY UNITS (\$19,028 AS AT NOVEMBER 2017) OR IN THE CASE OF A BODY CORPORATE 600 PENALTY UNITS (\$95,142 AS AT NOVEMBER 2017) UNDER SECTION 104 THE HERITAGE ACT 2017 (THE ACT).

WORKS UNDERTAKEN WITHOUT A PERMIT OR PERMIT EXEMPTION CAN INCUR A FINE OF UP TO 4800 PENALTY UNITS (\$761,136 AS AT NOVEMBER 2017) FOR A NATURAL PERSON OR 5 YEARS IMPRISONMENT OR BOTH AND UP TO 9600 PENALTY UNITS (\$1,522,272 AS AT NOVEMBER 2017) IN THE CASE OF A BODY CORPORATE UNDER SECTION 87 OF THE ACT.

THE ATTENTION OF THE OWNER AND/OR APPLICANT IS DRAWN TO THE NEED TO OBTAIN ALL OTHER RELEVANT PERMITS PRIOR TO THE COMMENCEMENT OF WORKS.

Date Issued:  6 - 6 - 18	Signed by the Executive Director, Heritage Victoria: 	
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**Heritage Act 2017****IMPORTANT INFORMATION ABOUT THIS PERMIT**

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**WHAT HAS BEEN DECIDED?**

The Executive Director has issued a permit under section 102 of the *Heritage Act 2017*.

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**WHEN DOES THE PERMIT BEGIN?**

The permit operates from a day specified in the permit.

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**WHEN DOES A PERMIT EXPIRE?**

A permit expires if -

- \* the development or any stage of it does not start within the time specified in the permit; or
- \* the development or any stage is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit.

The expiry of a permit does not affect the validity of anything done under that permit before the expiry.

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**WHAT ABOUT REVIEW OF THE DETERMINATION?**

The applicant or the owner of a registered place or registered object may ask the Heritage Council of Victoria to review any condition of a permit imposed by the Executive Director on a permit issued under Section 102 of the Heritage Act 2017.

A request must -

- \* be in writing; and.
- \* be lodged within 60 days after the permit is issued.

Review request forms can be downloaded at:

<http://heritagecouncil.vic.gov.au/hearings-appeals/permit-appeals/permit-appeals-explained/>

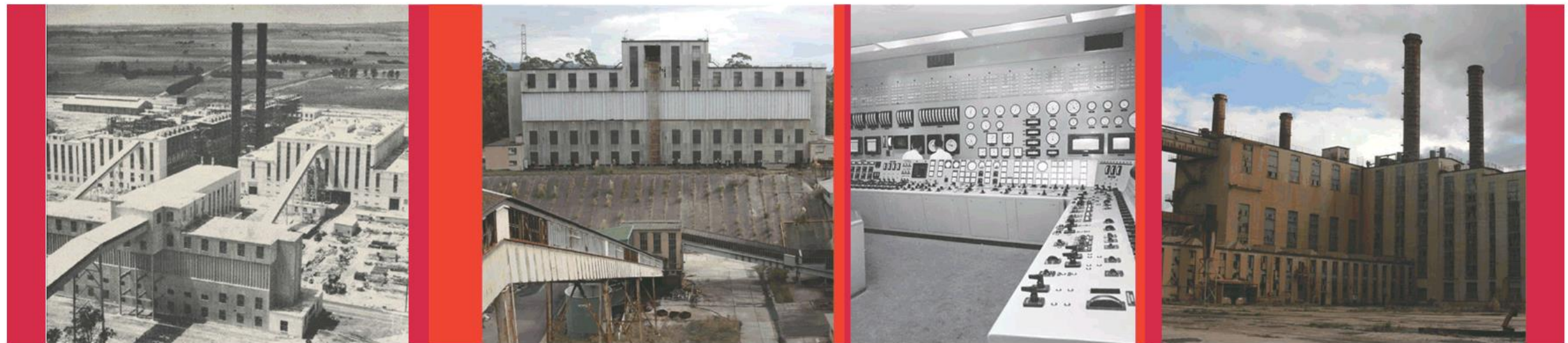
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# Morwell Power Station and Briquette Factories Heritage Interpretation Plan

16 August 2018



Morwell Power Station and Briquette Factories

Acknowledgements

ACKNOWLEDGMENT  
OF COUNTRY

We Acknowledge the Traditional Custodians and First Peoples of this Land and pay our respects to Elders, past and present.

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# Morwell Power Station and Briquette Factories

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# Executive Summary

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# Morwell Power Station and Briquette Factories

## Executive Summary

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### 1. Executive Summary

In April 2018 SHP (Sue Hodges Productions Pty Ltd) was commissioned by Energy Brix Australia Pty Ltd, the owner of Energy Brix Power Station, formerly the Morwell Power Station and Briquette Factories, to prepare an Interpretation Plan for the site.

Morwell Power Station and Briquette Factories is historically significant to the State of Victoria. Its significance relates to the built structure as well as its association with the power generation industry of the Latrobe Valley and the people who lived, worked and continue to live in the area.

Morwell Power Station and Briquette Factories was constructed by the State Electricity Commission of Victoria (SEC/SECV) between 1949 and 1959 to supply Victoria's electricity needs. The Power Station closed in 2014, but the Briquette Factories is still operational. Today, the site is associated with a number of contemporary community issues. These include serious health problems and unemployment as the coal-based power industry that formed the backbone of the region closes down. In June 2018, Heritage Victoria gave EBAC Remediation permission to demolish the Power Station due to the extensive amounts of asbestos contained within its structures.

This Interpretation Plan was commenced prior to Heritage Victoria deciding to allow demolition of the Power Station and while there was significant public debate about the future of the site. Therefore, this document includes an analysis of best practice approaches to interpretation of industrial heritage sites that are intact, as well as those that have been modified or demolished. The Interpretation Plan comprises:

- A history of Morwell Power Station and Briquette Factories including a review of contemporary community issues associated with the site
- Document review
- Strategic positioning and best practice analysis for interpretation of the site
- Thematic matrix
- Recommendations for interpretive media, including proposed content and design
- Appendix: Community Engagement Plan

# Statement of Significance

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## Morwell Power Station and Briquette Factories

### Statement of Significance

## 2. Statement of Significance

On 12 February 2018, the Heritage Council of Victoria determined that Morwell Power Station and Briquette Factories were of cultural heritage significance to the State of Victoria and should be included in the Victorian Heritage Register.<sup>1</sup>

This includes the power station, two briquette factories, coal transportation systems, storage areas and ancillary buildings.

Morwell Power Station and Briquette Factories is listed on the Victorian Heritage Register (VHR) under the *Heritage Act 1995* (VHR Number H2377). The Victorian Heritage Register's Statement of Significance for Morwell Power Station and Briquette Factories is as follows:

The Morwell Power Station and Briquette Factories is significant at the State level for the following reasons:

The Morwell Power Station and Briquette Factories is historically significant as the centrepiece of the Victorian Government's post-WWII strategy to revitalise Victoria's economic growth through the development of the Latrobe Valley by the State Electricity Commission of Victoria (SECV) into the state's principal power and energy producing region. Built between 1949 and 1959, it was the second of Victoria's large-scale power stations (the first being the Yallourn Power Station which started powering Melbourne in 1924). With the demolition of Old Yallourn between 1995 and 1999, Morwell is now the earliest surviving large-scale power station designed to provide electricity to the state electricity network. The Morwell Power Station and Briquette Factories site has remained largely intact since the 1950s and demonstrates the processes of brown coal electricity generation and briquette production which underpinned Victoria's postwar industrialisation. [Criterion A]

The Morwell Power Station and Briquette Factories is rare for containing the only remaining, intact assemblage of briquetting machinery from the mid-twentieth century in Victoria. The boilers used in the production of electricity at the Morwell Power Station are rare examples of water tube boilers which have been specifically adapted for the burning of brown coal. [Criterion B2]

The Morwell Power Station and Briquette Factories is a highly intact example of a mid-twentieth century power station and briquetting factory. It contains buildings and machinery which demonstrate the 'start to finish' production phases related to brown coal electricity generation and transmission, and briquette manufacture. Few substantial alterations have been made since the 1950s and the place demonstrates a high level of integrity, allowing a strong understanding of the industrial processes for which the place was built. [Criterion D]

The Morwell Power Station and Briquette Factories is historically significant for its association with the State Electricity Commission of Victoria (SECV). Built between 1949 and 1959, the Power Station and Briquette Factories was the centrepiece of the Victorian Government's post-WWII strategy to revitalise Victoria's economic growth through the development of the Latrobe Valley into the state's principal power and energy producing region. The SECV lead this development process which underpinned the industrialisation of Victoria during the second half of the twentieth century. [Criterion H]

The significance includes the interiors of the buildings and all plant equipment.<sup>3</sup>

## 2.1 Thresholds

The Heritage Council Registrations Committee determined that Morwell Power Station and Briquette Factories should be included in the Register because it met the State-level threshold for inclusion under the following Criteria:

### A Importance to the course, or pattern, of Victoria's cultural history

This is the earliest surviving range type high-pressure power station connected to the state electricity network that is associated with the economic development of the Latrobe Valley.

### B Possession of uncommon, rare or endangered aspects of Victoria's cultural history

The briquette machinery is the only remaining intact assemblage from the mid-20<sup>th</sup> century in Victoria and the boilers are rare examples that have been adapted specifically for the burning of brown coal.<sup>4</sup>

### D Importance in demonstrating the principal characteristics of a class of cultural places or environments

The Morwell Power Station and Briquette Factories is a largely intact example of a mid-20th century power station that has had few alterations since the 1950s.

### H Special association with the life or works of a person, or group of persons, of importance in Victoria's history.

Morwell Power Station and Briquette Factories is closely associated with the State Electricity Commission in Victoria, which was a state-run institution tasked with ensuring electricity security in Victoria.<sup>5</sup>

The Permit Policy is relevant for most works or alterations of the Morwell Power Station and Briquette Factories.<sup>6</sup>



The Morwell Power Station and Briquette Factories  
Victorian Heritage Database

# Document review

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Morwell Power Station and Briquette Factories

Document review

3. Document review

3.1 Conservation Management Plan

There was no Conservation Management Plan at the time of writing.

3.2 Future Morwell. Future Latrobe Valley, 27 July 2017

The concept of ‘Morwell Town of Gardens’ aspires to shift the town’s identity by building on the positive qualities and characteristics of its industrial heritage...

*Future Morwell. Future Latrobe Valley*, p.12.

This document provides the context for Morwell’s future relationship with its heritage. Key relevant statements for the interpretation of Morwell Power Station and Briquette Factories are:

3.2.1 Key issues and opportunities

- Much of Morwell’s (and Latrobe’s) civic and regional pride was drawn from its role in delivering power to the state. The decline of this industry, the global shift towards renewable/clean energy production and uncertainty in regard to the energy policy at the state and federal level have shifted mining and power generation into the realm of a ‘negative’ place brand element.
- The PowerWorks centre on Ridge Road has recently been handed over to a proactive community group and provides a valuable resource for telling the story of mining in the Latrobe Valley and within the broader context of Gippsland.
- Compared to other regional towns (e.g. gold rush towns, Walhalla), Morwell’s heritage is not immediately apparent in its central shopping street (Commercial Road).

Morwell’s history and story is inextricably linked to the developments of the mining and power sectors and is a story that can be told through collections of artefacts images and social documentary.<sup>7</sup>

3.2.2 Key objectives

Future Morwell: a tourist town

Morwell Power Station is in ‘**D: District Centre Historical and Cultural**’ of this plan.

Future Morwell: Listed and non-listed heritage

Objectives

- To preserve, enhance and better connect sites within and around Morwell that are valued and offer opportunities to ‘tell the story of Morwell’.<sup>8</sup>
- To identify a range of opportunities to tell this story (stories) in a way that is accessible to the local community and visitors alike.<sup>9</sup>
- To better link the history of Morwell with the region including through its industrial heritage and explore opportunities for cultural/industrial tourism to complement the current ‘nature based tourism’ regional/state policy focus.<sup>10</sup>

Recommendations

- Develop an online and publicly accessible virtual Morwell site that consolidates and curates significant historical, visual and artefactual material.<sup>11</sup>
- Develop an open source database of heritage assets considered of value to the community including built assets, sites of significance, and collections of artefacts/images held locally or at state/national libraries.<sup>12</sup>
- Develop a ‘public art’ strategy which aims to build a trail of commissioned work throughout the town, enhancing connection between disconnected areas and activating underutilised space.<sup>13</sup>
- Develop a driving, walking and cycling trail network plan that assists in telling Morwell’s historical, current and future story. Capture this trail network as a guidebook available in hard-copy and digital format.<sup>14</sup>

- Advocate that rehabilitation plans for mines and power stations have appropriate provisions for the recording, and retention of assets of heritage significance with respect to telling the story of Morwell in the future. Conduct assessment and concept plans for potential future use of mines and power stations.<sup>15</sup>

Hub D: Future recommendation considerations

- Advocate and support the preservation, repurposing, renovating and rebranding of industrial built assets that are unique in Australia and which are economically viable, to celebrate Morwell’s industrial heritage, contribute to the transformation and re-branding of Morwell, and develop new industries in the region to diversify and support businesses and industry across the town.
- Promote industrial tourism as an integrated component of rejuvenated parks, event gardens, heritage gardens and reserves as a green network encouraging active healthy lifestyle choices.
- Support and extend the existing PowerWorks industrial tourism activities.
- Consider the potential to connect to other industrial assets, and other towns through an extended bike and pedestrian path network.<sup>16</sup>

## Morwell Power Station and Briquette Factories

### Document review

#### 3.2.3 Key issues

##### Industrial Heritage Assets

**Issue:** Historical assets from Morwell's industrial past that have been abandoned and not maintained have been stigmatised in the local psyche, exist as eyesores, and physical points of stagnation.

**Approach:** A number of these structures have the capacity to be reconsidered as assets that simultaneously celebrate the town's historical past, and repurposed (e.g. culturally associated businesses) to contribute to its future. There are many examples of this strategy employed around the world, such as in the Ruhr Valley in Germany, sites throughout the Netherlands, Manchester in the United Kingdom and Detroit in the United States to name a few. Local opportunities might include the rail bridge over Commercial Road and the former Morwell Power Station. It is important to recognise the unique qualities of these assets, and their scale, that make them rich with possibility, and that cannot be found anywhere in the state. In a world that craves difference, these buildings from Morwell's industrial heritage are invaluable assets.<sup>17</sup>

#### 3.2.4 Relevance of this document to the Morwell Power Station Interpretation Plan

*Future Morwell. Future Latrobe Valley* contains a series of excellent recommendations for revitalising Morwell and the Latrobe Valley. However, although the idea of using industrial heritage as a linchpin of Morwell's new identity is extremely sound, the nature of the assets needs further investigation for the following reasons:

- The Morwell Power Station and Briquette Factories site has multiple meanings for the community: some people want the Power Station retained while others want it demolished because it is a painful reminder of issues such as mining-related illnesses and deaths. ***Understanding that the meanings of Morwell's industrial heritage differ is crucial to creating the town's new identity and accepting that the town has a 'dark past'.***
- The report acknowledges that Morwell's (and the Latrobe Valley's) industrial heritage has created a negative brand for the area, because of the decline of the industry and the global shift towards renewable/clean energy production and uncertainty in regard to the energy policy at the state and federal levels. ***Future plans for Morwell will need to acknowledge this issue and work with the community to understand how this difficult past can be communicated through interpretation.*** The acknowledgment of conflicting, difficult and unpleasant histories is currently international best practice in heritage. Moreover, meaningful community engagement can form part of the healing process for the Morwell community. This approach has been embedded in the methodology of the current Morwell Power Station and Briquette Factories Interpretation Plan.

- The report states that industrial structures 'have the capacity to be reconsidered as assets that simultaneously celebrate the town's historical past and are repurposed (e.g. culturally associated businesses) to contribute to its future', but retaining/repurposing the fabric of industrial structures is only one part of this assessment.<sup>18</sup> Other important factors to consider are:
  - *The business case for retaining industrial fabric*, including ongoing maintenance costs and opportunity costs. The power station site will be demolished to ground level, with the owner planning potential redevelopment opportunities.
  - *The business case for repurposing/adaptively reusing industrial fabric*. In the case of Morwell Power Station, this would include the costs of removing asbestos, DDA compliance, repurposing the site into a tourist venue and recurrent expenditure. Funding sources would need to be identified and projected visitation figures established from credible data if the site were to be repurposed as a tourism venue. Initial cost estimates and projected tourism figures for repurposing Morwell Power Station as a tourism site indicate that even start-up costs would be prohibitive, and visitation would be low. *In the case of Morwell, it will be crucial not to build a 'White Elephant' that initially appeases some community members but is doomed to fail, further adding to negative sentiments within the community.*
- *Future Morwell. Future Latrobe Valley* also puts forward an argument that industrial heritage can be used within the context of a connected network of parks, trails and gardens. This could be a very effective way of situating industrial heritage within a wider cultural landscape and extending visitors' length of stay through a series of itineraries that encourage people to stay in Morwell. Tourism based around this idea would also need to consider how to connect the industrial heritage with the magnificent natural heritage of the Latrobe Valley, as the report recommends. This work would need to be undertaken by a professional tourism consultant.

- *There are significant challenges of size, extent of hazardous materials contained and lack of local support for its retention from the local community. Subsequently, it is strongly recommended that an alternative means of historical information capture is undertaken other than just asset retention.*

**ADDENDUM: On 6 June 2018, Heritage Victoria gave permission for the power station to be demolished.**

# A contextual history of the Latrobe Valley

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## Morwell Power Station and Briquette Factories

### A contextual history of the Latrobe Valley

#### 4. A contextual history of the Latrobe Valley

\*Note: SHP was unable to conduct consultation with the Gunaikurnai people as part of this work, but recommends that this is undertaken at a future stage.

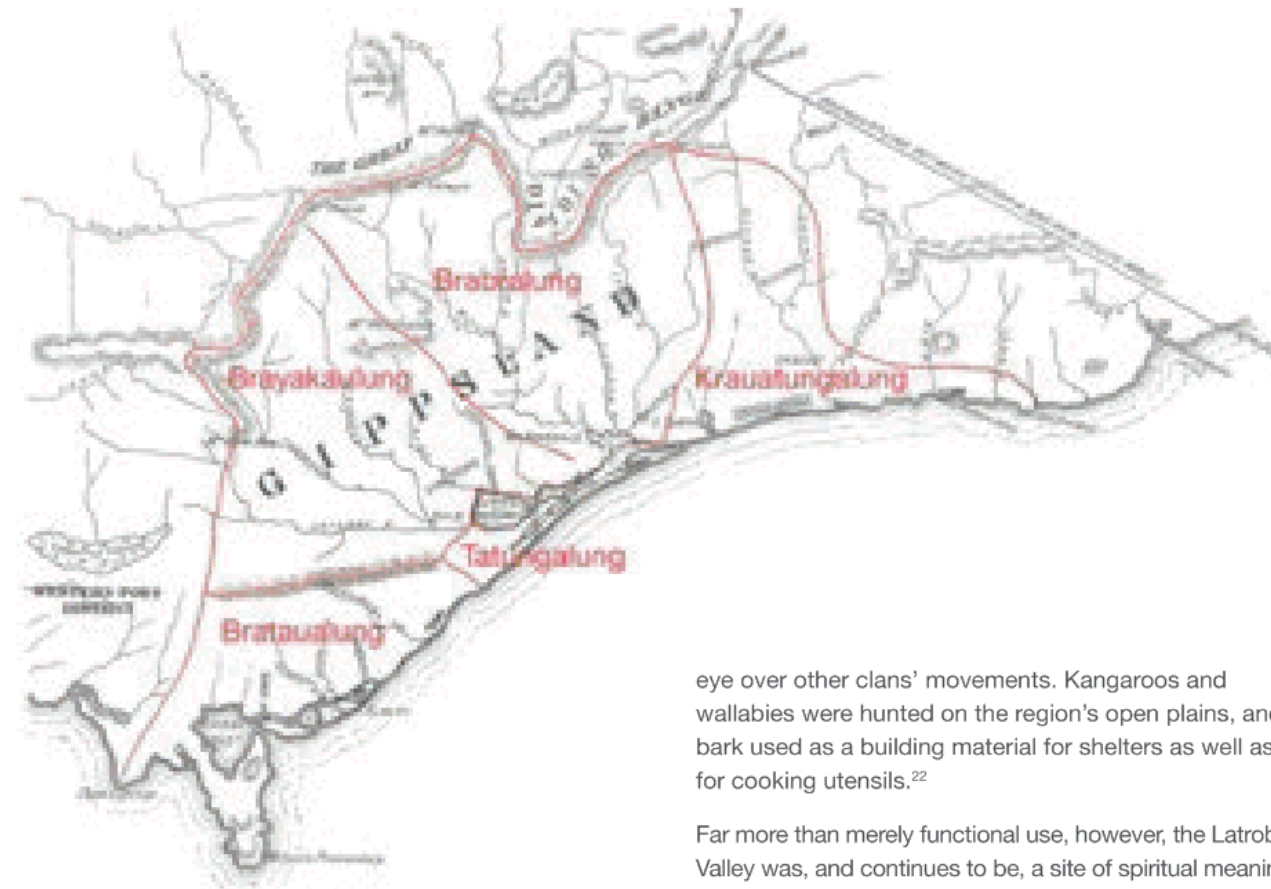
##### 4.1 An Aboriginal history of the Latrobe Valley

The traditional custodians of the Latrobe Valley are the Gunaikurnai people. The Brataualung clan is responsible for the region below the Latrobe River, of which the current town of Morwell forms a part.<sup>19</sup> There has been an Aboriginal presence in southern Victoria for at least 36,000 years and the Gunaikurnai people have occupied this area for at least 18,000 years.<sup>20</sup> Brataualung Elders today recall the origin story of the first man and woman on the land:

There was a time when the first Gunai, who was Borun the Pelican, came down from the mountains of the northwest and reached the level country. He crossed the Latrobe River near Sale and continued his journey to Port Albert: he was alone carrying a bark canoe on his head. As he was walking he heard a constant tapping sound but, look as he may, he could not find the source of it. At last he reached the deep waters of the inlet and put his canoe down. Much to his surprise, he saw a woman sitting on it. She was Tuk the Musk Duck. He was very pleased to see her and she became his wife and the mother of all Gunai.<sup>21</sup>

Rivers were important to the Gunaikurnai people as bountiful sources of food such as waterbirds, eggs, seafood and reptiles. Canoes and waterways like those described in the origin story of Borun and Tuk were also essential to their lifeways. The Gunaikurnai were highly mobile and would migrate to different parts of their lands in different seasons in search for more abundant food.

Rivers were also a common campsite for Aboriginal people, but they were by no means the only ones. For strategic reasons, the Gunaikurnai also camped on high vantage points to survey the land and keep a watchful



The five Gunaikurnai Aboriginal clan groups  
'Our People', Gunaikurnai Traditional Owner Land Management Board, 2018



Native bark canoes, c. 1866  
State Library of Victoria

eye over other clans' movements. Kangaroos and wallabies were hunted on the region's open plains, and bark used as a building material for shelters as well as for cooking utensils.<sup>22</sup>

Far more than merely functional use, however, the Latrobe Valley was, and continues to be, a site of spiritual meaning and identity to the Gunaikurnai. Their relationship to the land is based on reciprocity: Country provides the Gunaikurnai with shelter, nourishment and protection while in turn they are responsible for maintaining and looking after the land. The land is a place of rituals, initiations, ceremonial gatherings and spiritual rites.<sup>23</sup>

Today, the number of Gunaikurnai living on their traditional lands is about 3000, with many clan members actively maintaining an ongoing connection to their history and traditions.<sup>24</sup> The Gunaikurnai Land and Waters Aboriginal Corporation in their 2015 'Whole of Country Plan' write that:

Our heritage is strong across our landscape, and Aboriginal cultural sites and artefacts can be found along our songlines, and trade routes, mountain ridges and waterways. They remind us about the ways of our ancestors and show our close and continuing connection to Country.<sup>25</sup>

##### 4.2 Aboriginal and European encounters

First contact between Aboriginal people and Europeans in the Gippsland region occurred as early as 1797 when a longboat named the *Sydney Cove* was shipwrecked and washed ashore near Ninety Mile Beach.<sup>26</sup> From this time onwards Aboriginal people had sporadic encounters with white men such as sealers.

In the 1830s, pastoralists from NSW visited the Gippsland area in search of new grazing areas for their cattle. On one exploratory trip in 1840, a free settler named Angus McMillan chose a piece of land near the Avon River to form a station for his employer, Lachlan Macalister.<sup>27</sup> Explorer Paul Strzelecki was hot upon McMillan's tracks, later claiming credit for 'discovering' the area—which had in fact been the home of the Gunaikurnai for many thousands of years.<sup>28</sup>

After another ship was wrecked in 1841 the region captured wider attention.<sup>29</sup> On 3 January, the *Clonmel* steamer veered off course as it travelled from Sydney to Melbourne, eventually running aground near Port Albert. The *Clonmel's* surviving passengers were some of the first Europeans to publicise the Gippsland region.



Angus McMillan, c. 1860  
State Library of Victoria



## Morwell Power Station and Briquette Factories

### A contextual history of the Latrobe Valley

McMillan was not only one of the early pioneers of the region, but also one of the first settlers to dispossess the Gunaikurnai people of their land. In previous years, the Gunaikurnai had largely steered clear of the European surveyors. When it became apparent that McMillan was intending to stay, however, the Gunaikurnai mounted attacks, destroyed property and drove livestock away in an attempt to rid themselves of the colonists.<sup>30</sup>

McMillan was also the first squatter to engage in frontier warfare. Responding to reports that Gunaikurnai people had captured cattle on his Nintin Run in 1840, he killed anyone he found on his land, whether they were associated with the cattle theft or not. In retaliation, local Gunaikurnai men killed a man named Ranald Macalister. This was met with an extremely violent response from the settlers, who mounted either one major attack or several smaller ones that resulted in the massacre of between 100 and 150 Gunaikurnai on the banks of Warrigal Creek, north-east of Woodside.<sup>31</sup> For this reason, in 2002 the West Gippsland Reconciliation Group requested that the Federal seat of McMillan be renamed in view of his atrocities against the Gunaikurnai.<sup>32</sup> In around 2016, Cal Flynn, a relative of

McMillan's from the Island of Skye, travelled to Australia in the spirit of reconciliation to meet with the Gunaikurnai to learn their perspectives about McMillan.<sup>33</sup>

Violence and diseases introduced by the Europeans also caused the deaths of many Gunaikurnai people, whose population declined to one-tenth of their original pre-contact population.<sup>34</sup> European settlers made little effort to take the remaining Aboriginal people on as workers.<sup>35</sup> Eventually, the Gunaikurnai either moved north over the ranges and away from the pastoral stations in response to the invasion, or went to missions as the Ramahyuck Aboriginal Mission station, which opened in 1863.<sup>36</sup>

However, despite these efforts to erase the Gunaikurnai in the Gippsland area, many managed to maintain a continuous connection to their land. In 2010 this was finally recognised officially as the Gunaikurnai received Native Title rights to much of the Gippsland region.<sup>37</sup>



Trees in the Strzelecki Ranges, n.d.  
Morwell Historical Society

### 4.3 Early European settlement

Named 'Gipps Land' by Polish explorer and geologist Pawel Strzelecki, the region officially became a squatting district in 1843, which allowed settlers to take possession of large tracts of land in exchange for a £10 annual licence fee.<sup>38</sup> The 1840s also marked the decade when the first pastoral stations opened in today's Morwell district: Maryvale, Hazelwood, Merton Rush and Scrubby Forest.<sup>39</sup> By 1844, there were 20,000 heads of cattle, 62,500 sheep and 500 horses in the Gippsland area<sup>40</sup> and 'all of the open country in the Latrobe valley was occupied.'<sup>41</sup>

Although the rugged hills of the Latrobe Valley provided natural barriers to the Europeans, those who ventured past them forged new routes into the area.<sup>42</sup> One of the most important of these was the route to Port Albert, Gippsland's port. Wool was not only shipped from the port to the rest of the colonies, but a live cattle trade between the region and Bass Strait also proved a profitable and lucrative enterprise.<sup>43</sup>

A change to land legislation in the 1860s, however, undermined the squatters' monopoly of the land. During the Victorian gold rushes of the 1850s, thousands of new migrants flocked to the colony in search of riches.<sup>44</sup> Given this boost to the population, the newly-minted Victorian Government passed legislation to support closer settlement of the land. 'Selection', as the new policy was known, splintered large pastoral stations into many smaller runs that settlers could use to develop farms. After the *Land Act* ushered in selection in 1865, the region experienced the most intensive land clearing that it had seen to date.<sup>45</sup> Huge swathes of country became open plains with fertile soil for farming.



Milking time for the Quingley Family, c. 1889  
Morwell Historical Society

### 4.4 Farming and early industries

Before the 1860s, Morwell was more the culmination of several vast squatting runs than it was a town. A hotel was built over the Morwell River in 1858, but it was only after the Selection Acts that the population of this area grew. By 1876, there were enough residents to support the first government public school, Hazelwood, and in 1879 allotments opened up in the township of Morwell itself.<sup>46</sup> The completion of the railway to Morwell in 1877 made journeys to the town much easier and gave settlers even more reason to try their luck there.<sup>47</sup>

From the 1870s onwards, dairying became Gippsland's major industry. As Zubrzycki writes, 'the rich pastures of the Latrobe Valley, within easy reach of the new railway towns that grew up in the seventies, were ideally situated for dairy farming'.<sup>48</sup> Creameries, cheese and butter factories sprang up in dairying areas. These included the Morwell Butter Factory, which was established in 1880, the same year that the government offered a bonus to encourage the burgeoning trade.<sup>49</sup>

Dairying in Gippsland began as a small-scale cottage industry, but advances in manufacturing technology, transport and in refrigeration for export to Britain saw the industry expand.<sup>50</sup>

Morwell progressed rapidly in the 1880s. The town at that stage boasted a Mechanics' Institute, library and hall, post office, hotels, churches, schools and stores. Morwell residents were also employed in collecting timber from the dense surrounding forests, building, brick making and pottery.<sup>51</sup> It was in this context of industrial development that Morwell's vast brown coal reserves were discovered, which would change the town and the Latrobe Valley forever.



## Morwell Power Station and Briquette Factories

### A contextual history of the Latrobe Valley

#### 4.5 Power generation in the Latrobe Valley

##### 4.5.1 The discovery of brown coal

The chimneys, power lines, open cut mines and factories that dominate the landscape of the Latrobe Valley today were mostly built in the years after the World War II. The history of power generation in this area, however, starts in 1873 when brown coal was first discovered in the valley. A century after the first traces of lignite, or brown coal, were found, Latrobe had become synonymous with power generation. The open cuts and power stations of Yallourn, Morwell, Hazelwood and Loy Yang each represent a different phase in the history of the 'power centre of Victoria'.<sup>52</sup>

Mining was not originally seen as a boon for Morwell. The 1850s gold rush, the closest goldfields to Morwell were at Walhalla, 45 kilometres away, but these were minor fields in relation to the rest of Victoria.<sup>53</sup> In the 1870s, however, at the end of the gold rush period, miners who had been toiling away on alluvial mountain streams discovered brown coal in the Gippsland area.<sup>54</sup>

In the 19<sup>th</sup> century, New South Wales supplied most of Australia's coal needs. The growth of the Victorian colony, the rise of 'Marvellous Melbourne' and its mushrooming suburbs, regional cities and towns depended on it. It powered steam engines and industry and heated homes. New South Wales had vast supplies of black coal, primarily in Cessnock, Lithgow, Maitland and Wollongong. For most of Australia's coal industry history these districts, along with Blair Athol in Queensland, Collie in Western Australia, Leigh Creek in South Australia, and the Latrobe Valley in Victoria, were the nation's key suppliers of the mineral.<sup>55</sup>

New South Wales coal was largely brought by sea to Melbourne's ports. From the outset, settlers in Victoria had been searching for coal deposits in their own region. But, unlike the quest for gold, the results were limited. Black coal was first discovered in 1826, although not in quantities large enough to fuel a prosperous industry. The first brown coal was discovered in 1857 in Lal Lal,

near Ballarat. After the Mines Department undertook a geological investigation in 1873, lignite deposits were discovered in Gippsland. By 1876, brown coal had been found in 32 places in Victoria and applications for mining leases granted to private companies in the pursuit of a local alternative to New South Wales' black coal.<sup>56</sup>

The area surrounding the Latrobe and Morwell rivers bore the promise of vast amounts of brown coal, with little overburden. Lignite is a younger coal than black coal with a higher moisture content and therefore less effective to burn.<sup>57</sup> Despite the completion of the railway line from Melbourne to Sale in 1879, which made it easier and cheaper to transport the coal to Melbourne, most companies in these early days of coal mining in the Latrobe Valley never reached production stage or were financially unsuccessful. An exception was the Great Morwell Coal Mining Company, which operated from 1889 to 1897 on what later became known as the Old Brown Coal Mine.<sup>58</sup> In the year the

Great Morwell Coal Mining Company was established, the Victorian Government installed a Royal Commission into Coal. With a growing population and a growing demand for fuel, the need for an independent coal industry within Victoria became pressing. As the *Ballarat Star* reported in 1890:

A brown coal seam, which is believed to be the largest in the world, has been discovered at Morwell, and was reported to the Secretary for Mines to-day. The locality of the seam is on the Maryvale Coal Company's ground, about 600 feet from a shaft which the company has already put down, and close to the Morwell territory. The largest seam hitherto found in Gippsland is that now being worked by the Great Morwell Brown Coal Company, and which is under 200 feet in thickness. Seams of brown coal over 500 feet thick are not known to have been found previously in any country.<sup>59</sup>

##### 4.5.2 Coal mining at Morwell

In 1889, the Great Morwell Mining Company (GMMC) was formed to mine brown coal and break Victoria's reliance on black coal imported from NSW. This company was backed by a syndicate of Melbourne investors and only operated for 10 years.<sup>60</sup> But the company's collapse was not for want of potential. The first half-yearly report of the GMMC predicted a yield of 250,000 tonnes per year, with predictions that coal could continue to be extracted at this rate for 100 years.<sup>61</sup> It was the difficulty of selling the brown coal, with such a high moisture content, that saw the company's closure in 1899.<sup>62</sup>

Nevertheless, the discovery of coal ensured that, by the 1890s, Morwell was a 'boom town'. In 1890, the District Inspector of Schools, TW Bothroyd, declared that:

Morwell is at present the most progressive town in the Gippsland. Workermen are bringing their families to Morwell as fast as accommodation can be provided. New houses are going up in all directions. I was informed that, a few weeks ago, thirty new houses were in course of construction at the same time.<sup>63</sup>



Morwell brown coal mine, 1926  
State Library of Victoria



Great Morwell Brown Coal Mine: working at a siding, 1894 (left), Great Morwell Brown Coal Mine: the briquette works, 1894 (right)  
State Library of Victoria



## Morwell Power Station and Briquette Factories

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These early mining and pastoral workers were overwhelmingly born either in Australia or the British Isles, and this sort of Anglo-Australian migration was increasingly lauded as the Australian colonies moved towards Federation in 1901.<sup>64</sup> Even so, there was more of a cosmopolitan influence on the site than these figures suggest, because the original briquette making plants were based on cutting-edge German design.<sup>65</sup>

The GMMC may have closed in 1899, but its achievements in those 10 years were great: it pioneered open cut mining techniques and the manufacturing of briquettes in Victoria.<sup>66</sup> The Old Brown Coal Mine operated unsuccessfully under different ownerships after the Great Morwell Coal Mining Company closed down. It was later reopened in 1916 by the Mines

Department after a miners' strike in New South Wales. This strike, and the struggles the industry faced during the Great War, had made it painfully clear how dependent Victoria still was on the import of coal from New South Wales.

While the coal in the Old Brown Coal Mine was being mined to fuel steam engines, electricity was used to light up the streets from the 1890s and an electric motor pushed the first electric tramway through Melbourne in 1889.<sup>67</sup> The uses of electricity as a power source seemed endless. It could be used for telecommunication, heating, electrical equipment and appliances, as well as lighting and transport. The Royal Commission into Coal recognised the possibilities of electricity and strongly recommended that the State Government investigate the use of brown coal to generate it. Thus far, this had only been done successfully in Germany, but the prospects were promising and brown coal would soon become the 'Cinderella of coals'.<sup>68</sup>



Morwell War Memorial, n.d.  
Morwell Historical Society

#### 4.5.3 War and the early 20<sup>th</sup> century

When war against Germany was declared in 1914, a new set of challenges and opportunities arose for the people of Morwell. At the same time as the town's men went off to fight in Europe, the Victorian Government faced a fuel and electricity crisis back at home. In 1916, industrial strikes in NSW forced the Victorian Mines Department to re-evaluate the GMMC site as an alternative means of procuring coal. While the strike lasted a week and only 130 tonnes of coal were extracted at that time, in 1917 the mine was used to offset the diversion of coal to war industries.<sup>69</sup> The amount of coal extracted in 1917 far surpassed those earlier war efforts.

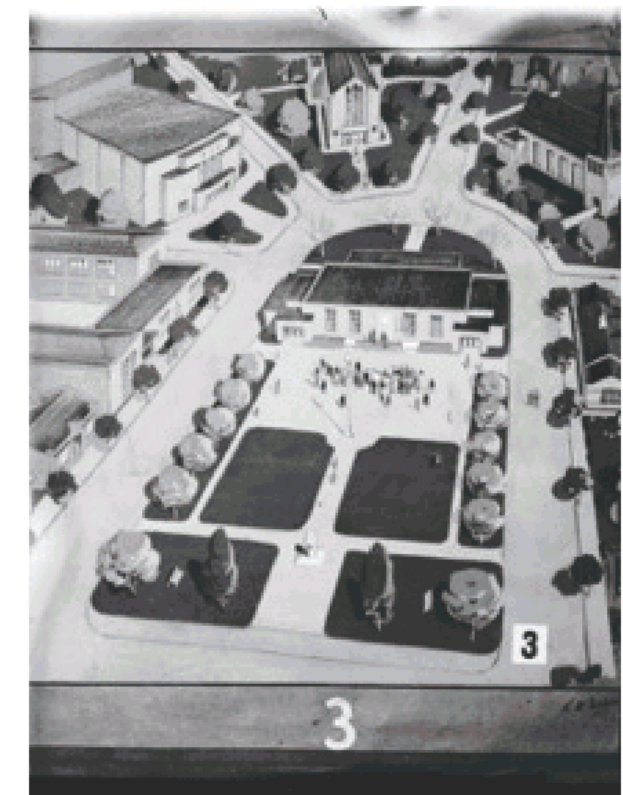
In the latter years of World War I, approximately 35,000 tons of coal were excavated each year, with the mine having a capability of 1,000 tons per day. From 1916 to 1920, recorded production from this mine was 370,981 tons.<sup>70</sup>

The necessity for local reserves of power was brought home by the experience of war and led to the creation of the Brown Coal Advisory Committee in September 1917. This government-led inquiry investigated whether brown coal could be used to generate the state's electricity as well as create briquettes as a supplementary form of power. Based on its findings, the committee recommended the creation of a huge open cut mining and electricity scheme that would serve all of the state's power needs.<sup>71</sup> Investigations into this proposal continued until well after the war ended in 1918 and they led to the creation of the State Electricity Commission of Victoria (SEC) in 1920.<sup>72</sup>

#### 4.5.4 The State Electricity Commission and its Model Town

The population of Victoria was growing steadily and, in 1919, it passed the 1.5 million mark, increasing the demand for electricity and fuel.<sup>73</sup> The extent of the coal reserves in the Latrobe Valley had been investigated over the years and the techniques to produce electricity from lignite were being perfected in Europe by German engineers. In 1919, the State Government took a decisive step in seriously exploring the options of mining brown coal on a large scale in the Latrobe region to provide electricity and fuel for Victoria in the long term.

On the 7 January 1919 three Electricity Commissioners were appointed by the State. In November they presented their report, a 'scheme for coal mining and electrical undertaking to be undertaken in the neighbourhood of Morwell, and the distribution



Sketch of proposed town square for Yallourn, 1947-50  
State Library of Victoria

## Morwell Power Station and Briquette Factories

### A contextual history of the Latrobe Valley

of electricity therefrom'.<sup>74</sup> The commissioners recommended the creation of a power plant to generate electricity, a briquetting factory to manufacture hard fuel and a township to house the workers and their families.<sup>75</sup> The State Government took these recommendations on board and planning began for the area that became known as Yallourn. The initial plans for the town were ambitious.

In 1921 the three Commissioners were replaced by a single government body: The State Electricity Commission of Victoria. The State Electricity Commission, or SEC/SECV, was headed by war hero Sir John Monash. Monash, as the SEC's Chairman and General Manager, was instructed to oversee what was then the most impressive power-generating initiative in Victorian history.<sup>76</sup>

Monash had been praised for his military skills commanding the Australian Corps during World War I, and valued for his strong leadership and work ethos. He was also a civil engineer dedicated to 'reconstruction, to building up rather than tearing down'<sup>77</sup> after the devastating years of war. A portrait of the man, who since has had a university named after him and his face featured on the Australian \$100 bill, was painted in *The Herald* on 28 July 1921:

His brown deep-set eyes look out piercingly from beneath his heavy eyebrows, and his face is that of a master of men. Many men who have risen to heights surprise the observer by their apparent lack of character: Sir John looks the man of action and quick decision and the arbiter of fates of men. There is a strength in his quick smile, which robs his features of their sternness. Amid a welter of after-war criticism, Monash's reputation is one of the few that remain untarnished and unattacked.<sup>78</sup>

Sir John Monash and his Electricity Commission did not remain 'unattacked'. It took a lot of advocacy on Monash's part and tangible results to convince the public and members of the State Government of the prospects of the Yallourn mining scheme. Initially, it was viewed by many as a risky undertaking where a lot of money was invested in foreign and experimental techniques.

A temporary power station was built at Yallourn in 1921, fuelled by brown coal from the reopened Old Brown Coal Mine, now in the hands of the SEC and later renamed as the Yallourn North Open Cut.

The temporary power station provided power for both the growing township and nearby industrial sites. In 1923, the first electric power was transmitted from Yallourn into the Gippsland region, lighting up the streets of Morwell with an electric glow. A year later, on 15 June 1924, the permanent station opened and power was first transmitted to Melbourne. The overburden had also been removed from the deposits at Yallourn's brand new open cut mine, providing the power station as well as the briquette factory with a steady supply of coal.

From 1921 the township of Yallourn started to take shape. The SEC's architect, AR La Gerche, followed in his design principles laid out by founding father of the garden city movement, Ebenezer Howard. It was his and the SEC's belief that 'providing ideal conditions for its



General Sir John Monash, c. 1919  
State Library of Victoria



Early excavations at the Yallourn Open Cut mine, 1925  
Morwell Historical Society

workers would lead to an ideal workforce'.<sup>79</sup> Yallourn was, as described by the SEC in 1953, a town:

... located within easy access of the power station and briquette factory, and the brown coal open cut from which both are supplied. Yallourn provides up-to-date homes and the amenities of modern town life for Commission employees and their families.<sup>80</sup>

Although the SEC promoted Yallourn as a model town and a shining example of modernity, it has also been viewed as a manifestation of the total control exercised by the SEC over the region and its inhabitants. Life in Yallourn was comfortable for the miners, factory workers, engineers and their families, but also paternalistic and restricted. A Royal Commissioner investigating a fire in



Yallourn Town Square, 1920-30  
State Library of Victoria



## Morwell Power Station and Briquette Factories

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Yallourn in 1944 described the town as a place where people 'enjoy all that the heart of man could desire – except freedom, fresh air and independence'.<sup>81</sup> The lack of fresh air was an increasing concern in the decades that followed. Scientists around the world issued warnings about the health dangers of smog in the 1950s. At that time, Yallourn and region was thought to have the heaviest coal dust in the world.<sup>82</sup> It plagued the community. Farmers lost money on their wool and tests taken at a butter factory even showed up traces of coal dust in milk from pastures near Yallourn.<sup>83</sup> One local wrote:

By the time our clothes are half dry on the line they are covered with coal dust. All we can do is let them dry and then shake the dust off, but it can be very troublesome at times.<sup>84</sup>

Once the Yallourn power station, briquette factory and mine were fully operational, it became apparent that changes had to be made to meet the State's growing demand for electricity and fuel. The original site was adapted and in 1929 plans to open a second power station, Yallourn B, were approved.<sup>85</sup> While the Yallourn power plant continued to grow, the SEC shifted its focus to a neighbouring area with untouched brown coal deposits: Morwell.



Section of Hazelwood Power Station, 1966  
National Archives of Australia

#### 4.5.5 A true power centre

Whilst the completion of the Morwell open cut mine and power plant was seen as 'a major step towards complete reliance on Victorian brown coal resources', the biggest steps were yet to be taken.<sup>86</sup> With the opening of the Hazelwood Power Station and later the Loy Yang mine and power stations, the SEC finalised its carefully constructed power centre in the Latrobe Valley.

In 1959, a year after brown coal from the Morwell Open Cut was first used to fuel the Morwell Power Station, the SEC announced its plan to build a power station at Hazelwood. This would also be supplied by the Morwell Open Cut, making it part of the ambitious plans based on the Morwell coal reserves. Construction began on the Hazelwood Power Station in 1964 and was completed in 1970.<sup>87</sup> Once both the Morwell and Hazelwood power stations were operational, the Latrobe Valley supplied almost 90% of Victoria's electricity produced using brown coal.<sup>88</sup>

With the Morwell Project well underway, the SEC's attention had moved away from Yallourn. But, although the company's model town had grown from the initial 138 residents in 1921 to over 5000 in 1961, it was no longer the heart of power generation in the area. The SEC's employees now lived throughout the entire region and the Victorian Housing Commission had built over 2000 new houses in Morwell. Other towns like Moe and Yallourn North, the township near the former Old Brown Coal Mine, also saw an increase in population. The power station at Hazelwood even got its own planned satellite town, later called Churchill, to house industry workers and their families.<sup>89</sup>

Over time it had become apparent that the township of Yallourn was built on top of valuable coal deposits. The 1961-62 annual report of the SEC stated that: 'It might be necessary to win coal near and under the town of Yallourn after the year 1995'.<sup>90</sup> Unfortunately for the people of Yallourn, the SEC started to clear land, enabling the expansion of the Yallourn Open Cut, much sooner than that. The removal of houses – some of which were relocated to neighbouring towns – started in 1975 and a year later there were less than 2000 residents left in Yallourn.



The empty town square of Yallourn, ready for demolition c. 1980s  
Courtesy Marie-Therese Elz

Although a 1980 report on the resettlement of Yallourn residents concluded that they 'had not suffered much pain or grief', Peter Read's 1996 book *Returning to nothing: the meaning of lost places* suggests that many residents suffered greatly and were in a state of grief at the loss of their town and their homes.<sup>91</sup>

The old power stations were demolished and a new power station, Yallourn W, was built and started generating power in the 1980s. In 1984 the last of Yallourn's residents left to make way for coal.<sup>92</sup> The SEC's model town ceased to exist and the land was consumed by the expanding open cut mine.

Loy Yang Open Cut is the youngest mine in the Latrobe Valley. Overburden was excavated in 1982 and coal delivered from 1983. It had been known for a long

time that there was coal in the vicinity of the town of Traralgon. Lignite was discovered there as early as 1875, but it would take over one hundred years before plans for a mine and power generation site were approved.<sup>93</sup> The site has two power stations, Loy Yang A, completed in 1988 and Loy Yang B, completed in 1996. With the opening of Loy Yang, brown coal mining and power generation was now happening in three main areas in the Latrobe Valley: Yallourn, Morwell – including the Hazelwood Power Station – and Loy Yang.

Technology at each of the power stations became bigger and better to meet Victoria's ever-increasing demand for power. The brown coal fuelled boilers (that turn steam into electricity) at Hazelwood had a 200-megawatt capacity and were enormous compared to the older ones at Yallourn and Morwell. In a jubilee history of the



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Loy Yang Power Station  
AGL Energy

SEC published in 1969 they were described:

... compared with the 12,500 kilowatt units of which Yallourn had been so proud thirty-five years earlier, they were as a 100,000-ton tanker to a tug-boat.<sup>94</sup>

Although it also remarked that, 'These Hazelwood units will be dwarfed by the 350,000 kilowatt units now projected for Yallourn "W"'.<sup>95</sup>

The SEC made sure that each project – Morwell, Hazelwood, Yallourn W and Loy Yang – trumped previous ones. The Morwell Open Cut reached a peak annual coal output of 16 million tonnes in 1976-77. The Yallourn Open Cut followed with a peak output of 22 million tonnes in 1981-82, after the demolition of Yallourn's town and the opening of Yallourn W. Loy Yang is by far the largest producer of coal, with an annual output of over 30 million tonnes since 1999.<sup>96</sup> The generating capacity of the power stations in the Latrobe Valley grew from 170 megawatts at Morwell to 1480 megawatts at Yallourn W, 1600 megawatts at Hazelwood and eventually to a capacity of over 3000 megawatts at Loy Yang A and B combined.<sup>97</sup> The Latrobe Valley had truly become SEC's centre of power.

#### 4.5.6 Morwell during the post-war boom

'Populate or Perish' was the catch-cry of Australia's first Minister for Immigration, Arthur Calwell.<sup>98</sup> Immediately after the end of World War II, the Australian Government recognised the need for large scale migration to Australia. This larger population, the government theorised, would help to defend and develop the nation. Thus, in 1945 the Federal Department for Immigration was established by Ben Chifley, Prime Minister of Australia from 1945-49, to oversee a recommended annual 1% increase in population.<sup>99</sup>

The department's migration program was immensely successful. After the war, the government settled 12,000 displaced persons from Europe and created a number of Assisted Passage Migration Schemes, which encouraged people from Britain, Malta, the Netherlands, Italy, West Germany, Turkey and Yugoslavia to settle in Australia. It also made informal migration agreements with Austria, Greece, Spain and Belgium and created treaties with the United States, Switzerland, Finland and Sweden to attract new arrivals from those countries. Hungarian and Czech migrants were also encouraged to migrate after unrest in their homelands in 1956 and 1968 respectively.<sup>100</sup> Between 1945 and 1965, over two million migrants arrived in Australia.<sup>101</sup>

Waves of these migrants settled in the Latrobe Valley in the hope of securing permanent employment within

the growing industries throughout the region. In this post-war period, their main employers were the State Electricity Commission (Victoria) and the Australian Paper Mills Factory in Maryvale which, in 1959, produced 80,000 tonnes of paper pulp and 60,000 tonnes of paper.<sup>102</sup>

Migrants shaped the industrial growth of the Latrobe Valley. The Gippsland Wall of Recognition and monument recognises and celebrates the contribution of migrants in the region. It consists of a series of bronze plaques that illustrate the lives of past and current migrants, a bronze statue of a young migrant worker and three walls with the names of migrant families who have lived and worked in the region.

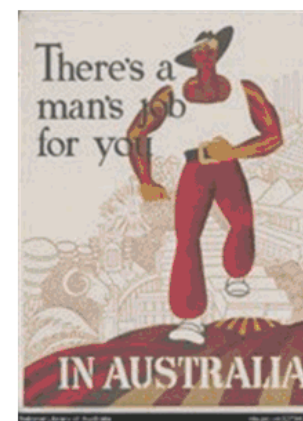
Between 1921 and 1961, the population of the Latrobe Valley increased from 14,000 to 60,000.<sup>103</sup> New arrivals settled in the towns of Morwell, Traralgon and Moe, which had been established before the SEC, as well as

Yallourn. The Morwell Project Co-ordinating Committee was established by the Victorian Government in 1948 to monitor the development of Morwell in the light of its significant growth, which in turn saw the passing of the *Latrobe Valley Development Loan and Application Act* (No. 6290) which lobbied for diversification in development including tourism, factories and shops.<sup>104</sup>

Morwell continued to rely on industry after the end of World War II. Brown coal had fuelled the development of the Latrobe Valley throughout the first half of the 20<sup>th</sup> century, and in 1949 the State Electricity Commission of Victoria started construction on the Morwell Power Station and Briquette Factories. Digging began at the Morwell Open Cut Mine in April 1949 but, due to funding concerns, work ceased in the early 1950s, only to resume in 1954 when the economic situation was more favourable. Electricity production began here in 1956 and 1958 saw the first generating unit come into use.<sup>105</sup>



Australian Migration Office poster, c. 1955-60  
Powerhouse Museum, Sydney



Poster encouraging post-war migration to Australia, 1947  
National Archives of Australia



Gippsland Immigration Park memorial, 2018  
Caroline Hubschmann, SHP (Sue Hodges Productions Pty Ltd)



## Morwell Power Station and Briquette Factories

### A contextual history of the Latrobe Valley



Back-wheel dredger in the Morwell Open Cut mine, 1959  
The State Electricity Commission of Victoria

Duke might have been wrong about the Morwell Gas Plant but he could see that power production in Morwell was a continuing legacy for the Latrobe Valley.

The first commercial production of briquettes at Morwell's Briquette Factories occurred on 8 December 1959, only three months after the first test run.

The heavy industries of the Latrobe Valley provided employment for the men who lived in the area. Many light industries were also established to provide local employment for their wives and children.<sup>108</sup>

An acute shortage of suitable employment for female labour in Morwell was forcing families to leave the area ... the Government was aware of the need for light, secondary industries in the Latrobe Valley and that every encouragement was given to industries to come to the area.

Heavy industry was developing at Morwell and families were arriving, with daughters, and in many cases wives, wishing to work.<sup>109</sup>

On 5 December 1956, the Morwell Gas Plant was officially opened by the Duke of Edinburgh.

After wading through the thousands of excited visitors who had come from near and far and had waited for hours to see him, the Duke said:

The main importance of this project is that it will provide the citizens and factories of Melbourne with an assured supply of gas. But, quite apart from this, it is worth remembering that, firstly, it was the foresight of various Victorian Governments over the last 10 years which made possible this development of the Latrobe Valley. The plan is a wonderful achievement for all concerned – designers, engineers, managers, craftsmen and labourers. I offer them my congratulations. This is not the end of the story. It is just the beginning of the story.<sup>106</sup>

The Morwell Gas Plant had cost 10 million dollars to construct but production ceased in November 1969 when natural gas was discovered in Bass Strait.<sup>107</sup> The



Briquettes being loaded for despatch, Morwell, 1959  
The State Electricity Commission of Victoria



Morwell Gas Plant, n.d.  
Morwell Historical Society

## Morwell Power Station and Briquette Factories

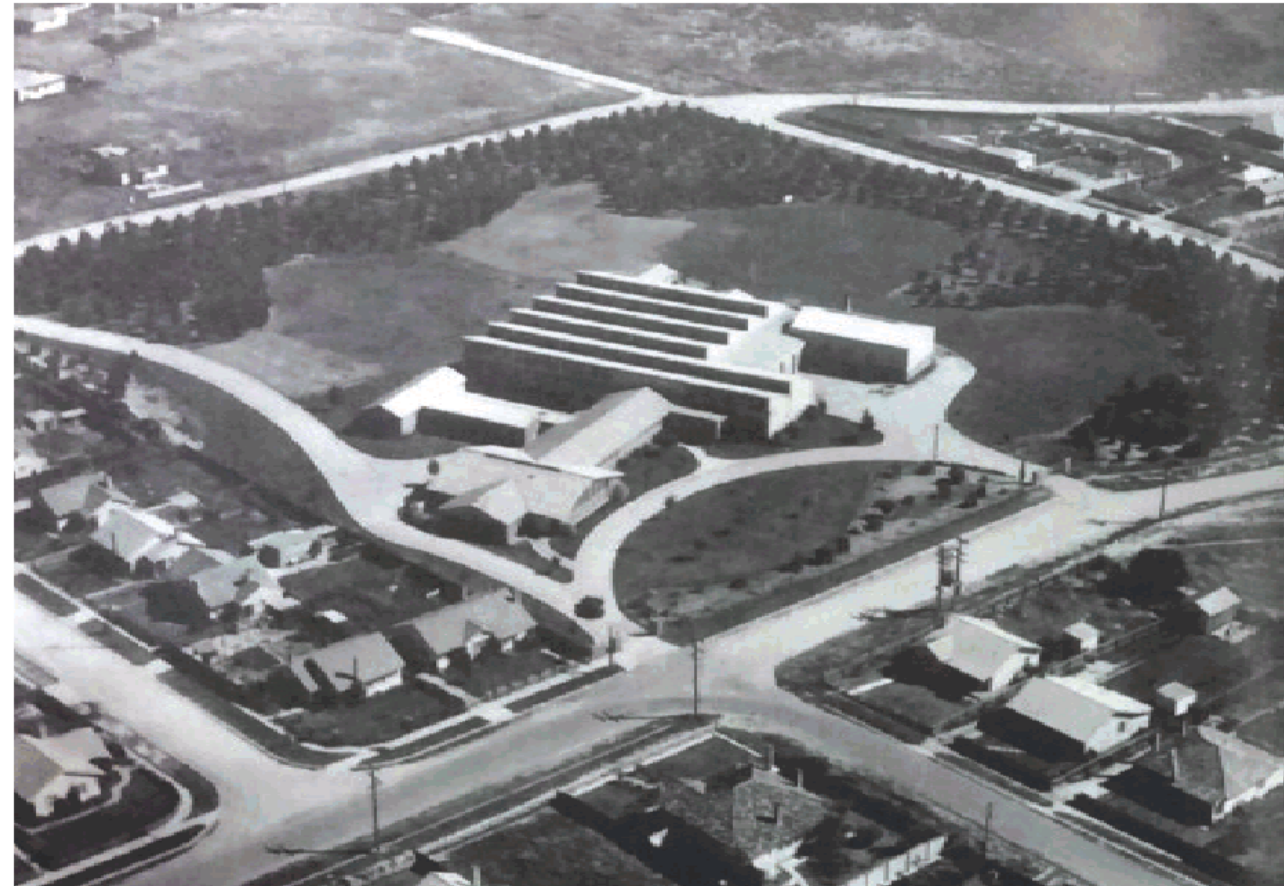
### A contextual history of the Latrobe Valley

Between 1944 and 1945, LaMode Industries built a factory on seven acres in Church Street, Morwell. Smaller factories were also built in Moe and Traralgon.<sup>110</sup>

The LaMode factory, a company that manufactured women's underwear, was an example of a centralised industry that was designed and established to utilise the largely female workforce who did not have any other form of employment.<sup>111</sup>

Facilities developed quickly in Morwell because of the significant post-war population increase. In 1946, the Morwell Chamber of Commerce and the Rotary Clubs were formed and in 1948 the Morwell reservoir built and the Housing Commission purchased 300 acres of land to be used for housing in Morwell.<sup>112</sup> The Australian Paper Manufacturers also built houses in Morwell for their employees and their families, including temporary accommodation during the post-war housing shortage.<sup>113</sup>

Life in the Latrobe Valley was centred around power generation. The SEC was a paternal overseer that had a hand in the everyday lives of everyone who lived in the region. It engaged in benevolent employment policies and provided subsidies for workers to help with buying homes. It also provided an unprecedented rate of employment and homeownership security.<sup>114</sup> Nonetheless, it was understood that the electricity supply must be maintained. This is best demonstrated by the decision to raze the town of Yallourn in 1983 to access the coal deposits beneath it.<sup>115</sup> For some residents, the loss of Yallourn was akin to a bereavement where the SEC chose to 'rip something out like that you rip out people's roots.'<sup>116</sup>



LaMode Industries Factory, Morwell, c. 1952  
Morwell Historical Society



Temporary cottages provided by the Australian Paper Mill, c. 1940s  
Morwell Historical Society





## Morwell Power Station and Briquette Factories

### A contextual history of the Latrobe Valley

#### 4.5.7 Privatisation and closure

The 1992 Victorian state election was won by the Coalition. The new State Government led by Liberal Premier Jeff Kennett introduced an extensive cost-cutting program that included the selling of state assets to boost the economy and to pay down debt created by the previous State Government. The corporatisation and privatisation of the SEC was part of this. On 1 January 1994, 73 years after its establishment, the SEC was disaggregated. Its task of power generation and management of the coal mines was taken over by Generation Victoria.<sup>117</sup> A year later Generation Victoria was broken up further and the newly created businesses were sold.<sup>118</sup>

The Morwell Power Station and Briquette Works were sold as Energy Brix Australia in 1996. The Morwell Open Cut and Hazelwood Power Station were managed by the Hazelwood Power Corporation from 1995 and its assets were sold mid-1996.<sup>119</sup> The mines and power stations at Yallourn and Loy Yang followed the same route and were all privately owned by the end of 1996.

The privatisation of the mines and power stations in the Latrobe Valley has been a topic of political and public debate ever since. According to many people, privatisation has led to higher energy bills and a decrease in energy production.<sup>120</sup> Moreover, with the disaggregation of the SEC, the majority of people in the Latrobe Valley lost their employer. When the power plants were sold some people were offered employment working for the new companies but others remained unemployed.<sup>121</sup> It is clear that the privatisation meant a rupture between the Latrobe Valley and the State Government, who so carefully constructed it in the first place.<sup>122</sup>

The Morwell Power Station and Briquette Factories was the first site to close down after privatisation, with the Briquette Works shutting in August 2014 and the Power Station one month later. There were problems in the lead-up to its closure. A large fire in 2003 destroyed parts of the briquette plant and repairs had to be carried out. A major fire at the open cut mine – now called Hazelwood – disrupted coal supply in February 2014.<sup>123</sup> The power station was old. Ultimately, however, two major circumstances led to the failure of the business.

The first occurred in July 2012, when the Australian Government introduced the controversial carbon emissions tax. The tax penalised industries producing high carbon dioxide emissions, such as the power station, and also reduced the demand for briquettes by large industries. The second factor was the depressed wholesale electricity prices. This situation had troubled the power station for several years as international concern about global warming and the implementation of government subsidies for more environmentally-friendly energy solutions shrunk demand for coal-powered electricity.<sup>124</sup>

The closure of the Morwell Power Station meant that more jobs were lost in the area, but the biggest blow was yet to come with the closure of the Hazelwood Mine and Power Station in March 2017. This happened at a time when local unemployment rates were already among the highest in Victoria.<sup>125</sup>

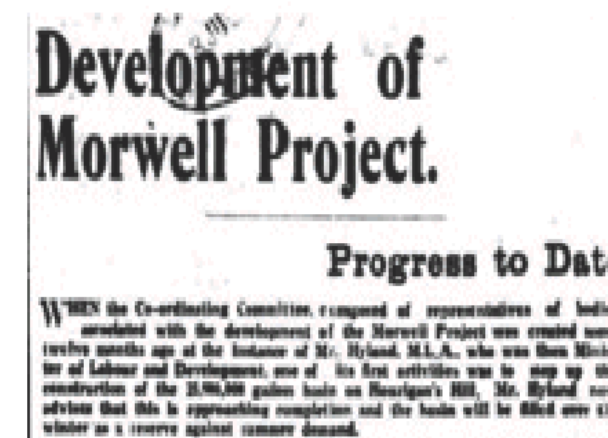
Today, the mines and power stations at Yallourn and Loy Yang remain operational and the area still produces most of Victoria's electricity, but what will the future bring? The high emission rates of greenhouse gases in the area have been heavily protested in recent times and the idea of adapting to renewable forms of energy and rehabilitation of the old mines is gaining momentum in the community.<sup>126</sup> Maybe the Latrobe Valley should take a good look at its past – where progress and optimism were driven by experimentation and modernisation – in setting priorities for its future.

#### 4.6 The Morwell Power Station and Briquette Factories

##### 4.6.1 Background

The Morwell Power Station and Briquette Factories were an important part of the Victorian Government's post-war plans to develop a self-sustaining energy and power producing industry in Victoria's Latrobe Valley. Constructed between 1949 and 1959, the complex was designed to capitalise on the brown coal deposits throughout the region. This 'Morwell Project' was undertaken by the State Electricity Commission of Victoria (SEC) and involved the excavation and development of a new open cut mine to the south of the town of Morwell.<sup>127</sup>

The Power Station and Factories were designed to generate electricity for the homes and industries of Melbourne and to produce briquettes for both industrial and domestic use. The state's post-war electricity demands were high and getting higher; Melbourne's population was increasing and the SEC wanted to eliminate all power shortages and blackouts caused by rationing during wartime and the initial post-war period. Perhaps most importantly, the SEC wanted to reduce Victoria's dependence on the black coal imported from New South Wales.<sup>128</sup>



Headline from *Morwell Advertiser*, 7 July 1949  
*Morwell Advertiser*

##### 4.6.2 Initial planning

Victoria experienced significant coal shortages during World War II.<sup>129</sup> Manpower control and labour shortages affected operations at the Yallourn Power Station. The situation was dire. In August 1940, Premier Albert Dunstan told the Chairman of the SEC of his fear that 'one of these days we will find ourselves without supplies of coal for essential transport and industrial services.'<sup>130</sup> Dunstan called a conference of the Railways, the Metropolitan Gas Company, and the SEC to address:

... the possibility of using processed brown coal to meet some of the fuel demands of essential services and industry if war should stop, or make uncertain seaborne coal supply, and the practicability of using brown coal, processed or otherwise, for all essential needs of the state, with the ultimate object of freeing Victoria from dependence on imported black coal.<sup>131</sup>

In December of that year, the committee recommended a series of priority productivity quotas including 2,000 tons of coal a day from the Yallourn open cut mine and increased output production from the briquette works. In October 1941, the committee recommended that the SEC develop long-term plans and investigate avenues to extend its operations.<sup>132</sup> As a result, the SEC concluded that an entirely new open cut mine would be needed to meet the output requirements as set out by the committee. This was, in their opinion, the best option to exploit the brown coal reserves close to Morwell that were located immediately south of the town.

In August 1943, the State Government announced a series of goals for Victorian self-sufficiency in fuel production and at its centrepiece was the development and use of Victoria's brown coal supplies.<sup>133</sup> Three years later, the SEC reported on the projected outcomes for the Morwell Project. It suggested that four factories could produce 2.6 million tons of coal a year, with the cost of building four factories being considerably more economical than the cost of building two and resulting in an 11% cheaper price for briquettes.<sup>134</sup> However, by the time the first stage of the Morwell Project was approved in 1948, cost estimates had risen dramatically.<sup>135</sup>

## Morwell Power Station and Briquette Factories

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Bill Morrison was the assistant chief engineer in charge of coal supply in Victoria. In 1946–47 he travelled to Germany and England to investigate new and innovative technologies in the design and manufacture of open cut mining equipment and arranged to bring back two experienced open cut engineers as consultants, Hans Mantel and Hans Brodel. In 1949 Mantel produced a report evaluating the processes of the early operations at the Morwell open cut mine.<sup>136</sup> He made a number of recommendations about the minutiae of mine operations, all of which were designed to increase efficiency and productivity.

In March 1949 Chief Engineer Ernest Bates, with senior engineers Horrie Finlayson, Alec Thyer and Bob Parrett, travelled to England and Europe to negotiate the purchase of buildings and machinery for the Morwell plant and briquette factories.<sup>137</sup> They secured a contract of \$18 million, which included:<sup>138</sup>

- Machinery for two complete briquette factories to be progressively installed for production by 1955, including the boiler plant for two factories and one spare boiler
- Buildings for four briquette factories, with machinery for the two additional factories to be ordered later
- An associated power station plant consisting of three Turbo Generators, each of 30MW capacity (the final four briquette factories were intended to accommodate a total of five equivalent Turbo Generators).<sup>139</sup>

Bates believed that the peace experienced after the end of World War II was fleeting and he was motivated to act quickly to secure the machinery that was needed for the proposed Power Station and Briquette Factories from Europe.

... There is nothing so fatal as having a job to do and no plant to do it with, and I feel that the time available for obtaining plant is relatively limited, and that the future fuel supply of this State may be seriously threatened unless this provision against any disturbance is made.<sup>140</sup>

In September 1950, the SEC advised the State Government that the first briquette factory at Morwell would be producing briquettes by 1953, and the second by 1954.<sup>141</sup> However, costs to construct the plants had steadily increased since their 1946 estimates. In 1951, this financial downturn meant that funds were limited. Expenditure slowed and progress with it. The crisis was so serious that, by June 1953, all construction on the Morwell Power Station had ceased completely. By the time production recommenced in June 1954 the project had cost a huge \$48 million and had, to date, returned nothing.<sup>142</sup> By this time, the growing use of cheap fuel oil and black coal and the time lost to operational disruptions also meant that the market for briquettes had become uncertain. As a result, production was realigned to focus on power production as a priority.

Morwell Power Station came into service in November 1958. It initially operated at 20 megawatts (MW) and this gradually increased to 50MW in December, 110MW in 1959, and 170MW by 1963. The generators at the plant provided a maximum of 131MW to the state electricity system. The first briquette factory began full operations in December 1959, and the second in September 1960.<sup>143</sup>

#### 4.6.3 The operation of the Morwell Coal Mine and Briquette Factories

Power generation at the Morwell Power Station and Briquette Factories was achieved through the processing of brown coal from the associated open cut coal mine site. This produced the base load power to Victoria's electricity grid and enabled the operation of the Briquette Factories.<sup>144</sup> Exhaust steam from the three 30MW turbines was used to dry raw coal that could be processed into briquettes.<sup>145</sup> The Morwell Briquette Factories produced briquettes for three main purposes: household use, such as fuel for fireplaces and hot water systems; industrial use, including gasification at the Morwell Gas and Fuel Works; and as start-up power for the Hazelwood and Loy Yang Power Stations.<sup>146</sup>



Morwell Open Cut mine, 1957  
National Archives of Australia



## Morwell Power Station and Briquette Factories

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#### 4.6.3.1 The Briquette Factories

The briquettes produced at Morwell provided several different methods of power generation. The factories compressed the dried crushed coal into compact blocks to be stored for later use. In the post-war years when the supplies of black coal from New South Wales were uncertain, the SEC advocated the use of briquettes as more than a standby fuel; they could be a power source for industry, at power stations and for railways.<sup>147</sup>

During the planning and construction stages of the Morwell Project, the SEC provided strong projections for the demand of briquettes for industrial and domestic use.<sup>148</sup> However, the lack of demand for briquettes that resulted from the 1951 financial crisis stalled the construction of the factory and saw the market dominated by cheaper fuels from oil and natural gas.<sup>149</sup> From the late 1950s to the 1960s, this lack of demand saw the SEC experience significant losses through its briquetting operations and it was forced to sell briquettes below cost.

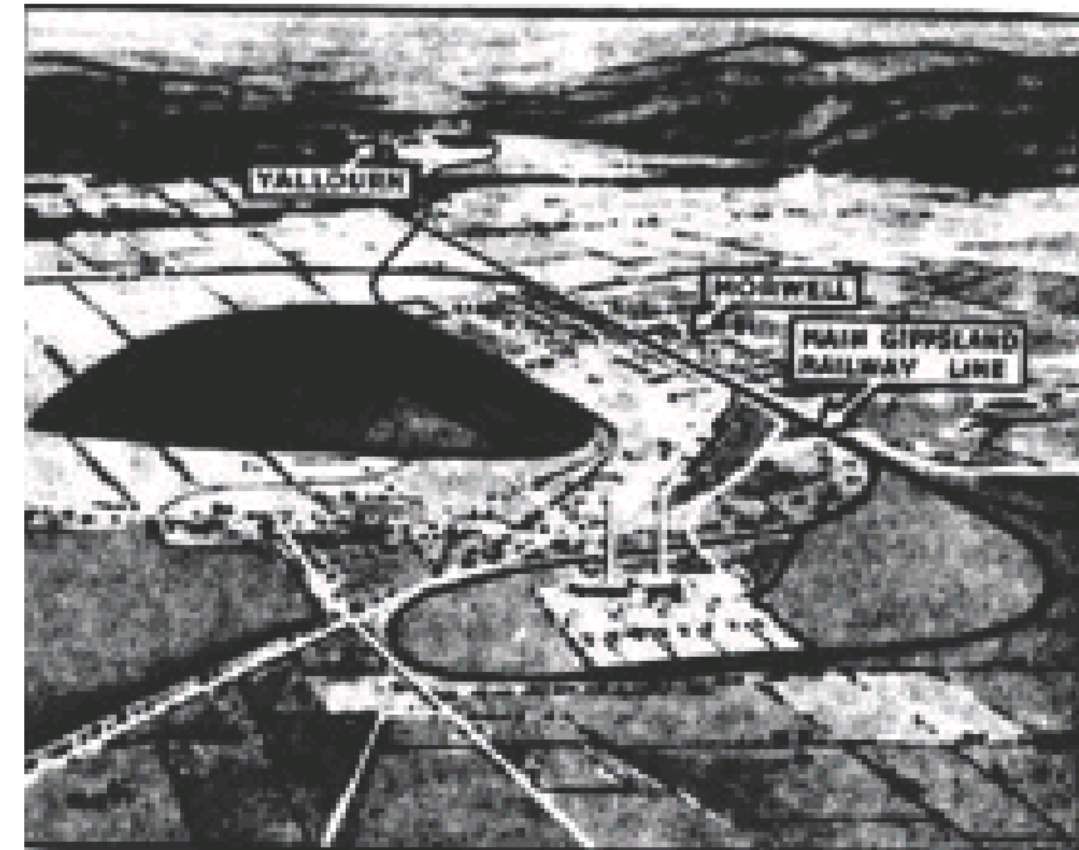
At this time, the SEC determined that it did not need to build the two additional factories as originally planned. One factory was sold to India at a loss with the cost passed onto electricity consumers in the form of tariffs.<sup>150</sup> Instead, the SEC proposed to use the equipment originally intended for the third and fourth briquette factories for power generation in the main power plant.<sup>151</sup> Although these failures were criticized by electricity authorities,<sup>152</sup> the SEC was confident in the future of its briquetting works. It assumed, ultimately incorrectly, that its main rival—natural gas reserves in Bass Strait—would prove exhaustible.<sup>153</sup>



Bernie Briquette sign, n.d.  
Victorian Heritage Database Report for the Morwell Power Station and Briquette Factories

#### 4.6.3.2 Difficulties with briquetting operations

From 1946–52, during the initial stages of the Morwell Project, briquetting tests using Morwell coal were undertaken at Yallourn. They tested coal both from the surface and test shafts. Dr F Hasse, who analysed the results, found significant inconsistencies in the 'briquetability' of the coal. Later, in August 1959, the Morwell Briquette Factory began using coal from the Morwell open cut mine. Again, the briquette quality 'was [found to be] fair, but they appear to deteriorate very quickly when exposed to sun and rain'.<sup>154</sup> Nonetheless, commercial production began on 8 December 1959, and progressed in half-factory increments until September 1960. This process was short-lived and by 17 December 1959 customer complaints about briquette quality forced production to stop, to be resumed on 19 December with better-quality coal imported from the Yallourn open cut mine. From this time onwards, the Morwell Briquette Factories used Yallourn coal until it became more difficult to obtain in the 1990s.<sup>155</sup> Loy Yang coal was used from the 1990's through to the factories' closure in August 2014.



Panorama of the Morwell Briquette Project  
*The Argus*, 22 April 1950

#### 4.6.3.3 Production processes

The bulk of the coal from the Morwell open cut mine was transferred from dredgers to the Power Station and Briquette Factories via a conveyor system. It was then stored in the Raw Coal Bunker at the complex.<sup>156</sup> Between December 1960 and June 1961, the Morwell Power Station used an average of 120,000 tons per month, all from the Morwell open cut. It received deliveries of around 800 cubic yards per month of overburden clay which was used to blend with coal from the Morwell Raw Coal Bunker.<sup>157</sup> Coal was delivered from the 'wet section', where it was separated for use in either the Power Station or Briquette factories. Workers would call for the coal with a push button, and it would be brought up by conveyor belt to shuttles which travelled

across the coal bunkers. If a boiler was out of service, workers had to negotiate the difficult task of timing the coal deliveries so that there were gaps in the coal on the shuttle.<sup>158</sup> As employee Keith Roberts reflected, 'if there was boilers out on both sides it got a little hairy trying to move the coal'.<sup>159</sup>

At the beginning of operations at the Morwell Power Station, it was immediately noted that there were problems with the fouling of boiler surfaces that was a consequence of the coal properties from the Morwell open cut mine. This meant that the boiler needed to be cleaned after every 300 to 400 hours of operation.<sup>160</sup> A thorough analysis of coal quality was undertaken: George Bonafrede oversaw an intensive examination of ash variations in the Morwell Power Station laboratory.



## Morwell Power Station and Briquette Factories

### A contextual history of the Latrobe Valley

A 'fouling index' was compiled to determine the range of coal qualities and their depth and location. The Power Station had to contend with the fact that the most unfavourable coal was deposited in sections of the mine that had been marked for excavation to supply all its early operations.<sup>161</sup> There was much experimentation to develop successful cleaning techniques, with limited success in trials to blend Yallourn and Morwell coal. Boiler fouling remained a substantial problem during the first five years of operation.<sup>162</sup> Although the frequency of fouling gradually decreased, it was standard practice to regularly clean the boilers at the power station throughout its years of operation.<sup>163</sup>

When the boilers for the Hazelwood Power Station were being designed, these fundamental fouling problems were taken into account.<sup>164</sup> Despite the issues with boiler-fouling which was a result of the quality of the coal rather than that of the plant machinery imported from Germany, the equipment was well engineered and rarely broke down. However, in the later years of operation, equipment became more unreliable and required more frequent maintenance.<sup>165</sup>

A cold start procedure was the conventional way to initiate operations at the plant. George Harris, who began working at the Power Station four months before it came online, created a new method:

... I developed a procedure to start the station directly from the boilers using a flow through system where all the valves were open and as the boiler pressure came up so did the pressure in all of the auxiliary plant and the turbines would have eventually rolled off their barring gear and come up to speed. This system proved to [have] worked well.<sup>166</sup>

Furthermore, as the number of boilers installed was sufficient to supply four factories, there was now a surplus of steam supply. To make use of this surplus steam, a 60MW radial flow turbine was installed, bringing the capacity of the station to 170 MW (3 x 30MW high pressure back pressure turbines, 1 x 20MW low pressure turbine and 1 x 60MW high pressure condensing turbine).<sup>167</sup>



Back-wheel dredger in the Morwell Open Cut mine, 1959  
The State Electricity Commission of Victoria

#### 4.6.3.4 Training and safety

The complex processes and machinery required thorough safety procedures and it was crucial that workers could identify and react to problems quickly. George Harris was integral to developing training programs that provided employees with these skills.<sup>168</sup> However, it appears that training programs and opportunities diminished after the power industry was privatised. Michael Gred, who started as a shift worker in 1995, remarked: 'When I started here, there was ... hardly any training modules there was no testing, no nothing.'<sup>169</sup> Gred and Harris were instrumental to the instigation of training programmes in the later stages of the plant.

Fire was obviously one of the most important concerns of safety training procedures. Because coal dust was extremely flammable, it had to be cleaned regularly. Keith Roberts recalls a demonstration of how dangerous the coal dust could be: 'They had a pan with coal dust that was ember, they threw it up in the air and it just exploded into a flame, probably 20, 25 feet square.'<sup>170</sup>

On 26 December 2003, a fire significantly damaged the plant by destroying the coal cross-over conveyor that fed B, C & D briquette plants. Only A plant continued to operate after this damage, but even this plant took

six months to repair following the fire. The concrete bunker roof in A & B factory was also badly damaged and had temporary repairs carried out to strengthen its supports.<sup>171</sup> It was an extremely dangerous fire, as then CFA incident controller Phil Glover recalled:

We were seconds away from losing seven volunteer firefighters that night ... That was easily the closest I've come in my career to a legitimate catastrophe.<sup>172</sup>

Robert Bachette was on duty in the briquette factory that day. Although the flames threatened the operation of the entire plant, and tensions were high, Bachette's team was able to remain composed and carry out safety procedures until the fire brigade could get the blaze under control. Bachette recalls the strong sense of support and concern for fellow workers: 'We all made sure that we looked out for each other and we made sure we knew where everyone was.'<sup>173</sup>



Fire at the Morwell Power Station and Briquette Factories, 26 December 2003  
Mick Williams, *Latrobe Valley Express*

#### 4.6.4 Employment

A large workforce was needed to ensure the continued operation of the power station and briquette factories. In 1953, before operations began, the SEC anticipated that the Morwell Project would provide 2000 people with employment and that this figure would increase to 3000 when the second two briquette factories came into operation.<sup>174</sup> While the third and fourth factories were never realised, the operations at Morwell continued to be an important provider of employment for people in the Latrobe Valley. Before the SEC was privatised in 1994, young people in the region viewed the power industry as a secure—even guaranteed—employment opportunity: in 1992 alone, the SEC had over 1,000 apprentices.<sup>175</sup>

There were significant opportunities for both skilled and unskilled labour at the Morwell complex. This instilled a sense of security and self-respect in many, as former employee George Harris reflected: 'Now these people may only have a job of sweeping the floor or something like that, but they had work, they had a pay cheque and they had a pride in what they did.'<sup>176</sup> There were also opportunities for professional development from lower-level positions at the plant. George Harris worked a number of positions in his time, including as a trimmer, fireman, and assistant turbine driver. Keith Roberts, an employee from 1977–79, also reflects:

At that time, the Morwell Briquette and Power Station was seen as the entry point for a lot of staff moving to other areas that had their interest. Basically, you would come in, start out as a cleaner on day shift, then you'd go on to shift work in the yard gang and the briquette factory and then you could work either through the briquette factory or you could then come over onto the boiler cleaner's unit, power station, and then move through onto the shift operators, which then led you to (if you wanted to go that far) to boiler attendants and then further into the turbine house as turbine drivers.<sup>177</sup>

Shift work could be arduous, but was also flexible, with employees swapping shifts with one another.<sup>178</sup>

The privatisation of the SEC had a significant impact not only on operations at the Power Station and



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Briquette Factories, but also on the wider community and social conditions in the Latrobe Valley. One major way this was felt was that employment opportunities became more limited. According to Keith Roberts:

You could quite easily have a shift roster of 20 ... by the time that Energy Brix closed the plant, they were running the whole plant on five people'.<sup>179</sup> Before privatisation, the plant would even keep inactive boilers manned on overtime. Peter McCartney describes being paid double time to complete fire safety training programs. Workers were also paid superannuation. George Harris remembers: 'When there were downturns in the rest of the state, it really didn't affect the SEC employees.'<sup>180</sup>

There were, however, various strike actions over the course of Morwell's history. In 1966, an action initiated by the workers at Yallourn, Hazelwood and Morwell Plants saw 2,500 SEC workers strike, 1,400 of whom were in the Latrobe Valley.

A sudden 24-hour strike by more than 2,000 State Electricity Commission white-collar workers dimmed out Victoria from 9 o'clock tonight. Drastic emergency electricity cuts will remain in force until 5pm on Saturday affecting homes, factories, television and radio, outdoor signs, non-essential street lighting and all 'shop-window lighting'.<sup>181</sup>

The strikers were responding to delays in negotiations for increased pay and better working conditions. This caused state wide power restrictions.<sup>182</sup> Two years later, 2000 SEC workers, calling for a wage rise, walked out of key power stations around Victoria, including Morwell. The strike caused the Morwell plant to be shut down for 24 hours.<sup>183</sup> In 1977, Morwell employees were among the 2,500 power plant maintenance workers who went on strike, demanding a \$40 wage increase.<sup>184</sup> In the 1980s, strike actions by workers at the Morwell open cut mine and protest bans imposed by the power station significantly affected operations at the plant. The actions resulted in blackouts and industry shutdowns. The transportation system ground to a halt, with trams and trains stranded in depots.<sup>185</sup>

Large areas of Victoria were without electricity much of yesterday as, the worst power crisis for 30 years hit the State. The blackouts were caused by a 48-hour strike by power workers in the La Trobe Valley from 11pm on Wednesday. Members of the Federated Engine Drivers and Firemen's Association walked off the job for 48 hours in protest at the State Workers Compensation Act. And the situation worsened when night-shift workers at the Morwell open-cut mine, which supplies the Hazelwood power station, also went on strike. The power cuts, which came as levels of coal for generating power fell to a trickle, shut down industry and seriously affected commerce in Melbourne. Millions of commuters struggled to get to work in widespread traffic jams while Melbourne's trams, buses and trains remained in their depots, also paralysed by the stop page.<sup>186</sup>

#### 4.6.5 The local impact of the Morwell Power Station and Briquette Factories

Aside from providing electric power to the State, and fueling industry and essential services, the Morwell Power Station had a significant contribution to the local area and the people living there.

Many people have spoken of the family atmosphere they felt as employees of the plant. Because workers often followed their fathers into a career at the power station, or worked alongside siblings, there were often literally families there, but the family atmosphere was also generated by the supportive atmosphere at the Power Station. Problems with operations or machinery were usually discussed and tackled collaboratively by a shift team or department. Team leaders and management worked closely with their teams to address issues, playing down positions of hierarchy. The community environment was also extended outside of the workplace. There was a Cricket Association as well as social clubs for all the different departments and dances and a Christmas picnic at the end of the year, to which employees could bring their families. As Peter

MacCartney reminisced, 'community-wise, well there was a sense of belonging ... We had real good fun.'<sup>187</sup>

The Morwell Power Station and Briquette Factories provided job security to many residents of the Latrobe Valley. Although shift work could be exhausting, it was usually not too demanding. For some, the work was 'slow, easy and comfortable', or even 'cushy'.<sup>188</sup> There was generally extensive safety measures in place to protect workers, and while there were emergency incidents, major accidents involving casualties were generally avoided. But there were also workplace accidents. In 2001, 48-year-old Peter John Riley was killed while working inside a hopper. The operator of the power station was fined \$135,000 over the incident.<sup>189</sup>

In contrast to its positive influence on the economic situation in the region, the Morwell Power Station and Briquette Factories was associated with the painful reality of widespread health issues experienced by the community of the Latrobe Valley. The coal and power generating industry is blamed by many for the disproportionate cases of serious illnesses suffered by former plant workers. Environmental impact, and secondary health problems caused by pollution from the plants are also a concern. As such, while the Morwell Power Station and Briquette Factories may evoke fond memories in some employees for the sense of belonging it provided, and its revitalisation of local communities, for many others it is a site of trauma and painful memories.



## Morwell Power Station and Briquette Factories

### A contextual history of the Latrobe Valley

#### 4.7 Community concerns over the coal industry

##### 4.7.1 Health issues at the Latrobe Valley

In 1977, Powels and Birrell first documented that the people of the Latrobe Valley had higher mortality rates than their Victorian counterparts.<sup>190</sup> Today, the 'Latrobe Health Innovation Zone' is a State Government initiative that recognises the continuing need to address these lasting problems.<sup>191</sup>

The Latrobe Valley is a highly industrialised area. The key sectors include power generation, pulp and paper manufacture, agriculture, dairy, timber mills, logging and food processing. Because of this, there has been much speculation about the possible harmful health effects of the large-scale burning of brown coal that is used in energy production for Victoria.<sup>192</sup> This includes the impact of air pollution on respiratory health and on working in environments with exposure to asbestos.

##### 4.7.2 Air pollution

The relationship between occupational exposure to brown coal dust and decline in lung function was examined in a 1997 study by the Department of Epidemiology and Preventive Medicine at Monash University. It measured if the rate of change in forced expiratory volume in one second (FEV<sub>1</sub>) in subjects with high exposure to Latrobe Valley brown coal dust was significantly greater than the rate of change among subjects with low exposure. The study concluded that there was no convincing evidence of excessive decline in FEV<sub>1</sub> with exposure to coal dust greater than 0.75mg/m<sup>3</sup>. As such, a reduction of the 1997 exposure standards was not considered necessary to prevent respiratory disease.<sup>193</sup>

In 1998, another study by the Department of Epidemiology and Preventive Medicine at Monash University on air pollution in the Latrobe Valley found that there were significant associations ( $r=0.11$  to  $0.17$ ) between airborne particles, nitrogen dioxide and

respiratory morbidity.<sup>194</sup> Respiratory morbidity is defined as a measure of all types of respiratory illnesses in the population including asthma, chronic or acute bronchitis, emphysema, chronic airway obstruction and chronic obstructive pulmonary disease.

The level of air pollution during this study was measured to be less than found in the Melbourne metropolitan area, consistent with the Latrobe Valley Airshed Study. Nonetheless, the study found a number of significant associations between the levels of pollution recorded during the period of investigation and the occurrence of respiratory disorders requiring hospital admission within the population of the Latrobe Valley. There were consistently low levels of sulphur dioxide pollution levels, which is to be expected because the coal from the Latrobe Valley had low levels of sulphur content. However, the report also found that there was a strong association between nitrogen dioxide and respiratory disorders and particulate material and respiratory disorders. Both are independent predictors of chronic obstructive pulmonary disease, demonstrating the adverse health effects of particulate air pollution.<sup>195</sup>

In 1980 the SEC announced that it would provide \$1m to develop an air-monitoring program in the Latrobe Valley. It also proposed to fund a study by the Department of Health to investigate the connection between air quality in health in the area.<sup>196</sup>

More longitudinal studies are needed to examine the impact of the power industry on the health of the people living in the Latrobe Valley, particularly after the 2014 Hazelwood Mine fire. Nonetheless, broad local sentiment associates the power stations with adverse health effects.<sup>197</sup>

##### 4.7.3 Asbestos-related disease

Fatal illnesses including lung cancer, mesothelioma and asbestosis are caused by the inhalation of asbestos fibres.<sup>198</sup> The Latrobe Valley has the highest rate of asbestos-related disease (ARD) in Victoria due to the extensive prior use of asbestos in the power industry.<sup>199</sup> Asbestos-related diseases are estimated to have been wholly or partly responsible for approximately 25,000 deaths in Australia to 2001, with an estimated 10,000 mesotheliomas and 20,000 lung cancers.<sup>200</sup> Most of these deaths are work-related and often tied to local or regional epidemics in communities surrounding current and past industrial areas.<sup>201</sup> In 2007/2008, 13 interviews were conducted with people with mesothelioma and/or asbestos-related lung cancer and their carers and partners. This was part of a Latrobe Valley pilot study and the results showed that those afflicted were male, older and had worked in the construction and power industries. Carers and partners were mostly female.<sup>202</sup>

The adverse health-effects of asbestos were noted as early as 1899, and the first documented death related to asbestos was in Britain in 1906.<sup>203</sup> In the 1930s the lethality of asbestos was recognised by governments in Britain and the United States. In Australia, this was only widely-known in the 1970s. Prior to this, the general population did not consider it harmful. As one SEC employee recalls:

We used to climb over that [asbestos lagging], it was just like fluff and it used to blow up into the air and we used to throw it at each other and play in it and have a good old time. That was just normal.<sup>204</sup>

Victoria banned the use of asbestos in 2003, but the use of asbestos in the power stations of the Latrobe Valley has contributed to the development of asbestos-related disease in thousands of people.<sup>205</sup> However, the damage goes beyond the physical. The community is angry that the workers and their families were never told about the dangers of exposure to asbestos: instead, it was seen as a normal part of working in power stations.<sup>206</sup> Asbestos was used as insulation to minimise heat loss and asbestos dust was almost always present in the atmosphere. In the 1940s and 1950s, the SEC was informed of the dangers of exposure to asbestos dust



Morwell Centenary Rose Garden, 2018  
Caroline Hubschmann, SHP (Sue Hodges Productions)



## Morwell Power Station and Briquette Factories

### A contextual history of the Latrobe Valley

in its power stations but the information was widely disregarded by the authorities.<sup>207</sup> A former SEC employee at Yallourn power station notes that in the 1960s ‘you could walk into “A” station and you couldn’t see the other end of the boilers.’<sup>208</sup>

Ray Harris worked in stations A, B, C, D and E from 1956 to 1962 and at Hazelwood Power Station from 1962 to 1989. He spoke to law firm Slater & Gordon about how the workers were exposed to asbestos and how they were never warned of the dangers of asbestos exposure:

Exposure to asbestos occurred during the construction phase of new power stations, when lagging was applied to boilers, turbines and ancillary equipment. Laggings were supplied with bags of dry asbestos, which were emptied into bins measuring approximately two metres square by one metre in depth. Water was added and the product mixed to form a paste. During this process Laggings were covered in dust and did not wear masks prior or during the mixing process. Dust dispersal was quite significant.<sup>209</sup>

The community has experienced a range of emotions about asbestos and several studies have explored what it thinks should be done about their exposure. People have reported feeling both loyalty to long-time employers and anger at their perceived betrayal.<sup>210</sup> They also feel guilt at having transferred the asbestos fibres to their families through direct contact and through their clothing. There is also a widespread level of fatalism—people who have been exposed do not want to know whether they are sick from asbestos, because asbestos-related diseases are seen as fatal.<sup>211</sup>

On 15 October 2008, the then-Victorian Premier John Brumby issued an apology:

Victims of asbestos exposure deserve the right to provisional damages and they deserve an apology. With that in mind I want to take this opportunity

today to acknowledge an injury that has been ignored for too long. On behalf of the Victorian government and the community I want to say sorry and to express our regret for the pain and the suffering felt by some former power industry workers and their families where that was caused by asbestos exposure at the former SECV. Some workers and families have endured intolerable suffering, including the slow and painful effects of lung cancer, asbestosis and mesothelioma. The government sincerely apologises to these workers and their families for the injuries caused by the exposure at the SECV.

Victoria banned the use of asbestos in 2003, but we understand that some former workers and their families, through going about their daily work, are still suffering the impact of asbestos exposure.

It is unacceptable that any person, through the course of their work, is exposed to what we now know is a deadly substance. I hope this apology goes some way to bringing closure and resolution for families who are suffering from asbestos-related diseases.<sup>212</sup>

The Gippsland community wants a permanent memorial for the victims of asbestos, their families and friends.<sup>213</sup> The Gippsland Asbestos Related Diseases Support Inc., a non-government voluntary organisation supporting those affected by asbestos-related diseases throughout Gippsland, organises an annual wreath-laying ceremony in the Morwell Rose Garden which is attended by asbestos disease victims, their families and friends. Nonetheless, the organisation continues to advocate for a permanent memorial and the participation of the former SEC.<sup>214</sup>



GARDIS memorial plaque dedicated to victims of asbestos and their families, 2018  
Caroline Hubschmann, SHP (Sue Hodges Productions Pty Ltd)



## Morwell Power Station and Briquette Factories

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#### 4.7.4 The 2014 Hazelwood mine fire

On 9 February 2014, embers from a nearby bushfire ignited a fire in the Hazelwood mine. It burned for 45 days, during which time smoke and ash was distributed throughout the area and over the town of Morwell. Country Fire Authority Chief Officer Euan Ferguson described the fire as 'one of the largest, longest running and most complex fires in the state's history.'<sup>215</sup>

Residents of Morwell and surrounding areas suffered adverse health effects from this incident. The 2014 Hazelwood Mine Fire Inquiry found that:

... members of the Latrobe Valley community, and in particular residents of Morwell, reported suffering distressing adverse health effects from the mine fire, including sore and stinging eyes, headaches and blood noses.<sup>216</sup>

Most of these symptoms went away once the fire was put out but some symptoms persisted and new health conditions were reported. At times, the concentration of particles and carbon monoxide exceeded standards and the smoke contained numerous contaminants.<sup>217</sup> There is no doubt that this was caused by the smoke and ash caused by the fire.<sup>218</sup>

... You couldn't go anywhere. It was in your house, it was everywhere... you can't imagine living in smoke for 45 days.<sup>219</sup>

There is also the risk that the general population could develop health problems in the medium to long term. The Hazelwood Mine Fire Inquiry found that there was an increase in deaths in the Latrobe Valley between February and June 2014, in comparison to the same periods between 2009 and 2013, and that this was likely the result of the Hazelwood Coal Mine fire.<sup>220</sup>

Since the Hazelwood Mine fire there has been a quiet resignation within a large portion of the community that the Latrobe Valley cannot rely on coal-based energy production for its economic future.<sup>221</sup> Hazelwood was decommissioned in 2017, and over 1,000 local jobs were lost.



Hazelwood power plant and the mine fire, 2014  
3CR Community Radio



## Morwell Power Station and Briquette Factories

### A contextual history of the Latrobe Valley

#### 4.7.5 Morwell, the Morwell Power Station and Briquette Factories and transitioning to the future

Morwell is considered to be one of the most socially and economically disadvantaged local government areas in Australia.<sup>222</sup> The Hazelwood Mine Fire Inquiry Report found that the Latrobe Valley and Morwell in particular has a poorer health profile than elsewhere in Victoria. This means that residents have a reduced life expectancy as a result of conditions including cancer, diabetes, mental disorders, cardiovascular disease, asthma and injuries. This is exacerbated by socio-economic disadvantage.<sup>223</sup>

In the 1990s, the Victorian power industry was privatised. As a result, the public sector had a weakened influence in the community. In the mid 1970s, almost 9,000 people (nearly a third of the Latrobe Valley's labour force) were employed by the SEC. By 2002, this had dropped to 1,800.<sup>224</sup> Before privatisation, the Latrobe Valley was accustomed to almost full employment and economic growth. As post-privatisation levels of unemployment rose, associated industries experienced decline and the population dropped throughout the region.<sup>225</sup> Being known as the 'Valley of the Dole' has had lasting impacts on the community.<sup>226</sup>

Morwell Power Station closed in September 2014 and Hazelwood Power Station followed in March 2017. A 2017 study conducted by the School of Environmental and Life Sciences at the University of Newcastle found that people who lived in the Latrobe Valley experienced strong feelings of loss, anger, abandonment and mistrust, which were exacerbated after the 2014 Hazelwood Mine fire.<sup>227</sup> But the study also found that the community was hopeful for a future and keen to participate in shaping it.<sup>228</sup>

We are going to leave a bright future for our children and the next generation. And we must. We have a responsibility to make sure that we don't destroy our land and our environment for our children.<sup>229</sup>

The 'Future Morwell Urban Design Revitalisation Plan' provides recommendations for a transition to a prosperous future.<sup>230</sup> There is broad recognition that the region has

to diversify its economic base and has to be willing to transition away from coal-fired electricity generation. This discussion began before the Hazelwood Mine fire but the event acted as a watershed: it provided scope for a more concerted and vigorous debate. It also encouraged residents to have the courage to demand a say in the decision-making process for the future of their towns.<sup>231</sup>

Despite widespread fears for the fate of Morwell after the successive closures of Morwell and Hazelwood Power Stations, economic signs are positive. One year after Hazelwood stopped producing electricity, unemployment levels have declined, in contrast to widespread fears. The jobless rate sat at 11.4% in December 2016, and sits at 8.8% from December 2017.<sup>232</sup> Small business in Morwell has also felt a resurgence. There has been an increase in the number of businesses in the Latrobe City Council area and the number of businesses leaving Morwell have halved since Hazelwood closed.<sup>233</sup>

The State Government has promised \$226 million for programs to help the Latrobe Valley transition away from the traditional yet outmoded industries that have driven the region from the earliest days of European settlement. It has been organised by the Latrobe Valley Authority and has provided funds for business and employment schemes and infrastructure.<sup>234</sup>

Morwell's not dying, Morwell's not dead, the mine shutting down didn't destroy Morwell at all.<sup>235</sup>

The Latrobe Valley has experienced its fair share of hardships, from the cumulative impact of the loss of Yallourn to the privatisation of the SEC, the adverse health effects of living and working in the region, the Hazelwood Mine fire and the closure of multiple power stations, including the Morwell Power Station. The identity of Morwell has always been tied to its industries. The transition to a future that does not rely on coal will include changing the narrative about Morwell. This includes recognising that the power stations that were so influential in its development will not dominate its future.



Latrobe Valley, 2018  
Caroline Hubschmann, SHP (Sue Hodges Productions Pty Ltd)

# Strategic Positioning

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## Morwell Power Station and Briquette Factories

### Strategic Positioning

## 5. Strategic positioning

### 5.1 Tourism analysis

Mining heritage falls under the broader category of industrial heritage. Since the New Social History movement of the 1970s, which reinserted marginalised narratives such as labour history, women's history and Aboriginal history into mainstream Australian history, industrial heritage has been a focus for social historians. In tourism terms, gold mining history was part of a wave of heritage-themed attractions from the 1960s onwards. Ballarat's gold-mining historical theme park Sovereign Hill, established in 1970, is the great tourism success story of this era, which also saw the establishment of Victoria's first open air museum, the Swan Hill Pioneer Museum, in 1966; Old Gipps town at Moe in 1973 and Coal Creek Museum at Korumburra in 1974. The Gold Museum at Ballarat was established in 1978 and Bendigo's Central Deborah Gold Mine opened to the public in 1986.

In terms of industrial tourism, however, gold mining lies at a comfortable distance from the harsh realities of mining life. Today, many of Victoria's gold rush towns provide inviting built environments and attractive atmospheres for tourism based on nostalgia. Activities such as panning for gold and travelling deep beneath the earth to visit a gold mine have provided fun for generations of visitors to the goldfields and continue to do so today. Yet, inevitably, this is only the tip of the iceberg in terms of what really happened in this now-unremembered past. Gold mining was dirty, dangerous and full of hazards. East Ballarat, for instance, was a seedy place populated by 'fallen angels' (prostitutes) and 'sly grog' bars. The goldfields were also infamous for violence and racism. In 1857, around 100 European miners attacked Chinese miners in the infamous the Buckland Valley Riots in Beechworth in an attempt to force them off the goldfields. The European rioters were later acquitted 'amid the cheers of bystanders.'<sup>236</sup>

Only recently have attempts been made to portray this darker side of Victoria's gold mining past. Both Sovereign Hill and City of Ballarat have attempted to present a more nuanced and balanced view of history.

Inevitably, however, this interpretation is still sanitised, because it is impossible to overcome this literal and metaphorical distance from the realities of mining life.<sup>237</sup> For, if the mining towns of the 19<sup>th</sup> century were recreated as they really were, tourists would soon fall ill from diseases such as whooping cough, diphtheria and scarlet fever; there would be a terrible smell from raw sewage; people would get mud and faeces on their shoes as they walked down the streets and rubbish would be strewn on the ground, to be devoured by the large populations of rats and mice.

While gold mining lies safely in the unremembered past, the same cannot be said for coal mining or other forms of de-industrialised heritage. This raises many issues for interpretation. For instance, the mines of the Latrobe Valley were industrial plants with a functional purpose and 'use by' dates, which meant that they were built as temporary structures. They were also built at a time where there were few, if any, health and safety regulations. The miners and their families suffered from illness and diseases brought on by mining in such hazardous conditions; some of them died agonising deaths. All of this is within living memory. In the Latrobe Valley, many miners and their families still live in the once-thriving towns of Moe and Morwell. They remember the past, but it is a past that is one of trauma as well one of feelings of community and solidarity with fellow workers.

For some local people, historians and heritage professionals, the fact that coal mines are visible reminders of recent working-class history provides a compelling reason to keep them, particularly when combined with the sheer size and scale of the plants, which can be awe-inspiring.<sup>238</sup> But practicalities soon come to the fore. What can be done with temporary buildings, some of which are full of hazardous materials and hundreds of death traps? The default solutions for decommissioned industrial heritage are usually adaptive reuse and/or tourism. Certainly, industrial heritage in the form of maritime heritage (wharves, docks, warehouses) and inner city heritage (warehouses, former factories, milk bars etc.) can have a major part to play in thriving city centres, where residents bring them to life again with new uses such as bars, restaurants, arts centres

and creative industry businesses.<sup>239</sup> However, industrial heritage in this context largely has a role as a backdrop that provides 'authenticity' for inner-city residents rather than as a heritage asset developed specifically for tourism. The significance of industrial heritage in the case of the inner city lies in the fabric and appearance of the sites rather than in their deeper socio-cultural meanings.

On the other hand, late 20<sup>th</sup> century de-industrialised mining sites lie outside city centres, are usually unsuitable for adaptive reuse, are not perceived as tourist attractions and act as triggers for complex, conflicting and traumatic memories in the host communities. Interpretation needs to factor in an understanding of all of these issues. In the case of Morwell Power Station, the town was deeply split about the site's future, as can be evidenced by the heated comments on the *Latrobe Express* Facebook page and in other media. Two of the main proponents of saving the Power Station from demolition, Cheryl Wragg and Erik Eklund, both thought that developing the site as a major tourism venue would be the solution not only for saving the mine, but also for revitalising the Latrobe Valley. When the site was listed on the Victorian Heritage Register in February 2018, Wragg stated that this was: '... the first step in creating an industrial heritage site of national and international significance'.<sup>240</sup> To substantiate her claim, she cited evidence of successful international precedents such as the European Route of Industrial Heritage and Seto Inland Sea in Japan.<sup>241</sup> Further, she claimed that industrial tourism could bring 'hundreds of jobs to the region'.<sup>242</sup> Similarly, Eklund believed that the site could be revitalised with public and private funding.<sup>243</sup>

Yet all of these statements lack evidence. There are few models for this kind of tourism and very few examples of successful tourism developments aside from well-known areas of industrial adaptive reuse close to cities, such as Canary Wharf in London or Richmond in Melbourne. Unlike these areas, which can be transformed into hubs for the creative industries because of proximity to a market, large-scale mining sites outside city centres face obstacles from the outset. Their heritage is not 'attractive' in the way that the heritage of other places,

such as grand homes, lighthouses, workers' cottages and Victorian terraces, can be.<sup>244</sup> This of course is also an argument for retaining the former mining sites to depict the less attractive history of labour and industrial working conditions, but other significant problems emerge. Industrial sites frequently feature extensive damage and need significant large amounts of funds for restoration and repair. De-industrialised sites in particular are hazardous and visiting them is often a major constraint.<sup>245</sup> They may also need a high labour component (such as former miners) to lend 'authenticity' to the interpretation.<sup>246</sup> Their distance from existing tourism circuits and co-located attractions means that expenditure may be limited to a few frontline businesses, such as a museum and nearby restaurants and shops, but accommodation is usually found outside the towns.<sup>247</sup> Finally, even if the attraction is successful, there might be an undeveloped supply side: the former miners and their families may not possess the skills necessary to be involved in the new tourism industry.<sup>248</sup> In short, industrial heritage tourism is often a last, desperate attempt to address systemic and long-term social, economic and health problems in former mining areas rather than being based on tourism potential.<sup>249</sup>

Because of this, any new industrial heritage venture needs to have scrupulous planning, including a business case, to avoid the risk of it becoming an expensive 'white elephant' that delivers few, if any, benefits to the former mining community and runs the risk of taking much-needed funds from other areas. Even major cultural heritage tourism ventures, which have a much greater tourism potential, find it difficult to succeed. In Australia from the 1990s to the present, there have been many 'Field of Dreams' heritage projects that were intended to revitalise local communities or become major attractions, but failed. These include the first Eureka Centre at Ballarat, the AFL Hall of Fame in Melbourne and the ACT Rail Museum in Canberra. In the rural city of Ballarat, only one hour from Melbourne, the Museum of Australian Democracy at Eureka has recently been shut down by Ballarat City Council. The Museum cost the City of Ballarat \$1m a year to run but did not achieve adequate visitation. Closer to home at Morwell, PowerWorks itself only attracts 1000 visitors per year.



## Morwell Power Station and Briquette Factories

### Strategic Positioning

Coal Creek, which repositioned itself in 2008 from a Historic Village to a Community Park and Museum, had begun recovering from near-closure in 2011 but was still not independently financed.<sup>250</sup>

How has coal mining tourism fared in other countries? The United Kingdom lead the way in the 1980s and 1990s in this area, but the results of using coal mining history both for placemaking and tourism purposes are salutary. In Wales in the 1990s, a number of mining communities were transformed into tourist attractions, often as a 'last resort' to transforming the area and creating new industries to replace the old, outdated ones.<sup>251</sup> Wales had 22 industrial heritage destinations by 1993, which were developed hot on the heels of the closure of many mines.<sup>252</sup> However, these attractions were not linked to consumer interest. In a survey by the University of Essex in 1994, 'industrial heritage' ranked as one of the lowest in perceived importance by tourists, attracting a 20% response compared with 'countryside' (82%) and 'historic buildings and monuments' (78%).<sup>253</sup>

A particularly relevant example for Morwell is the Lewis Merthyr colliery in South Wales. The context for this development was very similar to Morwell's: the colliery is located in an area with high levels of unemployment and social disadvantage that occurred following its closure. In 1983, the same year that the colliery ceased production, ex-miners and mining history enthusiasts began a grass-roots movement for a local museum that they believed would save the colliery from demolition.<sup>254</sup> But the Rhondda Heritage Park (RHP), and its local supporters, soon fell victim to an aspirational regeneration program championed by the Welsh Office in the form of a grand combined heritage and leisure development that was intended to instill a spirit of entrepreneurship in the Valleys and rescue people from unemployment.<sup>255</sup> A team of consultants was mobilised to design and interpret the miners' heritage and the commemorative museum morphed into a 'vast commercial and multiplex heritage leisure development' managed by a consortium of councils and quangos that included not only a mining museum but also country parks, a ski slope, a chairlift, a forest walk and a camp.<sup>256</sup> Moreover, although local authorities were meant to help fund the development, the project foundered due to lack

of feasibility when venture capitalists could see little evidence of a thriving and securely-funded investment opportunity.<sup>257</sup> Public funding of £2.075 million was not committed until 1988, but on the back of a vigorous campaign against the heritage park that branded it a 'white elephant'.<sup>258</sup> For this reason, funding was tied to strict conditions that led to an all-consuming focus on visitor revenue.<sup>259</sup> In the end, the vision to replace hundreds of jobs with jobs in a museum was unrealistic. By 1991, the Rhondda Heritage Park was a small, loss-making and publicly-funded heritage museum and the 'white elephant' was gone.<sup>260</sup> Thirteen years later, it was attracting only 60,000 people per year.<sup>261</sup>

This is not an isolated incident. The 'Big Pit' at Blaenavon, which features guided tours, a trip down into the depths of the mine via a pit cage and many excellent displays, is by far the most successful industrial heritage attraction in Wales but visitation had plateaued at around 110-120,000 in c 1996, far below projected figures.<sup>262</sup> Of course, this also had implications for employment. The tourism industry at the mine failed to remedy social and economic decline and nearby towns had low levels of demand for services, with expenditure concentrated at the attraction.<sup>263</sup>

Nevertheless, attempts to reframe and reinvigorate former industrial areas continue unabated around the world. The Shift-X report: 'Valorising industrial culture: overview of good practice examples of industrial heritage partnerships outside the Shift-X partnership' outlines an ambitious attempt to create value from industrial heritage in six post-industrial, structurally disadvantaged cities and regions in Germany, Austria, Czech Republic, Belgium and Poland.<sup>264</sup> Funded by the European Capital of Culture initiative, the project includes the cities of Glasgow, Lille, Liverpool. Essen in Europe represents the Ruhr area, which was perceived as a 'smoke stack' with no nature; grey and black with coal dust at the time the project was initiated<sup>265</sup> - superficially the condition of the Latrobe Valley. And, indeed, these regions and towns did improve their images due to the development of cultural and creative industries at former de-industrialised heritage sites in the 1980s, following the decline of coal and steel production in the 1960s.<sup>266</sup>

The Shift-X report outlines good practice examples from other parts of Europe to support its case. These include a decentralised museum concept; international and cross-border project management; strong political leadership and support in industrial heritage management and the International Building Exhibition. However, these good practice examples cannot be used as a measure of how a similar project would work in the Latrobe Valley. For example, the Ruhr has 5.3 million inhabitants and is the 4<sup>th</sup> largest metropolitan area in Germany, comprising the 53 cities and towns of the regional union Ruhr.<sup>267</sup> Moreover, the 2010 European Capital of Culture designation was driven by a company, Ruhr 2010 Limited, specifically established for the purpose.<sup>268</sup> The aim of creating a vibrant new cultural identity based on the area's former coal and steel heritage was possible because of the scale of industry in the area, the area's population, the size of the tourism market, the fact that some of the heritage was in towns and the interconnectivity of the towns. Having said that, Shift-X initiatives relied on funding from the European Commission, which were later identified as too small, and there is no way of quantifying or measuring the results of the investment.<sup>269</sup>

In conclusion, tourism enterprises at former mining sites are not capable of offsetting employment losses from mining or creating a significant increase in local expenditure.<sup>270</sup> One 2004 study described mining heritage as 'an emergent niche within a niche, fitting as it does within the relatively new area of industrial heritage'.<sup>271</sup> At the time of writing, mining tourism struggles in Australia. In 2017, just over 1 million overnight visitors and 954,000 day visitors (residents more than 40k away from the attraction) visited industrial or mining site attractions anywhere in Australia. In Victoria, numbers fell to 274,000 and 371,000 visitors respectively, which equates to around 1,700 visitors a day for the whole state. One of Victoria's leading attractions, the Central Deborah Gold Mine in Bendigo, only receives around 50 visitors a day and this is located close to four other co-marketed attractions.<sup>272</sup> The economic impact of mining tourism on the surrounding regions is also difficult to establish. A 2002 Australian study of three 'heritage' gold mining towns of Burra, Charters Towers and Maldon found that existing

economic models could not ascertain the economic impact of tourism on the host towns, although tourism contributed about 0.05% to the wider region. It is important to note that tourism in these towns began during the heritage boom in the 1980s.

The authors of one of the few studies on industrial heritage tourism commented that 'from the point of view of employment, the effects are rather disappointing, as the number of jobs created in such tourism attractions is limited'.<sup>273</sup> In short, the idea of replacing manufacturing and production jobs with tourism-related jobs in former mining areas is nearly always wishful thinking.<sup>274</sup>



## Morwell Power Station and Briquette Factories

### Strategic Positioning

#### 5.2 Difficult histories

De-industrialised history as a topic of study in the heritage sector began to emerge in the 1990s with the closure of industrial sites. Several issues arise with interpreting this history. Firstly, industrial heritage has a problematic identity.<sup>275</sup> There are multiple narratives at work, including the narratives of the built fabric of the site,<sup>276</sup> those of the workers and their families and those of the health and safety issues associated with any industrial place. If a former industrial site is within living memory, its meaning will be contested, as is always the case with living histories.

Recently, heritage professionals have acknowledged that various groups may perceive different and even conflicting values in the same place.<sup>277</sup> Best practice in the area recognises that all groups associated with a site should be involved in decisions about what happens to it.<sup>278</sup> This acknowledgement of the diversity of stakeholders attached to the place, and their often divergent views, has changed the interpretive landscape.<sup>279</sup> Increasingly, it is now recognised that heritage interpretation should include multiple narratives and viewpoints.

Differences of opinion about meaning have been marked in relation to the Morwell Power Station and Briquette Factories, becoming most obvious when the Power Station was listed on the Victorian Heritage Register. From the 58 comments about the proposed demolition on the *Latrobe Express* Facebook page, seven persons objected to the demolition, but the remaining 51 advocated for it. Different ways of understanding the meaning of the site also became evident. While the Power Station was a workplace, and the SEC provided housing, health care and other services for former miners and their families, it also caused health issues and its closure and restructuring sent the region into a downward spiral. In the 1990s, approximately 8,000 people lost their jobs when the SEC was privatised, which transformed the Latrobe Valley 'from a hub of proud labour to a depressed region depending on government welfare support'.<sup>280</sup> The population of the Valley dropped from 79,450 to 73,450 in the 10 years to 2002 as skilled workers left, and had fallen by a further

500 in 2007.<sup>281</sup> This coincided with the rise of 'green' energy, which branded the region as a 'dirty' locality responsible for generating some of the highest carbon emissions in Australia.<sup>282</sup> According to some local people, this devastated the community.<sup>283</sup> This has led to mixed views of how the site should be interpreted.

##### 5.2.1 Coal mining, tangible history and memory

Coal mining history falls into the area of difficult history: history that is not palatable or easy to tell. Most heritage places have intangible values (also known as 'associative values' in World Heritage) that derive from people's feelings about, understanding of, and relationship to a place, its history and the uses to which it has been put. Over the last 70 years, intangible cultural heritage has increasingly become the focus of heritage work.<sup>284</sup> Many of the objections to the demolition of Morwell Power Station refer to the memories that the site evokes in former workers, and the idea that the physical place is important to the process of remembering. 'Sites of Memory', as they are known by both UNESCO and the International Council on Monuments and Sites (ICOMOS), hold much of their value because of their recognition by communities linked to them.<sup>285</sup>

Memories, good and bad, are evoked by coal mining and other mining sites. As Denise Cole has stated in reference to mining in the UK, mining relics can speak of 'shocking evidence of the harsh and unsanitary conditions that affected even women and children mine labourers and (illuminate) the unrelenting exploitation that characterised their lives'.<sup>286</sup> Community memories of the Morwell Power Station and Briquette Factories are also mixed. On one hand, the site's history speaks of the importance of the plant to family identity, regional identity and memory. Generations of men worked at the Morwell Power Station and Briquette Factories during the plant's operation from 1958 to 2014. It was a source of local employment for all:

The SEC, like all the state instrumentalities, what a lot of people don't realise, were actually employers of a lot of people who would not be able to get work

in private enterprise. Now these people may only have a job of sweeping the floor or something like that, but they had work, they had a pay cheque and they had a pride in what they did.<sup>287</sup>

The State Electricity Commission (SEC) gave employees mobility within the system, a career path if they wanted and good salaries, including superannuation. By all accounts, management were approachable; former employee Michael Gred stated that talking to the management was like 'talking to you now'.<sup>288</sup> The Power Station also employed many new arrivals to Australia: migrants from the United Kingdom and the rest of Europe comprised more than 30% of the workers in the Latrobe Valley and, in the 1950s, the Valley had the highest concentration of migrants in Australia.<sup>289</sup> Before the SEC was privatised in 1994, the power industry was still a secure—even guaranteed—employer for local young people: in 1992 alone, the SEC had over 1,000 apprentices.<sup>290</sup>

This is a proud record of both labour and migration history. There is no doubt that the SEC's paternalism created a closely-knit community where people felt a sense of purpose and pride in their work. Some former employees described the Power Plant as a 'family' and spoke of their relationships with other 'guys within the installation' and 'between the guys in all other installations' there.<sup>291</sup> This was mirrored by the rapid progress of housing and accommodation for workers: in 1962 Morwell was described as the 'most progressive town in Gippsland'.<sup>292</sup>

At the same time, however, two time-bombs were ticking in the background: privatization, which occurred in 1994, and health issues linked to asbestos usage. After privatization occurred, the people of the Latrobe Valley had little or no future. Few people continued to work in the power industry at Morwell and some former workers were left 'terrified' and 'depressed'.<sup>293</sup> As one former employee commented, the Latrobe Valley was an 'orchestrated built area' created to supply a need. 'When the hard word went on, [the government] wiped their hands of the place'.<sup>294</sup> With no new jobs in sight and limited ability to get new work, Morwell became a place of hopelessness, dominated by now-defunct Power

Stations and a population that had grown up with the expectation of being looked after.<sup>295</sup>

Even worse were power industry-related illnesses. The Morwell Power Station and Briquette Factories is associated with the painful reality of widespread health issues experienced by the Latrobe Valley community. In 1977, Sociologists Powels and Birrell first documented that the people in this area had higher mortality rates than their Victorian counterparts.<sup>296</sup> The Latrobe Valley has the highest rate of asbestos-related disease (ARD) in Victoria due to the widespread use of asbestos in the power industry.<sup>297</sup> Asbestos-related diseases are estimated to have been wholly or partly responsible for around 25,000 deaths in Australia to 2001, with most of those deaths work-related.<sup>298</sup> In 2007/08, 13 interviews were conducted with people with mesothelioma and/or asbestos-related lung cancer, together with their carers and partners, as part of a Latrobe Valley pilot study. The results showed that those afflicted were male, older and had worked in the construction and power industries as well as carers and partners, who were mostly female.<sup>299</sup>

The adverse health-effects of asbestos were noted as early as 1899, and the first documented death related to asbestos was in Britain in 1906.<sup>300</sup> In the 1930s the lethality of asbestos was recognised by governments in Britain and the United States. In Australia, this was only widely-known in the 1970s and the material was commonly used. In the 1940s and 1950s, however, the SEC had allegedly been informed of the dangers of exposure to asbestos dust in its power stations but the information was widely disregarded.<sup>301</sup> Asbestos was used as insulation to minimise heat loss and asbestos dust was almost always present in the atmosphere. A former SEC employee at Yallourn power station notes that in the 1960s 'you could walk into "A" station and you couldn't see the other end of the boilers'.<sup>302</sup> As one SEC employee recalls:

We used to climb over that [asbestos lagging], it was just like fluff and it used to blow up into the air and we used to throw it at each other and play in it and have a good old time. That was just normal.<sup>303</sup>

Victoria banned the use of asbestos in 2003, but the use of asbestos in the power stations of the Latrobe Valley has contributed to the development of asbestos-related



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disease in thousands of people.<sup>304</sup> The damage goes beyond the physical. The community is angry that the workers and their families were never told about the dangers of exposure to asbestos: instead, it was seen as a normal part of working in power stations.<sup>305</sup>

Ray Harris worked in stations Yallourn A, B, C, D and E from 1956 to 1962 and at Hazelwood Power Station from 1962 to 1989. He spoke to law firm Slater & Gordon about how the workers were exposed to asbestos and how they were never warned of the dangers of asbestos exposure:

Exposure to asbestos occurred during the construction phase of new power stations, when lagging was applied to boilers, turbines and ancillary equipment. Laggings were supplied with bags of dry asbestos, which were emptied into bins measuring approximately two metres square by one metre in depth. Water was added and the product mixed to form a paste. During this process Laggings were covered in dust and did not wear masks prior or during the mixing process. Dust dispersal was quite significant.<sup>306</sup>

#### 5.2.2 The fight for the Power Station

For this reason, the Morwell community has experienced very conflicting emotions about the Power Station, which are captured by the controversy over its future. People have reported feeling both loyalty to long-time employers and anger at their perceived betrayal.<sup>307</sup> They also feel guilt at having transferred the asbestos fibres to their families through direct contact and through their clothing. There is a widespread level of fatalism—people who have been exposed do not want to know whether they are sick from asbestos, because asbestos-related diseases are seen as fatal.<sup>308</sup> For these people, the physical fabric of the Morwell Power Station and Briquette Factories is a reminder of devastating illness and loss. Vicki Hamilton, current CEO and Secretary of Asbestos Council of Victoria/GARDS, wanted the buildings demolished because they were a ‘toxic dump’. Against this is the argument from other people associated with the site that the buildings themselves are inseparable from the lives of the people who worked

in them. Cheryl Wragg, the daughter of a former miner, wanted the site kept. Wragg, who was behind the nomination to have the site placed on the Victorian Heritage Register, stated that it was a special site because:

It's the oldest coal-fired power station in the state, it's the rarest in terms of engineering, it's the only remnant of Victoria's briquetting industry and it demonstrates the State Electricity Commission of Victoria, which changed the course of Victoria's history.<sup>309</sup>

Wragg comments that, with the demolition of the Power Station, visible reminders of the working life of her late father would be lost. For her and some other families, ex-miners and their families the fabric of the site—its materiality and survival—is inseparable from the people who worked there. To lose the fabric of the site and its spatial layout is to lose the memory, particularly the memory of the SEC's failure to protect its workers:

Preserving this site means we can show future generations the places my father, his colleagues and workmates battled to force the SEC to clean up asbestos and stop the exposures.<sup>310</sup>

After the decision to allow demolition of the Power Station was made public on 6 June 2018, Wragg was devastated. For her, ‘There is no replacement to the real thing...when we lose the fabric we lose it forever’.<sup>311</sup> The site was particularly important to her as a tangible reminder of the pain and suffering of those who lost their lives working for the SEC. ‘It is a slap in the face for the hard work, blood, sweat and tears and lives that have been lost by the Latrobe Valley community (due to the power industry)’.<sup>312</sup> Destruction of the site's physical fabric robs Wragg and her supporters of the opportunity to retain the Power Station as a ‘memorial dedicated to telling the story of asbestos’.<sup>313</sup>

But it is precisely this intangible human history of suffering, embodied by the fabric of the site, that other members of the Morwell community find too hard to bear. Vicki Hamilton wanted to see all of the buildings demolished. She reflected the views of many people

associated with the Power Station in her comment that:

The whole place is a toxic dump and it needs to be pulled down ... it's an insult to see it standing there. It's a reminder of the pain and suffering the workers have already been through.<sup>314</sup>

The site also evokes memories of other kinds of loss. This can be loss of a family member because of an industrial accident or one of the other mining-related illnesses; or the loss of a valued job that affected the family for good. For still other members of the Morwell community, the mine is also a symbol of the decline of the Latrobe Valley from a once-prosperous region that powered Victoria to a now-depleted and disparaged industrial area: a place of ‘smog, bogans...and a line at Centrelink’ according to the *Latrobe Valley Express*.<sup>315</sup> For these reasons the site is a painful *aide de memoire* for the community. Interpretation for this site therefore needs to acknowledge these competing views of the past and its meaning. Since interpretation of the fabric of the site will not be possible, this Interpretation Plan focuses on the role of the site as a Site of Memory, while still interpreting its physical fabric.

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### 5.3 Sustainable tourism

Heritage interpretation needs to be sustainable, economically and socially. The World Tourism organisation UNWTO defines sustainable tourism as:

Tourism that takes full account of its current and future economic, social and environmental impacts, addressing the needs of visitors, the industry, the environment and host communities.<sup>316</sup>

In achieving this goal, the UNWTO states that sustainable tourism should:

1. Make optimal use of environmental resources that constitute a key element in tourism development, maintaining essential ecological processes and helping to conserve natural heritage and biodiversity.
2. Respect the socio-cultural authenticity of host communities, conserve their built and living cultural heritage and traditional values, and contribute to inter-cultural understanding and tolerance.
3. Ensure viable, long-term economic operations, providing socio-economic benefits to all stakeholders that are fairly-distributed, including stable employment and income-earning opportunities and social services to host communities, and contributing to poverty alleviation.<sup>317</sup>

This section of the report explores how interpretation relates to each of these options.

#### 1. Optimal use of environmental resources

The Morwell Power Station and Briquette Factories are unusual for a heritage site because they were not intended as a permanent structure. Asbestos within the Power Station is friable and the plant is not DDA compliant. Decontaminating the site for tourist use, and making it DDA compliant, has an estimated cost of \$80-100 million. The Power Station was also designed as a 'hot plant', which results in its rapid structural decay once the plant is no longer in operation.

#### 2. Respect the socio-cultural authenticity of host communities, conserve their built and living cultural heritage and traditional values, and contribute to inter-cultural understanding and tolerance

The industrial heritage of an area is not just about the monuments and artefacts that remain, important though they are, but also about the people and communities whose lives, enterprise and energy have made the areas what they are.<sup>318</sup>

In its earliest iterations, heritage interpretation was usually undertaken by government agencies and featured in parks, museums and other heritage environmental agencies. In Victoria, heritage interpretation began in circa the 1970s and 1980s and was focused on either the natural environment or cultural heritage sites that was relatively unproblematic in terms of contested meanings: an historic terrace house; a grand mansion; a worker's cottage; a former lighthouse. In the last 20 years or so, however—often as a result of privatisation—a number of more utilitarian sites have been submitted for inclusion on the Victorian Heritage Register. These include former prisons, such as the former HM Prison Pentridge and institutions, such as Kew Cottages. These sites pose problems in terms not only of functionality, because their former uses have disappeared but the built structures remain, but because they often have disturbing histories associated with them.

Interpretation for the Morwell Power Station and Briquette Factories will need to be recognise the importance of these intangible meanings and also create realistic expectations within the Morwell community, particularly in light of the levels of economic depression and suffering in the Latrobe Valley. Having assessed many of the comments surrounding the site, it seems that Morwell Power Station is significant to most members of the ex-mining community and their families because it acts as a site of memory, rather than because the fabric was important in itself. In this respect, it acts as a Site of Memory as well as a physical place (this argument will be explored further in this document).

According to the International Coalition of Sites

of Conscience (ICOMOS), heritage sites that have such associative values related to remembrance or commemoration present particular challenges and opportunities for interpretation and management. Interpretation Plans need to have detailed consultation and to ensure that 'stakeholders at all levels feel their perspectives have been considered, and—importantly—leave space for evolving understanding of the events being remembered at the site in the future'.<sup>319</sup> Including multiple narratives in interpretation plans is particularly important,<sup>320</sup> as is identifying the benefits of interpretation for the community.

The UNWTO objective was drafted in terms of multicultural communities/Indigenous communities but its recommendations are equally valid for the Latrobe Valley. There are several factors that need to be taken into account in terms of engaging the host communities with interpretation:

- Host communities are at the heart of the tourist experience. A lack of resident support for tourism can result in feelings of antagonism and hostility towards the tourists, which can be detrimental to the image of a destination and the sustainability of the tourism industry.<sup>321</sup> In her 2003 study of one South Wales colliery, Bella Hicks describes the 'duty of care' owed by museums to their subject communities in interpreting their pasts. Importantly, Hicks recognises that, because heritage is often dependent on its subject-community, the stories it tells have to make sense to this community.<sup>322</sup>
- Tourism as a process can lead to disempowerment of local communities. For these reasons, community consultation has been embedded into every stage of this interpretation plan. This includes: consulting with Latrobe Council; meeting with local people to ask their views on what kind of interpretation they would like; oral and video interviews; a podcast and a memorial to asbestos victims.
- Capacity-building needs to occur to ensure local people have the capacity to deliver good tourism experiences. SHP has met with Latrobe Council to discuss several ways that capacity building could occur (please see the 'Recommendations' section of

this plan).

#### 3. Ensure viable, long-term economic operations, providing socio-economic benefits to all stakeholders that are fairly-distributed, including stable employment and income-earning opportunities and social services to host communities, and contributing to poverty alleviation

This section of the report investigates the proposed economic benefits from tourism at the site using two scenarios where the Morwell Power Station was retained:

##### Option 1: Use of the Power Station as a landscape feature with no public access

The Power Station would have to be stabilised if it were to be kept either as a landscape feature with no access by tourists or adapted for use as a tourism venue.

Initial cost estimates are as follows:

Removal of asbestos and stabilisation - circa \$40-\$50 million<sup>323</sup>

This would enable the Power Station to become a landscape feature that may contribute to industrial tourism in the area. Because the Power Station and structures deteriorate when not run, ongoing maintenance would be required to retain the site as safe. Estimated costs of this and ongoing security requirements would be \$100,000-\$2 million annually.

##### Option 2: Adaptive reuse of the Power Station as a full-scale tourism venue with public access to the interior and exterior

Initial cost estimates are as follows:

Circa \$60-\$80 million start-up costs, with recurrent costs of \$2-3 million annually.<sup>324</sup>

Significant funding for establishment and operational costs would need to be sought from local, state and/or the Federal government. This would be in the form of an ongoing investment in the facility. As mentioned above, Central Deborah Gold Mine—Victoria's main mining tourism attraction—attracts 50 visitors per day. This is one of the top-rated attractions in Victoria and co-located near other major attractions in Bendigo.<sup>325</sup> If this figure



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of 50 visitors per day were used to assess income for Morwell Power Station, and a ticket price of \$20 per head assumed, this would amount to \$360,000 per annum of income, which would need to be offset against expenditure (staffing, training of staff, operational costs, maintenance, etc.). Running such a venture would require extensive and ongoing government subsidies in the realm of \$100-\$120 million for start-up costs and recurrent costs of \$2 to \$3million, with no guarantee of a return.

### Conclusion

Heritage does not exist in a vacuum, aside from other social needs. ***In the case of Morwell Power Station, arguments to make the site a tourism venue are simply not viable.*** If \$120 million were obtained for tourism, returns to the community would need to be equal to or greater than that. This report's author visited Latrobe Council to discuss the economic and social needs of the region. The Latrobe Valley is one of the most economically disadvantaged areas in Australia, with a SEIFA score of 120 out of 544 local government areas.<sup>326</sup> The 2016 Census recorded 9.7% unemployment in the Latrobe Valley, which reduced to 8.8% in 2017. In 2013, Morwell and Moe were in the top 10% of Australia's most disadvantaged towns.<sup>327</sup> In 2016, Latrobe had the highest unemployment rate in Gippsland at 6.4%, also higher than Victoria 5.8%.<sup>328</sup> Around one-fifth of children under 15 live in jobless families compared with 13% for Victoria.<sup>329</sup> Crime, alcohol abuse, child abuse and alcohol-related family violence are huge problems compared with the rest of the state.<sup>330</sup>

These problems do not have a 'quick fix' solution. This plan was partially prepared following the announcement that the Morwell Power Station would be demolished. Therefore, all interpretation needs to reside within the community as well as at places such as PowerWorks.

The approach this plan adopts is community-based. It acknowledges not only the fact that the Power Station evokes many competing and difficult memories for ex-workers and their families, but also that any investment in interpretation needs to deliver returns to the community.



Morwell Power Station and Briquette Factories, 2018  
Caroline Hubschmann, SHP (Sue Hodges Productions Pty Ltd)



## Morwell Power Station and Briquette Factories

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#### 5.4 ‘Best practice’ examples of mining tourism

##### Cornwall and West Devon Mining Landscape

The Cornwall and West Devon Mining Landscape was listed on the World Heritage List in 2006. The listing comprises 10 different and diverse copper and tin mining landscapes across the area. Sites include deep underground mines, engine houses, foundries, new towns, smallholdings, ports and harbours together with their ancillary industries, which in combination enabled the region to produce two-thirds of the world's copper in the early 19<sup>th</sup> century.<sup>331</sup> As part of the listing, UNESCO and the World Heritage Convention identified the need for ‘an effective tourism infrastructure to address challenges of multiple ownership, limited core resources, and unlocking the full potential of the World Heritage site’.<sup>332</sup> One of the key issues was that ‘a substantial coordinated investment was needed to begin building the proper visitor infrastructure for this new World Heritage site.’.<sup>333</sup> The submission by the Rural Development Programme for England (RDPE) secured £2.4 million, which resulted in the ‘Discover Extraordinary’ (DtE) project. The project began in January 2010 and resulted in an investment of over £1 million into improving visitor facilities at 11 partner mining attractions, as well as refining interpretation of the wider landscape.<sup>334</sup>

The marketing strategy, which focused on building connections across the tourism sector and widely promoting the site as a cultural tourism destination, had a significant impact on the 11 visitor attractions within the site. Visitor spend grew 20% among heritage-related businesses in the area, with an average increase of 138% in visitor spend/income for those same businesses. However, this was linked to the fact that it was a World Heritage site (this accounted for 18% increase in visitation).<sup>335</sup>

*Relevance to the Morwell Power Station:* It is impossible to extrapolate from this work to the Morwell Power Station because Cornwall is a World Heritage site with 10 distributed sites. World Heritage usually increases visitation and the attractions were co-located near a series of towns.

##### The Meiji Industrial sites

The ‘Sites of Japan’s Meiji Industrial Revolution: Iron and Steel, Shipbuilding and Coal Mining’ is a joint listing of eight areas with 23 component parts that was inscribed on the World Heritage List in 2015. As a set of sites, the listing is based on Japan being the first non-Western country to industrialise (World Heritage Criterion iv), and the fact that the sites together illustrate why feudal Japan became a world-ranking industrial nation by the middle of the 20<sup>th</sup> century (World Heritage Criterion ii).<sup>336</sup>

The coal mines that comprise this serial listing are:

Takashima Coal Mine, 1869 (Nagasaki) Japan’s first modern coal mine

- Hashima Coal Mine, 1890 (Nagasaki) – Hashima coal mining island
- Miike Coal Mine and Miike Port (Miike)
- Miyahara Pit, 1898 (Miike)
- Manda Pit, 1902 (Miike)
- Miike Coal Railway, 1905 (Miike)
- Misumi West Port, 1887 (Miike)
- Miike Port, 1908 (Miike).

##### Interpretation

Much of the interpretation is held off-site for the Meiji industrial listing, with some facilities not open to the public because they are operational.<sup>337</sup> Interpretation of the Meiji sites is through pamphlets, an App, Augmented Reality, quizzes and a multi-display platform (‘Liquid galaxy’). Of the coal mining sites, Hashima Island (also known as Gunkanjima Island) is currently a tourist site, although the access to the buildings is not permitted as they are too dangerous. Tourist access is via specially-built pathways around the remnant fabric.

Interpretation of the Meiji sites, however, has been highly conflicted. Korea UNESCO has claimed that the Japanese used Korean forced labour at Gunkanjima Island, which has resulted in a heated international dispute. The author of this section of the report, Sue Hodges, was asked in her role as the President of the ICOMOS International Scientific Committee on the Interpretation and Presentation of Cultural Heritage Sites (ICIP) to adjudicate at a meeting of Japan and Korea in late 2017 to determine which history was ‘correct’. Sue advised not only that the Meiji history needed to be substantiated with evidence but also that oral and video histories of former workers were collected. This is the same methodology used in the current Interpretation Plan.

*Relevance to the Morwell Power Station:* The Meiji sites also cannot be used as a model for the Morwell Power Station. An interpretation plan for the sites was released in early 2018, which comprises a plan for overall interpretation together with plans for individual sites. However, most of the sites are near Japan’s major cities (Nagasaki and Osaka, for example) so tourism takes place within substantial existing markets and with vastly greater potential visitor numbers (Japan’s current population is 127 million). The sites are also World Heritage, which, as mentioned above, usually increases visitation.

#### 5.5 Place identity and heritage interpretation

Industrial heritage can be an important component of regional identity.<sup>338</sup> In towns where mines have closed down, industrial heritage is sometimes positioned as a way to create a new future for the town through tourism. It can also become an important part of placemaking for a former mining town. Retaining the buildings can provide a living link to the past if they are used in place promotion and urban regeneration.<sup>339</sup> If a former industrial site is used in this way to enhance the landscape, it can make an impressive backdrop that gives a visual cue to the town and its past and provide a form of place identity. Industrial heritage can be positioned as a way to create a new future for the town through tourism.

But what is the meaning of this heritage? Tourism can be at odds with representation of the reality of mining life. The scale of former industrial sites—the sheer size of their plants and equipment, and the idea of how many workers they housed—can lend itself to romantic interpretations of the past. In Cornwall, for example, former coal mines sit in stark relief against the dramatic natural environment. On their own, and as a visual symbol, they appear striking and even tragic. This can lead to a sanitised, nostalgic representation of the past very much at odds with the realities of life in the plant.<sup>340</sup> Development of tourist facilities can also be at the expense of local people. In Rhondda in Wales, initial plans were for local people to design and build displays in a heritage museum themselves, but local and state authorities soon became involved heritage became ‘marketised’ and commodified in the attempt to secure high visitation and high economic returns for the site, the latter of which had been promised as a salve for the loss of steel, coal and manufacturing jobs.<sup>341</sup> This not only led to economic problems but also to the disenfranchisement of the local community.

Denise Cole points out that defining the mining industry as ‘heritage’ at that stage would have been perceived as insensitive at best (the relegation of a living industry to history) or Machiavellian at worst (celebrating an industry while systematically shutting it down).<sup>342</sup> This indicates that interpretation for the Morwell Power Station will need to place community meaning at the forefront, particularly in the light of the Power Station’s demolition. In this light, Latrobe Council’s *Future Morwell* indicates several ways in which the region’s industrial heritage can contribute to placemaking and the enhancement of regional identity. These will be explored in the ‘Recommendations’ section of this interpretation plan.

# Heritage Interpretation

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## Morwell Power Station and Briquette Factories Heritage Interpretation

### 6. Heritage interpretation

#### 6.1 Overview

The field of heritage interpretation comprises many disciplines and applies to a wide range of situations including cultural tourism projects, national parks, urban and rural developments, museums and visitor centres, heritage sites, zoos, aquaria and wildlife destinations. Because its main role is to communicate the values of cultural and natural heritage sites to the general public, interpretation is implemented using a wide range of physical, face-to-face and digital media.

This section of the report demonstrates how the Morwell Power Station and Briquette Factories Heritage Interpretation Plan will adopt 'best practice' in heritage interpretation. Moreover, the methodology outlined in the Strategy encompasses interpretation aimed at economic and social capacity building.

#### 6.2 Vision for interpretation

This Interpretation Strategy proposes to focus interpretation on the idea that the **value of the Morwell Power Station and Briquette Factories lies in its intangible history as much as its built fabric**. This incorporates the principles that all histories of the site have more than one way of being told, that new histories can emerge through historical research and discussions with local people and that the meanings of the site will be heavily contested. In the latter case, the idea that the site has a contested history is something to acknowledge and explore through the interpretation.

The intent of the interpretation is to use the heritage of the Morwell Power Station and Briquette Factories to create economic and social opportunities for the people of the Latrobe Valley. This will be through extensive liaison with Latrobe Council, Regional Development Victoria, the Latrobe Valley Authority and other key stakeholders. Interpretation is delivered through a wide variety of media and formats in order to meet the needs of both tourists and community members.

This framework is based on two factors: the requirements of the key visitor markets for the region for authentic and engaging experiences, and the requirements of local government and organisations for heritage that will create pride in Morwell and the wider Latrobe Valley and address social and economic disadvantage.

#### 6.3 Positioning statement for interpretation

This Interpretation Strategy proposes developing a range of interpretive installations and attractions based on Morwell's industrial history that link with Latrobe Council's *Future Morwell* revitalisation project. This will be accompanied by a range of interpretive products that can be used for tourism and heritage-based placemaking and activation. In this way, interpretation will activate and enliven all areas of Morwell and beyond and enable the town to be positioned as one of the 'must see' destinations in the Latrobe Valley.

#### 6.4 Guiding principles for the Interpretation Strategy

##### 6.4.1 Interpretation will make the Morwell a destination attraction

This Interpretation Strategy proposes that heritage interpretation will make Morwell a destination attraction within the Latrobe Valley. Creating a new set of interpretive products, experiences and programs will not only capitalise on Morwell's identity as the 'home of power' in the Latrobe Valley, but also link to cultural and natural attractions in the wider region. The idea of Morwell as the home of Victoria's power will be used to brand the area.

It is important to note that this approach does not aim to valorise the power industry but instead to use the history of the Morwell Power Station and Briquette Factories to reinvigorate city pride and acknowledge the contribution of the former Power Station workers to Victoria's economy. This will help address the shame and stigma that some local people feel because of the 'bad brand' of coal today.

##### 6.4.2 Interpretive stories will drive visitor experiences

The basis for all successful interpretation is good storytelling that engages visitors in making meaning from the natural and cultural sites they visit.

Successful storytelling has the potential to:

- Pass on knowledge and enhance appreciation of natural and cultural heritage.
- Attract tourists.
- Shape experiences around unique stories.
- Inspire new ways of understanding the environment.
- Attract cultural and creative industries.
- Stimulate niche businesses.
- Inspire and anchor public realm design.
- Create and sustain place-based identity.
- Deliver economic returns to local people, businesses and creative industries.
- Promote interactive engagement with a place.<sup>342B</sup>

Interpretation can also feature historical stories that have contested, difficult and multiple meanings. This is critical not only to areas such as Aboriginal history but also to ensuring interpretation adheres to 'best practice' principles of representation, authenticity and inclusiveness.

The stories in this Interpretation Strategy are based on detailed, in-depth historical research. This research has been used to create a new set of experiences for Morwell. Where possible, stories are in the original voices of people of the time to create a powerful link between past and present. These stories are used in multiple ways throughout the Interpretation Plan.

##### 6.4.3 Interpretation will create authentic experiences

The heritage and history of local Gunaikurnai, former Power Station workers and the Morwell community will provide the defining narratives for interpretation and offer a wide range of new, engaging, active and authentic experiences for visitors. This will ensure that visitors have an encounter with the 'real Australia' that they frequently seek.

##### 6.4.4 Interpretation will assist in creating sustainable economic, social and environmental outcomes

Successful interpretation in Morwell and the Latrobe Valley will meet economic aims by creating training and employment opportunities in the areas of tourism, food and beverage and accommodation and in associated industries, such as digital media design, production and construction. It will meet environmental outcomes by stressing the value of the Latrobe Valley's surrounding natural heritage and by creating new value and meaning for its industrial heritage. It will create social outcomes by driving a series of place-making and social enterprise programs inspired by heritage and linked to paid and voluntary work in areas such as aged care, disability services and youth unemployment.

##### 6.4.5 Interpretation will integrate natural and cultural heritage

Heritage interpretation, defined here as communication of the values and significance of heritage sites to a range of audiences, can offer new ways of addressing this issue by focusing on how people link with and are attached to the Morwell Power Station and Briquette Factories.

## Morwell Power Station and Briquette Factories

### Heritage Interpretation

#### 6.4.5.1 Case Studies

##### Building a sense of place through community engagement and interpretation

Lend Lease's 'Victoria Harbour Talks' program in Melbourne, Australia, was a community engagement program for people living in the new Docklands development. After residents registered on the site, they received emails about events and were invited to provide feedback on development and other proposals. 'Victoria Harbour Talks' also had a Facebook page.

##### The Kvarken Archipelago

In 2007, in the Kvarken Archipelago Finland, part of the transboundary World Heritage property of the Swedish High Coast and the Finnish Kvarken area, local communities prepared not only a World Heritage song 'The Bothnian Bay' but also a theatre play on the outstanding universal value of the area.

##### The Historic Urban Landscape program, City of Ballarat

Since 2013, the City of Ballarat has been a participant in UNESCO's Historic Urban Landscapes program (HUL). HUL places local citizens and the local government at the heart of guiding how change occurs in their cities. The HUL program aligns Ballarat's social and economic goals with the goals of heritage conservation.<sup>342C</sup> Interpretation is a key tool for implementing the HUL program because interpretive stories are not only seen as central to the City of Ballarat's tourism offering but also regarded as important in placemaking and community-building activities.

#### 6.4.6 Interpretation will create 'pride of place' in Morwell

A new visual identity for the Morwell CBD, supported by exciting programs and initiatives, will create pride in being a former employee of the Morwell Power Station and Briquette Factories.

#### 6.4.7 Interpretation will extend length of stay

Extending length of stay is critical for building the visitor economy in Morwell and region. This will be achieved by integrating heritage interpretation with the *Future Morwell* strategy, as explained in the previous section of this document.

#### 6.4.8 Interpretation will be based on the model of 'The experience economy'

Interpretation has its origins in the work of the US National Parks service and, for many years, was essentially site-based communication devised for parks, zoos, museums and aquariums. This interpretation was delivered primarily through guided tours and media such as signs, displays, exhibitions, information kiosks, films and brochures. Since the 1990s, however, interpretation has also drawn from work undertaken in the entertainment, branding and marketing industries, particularly the framework of *The experience economy*, pioneered by Joseph Pine and Stephen Gilmore.<sup>342D</sup> This framework uses interpretation as a key driver for creating an holistic experience of a place, structuring how people engage with a place from their first encounter to their ongoing post-visit interactions. Such interpretation, based on creating visitor experiences, is highly focused on audiences and based on the principle of engaging people's emotions first and foremost to lead them into powerful, 'authentic' experiences of place.

SHP has used the model of 'The experience economy' as the basis for the 'best practice' interpretation methodology for Morwell. This methodology involves researching and analysing audiences for interpretation and using these to inform the development of interpretive themes, stories and media. We have then used this data to create site-based interpretation for Morwell and to indicate where interpretation could be developed for tourists to the wider area, including pre- and post-visit orientation. Recommendations in this Heritage Interpretation Plan will outline the most appropriate media for communicating interpretive themes and stories to particular audiences and communities. Finally, interpretation is used to structure post-visit interactions,

through social media, interactive media and web-based interactions. For instance, visitors will be invited to upload their pictures of the Morwell's industrial history to Instagram, Facebook and Twitter and to tell their stories through a range of social media platforms.

#### 6.4.9 Interpretation will make use of a wide range of media

Physical media, such as signs, exhibitions, books, visitor centres, brochures, wayfinding markers, is the most common form of interpretive media used in heritage interpretation. However, recent developments in digital and social media have led to dramatic improvements in the kinds of interpretation possible. Digital and social media extend the reach of interpretation and allow the delivery of interpretation that appeals to all the senses and to all ways of learning (kinaesthetic, visual, auditory).

#### 6.4.10 Interpretation will focus on both tangible and intangible history

Intangible history, a key element of current heritage planning, has only officially been recognised in the heritage field for around 20 years. Before that, interpretation was largely the domain of tourism and environmental resource professionals, who viewed heritage sites and assets as 'commodities' and 'resources'. However, research after 1990 across the disciplines of history, archaeology and sociology has identified 'social value' and 'spiritual value' as key elements of sense of place and given recognition to intangible histories and practices as components of heritage sites. This gives formal recognition to the importance of personal attachments to place and to the idea that places may be sources of identity for particular groups.<sup>342E</sup> *The ICOMOS Charter for the Interpretation and Presentation of Cultural Heritage Sites (2008)* and the *Burra Charter* (Australia ICOMOS, 1999; revised 2004) also recognise intangible heritage values as a key element of the listing process for heritage sites and as something that needs to be considered when undertaking heritage interpretation.

#### 6.4.11 Interpretation will be the basis for a new series of products for the region

Products based on interpretive themes and stories will be developed for businesses, shops, restaurants and organisations. These will tell the story of Morwell's industrial history in a fun and memorable way.



## Morwell Power Station and Briquette Factories

### Heritage Interpretation

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#### 6.5 The role of stories

##### 6.5.1 How stories were selected

Extensive secondary and primary source research was conducted to establish the unique narratives of place for the Morwell Power Station and Briquette Factories. Some of these are general for the whole region while other stories are site specific. Importantly, stories are not 'facts' or 'information' but provide the grounding for a deeper experience of place for visitors.

Stories were selected for the media matrix based on the following criteria:

- Strength of story (powerful, emotional stories are the most compelling for visitors).
- If the stories would appeal to key audiences.
- If the stories had the potential to provide richer and deeper visitor experiences.
- If the stories were substantiated by historical research and/or oral/film records.
- If the stories activate place-based experiences.
- If the stories had quotations in the original voice ('primary source' quotations. These are far more appealing to visitors than text written by an interpreter/historian.
- If the stories were linked to visual material, such as historical images.
- If the stories could inspire interpretive design. For instance, some historical images are used in interpretation embedded in visitor facilities.

##### 6.5.2 How stories create experiences

Stories in this model create experiences in two a number of ways:

###### 1. Overarching experiences

- They give character to a region.
- They provide the basis for guided tours and experiences, such as Night Sky experiences.
- They provide place-specific content for guidebooks, signs, Apps and other forms of media.
- They are used in branding and marketing collateral.
- They create overarching narratives for the redesign of the Visitor Experience Centre.
- They provide inspiration for design and digital media.
- They provide the basis for new touring routes.
- They provide content for interpretive media (bearing in mind that delivering all forms of interpretation involves detailed concept development, content development, design development, specifications/ technical drawings etc).

###### 2. Interpretation-based visitor experiences

Visitor experience planning involves multiple stakeholders. Transforming stories into visitor experiences involves some or all of the following:

- Detailed tourism planning, to identify how the proposed visitor experiences link to existing and future tourism planning.
- Assessing proposed interpretation against current assets (e.g. existing websites, branding, infrastructure, experiences).
- Aligning the proposed form of interpretation with key audiences.
- Economic feasibility analyses.
- The provision of detailed scopes of work, budgets and timeframes for implementation.
- Commissioning work from an interpretation specialist, who works in association with tourism and infrastructure planners.

##### 6.5.3 Signage locations

Signage locations have been indicated in the document that accompanies this Heritage Interpretation Plan.



# Interpretive Themes

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## Morwell Power Station and Briquette Factories

### Interpretive Themes

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## 7. Interpretive Themes

### Theme 1: Powering Victoria

As Victoria's earliest surviving power station, the Morwell Power Station and Briquette Factories is an important reminder of the State's industrial heritage and, in particular, its history of generating and distributing power to Victorians. The State Government first planned Morwell Power Station and Briquette Factories in the 1940s, as a central part of its post-World War II strategy to revitalise Victoria's industry and economy and to meet the energy needs of its growing population.<sup>343</sup>

This theme explores the history of coal power in Victoria and the Morwell Power Station and Briquette Factories' vital role in this history. It encompasses the challenges and innovations that led to the establishment and development of Victoria's electricity supply. These range from the early experimentation with brown coal as a power source, to the State Government's construction of power stations and briquette factories in the Latrobe Valley in the 20<sup>th</sup> century. Thus, this theme illustrates the importance of the Victorian Government in developing and administering the State's electricity system from its inception until its privatisation in the 1990s.

This theme also explores *how* Morwell Power Station and Briquette Factories powered Victoria. It includes the processes used to convert brown coal into electricity and briquettes. In doing so, this theme emphasises the significance of the rare, intact machinery at Morwell Power Station and Briquette Factories, some of which was developed specifically to burn local brown coal deposits.

#### Subthemes

- Discovering Victoria's coal
- The Victorian Government and producing Victoria's electricity
- The Morwell Power Station's role in revitalising Victoria
- Building the Morwell Power Station
- Processes and machinery at Morwell Power Station.

### Theme 2: People of the Morwell Power Station and Briquette Factories

This theme focuses on the people who worked at Morwell Power Station and Briquette Factories and their experiences of working at the site. It provides an opportunity for past employees and other people associated with the Morwell Power Station and Briquette Factories to tell their own personal stories.

The State Electricity Commission recruited a large proportion of its workers from the many migrants who arrived in Australia after World War II. These migrants came from the Netherlands, Poland, the Ukraine, Germany, Malta, Italy and the United Kingdom.<sup>344</sup> The employees of Morwell Power Station and Briquette Factories therefore reflect the history of post-war migrant settlement in Victoria and the contribution migrants have made to the state.

The working conditions faced by employees of the Morwell Power Station and Briquette Factories are an important aspect of the site's history. Danger was part of work at the site. Although staff safety was integral to training programs and processes, serious incidents occurred during the Morwell site's history, sometimes with tragic consequences.<sup>345</sup> In spite of this, many people wanted to work at the site, because it provided guaranteed employment, and, for those who wanted it, a good career path. Former staff members speak fondly of their time at Power Station and Briquette Factories. This theme therefore explores the many factors that affected the experience of working at the Morwell Power Station and Briquette Factories. It casts a personal lens on Victoria's industrial heritage and sheds light on what it was like to work for a State Government-run industry in the second half of the 20<sup>th</sup> century.

#### Subthemes

- From all over the world
- The working community
- Working conditions.

### Theme 3: Morwell Power Station and the Latrobe Valley

The Morwell Power Station and Briquette Factories and the presence of the other State Electricity Commission (SEC) facilities in the Latrobe Valley, had a tremendous effect on the area. The construction and opening of Morwell Power Station and Briquette Factories caused a massive population boom in the town, leading to a significant increase in housing, services, other industries and prosperity in Morwell.<sup>346</sup> This theme explores the impact of the Power Station and Briquette Factories on Morwell and the Latrobe Valley. Through this, it illustrates the role that industry and the demand for resources has played in developing Victoria's regional towns and communities.

This theme also puts the development of Morwell Power Station and Briquette Factories within the broader context of the Latrobe Valley's history, from the traditional ownership of the Gunaikurnai, to European contact and settlement, the beginnings of coal mining and the State Electricity Commission's presence in the Valley. Finally, it explores how Morwell and the Latrobe Valley have been impacted by privatisation and closure of the Morwell, Yallourn and Hazelwood power stations and the ongoing social, economic and health issues that the community is dealing with.

#### Subthemes

- The Latrobe Valley before Morwell Power Station
- Latrobe Valley becomes a centre of power
- Creating a boom in Morwell
- Decline of the Valley
- Health problems in the Valley
- Today and the future.

# Matrix of Interpretive Themes and Stories



## Morwell Power Station and Briquette Factories

### Theming Matrix

## 8. Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
<b>THEME 1: POWERING VICTORIA</b> This theme explores the history of coal-powered electricity in Victoria and how the Morwell Power Station and Briquette Factories played a vital role in this history					
Discovering Victoria's coal	New South Wales's black coal	Victoria depended on black coal from New South Wales during the 19th century. The coal, used to power steam engines and for domestic and industrial heating, was largely transported by sea to the harbour of Melbourne.			JA Vines, <i>A history of Morwell Open Cut: its origins and development to June 1995</i> , Hazelwood Power Corporation, Morwell, Vic, 1996, pp.1-3.
	Finding black coal	Explorers Hume and Hovell first found black coal in Victoria in the 1820s. Settlers continued to search for black coal after the colony of Victoria was established, but could not find it in quantities large enough to fuel a prosperous coal industry.			Victorian Government Department of Economic Development, Jobs, Transport and Resources, 'Coal - powering Victoria', Victorian Government Department of Economic Development, Jobs, Transport and Resources, Melbourne, 10 February 2014, accessed 8 May 2018, < <a href="http://earthresources.vic.gov.au/earth-resources/geology-of-victoria/exhibitions-and-imagery/beneath-our-feet/coal-powering-victoria">http://earthresources.vic.gov.au/earth-resources/geology-of-victoria/exhibitions-and-imagery/beneath-our-feet/coal-powering-victoria</a> >.
	Discovering brown coal	The first brown coal (also known as lignite) was discovered in 1857 in Lal Lal, near Ballarat. After a geological investigation was undertaken by the Mines Department in 1873, the lignite deposits in the Gippsland area became apparent. By 1876 brown coal had been found in 32 places in Victoria.			JA Vines, <i>A history of Morwell Open Cut: its origins and development to June 1995</i> , Hazelwood Power Corporation, Morwell, Vic, 1996, pp.1-3.
	Brown coal	Brown coal is a younger coal than black coal. Its higher moisture content makes it less effective to burn than black coal.			Victorian Government Department of Economic Development, Jobs, Transport and Resources, 'Coal - powering Victoria', Victorian Government Department of Economic Development, Jobs, Transport and Resources, Melbourne, 10 February 2014, accessed 8 May 2018, < <a href="http://earthresources.vic.gov.au/earth-resources/geology-of-victoria/exhibitions-and-imagery/beneath-our-feet/coal-powering-victoria">http://earthresources.vic.gov.au/earth-resources/geology-of-victoria/exhibitions-and-imagery/beneath-our-feet/coal-powering-victoria</a> >.
			Chemically and geologically it [brown coal] may be defined as a young coal.	<i>The Age</i> , 18 February 1933	'Brown coal', <i>The Age</i> , 18 February 1933, p. 19, accessed 9 May 2018, < <a href="http://nla.gov.au/nla.news-article205517893">http://nla.gov.au/nla.news-article205517893</a> >.
			The high ash content of the coal precludes lengthy carriage of the material; it would be necessary to use it at, or close to the mines, in works such as power stations, or industries using large supplies of power or steam. The fact that the coal is of poor quality constitutes very little argument against its use in a power plant.	<i>The Age</i> , 18 February 1933	'Brown coal', <i>The Age</i> , 18 February 1933, p. 19, accessed 9 May 2018, < <a href="http://nla.gov.au/nla.news-article205517893">http://nla.gov.au/nla.news-article205517893</a> >.
	Brown coal in Gippsland	Sixteen per cent of the world's brown coal is located within the Latrobe Valley and wider Gippsland area.			Michelle Duffy and Sue Whyte, 'The Latrobe Valley: the politics of loss and hope in a region of transition', <i>Australasian Journal of Regional Studies</i> , vol. 23, no. 3, 2017, pp. 421-446, p. 424.
			Victoria has an abundance of brown coal. At Morwell ... it is more economically accessible than it is in any other part of the State.	<i>The Daily Telegraph</i> , 23 December 1920	'Morwell Scheme', <i>The Daily Telegraph</i> , 23 December 1920, p. 3, accessed 8 May 2018, < <a href="http://nla.gov.au/nla.news-article239761882">http://nla.gov.au/nla.news-article239761882</a> >.

## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
	Possibilities of brown coal	Originally, brown coal was used to power steam engines. However, in 1889-91 the Victorian Government held a Royal Commission into Coal. The Commission recognised the possibilities of electricity and strongly recommended that the State Government investigate the use of brown coal to generate it.			Andrew D Spaul, 'The origins and rise of the Victorian brown coal industry 1835 – 1935', Thesis, University of Melbourne (Department of Economic History), 1966, p. 42.
			The pulverisation of brown coal for boiler fuel was pursued more vigorously in Victoria than oil or gas extraction.	Andrew Spaul, 1966	Andrew D Spaul, 'The origins and rise of the Victorian brown coal industry 1835 – 1935', Thesis, University of Melbourne (Department of Economic History), 1966, p. 245.
	Coal mining begins	The government granted mining leases to several private companies, but few were successful and some never even began operating.			JA Vines, <i>A history of Morwell Open Cut: its origins and development to June 1995</i> , Hazelwood Power Corporation, Morwell, Vic., 1996, pp.1-3.
	The Old Brown Coal Mine	The Great Morwell Coal Mining Company, which operated from 1889 to 1897 on what later became known as the Old Brown Coal Mine, was one of the few successful brown coal mining companies. The Mines Department reopened the Old Brown Coal Mine in 1916, after industrial strikes in NSW forced the Victorian Mines Department find an another source of coal.			<i>Three Decades: The story of the State Electricity Commission of Victoria from the inception to December 1948</i> , Hutchinson & Co., Melbourne, 1949, p. 26; Jack Vines, <i>Coal mining heritage study in Victoria</i> , Melbourne, Heritage Council of Victoria, 2008, pp. 37-38, 201.
	Coal for electricity	The 1917 government-led Brown Coal Advisory Committee investigated whether brown coal could be used to generate the state's electricity as well as create briquettes as a supplementary form of power. The Committee recommended the creation of a huge open cut mining and electricity scheme that would serve all of the state's power needs. In 1919, the State Government took a decisive step in seriously exploring the options of mining brown coal on a large scale in the Latrobe region to provide electricity and fuel for Victoria on the long term.			<i>Three Decades: The story of the State Electricity Commission of Victoria from the inception to December 1948</i> , Hutchinson & Co., Melbourne, 1949, p. 26; Meredith Fletcher, 'Latrobe City Heritage Study, vol.1: Thematic Environmental History', Melbourne, Context Pty Ltd, 2005, p. 10.
			It may reasonably be assumed that the brown coals from the several fields mentioned when used for the purpose of steam raising have approximately equal heating value.	Advisory Committee, <i>Morwell Advertiser</i> , 10 January 1919	'Electricity Commissioners Bill', <i>Morwell Advertiser</i> , 10 January 1919, p. 3, accessed 8 May 2018, < <a href="http://nla.gov.au/nla.news-article65922238">http://nla.gov.au/nla.news-article65922238</a> >.
			The [Morwell] scheme is a definite and significant step towards two great enterprises, the generation and transmission of electricity through practically the whole of the populous districts of the State, and the manufacture of briquettes from brown coal to furnish fuel for all ordinary purposes.	<i>The Daily Telegraph</i> , 23 December 1920	'Morwell Scheme', <i>The Daily Telegraph</i> , 23 December 1920, p. 3, accessed 8 May 2018, < <a href="http://nla.gov.au/nla.news-article239761882">http://nla.gov.au/nla.news-article239761882</a> >.

## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
The Victorian Government and producing Victoria's electricity	Victoria's electricity scheme	On the 7th of January 1919 three Electricity Commissioners were appointed by the State Government. In November they presented their report, a 'scheme for coal mining and electrical undertaking to be undertaken in the neighbourhood of Morwell, and the distribution of electricity therefrom'. The commissioners recommended the creation of a power plant to generate electricity, a briquetting factory to manufacture hard fuel and a township to house the workers and their families. The State Government took the recommendations on board and planning began for the area that became known as Yallourn.			<i>Three Decades: The story of the State Electricity Commission of Victoria from the inception to December 1948</i> , Hutchinson & Co, Melbourne, 1949, p. 26; JA Vines, <i>A history of Morwell Open Cut: its origins and development to June 1995</i> , Hazelwood Power Corporation, Morwell, Vic., 1996, p. 8.
			In regard to the possibilities of the Morwell brown coal for making Victoria independent of other States for fuel for industrial purposes, the recommendations are strongly endorsed by experts whom the commissioners engaged to assist them in their investigations.	<i>The Argus</i> , 28 November 1919	'Power from Morwell', <i>The Argus</i> , 28 November 1919, p. 6, accessed 8 May 2018, < <a href="http://nla.gov.au/nla.news-article4646679">http://nla.gov.au/nla.news-article4646679</a> >.
			[The Electricity Commissioners] had power to establish a State coal mine at Morwell, and compulsorily acquire all land within a radius of 20 miles ...	<i>The Argus</i> , 6 March 1919	'Electricity Commissioners', <i>The Argus</i> , 6 March 1919, p. 6, accessed 8 May 2018, < <a href="http://nla.gov.au/nla.news-article1440409">http://nla.gov.au/nla.news-article1440409</a> >.
	The SEC	The Victorian Government formed the State Electricity Commission of Victoria (SEC) in the 1920s. Sir John Monash was appointed as the SEC's Chairman and General Manager.			Anthony D LaMontagne & Hannah H Walker, 'Community views on responding to a local asbestos disease epidemic: implications for policy and practice', <i>Policy and Practice in Health and Safety</i> , vol.3, no.1, 2016, pp. 69-84, p. 71.
			His brown deep-set eyes look out piercingly from beneath his heavy eyebrows, and his face is that of a master of men. Many men who have risen to heights surprise the observer by their apparent lack of character: Sir John looks the man of action and quick decision and the arbiter of fates of men. There is a strength in his quick smile, which robs his features of their sternness. Amid a welter of after-war criticism, Monash's reputation is one of the few that remain untarnished and unattacked.	<i>The Herald</i> , 28 July 1921	'Man of Electricity', <i>The Herald</i> , 28 July 1921, p.5, accessed 5 May 2018, < <a href="http://nla.gov.au/nla.news-page26329150">http://nla.gov.au/nla.news-page26329150</a> >.
	Yallourn Power Station opens	A temporary power station was built at Yallourn in 1921, fuelled by brown coal from the reopened Old Brown Coal Mine, now in the hands of the SEC and later renamed as the Yallourn North Open Cut. In 1923, the first electric power was transmitted from Yallourn into the Gippsland region. On 15 June 1924, the permanent station at Yallourn opened and power was first transmitted to Melbourne.			Bernard Teague and John Catford, 'Hazelwood mine fire inquiry report 2015/2016. Volume IV – Mine rehabilitation', Victorian Government Printer, 2016, p. 32.
	Morwell Power Station follows	Morwell Power Station was the second facility to open in the Latrobe Valley and was central to the Victorian Government's post-war energy strategy.	The new combined power and briquette fuel project at Morwell, in Victoria, is the second major development by the State Electricity of Victoria of the immense brown coal resources in the Latrobe Valley.	<i>The Canberra Times</i> , 23 July 1960	'Morwell power and fuel project', <i>The Canberra Times</i> , 23 July 1960, p. 12, accessed 9 May 2018, < <a href="http://nla.gov.au/nla.news-article137119368">http://nla.gov.au/nla.news-article137119368</a> >.



## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
	Hazelwood Power Station	In 1959, a year after brown coal from the Morwell Open Cut was first used to fuel the Morwell power station, the SEC announced its plan to build a power station at Hazelwood.			
	Change at Yallourn	The town of Yallourn was cleared from 1975, to mine the coal deposits under the town. In the 1980s, the old power stations at Yallourn were demolished and a new power station, Yallourn W, was built and started generating power.			Michelle Duffy, 'The Latrobe Valley: the politics of loss and hope in a region of transition,' <i>Australasian Journal of Regional Studies</i> , vol. 23, no.3, 2017, p. 427.
	Loy Yang mine and power stations	Excavation at Loy Yang mine began in 1982 and its two power stations were completed in 1988 and 1996.			Emma Brown, 'Australia's largest power station', <i>The Australian Energy Review</i> , 17 December 2015, accessed 8 May 2018, < <a href="http://australianenergyreview.com.au/New/australias-largest-power-station/">http://australianenergyreview.com.au/New/australias-largest-power-station/</a> >.
	Improving the stations	The SEC made sure that each project – Morwell, Hazelwood, Yallourn W and Loy Yang – trumped previous ones. The generating capacity of the power stations in the Latrobe Valley grew from 170 megawatts at Morwell to 1480 megawatts at Yallourn W, 1600 megawatts at Hazelwood and eventually to a capacity of over 3000 megawatts at Loy Yang A and B combined. The Latrobe Valley had truly become SEC's centre of power.			Jack Vines, <i>Coal mining heritage study in Victoria</i> , The Heritage Council of Victoria, Melbourne, 2004, pp. 241-256.
	Privatisation	The 1992 Victorian state election was won by the Coalition. The new State Government led by Liberal premier Jeff Kennett introduced an extensive cost-cutting program that included the selling of state assets to boost the economy. The corporatisation and privatisation of the SEC was part of this. The SEC was privatised in 1994 and sold to US and British parties as several power companies. Between 1990 and 2016 the number of workers employed in the Latrobe Valley power industry dropped from 8481 to 3000.			Damien Cahill and Sharon Beder, 'Neo-liberal think tanks and neo-liberal restructuring: Learning the lessons from Project Victoria and the privatisation of Victoria's electricity industry', <i>Social Alternatives</i> , 2005, vol.24, no.1, pp. 43-48, accessed 8 May 2018, < <a href="https://www.uow.edu.au/~sharonb/ProjVictoria.html">https://www.uow.edu.au/~sharonb/ProjVictoria.html</a> >; Anthony D LaMontagne & Hannah H Walker, 'Community views on responding to a local asbestos disease epidemic: implications for policy and practice', <i>Policy and Practice in Health and Safety</i> , vol.3, no.1, 2016, pp. 69-84, p. 71.
<b>The Morwell Power Station's role in revitalising Victoria</b>	Revitalising Victoria's industrial and economic growth	The Morwell Power Station and Briquette Factories was constructed between 1949 and 1959 by the State Electricity Commission of Victoria (SECV). It was the centrepiece of the Victorian Government's postwar strategy to revitalise Victoria's industrial and economic growth through the development of the Latrobe Valley into the state's principal power and energy producing region.			Heritage Victoria, 'Morwell Power Station and Briquette Factory', Victorian Heritage Database Report, Heritage Victoria, Melbourne, 1 March 2018, report generated 9 April 2018.
			Mr Dodgshun said the plant would help make Victoria independent of imported fuels.	<i>The Age</i> , 12 October 1950	'German plant for Morwell briquetting', <i>The Age</i> , 12 October 1950, p. 3, accessed 8 May 2018, < <a href="http://nla.gov.au/nla.news-article205371797">http://nla.gov.au/nla.news-article205371797</a> >.
			The shortage of fuel in Victoria has been a nightmare to the government for the past few years, therefore all eyes are on the Morwell project.	<i>Gippsland Times</i> , 2 August 1951	'Development of brown coal', <i>Gippsland Times</i> , 2 August 1951, p. 5, accessed 8 May 2018, < <a href="http://nla.gov.au/nla.news-article63302019">http://nla.gov.au/nla.news-article63302019</a> >.

## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
			This programme, apart from its primary objective of securing more power and fuel for the whole State, will bring about a great access of prosperity to many parts of Victoria outside the metropolitan area during the course of its development.	<i>Portland Guardian</i> , 10 July 1950	'Keiwa-Morwell Loan', <i>Portland Guardian</i> , 10 July 1950, p. 3, accessed 8 May 2018, < <a href="http://nla.gov.au/nla.news-article64422193">http://nla.gov.au/nla.news-article64422193</a> >.
			Suffering from dependence on irregular supplies of New South Wales coal, with consequent costly inconvenience to industrial and household power and fuel supplies, the public of the immediate postwar years gave the Government of the day its full support in an unrestricted effort to rectify the position.	<i>The Age</i> , 19 November 1953	'Deciding future of Morwell', <i>The Age</i> , 19 November 1953, p. 2, accessed 8 May 2018, < <a href="http://nla.gov.au/nla.news-article206910080">http://nla.gov.au/nla.news-article206910080</a> >.
			... [Morwell is] a project of vital importance of the needs of a rapidly expanding State ...	<i>The Age</i> , 19 November 1953	'Deciding future of Morwell', <i>The Age</i> , 19 November 1953, p. 2, accessed 8 May 2018, < <a href="http://nla.gov.au/nla.news-article206910080">http://nla.gov.au/nla.news-article206910080</a> >.
			In Victoria, the Latrobe Valley development scheme will provide the cheapest electricity in Australia, giving this State the greatest industrial impetus it has ever known.	<i>The Argus</i> , 26 January 195	'Power behind the factory', <i>The Argus</i> , 26 January 1956, p. 14, accessed 9 May 2018, < <a href="http://nla.gov.au/nla.news-article72532234">http://nla.gov.au/nla.news-article72532234</a> >.
	Boosting coal supply	The establishment of the Morwell Power Station and Briquette Factories emerged out of State Government concerns about coal shortages from the outset of the War. Manpower control and labour shortages affected operations at the Yallourn Power Station	I am fearful that one of these days we will find ourselves without supplies of coal for essential transport and industrial services.	Albert Dunstan, Victorian Premier, August 1940	Cited in C Edwards, <i>Brown power: a jubilee history of the State Electricity Commission of Victoria</i> , State Electricity Commission of Victoria, Melbourne, 1969, p. 147.
			... to report on the possibility of using processed brown coal to meet some of the fuel demands of essential services and industry if war should stop, or make uncertain seaborne coal supply, and the practicability of using brown coal, processed or otherwise, for all essential needs of the state, with the ultimate object of freeing Victoria from dependence on imported black coal.	Albert Dunstan, Victorian Premier, August 1940	Cited in C Edwards, <i>Brown power: a jubilee history of the State Electricity Commission of Victoria</i> , State Electricity Commission of Victoria, Melbourne, 1969, p. 147.
	A new mine	In an investigation in the early 1940s, the SECV concluded that an entirely new open cut mine would be necessary to meet the output requirements as set out by the committee. It recommended a site south of Morwell as the best option for exploiting brown coal resources.			C Edwards, <i>Brown power: a jubilee history of the State Electricity Commission of Victoria</i> , State Electricity Commission of Victoria, Melbourne, 1969, p. 152.
Building the Morwell Power Station	The new factories	In 1946, the SECV reported on projected outcomes for the Morwell Project. It suggested that four factories could produce 2.6 million tons a year, with the cost of building four factories being considerable more economical than the cost of building two, and the subsequent price of briquettes would be 11 per cent cheaper. However, by the time the first stage of the Morwell Project was approved in 1948, estimated costs had risen dramatically.			J Vines, <i>A history of Morwell Open Cut: its origins and Development to June 1996</i> , Generation Victoria, Melbourne, 1996, pp. 212-13.

## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
	Buying machinery	Chief Engineer Ernest Bates, with senior engineers Horrie Finlayson, Alec Thyer and Bob Parrett, travelled to England and Europe in March 1949 to undertake negotiations with manufacturers for purchase of buildings and machinery for the Morwell plant and briquette factories. Bates believed that the peace time period might be fleeting, and therefore the vital machinery must be secured from Europe as soon as possible. The \$18 million contract included machinery for two complete briquette factories to be progressively installed for production by 1955, including boiler plant for 2 factories and one spare boiler; buildings for four briquette factories, with machinery for the two additional factories to be ordered later and the power station plant consisting of three Turbo Generators, each of 30MW capacity (the final four briquette factories were intended to accommodate a total of 5 equivalent Turbo Generators).			J Vines, A history of Morwell Open Cut: its origins and Development to June 1996, Generation Victoria, Melbourne, 1996, p. 47; C Edwards, Brown power: a jubilee history of the State Electricity Commission of Victoria, State Electricity Commission of Victoria, Melbourne, 1969. p. 47.
			Two new briquette factories at Morwell, planned to be ready by 1958, may be able to start at the end of 1952 ... The big advance in the completion date had been made possible by the success of the buying commission of four engineers, led by the State Electricity Commission chief engineer (Mr. Bate), which left Australia by air on March 11.	<i>The Age</i> , 30 April 1949	'Speed-up in Morwell Briquette Plan', <i>The Age</i> , 30 April 1949, p. 4, accessed 9 May 2018, < <a href="http://nla.gov.au/nla.news-article206068676">http://nla.gov.au/nla.news-article206068676</a> >.
			There is nothing so fatal as having a job to do and no plant to do it with, and I feel that the time available for obtaining plant is relatively limited, and that the future fuel supply of this State may be seriously threatened unless this provision against any disturbance is made.	Ernest Bates, Chief Engineer, c. 1949	Cited in C Edwards, <i>Brown power: a jubilee history of the State Electricity Commission of Victoria</i> , State Electricity Commission of Victoria, Melbourne, 1969, p. 214.
	Construction problems	The SECV expected to have the first Briquette factory operating by 1953 and the second by 1954. However the cost of constructing the plants were continuously increasing since the 1946 estimates, and in 1951, the financial crisis limited available expenditure and slowed progress. By June 1953, all production had stopped completely. When production recommenced in June 1954, the project had cost \$48 million but returned nothing. As the cost of construction of the Briquette factories was also rising dramatically, the SECV realised that the two additional factories it had planned for would not be needed. One factory was sold to India at a loss.			'Electricity Authorities Likely to Attack Briquette Industry' <i>Canberra Times</i> , 20 February 1962, p. 2, accessed 4 May 2018, < <a href="https://trove.nla.gov.au/newspaper/article/104923807">https://trove.nla.gov.au/newspaper/article/104923807</a> >
			A £662,885 steelwork contract for the new power station and two briquette factories at Morwell was signed by the State Electricity Commission today ... Work on the contract would begin before Christmas.	<i>The Herald</i> , 10 November 1954,	'Morwell contract', <i>The Herald</i> , 10 November 1954, p. 3, accessed 8 May 2018, < <a href="http://nla.gov.au/nla.news-article243441247">http://nla.gov.au/nla.news-article243441247</a> >.



## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
			When State Parliamentarians, led by the Premier (Mr. Cain), visit the State Electricity Commission's Morwell project today they should resolve to look forward rather than backward. Whatever the difficulties facing progress on this scheme, they will be eased by seeking causes simply to apportion blame.	<i>The Age</i> , 19 November 1953	'Deciding future of Morwell', <i>The Age</i> , 19 November 1953, p. 2, accessed 8 May 2018, < <a href="http://nla.gov.au/nla.news-article206910080">http://nla.gov.au/nla.news-article206910080</a> >.
			The State Electricity Commission has let a £1,394,000 contract for more construction work on the new Morwell power and fuel project. Six pulverised fuel boilers, ash handling plant, and three chimneys for the new power station and the briquette factories will be erected. Werkspoor N.V., a Netherlands company at present erecting the new Shell refinery at Geelong, was given the contract, and will start work early next year.	<i>The Argus</i> , 11 June 1955	'£1m. contract for Morwell', <i>The Argus</i> , 11 June 1955, p. 7, accessed 8 May 2018, < <a href="http://nla.gov.au/nla.news-article71887695">http://nla.gov.au/nla.news-article71887695</a> >.
			The rabbits that once played hide-and-seek among the £15 million worth of equipment on the site of the State Electricity Commission's brown-coal project near Morwell have fled to quieter parts. The roar of truck engines and the crackle of diesel tractor exhausts have broken the silence which fell over the project when money ran short nearly three years ago.	<i>The Herald</i> , 23 December 1954	'Morwell gets a transfusion', <i>The Herald</i> , 23 December 1954, p. 5, accessed 8 May 2018, < <a href="http://nla.gov.au/nla.news-article243438443">http://nla.gov.au/nla.news-article243438443</a> >.
	Briquettes	Briquettes, which are small coal bricks used by industry and households, were made at Morwell and Yallourn. Briquettes became popular with the Victorian public from the 1920s. In the 1950s, households used briquettes in appliances such as central heating units and hot water systems. Initially, the SECV had a strong focus on briquette manufacture, but the market for briquettes was uncertain by 1954 due to fuels such as oil and natural gas becoming cheaper, so power production was the SECV's priority. Due to this lack of demand, the SECV experienced significant losses through its briquetting operations in the late 1950s and 1960s, as it was forced to sell briquettes below cost to meet competition.			'Brown coal' Interpretive panel, Morwell; Andrew D Spaul, 'The origins and rise of the Victorian brown coal industry 1835 – 1935', Thesis, University of Melbourne (Department of Economic History), 1966, p. 238; J Vines, <i>Coal mining heritage study in Victoria</i> , Heritage Council of Victoria, Melbourne, 2008, p. 250.
			The State Electricity Commission has lost heavily over briquettes—several million pounds it is believed—and will present a rather devastating report to the Government.	<i>Canberra Times</i> , 20 February 1962	'Electricity Authorities Likely to Attack Briquette Industry' <i>Canberra Times</i> , 20 February 1962, p. 2, accessed 4 May 2018, < <a href="https://trove.nla.gov.au/newspaper/article/104923807">https://trove.nla.gov.au/newspaper/article/104923807</a> >
			Briquettes are being sold below cost because of intense competition from other fuels, mostly oil.	<i>Canberra Times</i> , 20 February 1962	'Electricity Authorities Likely to Attack Briquette Industry' <i>Canberra Times</i> , 20 February 1962, p. 2, accessed 4 May 2018, < <a href="https://trove.nla.gov.au/newspaper/article/104923807">https://trove.nla.gov.au/newspaper/article/104923807</a> >

## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
			The purpose of briquetting is to convert low-grade raw brown coal into a high-quality fuel with uniform characteristics and readily transportable for use elsewhere. The moisture content is reduced to about 15 per cent-thus approximately trebling the heating value per pound of fuel.	<i>The Canberra Times</i> , 26 July 1960	'Three tons of briquettes every minute', <i>The Canberra Times</i> , 26 July 1960, p. 8, accessed 3 May 2018, < <a href="http://nla.gov.au/nla.news-article137119582">http://nla.gov.au/nla.news-article137119582</a> >.
			Perhaps the noticeable swing over the past few years has been to the controlled-burning type of space heater, the ideal fuel for which is now being produced in unlimited quantities at the huge briquetting works at Morwell and Yallourn in Victoria.	<i>The Canberra Times</i> , 26 July 1960	'Three tons of briquettes every minute', <i>The Canberra Times</i> , 26 July 1960, p. 8, accessed 3 May 2018, < <a href="http://nla.gov.au/nla.news-article137119582">http://nla.gov.au/nla.news-article137119582</a> >.
	Supplying to Canberra	The Morwell Briquette Factory had a large capacity for production and it even supplied to the Canberra briquette market.	With at output of nearly 1 1/2 million tons of briquettes a year, the Morwell Briquette Works with be producing brown coal briquettes at the rate of three tons a minute throughout the 24 hours for seven days a week. To maintain this output, the works will process annually 3 1/2 million tons of raw brown coal.	<i>The Canberra Times</i> , 26 July 1960	'Three tons of briquettes every minute', <i>The Canberra Times</i> , 26 July 1960, p. 8, accessed 3 May 2018, < <a href="http://nla.gov.au/nla.news-article137119582">http://nla.gov.au/nla.news-article137119582</a> >.
			Despite the long haul from Morwell to Canberra and its consequent effect on coasts, briquettes are being proven as an economy fuel. Manufacturers of hot water units, combustion heaters and stoves rate highly the use of briquettes in their units.	<i>The Canberra Times</i> , 8 September 1961	'Canberra citizens use 80 tons of briquettes a week for heating', <i>The Canberra Times</i> , 8 September 1961, p. 25, accessed 3 May 2018, < <a href="http://nla.gov.au/nla.news-article103086754">http://nla.gov.au/nla.news-article103086754</a> >.
	Electricity service begins	Morwell Power Station came into service in November 1958, operating at 20 MW, and gradually increasing to 50MW in December, 110MW in 1959, and 170MW by 1963. The generators at the plant provided a maximum of 131MW to the State Electricity system.			J Vines, <i>A history of Morwell Open Cut: its origins and development to June 1996</i> , Generation Victoria, Melbourne, 1996, pp. 76-77.
	Briquette production begins	The Briquette Factory performed initial test runs on 9 September 1959. The first Morwell Briquette Factory began producing briquettes for sale on 8 December 1959. However it stopped 9 days later, due to complaints from customers. The factory resumed production using Yallourn coal on 19 December. The second factory came into service in September 1960. In spite of the reduced market for briquettes, they continued to be an important product made at Morwell.			J Vines, <i>A history of Morwell Open Cut: its origins and development to June 1996</i> , Generation Victoria, Melbourne, 1996, pp. 77, 153.
			... because ... we didn't make as many megawatts as your Hazelwoods, Yallourn and Loy Yangs, but with us it was the briquettes, the amount of the briquettes that we made because we were looking after ... other industries, for example like the Leongatha Milk Plant ... the Warragul Hospital, back then, they relied on briquettes. To me it was that we were producing a product, but we were also contributing to power to the Valley. But compared to other stations, we were only a little thumbnail.	Robert Bacchette, employee, 1979-2014	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.

## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
Processes and machinery at Morwell Power Station	Rare intact machinery	Morwell Power Station and Briquette Factories has the only remaining intact assemblage of mid-20th century briquetting machinery in Victoria. The Morwell site has buildings and machinery that show the 'start-to-finish' production of brown coal electricity and briquette manufacture.			Heritage Victoria, 'Morwell Power Station and Briquette Factory', Victorian Heritage Database Report, Heritage Victoria, Melbourne, 1 March 2018, report generated 9 April 2018.
	Boilers, ash-handling plant and chimneys	Dutch firm Werkspoor was awarded the contract to erect boilers, ash-handling plant and chimneys in 1955.			J Vines, <i>A history of Morwell Open Cut: its origins and development to June 1996</i> , Generation Victoria, Melbourne, 1996, pp. 76-77.
			Tenders were also being called for other big jobs at Morwell such as the erection of boilers, ash-handling plant and power station's giant chimney.	<i>The Herald</i> , 10 November 1954,	'Morwell contract', <i>The Herald</i> , 10 November 1954, p. 3, accessed 8 May 2018, < <a href="http://nla.gov.au/nla.news-article243441247">http://nla.gov.au/nla.news-article243441247</a> >.
			The well known Dutch industrial firm of NV Werkspoor of Amsterdam [has carried out] several important projects ... in Australia ... They include ...the assembly of an electric power station at Morwell in Gippsland, Victoria.	<i>Dutch Australian Weekly</i> , 13 July 1956	'Dutch news in brief', <i>Dutch Australian Weekly</i> , 13 July 1956, p. 1, accessed 9 May 2018, < <a href="http://nla.gov.au/nla.news-article224526393">http://nla.gov.au/nla.news-article224526393</a> >.
	Rare water tube boilers	The Morwell Power Station boilers are of particular significance as they are rare examples of water tube boilers designed especially to burn brown coal. Experimentation over many years was required to design boilers that could successfully burn brown coal.			Heritage Victoria, 'Morwell Power Station and Briquette Factory', Victorian Heritage Database Report, Heritage Victoria, Melbourne, 1 March 2018, report generated 9 April 2018.
			Members of the electric supply committee of the City Council visited the power house in Spencer-street last week to view the operation of a special furnace in which brown coal was burning. This furnace was supplying heat to a water tube boiler generating steam sufficient for about 1000 horse power, and exceedingly satisfactory combustion was being obtained. The full capacity of the boiler was maintained. It has been found also that good results can be obtained when burning brown slack coal, for which as the present there is no market.	<i>The Age</i> , 27 August 1917	'Brown coal', <i>The Age</i> , 27 August 1917, pp. 7-8, accessed 8 May 2018, < <a href="http://nla.gov.au/nla.news-article155147077">http://nla.gov.au/nla.news-article155147077</a> >.
			The boiler is of the water tube type, and fitted with a special arrangement in the front headers for promoting a rapid circulation of water, whereby it is brought directly and successively over the heating surfaces. ... Reliable tests have not yet been made as to the evaporative efficiency of the boiler and the comparative economic values of different fuels. I am informed, however, that arrangements are now being made to have these important points settled in a reliable manner.	<i>The Age</i> , 20 June 1893	'The brown coal tests', <i>The Age</i> , 20 June 1893, p. 7, accessed 9 May 2018, < <a href="https://trove.nla.gov.au/newspaper/article/193417958">https://trove.nla.gov.au/newspaper/article/193417958</a> >.
	Innovative machinery	In 1950, the local newspaper announced that A modern dust suppression plant for Morwell was being manufactured in Germany at the cost of £900,000. Each boiler had a special dust collector to prevent coal dust being spread and becoming a nuisance in the town. The dust accumulated in the collectors was fed back into the coal supply and made into briquettes.	Emission of char from the boilers will be avoided by special dust collectors attached to each boiler, and 300 ft. high chimneys will disperse over a large area any fine dust which may escape past the collectors, thus obviating any likely dust nuisance.	<i>Morwell Advertiser</i> , 2 November 1950	'Briquette factories', <i>Morwell Advertiser</i> , 2 November 1950, p. 4, accessed 3 May 2018, < <a href="http://nla.gov.au/nla.news-article66123456">http://nla.gov.au/nla.news-article66123456</a> >.



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SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
			The inside walls and floors of the buildings will be kept clean by means of vacuum cleaning systems.	<i>Morwell Advertiser</i> , 2 November 1950	'Briquette factories', <i>Morwell Advertiser</i> , 2 November 1950, p. 4, accessed 3 May 2018, < <a href="http://nla.gov.au/nla.news-article66123456">http://nla.gov.au/nla.news-article66123456</a> >.
	High quality machinery	The machinery at Morwell Power Station and Briquette Factory was well made and rarely broke down.	Because a lot of the machinery was over-engineered ... and that's where we were lucky. Well it gave it that stability, it never hardly broke down ... You had to do your regular maintenance, but it didn't happen as often as what it did near the end.	Robert Bacchette, employee, 1979-2014	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			There was no such thing as patch up work back then, everything was done to specific and once the machine or the boiler came on, it came on without a hitch.	Robert Bacchette, employee, 1979-2014	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
	Coal from the mine	Power generation at the Morwell Power Station and Briquette Factories was achieved by processing of brown coal from the associated open cut coal mine site. The Morwell Power Station used an average of 120,000 tons of coal per month, between December 1960 and June 1961. All of this coal came from the Morwell open cut. It received deliveries of around 800 cubic yards per month of overburden clay which was used to blend with coal from the Morwell Raw Coal Bunker.			
	Start-to-finish process	Coal was delivered from the 'wet section', where coal was separated for use in either the Power Station or Briquette factories. Workers would call for the coal with a push button, and it would be brought up by conveyor belt to shuttles which travelled across the coal bunkers. From the coal bunkers it went into large boilers where it was burnt. The heat created by this process turned water into steam and the steam then spun turbines, which were connected to an electrical generator. The generator contains magnets within copper wire coils. These turn when the turbines spin. The moving magnets make the electrons in the wires to move about, which creates an electrical current and makes electricity.	The process was the coal would come from the wet section, which is where the coal was divided into, the coal would go into the briquette factory or the power station. We would call for the coal via a push button, it comes up via two conveyor belts to two shuttles that moved across the top of the coal bunkers, they could be reversed in either direction so that you had the opportunity to fill that end, the left hand end or the right hand end, and you could switch between the shuttles depending on how it was all going.	Keith Roberts, employee, 1977-79	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >; Origin Energy Limited, 'What is coal?' Origin Energy Limited, 9 February 2015, accessed 3 May 2018, < <a href="https://www.originenenergy.com.au/blog/about-energy/what-is-coal.html">https://www.originenenergy.com.au/blog/about-energy/what-is-coal.html</a> >; Environment Victoria, 'The problem with brown coal', Environment Victoria, Carlton, 2018, accessed 3 May 2018, < <a href="https://environmentvictoria.org.au/our-campaigns/safe-climate/problem-brown-coal/">https://environmentvictoria.org.au/our-campaigns/safe-climate/problem-brown-coal/</a> >.
	Negotiating timing	If a boiler was out of service, workers had to negotiate the difficult task of timing the coal deliveries so that there were gaps in the coal on the shuttle.	... if there was boilers out on both sides it got a little hairy trying to move the coal.	Keith Roberts, employee, 1977-79	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
	Briquette production equipment	The equipment used to make the brown coal briquettes at Morwell was supplied by British engineering firms. The plant machinery was well engineered, and rarely broke down.	... contracts worth £3,500,000 have been placed with British engineering firms for the first stage of the expanding brown coal briquette manufacture at Morwell, Victoria. Announcing this to-day, Australia House officials said that the firms would arrange for about 250 single men to be sent to Australia under the assisted migrants scheme. They would remain as permanent residents in Australia. The Mitchell engineering group, as contractors for the new boiler plant and boiler buildings, would supervise their erection. Other British engineering firms were supplying the boiler plant, turbo generators and ancillary equipment, which was now being manufactured in the Midlands and northern counties.	<i>Cairns Post</i> , 7 March 1951	'British firms' contracts', <i>Cairns Post</i> , 7 March 1951, p. 2 accessed 3 May 2018, < <a href="http://nla.gov.au/nla.news-article42708303">http://nla.gov.au/nla.news-article42708303</a> >.

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### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
<b>THEME 2: PEOPLE OF THE MORWELL POWER STATION AND BRIQUETTE FACTORIES</b> This theme looks at the people who worked at Morwell and their experiences of working at the site.					
<b>From all over the world</b>	A large workforce	The power station and briquette factories required a large work force to operate and maintain it.			Jerzy Zubrzycki, <i>Settlers of the Latrobe Valley: a sociological study of immigrants in the brown coal industry in Australia</i> , Canberra, Australian National University, 1964.
	Migrant workforce	The SEC's workers were recruited many of its workers from the large numbers of migrants who had arrived in Australia after World War II. They came from the United Kingdom, Netherlands, Poland, the Ukraine, Germany, Italy and Malta.			Michelle Duffy and Sue Whyte, 'The Latrobe Valley: the politics of loss and hope in a region of transition', <i>Australasian Journal of Regional Studies</i> , vol.23, no.3, 2017, pp. 421-446, p. 424.
			Migrants from the United Kingdom and all parts of Europe comprise more than 30 per cent of the workers in the valley's vast fuel and power projects. They are working in nearly all spheres, from new project construction gangs to maintenance staff on existing power stations.	<i>Good Neighbour</i> , 1 March 1959	'Latrobe Valley a new industrial giant', <i>Good Neighbour</i> , 1 March 1959, p. 4, accessed 9 May 2018, < <a href="http://nla.gov.au/nla.news-article176528995">http://nla.gov.au/nla.news-article176528995</a> >.
			... the Latrobe Valley has the highest concentration of migrants in Australia.	<i>Good Neighbour</i> , 1 March 1959	'Latrobe Valley a new industrial giant', <i>Good Neighbour</i> , 1 March 1959, p. 4, accessed 9 May 2018, < <a href="http://nla.gov.au/nla.news-article176528995">http://nla.gov.au/nla.news-article176528995</a> >.
	Demographics	In 1961, 75 per cent of the Latrobe Valley's population was Australian-born, compared to nearly 92 per cent in 1947. The number of people from countries other than Britain also increased from 21 per cent in 1947 to 54 per cent in 1961.			Jerzy Zubrzycki, <i>Settlers of the Latrobe Valley: a sociological study of immigrants in the brown coal industry in Australia</i> , The Australian National University, Canberra, 1964, pp. 12-16.
			The SEC, like all the state instrumentalities, what a lot of people don't realise, were actually employers of a lot of people who would not be able to get work in private enterprise. Now these people may only have a job of sweeping the floor or something like that, but they had work, they had a pay cheque and they had a pride in what they did.	George Harris, employee, 1958-64	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
<b>The working community</b>	The Valley's social life	The Valley had a strong social life, which workers of Morwell Power Station actively participated in.	We used to have a mid-week Cricket Association that the shift workers operated on and there was a lot of people from all around the Valley ...	Keith Roberts, employee, 1977-79	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			You know you'd start at 9:30 in the morning, you'd be finished by 1 o'clock in the afternoon and then you'd sit around and have a drink and have a chat and it wasn't unusual to not get home for an hour, two hours afterwards.	Keith Roberts, employee, 1977-79	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			The thing that that fostered, was that relationship between not only the guys within your installation, but all the other installations involved ...	Keith Roberts, employee, 1977-79	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.

## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
	The Morwell Power Station and Briquette Factory's social club	The Morwell Power Station and Briquette Factory had a social club, which created a great community spirit.	We had a big social club. ... all the different departments had their own social club ... there was dances at the end of the year, the Christmas picnic was fantastic for the kids. The kids still talk about it. ... There was hundreds of kids that would go ...	Peter McCartney, employee, 1983-2014	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			... community-wise, well there was a sense of belonging ...	Peter McCartney, employee, 1983-2014	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
	Love	Past employees speak of their love of working at Morwell Power Station.	And I just loved the place. I just enjoyed working here.	Michael Gred, employee, 1995-2012	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			Here, we were all like a family, because we knew this was a way we had to work to make this place work and it was so enjoyable.	Michael Gred, employee, 1995-2012	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			... it's been very good to us.	Peter McCartney, employee, 1983-2014	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			Electricians, we had a good group. We had great fun.	Peter McCartney, employee, 1983-2014	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			We had real good fun.	Peter McCartney, employee, 1983-2014	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			The old saying 'slow, easy and comfortable', I have to agree with that.	Robert Bacchette, employee, 1979-2014	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
	Family	Some families had multiple members working at Morwell Power Station and Briquette Factory	... I got the position here, because my father worked here, and back then if you had a relative, you would get a job ...	Robert Bacchette, employee, 1979-2014	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			My brother and I worked together ... My dad was on another shift, but sometimes I would get called in and I would catch up with him working on his shift ... which was pretty good.	Robert Bacchette, employee, 1979-2014	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
Working conditions	Secure employment	The SEC offered its workers secure employment, housing and services and good incomes, making it an attractive employer.			Michelle Duffy and Sue Whyte, 'The Latrobe Valley: the politics of loss and hope in a region of transition', <i>Australasian Journal of Regional Studies</i> , Vol. 23, No. 3, 2017, pp. 421-446, p. 425.



## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
	Career path	Morwell Power Station provided its employees with a good career path, with workers who had the skills and interest able to be trained and promoted through the ranks.	At that time, the Morwell Briquette and Power was seen as the entry point for a lot of staff moving to other areas that had their interest. Basically you would come in, start out as a cleaner on day shift, then you'd go on to shift work in the yard gang and the briquette factory and then you could work either through the briquette factory or you could then come over onto the boiler cleaner's unit, power station, and then move through onto the shift operators, which then led you to (if you wanted to go that far) to boiler attendants and then further into the turbine house as turbine drivers.	Keith Roberts, employee, 1977-79	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
	Shift work	Shift work was tiring, but could be flexible, with employees swapping shifts with one another.	It was a two by five shift and it was a really good shift ... Two shifts of five days ... We had superannuation then too. ... We used to do fire training on a Wednesday afternoon and that was double time ...	Peter McCartney, employee, 1983-2014	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			Then eventually I was able to swap with a bloke ... he wanted to go back to two by five rather than working all nights and I got onto the three by seven, which a bad shift ... seven night shifts, but we never did a lot of work, you know, it's good to be truthful. They used to say SEC was slow, easy and comfortable.	Peter McCartney, employee, 1983-2014	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			Probably the hardest part was the shift work, the night shift. Back then we were doing three by sevens. Seven nights, seven afternoons and six days. So they were only eight hour days, but when it came to doing seven night shifts in a row, you really started to feel it.	Robert Bacchette, employee, 1979-2014	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			And it wasn't very demanding, but if a boiler had to come off, or there was major maintenance that they had to do, we'd have our certain areas where all the coal would have to be cleaned right up for any maintenance or hot works to be done. So, really, it was pretty cushy, no complaints, very cushy.	Robert Bacchette, employee, 1979-2014	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
	Experimenting	Staff innovated in order to solve problems. When Morwell Power Station opened, staff immediately noticed problems with the fouling of boiler surfaces, a result of the coal properties of the Morwell open cut. This meant that the boiler needed to be cleaned after every 300 to 400 hours of operation. Staff experimented to develop successful cleaning techniques, and had limited success in trials of blending Yallourn and Morwell coal. Although frequency was gradually decreased, regular cleaning of boilers became standard practice at the Power Station. The problems with the Morwell coal was taken into account in the boiler design process for the Hazelwood plant.			J Vines, <i>A history of Morwell Open Cut: its origins and development to June 1996</i> , Generation Victoria, Melbourne, 1996, pp. 150-51.
			They just said the place was too clean, that you didn't need all these cleaners. They used to have afternoon shift, would hose down the floors and there was no dust around.	Peter McCartney, employee, 1983-2014	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.

## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
	Innovation	Start up of the plant was initially done by a cold start procedure. George Harris, who began working at the Power Station four months before it came online, was able to develop a new procedure.	... I developed a procedure to start the station directly from the boilers using a flow through system where all the valves were open and as the boiler pressure came up so did the pressure in all of the auxiliary plant and the turbines would have eventually rolled off their barn gear and come up, or one turbine, and that worked well.	George Harris, employee, 1958-64	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
	Training	Training was important at the power station. The complex processes and machinery required thorough safety procedures and made it vital that workers were able to identify and react to problems quickly.	And the training was very good, well it made the operators more confident, because they not only knew how to do a thing, they knew why they were doing it. Which basically meant that if things didn't go according to plan, you could step back and say 'ok, I know this should've happened, now let me think why it didn't happen. Mind you, you only got that timeframe if it's a small emergency, if it's a large emergency ... such as ... the boiler running out of water or something like that, or the turbine over-speeding, you've got to react instantaneously.	George Harris, employee, 1958-64	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			... every operator got a complete set of manuals that pertained to the area he's working in.	George Harris, employee, 1958-64	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
	Fire training	Fire was one of the most important aspects of safety training and operational procedures. The coal dust was extremely flammable, so had to be cleaned regularly.	Coal dust, very fine coal dust, if it catches fire it ... doesn't burn in a flame, it just smoulders. Then if it gets disturbed by wind or water or more coal dumped on it or anything like that, it actually flares up to twenty times the size of what it is and it's actually quite combustible and flammable and it actually can burn people.	Keith Roberts, employee, 1977-79	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			When we had our fire training here that was one of the things they showed us. They had a pan with coal dust that was ember, they threw it up in the air and it just exploded into a flame, probably 20, 25 feet square. It was amazing. Just from a small amount of coal dust.	Keith Roberts, employee, 1977-79	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			A spotter was there for safety reasons. Quite often what would happen is, for example, I'd do the first run and he'd do the second. The spotter's function was (a) to make sure you didn't fall into the bunker ... which did happen at another power station ... They also kept fire watch. ... Also they did cleaning ... because obviously with the coal coming in the bunker floor would get very, very dusty.	Keith Roberts, employee, 1977-79	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
	Danger, fires and explosions	Danger was inherent in the work. The site had incidents such as fires and explosions during its history.	Oh we had quite a number of technical issues ... fairly frightening moments.	Michael Gred, employee, 1995-2012	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.

## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
			One time we had a problem where we started getting smoke out of one of the turbines ... and it was smoking fairly badly and we thought there was something wrong and we were in the process of starting to take the turbine off when another turbine started smoking. ... So what happened was, they were doing maintenance on one of the tanks and they had the central balance valve isolated and we had the factory, briquette factory, come online cause a fair bit of issues and the water and oil flipped and we were pumping oil through the boilers. ... It got to the stage where you could hardly see anything in the turbine, cos every turbine started smoking and I had to hold me nerve and calm down the shift. I had one of my operators that went into panic mode and I had to put him on ... oxygen ... to calm him down.	Michael Gred, employee, 1995-	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			I was actually involved in the big briquette fire ... I was on leave and I got a call if I wanted to come in ... All of a sudden a big massive explosion happened between B and C Factory and we're in the Turbine Room and from outside all we could see was this flame ... coming across outside the big pipes ... and the whole pipework just collapsed because of the heat ... and we're in the Turbine Room so we're taking machines off. And everyone was very tense ... but we all still worked as a team. But yeah, we were all very nervous that night thinking it's gonna affect us, the whole process main is gonna collapse and that's where our outlets were supplying all that high pressure steam. We thought if we lose this process main, we're in trouble here with most of the machines that were still running ... But, in the end, we had the fire brigade. they managed to get it under control ... and we were just glad when morning came around ... everyone that was there, we all made sure that we looked out for each other and we made sure we knew where everyone was.	Robert Bacchette, employee, 1979-2014	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			Apart from that, in the 35 years, we also had another boiler explosion [in 2007]... and I was just training to become a shift leader and I had enough ... permit issues and all that and all of a sudden this big explosion. And that one probably affected me a fair bit because I didn't have the experience and I was lucky enough to have my leader at the time, which was Peter McCartney ... and he was a great moral support because I was lost, I didn't know what to do, where to go and he virtually had to take over. What a way to learn ... but luckily enough there was no casualties ...	Robert Bacchette, employee, 1979-2014	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
	Tragedy	There have been tragedies in the site's history. In 2001, 48 year old Peter John Riley was killed on the job while working inside a hopper. The operator of the power station was fined \$ 135,000 over the incident.			Power Station operator fined for worker's death' ABC News Online, 24 October 2003, accessed May 6, < <a href="http://www.abc.net.au/news/2003-10-24/power-station-operator-fined-for-workers-death/1498486">http://www.abc.net.au/news/2003-10-24/power-station-operator-fined-for-workers-death/1498486</a> >.



## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
	Illness	The coal and power generating industry is blamed by many for the disproportionate cases of serious illnesses suffered by former plant workers. Environmental impact, and secondary health problems caused by pollution from the plants are also a concern.			
	Strikes	Workers held strikes over pay increases and better conditions several times during the 1960s and 70s. A large-scale 48 hour blackout caused by striking power workers in the Latrobe Valley in 1980 created traffic jams across Melbourne.	Large areas of Victoria were without electricity much of yesterday as the worst power crisis for 30 years hit the State. The blackouts were caused by a 48-hour strike by power workers in the La Trobe Valley [sic] from 11pm on Wednesday.	<i>The Canberra Times</i> , 1 February 1980	'Worst in 30 years', <i>The Canberra Times</i> , 1 February 1980, p. 3, accessed 6 May 2018, < <a href="https://trove.nla.gov.au/newspaper/article/137012462">https://trove.nla.gov.au/newspaper/article/137012462</a> >.
			A stopwork meeting attended by over 300 Amalgamated Engineering Union members employed by the S.E.C. at Yallourn and Morwell called for a campaign to secure S.E.C. agreement to pay margins in keeping with A.C.T.U. The meeting declared their readiness to back the campaign with the necessary tactics and action.	<i>Tribune</i> , 17 June 1959	'Wide activity for increased margins', <i>Tribune</i> , 17 June 1959, p. 10, accessed 9 May 2018, < <a href="http://nla.gov.au/nla.news-article236735417">http://nla.gov.au/nla.news-article236735417</a> >.
	Privatisation and change	When the Victorian Government privatised the SEC, career and training opportunities Morwell Power Station diminished. However, under good management and proactive staff, the career path and training improved.	When I first started there, there was no career path for anybody in the station. Then when we went to a central control room they, the management decided there's gotta be a career path to be able to give em incentives to learn more and work their way up into higher positions, so that was a big plus.	Michael Gred, employee, 1995-2012	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			When I started here, there was ... hardly any training modules there was no testing, no nothing.	Michael Gred, employee, 1995-2012	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			... what I loved about this place ... you were able to go down and talk to management like I'm talking to you now.	Michael Gred, employee, 1995-2012	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			I could go down to the managers and sit down and talk to them. Talk about plan issues, manning issues and all that and they'd sit there and listen to you ... and together we'd work ... through to right the problems and all that.	Michael Gred, employee, 1995-2012	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			Then also with privatisation ... we had to learn a lot more skills. Everyone had to get a boiler ticket and then, we didn't realise how good it was. The training opportunities that were within the SEC and here.	Peter McCartney, employee, 1983-2014	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			You could quite easily have a shift roster of 20 ... by the time that Energy Brix closed the plant, they were running the whole plant on five people.	Keith Roberts, employee, 1977-79	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.

Morwell Power Station and Briquette Factories

Theming Matrix

Subthemes	Story Title	Stories	Quotations	Citation	References
<b>THEME 3: MORWELL POWER STATION AND THE LATROBE VALLEY</b> <i>This theme explores the impact of the Morwell Power Station and State Electricity Commission on the Latrobe Valley.</i>					
The Latrobe Valley before Morwell Power Station	The Gunaikurnai as Traditional Owners	The traditional custodians of the Latrobe Valley are the Gunaikurnai people, and the Brataualung clan are responsible for the region below the Latrobe River, of which the current town of Morwell forms a part. There has been an Aboriginal presence in southern Victoria for at least 36,000 years and the Gunaikurnai people have occupied this area for at least 18,000 years.			Meredith Fletcher, 'Latrobe City Heritage Study, vol.1: Thematic Environmental History', Melbourne, Context Pty Ltd, 2005, p. 1; 'Gunaikurnai Whole of Country Plan', Gunaikurnai Land and Waters Aboriginal Corporation, 2015, accessed 23 April 2018, < <a href="https://www.gunaikurnai.org.au/wp-content/uploads/gk_whole-of-country%20plan%20LR%20FINAL%20270815.pdf">https://www.gunaikurnai.org.au/wp-content/uploads/gk_whole-of-country%20plan%20LR%20FINAL%20270815.pdf</a> > p. 48; 'Gunai and Kurnai, Koorie and Koori', Bataluk Cultural Trail, Gippsland and East Gippsland Aboriginal Co-Operative, 2018, accessed 25 April 2018, < <a href="http://batalukculturaltrail.com.au/language.php">http://batalukculturaltrail.com.au/language.php</a> >; J Flood, <i>Archaeology of the Dreamtime: the story of prehistoric Australia and its people</i> , 1999, Harper Collins, Pymble p. 59.
	Gunaikurnai today	Today, the number of Gunaikurnai living on their traditional lands is about 3000, with many clan members actively maintaining an ongoing connection to their history and traditions.	Our heritage is strong across our landscape, and Aboriginal cultural sites and artefacts can be found along our songlines, and trade routes, mountain ridges and waterways. They remind us about the ways of our ancestors and show our close and continuing connection to Country.		'Gunaikurnai Whole of Country Plan', Gunaikurnai Land and Waters Aboriginal Corporation, 2015, p. 8, accessed 23 April 2018 via: < <a href="https://www.gunaikurnai.org.au/wp-content/uploads/gk_whole-of-country%20plan%20LR%20FINAL%20270815.pdf">https://www.gunaikurnai.org.au/wp-content/uploads/gk_whole-of-country%20plan%20LR%20FINAL%20270815.pdf</a> >.
	First contact	First contact between Aboriginal people and Europeans in the Gippsland region occurred as early as 1797 when a longboat named the Sydney Cove was shipwrecked and washed ashore near Ninety Mile Beach.			Bain Attwood, 'Blacks and Lohans: a study of Aboriginal-European relations in Gippsland in the 19th century', PhD Thesis, Latrobe University, 1984, p. 1.
	European settlement and Aboriginal dispossession	A free settler named Angus McMillan chose a piece of land near the Avon River on which to form a station. McMillan was one of the early pioneers of the region, but was also one of the first to dispossess the Gunaikurnai people of their land. Explorer Paul Strzelecki was hot upon McMillan's tracks, later claiming credit for 'discovering' the area.			Meredith Fletcher, 'Latrobe City Heritage Study, vol.1: Thematic Environmental History', Melbourne, Context Pty Ltd, 2005, p. 1; Cheryl Gowrey, McMillan, Angus (1810-1865), <i>Australian Dictionary of National Biography Online</i> , 2017, accessed 30 April 2018, < <a href="http://adb.anu.edu.au/biography/mcmillan-angus-2416">http://adb.anu.edu.au/biography/mcmillan-angus-2416</a> >.
	Pastoral station	The first pastoral stations opened in the 1840s in today's Morwell district: Maryvale, Hazelwood, Merton Rush and Scrubby Forest. By 1844, there were 20,000 heads of cattle, 62,500 sheep and 500 horses in the Gippsland area and 'all of the open country in the Latrobe valley was occupied.			Morwell Historical Society, 'Glimpses of Our Past: early Morwell and district', Morwell, VIC, Morwell Historical Society, 1989, p. 6; Bain Attwood, 'Blacks and Lohans: a study of Aboriginal-European relations in Gippsland in the 19th century', PhD Thesis, Latrobe University, 1984, p. 42; Jerzy Zubrzycki, <i>Settlers of the Latrobe Valley: a sociological study of immigrants in the brown coal industry in Australia</i> , Canberra, Australian National University, 1964, p. 3.
	Goldmining and population boom	During the Victorian gold rushes of the 1850s, thousands of new migrants flocked to the colony in search of riches. In the 1870s, gold miners discovered brown coal in the Gippsland area.			David Goodman, <i>Gold seeking: Victoria and California in the 1850s</i> , Stanford, California., Stanford University Press, 1994; David Goodman, 'The Gold Rushes of the 1850s' in Alison Bashford and Stuart Macintyre (eds.), <i>The Cambridge History of Australia: volume one Indigenous and colonial Australia</i> , Cambridge: Cambridge University Press, 2013, pp. 170-188.

## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
	Land clearing	After the Land Act ushered in selection in 1865, the region experienced the most intensive land clearing that it had seen to date.			Meredith Fletcher, 'Latrobe City Heritage Study, vol.1: Thematic Environmental History', Melbourne, Context Pty Ltd, 2005, pp. 3-4; Stephen H. Roberts, <i>History of Australian land settlement, 1788-1920</i> , Oxen, Frank Cass & Co., 1969, pp. 247-258. Jerzy Zubrzycki, <i>Settlers of the Latrobe Valley: a sociological study of immigrants in the brown coal industry in Australia</i> , Canberra: Australian National University, 1964, p. 4.
	The town of Morwell grows	Morwell grew after the Selection Acts. By 1876, there were enough residents to support the first government public school, Hazelwood, and in 1879 allotments opened up in the township of Morwell itself. The completion of the railway to Morwell in 1877 encouraged further settlement.			Morwell Historical Society, 'Glimpses of our Past: early Morwell and district', Morwell, Vic., Morwell Historical Society, 1989, p. 5; Victorian Places, 'Morwell', Monash University and the University of Queensland, 2015, accessed 23 April 2018, < <a href="http://www.victorianplaces.com.au/morwell">http://www.victorianplaces.com.au/morwell</a> >; I D Maddern, 'Early Morwell: the first railway', <i>Morwell Advertiser</i> , 12 March 1962.
	Dairying	From the 1870s onwards, dairying became Gippsland's major industry. Morwell residents were also employed in collecting timber from the dense surrounding forests, building, brick making and pottery.			Jerzy Zubrzycki, <i>Settlers of the Latrobe Valley: a sociological study of immigrants in the brown coal industry in Australia</i> , Canberra, Australian National University, 1964, p. 4; Victorian Places, 'Morwell', Monash University and the University of Queensland, 2015, accessed 23 April 2018, < <a href="http://www.victorianplaces.com.au/morwell">http://www.victorianplaces.com.au/morwell</a> >.
<b>Latrobe Valley becomes a centre of power</b>	A 'boom town'	The Great Morwell Mining Company (GMMC) formed in 1889. By the 1890s, Morwell was a 'boom town'.	Morwell is at present the most progressive town in the Gippsland. Workmen are bringing their families to Morwell as fast as accommodation can be provided. New houses are going up in all directions. I was informed that, a few weeks ago, thirty new houses were in course of construction at the same time.	T W Bothroyd, <i>Morwell Advertiser</i> , 18 June 1962	T W Bothroyd, cited in 'Early Morwell: boom town even then', <i>Morwell Advertiser</i> , 18 June 1962.
	Early coal miners	The early mining and pastoral workers were overwhelmingly born either in Australia or the British Isles.			Jerzy Zubrzycki, <i>Settlers of the Latrobe Valley: a sociological study of immigrants in the brown coal industry in Australia</i> , Canberra, Australian National University, 1964, pp. 14-15; Marilyn Lake and Henry Reynolds, <i>Drawing the global colour line: white men's countries and the question of racial equality</i> , Melbourne, Melbourne University Press, 2008, pp. 137-165.
	Great Morwell Mining Company's legacy	The GMMC closed in 1899, but its achievements in those 10 years were great: it pioneered open cut mining techniques and the manufacturing of briquettes in Victoria.			Meredith Fletcher, 'Latrobe City Heritage Study, vol.1: Thematic Environmental History', Melbourne, Context Pty Ltd, 2005, p. 10.
	Yallourn township takes shape	From 1921 the township of Yallourn started to take shape. The SEC's architect, A R La Gerche, followed in his design principles laid out by founding father of the garden city movement, Ebenezer Howard.	... providing ideal conditions for its workers would lead to an ideal workforce ...		Cited in Bernard Teague and John Catford, 'Hazelwood mine fire inquiry report 2015/2016. Volume IV – Mine rehabilitation', Victorian Government Printer, 2016, p. 32.
			... located within easy access of the power station and briquette factory, and the brown coal open cut from which both are supplied. Yallourn provides up-to-date homes and the amenities of modern town life for Commission employees and their families.	State Electricity Commission of Victoria, 1953	'Notes on the further development of electric power and briquette fuel production from the brown coal fields of the Latrobe Valley, Victoria', State Electricity Commission of Victoria, 1953.



## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
	Changes at Yallourn	Once the Yallourn power station, briquette factory and mine were fully operational, it became apparent that changes had to be made to adhere to the State's growing demand for electricity and fuel. The original site was adapted and in 1929 plans to open a second power station, Yallourn B, were approved.	Although the Yallourn open-cut will continue to yield almost forever, the township cannot expand. There is not even a foot of land available for building a puppy's kennel outside the gardens of existing homes. "The area is too valuable to allow a township to spread over these coal deposits," explained Brigadier John Field, general superintendent at Yallourn.	<i>The Australian Women's Weekly</i> , 22 April 1959	'Where land is too good to build on', <i>The Australian Women's Weekly</i> , 22 April 1959, p. 42, accessed 9 May 2018, < <a href="http://nla.gov.au/nla.news-article48077463">http://nla.gov.au/nla.news-article48077463</a> >.
Creating a boom	Jobs for Morwell	Whilst the Yallourn power plant continued to grow, the SEC shifted its focus to a neighbouring area with untouched brown coal deposits: Morwell. The government expected 2000 positions to be created by the Morwell Power Station and Briquette Factories in 1954.	The Morwell project, with the extended Yallourn station, will make this region the greatest power and fuel production centre in the southern hemisphere.	<i>The Argus</i> , 20 August 1956	'Advertising', <i>The Argus</i> , 20 August 1956, p. 6, accessed 8 May 2018, < <a href="http://nla.gov.au/nla.news-article71652839">http://nla.gov.au/nla.news-article71652839</a> >.
			Within the next two years the labour force at Morwell would grow to at least 2000 men.	<i>The Herald</i> , 10 November 1954	'Morwell contract', <i>The Herald</i> , 10 November 1954, p. 3, accessed 8 May 2018, < <a href="http://nla.gov.au/nla.news-article243441247">http://nla.gov.au/nla.news-article243441247</a> >.
	Construction boosts Morwell's economy	Morwell's economy was boosted even during the construction of the new Power Station and Briquette Factories.	Already the go-ahead order from the Minister for Electrical Undertakings, Mt Galbally, has meant to shopkeepers an average rise of 15 per cent in takings.	<i>The Herald</i> , 23 December 1954	'Morwell gets a transfusion', <i>The Herald</i> , 23 December 1954, p. 5, accessed 8 May 2018, < <a href="http://nla.gov.au/nla.news-article243438443">http://nla.gov.au/nla.news-article243438443</a> >.
			Building is booming again in Morwell as the project gets under way. And so are land values. Recently a vacant block of land in the business centre sold at £250 a foot. ... New shops and two new arcades are planned and a new hotel.	<i>The Herald</i> , 23 December 1954	'Morwell gets a transfusion', <i>The Herald</i> , 23 December 1954, p. 5, accessed 8 May 2018, < <a href="http://nla.gov.au/nla.news-article243438443">http://nla.gov.au/nla.news-article243438443</a> >.
	Population explosion	Between 1921 and 1961, the population of the Latrobe Valley increased from 14,000 to 60,000. The presence of the SEC in the Latrobe Valley made it a 'thriving community' with almost guaranteed employment.			I Puffin, 'Life in the Latrobe Valley: Companion Volume to Central Gippsland Social Survey,' A report to the Town and Country Planning Board, Department of State Development and Decentralization, State Electricity Commission of Victoria and Cities Commission, Melbourne, 1975, p. 4.
			Six miles from Yallourn the former rural township of Morwell has been awakened by the beginning of another brown-coal open-cut and the building of a second power station and briquette plant by the S.E.C.	<i>The Australian Women's Weekly</i> , 22 April 1959	'Where land is too good to build on', <i>The Australian Women's Weekly</i> , 22 April 1959, p. 42, accessed 9 May 2018, < <a href="http://nla.gov.au/nla.news-article48077463">http://nla.gov.au/nla.news-article48077463</a> >.
			... the numbers of people made the valley a very thriving community and, to a degree, we were insulated from what happened in the rest of the state. When there were downturns in the rest of the state, it really didn't affect the SEC employees ...	George Harris, employee, 1958-64	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			To me the SEC was a great employer and as far as the Valley went, yes it was really good.	George Harris, employee, 1958-64	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			... in 92, the SEC took in over a thousand apprentices ... and between the SEC, the APN ... there was basically guaranteed work for youth in the Valley.	Keith Roberts, employee, 1977-79	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.

## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
			I like the idea that the Valley contributed to Victoria in a big way. Not just in power but with people and obviously with money.	Keith Roberts, employee, 1977-79	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			I would say near on virtually 80 per cent of the Valley was shift workers in the SEC days.	Michael Gred, employee, 1995-2012	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			It was always that you all end up in SEC ... you're all part of the community and everyone knows someone who worked in the SEC or the briquette factory ...	Peter McCartney, employee, 1983-2014	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			'When there were downturns in the rest of the state, it really didn't affect the SEC employees ...	George Harris, employee, 1958-64	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
	Victoria's industrial centre	The Latrobe Valley's position as Victoria's industrial centre was well and truly cemented when Morwell Power Station and Briquette Factories opened. Once both the Morwell and Hazelwood power stations were operational, the Latrobe Valley supplied almost 90% of Victoria's electricity produced using brown coal.	Development by the State Electricity Commission at Yallourn and Morwell of the brown coal resources of the Latrobe Valley for the generation of electricity and the production of briquettes will create a great new industrial centre. ... Orderly development of the Latrobe Valley is the responsibility of the Latrobe Valley Development Advisory Committee appointed by the State Government to co-ordinate the activities of the State Electricity Commission, Victorian Railways, Housing Commission, Department of Education, Country Roads Board, Forests Commission, and local and other public authorities concerned in the development of the region.	State Electricity Commission of Victoria, March 1953	State Electricity Commission of Victoria, 'Notes on the further development of electric power and briquette fuel production from the brown coal fields of the Latrobe Valley, Victoria', State Electricity Commission of Victoria, March 1953, p. 7; Jack Vines, <i>Coal mining heritage study in Victoria</i> , The Heritage Council of Victoria, Melbourne, 2004, p.241.
			Huge brown coal open-cuts, power stations, briquette works and gasification plants have made the valley – 90 miles from Melbourne – the industrial nerve centre of Victoria. Many of the valley's present population—and some of Australia's foremost planners—visualise that within the next few decades, the Latrobe Valley will have big bustling skyscraper cities to rival Melbourne with its present 1,500,000 people.	<i>Good Neighbour</i> , 1 March 1959	Latrobe Valley a new industrial giant', <i>Good Neighbour</i> , 1 March 1959, p. 4, accessed 9 May 2018, < <a href="http://nla.gov.au/nla.news-article176528995">http://nla.gov.au/nla.news-article176528995</a> >.
	New housing	The Victorian Housing Commission was responsible for providing accommodation to Morwell Power Station and Briquette Factory employees. By the 1960s, the SEC's employees lived throughout the entire region and the Victorian Housing Commission had built over 2000 new houses in Morwell.	At Morwell - unlike Yallourn - the State Electricity Commission is not responsible for local administration, since Morwell is already an established town. The S.E.C. is relying upon the Victorian Housing Commission to provide permanent housing for its operating staff and employees - away from the works territory.	State Electricity Commission of Victoria, March 1953	State Electricity Commission of Victoria, 'Notes on the further development of electric power and briquette fuel production from the brown coal fields of the Latrobe Valley, Victoria', State Electricity Commission of Victoria, March 1953, p. 6; 'Yallourn', 'Morwell', 'Moe', 'Yallourn North', 'Churchill', Victorian Places, 2014, accessed 7 May 2018, < <a href="http://www.victorianplaces.com.au">http://www.victorianplaces.com.au</a> >.

## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
			Owing to shortage of accommodation in the preliminary stages of the project, the S.E.C. has been forced, however, to assume responsibility for the provision of hostels, and some temporary housing for married personnel. In accordance with this policy, the State Electricity Commission has built a large hostel - Ridge Hostel - with up-to-date amenities for nearly 1000 single men. It is made up of separate units, each with accommodation for 96 men. Each unit has its own mess room and two big lounges, enabling the men to live in more home-like surroundings, and each has its own shower and bath rooms, wash room, laundry and change and drying room. Every man has his separate room with built-in wardrobe, table and other fittings now standard in all modern Commission hostels.	State Electricity Commission of Victoria, March 1953	State Electricity Commission of Victoria, 'Notes on the further development of electric power and briquette fuel production from the brown coal fields of the Latrobe Valley, Victoria', State Electricity Commission of Victoria, March 1953, pp. 6-7.
	Morwell its services grow	Morwell grew and its services were improved by the local Council and other associations because of the SEC's presence in the town.	The standard of housing is as good as in Moe and the town's street lighting, roads, and drainage facilities seem very satisfactory. A great effort is being made by the Morwell Shire Council and the local business and community organizations to promote the various aspects of town life and improve its facilities and amenities.	Jerzy Zubrzycki, 1964	Jerzy Zubrzycki, <i>Settlers of the Latrobe Valley: a sociological study of immigrants in the brown coal industry in Australia</i> , The Australian National University, Canberra, 1964, p. 21.
			In the Victorian Premier Town Competition in 1958 Morwell was judged to be the town in the State of Victoria which had made the greatest effort in town promotion.	Jerzy Zubrzycki, 1964	Jerzy Zubrzycki, <i>Settlers of the Latrobe Valley: a sociological study of immigrants in the brown coal industry in Australia</i> , The Australian National University, Canberra, 1964, p. 21.
			Development by the State Electricity Commission at Yallourn and Morwell of the brown coal resources of the Latrobe Valley for the generation of electricity and the production of briquettes will create a great new industrial centre. ... Orderly development of the Latrobe Valley is the responsibility of the Latrobe Valley Development Advisory Committee appointed by the State Government to co-ordinate the activities of the State Electricity Commission, Victorian Railways, Housing Commission, Department of Education, Country Roads Board, Forests Commission, and local and other public authorities concerned in the development of the region.	State Electricity Commission of Victoria, March 1953	State Electricity Commission of Victoria, 'Notes on the further development of electric power and briquette fuel production from the brown coal fields of the Latrobe Valley, Victoria', State Electricity Commission of Victoria, March 1953, p. 7.
	New industries	Many light industries were also established in the area to provide employment for their wives and children.	An acute shortage of suitable employment for female labour in Morwell was forcing families to leave the area...the Government was aware of the need for light, secondary industries in the Latrobe Valley and that every encouragement was given to industries to come to the area.  Heavy industry was developing at Morwell and families were arriving, with daughters, and in many cases wives, wishing to work.	<i>The Morwell Advertiser</i> , 2 December 1954	'Employment for females,' <i>The Morwell Advertiser</i> , 2 December 1954, accessed 6 May 2018, < <a href="https://trove.nla.gov.au/newspaper/article/">https://trove.nla.gov.au/newspaper/article/</a> >.
			A vast labor pool of young men and girls of wage-earning age will accumulate in this time. Authorities say the labour pool is an asset to the State in attracting new industries to the area. And most families see it that way, too.	<i>The Australian Women's Weekly</i> , 22 April 1959	'Where land is too good to build on', <i>The Australian Women's Weekly</i> , 22 April 1959, p. 42, accessed 9 May 2018, < <a href="http://nla.gov.au/nla.news-article48077463">http://nla.gov.au/nla.news-article48077463</a> >.



## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
Decline of the Valley	Unemployment	Privatisation of the power stations caused unemployment and decline in the Latrobe Valley. From 1991 to 1999, people receiving unemployed benefits increased by 78 per cent. Morwell and Moe had the highest rates of unemployed men in Victoria in 1996.			Michelle Duffy and Sue Whyte, 'The Latrobe Valley: the politics of loss and hope in a region of transition', <i>Australasian Journal of Regional Studies</i> , vol.23, no.3, 2017, pp. 421-446, pp. 427-28.
			When the SEC went all those people were out of work and could not find jobs.	George Harris, employee, 1958-64	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
	Pain	The Valley's decline has had a painful impact on the Latrobe Valley community. There is lasting resentment about the lack of government support in the Valley following privatisation of the SEC.			Michelle Duffy and Sue Whyte, 'The Latrobe Valley: the politics of loss and hope in a region of transition', <i>Australasian Journal of Regional Studies</i> , vol.23, no.3, 2017, pp. 421-446, p. 428.
			It does affect the community, it doesn't matter what anybody says - it does. And we're feeling the pain even now.	Michael Gred, employee, 1995-2012	EBAC, 'Morwell Power Plant 360° Virtual Tour', EBAC, 2018, accessed 2 May 2018, < <a href="http://glasshousecreativemedia.com/clients/energybrixvr/">http://glasshousecreativemedia.com/clients/energybrixvr/</a> >.
			The problem with the Valley, it's a place that's been artificially manufactured and that's the problem, that's how I see the problem. The Valley was built by the government and the government wiped their hands of it when they had the responsibility to take it on to look after it. You'll never get over what happened because the Valley is definitely an orchestrated built area. It was built to supply a need and the Valley took on the people, and the governments encouraged the people to come here, but when the hard word went on, they wiped their hands of the place ...	Former employee (anonymous), 1997	Former employee (anonymous), 1997, quoted in Michelle Duffy and Sue Whyte, 'The Latrobe Valley: the politics of loss and hope in a region of transition', <i>Australasian Journal of Regional Studies</i> , vol.23, no.3, 2017, pp. 421-446, p. 428.
			People really are worrying about employment because in 2000 we lost over 10 000 direct employees from the power industry Now less than 10% work in the power industry when I was growing up it was more like 90%  We haven't healed from 2000 we fought a lot We were fighting for jobs at the power station we fought for this library there was a pool which was going to close, which has now been upgraded So we fought and we won but we don't want to go through that again	Anonymous, c. 2015	Anonymous, c. 2015, cited in Michelle Duffy and Sue Whyte, 'The Latrobe Valley: the politics of loss and hope in a region of transition', <i>Australasian Journal of Regional Studies</i> , vol.23, no.3, 2017, pp. 421-446, p. 437.
			<i>The community</i> They've seen what privatisation has done to the community and they're terrified what happens when you shut down these places	Anonymous, c. 2015	Anonymous, c. 2015, cited in Michelle Duffy and Sue Whyte, 'The Latrobe Valley: the politics of loss and hope in a region of transition', <i>Australasian Journal of Regional Studies</i> , vol.23, no.3, 2017, pp. 421-446, p. 439.

## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
	Disenfranchised community	The Latrobe Valley community has been further impacted and disenfranchised since the 2014 Hazelwood Mine fire.	The Valley doesn't trust the government, and we don't trust the companies. We were the first, the pilots of the privatisation thing, we lost seven thousand jobs right across the valley we used to be the high socio economic group We were all well paid  There was security, Everybody worked  We've been decimated and it's just like nobody really gives a fuck about us seven thousand jobs  When people aren't looked after they become depressed, then they don't act they lose all self esteem physically and mentally in the end just can't do anything The thing with the SEC They had a purpose to get out of bed They had a life	Anonymous, c. 2015	Anonymous, c. 2015, cited in Michelle Duffy and Sue Whyte, 'The Latrobe Valley: the politics of loss and hope in a region of transition', <i>Australasian Journal of Regional Studies</i> , vol.23, no.3, 2017, pp. 421-446, p. 433.
			We were left to our own devices and forgotten, nobody cared	Anonymous, c. 2015	Anonymous, c. 2015, cited in Michelle Duffy and Sue Whyte, 'The Latrobe Valley: the politics of loss and hope in a region of transition', <i>Australasian Journal of Regional Studies</i> , vol.23, no.3, 2017, p. 433.
			There was no information it was just, everything's fine, just keep your windows closed And everyone said the same thing, we're not fine  Your eyes are burning You're coughing you can't breathe we were just treated like we were whingeing, complaining about nothing  they were evacuating government departments but we were all left here  We just keep being lied to over and over and over That's where the trauma came in an absolute feeling of abandonment	Anonymous, c. 2015	Anonymous, c. 2015, cited in Michelle Duffy and Sue Whyte, 'The Latrobe Valley: the politics of loss and hope in a region of transition', <i>Australasian Journal of Regional Studies</i> , vol.23, no.3, 2017, pp. 433-34.
			So I think when The fires occurred I think there was still a lot of residue from the privatisation and the diminishment the emotions carried over into that	Anonymous, c. 2015	Anonymous, c. 2015, cited in Michelle Duffy and Sue Whyte, 'The Latrobe Valley: the politics of loss and hope in a region of transition', <i>Australasian Journal of Regional Studies</i> , vol.23, no.3, 2017, pp. 421-446, p. 435.
<b>Health problems in the Latrobe Valley</b>	Mortality rates	In 1977, Powels and Birrell first documented that the people of the Latrobe Valley had higher mortality rates than their Victorian counterparts.			J Powels and R Birrell, <i>Mortality in Victoria 1969-1973</i> , 1977, Monash University, Melbourne, xxii(a) - xxii(c).
	Asbestos	The Latrobe Valley has the highest rate of asbestos-related disease (ARD) in Victoria due to the extensive prior use of asbestos in the power industry. Asbestos use in the Latrobe Valley has caused rates of mesothelioma 3.3 times the state average among men, while former SEC workers were 7.7 times more likely to have lung cancer associated with asbestos, according to a 2001 Victorian Government study.			Anthony D LaMontagne & Hannah H Walker, 'Community views on responding to a local asbestos disease epidemic: implications for policy and practice', <i>Policy and Practice in Health and Safety</i> , vol.3, no.1, pp. 69-84, pp. 71, 73.
			We used to climb over that [asbestos lagging], it was just like fluff and it used to blow up into the air and we used to throw it at each other and play in it and have a good old time. That was just normal ...	SEC employee, 2003	Cecily Hunter, Anthony D LaMontagne, 2003, 'Asbestos Project Interview no. 4', as cited in Cecily Hunter and Anthony D LaMontagne, 'Investigating "Community" through a history of responses to Asbestos-related disease in an Australian industrial region,' <i>Social History of Medicine</i> , vol. 21, no.2, p. 365.

## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
			Exposure to asbestos occurred during the construction phase of new power stations, when lagging was applied to boilers, turbines and ancillary equipment. Lagers were supplied with bags of dry asbestos, which were emptied into bins measuring approximately two metres square by one metre in depth. Water was added and the product mixed to form a paste. During this process Lagers were covered in dust and did not wear masks prior or during the mixing process. Dust dispersal was quite significant.	Ray Harris, former Power Station employee, 2018	Ray Harris, cited in Zoe Taylor-Lynch, 'Asbestos in the Latrobe Valley,' The Australian Asbestos Network, 2018, accessed 5 May 2018, < <a href="https://www.australianasbestosnetwork.org.au/asbestos-history/asbestos-la-trobe-valley/">https://www.australianasbestosnetwork.org.au/asbestos-history/asbestos-la-trobe-valley/</a> >.
	Anger	The community is angry that the workers and their families were never told about the dangers of exposure to asbestos: instead, it was seen as a normal part of working in power stations. Members of the community have actively worked to change and educate people about asbestos exposure.	At the end of the day, people are going to have to face up to it that people were exposed to asbestos and people will die of asbestos-related diseases. Governments that dealt in it, they know what the issues are and they are [saying]: 'Well if we don't mention it they might just all die and go away.' Well it's not going to happen.	Simon, union leader, c. 2005	Anthony D LaMontagne & Hannah H Walker, 'Community views on responding to a local asbestos disease epidemic: implications for policy and practice', <i>Policy and Practice in Health and Safety</i> , vol.3, no.1, 2005, pp. 69-84, pp. 71, 73.
			We have been told there will be no apology for what has happened here, so this gives us no closure to this catastrophe. We have identified that there is a need for grieving and we want and deserve a memorial to all those workers that have given their lives to provide the power for the people of Victoria.	Helen, GARDS, c. 2005	Anthony D LaMontagne & Hannah H Walker, 'Community views on responding to a local asbestos disease epidemic: implications for policy and practice', <i>Policy and Practice in Health and Safety</i> , vol.3, no.1, 2005, pp. 69-84, p. 74.
			Although it was known to be dangerous, the community wasn't aware. It's really only in the last 20 years, and the community is reasonably aware, but there are still people who don't know, particularly young people who say bought a home to renovate, they don't really know much about it.	Louise, c. 2005	Anthony D LaMontagne & Hannah H Walker, 'Community views on responding to a local asbestos disease epidemic: implications for policy and practice', <i>Policy and Practice in Health and Safety</i> , vol.3, no.1, 2005, pp. 69-84, p. 78.
			There is a real concern about the asbestos-related issues right across the Latrobe Valley. I mean every family has got somebody that has been exposed to asbestos.	Larry, union leader, c. 2005	Anthony D LaMontagne & Hannah H Walker, 'Community views on responding to a local asbestos disease epidemic: implications for policy and practice', <i>Policy and Practice in Health and Safety</i> , vol.3, no.1, 2005, pp. 69-84, p. 78.
	Government recognition	On 15 October 2008, the then-Victorian Premier John Brumby issued an apology to asbestos victims.	Victims of asbestos exposure deserve the right to provisional damages and they deserve an apology. With that in mind I want to take this opportunity today to acknowledge an injury that has been ignored for too long. On behalf of the Victorian government and the community I want to say sorry and to express our regret for the pain and the suffering felt by some former power industry workers and their families where that was caused by asbestos exposure at the former SECV. Some workers and families have endured intolerable suffering, including the slow and painful effects of lung cancer, asbestosis and mesothelioma. The government sincerely apologises to these workers and their families for the injuries caused by the exposure at the SECV.	John Brumby, Premier of Victoria, 2008	Premier John Brumby, as quoted in Zoe Taylor-Lynch, 'Asbestos in the Latrobe Valley,' The Australian Asbestos Network, 2018, accessed 5 May 2018, < <a href="https://www.australianasbestosnetwork.org.au/asbestos-history/asbestos-la-trobe-valley/">https://www.australianasbestosnetwork.org.au/asbestos-history/asbestos-la-trobe-valley/</a> >.
	Hazelwood Mine Fire	The Hazelwood Mine Fire of 2014 caused distressing impacts on the health of residents, some of these have been lasting conditions.	... members of the Latrobe Valley community, and in particular residents of Morwell, reported suffering distressing adverse health effects from the mine fire, including sore and stinging eyes, headaches and blood noses.		GW Fisher, P Torre, A Marshall, 'Hazelwood Open-Cut Coal Mine Fire,' <i>Air Quality and Climate Change</i> , vol.49, no.1, pp. 23-7, p. 6.



## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
	'Latrobe Health Innovation Zone'	Today, the 'Latrobe Health Innovation Zone' is a State Government initiative that recognises the continuing need to address these lasting problems.			State Government of Victoria, 'Latrobe Health Innovation Zone,' health.vic, 2018, accessed 4 May 2018, < <a href="https://www2.health.vic.gov.au/about/health-strategies/latrobe-health-innovation-zone">https://www2.health.vic.gov.au/about/health-strategies/latrobe-health-innovation-zone</a> >.
	Air pollution	There have been a number of studies on air pollution in the Latrobe Valley and its impact on community health, however more longitudinal studies are required.			'Hazelwood power station closes', Radio National Breakfast, 27 June 2017, accessed 4 May 2018, < <a href="http://www.abc.net.au/radionational/programs/breakfast/hazelwood-power-station-closes/8654476">http://www.abc.net.au/radionational/programs/breakfast/hazelwood-power-station-closes/8654476</a> >; 'State Parliament has recommended the Latrobe Valley be declared a special health zone because of the chronic health problems and low life expectancy in the region,' [online]. ABC News Victoria (ABC1 Melbourne); Time: 19:00; Broadcast Date: Wednesday, 10th February 2016; Duration: 2:25, accessed 4 May 2018, < <a href="https://search.informit-com-au.ezproxy.federation.edu.au/documentSummary;dn=TSM201602100146;res=TVNEWSB">https://search.informit-com-au.ezproxy.federation.edu.au/documentSummary;dn=TSM201602100146;res=TVNEWSB</a> >.
Today and the future	Yallourn and Loy Yang	Today, the mines and power stations at Yallourn and Loy Yang remain operational and the area still produces most of Victoria's electricity, but its future is uncertain.	The Victorian government is considering whether to extend the coalmining licence for Australia's most polluting power station, Yallourn, in the state's Latrobe Valley.	<i>The Guardian</i> , 15 January 2018	Melissa Davey, 'Victoria may extend Yallourn coal licence despite zero-emissions pledge', <i>The Guardian</i> , 15 January 2018, accessed 9 May 2018, < <a href="https://www.theguardian.com/australia-news/2018/jan/15/victoria-may-extend-yallourn-coal-licence-despite-zero-emissions-pledge">https://www.theguardian.com/australia-news/2018/jan/15/victoria-may-extend-yallourn-coal-licence-despite-zero-emissions-pledge</a> >.
	Changing power industry	The high emission rates of greenhouse gasses in the area have been heavily protested in recent times and the idea of adapting to renewable forms of energy and rehabilitation of the old mines is gaining momentum in the community.			Emma Field and Kellie Lazzaro, 'Life in the Latrobe Valley one year on from Hazelwood power station shutdown', ABC News, 29 March 2018, accessed 8 May 2018, < <a href="http://www.abc.net.au/news/2018-03-29/latrobe-valley-a-year-after-hazelwood-power-station-closure/9592346">http://www.abc.net.au/news/2018-03-29/latrobe-valley-a-year-after-hazelwood-power-station-closure/9592346</a> >; 'Hazelwood Mine Rehabilitation', Engie, 2018, accessed 8 May 2018, < <a href="http://www.engie.com.au/hazelwood-closure/Community-Consultation">http://www.engie.com.au/hazelwood-closure/Community-Consultation</a> >.
	Disadvantage	Morwell is considered to be one of the most socially and economically disadvantaged local government areas in Australia.			Hazelwood Mine Fire Report 2015/2016 – Health improvement, Hazelwood Mine Fire Inquiry, State Government of Victoria, 2016, p. 25.
	Uncertainty	The community is concerned about Morwell's uncertain future.	Long term,you know people forget that this town is actually very short term Before the power industries it was farming and swampland It's only the power industries that have changed it and turned it into a town So now if we look to be transitioning away from that, what is going to be the impact to the town, what makes it stay here, if it's going to stay here, I don't know  What's it going to be once the coal mine is finished do they just pick up the town and move it somewhere	Anonymous, c. 2015	Anonymous, c. 2015, quoted in Michelle Duffy and Sue Whyte, 'The Latrobe Valley: the politics of loss and hope in a region of transition', <i>Australasian Journal of Regional Studies</i> , vol.23, no.3, 2017, pp. 421-4XX, p. 438.
			People want to know what their futures are What is their future here, do they have one?	Anonymous, c. 2015	Anonymous, c. 2015, quoted in Michelle Duffy and Sue Whyte, 'The Latrobe Valley: the politics of loss and hope in a region of transition', <i>Australasian Journal of Regional Studies</i> , vol.23, no.3, 2017, pp. 421-446, p. 436.
			We are going to leave a bright future for our children and the next generation. And we must. We have a responsibility to make sure that we don't destroy our land and our environment for our children.	Wendy Farmer, Voices of the Valley, 2016	'Life after Hazelwood: a just transition for the Latrobe Valley,' 3CR Community Radio, 30 October 2016, accessed 5 May 2018, < <a href="http://www.3cr.org.au/earthmatters/episode-201610301100/life-after-hazelwood-just-transition-latrobe-valley">http://www.3cr.org.au/earthmatters/episode-201610301100/life-after-hazelwood-just-transition-latrobe-valley</a> >.
	Change and renewal	The state government has promised \$226 million for programs to help the Latrobe Valley transition away from its traditional industries. It has been organised by the Latrobe Valley Authority and has provided funds for business and employment schemes and infrastructure.	Morwell's not dying, Morwell's not dead, the mine shutting down didn't destroy Morwell at all.	Todd Lambourn, Morwell resident, 2018	Todd Lambourn, as quoted in Robert French, 'Business confidence on the rise in Morwell a year after Hazelwood's closure,' ABC News Gippsland, 31 March 2018, accessed 5 May 2018, < <a href="http://www.abc.net.au/news/2018-03-31/business-confidence-up-one-year-on-from-hazelwood-closure/9586486">http://www.abc.net.au/news/2018-03-31/business-confidence-up-one-year-on-from-hazelwood-closure/9586486</a> >.

## Morwell Power Station and Briquette Factories

### Theming Matrix

SUBTHEMES	STORY TITLE	STORIES	QUOTATIONS	CITATION	REFERENCES
The fight over the Power Station	Anger and pain	The decision to demolish the Power Station resulted in a heated controversy, which peaked when the site was heritage listed and then the demolition permit was granted on 5 June 2018	Allowing that permit...(allows) the site to have a future beyond the history.	Harriet Shing, MLC, Eastern Victoria	Harriet Shing, MLC, Eastern Victoria, ABC Gippsland, 6 June (interview by Jonathon Kendall) accessed 7 June 2018, < <a href="https://soundcloud.com/mattlovesradio/060618-abcsale-harrietshing">https://soundcloud.com/mattlovesradio/060618-abcsale-harrietshing</a> , accessed 7 June 2018>.
			For many people, the symbolism of the site, what to do with it, has been a really big thing.	Harriet Shing, MLC, Eastern Victoria	Harriet Shing, MLC, Eastern Victoria, ABC Gippsland, 6 June (interview by Jonathon Kendall) accessed 7 June 2018, < <a href="https://soundcloud.com/mattlovesradio/060618-abcsale-harrietshing">https://soundcloud.com/mattlovesradio/060618-abcsale-harrietshing</a> , accessed 7 June 2018>.
			Being able to see this chapter of Morwell's history be recognised...through 3D modelling, objects and the preservation of some elements of the existing Power Station...but also allowing people to move on with a new future for the site.	Harriet Shing, MLC, Eastern Victoria	Harriet Shing, MLC, Eastern Victoria, ABC Gippsland, 6 June (interview by Jonathon Kendall) accessed 7 June 2018, < <a href="https://soundcloud.com/mattlovesradio/060618-abcsale-harrietshing">https://soundcloud.com/mattlovesradio/060618-abcsale-harrietshing</a> , accessed 7 June 2018>.
			The decision...is (a) moment of contempt (by the State government).	Cheryl Wragg, Moe resident	Cheryl Wragg, ABC Gippsland, 060618 (interview by Jonathon Kendall), 6 June (interview by Jonathon Kendall) accessed 7 June 2018, < <a href="https://soundcloud.com/mattlovesradio/060618-abcsale-cheryl-wragg?in=mattlovesradio/sets/abc-radio-gippsland-morwell-power-station-demolition-approval-discussion">https://soundcloud.com/mattlovesradio/060618-abcsale-cheryl-wragg?in=mattlovesradio/sets/abc-radio-gippsland-morwell-power-station-demolition-approval-discussion</a> >.
			Minister for Heritage Destruction	Cheryl Wragg, Moe resident	Cheryl Wragg, ABC Gippsland, 060618 (interview by Jonathon Kendall), 6 June (interview by Jonathon Kendall) accessed 7 June 2018, < <a href="https://soundcloud.com/mattlovesradio/060618-abcsale-cheryl-wragg?in=mattlovesradio/sets/abc-radio-gippsland-morwell-power-station-demolition-approval-discussion">https://soundcloud.com/mattlovesradio/060618-abcsale-cheryl-wragg?in=mattlovesradio/sets/abc-radio-gippsland-morwell-power-station-demolition-approval-discussion</a> >.
			It is a slap in the face for the hard work, blood, sweat and tears and lives that have been lost by the Latrobe Valley community...(due to the power industry)	Cheryl Wragg, Moe resident	Cheryl Wragg, ABC Gippsland, 060618 (interview by Jonathon Kendall), 6 June (interview by Jonathon Kendall) accessed 7 June 2018, < <a href="https://soundcloud.com/mattlovesradio/060618-abcsale-cheryl-wragg?in=mattlovesradio/sets/abc-radio-gippsland-morwell-power-station-demolition-approval-discussion">https://soundcloud.com/mattlovesradio/060618-abcsale-cheryl-wragg?in=mattlovesradio/sets/abc-radio-gippsland-morwell-power-station-demolition-approval-discussion</a> >.
			We could have had a first-class, world-class memorial dedicated to telling the story of asbestos...the struggles that were won, the struggles that were lost, the fact that we got through, that there were victories here and there in the Latrobe Valley....all of that is going to be lost.	Cheryl Wragg, Moe resident	Cheryl Wragg, ABC Gippsland, 060618 (interview by Jonathon Kendall), 6 June (interview by Jonathon Kendall) accessed 7 June 2018, < <a href="https://soundcloud.com/mattlovesradio/060618-abcsale-cheryl-wragg?in=mattlovesradio/sets/abc-radio-gippsland-morwell-power-station-demolition-approval-discussion">https://soundcloud.com/mattlovesradio/060618-abcsale-cheryl-wragg?in=mattlovesradio/sets/abc-radio-gippsland-morwell-power-station-demolition-approval-discussion</a> >.
			(On plans to preserve the site through 3D modelling, recording and an Interpretation Plan): Big deal ...it's not good enough.	Cheryl Wragg, Moe resident	Cheryl Wragg, ABC Gippsland, 060618 (interview by Jonathon Kendall), 6 June (interview by Jonathon Kendall) accessed 7 June 2018, < <a href="https://soundcloud.com/mattlovesradio/060618-abcsale-cheryl-wragg?in=mattlovesradio/sets/abc-radio-gippsland-morwell-power-station-demolition-approval-discussion">https://soundcloud.com/mattlovesradio/060618-abcsale-cheryl-wragg?in=mattlovesradio/sets/abc-radio-gippsland-morwell-power-station-demolition-approval-discussion</a> >.
			There is no replacement to the real thing...when we lose the fabric we lose it forever.	Cheryl Wragg, Moe resident	Cheryl Wragg, ABC Gippsland, 060618 (interview by Jonathon Kendall), 6 June (interview by Jonathon Kendall) accessed 7 June 2018, < <a href="https://soundcloud.com/mattlovesradio/060618-abcsale-cheryl-wragg?in=mattlovesradio/sets/abc-radio-gippsland-morwell-power-station-demolition-approval-discussion">https://soundcloud.com/mattlovesradio/060618-abcsale-cheryl-wragg?in=mattlovesradio/sets/abc-radio-gippsland-morwell-power-station-demolition-approval-discussion</a> >.

# Recommendations

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# Morwell Power Station and Briquette Factories

## Recommendations

### 9. Recommendations

#### 9.1 Overview

The Morwell Power Station and Briquette Factories site is much more than the bricks and mortar of its buildings. It is one of the key symbols of the Latrobe Valley and has had a vital role in powering Victoria for nearly a century. The site has multiple and complex meanings: it is at once a source of local pride and a reminder of the trauma of the associated health concerns and the economic decline brought about by the sale of the SEC.

The Morwell Power Station will soon be demolished, which creates a challenge for interpretation—this is one of the few sites to be interpreted after demolition. In some senses, it will become a lost place, with all the attendant issues that this will entail. Further, the site has various and complex meanings. The audience for the site is not only potential tourists but also—and perhaps most importantly—the community of Morwell and the residents of the Latrobe Valley.

For this reason, the recommendations below are based on creating a wide range of options for interpretation that will these diverse audiences.

#### 9.2 Detailed recommendations

##### 9.2.1 Interpretive signage

Signage:	Five interpretive signs in and around Morwell
Status:	Funded
Specifications:	Double sided; 1980mm (H) x 740mm (W) x 70mm (D)
Materials:	Weathered steel surface featuring laser-cut text; concrete base, aluminium substrate graphic panel

Each sign will focus on one key story about the site's history and significance to the State of Victoria and/or to the local community. It will feature a strong narrative, or 'good story', which is a proven way to engage visitors and residents with interpretive content.

Signage design evokes the industrial fabric of the Morwell Power Station and Briquette Factories. Each top has a silhouette of the Morwell Power Station and Briquette Factories.

The interpretive signs will be installed on the south side of Princes Drive, near the Morwell Traralgon Road intersection.

##### 9.2.2 Short Illustrated history

Print run:	50
Status:	Funded
Distribution:	Via Council and local bookstores. A PDF copy will also be made available for electronic distribution.

This history provides a contextual history of the Morwell Power Station and Briquette Factories, including an historical overview of the region, a short history of power generation in the Latrobe Valley and a review of contemporary local social issues associated with Morwell Power Station and Briquette Factories. The history demonstrates the importance of the Latrobe Valley's coal industry to the development of Victoria and the rich industrial and social history of Morwell Power Station and Briquette Factories.

##### 9.2.3 Education Kit

Status:	Funded
Distribution:	Directly to local schools and promotion at conferences

The Education Kit is a tool to develop young people's awareness of the historical, cultural and social values of the natural and cultural heritage of the Latrobe Valley. It has been designed to encourage hands-on exploration of the region through excursions, active learning and on-site participation. It is linked to the Victorian Curriculum disciplines of history, science and information technology. Students who are engaged and excited about their learning will talk about it with their friends and families.

The Education Kit contains modules for all year levels of primary and secondary education. It consists of unit and lesson guidelines on the history of the Latrobe Valley, its status as the power-generating centre of Victoria and a case study to examine sustainable energy possibilities today and into the future.

##### 9.2.4 Video Histories

Status:	Funded
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Video histories will be produced to accompany the Interpretation Plan. The intent is to record the memories and recollections of people who have a link to the Morwell Power Station and Briquette Factories. This includes members of the workforce, as well as their families, friends and local residents. These videos have multiple values including:

- Providing a valuable historical record of the personal histories of the people who interacted with the Morwell Power Station and Briquette Factories
- Providing a forum for the people to reminisce and record their feelings, opinions and emotions
- Use in future interpretation of the site.

##### 9.2.5 Podcast: 'Fight for the Power Station'

Status:	Funded
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SHP will produce this Podcast based on the work undertaken for the Heritage Interpretation Plan, including the video histories (high-quality audio is recorded at the same time).

##### 9.2.6 Memorial for the victims of asbestos-related diseases

Status:	Funded
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The idea for this memorial followed discussions GARDS (Gippsland Asbestos Related Disease Support Inc.) and former power station employees. Currently, GARDS organises wreath-laying ceremonies at the Morwell Rose Garden to remember friends and family members who have become ill or died due to asbestos-related diseases. GARDS and its members want to see a physical monument that memorialises the victims of asbestos-related diseases and their families.<sup>347</sup>

This would provide community members affected by asbestos-related diseases with an appropriate place to reflect and commemorate their loved ones.

GARDS has suggested that an appropriate memorial could consist of a sculpture representing a family (man, woman, child). SHP will create three initial concepts and, after consultation, these will be refined into a final design. Their preference is for the memorial to be located at the Rose Garden.

# Morwell Power Station and Briquette Factories

## Recommendations

### 9.2.7 Commemorative sculpture/ installation about workers of the Morwell Power Station and Briquette Factories

Status: Funding to be sought

This commemorative work would offer the other side of the story to the memorial: the story of the workers.

### 9.2.8 PowerWorks Visitor Centre development

Status: Funding to be sought

Heritage Victoria has requested that PowerWorks houses some of the portable cultural material from the Morwell Power Station. This will require a purpose-built warehouse near the present location of the PowerWorks Visitor Centre. This will house some of the equipment and plant items from the Morwell Power Station.

Heritage Victoria has also recommended investment in the PowerWorks Visitor Centre so that it can feature interpretation of the Morwell Power Station and Briquette Factories. Taken together with some of the recommendations of 'Future Morwell' relating to industrial heritage tourism, this also seems like an ideal opportunity to invest in PowerWorks and grow visitation.

SHP has had preliminary discussion with PowerWorks, whose Committee of Management has fully endorsed the idea to develop the Visitor Centre. We propose seeking funding to develop an integrated Development Strategy, including a 'pitch document' for sponsors. Preliminary ideas include developing PowerWorks as a 'mini-Scienceworks' destination attraction for the Latrobe Valley, and attaching accommodation so that it could become a school camp.

### 9.2.9 Themed Playground: Morwell Power Station

Status: Not funded

Recent studies have shown that playgrounds provide significant benefits to children and the broader community. According to a report prepared for the Shasta Children and Families First Commission, children who are deprived of the opportunity to play in their first six years will 'face a lifetime of limited brainpower'.<sup>349</sup> Playgrounds provide children with an essential opportunity to play, with a clear link between play and children's brain development, motor-skills and social capabilities.<sup>350</sup> They also offer an ideal place for children to develop their cognitive abilities, motor skills, language and social skills and increase physical activity, which is vital given the growing rate of obesity in our society.<sup>351352</sup>

Playground design is form of place-making, which creates a strong sense of the community, its culture, history and location. The playground for Morwell will evoke the Morwell Power Station and Briquette Factories through its visual design and choice of materials. Bespoke design will reflect the unique characteristics of Morwell and its industrial heritage. We suggest a location along the proposed rail trail network.<sup>353</sup>

In addition to this, playgrounds can also be a venue for community building. A 2008 study by Northwestern University in the United States of America investigated the impacts of 32 playgrounds built by KaBOOM!, a national non-profit organisation dedicated to creating playspaces for children. It showed that when community and local businesses built the playgrounds together it strengthened community ties and helped address broader community issues and that flagship playgrounds became centres for community gatherings.<sup>354</sup> Moreover, a 2017 study on the benefits of the park and recreation

system in the City of Plano in Texas, USA, showed that parks, trails, recreation centres and sports fields were important economic drivers that contributed to the area's high quality of life, helped attract businesses and employees to the city, enhanced property values and gave a boost to tourism (although this is mainly driven by sporting tournaments).<sup>355</sup> Although there is limited data on the specific contribution of playgrounds to the economy, the provision of adventure playgrounds have been estimated to increase visitation by five per cent in the Barossa, South Australia and by 10 percent in Norfolk, United Kingdom.<sup>356</sup>

Finally, as community gathering places, playgrounds encourage the congregation of generations of family members. The proposed themed playground will remind older members of the Latrobe Valley of Morwell's history of power generation, while younger people be able to understand the Power Station through the realm of play.

*While SHP understands that this proposal is NOT supported by Latrobe Council at the time of writing, we are including it here in case of future redevelopment of existing playground spaces.*

# Proposed Signage Locations

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## Morwell Power Station and Briquette Factories Proposed Signage Locations

### 10. Proposed Signage Locations

Based on consultation with the Latrobe City Council the interpretive signs will be installed on the south side of Princes Drive, near the Morwell Traralgon Road intersection.

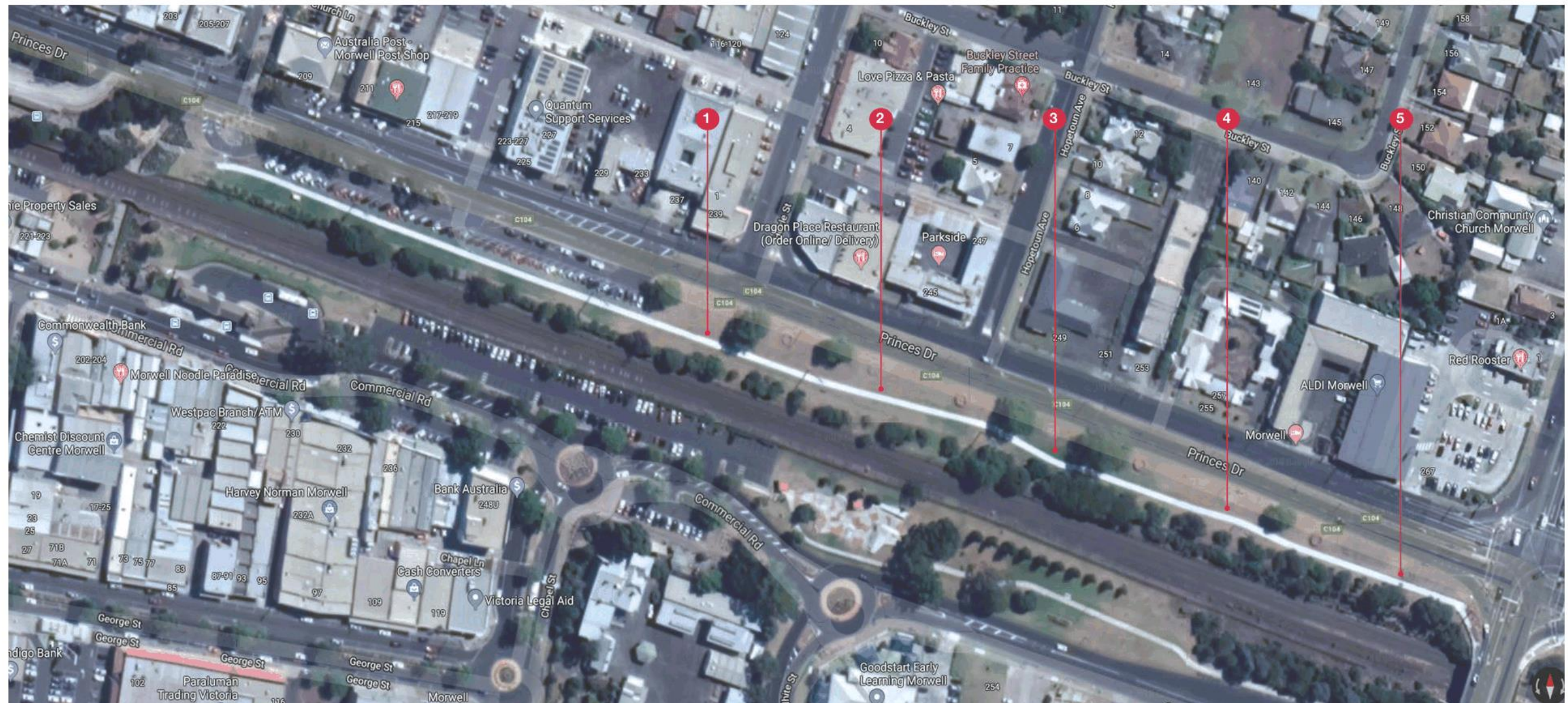
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4 Stop 4

5 Stop 5





# Appendixes

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# Morwell Power Station and Briquette Factories

## Appendixes

## 11. Appendixes

### 11.1 Community Engagement Plan

#### 11.1.1 What is community engagement?

Community engagement describes the process of engaging or communicating with community members to keep them informed, to build relationships between the community and government or private entity and to give community members an ongoing involvement in decisions that affect them.

#### 11.1.2 Aims of the Community Engagement Plan

The aims of this Community Engagement Plan are to:

- Recommend ways to engage associated communities with the interpretation of Morwell Power Station and Briquette Factories.
- Identify ways to ensure that the interpretation of Morwell Power Station and Briquette Factories meets the community's needs, including those of former workers.

#### 11.1.3 Background information

The Morwell Power Station and Briquette Factories were the subject of significant community interest in the period surrounding the decision to list the complex on the Victorian Heritage Register. Community sentiments were captured by EBAC on the *Latrobe Valley Express* Heritage Decision Facebook Page following the listing on the Victorian Heritage Register, where 58 comments were recorded by the site administrator. Of these, seven comments largely supported the listing and retention of the site, while the remaining 51 comments did not support the listing, with some people advocating demolition of the Morwell Power Station. Community sentiment covered the following categories: cost, utility, feasibility, safety and sustainability.

### 11.2 Target communities and stakeholders

The target communities for engagement with interpretation at Morwell Power Station and Briquette Factories are:

#### 11.2.1 Latrobe City Council

#### 11.2.2 Societies and Associations

- Moe and District Historical Society
- Morwell Historical Society
- Traralgon and District Historical Society
- Yallourn Association
- Asbestos Council of Victoria
- Engineers Australia.

#### 11.2.3 Universities

- Centre for Gippsland Studies, Federation University

#### 11.2.4 Residents/businesses directly impacted by the development

- Individual residents, including former workers
- Businesses

### 11.3 Predicted impact of the decision to retain or demolish the Morwell Power Station

All residents of the Latrobe Valley will be directly impacted by the decision to either retain or demolish the Morwell Power Station. There are two scenarios:

#### 1. The Permit to Demolish is granted

If the decision is demolition permit is granted for the Morwell Power Station, the proposed new site owner will reopen the Briquette Factories, which will create up to 50 FTE jobs. <sup>356B</sup> The approval for demolition will also allow the safe removal and disposal of over 95% of the asbestos on the site, which will ensure the future safety of the nearby Morwell community from the potential of released or uncontained asbestos fibres.

Some members of the community would be affected negatively, because they have vehemently objected to the demolition.

#### 2. The Permit to Demolish is not granted

If the demolition permit is not granted, the proposed site owner will not purchase the site.

This will have several implications:

- Fifty FTE jobs at the Briquette Factories will not be created. <sup>356C</sup>
- It is likely that the current site liquidator will pass site responsibilities onto local government as there will be no value in the site retention for creditor's benefit, as only liabilities would arise.
- Interpretation will face two possible scenarios: use as a landscape feature with no public access, or a full-scale interpretation on-site. Both options are discussed below.

#### Option 1: Use of the Power Station as a landscape feature with no public access

The Power Station will have to be stabilised if it is to be kept either as a landscape feature with no access by tourists or adapted for use as a tourism venue.

Initial cost estimates are as follows:

Removal of asbestos and stabilisation - circa \$40-\$50 million <sup>356D</sup>

This would enable the Power Station to become a landscape feature that may contribute to industrial tourism in the area. Because the Power Station and structures deteriorate when not run, ongoing maintenance would be required to retain the site as safe. Estimated costs of this and ongoing security requirements would be \$1K-\$2M p.a.

#### Option 2: Adaptive reuse of the Power Station as a full-scale tourism venue with public access to the interior and exterior

Initial cost estimates are as follows:

Circa \$60-\$80 million start-up costs, with recurrent costs of \$2-3 million annually. <sup>356E</sup>

Significant funding for establishment and operational costs would need to be sought from local, state and/or the Federal government. This would be in the form of an ongoing investment in the facility. Currently, Central Deborah Gold Mine – Victoria's main mining tourism attraction – attracts 50 visitors per day. This is one of the top-rated attractions in Victoria and co-located near other major attractions in Bendigo. <sup>356F</sup> If this figure of 50 visitors per day were used to assess income for Morwell Power Station, and a ticket price of \$20 per head assumed, this would amount to \$360,000 per annum of income, which would need to be offset against expenditure (staffing, training of staff, operational costs, maintenance, etc.). Running such a venture would require extensive and ongoing government subsidies in the realm of \$100-\$120 million for start-up costs and recurrent costs of \$2 to \$3million, with no guarantee of a return.



## Morwell Power Station and Briquette Factories

### Appendixes

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Further, the figures for gold mining attractions cannot be extrapolated to the Latrobe Valley, which has few co-located attractions, unlike the goldfields. This is borne out by current tourism figures: the key heritage site in the Latrobe Valley, Powerworks at Morwell, received only 1,000 visitors in the last financial year. PowerWorks is also managed and run by volunteers, which is the only way it can continue to operate without large subsidisation.

### 11.4 Strategies for Community Engagement

#### 11.4.1 Stakeholder relationships

Latrobe City Council is one of the main stakeholders in the future interpretation of the Morwell Power Station and Briquette Factories. *Future Morwell* includes plans for industrial heritage to be the site of rail trails and future tourism ventures, including the Morwell Power Station if it is not demolished.

We suggest that Latrobe Council considers funding tourism-based job training programs and uses the SECV/Morwell Power Station advertising, images and content for some place branding within the town. It is crucial that former workers and their families are not left scarred by the fact that the Valley now has a 'bad brand' (*Future Morwell*) because of the move from coal to green energy. The Latrobe Valley has powered Victoria and it is ahistorical not to recognise this: former workers and their families need their histories acknowledged. It is even more important to capture the feelings of people associated with the Power Station, good and bad, and the suffering of families affected by mining-related illnesses. This methodology is embedded in the current Heritage Interpretation Plan.

#### 11.4.2 Target communities

Collaborating and creating partnerships with relevant organisations is essential to ensuring that community engagement is meaningful and successful. SHP has identified several ways to engage local people with interpretation of Morwell Power Station and Briquette Factories in the immediate or near future.

- **Via an Expression of Interest process**, in the form of a public call for stories.
- **Via contacts (e.g. EnergyBrix, PowerWorks, GARDS)**
- **Via direct consultation** to ask community members what kind of interpretation they would like.
- **Via state-wide educational programs** that lead to extended length of stay in the town (long-term). Educational guides and teacher resources would attract students to the area to study its history, including that of the Braiakaulung people of the Gunaikurnai, and the history of energy production in Victoria.
- **Via community involvement in producing interpretive media.** Such active involvement will help give a voice to community members with a connection to the Morwell Power Station and Briquette Factories. It may take the form of content for heritage-based built form, Podcasts, video interviews or public art. Given the extensive 3D video imaging and photographs already taken of the site this type of involvement does not require structures to remain in situ.
- Capacity-building and training in areas such as tourism.
- Involvement of local people in taking tours of the district.

Please note that the responsibilities for these areas are outlined in the Implementation Strategy that forms part of this Heritage Interpretation Plan.

## Morwell Power Station and Briquette Factories

### Appendixes

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## 12. Consultations

### Gippsland Asbestos Related Disease Support Inc (GARDS)

#### Newborough

**25 May 2018**

**Attendees:** Vicki Hamilton (GARDS), Sue Hodges (SHP), GARDS members

Sue met with Vicki Hamilton and other members of GARDS. Sue discussed the proposed Podcast, oral/ video interviews and memorial. GARDS members expressed interest in participating in all forms of interpretation and requested that SHP design some concepts for the memorial.

**14 June 2018**

**Attendees:**

Vicki Hamilton (GARDS), Jean, Ron, Cyril, Ray, Marie, Sharon, Dorothy, Nicola Henriksson and Jackie Malter (SHP)

See audio recording summary on page 80

**26 July 2018**

**Attendees:**

Vicki Hamilton (GARDS), Ray, Marie, Sharon, Dorothy, Caroline Hubschmann and Jackie Malter (SHP)

Caroline and Jackie met with Vicki Hamilton and other members of GARDS. Jackie discussed the interviews and the memorial.

### Latrobe Council

#### Morwell

**26 May 2018**

**Attendees:** Tegan McKenzie (Latrobe Council), Sue Hodges (SHP)

Sue met with Tegan to discuss capacity building through heritage in the Latrobe Valley and the location of interpretive signage. Tegan discussed potential stakeholders in tourism and within Morwell. She requested that SHP send its completed Heritage Interpretation Plan and proposed signage designs and locations to her to submit to Council. SHP submitted on 13 October 2018.

### PowerWorks

**10 July 2018**

**Attendees:** PowerWorks Board, Sue Hodges (SHP)

After an initial meeting with Bruce Lougheed, Vice-Chairman of PowerWorks, Sue was invited to attend the Board Meeting at PowerWorks to discuss how PowerWorks could accommodate material from the Morwell Power Station. Sue also presented a short proposal for renovating the existing displays at PowerWorks in the style of Scienceworks in Melbourne and repositioning this as part of a wider tourism and education project for Morwell. The Board endorsed all of Sue's recommendations.

### Other liaison

#### Geraldine Jones

**Manager, Business Development and Partnerships Unit  
Office of the Vice Chancellor Research and Innovation  
Federation University Australia**

Geraldine contacted Sue to discuss capacity building and education through heritage interpretation in the Latrobe Valley. Sue will visit Geraldine in August 2018 to further these discussions.

#### Professor Erik Eklund

**Professor of History  
Director, Centre for Gippsland Studies  
Federation University**

Sue contacted Professor Eklund to request an interview in May 2018 but he declined. Subsequently Professor Eklund has contacted Sue and agreed to be interviewed. A date is yet to be determined at the time of writing.

#### Cheryl Wragg

**Moe resident**

Sue discussed the project with Cheryl Wragg but Cheryl declined to be interviewed for the project until a permit decision was made. Cheryl has subsequently rung SHP back but no interview has been confirmed at the time of writing.

## Morwell Power Station and Briquette Factories

### Appendixes

TIME (MIN/SEC)	SPEAKER	CONTENT
<b>Digital file 1 of 2</b>	Horace 'Cyril' Hibbert	Cyril worked in the Hazelwood Station Control Centre. Describes the process for entering the switchyards at Hazelwood.
0:22-1:00		
1:10	Horace 'Cyril' Hibbert	Describes the atmosphere at Hazelwood when the power station was running at night.
1:48	Horace 'Cyril' Hibbert	Being let go from Hazelwood.
2:44-4:28	Horace 'Cyril' Hibbert	Cyril disliked working at Morwell Power Station. Describes the atmosphere at Morwell Power Station.
4:32	Ron	Ron did not dislike Morwell Power Station.
4:35	Horace 'Cyril' Hibbert	Most people thought Morwell Power Station was a great place to work.
4:58-8:16	Horace 'Cyril' Hibbert	Describes the dangers at Morwell Power Station and incidents where workers were electrocuted at Morwell and when he was electrocuted at Yallourn.
8:36-10:33	Ray Whittaker	Ray started at Yallourn workshops on about 18th November 1963 as a trades' assistant. Describes his first day of work.
10:33-13:21	Ray Whittaker	Ray transferred to Morwell Workshops. He describes a mine fire while he was on shift.
13:21-15:20	Ray Whittaker	Ray transferred to Morwell Power Station in around 1978-79. He describes an incident when a man fell asleep in the economiser in a boiler and got closed in.
15:20	Ray Whittaker	Discusses the relationship between workers and management. If you helped the managers, they looked after you.
17:15	Ray Whittaker and Horace 'Cyril' Hibbert	Ray and Cyril discuss an incident where the steam process got blocked. It was dangerous but nobody got hurt.
18:18	Horace 'Cyril' Hibbert	Some of the mistakes occurred when tradesmen failed to uphold the 'alive board' protocol. If it was ok to work, it was a green board, which meant access. If it was red, it was not ok to work. Sometimes the boards were not correct and people got injured. Sometimes people suffered lifelong injuries.
20:14	Horace 'Cyril' Hibbert	For example, a trainee engineer shifted the no access board to climb up the ladder to get to the job and he got a 22,000-volt shock. His feet went through the ladder and he ended up hanging upside down. For the rest of his life he wore a neck collar.
21:21	Horace 'Cyril' Hibbert	Was on shift once when different accidents happened. Refused to do a particular task because it was dangerous. Challenged the boss and supervisor. The book was revised as a result.
23:25	Horace 'Cyril' Hibbert	'Went Bang' is the slang term used when you get electrocuted.
23:42	Horace 'Cyril' Hibbert	It was atmospheric at night time.

TIME (MIN/SEC)	SPEAKER	CONTENT
23:55	Horace 'Cyril' Hibbert	Was not comfortable at the '500' over in the wall. 500 was a nasty voltage. Had to wear mesh overalls and be earthed off to work in the area.
24:25	Ray Whittaker	Describes an incident at the Morwell Power Station where a boilermaker was sent to cut out the worn pieces out of the stacks and weld in the other pieces. He made a mistake by tack welding rather than welding properly and it was lucky the stacks did not explode.
27:15	Ray Whittaker	Describes when a trainee rigger climbed up the outside of the stacks and froze while up there it took 4 hours to coax him down.
<b>Digital file 2 of 2</b>	Ray and Vicki	Equipment such as ropes and fittings such as doors were contaminated with asbestos. They should have been cleaned but never were. This occurred in the 1980s.
0:00		
1:00	Ray and Horace 'Cyril' Hibbert	Asbestos seal and tape were fitted around the doors. These were removed so the brick layers could do the brickwork. Often the tape wouldn't fall off.
2:00	Horace 'Cyril' Hibbert	You had to hand-crank the soot-blowers if they jammed. The ones at Hazelwood were much bigger than C Station at Yallourn. This occurred often at Hazelwood.
3:00	Woman, Horace 'Cyril' Hibbert and Vicki Hamilton	The asbestos was everywhere in the power stations. Cyril lists the names of some of the people who have died as a result of asbestos-related illnesses, including Marty, Graham Guy (died of mesothelioma), Peter.
4:00	Ron Harwood	Discusses that a lot of people were getting sick because the burners were not lit on the boiler. In the basement, Ron realised that the equipment was not set correctly and if he had lit it like the engineer requested, he would have melted the boiler.
6:00	Group	Describes what they disliked about working at Morwell Power Station. Including going to work in the fog and ending up near the railway line, going to work in the dark and coming home in the dark and 12 hour shifts.
7:00	Vicki Hamilton	Discusses the milk allowance at Yallourn, to prevent the workers from being sick.
8:00	Horace 'Cyril' Hibbert and Ron	The 8-hour shift was great but the 12-hour shift was terrible because you never got to see your family. Ron says he was on the 12-hour shift for only 4.5 years but he hasn't slept well since.
9:00	Group	Milk was given out at Morwell Workshops when boilermakers were welding galvanised pipe/steel. The galvanising gave off poisonous fumes. Give milk to drink to line the stomachs. Didn't give them masks. a boilermaker had a helmet and it would not be possible to have a mask underneath. This is why most of the workers do not have an endearing memory of the power station, because the hierarchy know that the workers were working in dangerous conditions. The men were getting sick, and they were trying to prevent the visible signs of this by feeding them milk to prevent them from throwing up.



## Morwell Power Station and Briquette Factories

### Appendixes

TIME (MIN/SEC)	SPEAKER	CONTENT
10:00	Vicki Hamilton	The workers were ignorant of the reasons why they were given milk, etc., but the hierarchy knew what was happening. It was a disgrace and the shameful part of the power industry.
10:24	Man	Morwell Power Station used to make a good profit. When briquettes started to drop off, they still needed to be made, for example Yallourn and milk factory. But it was losing money. To counter this, the authorities combined the revenue of the briquettes with the power station to make it look like the whole operation was making money.
11:00		If they had shut down the briquettes factory, the power station could have continued for longer. However, the station was very dilapidated. Similar to Hazelwood. In the past Hazelwood was very clean and was washed every day.
12:00		After it was privatised, you 'couldn't even see the floor' for the dirt. Couldn't touch the handrails. This created a risk of fire and explosion.
13:00		On nightshift at Yallourn Briquettes, they would go around with the stick and mark the fire line on the wall. When the day shift people came in, they would spray the wall and put the fire out. The fire line was the coal dust on the walls. It would catch fire at the top and was very explosive.
15:00-17:00		New electrical workshops at Yallourn Briquette Factory and B station exploded. A man was killed there. Because of the dust, the warm coal worked its way down and the static electricity was sparked on the slamming doors that were not meant to be able to slam. The concussion of the slamming door caused a spark which caused an explosion. The windows of the town about a half a kilometre away from the factory were smashed as a result of the explosion at the briquette factory. This was perhaps the most serious event experienced by the interviewees.
19:00		Discussion about what the people would like to see as part of the interpretation and future interviews.
20:00		Discussion about Super-6 being used at power stations in the Latrobe Valley and the briquette factory.
22:20		<p>Possibilities for interpretation:</p> <ul style="list-style-type: none"> <li>Podcasts - use the interviews on the website and podcasts (people can listen to them online and on their smartphones) so people can learn more about the people's stories</li> <li>Short Illustrated History - about the history of the power station, including the health issues (good and bad sides).</li> </ul> <p>Feedback: Best thing you could do with it because that is what is needed for the station after it is gone. It should be demolished. Everyone is very happy with the idea of a short illustrated history.</p>

TIME (MIN/SEC)	SPEAKER	CONTENT
25:00		Can re-build a modern, engineered factory because all the lines and switches are still there. This could happen at Morwell but cannot happen at Yallourn. The infrastructure for Victoria is in Morwell, Hazelwood and Loy Yang. Old stations can be removed, the new stations need to be modern, built safely for the workers and the residents.
26:00		If you close these coal power stations, you need another source of power. Overseas power stations are running on Australian coal, but the government is not interested. The environmentalists are an issue. Solar works during the day (not during the night). Still need to develop the battery technology for solar. It is not a viable alternative.
28:25	Vicki Hamilton	GARDS wants to see a decent memorial. Have wanted one for over 18 years. Have never been able to secure the money. Thousands of people have died all over the Valley. Got an apology but never money to address the issue. Not closure, but recognition for the 'biggest industrial disaster to befall Australia, but no one knows about it.' Betrayal and legacy of the area, of power workers and their families. Power workers gave cheap and reliable power to Victoria.
30:00		Nearly had blackouts last summer, and there was no Hazelwood as a back-up. The triangle of NSW, Victoria, SA and Tasmania are linked to save Victoria from blackout. Gas and electricity are being used, but they are not suitable for cooling in the summer.
31:28		Suggestion for interpretation: get plenty of photos and a memorial that is irreverent. The RSL have cenotaphs in the small towns and each year, twice a year, there is a very solemn ceremony to remember what happened. The sacrifice. The same thing happened in the Valley - they faced a silent killer to commemorate what that meant. Don't need names on it, but it has to be something significant.
33:49-37:00	Nicola Henriksson/ Vicki Hamilton	Discussion about design concepts for memorials. Vicki Hamilton suggests a family to show that it was not just about the workers. Power Industry worker with a Gladstone bag and his family. Some families lost 4 brothers in their family to mesothelioma. The figure needs to show that it did not just affect the workers, but the whole family.
37:00	Vicki Hamilton	State government is doing a history of the mine fire, linked to the Hazelwood mine fire. Lack of interest in the story of asbestos. Need to tell the story of the Latrobe Valley that includes the health issues associated with asbestos. This happened one month ago and should be available in September.
39:40	Vicki Hamilton	Don't really care what the concept is, it just has to tell the story. Yallourn and Loy Yang still use asbestos, and there is still exposure.
40:00-44:00	Ray Whittaker	Describes health issues.
45:00	Ray Whittaker	Describes two different sorts of briquettes: household and donut industrial.

Morwell Power Station and Briquette Factories

Appendixes

TIME (MIN/SEC)	SPEAKER	CONTENT
47:5054:00	Jackie Malter and Nicola Henriksson	Explain what interpretation is in this contract and what will need funding and be undertaken in future stages. Discussion about interpretive signage, an energy-themed playground, banners.
55:00	Vicki Hamilton	Several relevant books, including the Morwell Brown Coal Mine  More information about the asbestos stuff can be found in a Four Corners Report with GARDS - about 15 years ago. Vicki can provide this.
56:22		Yallourn was a wonderful town.
57:00	Ray Whittaker	Put 39 3/4 years into the power industry in the Latrobe Valley. 4 months of 40 years.
58:00	Horace 'Cyril' Hibbert	Was in 30th year when was offered a redundancy package. Wanted the watch to accept the package, and he got it.
1:02:10	Marie Smith	Marie's husband worked at Yallourn. First, there was only A and B, and they were building C, no Hazelwood. When he was 58, they wanted him to go to Morwell and he retired because he didn't want to go work in Morwell. This would be in the 1990s.
1:03:22	Jackie Malter and Marie Smith	Marie had a SEC house that she still lives in. This started in 1955 because there was no housing and it was hard to get a place to live. SEC houses were kit homes, but some of them have been modified. Some have been left alone and they are dilapidated.
1:05:26	Vicki Hamilton	Vicki is concerned about current plan to move some asbestos from demolition of MPS across to the other side of Melbourne.

# Endnotes

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# Morwell Power Station and Briquette Factories

## Endnotes

### 13. Endnotes

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- 356C EBAC, Barry Dungey (personal communication), 9 May 2018
- 356D EBAC, Barry Dungey (personal communication), 9 May 2018
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- 356F MyTravelResearch, National Visitor Survey YT Dec 17. Source: MyTravelResearch for SHP.
- 357 EBAC, Barry Dungey, personal communication, 9 May 2018.
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# Morwell Power Station and Briquette Factories Interpretive Signage

13 August 2018





## Morwell Power Station and Briquette Factories Proposed Signage Locations

### 10. Proposed Signage Locations

Based on consultation with the Latrobe City Council the interpretive signs will be installed on the south side of Princes Drive, near the Morwell Traralgon Road intersection.

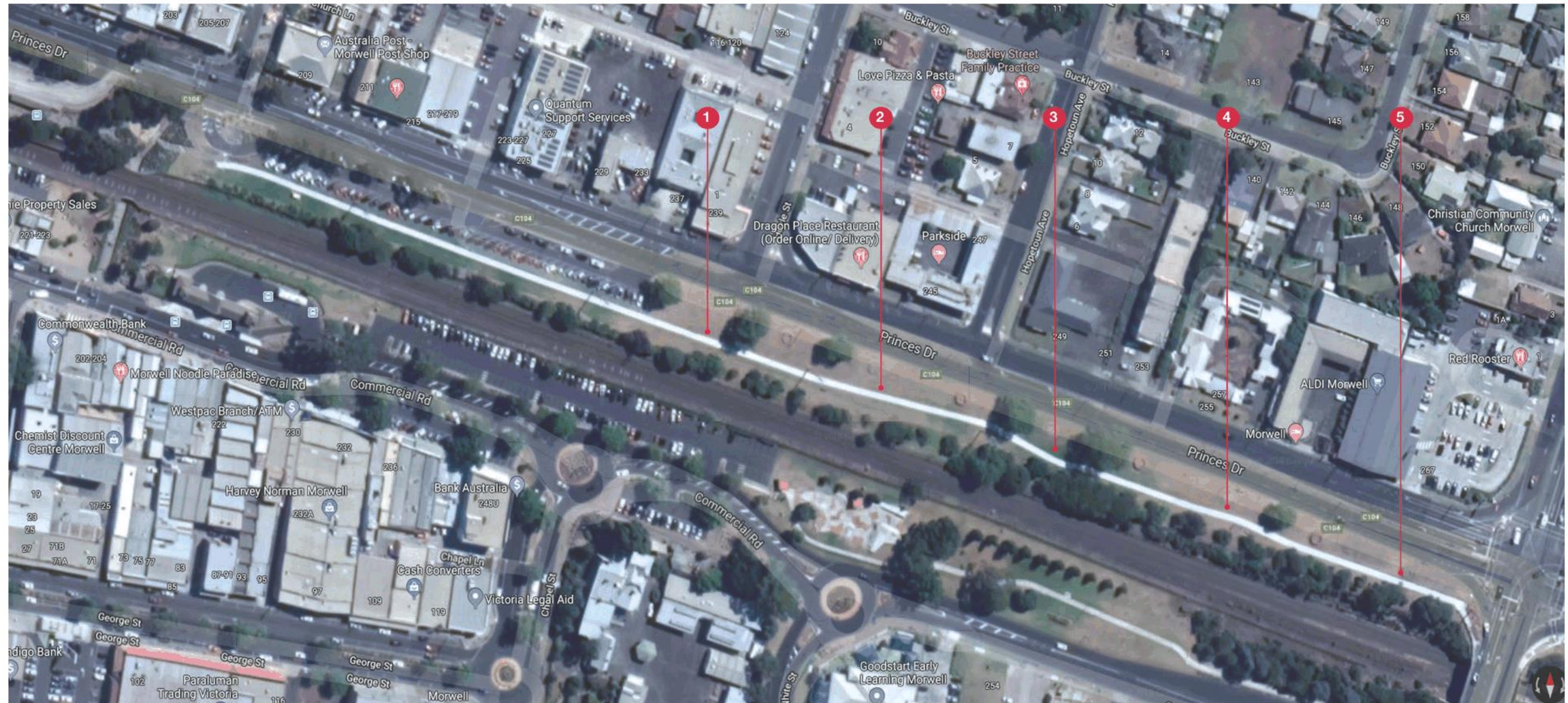
1 Stop 1

2 Stop 2

3 Stop 3

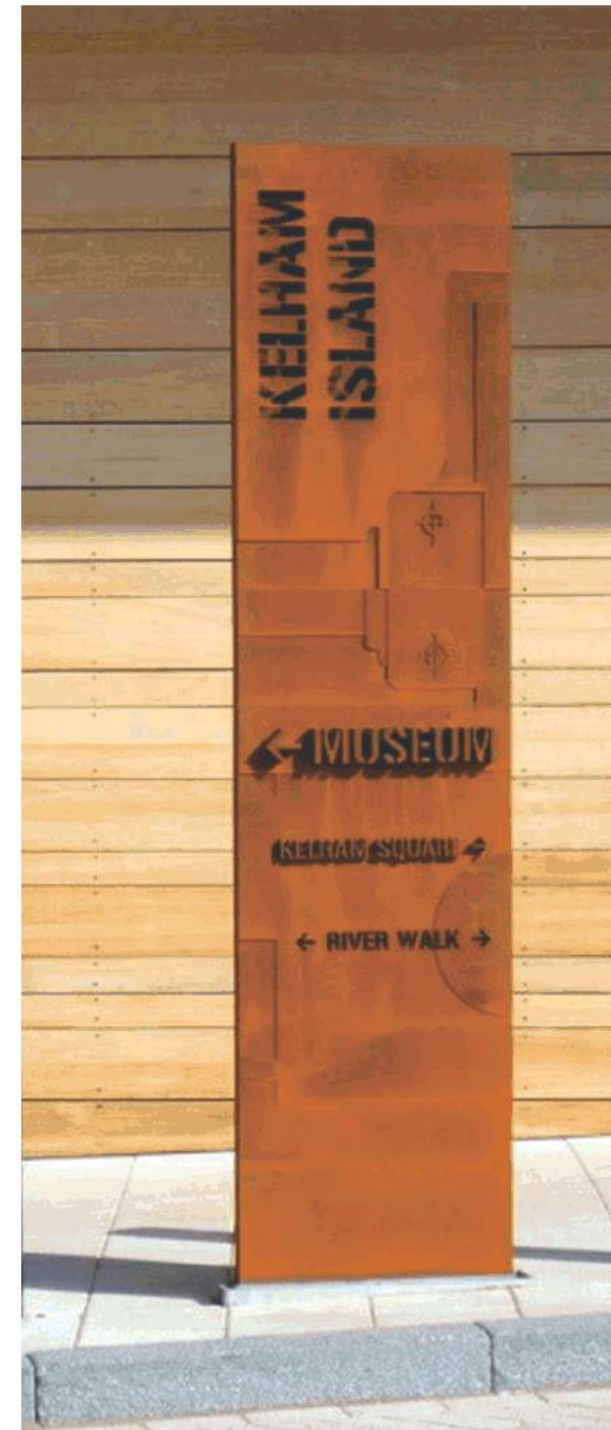
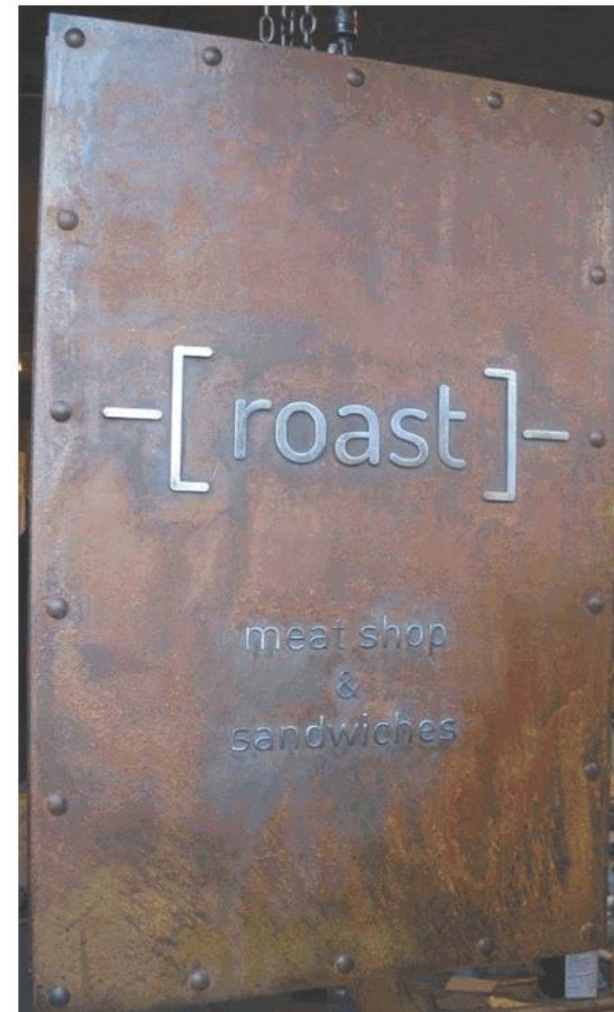
4 Stop 4

5 Stop 5





## Morwell Power Station and Briquette Factories Interpretive Signage - Precedent Images





Morwell Power Station and Briquette Factories

Interpretive Signage - Concept Art




Morwell Power Station and Briquette Factories

Interpretive Signage - 1

# THE MORWELL POWER STATION AND BRIQUETTE FACTORIES

*'Building is booming again in Morwell as the project gets under way.'*

*The Herald, 23 December 1954*



Industrial - Power - The combined brown coal electricity and briquette undertaking of the State Electricity Commission, at Morwell, Victoria, 1961  
National Archives of Australia

The Morwell Power Station and Briquette Factories was built in 1949-59 by the State Electricity Commission of Victoria (SEC).

SEC engineers brought most of the machinery and plant over from Europe, where brown coal was being used to create electricity.

Morwell Power Station began generating electricity in November 1958. The first Briquette Factory ran its maiden commercial production of briquettes on 8 December 1959 and the second factory came into full operation in September 1960.

(Top left)  
Coal conveyor system transporting coal directly from the mine face to the Morwell power station and Briquette works, 1960  
National Archives of Australia

Construction of Power Station and Briquette factory Morwell, November 1956  
Museums Victoria

## Trouble on the 'Morwell Project'

Originally the SEC planned to build four briquette factories, but a financial crisis in 1951 meant that funding for the 'Morwell Project' dried up. By 1953 all building work on Morwell Power Station and Briquette Factories and mining at the Morwell Open Cut Mine had come to a halt.

Mining operations and construction works began again in mid-1954, but by this time the 'Morwell Project' had cost a huge \$48 million and delivered no results. Because public demand for briquettes had also shrunk, plans for the 'Morwell Project' changed in turn to focus on power generation. Only two briquette factories were ever built.

(Background image)  
Brown coal briquette presses, Morwell, Victoria, 1962  
National Archives of Australia



## Morwell Power Station and Briquette Factories Interpretive Signage - 2

# POWERING VICTORIA

*'The Morwell project, with the extended Yallourn station, will make this region the greatest power and fuel production centre in the southern hemisphere'*

*The Argus, 20 August 1956*



Morwell, Victoria, Australia, 1982  
National Archives of Australia



Willie Wonderheat and  
Bernie Briquette, 1920s-40s  
SECV Collection, Museums Victoria

The Latrobe Valley has provided electricity to Victoria since the Yallourn Power Station opened in the 1920s.

Following a rapid increase in demands for power, the Victorian Government announced an ambitious plan to create a self-sufficient energy supply for Victoria in 1943. Its home: the Latrobe Valley.

The Morwell Power Station and Briquette Factories were at the centre of this plan. The Morwell plant began generating electricity in November 1958 and making briquettes in 1959. When all eight generating units at Hazelwood Power Station began their operations in 1970, the Latrobe Valley generated almost 90% of Victoria's electricity from brown coal.

### A 'thriving community'

The Latrobe Valley boomed with the State Electricity Commission's presence in Morwell. The Morwell Power Station and Briquette Factories alone created hundreds of jobs. Between 1921 and 1961, the local population increased from 14,000 to 60,000.

### Legacy

The Morwell Power Station closed in 2014 and Hazelwood Power Station in 2017. However, Loy Yang Power Stations A and B (completed in 1988 and in 1996 respectively) still power Victoria.

If you explore Morwell, you'll find many reminders of the town's industrial heritage.

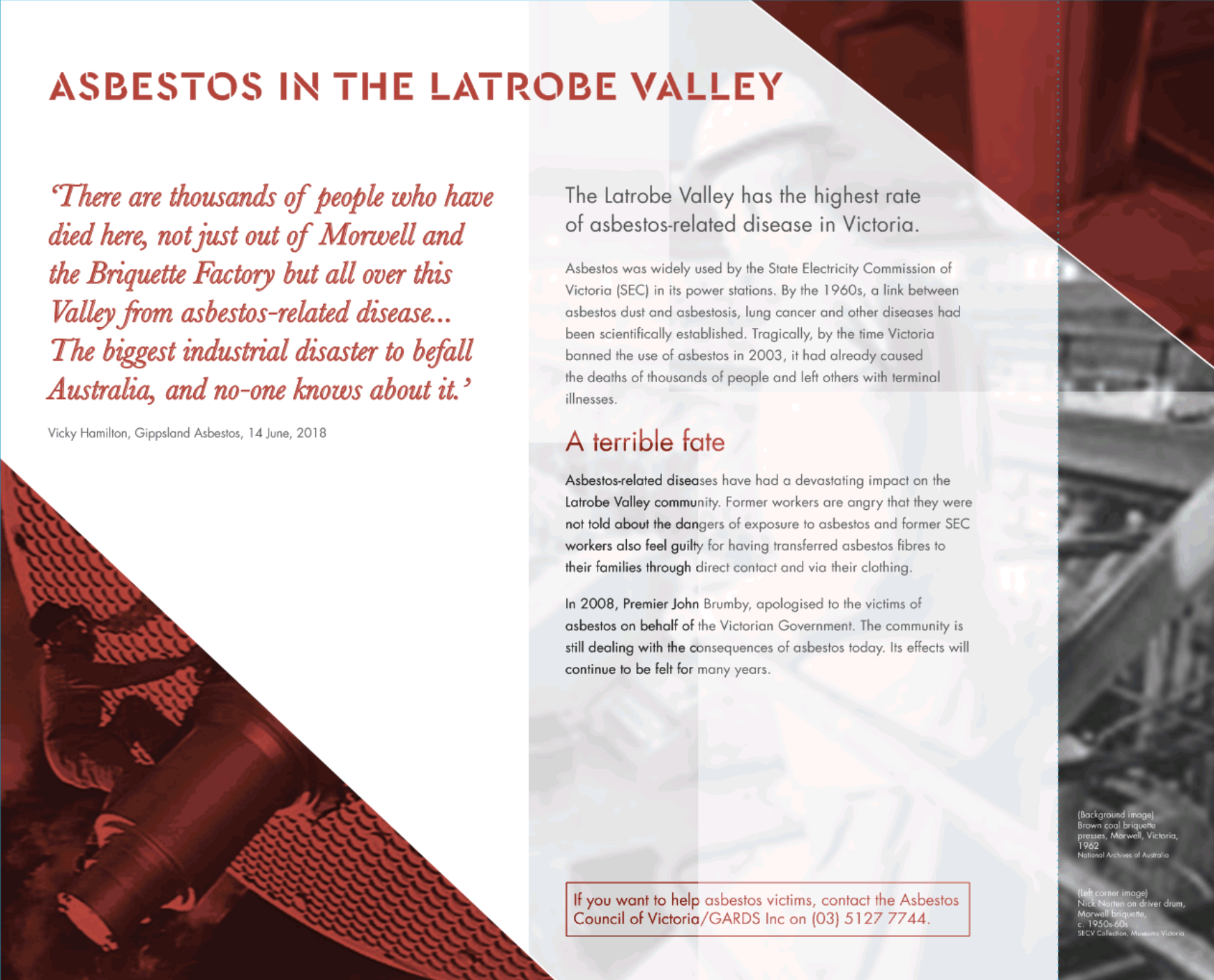
Population workforce graph.

(Background image)  
Briquette Factory,  
Morwell, c.1950s  
Rose Series, State Library of  
Victoria

(Left corner image)  
Power station and briquette  
factory at Morwell in the  
Latrobe Valley, 1966  
Australas News and Information  
Bureau, photographer: Keith Bacon,  
National Archives of Australia



## Morwell Power Station and Briquette Factories Interpretive Signage - 3



### ASBESTOS IN THE LATROBE VALLEY

*‘There are thousands of people who have died here, not just out of Morwell and the Briquette Factory but all over this Valley from asbestos-related disease... The biggest industrial disaster to befall Australia, and no-one knows about it.’*

Vicky Hamilton, Gippsland Asbestos, 14 June, 2018

The Latrobe Valley has the highest rate of asbestos-related disease in Victoria.

Asbestos was widely used by the State Electricity Commission of Victoria (SEC) in its power stations. By the 1960s, a link between asbestos dust and asbestosis, lung cancer and other diseases had been scientifically established. Tragically, by the time Victoria banned the use of asbestos in 2003, it had already caused the deaths of thousands of people and left others with terminal illnesses.

#### A terrible fate

Asbestos-related diseases have had a devastating impact on the Latrobe Valley community. Former workers are angry that they were not told about the dangers of exposure to asbestos and former SEC workers also feel guilty for having transferred asbestos fibres to their families through direct contact and via their clothing.

In 2008, Premier John Brumby, apologised to the victims of asbestos on behalf of the Victorian Government. The community is still dealing with the consequences of asbestos today. Its effects will continue to be felt for many years.

If you want to help asbestos victims, contact the Asbestos Council of Victoria/GARDS Inc on (03) 5127 7744.

(Background image)  
Brown coal briquette presses, Morwell, Victoria, 1962  
National Archives of Australia

(Left corner image)  
Nick Slater on driver drum, Morwell briquette, c. 1950s-60s  
SECV Collection, Museums Victoria

## Morwell Power Station and Briquette Factories

### Interpretive Signage - 4

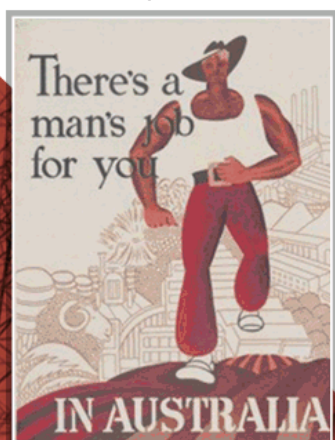
# WORKING LIFE AT MORWELL POWER STATION AND BRIQUETTE FACTORIES

*'Here, we were all like a family ... and it was so enjoyable'*

Michael Gred, former Power Station employee, 1995 - 2012

The Morwell Power Station and Briquette Factories had a large workforce.

In 1953, five years before the plant opened, the State Electricity Commission of Victoria (SEC) estimated that the Morwell Project would provide 2,000 jobs. In reality, the figure was never this high. In 1970, for example, there were about 700 total employees at the Morwell Power Station and Briquette Factories.



## A family atmosphere

Many former workers enjoyed the family atmosphere at the Morwell Plant and speak fondly of their time there. Employees and their families could join the Cricket Association and social clubs, go to dances and take part in the annual Christmas picnics.

*'... community-wise, well there was a sense of belonging ...'*

Peter McCartney, former employee, 1983 - 2014

[Top image]  
Dutch migrant Ted Heinemann working at Morwell Power Station, 1965  
National Archives of Australia

[Left image]  
Poster encouraging post-war migration to Australia, 1947  
National Archives of Australia

## Strikes and accidents

Hard times were also part of life at the Morwell Power Station and Briquette Factories. Fires and accidents happened during the site's history, sometimes with devastating consequences.

Workers also held strikes over wages and conditions several times from the 1960s to 1980s. Blackouts disrupted Victorian homes and businesses each time SEC workers walked off the job.

## Migrant workers

Workers at the Morwell plant came from all over the world. In the 1950s, the Latrobe Valley's power industry needed workers and there was a huge influx of migrants in the wake of World War II. They came from countries such as Britain, Malta, the Netherlands, Italy, West Germany, Poland, Ukraine, Greece and Yugoslavia.

[Top right image]  
The top of 34 workers flying outside the Morwell Court House, as a tribute to the migrants who helped the Latrobe Valley's development, 1967  
National Archives of Australia

[Left corner image]  
Power station and briquette factory at Morwell in the Latrobe Valley, 1966  
Australian News and Information Bureau, photographer Keith Byron, National Archives of Australia

Morwell Power Station and Briquette Factories

Interpretive Signage - 5 Side A

# THE FIGHT FOR THE MORWELL POWER STATION AND BRIQUETTE FACTORIES

On 6 June 2018, the Heritage Council of Victoria granted the site developer, Energy Brix, permission to demolish the Morwell Power Station. This followed a decision on 12 February 2018 to add the site to the Victorian Heritage Register.

The fight to keep or demolish the Power Station made state and regional news, with very heated arguments on both sides.

## The case to keep the power station and briquette factories

Cheryl Wragg and Professor Erik Eklund were two of the main opponents of the demolition of the Power Station.

They claimed that the Power Station was a visible reminder of the working lives of people in the Latrobe Valley and that it represented the region's industrial heritage: coal mining kept Victoria in power for most of the 20<sup>th</sup> century.

To them, the Power Station was a memorial: a tangible reminder of the pain of workers and their families who were affected by mining-related illnesses, including asbestosis and mesothelioma.

*'There is no replacement (for) the real thing ... when we lose the fabric we lose it forever.'*


Cheryl Wragg, Moe heritage advocate, 6 June 2018


*'We'll soon get to a stage where we have very little left of a century of mining and industrial production of electricity.'*

Professor Erik Eklund, Centre for Gippsland Studies, 6 August 2018

(Top image)  
Morwell Power Station and Briquette Works, 1959  
SECV Collection

(Left image)  
Power station and briquette factory at Morwell in the Latrobe Valley, 1966  
Australian News and Information Bureau, photographer: Keith Byron  
National Archives of Australia





SHP

SUE HODGES PRODUCTIONS

SHP - Page 8

Page 127



## THE FIGHT FOR THE MORWELL POWER STATION AND BRIQUETTE FACTORIES

The fight to keep or demolish the Power Station made state and regional news, with very heated arguments on both sides.



*'The whole place is a toxic dump and it needs to be pulled down ... it's an insult to see it standing there. It's a reminder of the pain and suffering the workers have already been through.'*

Vicky Hamilton, Gippsland Asbestos Related Diseases Support Inc. (GARDS), February 2018

Former industrial sites such as Morwell Power Station and Briquette Factories are also hazardous places. Asbestos is still present in the power station's exterior cladding and internal machinery and it would be impossible to open up the site to tourists.

[Top image]  
Marwell Power Station, 2018  
Jackie Moller, SHP (Sue Hodges Productions Pty Ltd)

(Left corner image)  
Marwell Power Station, 2018  
Jackie Maier, SHP (Sue Hodges Productions Pty Ltd)

[Background image]  
Morwell Power Station, 2018  
Caroline Hubschmann, SHP (Sue Hodges Productions Pty Ltd)

**Agenda Item: 10.2**

**Agenda Item:** Notice of Motion Response - Options for Englobo Land

**Sponsor:** General Manager, Corporate Services

**Council Plan Objective:** Ensure Council operates openly, transparently and responsibly.

**Status:** For Information

**Proposed Resolution:**

**That Council receives and notes the report.**

**Executive Summary:**

Council requested via a Notice of Motion at the ordinary Council Meeting held on the 18 March 2019, that Officers provide a report at the 6 May 2019 Ordinary Council Meeting outlining the options for englobo land.

Analysis and options available include;

- Interest rate concessions including the possibility of waiving all or part of interest charges, it is not recommended that concessions are provided that would result in council becoming the preferred method of financing as this may impact on councils annual financial cash flow;
- Rating options including the ability to implement differential rates or provide a rebate or concession, however this is not recommended at this time as the State Government is currently undertaking a review of rating systems and this may result in additional options not currently available to Councils; and
- Requirements for the re-zoning of englobo land and its implications, again this is not recommended as it is unlikely to be supported by the State Government.

**Background:**

At the Ordinary Council Meeting held on the 18 March 2019, Council resolved through a Notice of Motion;

*That Council request a report to be provided to the next Council meeting, providing the following:*

1. *Analysis and options for an interest rate concession applying to deferral of rates on englobo land and other relevant categories*
2. *Other rating options for englobo land and any resulting financial impacts*
3. *The actions required for rezoning of englobo land and the implications to Council*

The following represents the information gathered in relation to each item of the Notice of Motion actions.

**Definition of englobo land**

Englobo land is not defined in any relevant legislation. Englobo land typically means an undeveloped lot, group of lots or parcel of land that is zoned to allow for subdivision into smaller parcels.

Not all land that is zoned to allow for further subdivision would give rise to the concerns expressed by Councillors in the initial Briefing. For example, a broad definition of englobo land would also include a large residential parcel that could be subdivided.

At the broadest definition there are currently 200 properties in Latrobe City that are categorised as englobo land including 41 that are currently rated as farms and enjoy the farm differential of 25%, and of those there are 31 farms that exceed 20 hectares. The total land area of these 31 properties is 1,461ha with a CIV of \$54.061M, this equated to general rates of \$189,905 in 2018/19. There are currently 15 properties which are in arrears ranging from \$200 to \$235,000 and totalling \$275,429.

As a result, the first consideration is whether Councillors wish to apply the concessions set out in this Report to all englobo land or restrict the concessions to a subset of englobo land along, for example, the following lines:

- *Land that has been rezoned from farmland to residential land, where (the bracketed figures or words being by way of example only):*
- The area is in excess of [20] hectares;
- The site value has increased by [20%] or more; and
- The land is currently being used for [farming purposes as defined in the *Valuation of Land Act 1960*].

**Application to ratepayer types**



The next considerations are: (a) whether any concession applicable to englobo land (however defined) would apply to all categories of ratepayer and (b) whether all ratepayers in a category would be entitled to the concession or only a subset, for example, those establishing hardship.

The principal categories of ratepayers are:

- **Residential – Owner Occupied**

Individuals residing at their principal place of residence.

- **Residential – Non Owner-Occupied**

The property is not the person's principal place of residence and is therefore considered to be an investment property from which the owner is able to generate a return either now or in the future.

- **Non-Residential**

Includes Farm, Commercial, Industrial, Vacant and other.

### **Analysis and options for an interest rate concession applying to deferral of rates on englobo land.**

The *Local Government Act 1989* (the Act) stipulates the requirements associated with the application of interest charges.

Section 172 of the Act provides that a Council *may* require a person to pay interest on any overdue rates or charges at the fixed rate stipulated in the *Penalty Interest Rates Act 1983* (currently 10% per annum).

Section 172 also gives Council a broad right to exempt any person from paying the whole or part of any interest either generally or specifically.

As a result, it is open to Council not to charge any or all of the interest otherwise due either as a class of ratepayer or as an individual ratepayer. However consideration needs to be given to the impact that this may have on council's finances if ratepayers decide to use council as their financier rather than other financial institutions if interest rates are set lower than commercial rates.

The current forecast for 2018/19 is to generate \$530k of interest on overdue rates of which englobo land ratepayers contribute approximately \$27k, with \$23.4k of this relating to one property.

If Council wanted to extend an interest rate concession to all ratepayers in arrears, broadly for every 1% decrease in interest rate, annual income would be reduced by approximately \$53,000 based on the current levels.

It should be noted that Council's corporate rates system is unable to facilitate multiple interest rates, therefore any concession granted to a class or an individual comes

with an administrative cost associated with the manual calculation and processing of each concession for each assessment.

Available options considered in relation to an interest rate concession:

- **Part waiver of penalty interest – flat rate above commercial rate (for a specific period of time or not)**

Council could apply a part waiver of interest to reduce the effective interest rate charged to a level below the penalty interest rate but above the commercial borrowing rate. This would still provide an incentive for ratepayers to pay their rates on time but would provide partial relief for those that are unable or unwilling to seek alternative cheaper financing options.

A consideration is whether the part waiver would apply for a specific period or until redevelopment occurred.

The key is to ensure that the effective rate of interest remains above the commercial loan rate so that the ratepayer recognises this as the first amount of debt to retire. The mechanism often used here is to express a base rate relative to a bank loan rate with an additional percentage for example, the Commonwealth Business Line of Credit Rate Base Rate plus [1%], noting that at present small business/agribusiness base rates for loans secured against residential property are around 5%pa and unsecured are around 7.5%pa.

- **Part waiver of penalty interest – flat rate at or below commercial rate (for a specific period of time or not)**

Council could apply a part waiver of interest to reduce the effective interest rate charged to a level below the penalty interest rate at or below the commercial borrowing rate. While paying on time would likely still be most financially advantageous to the ratepayer, for those unable to do so paying interest at less than a commercial rate would provide more relief than other financing options.

A consideration is whether the part waiver would apply for a specific period or until redevelopment occurred.

As above, the mechanism often used here is to express a base rate relative to a bank loan rate with a reduced percentage for example, the Commonwealth Business Line of Credit Rate Base Rate less [1%].

- **Part waiver of penalty interest – stepped approach**

Council could apply a stepped approach with a reducing interest waiver amount over a specific period.

A stepped approach might allow greater initial relief than a flat rate during the period when development is being organised, but would then provide an increasing incentive to develop the land and avoid land banking.

One approach could include a stepped approach across four financial years beginning in the financial year following the rezoning. This could include waivers of interest set at;

Year 0 = 100% (financial year that the rezoning occurs)

Year 1 = 50%

Year 2 = 35%

Year 3 = 20%, and

Year 4 = 10%

#### **Other rating options for englobo land and any resulting financial impacts**

- **Differential Rate**

The State Government has initiated a full review of the structure of the rating system to identify changes *to improve its fairness and equity*. The review was initiated on 17 April 2019 with very broad terms of reference and is due to conclude in March 2020. We understand the review has the support of the Victorian Farmers' Federation. One option for Council is to await the outcome of the rates review before making a decision on rating options for englobo land as further options may then become available.

Council has the ability to implement a differential rate as long as it is aligned to the Act and the Ministerial Guidelines including that the highest differential rate can be no more than 4 times the lowest differential rate.

Officers advice would be that careful consideration should be given prior to considering the implementation of a differential rate as a solution as not all rezoned areas increase in value uniformly, meaning the implementation of a differential rate is problematic and could result in some landowners paying less rates than prior to the rezoning unless differing differential rates are set for each subdivision/area which then becomes administratively problematic.

Consideration should also be given to the impact this will have on other differential rates for activities that Council wishes to discourage such as derelict properties and there imposed higher rates, given that the highest differential can be no more than 4 times the lowest.

The introduction for example of a 50% differential (bearing in mind farming already carries a 25% differential) for the 31 englobo properties identified above would result in the shifting of approximately \$63k from englobo land owners to general ratepayers. Such a reduced differential would also require Council to



reduce the differential for derelict properties from 300% to 200% as a result of the 4 times rule.

In conclusion, it would not be recommended that a differential rate be implemented as a solution while the State Government review into the rating system is in progress, as this review may provide additional options for consideration that are not currently available to Councils.

- **Rebates & Concessions**

- Council can apply a rebate or concession as long as it meets the criteria outlined in the Act, including specifying how the rebate or concession benefits the community as a whole.
- Rebates and concessions are more flexible and are able to be tailored to each assessment or development.
- The implementation of such a rebate or concession would appear to be unique as Officers have been unable to identify any other Victorian Councils which provide such relief for englobo land. In general it is considered that the landowner benefits through the increased value of the land gained through the rezoning process, which more than compensates for the additional rates incurred prior to development.

In conclusion, officers believe that it would be difficult to justify the benefits provided to the community as a whole through the application of a rebate or concession.

**The actions required for rezoning of englobo land and the implications to Council**

- **Planning Scheme Amendment Requirements**

Latrobe City Council has an obligation to maintain the Latrobe Planning Scheme with current policy and information, including appropriate zoning of land across the municipality. The back zoning of the land at Marshalls Road will require the following consideration (as well as the standard information required for an amendment):

- o How would the rezoning impact on surrounding land, in particular the Traralgon North Development Plan?
- o Does back-zoning have strategic planning merit?
- o Assess the impact of the new planning provision on the resource and administration costs of Council.
- o Would DELWP be supportive of an amendment request?

This assessment would generally be undertaken to advise of whether a formal planning scheme amendment request would be supported which would avoid unnecessary cost and time implications for all parties involved. If it was

considered that the proposed rezoning had merits based on the above assessment, a formal request for authorisation to undertake the amendment process would be put forward to DELWP.

An application to rezone the land could take between 12-18 months, dependent on any objections received to the rezoning and resourcing available internally. The land owner would be up for full costs of the amendment, including the costs for any planning panel requested.

In considering the above, Council should be satisfied that the back zoning will not compromise the ongoing development of the Traralgon North area, that the process (given the time and cost) will achieve the intended outcome, and when is it likely that the land will need to be rezoned again back to a residential zone (resource implications on Council in processing amendments).

- **Residential Land Supply**

In addition to the above, Council should also maintain a 15 year residential land supply. While this is assessed at a municipal level rather township level, Latrobe City (and other regional councils) often find that this approach is metro-centric as many of our townships offer different levels of service and lifestyle choices. Regardless, when Latrobe City seeks to rezone land for residential purposes, Council must demonstrate how land supply is being met.

Essential Economics undertook an analysis of residential land supply as part of the Housing Strategy. They identified that Council requires between 330Ha and 450Ha over the next 15 years to accommodate residential growth and to allow for the City's population to grow, to reinforce its role as Gippsland's Regional City. Indicative land supply figures currently show that there is in excess of 15 years land supply available.

This can be attributed to the mass residential rezonings that occurred under Minister Matthew Guy between 2011 – 2012 (Amendments C47, C56 and C58). This was in response to residential land supply shortages and land was rezoned where it was identified on structure plans as future residential. This included Traralgon North.

It is noted that building permits relating to the construction of dwellings across the four main towns indicate that Traralgon is the primary growth front, with 930 new dwellings being constructed between 2013 – 2018. In comparison, Moe/Newborough and Morwell had a combined new dwelling count of only 380 during this same period.

Therefore land in Traralgon is being consumed at a quicker rate than the other centres within the municipality and this trend appears to be continuing.

If back zoning of englobo land was successful, the risk to Council (and Development Plan areas) would be that council would not be able to satisfy the land supply requirements in the future, especially in relation to the Traralgon area.

Rezoning of englobo land is not recommended on the basis that it is unlikely to be supported by the Victorian Government.

**Issues:***Strategy Implications*

This report aligns with the Council Plan objective 'Ensure Council operates openly, transparently and responsibly'.

*Communication*

There is no requirement for a communications plan at this stage

*Financial Implications*

There are no financial implications associated with this report as the report is provided for information only.

*Risk Analysis*

Should Council wish to pursue one or more of the identified options available under the act, there is a risk that any one of the options could impact on the finances of council through reduced revenue and having cash flow implications.

As a result further modelling is to be undertaken and will be provided to Councillors prior to the Council Meeting.

*Legal and Compliance*

The information in this report is provided in accordance with the *Local Government Act 1989* and the *Planning & Environment Act 1987*.

*Community Implications*

There are no community implications associated with this information report.

*Environmental Implications*

There are no Environment Implications associated with this report.

*Consultation*

There is no requirement for community consultation in relation to this report.

*Other*

Nil



**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**

Nil

**Agenda Item: 10.3**

**Agenda Item:** Notice of Motion Response - Request for a Report on Government and Council Funding

**Sponsor:** General Manager, Corporate Services

**Council Plan Objective:** Ensure Council operates openly, transparently and responsibly.

**Status:** For Information

**Proposed Resolution:**

**That Council receives and notes the report on government and council funding of new capital works projects attributed to Traralgon, Morwell, Moe and Churchill over the preceding ten financial years.**

**Executive Summary:**

Council requested via a Notice of Motion at the ordinary Council Meeting held on the 18 March 2019, that Officers provide a report at the 6 May 2019 Ordinary Council Meeting detailing a list of new capital works projects over the last ten financial years for the towns of Traralgon, Morwell, Moe and Churchill, along with the separation of funding between government and council.

The attached report includes a list of projects including total expenditure and funding sources by town

**Background:**

At the Ordinary Council Meeting held on the 18 March 2019, Council resolved through a Notice of Motion;

*That Council request the Chief Executive Officer to compile a report for Council detailing a list of all State and Federal Government funding, as well as all Council new capital works funding attributed to Traralgon, Morwell, Moe and Churchill over the last ten years.*

The information requested is detailed in the attachment to this report

**Issues:**

*Strategy Implications*

This report aligns with the Council Plan objective 'Ensure Council operates openly, transparently and responsibly'.

**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 [↓](#). New Capital Works by Town



## **10.3**

### **Notice of Motion Response - Request for a Report on Government and Council Funding**

- 1 New Capital Works by Town ..... 141**

**State & Federal Government Funding & Council Funding for New Capital Works Jul 2008 to June 2018**

<b>SUMMARY</b>	<b>Total Expenditure</b>	<b>Government Grants &amp; Contributions</b>	<b>Council Funding</b>
Churchill	18,777,458	4,057,780	14,719,678
Moe/Newborough	47,115,079	30,296,522	16,818,557
Morwell	18,813,831	12,009,540	6,804,291
Traralgon	24,301,408	10,746,964	13,554,444
	<b>109,007,776</b>	<b>57,110,806</b>	<b>51,896,970</b>

**Detailed Listing**

<b>Project Name /Description</b>	<b>Year Completed</b>	<b>Total Expenditure</b>	<b>Government Grants &amp; Contributions</b>	<b>Council Funding</b>
<b>CHURCHILL</b>				
Churchill Intergenerational Hub	2009	4,102,878	1,300,000	2,802,878
Churchill Skate Park	2009	150,019	-	150,019
Churinga Drive Traffic Calming	2009	72,180	75,000	2,820
Glendonald Estate Community Gardens	2010	27,794	-	27,794
Churchill Leisure Centre Major upgrade	2011	4,931,585	250,000	4,681,585
Churchill Soccer Club Lighting	2011	120,644	60,000	60,644
Latrobe Synthetic Sports Field Synthetic Pitch	2011	921,339	300,000	621,339
Glendonald Rd Churchill-upgrade of unsealed road	2012	674,422	267,000	407,422
Phillip Parade upgrade	2012	2,741,597	495,462	2,246,135
Churchill Intergenerational Hub fencing	2012	32,370	-	32,370
Switchback Road Blackspot project	2013	370,000	359,177	10,823
Gaskin Park, Churchill Lighting Upgrade	2014	200,095	100,000	100,095
Bus Shelter - Philip Parade Churchill	2015	31,927	35,101	3,174
Taxi Rank at Churchill Town Centre	2015	87,667	84,546	3,121
Churchill Bowling Club Synthetic Green	2017	419,454	-	419,454
Footpath Missing Links Program	2017	30,310	-	30,310
Tramway Road Bicycle Path	2017	195,120	28,494	166,626
Mathison Park Offstreet Carpark	2018	84,923	-	84,923
Churchill Activity Centre Plan Project	Ongoing	2,762,682	118,000	2,644,682
Latrobe Synthetic Sports Field Pavilion	Ongoing	820,452	585,000	235,452
<b>Total Churchill</b>		<b>18,777,458</b>	<b>4,057,780</b>	<b>14,719,678</b>

Project Name /Description	Year Completed	Total Expenditure	Government Grants & Contributions	Council Funding
<b>MOE/NEWBOROUGH</b>				
Moe-Glengarry Rd/Dinwoodie Dv-Traffic Signals	2010	120,000	-	120,000
Old Sale Rd/Monash Rd Intersection - Traffic Safety	2010	75,050	80,200	5,150
Public Conveniences - Moe Botanic Gardens single module	2010	80,415	-	80,415
Stage 2 of Moe AAA Playground	2010	207,524	-	207,524
Moe Newborough Leisure Centre - Upgrade	2010	2,043,172	1,250,000	793,172
Northern Res Newb-clubrooms&publictoilet	2010	434,004	230,000	204,004
Moe/Newborough Leisure Centre Change Room Upgrade	2011	176,099	146,824	29,275
Construction of Moore Street Pre-school car park	2012	65,043	-	65,043
Monash Reserve – Upgrade clubroom	2012	210,107	-	210,107
Ted Summerton Res Moe–Renovate pavilion	2012	5,061,198	3,702,140	1,359,058
Blackspot Program - Moe South Road	2013	36,500	36,500	-
Moe Early Learning Centre Construction	2013	6,554,643	4,204,000	2,350,643
Moe Rest Station Project (MRPRP)	2013	597,968	568,885	29,083
Olympic Reserve Moe	2013	688,029	685,000	3,029
Clifton St Carpark precinct upgrade	2014	805,014	82,368	722,646
Coalville Road Pedestrian Link	2014	930,550	-	930,550
Moe Outdoor Pool Upgrade	2014	2,666,582	1,843,000	823,582
Public Toilet Replace Prog - Moe Temp Toilet block	2015	96,830	-	96,830
Blackspot Program - Old Sale Rd - Haigh	2015	430,429	396,000	34,429
Blackspot Program - Wirraway/Lincoln St Roundabout Moe	2016	98,745	144,000	45,255
Irrigation - Moe Olympic Park Soccer Pitch 1	2017	87,319	-	87,319
Blackspot Program - Coalville Road	2017	133,734	133,734	-
Footpath Construction - Montane-Haigh Shared Path	2017	120,456	-	120,456
Moe Streetscape Beautification Project	2017	111,785	-	111,785
Ted Summerton Reserve - AFL upgrade	2017	82,255	-	82,255
Ted Summerton Reserve - Oval Re-surfacing	2017	597,048	-	597,048
Connecting Pathway to Bus Stop in Newborough	2017	22,292	20,000	2,292
Blackspot Program - Albert St	2018	44,398	44,398	-
Lake Narracan North Shore Community Pavilion	2018	51,579	-	51,579
Moe Rail Precinct Revitalisation Project Stage 1	2018	23,542,354	15,694,900	7,847,454
Pavilion upgrade - Joe Tabuteau Reserve	2018	107,981	70,000	37,981
Instal. synthetic green Moe Bowling Green.	Ongoing	80,000	90,000	10,000
Blackspot Program - Fowler/Vale	Ongoing	637,531	637,531	-
Blackspot Program - Haunted Hills Moe	Ongoing	97,387	97,387	-
Monash Reserve - lighting upgrade	Ongoing	-	119,600	119,600
Major Recreation Projects - Ted Summerton Reserve	Ongoing	21,058	20,055	1,003
<b>Total Moe/Newborough</b>		<b>47,115,079</b>	<b>30,296,522</b>	<b>16,818,557</b>



Project Name /Description	Year Completed	Total Expenditure	Government Grants & Contributions	Council Funding
<b>MORWELL</b>				
Morwell Recreation Res Upgrade (Stage 2)	2009	197,310	-	197,310
Northern Precinct Morwell - Urban Design	2009	513,758	-	513,758
Princes Drive Service Rd/Bridle Rd – footpath	2009	63,128	-	63,128
Waterhole Ck - Off road path	2009	81,121	-	81,121
Airpark Project-Latrobe Regional Airport	2009	779,975	492,000	287,975
Crinigan Rd Sth Res -renovate clubrooms	2010	244,749	60,000	184,749
Morwell Rose Garden–Amenities building	2010	217,178	130,000	87,178
Morwell Leisure Centre Change Room Upgrade	2011	159,856	171,242	- 11,386
Morwell Taxi Rank Shelter Upgrade	2011	168,310	160,091	8,219
Northern Res Mwl - Redevelop clubrooms	2011	377,771	-	377,771
Morwell Transfer Station - Land Purchase	2012	413,203	-	413,203
Installation of Street Soccer Pitch in Morwell	2013	15,773	-	15,773
Morwell Rec Plan: Pegasus Soccer Club Lighting Upgrade	2013	86,713	57,809	28,904
LR Airport Facilities Expansion (Building)	2013	1,330,511	1,021,627	308,884
LR Airport Facilities Expansion (Civil Works)	2014	717,812	478,373	239,439
Safety Imp Black Spot- Commerical Road, Morwell	2014	17,067	36,000	- 18,933
Blackspot Program - Vary St/Hourigan Rd Roundabout	2015	102,817	132,000	- 29,183
Crinigan Bushland Reserve Redevelopment	2015	135,970	139,708	- 3,738
LC Sports and Entertainment Stadium - Irrigation System	2015	152,518	50,000	102,518
Morwell Rose Garden Tourism Shelter	2015	41,488	28,600	12,888
Morwell Skate Park	2015	528,923	70,000	458,923
Morwell Town Common AAA Playground	2015	198,713	122,270	76,443
Morwell Town Common Carpark	2015	171,717	125,000	46,717
Blackspot Program - Derhams Lane	2016	6,343	6,343	-
Gippsland Heritage Walk - Kernot Hall Lake, Morwell	2016	280,000	140,000	140,000
Morwell Park Oval Drainage	2017	48,620	30,870	17,750
Morwell Streetscape Beautification Project	2017	155,544	150,000	5,544
Acquisition - Latrobe City Sports & Entertainment Stadium	2018	2,866,380	2,137,500	728,880
Heavy Industrial Park Road Infrastructure Construction	2018	4,464,185	2,201,079	2,263,106
Lighting Improvement Project -Morwell Water Hole Path	2018	446,012	565,000	- 118,988
LRG - Refurbishment & Lighting Upgrade	2018	1,559,638	725,110	834,528
Morwell Library Front Entrance Reconstruction	2018	204,756	140,000	64,756
Blackspot Program - Buckley St Morwell	Ongoing	64,831	64,831	-
Maryvale Reserve Upgrades	Ongoing	12,180	147,008	- 134,828
Morwell to Traralgon Shared Pathway	Ongoing	853,902	778,747	75,155
Northern Reserve Oval Lighting project	Ongoing	-	90,000	- 90,000
Ronald Reserve Construct Change Facilities	Ongoing	7,035	369,503	- 362,468
Gippsland Logistics Precinct	Ongoing	5,555	-	5,555
Latrobe City Sports and Entertainment Stadium	Ongoing	191,645	302,330	- 110,685
Morwell Recreation Reserve	Ongoing	930,824	886,499	44,325
<b>Total Morwell</b>		<b>18,813,831</b>	<b>12,009,540</b>	<b>6,804,291</b>

Project Name /Description	Year Completed	Total Expenditure	Government Grants & Contributions	Council Funding
<b>TRARALGON</b>				
Agnes Brereton Park - Bridge Replacement	2009	272,685	300,000	27,315
Construct Depot - Rocla Rd Traralgon	2009	584,277	-	584,277
Jack Canavan Oval Redevelopment	2009	253,891	250,000	3,891
PTS-Bert Thompson Res std single module	2009	80,248	-	80,248
Rose Ave/Hickox St Tgn - Waterway	2009	24,701	-	24,701
Seymour Street Car Park Development	2009	95,000	-	95,000
TORP - Harold Preston Reserve	2009	81,751	-	81,751
Traralgon Rec Reserve Bridge Replacment	2009	24,800	25,000	200
Traralgon West Sports Complex Lighting	2009	190,060	12,000	178,060
Mapleson Drive Purchase (Early Learning Centre)	2010	2,250,300	-	2,250,300
McMahon St T'gon-Drainage Upgrade Stg1	2010	144,800	-	144,800
Traralgon CBD Public Lighting Safety	2010	132,199	-	132,199
Alamere Drive Drainage	2011	179,053	-	179,053
Bicycle Plan - Marshalls Rd Park Lane Traralgon	2011	58,481	29,241	29,240
Bicycle Plan - Traralgon Creek Trail	2011	137,213	73,032	64,181
Bradman Boulevard Playground & Streetscape Works	2011	70,480	-	70,480
Kay Street Elm Tree Precinct - Irrigation And Upgrade Works	2011	34,573	-	34,573
Shared Path Construction, Traralgon Creek-Franklin & Hedges	2011	80,644	-	80,644
Traralgon West Sports Complex Pavillion	2011	1,338,017	550,869	787,148
Acquisition of drainage easement-10 Laurina Drv, Tgon East	2012	32,099	-	32,099
Bicycle Plan Projects: Park Lane, Traralgon - Stage 2	2012	40,969	-	40,969
Construct Production Hangar at Gipps Aeronautics	2012	479,212	-	479,212
Traralgon East Community Centre Facilities Upgrade	2012	473,754	304,301	169,453
Traralgon Taxi Rank CCTV Installation	2012	52,701	46,363	6,338
Traralgon Tennis Courts Resurfacing Project	2012	703,751	400,000	303,751
CCTV Seymour St Carpark Traralgon	2013	46,462	-	46,462
Franklin Street Bridge Rehab/Upgrade	2013	2,167,335	1,172,261	995,074
CCTV Traralgon Entertainment Precinct	2014	98,368	98,000	368
Harold Preston Reserve - Drainage	2014	66,200	40,000	26,200
Agnes Brereton Reserve pavilion	2015	387,133	50,000	337,133
Agnes Brereton Reserve, Traralgon Pavilion Upgrade - Design	2015	29,915	-	29,915
Growing Aerospace Manufacturing at LRA	2015	4,240,001	4,240,000	1
Hickox Street, Traralgon Footpath	2015	81,900	-	81,900
Milburn Court Drainage	2015	270,883	-	270,883
Newman Park, Traralgon - Access track & Carpark	2015	296,383	190,000	106,383
Star Hotel Carparks Expansion Traralgon	2015	24,970	-	24,970
TEDAS Pavilion	2015	233,621	100,000	133,621
Traralgon City Soccer - Lighting project	2015	115,943	50,000	65,943
Wright Street Footbridge - Traralgon	2015	707,138	400,000	307,138
Cumberland Park Preschool Carpark, Traralgon	2016	110,529	-	110,529
Erin Park Estate, Traralgon Open Earth Drain	2016	92,310	-	92,310
Kay St Median -Power	2016	23,907	-	23,907
Kilkenny Close, Traralgon - Drainage Easement Acquisition	2016	49,632	-	49,632
Traralgon Olympians Change Pavilion - Harold Preston	2016	432,859	50,000	382,859
Argyle Street South Service Rd Drainage Augmentation	2017	472,911	-	472,911
Drainage & Irrigation - City Soccer Harold Preston Reserve	2017	164,335	-	164,335
Duncan Cameron Park Oval: Surface Re-Development	2017	414,953	50,000	364,953
Footpath Linear Path Program -Riverslea Blvrd-Parkwood Way- Crosses Rd	2017	78,750	-	78,750
Footpath Missing Links Program - Howitt Street, Traralgon	2017	110,880	-	110,880
Howitt St, Traralgon Shared Path Link	2017	32,344	20,000	12,344
Nation Building Blackspot Program - Franklin Street	2017	59,568	59,568	-
Nation Building Blackspot Program - Roosevelt/Kay St	2017	56,989	56,989	-
Pavilion Upgrade - Traralgon West	2017	125,252	-	125,252
Traralgon Streetscape Beautification Project	2017	142,041	-	142,041
Traralgon Tennis Show Court	2017	1,891,305	650,000	1,241,305
Connecting Pathway to Bus Stop Princess Hwy Traralgon	2018	43,985	40,000	3,985
Drainage augmentation to Furlonger St - Nixon Ct precinct	2018	219,318	-	219,318
Drainage Princes Hwy & Bradford Drive Traralgon	2018	73,500	-	73,500
Glenview Park Driveway Upgrade	2018	47,334	-	47,334
Instal. turf bench and 3 synth wickets Traralgon WestComplex	2018	97,739	55,000	42,739

Project Name /Description	Year Completed	Total Expenditure	Government Grants & Contributions	Council Funding
Reserve Lighting -T'gon Rec Res/Showgrou	2018	466,182	100,000	366,182
Gippsland Regional Aquatic Centre	Ongoing	280,630	267,267	13,363
Harold Preston carpark	Ongoing	248,558	-	248,558
Harold Preston Reserve Insta lighting to two (2) pitches	Ongoing	189,669	100,000	89,669
Latrobe Creative Precinct Design	Ongoing	843,178	-	843,178
Nation Building Blackspot Program Kay / Breed St	Ongoing	50,530	50,530	-
Pavilion Upgrade - Stoddart Oval	Ongoing	35,000	45,000	- 10,000
Seymour/Hotham Carpark expansion design	Ongoing	12,600	-	12,600
Signalised Intersection-Maffra/Marshalls Rd	Ongoing	239,035	-	239,035
Traralgon Court House Heritage Works	Ongoing	118,712	57,500	61,212
Traralgon Court House Upgrades	Ongoing	12,736	57,500	- 44,764
Traralgon Rec Res netball court and lighting	Ongoing	-	151,008	- 151,008
Traralgon Rec Res upgrade change rooms	Ongoing	8,085	153,972	- 145,887
Traralgon Sports Stadium Upgrade/Expansion	Ongoing	87,752	83,573	4,179
Traralgon Tennis Court Resurfacing & Fencing	Ongoing	386,389	367,990	18,399
<b>Total Traralgon</b>		<b>24,301,408</b>	<b>10,746,964</b>	<b>13,554,444</b>
<b>Grand Total</b>		<b>109,007,776</b>	<b>57,110,806</b>	<b>51,896,970</b>



# **CORRESPONDENCE**

**11. CORRESPONDENCE**

Nil reports

# **PRESENTATION OF PETITIONS**



**12. PRESENTATION OF PETITIONS**

Nil reports

# **CHIEF EXECUTIVE OFFICE**

**13. CHIEF EXECUTIVE OFFICE**

Nil reports



# **CITY DEVELOPMENT**

## **14. CITY DEVELOPMENT**

**Agenda Item: 14.1**

**Agenda Item:** Consideration of the Planning Panel Recommendations for Amendment C105 to the Latrobe Planning Scheme (Live Work Latrobe)

**Sponsor:** Manager, City Development

**Council Plan Objective:** Improve the liveability and connectedness of Latrobe City.

**Status:** For Decision

### **Proposed Resolution:**

#### **That Council:**

- 1. Having considered the Planning Panel report recommendations adopts Amendment C105 with changes, described in Attachment 2 - ‘Post Exhibition Changes’ and documented within Attachments 5, 6, and 7, in accordance with Section 29 of the *Planning and Environment Act 1987*;**
- 2. Submits Amendment C105 to the Minister for Planning for approval, in accordance with Section 31 of the *Planning and Environment Act 1987*; and**
- 3. Advises those persons who made written submissions to Amendment C105 of Council’s decision.**

### **Executive Summary:**

The Amendment implements key recommendations from the Live Work Latrobe project, comprising three distinct yet complementary land use strategies including a Housing Strategy, Industrial and Employment Strategy and Rural Land Use Strategy prepared in 2017, which together, recommend far reaching changes to local policy, land zoning and schedules applying to residential, farming and industrial land.

The Amendment proposes considerable changes to the Latrobe Planning Scheme to:

- Ensure the right locations for new and varied housing types for immediate and long term population housing needs;
- Provide appropriately located land for new and transitioning industries;

- Support current and emerging rural industry investment;
- Leverage the strategic advantages of Latrobe City's built and natural assets to enable investment in new employment sectors and aid economic diversification; and
- Promote collaborative action for the provision of essential services and infrastructure to sustain immediate and long term growth.

Following the exhibition of Amendment C105, Council considered all submissions and resolved to appoint a Planning Panel at the Ordinary Council Meeting held 3

September 2018. A Planning Panel hearing was later held 12 – 20 November 2018.

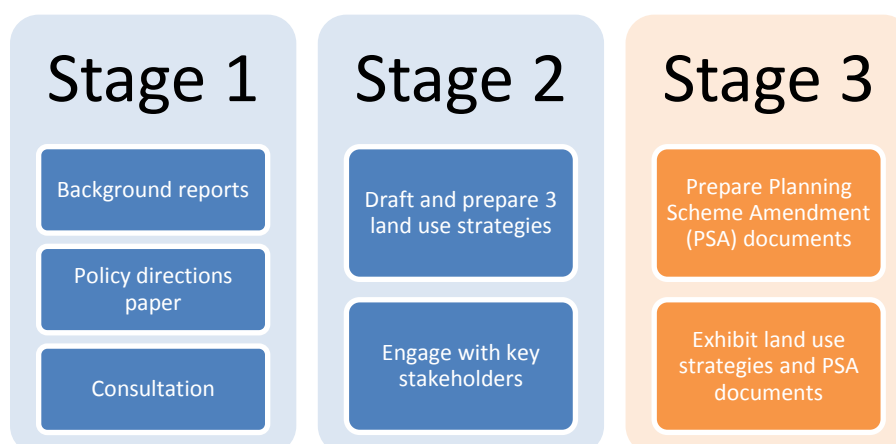
The appointed Planning Panel has recommended that the Amendment be approved as per the post exhibition edits presented to the Planning Panel, which drew from those changes endorsed by Council at the 3 September 2018 Council meeting. Only a limited number of further changes were recommended by the Panel.

A copy of the Planning Panel report is provided at Attachment 1. The recommendations of the Planning Panel and Council Officer's recommended response are summarised within Attachment 2 to this report.

Council now has the opportunity to formally consider the Planning Panel report and adopt Planning Scheme Amendment C105.

### **Background:**

Latrobe City has a well-documented history of economic and structural change involving the mining and energy sectors. Latrobe City is also operating in a rapidly changing economic landscape. Population growth, technology advances, the ageing workforce, climate change, globalisation and a future low carbon economy, all present unique challenges and opportunities. More immediately, the cumulative effects of energy industry reforms are likely to result in further shifts in the profile of the local economy. The Live Work Latrobe project was undertaken as part of a three stage process, shown below.





Together, each of the Live Work Latrobe land use strategies (which have informed the preparation of Amendment C105) provide recommendations that aim to support long term growth and job creation whilst securing Latrobe City's Regional City position.

Live Work Latrobe established the following overarching objectives which collectively, each of the land use strategies, seek to establish:



A summary of each of land use strategy objectives, recommendations and exhibited Amendment C105 response is provided at Attachment 3.

At its Ordinary Council Meeting held on 21 August 2017, Council resolved to:

1. *Endorse the draft Live Work Latrobe Land Use Strategies for public exhibition as part of a Planning Scheme Amendment(s) required to give effect to each strategy.*
2. *Requests authorisation from the Minister for Planning to prepare and exhibit the draft Live Work Latrobe Land Use Strategies and associated amendments to the Latrobe Planning Scheme.*

Amendment C105 was subsequently prepared to implement the recommendations of each of the Live Work Latrobe Land Use Strategies (Housing Strategy, Industrial and Employment Strategy and Rural Land Use Strategy).

Latrobe City Council formally requested Ministerial authorisation to exhibit Amendment C105 to the Latrobe Planning Scheme in a letter dated 18 October 2017. Council later received authorisation to proceed to exhibition in a letter dated 2 March 2018. The exhibition period commenced 22 March 2018 and concluded 11 May 2018.

Following the exhibition of Amendment C105, Council considered all submissions and resolved to appoint a Planning Panel at the Ordinary Council Meeting held 3 September 2018.

A Planning Panel hearing was later held 12 – 20 November 2018. The Planning Panel report was subsequently received by Council 15 March 2019, which was subsequently made publicly available from Council's website Wednesday 27 March 2019. All submitters to the Amendment were provided notification of the availability of the Planning Panel Report at this time.

The Planning Panel has recommended that the Amendment be approved as per the post exhibition edits presented in Council's submission to the Planning Panel, with only a limited number of further changes recommended; stating that:

*This is a comprehensive Amendment. The Council proposed a number of post-exhibition changes in response to submissions and the Panel has based its report on that version of the Amendment. Council has been responsive to submissions and the Panel supports the proposed post-exhibition changes.*

The Panel is complimentary of Council, providing the following comments:

*The Live Work Latrobe project is an ambitious and comprehensive strategic project aimed at reframing and reconsidering Latrobe City's assets, land use and development potential to position the City for a prosperous future.*

*The Panel supports Council's efforts to establish a 'whole of city', municipal-wide approach to land use planning to provide the basis for statutory planning controls and a framework for growth, targeting investment and collaborative action with businesses, community agencies and authorities.*

*The Panel commends Council for its thorough and thoughtful response to resolving the issues in such a complex Amendment. The Panel also notes the number of submissions received in support of the Amendment.*

Broadly the Panel concludes that:

- the Amendment presents a well-founded overall strategic approach for a municipality experiencing significant economic and transformational changes
- the application of zones, schedules and controls is in the main logical and supports the strategic intent
- the process of exhibition of the Amendment and subsequent engagement through submissions and other processes has illuminated a range of opportunities for the Council to further refine the Amendment and many of these were presented during the Panel process and supported.
- the key issue where the Panel departs from Council's position is in relation to the transition of the Janette Street industrial precinct south of Traralgon Activity Centre. Further discussion of the recommended changes in relation to this matter is provided below and detailed within Attachment 2.

In particular, the Panel was supportive of the following:

Housing Strategy, Housing Framework Plans and Proposed Zone and

Schedule changes: The Panel supported the direction of the Housing Strategy to target density in close proximity to Activity Centres and the use of the Neighbourhood Residential Zone as the predominant zone in recognition of the 'regional suburban' character of Latrobe City's residential neighbourhoods.

Farming Zone 1 and Farming Zone 2: The Panel supported the introduction of two new schedules to the Farming Zone, introduced to better respond to the direction translation of the former Rural Zone to Farming Zone in 2004. The Panel supports the application of the Farming Zone - Schedule 1 and Schedule 2. The Panel agrees that the role of agriculture is likely to increase in Latrobe and the zone provides the appropriate control to facilitate this. Farming Zone – Schedule 2 will provide policy direction where smaller lots exist within the Farming Zone, including clear direction for future dwelling applications.

Rural Living: The Panel were supportive of Council's approach to delay rezoning of Rural Living land and progress with further work around bushfire risk assessments prior to proceeding. The Panel noted that the location of any future rural living areas will require careful analysis to ensure that future development is not enabled in areas that have an unacceptable level of bushfire risk and where objectives relating to the primacy of human life cannot be achieved.

Yinnar South: The Panel was supportive of the post exhibition change to retain the smaller lots in Yinnar South as Rural Living, whilst rezoning the larger parcels of land to Farming Zone 2 due to bushfire risk and other environmental considerations, including agriculture and forestry.

Intensive Agriculture: The Panel was supportive of Council's approach to identify intensive agriculture areas in areas affected by the State Resource Overlay to enable the beneficial use of land over coal until such time the resource is required.

The Planning Panel did not support Council's policy direction for the eventual transition of the Janette Street Industry precinct, which sought to give effect to

Council's *Traralgon Inner South Master Plan (2010)*.

The Panel recommends an alternative approach be adopted to plan for the ongoing operation of the Sibelco Lime facility and support light industrial and other compatible uses within the precinct as a development buffer between the Sibelco plant and nearby residential and mixed uses. The transition of Farming Zone land to south of the Janette Street industry precinct for urban uses should be deferred while the Industrial 1 Zone applies to the precinct.

Recommendations of the Panel which refer to the Traralgon Janette Street Industry Precinct will require further strategic work to be completed in order to include



planning provisions to ensure future residential amenity and industry conflict is appropriately managed.

The Panel's recommendations are listed at page 3 of the Executive Summary (see Attachment 1). It is recommended that Council support all recommendations of the Planning Panel.

**Issues:**

*Strategy Implications*

The progression of each of the Live Work Latrobe Strategies aligns with the following Objectives and Strategies of the *Council Plan 2017-2021*:

**Objectives:**

- Support job creation and industry diversification to enable growth in Latrobe City;
- Ensure Council operates openly, transparently and responsibly; and
- Improve the liveability and connectedness of Latrobe City.

**Strategies:**

- Provide support for the established major industries in Latrobe City by: Advocating for the innovative uses of our local natural resources (timber, paper, brown coal, chemicals, agriculture etc.)
- Develop projects that will enable the joining up of Latrobe City and reaffirm our position as a regional city.
- Implement a town planning regime which facilitates appropriate urban growth, industry diversification, liveability and connectivity of Latrobe City.
- Promote and rebrand Latrobe City to support economic growth through tourism, community and cultural events and recreation.

*Communication*

The amendment is subject to the prescribed process in accordance with the public notice and consultation requirements of Section 19 of the Act. Community consultation undertaken during Stage 1 and 2 of Live Work Latrobe is outlined within each of the exhibited draft Land Use Strategies.

A summary of activities undertaken during the public exhibition of the Amendment which took place from 22 March 2018 to 11 May 2018 is summarised below:

- 12,923 direct notices were provided to owners and occupiers of properties, relevant stakeholders, agencies, businesses, community groups and Ministers;
- 1 all-day information sessions were held between 27 March 2018 and 10 May 2018 Morwell (x2), Churchill (x2), Traralgon (x2), Moe (x2), Toongabbie (x1), Glengarry (x1) and Yinnar (x1);
- 321 people attended the consultation sessions;

- 272 phone, email and counter enquiries were received and responded to;
- 25 targeted consultations with local real estate agents, planning consultants, community groups and the Victorian Farmers Federation (VFF);
- Six (6) notices of Exhibition of Amendment were printed in the Latrobe Valley Express (22 March, 29 March, 5 April, 12 April, 19 April, and 26 April 2018);
- Information was available from Council's Facebook page;
- 914 views from the project page on Council's website;
- All statutory and servicing authorities likely to be materially affected were also notified of the proposed amendment; and
- A total of 161 written submissions from community members and key agencies were received.

All statutory and servicing authorities likely to be materially affected were also notified of the proposed amendment.

Following the public exhibition process and as a result of further consultation with submitters undertaken during the preparation for the Planning Panel hearing, a total of 22 submissions were confirmed to be resolved or satisfied, with a further 27 submissions considered to be resolved as a result of post exhibition changes made to the Amendment.

A Directions Hearing was held on 5 October 2018. The Panel Hearing was later held on 12 November 2018 to 20 November 2018, at which all submitters were provided the opportunity to address the panel. The Panel considered all submissions received to Amendment C105 even if the submitters chose not to present at the Panel.

The Panel Report was received by Council 15 March 2019 and later made available to the community from Council's website 27 March 2019.

Attachment 2 provides a list of the post exhibition changes to the Amendment which are supported by the Planning Panel. These changes were previously described in a report to Council at the 3 September 2018 Ordinary Council Meeting, with additional post exhibition changes presented to the Panel in response to further consultation with submitters. This included the resolution of concerns and objections raised by Country Fire Authority (CFA) and Victorian Farmers Federation (VFF).

#### *Financial Implications*

The prescribed fees for Planning Scheme Amendments are detailed in the *Planning and Environment (Fees) Regulations 2016*. The costs associated with this stage of the Planning Scheme Amendment include a fee of \$50,430.19 for the Planning Panel Hearing and provision of its report. A fee of \$469.63 for the Minister's approval of an amendment if the Amendment is adopted by Council. Funds are allocated in the current 2018/2019 budget year to enable the Planning Scheme Amendment to proceed.

### *Risk Analysis*

Risk has been considered as part of this report and the recommendations. A summary of primary risk areas are outlined in the following table.

Identified risk	Risk likelihood	Controls to manage risk
A large proportion of Council staff and Councillors may be considered to have a perceived conflict of interest given the far reaching extent of the Amendment in so far as changes are proposed to the majority of land across the municipality.	3 - Possible	The referral of the Amendment to an independent planning panel has resulted in a third party report being prepared with recommendations to Council. It is considered that this process has reduced risk to Council due to potential or perceived conflict of interest, by utilising a third party to consider unresolved submissions and the broader amendment.
A number of submissions raise concerns regarding negative financial implications of the exhibited amendment, including the intention of compensation being sought.	2 - Unlikely	<p>The consideration of property value and other financial implications, including property rates is not a planning consideration.</p> <p>It is acknowledged that changes in planning policy, zones, overlays included within the planning scheme do effect property value, rates, related insurances and bank lending to greater and lesser degrees.</p> <p>However, these matters are also influenced by a range of other factors ranging from recent land sales, capital improvements, site conditions (topography, extent of native</p>



		<p>vegetation, serviceability etc.) to global financial circumstances.</p> <p>The referral of unresolved matters to a Planning Panel has allowed such matters to be independently considered.</p>
Proceeding with the amendment not in accordance with the Panel Recommendations.	3 - Possible	<p>Where Council determines to make a substantial change which differs from the exhibited amendment, or the recommendations of the planning panel, it must demonstrate the strategic planning merit for this change. If the Amendment is substantially changed, the Minister may direct that the Amendment (or parts thereof) be re-exhibited.</p>

### *Legal and Compliance*

In accordance with the Act, the municipal Council, as a planning authority, has a number of duties and powers when considering a Planning Scheme Amendment. These duties and powers are listed at Section 12 of the Act. Under Section 12 a planning authority must have regard to:

- The objectives of planning in Victoria;
- The Minister's directions;
- The Victoria Planning Provisions;

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.

Amendment C105 has had regard to Section 12 of the Act and is consistent with the requirements of Section 12. In addition each Planning Scheme Amendment must address the publication *Strategic Assessment Guidelines for Planning Scheme Amendments*. A response to the above requirements and guidelines is outlined within a post exhibition Explanatory Report provided at Attachment 4.

While Council has an interim obligation to consider submissions received during the exhibition period, it has no authority to alter the Amendment until after a Planning Panel's report is received and considered. Section 27(1) of the Act requires Council to consider the Panel's report before deciding whether or not to adopt the

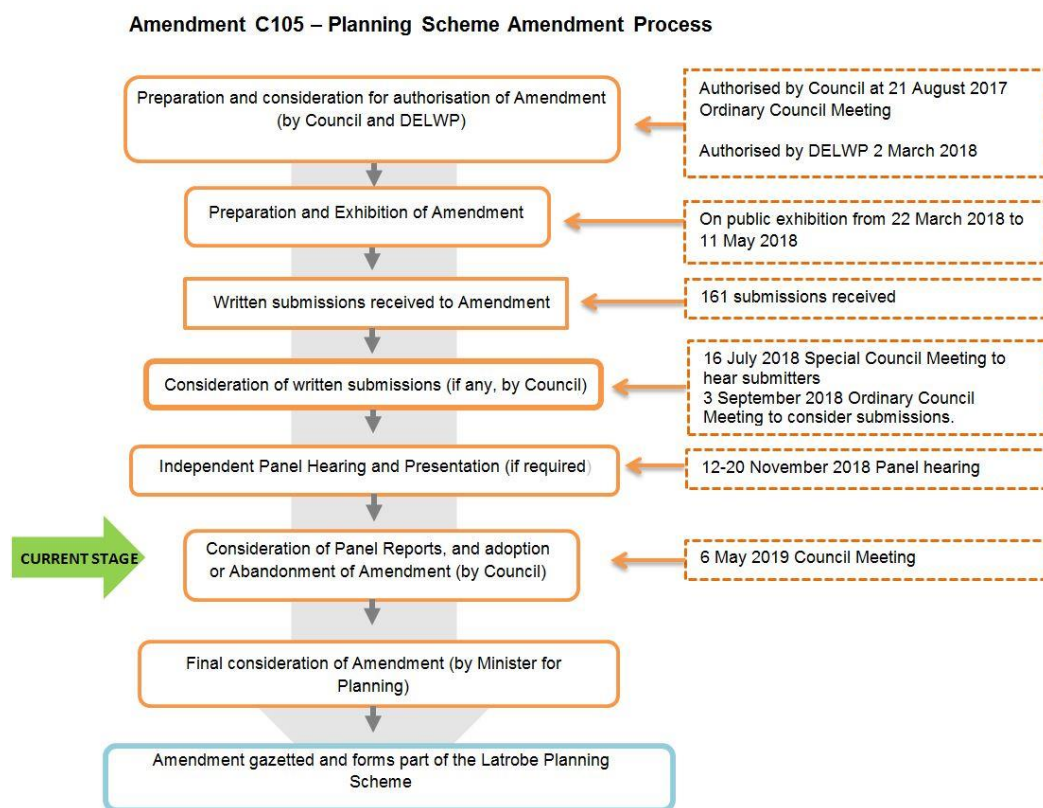
Amendment. Section 29(1) of the Act enables Council after complying with the relevant sections of the Act, to adopt the amendment with or without changes.

Where Council determines to make a substantial change which differs from the exhibited amendment, or the recommendations of the Planning Panel, it must demonstrate the strategic planning merit for this change. If the Amendment is substantially changed, the Minister may direct that the Amendment (or parts thereof) be re-exhibited.

Additionally, Council has a responsibility to ensure that any changes to Amendment C105 post panel report do not impinge on natural justice rights of the community or result in the Amendment being transformed into a different proposal to that which was exhibited or from what the Panel has discussed within its report and recommendations.

The C105 Planning Scheme Amendment process is shown in the figure below and provides an indication of the current stage of the Amendment.

In order for Amendment C105 to proceed, Council must now consider the recommendations of the Planning Panel and decide whether to adopt Amendment as exhibited, adopt Amendment with changes or abandon the amendment. This Council Report provides recommendations to support all of the planning panel recommendations



*Community Implications.*

Council as the planning authority has duties and powers outlined by the Act at Section 12, including:

- provide sound, strategic and co-ordinated planning of the use and development of land in its area; and
- do all things necessary to encourage and promote the orderly and proper use, development and protection of land in the area for which it is a planning authority.

Accordingly, each of the land use strategies aims to rethink and reframe current land use and development patterns, deliberately intervening in the present trajectory of growth and development of Latrobe City.

The Amendment proposes considerable changes to the Latrobe Planning Scheme to:

- Ensure the right locations for new and varied housing types for immediate and long term population housing needs;
- Provide appropriately located land for new and transitioning industries;
- Support current and emerging rural industry investment;
- Leverage the strategic advantages of Latrobe City's built and natural assets to enable investment in new employment sectors and aid economic diversification; and
- Promote collaborative action for the provision of essential services and infrastructure to sustain immediate and long term growth.

The progression of each of the Live Work Latrobe Land Use Strategies by way of Planning Scheme Amendment process required Council to seek and consider submissions, and to appoint an independent Planning Panel to consider the Amendment and submissions received.

#### *Environmental Implications*

Environmental implications were considered during the preparation of each of the Land Use Strategies and discussed within the exhibited Explanatory Report. It is noted that significant policy changes were introduced to the Planning Scheme by State Planning Scheme Amendment VC140 during January 2018, requiring increased consideration of bushfire risk. This issue is highlighted in a late submission received 14 June 2018 by the CFA. Further consultation with the CFA and investigation of bushfire risk undertaken prior to the Planning Panel report and associated changes agreed with CFA has resulted in the objection of CFA to the exhibited amendment being resolved.

It is noted that the progression of components of the exhibited amendment (in particular the progression of new Rural Living locations) is currently being progressed as part of separate project and will require further consultation with CFA.

As part of the Federation University and Latrobe City internship program, a prefeasibility investigation was undertaken into the possible conservation and enhancement of habitat corridors focusing on the local Koala population has been



progressed. This initiative is identified in the exhibited *Rural Land Use Strategy* to which a number of supporting submissions were received. Continued action to progress this opportunity will be undertaken in partnership with key stakeholders and land managers during 2019.

*Other*

Given the extent of changes to planning policy and land zoning proposed by the Amendment, should Council determine to adopt the Amendment, it is intended that targeted community and stakeholder information and engagement activities will be initiated to support shared understanding of changes and opportunities to be enabled.

**Declaration of Interests:**

A large proportion of Council staff and Councillors may be considered to have a perceived conflict of interest given the far reaching extent of the Amendment in so far as changes are proposed to the majority of land across the municipality.

Previous legal advice has however confirmed that s77A(5) of the *Local Government Act 1989* provides that a relevant person does not have a conflict of interest in a matter if the direct interest is held in common with a large class of persons and does not exceed the interests generally held by the class of persons.

In this instance, the owners of the affected properties clearly constitute a large class of persons for the purposes of the exemption that applies under the *Local Government Act 1989*.

The General Manager City Development has declared an indirect interest under Section 78 of the *Local Government Act 1989*. All matters in relation to Amendment C105, including provision of information to Councillors, is and will continue to be managed by the Strategic Planning Team, under the supervision and divisional control of the Manager - Planning Services.

**Supporting Documents:**

Live Work Latrobe Stage 1 Background Report, Consultation Report and Policy Directions Report Latrobe City Council Part A and Part B Submissions to the Planning Panel

1. Planning Panel Report
2. Post Exhibition Changes
3. Summary of Strategies and Amendment C105 response
4. Explanatory Report
5. Land Use Strategies

- 6. Ordinance
- 7. Zone Maps

**Attachments**

- 1. Planning Panel Report (Published Separately)
- 2. List of Post Exhibition Changes (Published Separately)
- 3. Summary of Land Use Strategy recommendations and Amendment C105 changes  
(Published Separately)
- 4. Post Exhibition Explanatory Report (Published Separately)
- 5. Zone Maps (Published Separately)
- 6. Live Work Latrobe Housing Land Use Strategy (Published Separately)
- 7. Live Work Latrobe Industrial and Employment Land Use Strategy (Published  
Separately)
- 8. Live Work Latrobe Rural Land Use Strategy (Published Separately)
- 9. Live Work Latrobe Urban Design Guidelines (Published Separately)
- 10. Combined Planning Scheme Ordinance (including post exhibition changes)  
(Published Separately)

**Agenda Item: 14.2**

**Agenda Item: Planning Scheme Amendment C92 - Consideration of Submissions (Latrobe Regional Airport)**

**Sponsor: General Manager, City Development**

**Council Plan Objective: Support job creation and industry diversification to enable economic growth in Latrobe City.**

**Status: For Decision**

**Proposed Resolution:**

**That Council:**

- 1. Having considered all written submissions received to Amendment C92, undertake an economic analysis, including impacts on flight counts, flight paths and planning controls on the Latrobe Regional Airport Master Plan 2015 and Amendment C92;**
- 2. Request an extension of time from the Minister for Planning to allow the further work and consideration of the Amendment to be undertaken;**
- 3. Once the further work has been completed, provide a report to Council on the findings and recommendations of the economic analysis and how to progress the Planning Scheme Amendment; and**
- 4. Advises those persons who made written submissions to Amendment C92 of Council's decision.**

**Executive Summary:**

The *Latrobe Regional Airport Master Plan 2015* (Master Plan) seeks to facilitate development of the Latrobe Regional Airport and surrounds over the next 20 years, aiming to increase levels of employment, output and investment.

Formal exhibition of Amendment C92 *Latrobe Regional Airport Master Plan Implementation* occurred from 10 August to 21 September 2017. During this time, four submissions raised concern (objections) with the exhibited amendment. Seven supportive submissions were also received. One objection remains outstanding.

In order to respond to matters raised by submissions as part of the exhibition process, further review of the Master Plan was necessary, including the completion of an additional aircraft movement count, preparation of a revised noise impact study, benchmarking against other regional airport planning provisions and a review of



native vegetation and existing offset sites. During this review, the limitations of the current Master Plan and the need for further revisions were identified.

One of the main concerns resulting from this further work is that the aircraft movement count demonstrated that the actual movements had decreased from what was estimated in the Master Plan. This indicates that the proposed airport overlays may be excessive to what is actually needed. Additionally, these proposed overlays increase the number of properties currently affected by Airport Overlays from 267 to 8,310. Due to this and other concerns, Council Officers have prepared several options for discussion and would see that Option 2 would be the most likely action to be able to provide a definitive way forward.

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**Background:**

At the Ordinary Council Meeting of 23 May 2016 Council resolved the following:

*That Council:*

1. *Having considered the comments received from the public consultation, adopts the Latrobe Regional Airport Master Plan 2015 with the following changes;*
  - a. *Delete the blue line and reference to the Gippsland Water Buffer within the map shown at Figure D.*
  - b. *Delete and reword all references to the word buffer where it is related to the Gippsland Water storage facility (pages x, 23 and 44)*
2. *Requests authorisation from the Minister for Planning to prepare and exhibit the proposed amendment to the Latrobe Planning Scheme, which seeks to implement the Latrobe Regional Airport Master Plan 2015 into the Latrobe Planning Scheme.*

Summary of exhibited Amendment C92:

Amendment C92 proposes to implement the recommendations of the adopted *Latrobe Regional Airport Master Plan 2015* into the Latrobe Planning Scheme. This document plans for future substantial growth of the airport and recommends how this can occur.

Amendment C92 delivers the recommendations of the Master Plan by:

- Limiting sensitive uses within areas subject to high levels of aircraft noise; and
- Managing the encroachment of inappropriate obstacles into the surrounding airspace which may affect the safe and effective operation of the airport.

Due to the projected growth of the airport, the Master Plan recommends a significant increase in planning controls in order to preserve future investment opportunities and

anticipated increases in aircraft activity. Accordingly, the exhibited planning controls increase the number of properties affected by airport related activity from 267 to 8,310. The planning controls to be utilised include planning overlays, which are determined by the Obstacle Limitation Surfaces (OLS) map and Australian Noise Exposure Forecast (ANEF) map within the Master Plan. The OLS is a series of surfaces that set the height of objects around an airfield. Anything that projects through the OLS becomes an obstacle. The extent of these controls is due to the OLS map and the directions of the Airport Board.

This means that certain developments on these properties may trigger a planning permit if they are above a certain height and project into the obstacle limitation surface or are a sensitive land use.

See Attachment 1 for a map of the exhibited overlays.

The overlays which manage the height of proposed structures are:

- Design and Development Overlay 7-8 (Existing - Amended)
- Design and Development Overlay 10-11 (New)

The ANEF forecasts the future expected state of aircraft noise exposure in the vicinity of the airport. The impacts of aircraft noise are generally reduced through design techniques and selection of building materials. Overlays which manage noise are:

- Airport Environs Overlay 1 (New)
- Airport Environs Overlay 2 (Existing)

Amendment C92 modifies the areas currently identified within the existing Airport Environs Overlay (AEO) to ensure greater accuracy and management of noise at nearby properties. It is noted that the extent of the exhibited AEO is proposed to be reduced based on a revised ANEF being prepared.

Public exhibition of Amendment C92 concluded in September 2017. A Councillor Bulletin provided a summary of the outcome of exhibition following its conclusion which was provided to Councillors on 19 October 2017.

The amendment then experienced a delay in progressing, in part, due to the time taken in responding to objections received. These were of a technical nature; some required updates to the Master Plan, and others were subject to other agency assistance and approval before finalising.

Subject to the identified changes to the Master Plan being endorsed by Council, one outstanding submission remains. This submission was made on behalf of the owners of two adjoining land parcels totalling 166 hectares located to the south west of the Airport. A key point of the outstanding objection refers to the strategic justification underpinning the proposed increase in planning controls. Given the 'aspirational' frame in which the Master Plan was prepared, the objectors view is that there is no foundation for the projected increase in aircraft movements, and thus the extent of the planning controls (i.e. the Master Plan forecasts an increase in aircraft

movements from 29,270 to between 60,000 to 75,000. This equates to a 133.6% increase, exceeding flight movements commonly achieved by major regional airports which support passenger flight services).

A further delay was experienced due to exploring potential options for external businesses investing in the Airport and with this, undertaking revisions to the current Master Plan. At the time of writing this report, it is understood that the interested businesses are continuing to progress their business case and due diligence.

Council Officers in conjunction with KPMG Financial Advisory Services (Australia) Pty Ltd are currently undertaking a due diligence review of the these investment proposals in the airport which would well exceed Council's capacity to invest. If these investments were to occur, the importance of the airport to Council and Gippsland would be significantly increased as well as the importance of having a Master Plan to facilitate development. However there are a number of issues and obstacles to be reviewed and resolved before an investment, or anything similar, might be considered likely to occur.

#### Submissions

In total, 10 submissions were received during exhibition. There were four objections and the following key tasks were undertaken in resolving three of them:

- Conducting an Aircraft movement count for two months, June-August 2018, see Attachment 2.
- Audit of past Planning Permits and outstanding permit conditions.
- Replacing the *Environmental Management Plan Update* (2009, Indigenous Design) with an updated version (2018, Indigenous Design) to meet current regulations.
- Section 69 Agreement to be established for the protection of Airport Vegetation Offset Areas.
- Identifying updates to the Master Plan with vegetation maps and adding discussion around the importance of protecting the vegetation offset areas.
- Engagement of Rehbein Airport Consulting to create an alternative ANEF made with differing aircraft frequency assumptions. The ANEF forms the footprint for the AEO, and subsequently the more restrictive AEO (AEO1-which prohibits 'Hospital' uses) was able to be removed from Hospital land.
- Revision of Design & Development Overlay's (DDO) DDO7, DDO8, DDO10 and DDO11 to remove unnecessary 'note' from overlays.
- Benchmarking against other regional airport planning controls and Master Plans, including creating a list of items needing to be addressed in the next Master Plan (2020).
- Audit of feedback provided by Strategic and Statutory Planning to the Master Plan during its creation, against actual changes made.



A copy of all submissions can be found at Attachment 3 to this report. A submission response table is at Attachment 4.

### **Next Steps**

Ministerial Direction 15 states that if a Planning Panel is required that the Planning Authority must request the appointment of a Panel under Part 8 of the *Planning and Environment Act 1987* (the Act) within 40 business days of the closing date for receipt of submissions.

A request for an exemption from this requirement was submitted 26 September 2017 and later authorised 13 October 2017.

Where a submission requests a change that cannot be satisfied, Council cannot refer the amendment to the Minister for Planning for adoption. Considering the identified limitations of the current Master Plan, several options are available to progress the amendment, and are listed below:

**1. Proceed to Planning Panel without making revisions to the Latrobe Regional Airport Master Plan, noting the concerns outlined within the body of this report.**

This option represents a continuation of the exhibited amendment to introduce the current Master Plan as a reference document within the Latrobe Planning Scheme, and applying overlays to land as recommended by the Master Plan.

This option would result in a number of objecting submissions no longer being resolved, given the resolution of concerns raised by submissions is reliant on the Master Plan first being changed prior to progressing the amendment. The financial costs for this option are listed in the 'Financial Implications' section later in this report.

Timeframes for this option are detailed within Attachment 6.

**2. Request an extension of time from the Minister for Planning in order to make changes to the existing Master Plan and proceed to a Planning Panel.**

In order to proceed with the exhibited Amendment C92, a Planning Panel must first be appointed where there are objecting submissions. As outlined earlier by this report, a number of proposed revisions to the Master Plan and exhibited amendment have been identified and agreed in principle in order to resolve submissions.

There is however one remaining submission of objection provided on behalf of Kasam Suleman Pty Ltd, Buyjar Pty Ltd (64ha) and the Original Virgin Flowers Pty Ltd (100ha), who own vacant Farming Zoned land to the south west of the Latrobe Regional Airport.

Key points of objections include:

- AEO1 does not consider contextual matters or possible design response measure to minimise noise. It prohibits uses that are encouraged under the *Traralgon West Structure Plan* (health related services).

- AEO1 suggests more than 1 dwelling on a lot is prohibited in areas covered by this overlay.
- DDO should be set to building height, rather than Australian Height Datum (AHD).
- Opportunity to realise the 'highest and best' use of the land affected by the amendment will be limited, including those opportunities described by the *Traralgon West Structure Plan*.
- Permit requirements for any built form located between 500m to 1km from existing airport facilities is unnecessary.

Given the outstanding points of objection, a Planning Panel would be required in order to progress the amendment.

It is considered that further work to the Master Plan would first be required, prior to Amendment C92 proceeding to a Planning Panel. The Master Plan is considered to be deficient in its economic analysis, whilst anticipated increases in aircraft activity are subjective. These points are further discussed, as follows:

- There is a need to review the validity of predicted aircraft movements, noting that the Master Plan forecasts increases in aircraft movements from 29,270 to between 60,000 to 75,000 (average of 70,000). This equates to a 133.6% increase, exceeding flight movements commonly achieved by major regional airports which support passenger flight services.

A recent aircraft movement count from June-August 2018 indicated that training movements have increased from 15% to 50% of their total movements, and as a result overall annualised movements have decreased from the estimated 29,970 to 25,140 (based on the average of the 2 months of flights recorded). The count indicates that the proposed airport overlays may be excessive to the actual need of the airport (this is demonstrated by the revised ANEF which resulted in a reduced AEO area being required).

A greater understanding of the economics and type of flight activity is necessary. Further discussion of aircraft movement data and comparisons is provided at Attachment 2.

- Similarly to the above point, the Planning Panel which considered the introduction of the previous Master Plan recommendations being included within the Latrobe Planning Scheme (Amendment C26) provided the following commentary:

*"The Panel concludes that the demand forecasts included in the Airport Master Plan were limited in that they were based on historical data and operational standards and do not seem to have considered future demographic and economic trends. This, in the view of the Panel, does not make them wrong, and nor does it mean that the conclusions of the Master Plan regarding appropriate expansion options are invalid. The Panel thinks that future review of the Airport Master Plan may benefit from a more*

*thorough analysis of market opportunities based on demographic and economic projections, but ultimately this is a matter for the Council and the Latrobe Regional Airport Board.”*

An economic analysis was not undertaken during the preparation of the current Master Plan. Therefore it is considered that prior to proceeding to a Panel, an economic analysis on airport precincts and associated flight activity/opportunity will need to occur.

Following the completion of additional work and the inclusion of revisions previously agreed in principle with those submitters which may be resolved, a revised Master Plan would need to be re-endorsed by Council in order to progress with this option.

The financial costs for this option are listed in the ‘Financial Implications’ section later in this report.

Timeframes for this option are detailed within Attachment 6.

**3. Not proceed with the amendment, allowing the amendment to lapse August 2019 and create a new Airport Master Plan.**

It is routine to review Airport Master Plans every five years. As the current Council adopted Master Plan was completed in 2015, the next Master Plan is due in 2020.

Planning for this is intended to commence in late 2019, and a budget bid for the 2020/2021 financial year is required to progress this.

In responding to submissions, several corrections and additions to the Master Plan are described by this report. In addition to these changes, it is acknowledged that significant time has passed since the 2015 Master Plan was made, and there are further improvements that the Master Plan would benefit from. This includes:

- The Morwell-Traralgon Employment Corridor (MTEC) project, which aims to facilitate the area as a major regional employment hub. The MTEC area has the potential to accommodate a range of land uses, and provides the opportunity to develop a regionally significant employment precinct, which may be undertaken complementary to the airport.
- The gas pipeline (Design and Development Overlay - Schedule 1) 480m exclusion zone which sits within the airport is being reviewed, and sensitive uses cannot be located within this buffer. Careful planning around this important infrastructure is required to ensure the safety of the airport into the future. This matter is not addressed by the Master Plan.
- Bushfire protection has increased and Clause 13.02 of the Latrobe Planning Scheme needs to be addressed when introducing/amending planning controls. The airport is impacted in sections by the Bushfire Management Overlay (BMO) and is subject to bushfire risk.
- Interest has been received from a University to create a research facility on the airport land. Further research into the economic benefit/s forecast for the precincts in the Master Plan would be beneficial.



- The *Marketing and Business Development Strategy (2016)* prepared by Fox Strategic creates a new Marketing Strategy for the airport. This needs to be reviewed in the next Master Plan to either match the Fox Strategy or replace it.
- An aircraft movement count was undertaken from June-August 2018 to determine whether movements have changed since the previous count which occurred November 2009 – February 2010 (see Attachment 2). Results showed that some types of movements had increased, while the annual overall movements had decreased. This shows, at least for this period of time, that airport activity has changed to what was envisaged in the Master Plan. This raises questions to the degree and extent of planning controls recommended by the current Master Plan and anticipated flight movements.
- As previously discussed, the Planning Panel Report for Amendment C26 (which introduced the recommendations of the 2009 Master Plan) requested that an economic analysis be provided for the next Master Plan (2015). This did not occur, and it would be beneficial to understand the economic benefits behind the Master Plan, while considering the changes that have occurred to the economy in Latrobe City in recent years.

Considering the above, this option would see Amendment C92 not progress and the creation of a new Master Plan would be the likely next step.

In the interim, the airport is protected by the existing airport planning overlays that remain in place (DDO7, DDO8, AEO2). Under these controls, the Airport Owner is notified of proposed development or use within areas covered by these overlays. This notice occurs through a Planning Permit referral;

- As a recommending referral authority to the Airport Manager (Section 52(1)(c) of the *Planning and Environment Act 1984* [The Act]) for the Design and Development Overlays (DDO7, DDO8).
- As a determining referral authority (Section 55) to the Airport Owner for the Airport Environs Overlay 2 (AEO2).
- In addition, the *Latrobe Regional Airport Master Plan (2009)* would continue to guide development and safety at the airport as it is a Reference Document within the Latrobe Planning Scheme.

Planning Scheme Amendments lapse (expire) if they have not been adopted by Council within two years from the date that the notice of exhibition was published in the Government Gazette.

Amendment C92 will lapse (two years) on 10 August 2019 as the amendment was on exhibition from 10 August to 21 September 2017. This two year period may be extended by the Minister, which can be made at least one month before the lapse date.

**Issues:**

*Strategy Implications*

Amendment C92 aligns with the following Objectives and Strategies of the *Latrobe City Council Plan 2017-2021*:

**Objective:**

- Ensure Council operates openly, transparently and responsibly.

**Strategies:**

- Develop projects that will enable the joining up of Latrobe City and reaffirm our position as a regional city.
- Implement a town planning regime which facilitates appropriate urban growth, industry diversification, liveability and connectivity of Latrobe City.

*Communication*

In accordance with the processes prescribed under the Act. Amendment C92 was placed on public exhibition from 10 August to 21 September 2017 (approximately 6 weeks). The following occurred during the exhibition period:

- Council Officers conducted four drop-in sessions, two in Morwell on 18 August 2017, and 4 September 2017, and two in Traralgon on 25 August 2017 and 15 September 2017. These drop-in sessions were open to anyone in the community, and a combined total of eight people attended the consultation sessions;
- 204 people viewed the 'Have Your Say' Amendment C92 webpage;
- An interactive online search tool was created to assist with enquiries. The tool allowed community members to enter their property address or rates assessment number into a field, and the results detail what proposed overlays will cover their land.
- As the Amendment impacts 8,310 properties, direct notice did not occur, which is standard practice in large Amendments. However, 246 notification letters were sent to stakeholders including those impacted by the noise overlays close to the airport, advocacy groups, key employers, state government and referral authorities;
- Frequently asked questions (FAQ) sheets were created and distributed at drop-in sessions;
- Two notice of 'Exhibition of an Amendment' were printed in the Latrobe Valley Express and Government Gazette, both on 10 August 2017 when exhibition commenced; and

- Two 'Have Your Say' notifications were printed in the Latrobe Valley Express on 31 August 2017, and 7 September 2017.

#### *Financial Implications*

The prescribed fees for planning scheme amendments are detailed in the *Planning and Environment (Fees) Regulations 2016*.

The Statutory State Government Fee for considering a request for an amendment, payable when applying for Authorisation is \$2,976.70

Additional costs borne during progression of Amendment C92 include:

- \$4,650 Airport Planning consultancy advice (Trent Kneebush),
- \$14,582.28 Planning consultant fees (MESH) – For Amendment refinements,
- \$1,540 Legal Advice – For resolving Telstra's objection,
- \$10,780 Rebhein ANEF revision – For resolving Latrobe Regional Hospitals objection,
- \$9,400 Indigenous Design – For resolving DELWP's objection.

Total: \$40,952.28

Funds have been allocated in the current 2018/2019 budget year to enable the Planning Scheme Amendment to proceed. These funds could be used to progress Funds have been allocated in the current 2018/2019 budget year to enable the Planning Scheme Amendment to proceed. However further funds would be required if Option 1 or 2 were to occur, costs are estimated at:

- A Planning Panel could cost upwards of \$14,000 (option 1 and 2)
- Expert Witnesses could cost upwards of \$5,000 (option 1 and 2)
- An Economic Assessment could cost upwards of \$20,000 (option 2)

Total additional funding estimate: \$39,000

Costs of the preparation of the Airport Master Plan were \$90,000 if option 3 was pursued. It would be expected that if a new Airport Master Plan was prepared a similar funds would be required.

#### *Risk Analysis*

Identified risk	Risk likelihood*	Controls to manage risk
The Latrobe Regional Hospital (LRH) Expansion 'Stage 3' has State Government Funding	5 (Almost Certain)	The proposed AEO1 was removed to address the Latrobe Regional Airport objection given it prohibited land



<p>allocated for it to proceed.</p> <p>The AEO2 triggers a Planning Permit for 'Hospital' uses.</p> <p>If the Hospital applies for a Planning Permit, and the Latrobe Regional Airport (LRA) Board object to the permit, the Airport Board can take the proposal to VCAT and potentially stop a Planning Permit being approved. This has issues with the health precinct extending, and job creation.</p>		<p>uses in the area affected by it.</p> <p>However, the AEO2 was unable to be removed and remains.</p> <p>There is ongoing land use conflict between the hospital and airport which needs to be managed into the future to ensure both can co-exist. This would include the Airport Board supporting any future planning permits from the Hospital that are referred to them.</p> <p>A recommendation within the Master Plan is for the airport and hospital to establish a Memorandum of Understanding (MOU) allowing both to work together in achieving their retrospective development objectives.</p> <p>Most developments in the hospital area don't require a planning permit as planning schemes are not binding on the use and development of land carried out by or on behalf of the Minister for Health (public hospitals).</p>
<p>The amendment increases the number of properties impacted by airport overlays from 267 to 8,310.</p> <p>The low number of submissions (10) received during exhibition may be reflective of the amendment being of a technical nature and not being easy to understand.</p> <p>Additionally, due to the large number of properties covered by the amendment, direct notification to land owners/occupiers didn't occur, which is a standard practice when there are a significant amount of properties included</p>	<p>4 (Likely)</p>	<p>Notices were placed in the Latrobe Valley Express and Government Gazette. Social Media posts were also utilised on the Latrobe City Council Facebook page. An interactive online tool was created so that community members could search an address to see how the overlays impacted them.</p> <p>There is remaining risk that some people will be unaware of the proposed changes if they did not see these notices. However, 204 people did view the 'have your say' page on the Latrobe City website.</p>

<p>in an amendment.</p> <p>It is unlikely that many of the owners of the affected 8,310 properties are aware of what is proposed and if they become aware Council could expect increased opposition to the proposed planning controls beyond the number of submissions received to date.</p>		
<p>The Master Plan is not supported by an Economic Analysis and the previous Master Plan Planning Panel Report (C26, 2012) recommended that this occur.</p>	4 (Likely)	<p>If the amendment was to proceed to a Planning Panel hearing without an Economic Analysis first being completed in support of the current Master Plan, the strength of the amendment is likely reduced.</p>
<p>The Master Plan envisages movements of between 60,000 to 75,000 per year.</p> <p>This is reliant on an expansion from 15 hectares of active precincts to between 30 and 40 hectares, assuming full occupancy of available land in the southern and eastern areas of the Airport and depending on the extent of the development in the northern Business and Employment Zone.</p> <p>If this development is not realised but the airport overlays are in place, this could be excessive to what is actually needed for airspace protection.</p>	5 (Almost Certain)	<p>As the Airport has not experienced the growth anticipated in the Master Plan, there is continued risk that the community will question the extent of the overlays compared to the activity at the airport.</p> <p>This could be resolved by revising or creating a new Master Plan and changing these overlays.</p> <p>The airport would benefit from continually counting aircraft movements, as it is difficult to judge traffic counts based off of sporadic counts.</p>

\* For example, likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

#### *Legal and Compliance*

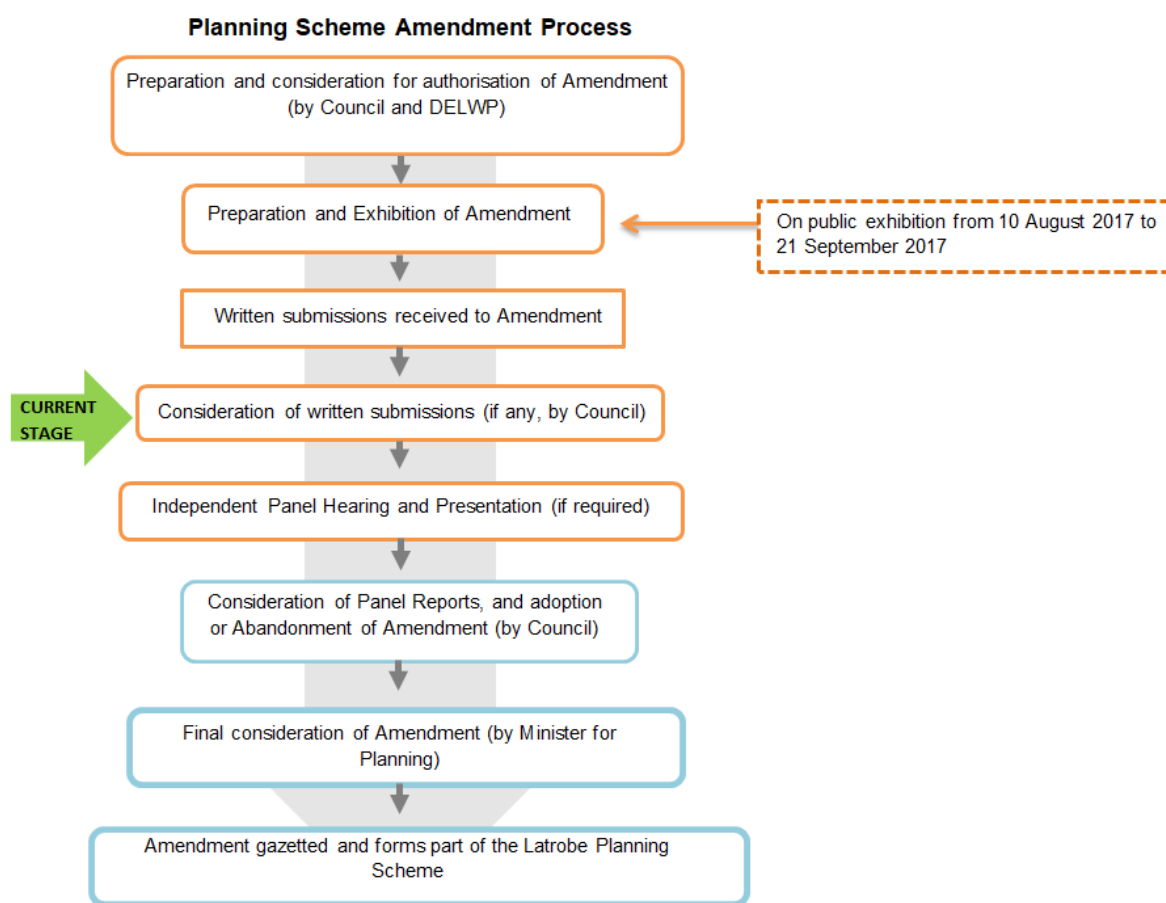
In accordance with the Act, the municipal Council, as a planning authority, has a number of duties and powers when considering a Planning Scheme Amendment.

These duties and powers are listed at Section 12 of the Act which states the Planning Authority must have regard to (inter alia):

- The objectives of planning in Victoria;
- The Minister's directions;
- The Victoria Planning Provisions;
- The Latrobe Planning Scheme; and
- 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.

Amendment C92 has had regard to Section 12 of the Act and is consistent with the requirements of Section 12. A response to Section 12 of the Act is outlined in the exhibited Explanatory Report (see Attachment 5).

The C92 Planning Scheme Amendment process is shown in the figure below and provides an indication of the current stage of the amendment:





### *Community Implications*

Council as the planning authority has duties and powers outlined by the Act at Section 12, including:

*Provide sound, strategic and co-ordinated planning of the use and development of land in its area;*

*Do all things necessary to encourage and promote the orderly and proper use, development and protection of land in the area for which it is a planning authority.*

The Planning Scheme Amendment process requires Council to seek and consider submissions. Where submissions are unresolved, an independent planning panel must be appointed to consider all matters and provide recommendations to Council prior to proceeding.

### *Environmental Implications*

There is significant native vegetation on the Airport land that Latrobe City Council and the Department of Environment, Land, Water and Planning (DELWP) are preserving via a Section 69 agreement in accordance with *The Conservation, Forests and Lands Act 1987*. This vegetation comprises an offset area and 12 scattered trees. The Section 69 Agreement will cost \$75,000 and is an outstanding Planning Permit condition, with fees yet to be paid.

The offset area includes a patch of largely intact vegetation running along Airfield Road, representing dense Plains Grassy Woodland, and an Ecological Vegetation Class (EVC) listed as Endangered within the Gippsland Plain Bioregion.

The site contains relatively intact patches of native vegetation primarily along the Airfield Road boundary, and a number of remnant native trees around the existing airport development. The more significant patches of native vegetation have been secured in perpetuity for the ongoing management and conservation of biodiversity values.

Remaining native vegetation within the site must be considered when planning for future development that would require removal or result in adverse biodiversity impacts, in accordance with the native vegetation regulations administered by Latrobe City Council under Clause 52.17 of the Latrobe Planning Scheme.

### **Declaration of Interests:**

A number of Council staff, Councillors and members of the Latrobe Regional Airport Board may be considered to have a conflict of interest and therefore legal advice was obtained to determine if this was the case (see Attachment 1). The legal advice confirmed that:

- Some Council staff, Councillors and members of Latrobe Regional Airport Board (being a Special Committee established under s86 of the *Local Government Act 1989*) are likely to have a direct interest under s77B of the Act.

- However, Council staff, Councillors and members of Latrobe Regional Airport Board do not have a conflict of interest because their direct interest is held in common with a large class of persons and is not likely to exceed the interests generally held by the class of persons.

**Supporting Documents:**

Latrobe Regional Airport Master Plan 2015

**Attachments**

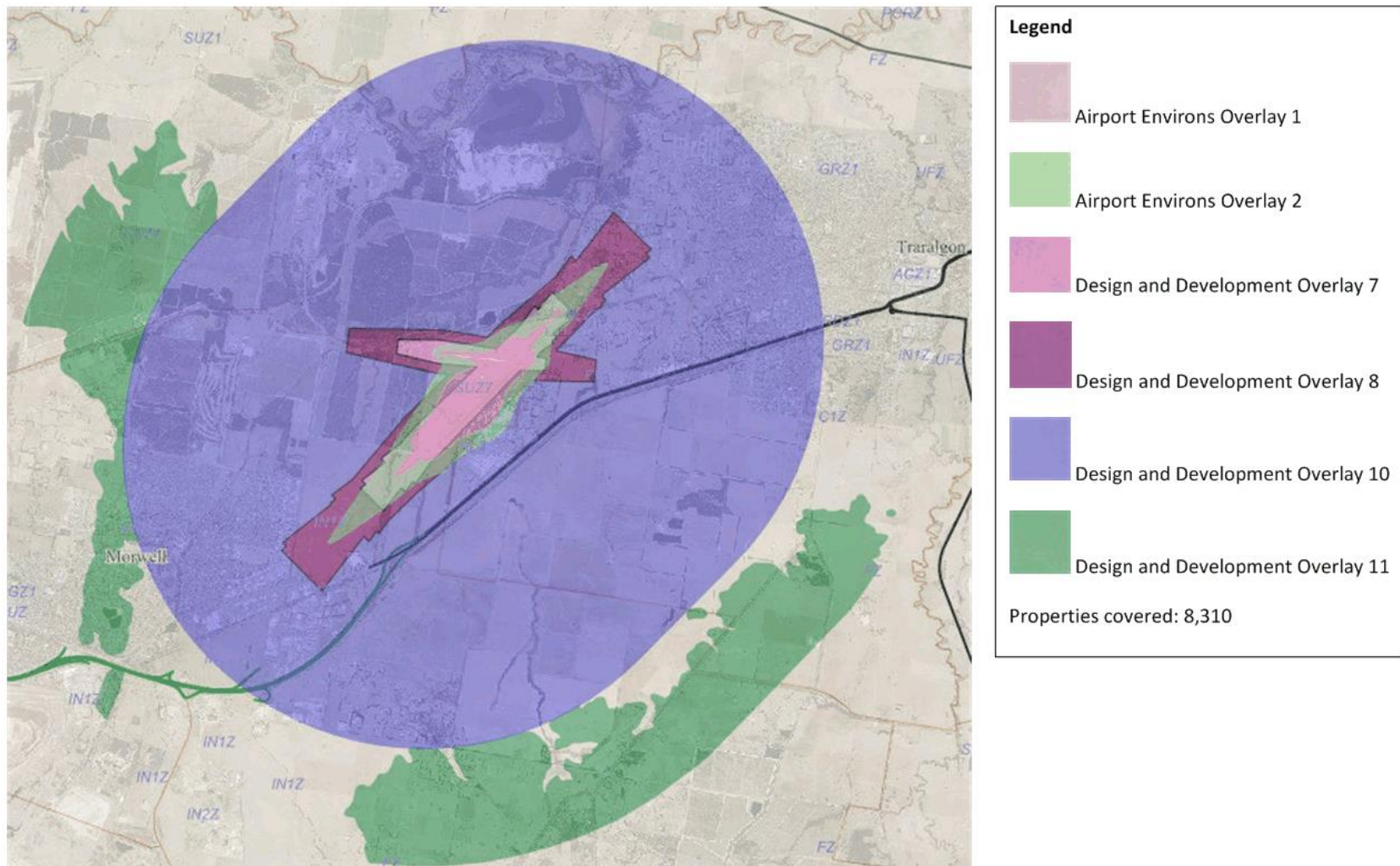
- 1 [↓](#). Attachment 1 - Proposed Planning Controls
- 2 [↓](#). Attachment 2 - Aircraft Movement Count
- 3 [↓](#). Attachment 3 - Submissions
- 4 [↓](#). Attachment 4 - Submissions Response Table
- 5 [↓](#). Attachment 5 - Explanatory Report
- 6 [↓](#). Attachment 6 - Timeframes

## **14.2**

### **Planning Scheme Amendment C92 - Consideration of Submissions (Latrobe Regional Airport)**

<b>1</b>	<b>Attachment 1 - Proposed Planning Controls.....</b>	<b>182</b>
<b>2</b>	<b>Attachment 2 - Aircraft Movement Count .....</b>	<b>183</b>
<b>3</b>	<b>Attachment 3 - Submissions.....</b>	<b>189</b>
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<b>5</b>	<b>Attachment 5 - Explanatory Report.....</b>	<b>244</b>
<b>6</b>	<b>Attachment 6 - Timeframes.....</b>	<b>253</b>



**Proposed land use planning controls**

## **ASSESSMENT OF LATROBE REGIONAL AIRPORT FLIGHT COUNT DATA (February 2019)**

### **Purpose**

This report provides an assessment of aircraft movements (flight data) obtained for Latrobe Regional Airport.

The report was prepared to inform Council's response to matters raised by submissions to exhibited Amendment C92 to the Latrobe Planning Scheme. Specifically, the report provides a comparison of recorded flight data and forecast aircraft movements as described by the *Latrobe Regional Airport Master Plan (2015)* (the Master Plan).

The reason for this comparison is to explore whether, based on current aircraft movements, the airport will reasonably increase in flight activity as forecast in the Master Plan, which provides the basis upon which planning overlays were exhibited by Amendment C92.

### **History**

Latrobe City Council does not routinely monitor aircraft movements, which makes it difficult to establish the situation with respect to flight activity.

However, Latrobe City Council recorded movements for a four-month period between November 2009 and February 2010.

The results of this count were annualised to provide a figure on the level of current flight activity at the airport in 2015, which was then included within the Master Plan.

Following the receipt of an objecting submission which questioned the validity of the proposed planning controls based on the forecast flight activity, in March 2018 the Strategic Planning Team requested the Chief Executive Officer (CEO) of Latrobe City Council to direct further recording of aircraft movements. Aircraft movements were then recorded for a two month period commencing June 2018 and concluding August 2018.

### **What are the projected future movements?**

The aircraft movement count conducted in 2018 showed that the annual count is slightly less than identified in the Master Plan, and that training movements have considerably increased.

The Master Plan envisages movements of between 60,000 to 75,000 per year once fully developed.

The aircraft movement count for activity at 2015, listed in the Master Plan, is around 30,000 per year.

**Table 1: Summary of aircraft movement count data and forecast movements included in the Master Plan.**

<b>Aircraft Count 2009/2010</b>	<b>Aircraft Count 2018</b>	<b>Forecast movements in the Master Plan and basis of exhibited planning controls</b>
November 2009 – February 2010 (4 months)	7 June to 7 August 2018 (2 months)	
Annualised figure = 29,970 per year	Annualised figure = 26,238 per year	Projected to reach 60,000 to 75,000 per year (year 2035)

The Master Plan informs the Planning Scheme Amendment. As the Master Plan envisages movements of between 60,000 to 75,000 per year, the proposed Overlays (Airport Environs Overlay – regulating noise; and Design Development Overlay – regulating height) are proposed to be significantly increased by the exhibited amendment.

Utilising the above 2009/2010 annualised figure, and comparing the projected forecast aircraft movements, this represents 133.6% increase.

In order to justify the proposed increase in planning controls, such an increase would likely be reliant on an expansion from 15 hectares of active precincts to between 30 and 40 hectares; therefore assuming full occupancy of available land in the southern and eastern areas of the airport. It is noted however, that the increase in development may not all correlate with increased flight activity, depending on the type of aviation related industry which may be attracted.

#### **What type of flights occur at the Airport?**

The aircraft flight count undertaken during 2009/2010 concluded an estimated 29,970 movements per year which averages to 82 movements per day.

The four-month count separated the movements into categories:

**15%** of movements are for:

- Private;
- Sports; and
- Recreational Uses.

**15%** are devoted to flying training.

**70%** are composed of:

- Emergency services;
- Helicopters;
- Charter; and
- Business and warbird activity.



**What are the aircraft movement results now?**

The aircraft movement recorded from 7 June to 7 August 2018 can be viewed in Attachment 1 to this report.

A summary of the results are provided below:

Emergency Services:

There were 183 movements (87 landings, 90 take-offs). Helicopter movements require different areas in which to protect their flight space, this does not look like it has been considered under the current Master Plan.

Averages:

Averaging the movements per month is 2,095 without helicopters, which would be 25,140 per year.

Averaging the movements including helicopters are 2,186 per month, or 26,238 per year.

This is just below the 2009/2010 recorded movements estimate of 29,970.

Training Movements:

The Airport Manager has previously advised that a landing is one movement and a take-off is one movement – a training ‘touch and go’ is classed as just one movement. However, the Avdata summary counts them as two, in line with Airservices Australia standards. Avdata have advised that there is flexibility to interpret training movements, giving Council discretion to create a standard for how they interpret aircraft movements. The count from Avdata’s purpose is for charging for usage of the airstrip primarily.

A ‘Touch and Go’ and ‘Stop and Go’ are mostly always training movements, and at more than half (2,804 movements out of 4,373 total for the two months); they represent the majority of activity at the airport.

It is also important to note that training movements have considerably increased since the 2009/2010 with 15% of movements being registered as training movements in this time compared to now over 50% are training movements.

If Council decided to measure the ‘Touch and Go’ as one movement, this would reduce the figure to 2,971 movements at the airport for the two months. This would equate to an average of:

- 1,485 a month, and 17,820 movements annually, including helicopters; or
- 1,395 a month, and 16,740 movements annually, excluding helicopters.

This is much less than the 2009 count of between 25,000 and 30,000 movements annually.

**Conclusion**

Airport planning has to protect the capability of the airport to undertake current aircraft operations as well as meet future economic opportunities.

Accordingly, Airport Overlays necessarily are required to protect the airspace for projected uses and increased traffic prior to that activity occurring.

The new counts show a considerable shift in the types of aircraft movements and there is no analysis of what these types of movements mean for the airport.

Additionally the projected movements of 60,000 to 75,000 are aspirational, however are questionable given the assessment outlined in Table 1 in this report.

Going forward, it would be beneficial for the airport to undertake long term aircraft movement counts to gain a greater understanding of the types and frequency of activity at the airport, and then plan growth utilising that information.

## Attachment 1

Month	Helicopter	Type	Number of Actions	Multiplier	Movement Count
<b>1st month (8 Jun to 7 Jul)</b>	Helicopter	LA (Landing)	36	1	36
		TO (Take off)	38	1	38
	Sub-total helicopters		<b>74</b>		<b>74</b>
	Other aircraft types	LA (Landing)	333	1	333
		PA (Practice approach)	67	0	0
		SG (Stop & Go)	49	2	98
		TG (Touch & Go)	814	2	1628
		TO (Take off)	354	1	354
	Sub-total other		<b>1617</b>		<b>2413</b>
<b>Sub-total 1<sup>st</sup> month</b>			<b><u>1691</u></b>		<b><u>2487</u></b>
<b>2nd month (8 Jul to 7 Aug)</b>	Helicopter	LA (Landing)	51	1	51
		PA (Practice approach)	1	0	0
		SG (Stop & Go)	1	2	2
		TG (Touch & Go)	2	2	4
		TO	52	1	52



		(Take off)			
	Sub-total helicopters		<b>107</b>		<b>109</b>
	Other aircraft types	LA (Landing)	344	1	344
		MA (Missed approach)	1	0	0
		PA (Practice approach)	74	0	0
		SG (Stop & Go)	19	2	38
		TG (Touch & Go)	517	2	1034
		TO (Take off)	361	1	361
	Sub-total other		<b>1316</b>		<b>1777</b>
<b>Sub-total 2<sup>nd</sup> month</b>			<b><u>1423</u></b>		<b><u>1886</u></b>
<b>Total Result</b>			<b>3114</b>		<b>4373</b>
<b>Average movements per day annually</b>					<b>71 (2.9 per hour)</b>

[REDACTED]

**Date:** 23/08/2017 1:51:16 PM

**Subject:** Att: [REDACTED] - Your Ref: Amendment C92

Dear [REDACTED]

Your Ref: **Amendment C92**

Regards

[REDACTED]

[www.wgcma.vic.gov.au](http://www.wgcma.vic.gov.au)

Stay informed, sign up to our [Catchment Snapshot Newsletter](#)

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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](mailto:westgippy@wgcm.vic.gov.au) | [www.wgcma.vic.gov.au](http://www.wgcma.vic.gov.au)

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WGCMA Ref: WG-F-2017-0348  
Document No: 1  
Council No: Amendment C92  
Date: 23 August 2017

██████████  
Strategic Planning Officer  
Latrobe City Council

latrobe@latrobe.vic.gov.au

Dear ██████████

**Reference No.:** Amendment C92

**Location**      **Street:** 75 Airfield Road, Morwell, Victoria 3840  
                    **Cadastral:** Lot 1, PS608273, Parish of Traralgon

**Regarding:** Amendment C92 to the Latrobe Planning Scheme

Thank you for your enquiry, received at the West Gippsland Catchment Management Authority ('the Authority') on 15 August 2017 in relation to Amendment C92 to the Latrobe Planning Scheme.

The Authority understands that the amendment proposed to implement the recommendations of the adopted *Latrobe Regional Airport Master Plan (2015)*.

Floods are classified by the frequency at which they are likely to occur. In Victoria, all proposals for development on floodplains are assessed against a flood that, on average, will occur once every 100 years. A flood of this size has a 1% chance of occurring in any given year, and is known as either the 100 year Average Recurrence Interval (ARI<sup>5</sup>) flood or the 1% Annual Exceedance Probability (AEP) flood.

Please note that the 1% AEP flood is the minimum standard for planning in Victoria, and is not the largest flood that could occur. There is always a possibility that a flood larger in height and extent than the 1% AEP flood may occur in the future.

The 1% AEP flood extent as currently modelled in the vicinity of the property is shown in Figure 1. Flood modelling on the subject land has not been undertaken.

Several designated waterways traverse the subject land as shown in Figure 1, and flooding is likely to occur around these waterways during flood events. The *Latrobe Regional Airport Master Plan (2015)* recommends that 'A detailed drainage assessment should be prepared for the area in order to inform any development plan, including the likely extent of flooding associated with the existing drainage lines, given the extent of current flood mapping does not cover this area'. The Authority supports this recommendation and is willing to assist with the drainage assessment.

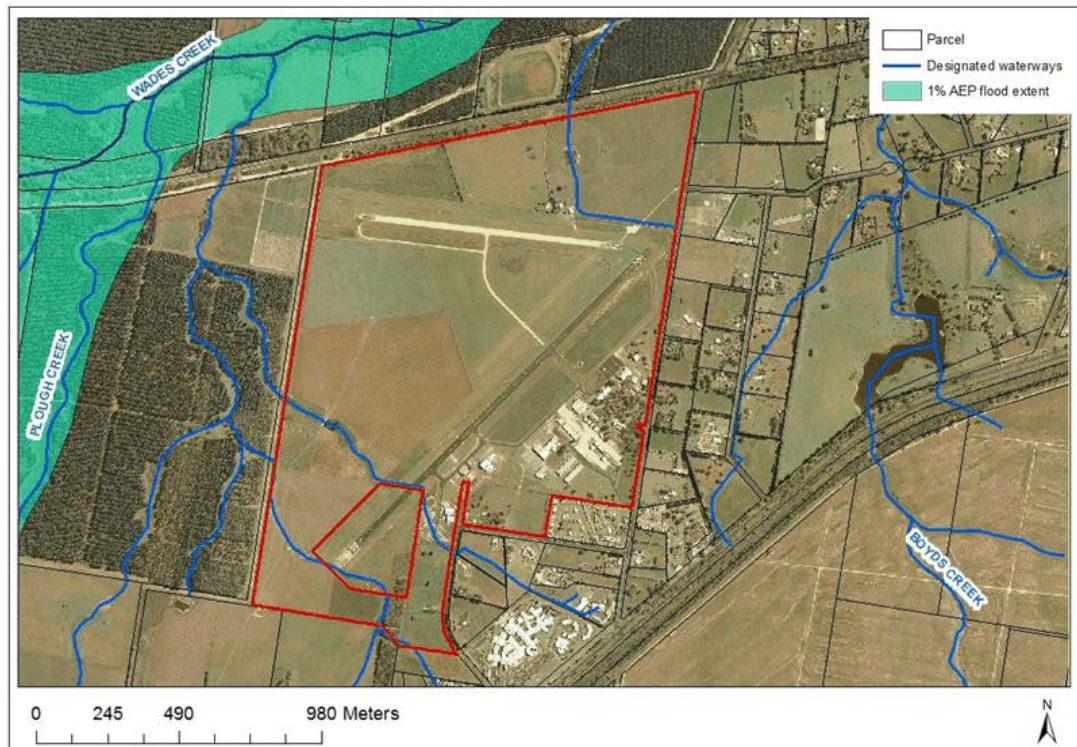
ABN 88 062 514 481

Correspondence PO Box 1374, Traralgon VIC 3844

Telephone 1300 094 262 | Facsimile (03) 5175 7899 | Email [westgippy@wgcm.vic.gov.au](mailto:westgippy@wgcm.vic.gov.au) | Website [www.wgcm.vic.gov.au](http://www.wgcm.vic.gov.au)

Traralgon Office 16 Hotham Street, Traralgon VIC 3844 | Leongatha Office Corner Young & Bair Streets, Leongatha VIC 3953

**Figure 1: Designated waterways and modelled 1% AEP flood extent in the vicinity of the property**



In summary, the Authority **supports** the proposal, specifically the *Latrobe Regional Airport Master Plan's* recommendation for a detailed drainage assessment to inform any future development plan.

Should you have any queries, please do not hesitate to contact [REDACTED] on 1300 094 262. To assist the Authority in handling any enquiries please quote **WG-F-2017-0348** in your correspondence with us.

Yours sincerely,

[REDACTED]

[REDACTED]  
**Statutory Planning Manager**

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

**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 with regard to 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. 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. 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.
7. 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 with regard to 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.
8. 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.



[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED] - Amendment C92 to the Latrobe Planning Scheme [SEC=UNOFFICIAL]  
**Date:** Friday, 25 August 2017 10:38:25 AM  
**Attachments:** [image001.png](#)

---

Good morning [REDACTED]

Thank you for the opportunity to comment on the above planning scheme amendment proposal. Council's thorough consideration of airport safeguarding issues is appreciated.

By way of an update on the work of the National Airports Safeguarding Advisory Group (NASAG) I can advise that with last year's inclusion of Guideline G - *Protecting Aviation Facilities - Communication, Navigation and Surveillance (CNS)* there are currently seven National Airports Safeguarding Framework (NASF) guidelines. NASAG is currently working on an update to Guideline B (windshear), and considering two new guidelines relating to strategic non-airport helicopter landing sites and public safety zones.

On this occasion, I advise that the Australian Government Department of Infrastructure and Regional Development does not wish to make a submission.

Should you require any additional information regarding the NASF the appropriate contact within the Department is:

[REDACTED]  
[REDACTED] Airport Safeguarding  
Aviation & Airports

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Aviation Environment Branch

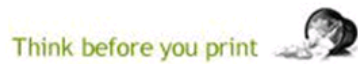


[REDACTED]  
[REDACTED]



Australian Government

Department of Infrastructure and Regional Development



-----  
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Our Ref: 37847

Your Ref: 1688610

5 September 2017

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[www.ausnetservices.com.au](http://www.ausnetservices.com.au)

Attn: [REDACTED]  
Latrobe City  
PO Box 264  
MORWELL VIC 3840

Dear Madam

**LATROBE PLANNING SCHEME – AMENDMENT C92  
LATROBE REGIONAL AIRPORT MASTER PLAN**

I refer to your letter dated 7 August 2017 and advise that AusNet Transmission Group has no objections to abovementioned Planning Scheme Amendment.

An electricity transmission easement containing two 500 kilovolt (kV) transmission lines traverses the Western boundary of the proposed Precinct Structure Plan area. The easement also contains provision for a future 500kV transmission line. Any proposed overlay must accommodate for this possibility.

Yours faithfully

[REDACTED]

[REDACTED]  
Easement Officer  
AusNet Transmission Group

Telephone [REDACTED]



**From:** [REDACTED]  
**To:** Latrobe Central Email  
**CC:** [REDACTED]  
[REDACTED] au

Submission 4

**Date:** 20/09/2017 2:39:28 PM

**Subject:** Planning Scheme Amendment C92 - Latrobe Regional Airport  
[SEC=UNCLASSIFIED]

Attention: [REDACTED]

Hello [REDACTED]

Please find attached a copy of the [REDACTED] submission in relation to Latrobe City Council Planning Scheme Amendment C92 - Latrobe Regional Airport.

A hardcopy of the submission is in the mail.

If you have any questions or require any additional information please don't hesitate to contact me.

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]



\*\*\*\*\*

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[REDACTED]  
Strategic Planning Officer  
Latrobe City Council  
PO Box 264  
MORWELL VIC 3840

[REDACTED]  
[REDACTED]  
www.transport.vic.gov.au  
[REDACTED]  
[REDACTED]  
[REDACTED]

20 September 2017

Dear [REDACTED]

**PLANNING SCHEME AMENDMENT C92 – LATROBE REGIONAL AIRPORT**

I am writing in response to the exhibition of Planning Scheme Amendment C92 which is associated with the Latrobe Regional Airport.

[REDACTED] has no objection to the proposed planning scheme amendment C92 which seeks to:

- Implement the recommendations of the Latrobe Regional Airport Masterplan 2015
- Better manage land affected by high levels of aircraft noise
- Protect flightpaths from intrusion from new development; and
- Foster the capability of the airport to grow and expand within the current airport site over the next 20 years.

Thank you for notifying us of the proposed amendment and we look forward to working with Latrobe City Council into the future.

Yours sincerely

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]





Date Received: 25-Sep-2017

120 Kay Street  
Traralgon Victoria 3844  
www.transport.vic.gov.au

Contact: [REDACTED]  
Telephone: [REDACTED]  
Email: [REDACTED]

Ref: DOC/17/566785

[REDACTED]  
Strategic Planning Officer  
Latrobe City Council  
PO Box 264  
MORWELL VIC 3840

20 September 2017

Dear [REDACTED],

**PLANNING SCHEME AMENDMENT C92 – LATROBE REGIONAL AIRPORT**

I am writing in response to the exhibition of Planning Scheme Amendment C92 which is associated with the Latrobe Regional Airport.

Transport for Victoria has no objection to the proposed planning scheme amendment C92 which seeks to:

- Implement the recommendations of the Latrobe Regional Airport Masterplan 2015
- Better manage land affected by high levels of aircraft noise
- Protect flightpaths from intrusion from new development; and
- Foster the capability of the airport to grow and expand within the current airport site over the next 20 years.

Thank you for notifying us of the proposed amendment and we look forward to working with Latrobe City Council into the future.

Yours sincerely

A large black rectangular redaction box covering the signature of the Senior Transport Planner.

[REDACTED]  
Senior Transport Planner**TRANSPORT FOR VICTORIA**

**From:** [REDACTED]  
**To:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Date:** 20/09/2017 2:39:28 PM

**Subject:** Planning Scheme Amendment C92 - Latrobe Regional Airport  
[SEC=UNCLASSIFIED]

**Attention:** [REDACTED]  
[REDACTED]

Please find attached a copy of the Transport for Victoria submission in relation to Latrobe City Council Planning Scheme Amendment C92 - Latrobe Regional Airport.

A hardcopy of the submission is in the mail.

If you have any questions or require any additional information please don't hesitate to contact me.

Regards,

[REDACTED]  
[REDACTED]  
[REDACTED]

(Available Mon-Wed)

120 Kay Street  
Traralgon VIC 3844

T [REDACTED]  
[REDACTED]



[REDACTED]  
Department of Economic Development, Jobs, Transport and Resources, Government of  
Victoria, Victoria, Australia.

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# TRANSPORT FOR VICTORIA



[REDACTED]  
Strategic Planning Officer  
Latrobe City Council  
PO Box 264  
MORWELL VIC 3840

120 Kay Street  
Traralgon Victoria 3844  
www.transport.vic.gov.au

Contact: [REDACTED]  
Telephone: [REDACTED]  
Email: [REDACTED]

Ref: DOC/17/566785

20 September 2017

Dear [REDACTED]

**PLANNING SCHEME AMENDMENT C92 – LATROBE REGIONAL AIRPORT**

I am writing in response to the exhibition of Planning Scheme Amendment C92 which is associated with the Latrobe Regional Airport.

Transport for Victoria has no objection to the proposed planning scheme amendment C92 which seeks to:

- Implement the recommendations of the Latrobe Regional Airport Masterplan 2015
- Better manage land affected by high levels of aircraft noise
- Protect flightpaths from intrusion from new development; and
- Foster the capability of the airport to grow and expand within the current airport site over the next 20 years.

Thank you for notifying us of the proposed amendment and we look forward to working with Latrobe City Council into the future.

Yours sincerely

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
**To:** Latrobe Central Email

Submission 6

**Date:** 21/09/2017 2:51:57 PM**Subject:** ATTENTION: [REDACTED] - Departmental response - Planning Scheme Amendment C92

---

Please find attached the Departmental response to Planning Scheme Amendment C92, being [REDACTED]  
In line with current business practice, a hard copy of this documentation will only be provided upon request.

Regards

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

 Facebook	 Twitter	 LinkedIn	 YouTube	 Instagram
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All electronic referrals and general planning enquiries should be sent to: [REDACTED]



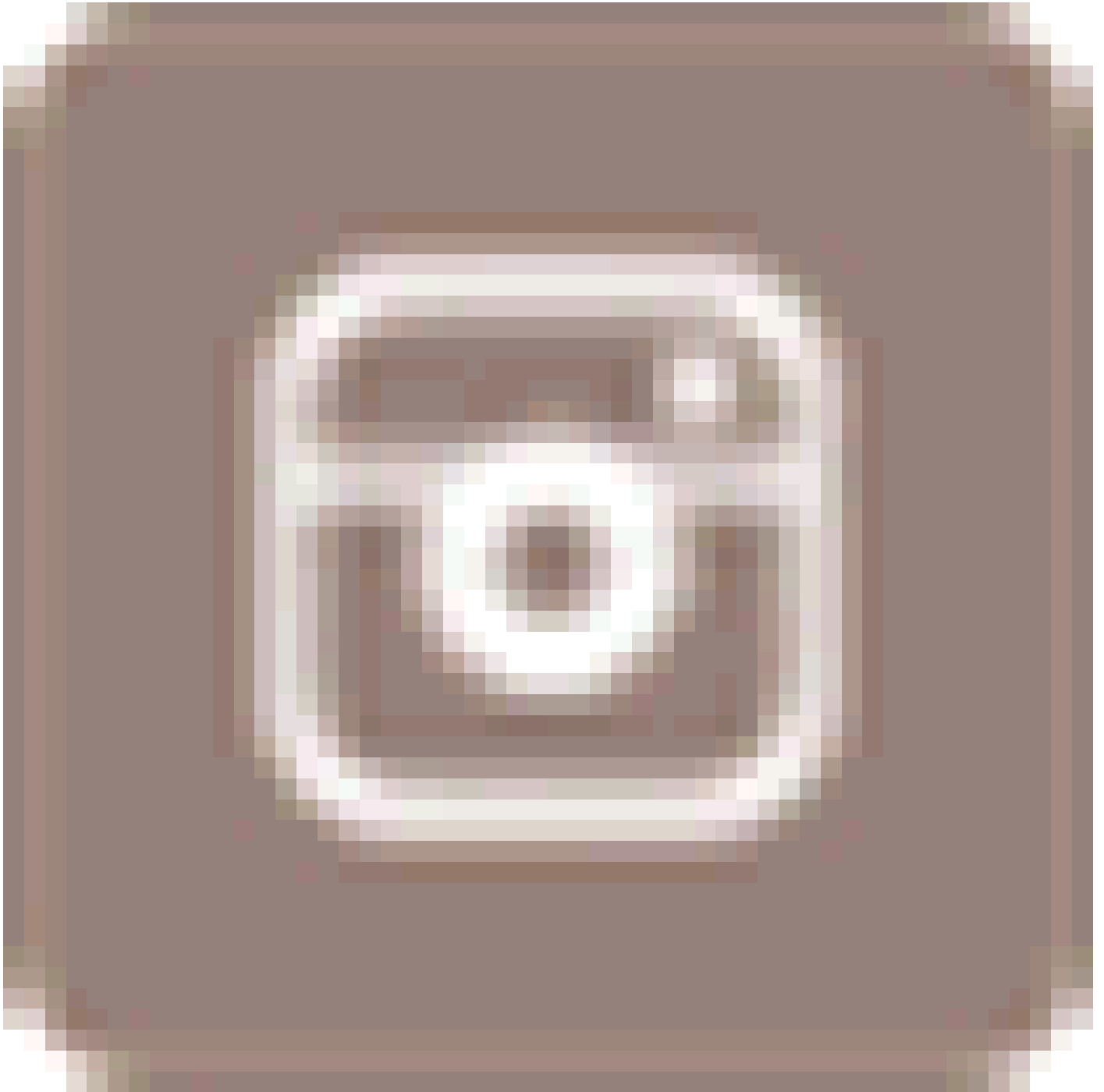












[REDACTED]

21 September 2017

[REDACTED]

[REDACTED]  
General Manager City Development  
Latrobe City Council  
PO Box 264  
MORWELL VIC 3840

Our ref: [REDACTED]  
Your ref: C92

Dear [REDACTED]

Thank you for your correspondence dated 27 July 2017 in respect of Planning Scheme Amendment C92 (the Amendment), which was referred to the [REDACTED] pursuant to section 19 of the *Planning and Environment Act 1987*. The correspondence was received on 2 August 2017 and 28 July respectively.

The subject land is within the Special Use Zone Schedule 7 *Airport Environs*, and subject to a number of overlays.

The land affected by the amendment is the Latrobe Regional Airport (LRA) located at 75 Airfield Road, Morwell and all surrounding land which may be impacted by the movement of aircraft.

The amendment proposes to:

- Insert a new schedule to the Airport Environs Overlay (AEO1) to manage the impact of aircraft noise on new development.
- Amend the area of land located within the Airport Environs Overlay Schedule 2 (AEO2).
- Amend Schedule 7 and Schedule 8 to the Design and Development Overlay (DDO7 and DDO8) to align with future runway operations.
- Insert new Schedules 10 and 11 to the Design and Development Overlay (DDO10 and DDO11) to ensure the height of new buildings and works do not adversely affect the future operations of the airport.
- Amend Clauses 21.01 (Municipal Profile), 21.04 (Built Environment Sustainability), 21.05 (Main Towns), and 21.07 (Economic Sustainability) of the Municipal Strategic Statement to reflect Council's strategic position for the airport.
- Amend Clauses 21.04, 21.05 and 21.07 to include the Master Plan as a reference document.
- Amend Schedule 7 to Clause 37.01 (Special Use Zone) to:
  - Exempt the need for a permit for use and buildings and works for an airport or heliport if it is in accordance with the Master Plan.
  - Remove the cap on leasable floor space for an office.

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- Edit a drafting error and zoning reference.
- Amend the schedule to Clause 66.04 to include a new referral requirement to the Latrobe Regional Airport Board as a recommending authority, triggered by Schedules 1 and 2 to the AEO and Schedules 7, 8, 10, 11 of the DDO.
- Amend the schedule to Clause 81.01 by replacing the Latrobe Regional Airport Obstacle Limitation Surfaces Plan, Latrobe Airport Management Council, 3 November 1999 with the Latrobe Regional Airport Airspace Protection Plan, Latrobe Regional Airport Master Plan 2015.

The [REDACTED] offers the following comments for consideration:

- The proposed planning scheme amendment is supported by *Latrobe Regional Airport Master Plan 2015* (Updated 2016) (REHBEIN Airport Consulting). The amendment seeks to include this plan in the schedule to Clause 81.01 and include it as a reference document in Clauses 21.04, 21.05 and 21.07 of the Latrobe Planning Scheme.
- Under 3.3 Development Constraints in the Master Plan, subsection 3.3.4 Biodiversity Assets refers to a 2008 native vegetation assessment (report) completed by Indigenous Design Land Management to support the 2009 airport master plan. It also describes areas of native vegetation and trees to be 'protected' as shown on a map in the report.
- These areas of native vegetation relate to a number of planning permit conditions for the permitted clearing of native vegetation from within the subject land. Under existing planning permit requirements, the designated offsets are required to be permanently secured and managed for conservation in perpetuity. Recent discussions with council have confirmed that the offsets required under planning permit have not been permanently secured or managed in accordance with the endorsed management plan and relevant permit conditions.
- This information is not fully described in the report, nor are the areas to be permanently protected, (included protected large old scattered trees) shown on the plans within the document to be incorporated or the supporting information.
- The [REDACTED] is keen to work with the responsible authority to satisfy outstanding planning permit conditions around the provision of offsets on the subject land. This will help ensure potential development opportunities and constraints align with the vision for Latrobe Regional Airport as described in the master plan.
- The department also advises that the native vegetation regulations have recently been reviewed and changes to the Victoria Planning Provisions and all Victorian planning schemes are scheduled to be introduced later in 2017. The following planning provisions are proposed to change, and these may have implications for planning requirements for use and development into the future:
  - Clause 12.01 *Biodiversity* of the State Planning Policy Framework
  - Clause 52.16 *Native vegetation precinct plan*
  - Clause 52.17 *Native vegetation* (and the schedule to the clause)
  - Clause 66.02 Use and development referrals (66.02-2 *Native vegetation*)
  - Schedule to Clause 81.01 *Table of incorporated documents in this scheme* – Replacing *Permitted clearing of native vegetation – Biodiversity assessment guidelines* (DEPI 2013) with *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP 2017)

The proposed changes are described in:

- Review of the native vegetation clearing regulations – Summary of proposed amendments to the *Victoria Planning Provisions* (DELWP 2016), and
- the draft *Native vegetation clearing – Assessment guidelines* (DELWP 2016).

These documents are available on the [EngageVictoria website](#), and may be helpful in informing future use and development plans for areas with existing biodiversity values on the subject land.

- State Planning Policy Framework:
  - Since the previous biodiversity studies were undertaken in 2009, there have been changes to the Victorian government native vegetation policy, which is embedded in Clause 12.01 of all Victorian planning schemes. The change in policy and planning schemes occurred in December 2013, and the new policy documented incorporated in all Victorian planning schemes—*Permitted clearing of native vegetation – Biodiversity assessment guidelines*—details changes to the process of identifying and assessing Victoria's native vegetation for biodiversity values.
  - The [REDACTED] notes that there have been no recent studies to identify or confirm existing biodiversity values present within the land occupied by Latrobe Regional Airport using the revised departmental biodiversity planning tools or methods.

The proposed Amendment has been considered by the [REDACTED] and supports the Amendment and makes the following recommendations:

- Revise the *Latrobe Regional Airport Master Plan 2015* to include up to date information about the existing biodiversity values present on the land, and revise the following sections of the plan to reflect this information and any associated constraints or opportunities:
  - 2.2.9 *Vegetation*
  - 3.2.1 *Latrobe Planning Scheme (State Planning Policy Framework) – Clause 12.01 Biodiversity*
  - 3.3.4 *Biodiversity assets* – include information about strategic biodiversity values and implications under state and federal environmental legislation. This should include opportunities and constraints under proposed changes to the native vegetation clearing regulations
  - 7.6.2 *Wildlife hazards* – consider suitability of location of offset site within the subject land where statutory obligations to manage existing biodiversity assets for biodiversity conservation and enhancement may conflict with increasing risk associated with wildlife strike
- Amend the site context and constraints plan to include all existing biodiversity assets, designated offsets, including and the location of scattered trees and areas of native vegetation
- That future strategic planning by Latrobe City Council:
  - identify and fully consider existing native vegetation and biodiversity values when developing new local policies, strategies or plans, and
  - engage and consult with all relevant [REDACTED] around state planning policy considerations when developing new local policies, strategies or plans

[REDACTED]



These comments are submitted without prejudice for the consideration of the Amendment by the Minister for Planning under Section 35 of the *Planning and Environment Act 1987*.

All written correspondence should be sent electronically [REDACTED] or mailed to:

[REDACTED]  
[REDACTED]  
[REDACTED]

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

Yours sincerely

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** PSA C92  
**Date:** Wednesday, 25 July 2018 3:12:13 PM

---

Hi [REDACTED]

Thank you for your time today. As discussed, I have confirmed that the [REDACTED] is satisfied that Council has addressed all concerns raised in the departments submission of the 21 September 2017 in relation to Planning Scheme Amendment C92.

Regards

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]



[REDACTED]



**Australian Government**  
**Civil Aviation Safety Authority**

STAKEHOLDER ENGAGEMENT GROUP

CASA Ref: G117/770

22 September 2017

[REDACTED]  
Strategic Planner  
Latrobe City Council  
PO Box 264  
MORWELL VIC 3840

Email: [REDACTED]

Dear [REDACTED]

Thank you for your letter of 4 August 2017 addressed to [REDACTED] the Civil Aviation Safety Authority (CASA) about an amendment to the Latrobe Planning Scheme.

CASA has reviewed the proposal and I am advised that, provided the *Civil Aviation Safety Regulations 1998* Manual of Standards Part 139 - Aerodromes and National Airspace Safeguarding Framework are considered, CASA has no objection to the planning amendment. Links to these documents are set out in the attachment.

The proponent should also consider the specific issues which are contained in the attachment as part of any planning and development.

For further information please contact [REDACTED]  
[REDACTED]

I trust this information is of assistance.

Yours sincerely

[REDACTED]  
[REDACTED]  
[REDACTED]

## ATTACHMENT – CASA Recommendations

### Departure and Approach Procedures

Any proposed structures and cranes if used in construction should be referred to the procedure design organisation/s responsible for the maintenance of instrument flight procedures at the Aerodrome. Please be aware that there may be more than one organisation responsible for the procedures at the aerodrome.

To check which organisations are responsible you can view the procedures at <http://www.airservicesaustralia.com/aip/aip.asp> then Departure and Approach Procedures. The logo on the bottom of each procedure plate indicates the design organisation responsible.

### Compliance with standards

Any aerodrome developments to aviation facilities associated with the planning proposal need to be consistent with the requirements of *Civil Aviation Safety Regulations 1998* Part 139 and the associated Manual of Standards. Further details are available on the CASA website.

<https://www.casa.gov.au/standard-page/casr-part-139-aerodromes>

The National Airports Safeguarding Framework provides guidance on planning requirements for development that affects aviation operations. This includes building activity around airports that might penetrate operational airspace and/or affect navigational procedures for aircraft. The Framework consists of a set of guiding principles with six guidelines relating to aircraft noise, windshear and turbulence, wildlife strikes, wind turbines, lighting distractions and protected airspace. Further information is available from the following link:

[https://infrastructure.gov.au/aviation/environmental/airport\\_safeguarding/nasf/](https://infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/)

### Aerodrome operations

Consultation should also be undertaken with the aerodromes operational management team to manage the following issues with developments adjacent to any aerodromes:

- Airport master planning: Council should ensure that the proposal does not affect any future development or upgrades planned by the aerodrome's operational management.
- Obstacle limitation surfaces (OLS) and Procedures for Air Navigation Services – Aircraft Operations: Prior to construction, the development and crane activity should be reviewed by the aerodrome's management team for the protection of these surfaces.
- Wildlife hazard management plan: Consideration needs to be given to the final heights and bird attractions of landscaping provisions which potentially may cause a risk to aviation activities.
- Lighting in the vicinity of an aerodrome: Any proposed non-aeronautical ground light in the vicinity of an aerodrome may by reason of its intensity, configuration or colour, cause confusion or glare to pilots and therefore might endanger the safety of aircraft.
- Gaseous plume: Exhaust plumes can originate from a number of sources and aviation authorities have established that an exhaust plume with a vertical gust in excess of 4.3 metres/second may cause damage to an aircraft airframe, or upset an aircraft when flying at low levels.
- Control of dust: During any construction the emission of airborne particulate may be generated which could impair the visual conditions.



**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** FW: Airport Amendment - C92  
**Date:** Friday, 27 October 2017 10:39:00 AM

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[REDACTED]

Sorry for the late reply.

[REDACTED] has no objection to the amendment.

Regards,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

---

[REDACTED]

**Sent:** Friday, 27 October 2017 10:15 AM

**To:** [REDACTED]  
[REDACTED] - C92

Hi [REDACTED]

Just did a double check and [REDACTED] didn't put in a submission for the Airport Amendment.

Exhibition is now finished, but we can accept a late submission. If so, can you please provide me with a date that this will be supplied.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

---

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



<http://www.latrobe.vic.gov.au/>

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27 November 2017

  
Coordinator Urban Growth  
Latrobe City Council  
PO Box 264  
Morwell VIC 3840

Dear 

**Amendment C92 (Latrobe Regional Airport Masterplan 2015)  
Lot 1 TP 173536 Alexanders Road and 20 National Road, Morwell**

  
who are the landowner of the above property. Further to the meeting held with Council Officers regarding Amendment C92 and the Morwell-Traralgon Corridor Plan, we lodge this submission in response to Amendment C92 to the Latrobe Planning Scheme and request changes to the exhibited amendment.

The amendment proposes to implement the recommendations of the adopted Latrobe Regional Airport Master Plan, adopted by Council on 23<sup>rd</sup> May 2016 which includes the following amendments to the Latrobe Planning Scheme:

- Airport Environs Overlay (AEO1 and AEO2) proposes to manage the use of the land close to airport runways which are subject to high levels of aircraft noise.
- Design and Development Overlay (DDO7, DDO8, DDO10, DDO11) proposes to manage height of development which may affect the safe and effective operation of the airport.

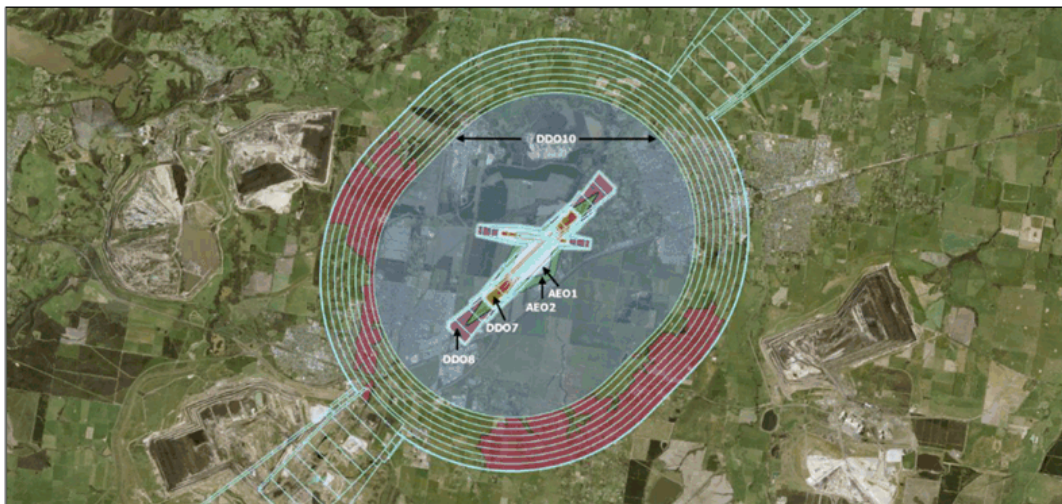


Figure 1 - Proposed Overlay Map exhibited by Latrobe City Council as part of Amendment C92.



### Subject Land

The subject site is located to the south-west of the Latrobe Airport and have an area of approximately 166 hectares with vehicle access from both Alexanders Road (north-west boundary) and National Road (a road leading north from Princes Drive along the site's south-west boundary).

The site contains a dwelling and sheds in the south-west corner fronting National Road. Two sets of electricity transmission lines and four associated towers are located near the Alexanders Road frontage. The lines run parallel to the road and are located approximately sixty metres from the property boundary. Various tree plantations and dams are located throughout the site, as well as Plough Creek which runs north-south through the western portion of the site.

20 National Road has a prescribed AHD height of 61m, whilst the Alexanders Road site has a prescribed AHD height of 54m.



Figure 2 – The subject sites as noted from aerial imagery.



Figure 3 – A portion of the site as seen from Alexanders Road.





**Proposed Planning Controls Under C92 – Airport Environs Overlay (AEO1 and AEO2)**

The land is proposed to be partially subject to AEO1 and AEO2 as indicated by Figure 4 below.

For land subject to Schedule 1 to the Airport Environs Overlay (AEO1), the following uses will require a permit:

Art and craft centre	Backpackers lodge
Dependent person's unit provided no more than one is established on any lot	Display home
Dwelling, provided no more than one is established on any lot	Host farm
Hotel	Office
Place of assembly (except Drive-in theatre)	Research and development centre
Research centre	Residential hotel
Restricted recreation facility	Tavern

The following uses would otherwise be prohibited despite zoning provisions saying otherwise:

Accommodation (other than Backpackers lodge, Dwelling, Dependent person's unit, Host farm and Residential hotel).	Child care centre.
Drive-in theatre.	Education centre.
Hospital.	

For land subject to Schedule 2 to the Airport Environs Overlay (AEO2), the following uses will require a permit:

Accommodation.	Art and craft centre.
Child care centre.	Display home.
Education centre.	Hospital.
Hotel.	Office.
Place of assembly.	Research and development centre.
Research centre.	Restricted recreation facility.
Tavern.	

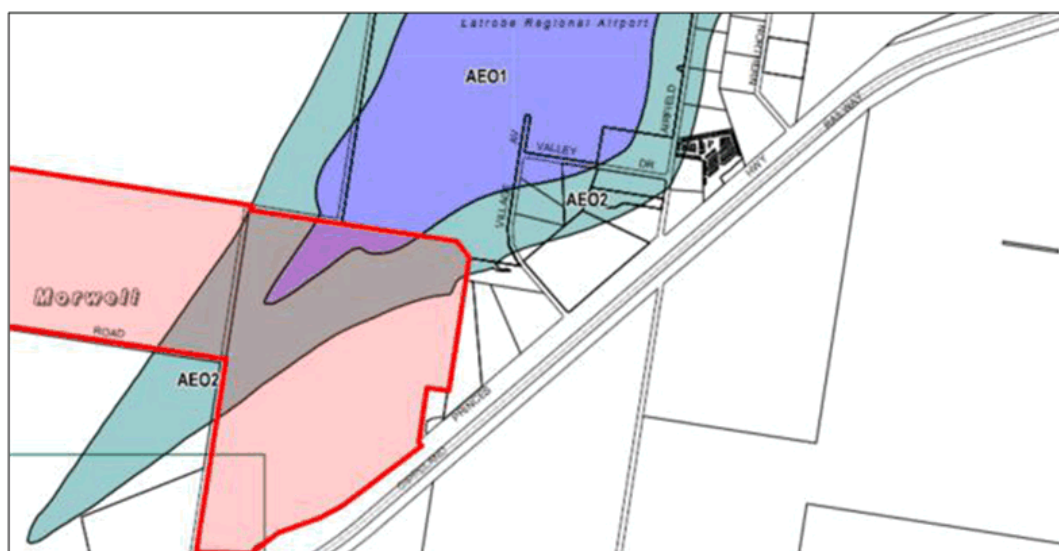


Figure 4 - The site, indicated in red, will be partially subject to AEO1 and AEO2.

**Proposed Planning Controls – Design and Development Overlay (DDO7, DDO8, DDO10, DDO11)**

The sites will partially be subject to DDO7, DDO8 and DDO10 as indicated by Figure 5 below.

Advertised DDO7, DDO8 and DDO10 stipulate that a permit will be required to construct a building or carry out works for height that exceeds the following height:

DDO7 – Obstacle Height Area 1	50m AHD
DDO8 – Obstacle Height Area 2	70m AHD
DDO10 – Obstacle Height Area 3	90m AHD

20 National Road has a prescribed AHD height of 61m, whilst the Alexanders Road site has a prescribed AHD height of 54m. As such, for those central areas of the site subject to the proposed overlays, in reality any the majority of applications for buildings and works will require a permit.

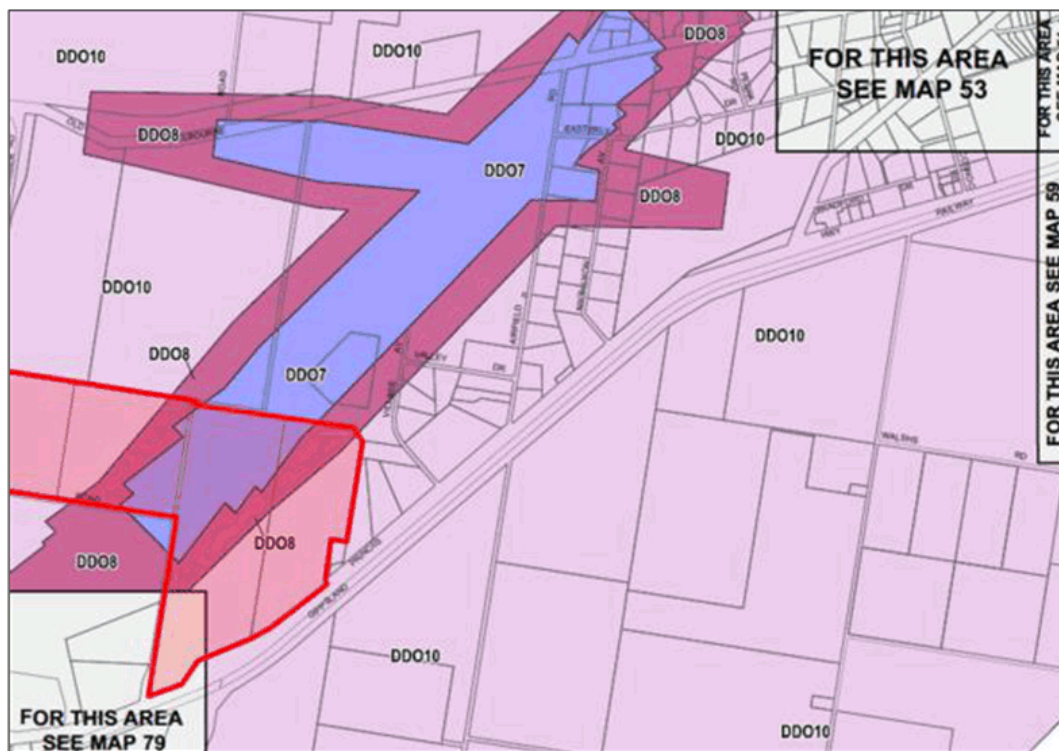


Figure 5 – The site, indicated in red, will be subject to DDO7, DDO8 and DDO10.

### Traralgon West Structure Plan

The Traralgon West Structure Plan August 2013 is the most current planning document providing guidance for the future strategic direction of the site.

Within the Structure Plan, the site is subject to the following uses and planning guidance:

- Future Industrial (Alexanders Road property), further expanded to note that this area is to be *"retained as farming zoned land to protect longer term opportunities for the expansion of the industrial precinct..."*
- Employment Investigation Area (20 National Road property), further expanded noting that *"the hospital should be retained and expansion or intensification of health related uses should be encouraged... This may occur either through intensification of the existing area shown on the plan or through expansion into the 'employment investigation area.'"*

Further to this, a Neighbourhood Activity Centre is proposed within close proximity to the north-east of the site.

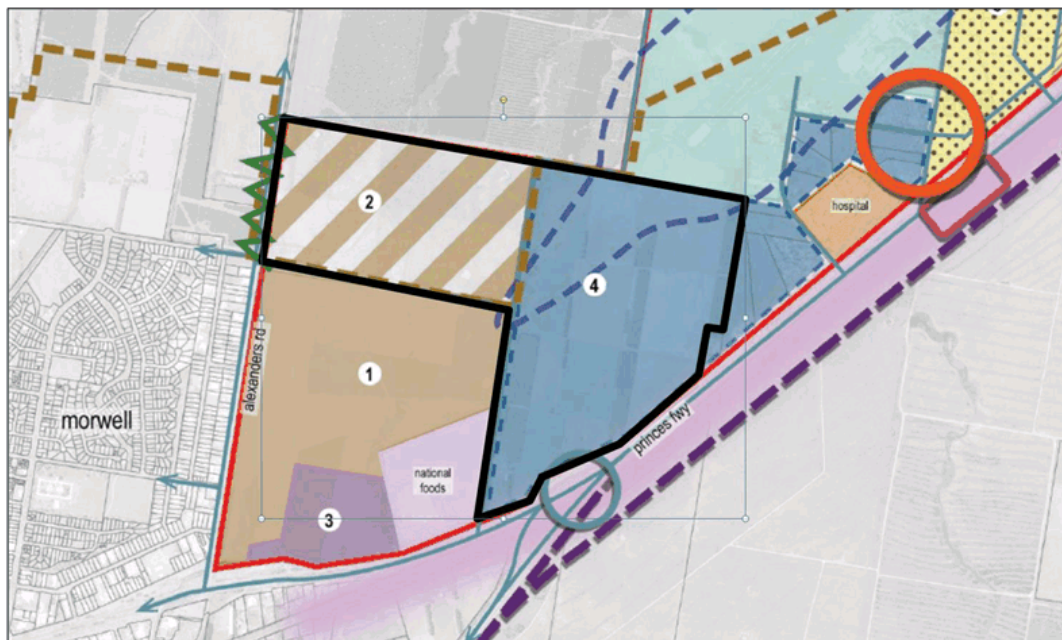


Figure 6 - The site, indicated in black, is subject to the Traralgon West Structure Plan (August 2013) and a proposed Neighbourhood Activity Centre identified in orange.

### Morwell – Traralgon Corridor Plan

It is understood that Council propose to undertake a drafting process of the Morwell- Traralgon Corridor Plan which will further investigate and ultimately rezone land shown in Figure 6 (above).

The potential of the subject site may result in areas of areas being designated for medical and community facilities aligned with the existing hospital precinct and proposed Neighbourhood Activity Centre, which may also include aged-care facilities and nursing homes.


Desired planning outcomes, as indicated by both state and local policy, is for an increase in housing within desirable areas within close proximity to activity centres. As such, it is also likely that areas of the subject site may be considered for residential uses to support population growth supported by employment areas.



#### Resulting Planning Issues of Proposed Amendment C92

The site is subject to various existing planning controls and considerations which must be managed as part of any use or development application. The proposed controls forming C92 provide restrictions for use and development surrounding the land, however these controls are in conflict with existing controls and guidelines for the site, which will further be muddled under the proposed Morwell – Traralgon Corridor Plan process. These concerns are summarised as below:

- Controls and prohibition of a wide range of uses under proposed AEO1 does not consider contextual matters or possible design response measures to minimise noise. This includes prohibition of accommodation options such as aged care and nursing homes, which would otherwise align with the purposes of the existing Traralgon West Structure Plan (*"expansion or intensification of health related uses should be encouraged... through expansion into the 'employment investigation area'"*).
- Land subject to AEO1 is also some of the closest land to the existing hospital and proposed Neighbourhood Activity Centre in the Traralgon West Structure Plan. State and local policy (and supporting documents) seek to provide for added housing and accommodation types in and around activity centres. However, various accommodation types are proposed to be prohibited. Ambiguous wording of the AEO1 also suggest that proposals including more than 1 dwelling on a lot may also be prohibited.
- The subject site, being 166ha, is one of the largest single-owner land holdings within the wider area. Opportunity for master-planning an extensive portion of the Morwell – Traralgon area will be limited, and the highest and best use of the land for community facilities for an aging population surrounding the hospital may be limited.
- It is noted that the proposed area of land subject to the AEO1 and AEO2 far exceeds land subject to the existing AEO. Noting that the site is currently subject to a restrictive zone (Farming Zone) and development potential is further delayed under the Traralgon West Structure Plan (Future Investigation Areas), providing greater complexity and control over a larger portion of land may be counter-intuitive prior to the confirmed future guidance of the site that would otherwise be decided upon through the Morwell-Traralgon Corridor Plan process that is soon to begin.
- Sites in the immediate area have existing AHD levels ranging from 50m to 70m. A large portion of the site is subject to the proposed DD07 and DD08 which will have planning permit triggers for buildings and works for buildings with heights of 50m and 70m AHD. This results in permits being required for the construction of buildings on a large portion of the 166 hectare and an unnecessary requirement of both time and resources for decision making for applications that may otherwise not trigger a permit. The DDO should set a building height in metres above AHD before a planning permit is triggered under the DDO controls.
- It is considered that permit requirements, in some instances, for any built form that is located upwards of 500m to 1km from existing airport facilities is unnecessary. As noted, both sites (54m and 61m AHD) exceed the permit required level of 50m AHD within DD07 (Obstacle Height Area 1). A far more effective control is to set an appropriate building height limit. Any building over that height requires a planning permit for building and works along with referral to the airport.

We submit that the proposed planning controls placed upon the site by proposed Amendment C92 provide an added layer of complexity to sites which are soon to undergo a process of confirming the highest and best use of the land.  would welcome revised AEO and DDO controls that do not place an unnecessary burden on land that can otherwise be a valuable asset to Latrobe by way of complimenting previous guidance including for employment opportunities and community facilities in line with the Traralgon West Structure Plan and designated Neighbourhood Activity Centre.

We would welcome the opportunity to discuss this matter further.

Yours sincerely,





Submission 10a

2<sup>nd</sup> October 2017

[REDACTED]  
Strategic Planner  
Latrobe City Council  
[REDACTED]@latrobe.vic.gov.au

[REDACTED] Submission on Amendment C92.

[REDACTED] is engaged by [REDACTED] in respect to this Amendment C92.

This letter sets out [REDACTED] submission to Amendment C92 and requests changes to that Amendment to ensure that it remains consistent with existing State Planning Policy and the ability for telecommunications carriers to efficiently deploy their networks.

#### Summary Amendment C92 – Latrobe Regional Airport

Amendment C92 proposes to implement the recommendations of the adopted Latrobe Regional Airport Master Plan.

The Latrobe Regional Airport Master Plan was adopted by Council on 23 May 2016 to ensure that the current and future operations of the Latrobe Regional Airport are protected by:

- *Managing land affected by high levels of aircraft noise*
- *Fostering the capability of the airport to grow and expand within the current airport site over the next 20 years*
- *Protecting flight paths from intrusion from new development.*

The amendment proposes to introduce new and amend existing planning controls. [REDACTED] is primarily concerned with the proposed Design and Development Overlays 10 and 11 (DDO10, DDO11) and prescriptive height restrictions contained in these particular overlays and the potential impact to the efficient deployment of its network.

The area affected by the Amendment is shown on the plan below.



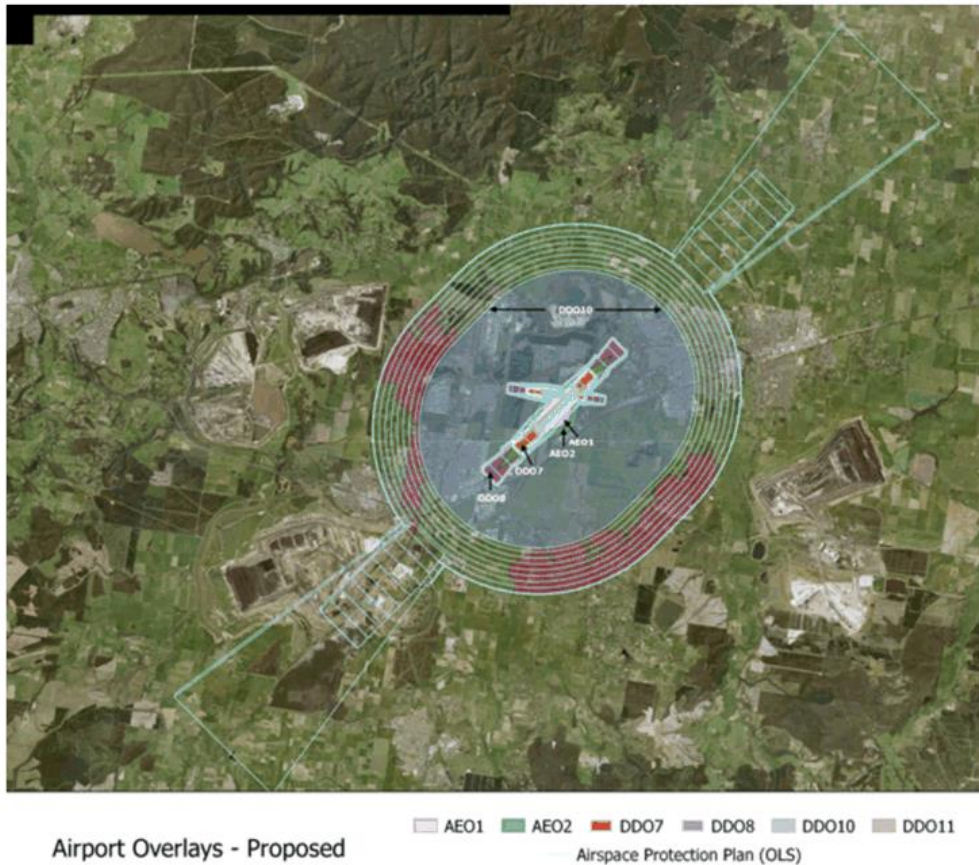


FIGURE 1 AMENDMENT C92 AIRPORT OVERLAYS MAP

Of concern to [REDACTED] are areas DDO10 and DDO11. These are broad areas which contain residential, commercial development and undeveloped land. [REDACTED] has identified these areas as potential areas of future growth where there may be increased demand for improved telecommunications services.

#### Telecommunications Networks

Base stations are located in a patchwork of cells across the metropolitan and regional areas of Australia. They are located close to mobile phone users to ensure that users can rely on high quality, continuous coverage. The number of base stations required to provide network



coverage to an area is greatly affected by the number of users in that area and other facts such as local terrain and obstructions.

Each base station transmits and receives signals to and from mobile devices in the area. As the mobile device user moves around, their device will communicate with the nearest base station/facility to them at all times. If they cannot pick up a signal, or the nearest base station is congested (already handling the maximum number of phone calls or maximum level of data usage) the user may not be able to place a call, experience a call “drop out” or a slowing data rate while attempting to download content.

There are three main factors that can cause the above:

1. The user may be too far away from a facility to receive a signal, or there may be objects blocking the signal from the nearest facility such as hills, large trees or even buildings. To ensure optimum service, the radio signals transmitted between the facility antennas and mobile devices need to be unimpeded, maintaining a “line-of-sight” between them.
2. The facility may be handling as much data download and calls as it can – call drop-outs and slower data rates can occur when too many users are connected to a facility at once.
3. The depth of coverage (which affects the ability to make calls inside buildings) may be insufficient in some local areas.

Mobile connectivity has grown in importance as the combination of smartphones and tablets with increased mobile broadband speeds and capacity are changing the way we live and the availability of these services is often taken for granted in metropolitan locations.

While much of the discussion around the provision of mobile phone services has historically been in relation to ‘coverage’, of more importance in recent years is the issue of ‘capacity’. In this regard, each base station has a finite capacity to handle the traffic generated by users of mobile devices. The number of voice calls or/and text messages a base station can handle at any one time is much greater than the number of mobile connections used to access data, i.e. internet access, apps etc. The increased use of smartphones and the huge increase in the volume of data being downloaded via mobile phones is putting extreme pressure on the existing facilities providing this service, i.e. they are running out of ‘capacity’.

██████████ aware of demand for its services in areas of Latrobe City Council and specifically in Morwell. ██████████ has recently lodged a planning permit application for a new 35m Telecommunications Facility at ██████████ Morwell to address current demand.





### Victorian State Planning Policy Framework

The Victoria Planning Provisions (VPP) set out the specific planning policies relating to (amongst other things) environmental, social and economic factors. The section of the VPP most relevant to this proposal is Clause 19.03-4 - Telecommunications. The objective of this is:

*"To facilitate the orderly development, extension and maintenance of telecommunications infrastructure."*

#### Strategies

- *Facilitate the upgrading and maintenance of telecommunication facilities.*
- *Ensure that modern telecommunications facilities are widely accessible to business, industry and the community.*
- *Ensure the communications technology needs of business, domestic, entertainment and community services are met.*
- *Do not prohibit the use of land for a telecommunications facility in any zone.*
- *Encourage the continued deployment of broadband telecommunications services that are easily accessible by:*
  - *Increasing and improving access for all sectors of the community to the broadband telecommunications trunk network.*
  - *Supporting access to transport and other public corridors for the deployment of broadband networks in order to encourage infrastructure investment and reduce investor risk.*
- *In consideration proposals for telecommunications services, seek a balance between the provision of important telecommunications services and the need to protect the environment from adverse impacts arising from telecommunications infrastructure.*
- *Planning should have regard to national implications of a telecommunications network and the need for consistency in infrastructure design and placement."*

Apart from Clause 19.03-4, there is little specific reference to telecommunications infrastructure provision throughout the VPP, however, it is clear through Clauses 12, 13, 15 and 17 in particular that the emphasis is placed on the balance between providing modern infrastructure to foster community connectivity, the efficient operation of existing business and attraction of new business, for example, against minimising any environmental impacts on such things as the landscape, water resources and cultural and built heritage.

In general, when considering proposals for telecommunications facilities against the VPP, the responsible authority must seek a balance between the provision of important telecommunications services and the need to protect the environment from possible adverse impacts (e.g. visual intrusion) arising from telecommunications infrastructure. There is strong







State policy support for improved telecommunications facilities, when balancing improved telecommunications services with environmental impacts; including for example, visual impact and flood or fire hazard, a proposal provides a net community benefit.

Under clause 62.01, a planning permit is not required to use land for a telecommunications facility, if the associated buildings and works meet the requirements of clause 52.19.

Similarly, clause 62.02-1 sets out exemptions from permit requirements in the planning scheme relating to the construction of a building and the carrying out of works. It provides that: *“Any requirement in this scheme relating to the construction of a building or the construction or carrying out of works, other than a requirement in the Public Conservation and Resource Zone, does not apply to:*

- *buildings and works associated with a telecommunications facility if the requirements of clause 52.19 are met.*

Clause 52.19 states that a planning permit is required to construct a building or to construct or carry out works for a telecommunications facility (subject to limited exceptions). This means that where a planning permit for buildings and works is obtained under clause 52.19, the requirements of clause 52.19 are met and the exemptions under clause 62.02-1 apply, to the exclusion of any other requirement in the scheme.

However, overlays which apply to land are a relevant consideration in the decision guidelines of Clause 52.19-6 which provide that the responsible authority must consider, as appropriate:

- the principles in A Code of Practice for Telecommunications Facilities in Victoria;
- the effect of the proposal on adjacent land; and
- where applicable (depending on any overlay, including the Design and Development Overlay) - the decision guidelines of those overlays and their schedules.

This means that a responsible authority will still consider the decision guidelines of an applicable overlay when deciding whether to grant a planning permit under clause 52.19, even though the permit requirements of those overlays are not triggered.

#### C92 Amendments for DDO10 and DD011

Amendment C92 proposes to implement the recommendations of the Latrobe Regional Airport Master Plan (2015). Part of this amendment, and of specific concern to [REDACTED] is the proposal to introduce Design and Development Overlays 10 and 11.

Under the proposed DDO10-2, a permit is not required to construct a building exceeding 9 metres above ground level provided no part of the building or works exceed above 90 metres Australian Height Datum (AHD).





Under the proposed DDO11-2, a permit is required to construct a building which exceeds 10 metres above ground level.

Both Overlay Schedules provide a note that:

***Despite exemption(s) provided in any other part of this scheme, for the purposes of this clause, buildings and works include radio masts, antennae, telecommunications tower, flagpoles, cranes and any construction equipment associated with the buildings and works.***

This note effectively provides a new requirement for a permit under the Latrobe Planning Scheme for works for telecommunications facilities under the subject Design and Development overlays DDO10 and DDO11 (where height conditions are not met).

#### Civil Aviation Safety Authority (CASA)

[REDACTED] take its obligations seriously in relation to the impact of its structures on aviation safety and has developed its own policies to ensure CASA standards are met when installing new facilities. [REDACTED] is aware that structures over 30m in height are required to be reported in accordance with the CASA publication AC139.08 "Reporting Tall Structures", and accordingly report on its sites in accordance with this policy.

If a site is within an Obstacle Limitation Surface (OLS) boundary, it is therefore subject to the conditions of CASA standards; MOS part 139- Aerodromes.

The object of the OLS is to define a volume of airspace in proximity to an airport which should be kept free of obstacles that may endanger aircraft in visual operations, or during the visual stages of an instrument approach. The intention is not to restrict or prohibit all obstacles, but to ensure that either existing or potential obstacles are examined for their impact on aircraft operations and that their presence is properly taken into account.

The International Civil Aviation Organisation (ICAO) Airport Services Manual Part 6 Control of Obstacles states in Paragraphs 1.2.24:

*In assessing the operational effect of proposed new construction, tall structures would not be of immediate significance if they are proposed to be located in:*

- a) *An area already substantially obstructed by terrain or existing structures of equivalent height;*
- b) *An area which would be safely avoided by prescribed procedures associated with navigational guidance where appropriate.*





The Conical Surface can be penetrated in accordance with the recommendations of ICAO document ANNEX 14, Volume 1, Aerodrome Design and Operations, Paragraph 4.2.20, which states:

*New objects or extensions of existing objects should not be permitted above the Conical Surface and the Inner Horizontal Surface except when, in the opinion of the appropriate authority, an object would be shielded by an existing immovable object, or after an aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations or aeroplanes.*

Whilst it may be prudent or necessary to reduce the height of a structure to ensure it does not extend into an OLS boundary area, in certain circumstances a reduction in height may have a significant impact on [REDACTED] network. A reduction in height could result in the site being impeded by an obstacle in terms of a clear line of site or a reduction of the coverage footprint, resulting in an unreliable service to [REDACTED] customers. [REDACTED] maintains in these cases that each structure should be assessed individually in the context of its location and in accordance with the provisions above.

#### [REDACTED] Submission

[REDACTED] supports the proposed Amendment C92 on exhibition, subject to the following amendments:

SCHEDULE 10 and Schedule 11 to Clause 43.02 Design and Development Overlay, 2.0 Buildings and works:

#### Removal of the following:

*"Note: Despite exemption(s) provided in any other part of this scheme, for the purposes of this clause, buildings and works include radio masts, antennae, telecommunications tower, flagpoles, cranes and any construction equipment associated with the buildings and works."*

[REDACTED] considers that this note, if included, will have no legal affect to override the exemptions granted to telecommunication facilities under clause 62.01-1. In contrast to clause 62.02, clause 62.01-1 does not provide any ability to vary an exemption through a specific requirement in the planning scheme. On this basis, it is likely to lead to confusion and should be removed.

In [REDACTED] submission, DDO10 and DDO11 will still influence and inform decisions to grant permits under clause 52.19 as the decision guidelines of those overlays remain a relevant consideration under clause 52.19.



[REDACTED]

[REDACTED] maintains that the current Federal legislation in relation to any protrusion into OLS areas is sufficient and the ability to assess individual sites extending into an OLS area via an aeronautical study **should not be removed by local planning instruments.**

[REDACTED] acknowledges that with its requested changes, any planning permit application for a Telecommunicates Facility within the DDO10 and DDO11 will still need to have consideration against the decision guidelines of these overlays. However, with these changes, [REDACTED] will maintain the ability in circumstances where the height of a structure is vital to providing reliable communications to its customers, and extends into an OLS, that an aeronautical assessment can be undertaken to assess risk and height on a site by site basis.

Thank you for the opportunity to respond to this proposed amendment. If you have any further queries, please do not hesitate to contact me.

Yours sincerely

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]



Submission 10b

10<sup>th</sup> November 2017

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]@latrobe.vic.gov.au

Dear [REDACTED]

[REDACTED] withdrawal of their submission on Amendment C92.

Thank you for your recent email advising that Council has considered [REDACTED] submission on Amendment C92.

Based on Council's advice that the DDO7, DDO8, DDO10 and DDO11 will be amended to remove the *note* (below) and that Independent Aeronautical Advice supplied with a Planning Permit Application that supports a tall structure extending into an OLS will be considered, [REDACTED] withdraws their submission to Amendment C92.

*"Note: Despite exemption(s) provided in any other part of this scheme, for the purposes of this clause, buildings and works include radio masts, antennae, telecommunications tower, flagpoles, cranes and any construction equipment associated with the buildings and works."*

[REDACTED] acknowledges that with the amendments to the DDO's listed above, any planning permit application for a Telecommunicates Facility will still need to have consideration against the decision guidelines of these overlays and that an application will be assessed on its merits, including the importance of balancing safety and supporting telecommunications within Latrobe.

Thank you for your consideration of [REDACTED] comments and feedback. If you have any further queries, please do not hesitate to contact me.

Yours sincerely

[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Submission 11a

20 September 2017

Ms [REDACTED]  
Strategic Planning Officer  
Latrobe City Council

By email to [REDACTED]@latrobe.vic.gov.au

Dear [REDACTED]

**Latrobe Regional Hospital Submission – Amendment C92 – AEO1 & 2, DDO 10**

Thank you for your participation in the discussions regarding the effect of proposed amendment C92.

I note that in our meeting with [REDACTED] you, and others, that further information would be gathered by the Airport Manager to assist in determining whether there was sufficient flexibility in runway design to permit alteration of the boundaries of AEO1 and, by implication, AEO2, particularly in relation to 45 Valley Drive but also 40 and 10 Village Avenue.

I have not yet received a response and I suspect that it is not an easy task to quickly extrapolate this information from the airport consultants.

Although [REDACTED] indicated that failure to provide a submission by the due date tomorrow would not jeopardise the [REDACTED] position, I have taken the opportunity to provide you with our preliminary comments which reflect the concerns expressed at our meeting on 11 September.

Yours sincerely

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Latrobe City Council – Submission of [REDACTED] re Proposed Amendment C92**

On behalf of the [REDACTED] I write to express concern regarding the far reaching impact of C92, in particular the restrictions imposed by AEO1 and the uncertainty created about potential restrictions in AEO2. This amendment is currently before Council and adoption of AEO1 and AEO2 as currently outlined has the potential to jeopardise the [REDACTED] long term growth potential and flexibility required to respond to changing demands and types of care.

I appreciate the importance of the development of the airport, its importance in job creation, and the need for protection from inappropriate development which could limit its operations. However, the proposed amendment fails to adequately consider the expansion of the [REDACTED] and unduly fetters future development.

The parcels of land bounded by the [REDACTED] represent the future growth area of the [REDACTED]. Aside from [REDACTED] and private residential areas abutting [REDACTED], the remainder is almost wholly owned by [REDACTED] or is used for [REDACTED].

Aside from one informal discussion with the Airport General Manager, related solely to the proposed height of the [REDACTED] current development, there has been no consultation with the [REDACTED] regarding its future plans. It is worth noting that neither Council officers nor the Council's airport consultants developing the Airport Master Plan have had any meaningful discussions with us. This is reflected in the paucity of detail and a lack of recognition in their plan of the importance of the [REDACTED] in providing a [REDACTED] service, a significantly enhanced [REDACTED], expanded [REDACTED] and job growth for the city and region.

The Latrobe Planning Scheme outlines the priority of supporting the [REDACTED] and intensification of [REDACTED] uses and aside from general discussions some 4 to 5 years ago regarding a proposed Traralgon West Corridor Plan no contact has been made with the [REDACTED].

Currently the [REDACTED] employs 1,900 staff across Gippsland, making it the largest employer in the region. Recent major expansion will increase the size of the [REDACTED] to [REDACTED]. The [REDACTED] created 200 construction-related jobs.

A business case for further government funding will, if successful, see further expansion, including new [REDACTED] and [REDACTED] taking the total to 440. Construction will create a number of jobs and the expanded area and [REDACTED] numbers will require an additional 200 - 500 staff to be employed, depending on the staging.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Clearly, the number of employees is significant in generating demand within the Latrobe City Council area, contributes to the economy and provides training and career opportunities for young people from the area as well as attracting professionals to the area.

Proposed amendment C92 encroaches on the area the [REDACTED] has targeted for future expansion. The restrictions on use through AEO1 will curtail any meaningful use of [REDACTED] and the potential for restrictions, the need for planning permit and the lack of certainty imposed by AEO2 on [REDACTED] and [REDACTED] are barriers to future planned development.

The acquisitions by the [REDACTED] the result of an extensive planning process with the (then) [REDACTED] which saw the expansion oriented towards [REDACTED] This process has been ongoing for almost 10 years. The [REDACTED]

[REDACTED]

[REDACTED]

AEO1 and AEO2 adversely affect the potential development of [REDACTED] and I request that Council give consideration to changing the scope of both overlays, through a re-examination of the Airport Master Plan, to ensure the continued expansion of the [REDACTED] in consideration of its place within the economy and [REDACTED] the local government area and the region.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

20 September 2017



Submission 11b

20 February 2018

Ms [REDACTED]  
Strategic Planning Officer  
Latrobe City Council  
PO Box 264  
MORWELL VIC 3840

Dear [REDACTED]

**Amendment C92 (Latrobe Regional Airport Amendment) – Written Submission**

Thank you for your correspondence of 31 January regarding the above amendment.

On behalf of [REDACTED] I can confirm that we are willing to withdraw the submission to Amendment C92 (Latrobe Regional Airport) noting the proposed changes as outlined in your correspondence and map indicating the removal of the Airport Environs Overlay Schedule 1 (AE01) from all [REDACTED]

I would like to take this opportunity to thank you for your offer to progress further discussions around the potential for [REDACTED] owned land to a Public Use Zone 3 (PUZ3) through a Planning Scheme Amendment and for providing details on how to progress this request.

Yours sincerely

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**SUMMARY OF SUBMISSIONS FOR CONSIDERATION**  
**AMENDMENT C92 – LATROBE REGIONAL AIRPORT MASTER PLAN**

	<b>Name/ Organisation</b>	<b>Support / Object</b>	<b>Submission summary</b>	<b>Planning comment</b>	<b>Changes required</b>	<b>Date received</b>
<b>1</b>	WGCMA	Support	<p><b>Submission summary:</b> The agency comments that the Master Plan 2015 (updated 2018) recommends:</p> <p><i>‘A detailed drainage assessment should be prepared for the area in order to inform any development plan, including the likely extent of flooding associated with the existing drainage lines, given the extent of current flood mapping does not cover this area’.</i></p> <p>The agency supports this recommendation and is willing to assist with the drainage assessment.</p>	<p><b>Planning comment:</b> Submission of support noted.</p>	No	23/08/2017
<b>2</b>	Department of Infrastructure and Regional Development	Support	<p><b>Submission summary:</b> The National Airports Safeguarding Advisory Group is currently working on an update to Guideline B (windshear) of the National Airports Safeguarding Framework, and considering two new guidelines relating to strategic non-airport helicopter landing sites and public safety zones.</p>	<p><b>Planning comment:</b> The changes translate to map ‘Building Generated Windshear and Turbulence Assessment envelopes’ (page 94) of the Master Plan 2015 (updated 2018). When the next review of the Master Plan (scheduled in 2019) occurs, this map will consider the updated Guideline B.</p>	No	24/08/2017
<b>3</b>	AusNet Transmission Group	Support	<p><b>Submission summary:</b> The agency advises that the proposed Overlay must accommodate the possibility of the provision for a future 500kV transmission line on the western boundary of the structure plan area (east side of Alexanders Road,</p>	<p><b>Planning comment:</b> Submission of support noted.</p> <p>Location of the future 500kV transmission line is within Lot A PS702004, Princes Drive, Morwell (Alexanders Road), adjacent to the</p>	No	5/09/2017

**SUMMARY OF SUBMISSIONS FOR CONSIDERATION**  
**AMENDMENT C92 – LATROBE REGIONAL AIRPORT MASTER PLAN**

	Name/ Organisation	Support / Object	Submission summary	Planning comment	Changes required	Date received
			Morwell).	existing transmission line.		
4	Transport for Victoria	Support	<b>Submission summary:</b> Support for the Amendment.	<b>Planning comment:</b> Submission of support noted.	No	20/09/2017
5	EPA Victoria	Support	<b>Submission summary:</b> The agency comments that <i>Ministerial Direction No. 1</i> : requires that the Responsible Authority (Council) must satisfy itself that potentially contaminated land is suitable for a use which is proposed to be allowed under the Amendment and which could be significantly affected by any contamination.	<b>Planning comment:</b> Submission of support noted.	No	22/09/2017
6	DELWP	Object	<p><b>Submission summary:</b> The agency comments that areas at the Airport which were set aside for protection of native vegetation since the previous Master Plan have since been subject to a planning permit for removal.</p> <p>The agency requests that vegetation offset conditions on Planning Permit 2016/60 occur as they are outstanding.</p> <p>The agency requests that the Master Plan 2015 (updated 2018) be amended to include a map showing vegetation protection areas.</p> <p>The agency requests that the 2009 vegetation report included in the current</p>	<p><b>Planning comment:</b> Master Plan 2015 (updated 2018) was reviewed and a Vegetation Protection Map was included.</p> <p>This is outside of the Planning Scheme Amendment process and has been referred to Statutory Planning to investigate and resolve.</p> <p>The Airport Master Plan 2015 (updated 2018) will be updated with this information.</p> <p>A new Environmental Management Plan was created to</p>	Yes	21/09/2017  <b>WITHDRAWN 17/07/2018</b>

**SUMMARY OF SUBMISSIONS FOR CONSIDERATION**  
**AMENDMENT C92 – LATROBE REGIONAL AIRPORT MASTER PLAN**

	Name/ Organisation	Support / Object	Submission summary	Planning comment	Changes required	Date received
			<p>adopted Master Plan 2015 (updated 2018) be updated to meet current regulations.</p> <p>The agency requests that Council amend the Master Plan 2015 (updated 2018) with; site context and constraints plan to include all biodiversity assets, designated offsets, including the location of scattered trees and areas of native vegetation.</p>	<p>replace the 2009 Environmental Management Plan (by Indigenous Design).</p> <p>The Airport Master Plan 2015 (updated 2018) will be updated with this information. A Section 69 Vegetation Offset Agreement was established.</p>		
7	Civil Aviation Authority	Support	<p><b>Submission summary:</b> The agency has no objection provided that the amendment meets the <i>Civil Aviation Safety Regulations 1998 Manual of Standards Part 139 – Aerodromes and National Airports Safeguarding Framework</i>.</p> <p>The agency advises that the Amendment must meet specific issues relating to aeronautical issues; departure and approach procedures, compliance with standards, and aerodrome operations.</p>	<p><b>Planning comment:</b> Submission of support noted.</p>	No	22/09/2017
8	Gippsland Water	Support	<p><b>Submission summary:</b> Support for the Amendment.</p>	<p><b>Planning comment:</b> Submission of support noted.</p>	No	27/10/2017
9	Human Habitats	Object	<p><b>Submission summary:</b> AEO1 doesn't consider design response measures to minimise noise.</p>	<p><b>Planning comment:</b> Clause 45.05-2 of the Latrobe Planning Scheme refers to the design measures used to minimise noise 'Any new building must be constructed so as to comply with any noise attenuation measures</p>	No	27/11/2017



**SUMMARY OF SUBMISSIONS FOR CONSIDERATION**  
**AMENDMENT C92 – LATROBE REGIONAL AIRPORT MASTER PLAN**

	Name/ Organisation	Support / Object	Submission summary	Planning comment	Changes required	Date received
			<p>AEO1 prohibits accommodation such as aged care and nursing homes.</p> <p>Ambiguous wording of AEO1 may prohibit more than one dwelling on a lot.</p> <p>Land for community facilities for an aging population surrounding the hospital may be limited.</p> <p>The proposed area of land subject to AEO1 and AEO2 exceeds land subject to the existing AEO.</p>	<p><i>required by Section 3 of Australian Standard AS 2021-2015, Acoustics – Aircraft Noise Intrusion - Building Siting and Construction, issued by Standards Australia Limited.'</i> This must be met in a planning permit application.</p> <p>The format of the AEO is set by the State Government and cannot be changed.</p> <p>See above comment.</p> <p>The purpose of the AEO is to identify areas which are or will be subject to high levels of aircraft noise, including areas where the use of land for uses sensitive to aircraft noise will need to be restricted.</p> <p>The area of AEO has been revised to meet the growth projections of the Master Plan 2015 (updated 2018). Its boundaries are set by the Australian Noise Exposure Forecast Plan (Appendix E in Master Plan), and is formulated on forecast aircraft types and movements.</p>		

**SUMMARY OF SUBMISSIONS FOR CONSIDERATION**  
**AMENDMENT C92 – LATROBE REGIONAL AIRPORT MASTER PLAN**

	Name/ Organisation	Support / Object	Submission summary	Planning comment	Changes required	Date received
			<p>The Amendment changes the Strategic Purpose of the sites as set out in the Traralgon West Structure Plan (<i>'expansion or intensification of health related uses should be encouraged...through expansion into the employment investigation area'</i>) and Morwell-Traralgon Corridor Plan (future guidance to come).</p> <p>The Overlays create a permit trigger for works which may not otherwise require a permit (in IN1Z and FZ land).</p> <p>Requests that an appropriate building height limit (metres from ground level) is used instead of AHD.</p>	<p>The purpose of the AEO is to assist in shielding people from the impact of aircraft noise by requiring appropriate noise attenuation measures in new dwellings and other noise sensitive buildings (AEO2), and to limit the number of people residing in the area or likely to be subject to significant levels of aircraft noise (AEO1).</p> <p>Depending on the proposed use of land, the Industrial Zone and Farming Zone have permit triggers. The purpose of the Airport Overlays is to protect the uses of the Aerodrome and the nearby land uses.</p> <p>AHD is a more accurate level of measurement over natural ground level as it is more stable. DDO10 and DDO11 have 'ground level' exemptions to reduce permit triggers, but closer to the airport, the DDO7 and DDO8 cannot accommodate this due to proximity to low flying aircraft and the runways. Further work is required to review the measurement of height in the Airport DDO's.</p>		

**SUMMARY OF SUBMISSIONS FOR CONSIDERATION**  
**AMENDMENT C92 – LATROBE REGIONAL AIRPORT MASTER PLAN**

	<b>Name/ Organisation</b>	<b>Support / Object</b>	<b>Submission summary</b>	<b>Planning comment</b>	<b>Changes required</b>	<b>Date received</b>
<b>10</b>	AcquireComm on behalf of Telstra	Object	<p><b>Submission summary:</b> The agency objects to the 'note' in DDO7, DDO8, DDO10 and DDO11 as it adds a new planning permit requirement for telecommunications towers. They request that it be removed as the DDO's cannot require a permit which is exempt under Clause 62.02-1.</p> <p>The agency requests that independent aeronautical advice be considered with planning permit applications where the application is within the OLS.</p>	<p><b>Planning comment:</b> The note will be removed from the DDO's.</p> <p>Independent aeronautical advice will be considered with a planning permit application.</p>	<p>Yes</p> <p>Yes</p>	<p>2/10/2017</p> <p><b>WITHDRAWN 10/11/2017</b></p>
<b>11</b>	Latrobe Regional Hospital	Object	<p><b>Submission summary:</b> The submitter objects to the AEO1 as this will make their future development plans prohibited (hospital is prohibited) in this area.</p> <p>The submitter does not support the AEO2 as they will require a planning permit for their future development plans, which adds reduced certainty of whether they can proceed.</p> <p>Requests Council re-examine the extent of the AEO's in the Master Plan, and whether they need to go onto hospital land at all.</p>	<p><b>Planning comment:</b> AEO1 format is set by the State Government and cannot be changed.</p> <p>Objection noted.</p> <p>The extent of the AEO as measured with the ANEF within the Master Plan 2015 (updated 2018). An alternative ANEF was prepared, following alternative assumptions, and a new AEO boundary was endorsed by Air Services Australia. The AEO1 has been removed from Hospital land.</p>	<p>No</p> <p>Yes</p>	<p>20/09/2017</p> <p><b>WITHDRAWN 20/02/2018</b></p>

*Planning and Environment Act 1987*

## **LATROBE PLANNING SCHEME**

### **AMENDMENT C92**

### **EXPLANATORY REPORT**

#### **Who is the planning authority?**

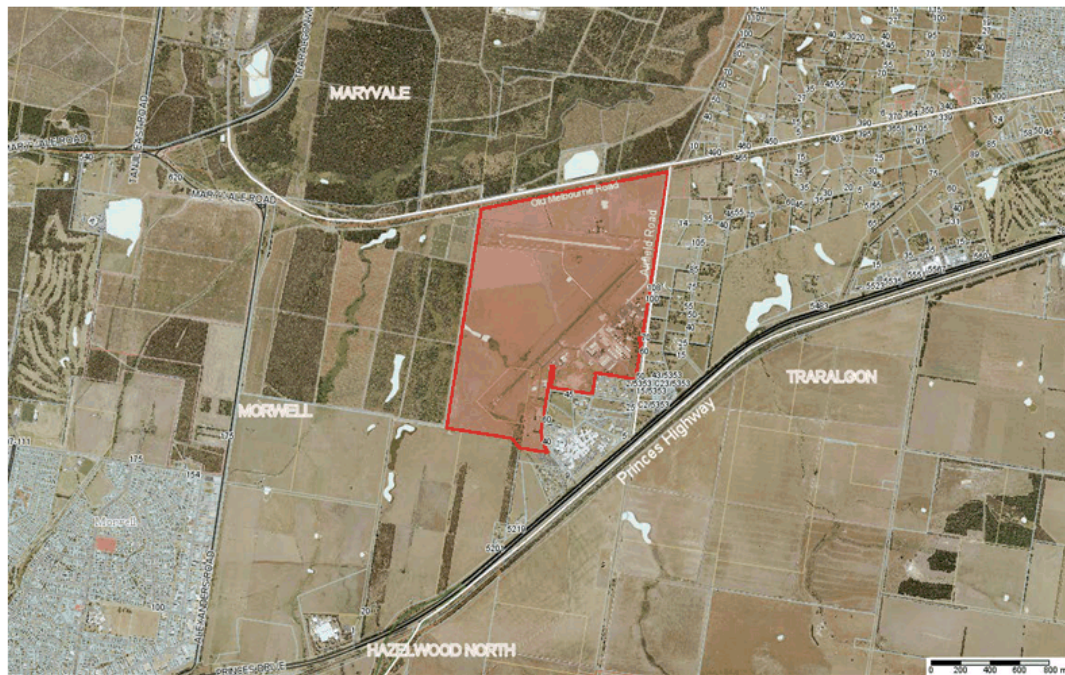
This amendment has been prepared by the Latrobe City Council which is the planning authority for this amendment.

The amendment has been made at the request of the Latrobe Regional Airport Board and Latrobe City Council.

#### **Land affected by the Amendment**

The amendment applies to the Latrobe Regional Airport (LRA) located at 75 Airfield Road, Morwell (see Figure 1). The LRA is generally bound by Old Melbourne Road to the north, Airfield Road to the east and Valley Drive/Village Avenue to the south.

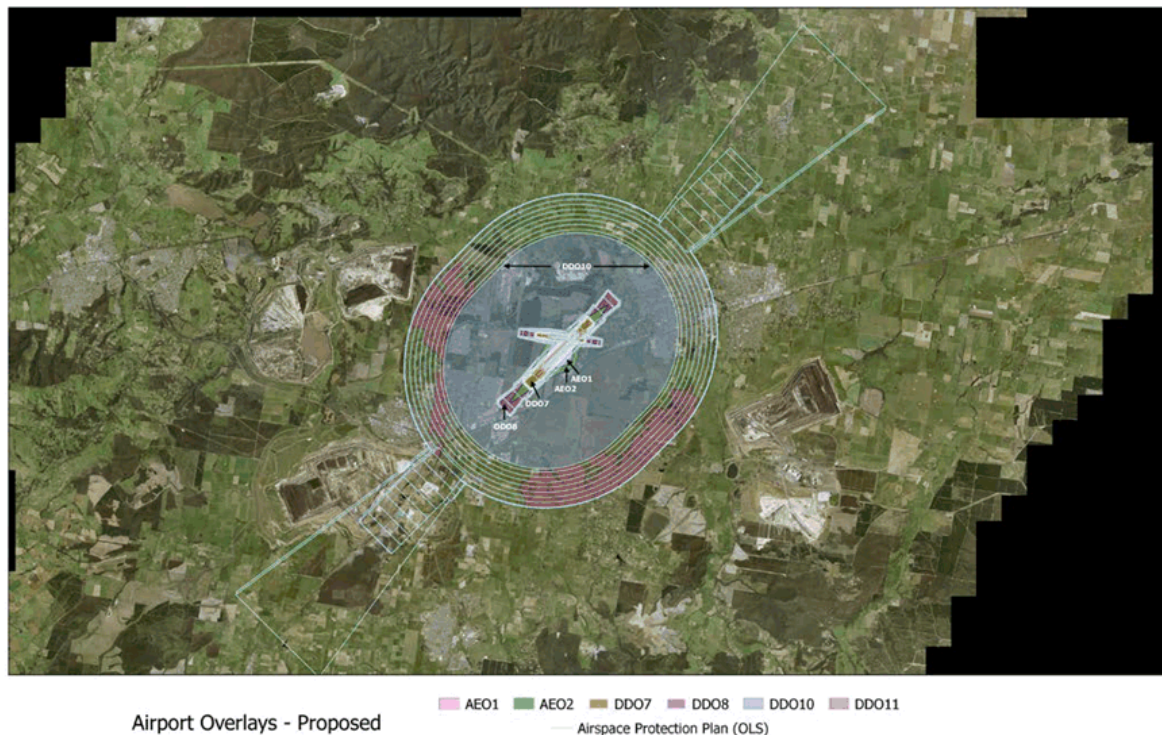
The amendment also applies to land around the airport which lies under the approach and take off paths of the airport's runways, the inner horizontal surface and the conical surface around the airport, and within the areas affected by the LRA's updated Australian Noise Exposure Forecast (ANEF) (see Figure 2).



**Figure 1:** Latrobe Regional Airport

*Source: LCC Intramaps*





**Figure 2:** Area around LRA covered by the Amendment

Source: LCC Intramaps

### What the amendment does

The amendment implements the recommendations of the adopted *Latrobe Regional Airport Master Plan 2015* (Master Plan).

The Master Plan is a document that articulates the future vision, growth and development of the airport site. The Master Plan seeks to *'promote the development and expansion of the Latrobe Regional Airport as a regionally significant airport providing a hub for aviation services and employment thereby adding economic and social benefit to the region, whilst maintaining options for future passenger airport services.'*

Specifically the Amendment proposes to make the following changes to the Latrobe Planning Scheme:

#### Overlays

- Insert a new Schedule 1 to the Airport Environs Overlay (AEO1) to apply to land inside the 25 ANEF contours as identified in the Long Range (2050) ANEF Contour Map in the Master Plan.
- Amend the Airport Environs Overlay Schedule 2 (AEO2) to apply to land between the 20 and 25 ANEF contours as updated on the Long Range (2050) ANEF Contour Map in the Master Plan.
- Amend Schedule 7 and Schedule 8 to the Design and Development Overlay (DDO7 and DDO8) to align with the future take off climb and approach alignment of the runway, as identified in the Airspace Protection plan in the Master Plan.
- Insert a new Schedule 10 to the Design and Development Overlay (DDO10) to apply to land within the inner horizontal surface (90 Australian Height Datum [AHD]) as identified in the Airspace Protection plan in the Master Plan to ensure buildings and works do not adversely affect the future operations of the LRA.
- Insert a new Schedule 11 to the Design and Development Overlay (DDO11) to apply to land within the conical surface (from 90m AHD and above) as identified in the Airspace

Protection plan in the Master Plan to ensure buildings and works do not adversely affect the future operations of the LRA.

### **Planning Scheme Ordinance**

- Amend Clauses 21.01 (Municipal Profile), 21.04 (Built Environment Sustainability), 21.05 (Main Towns), and 21.07 (Economic Sustainability) of the Municipal Strategic Statement to reflect Council's strategic position for the LRA.
- Amend Clauses 21.04, 21.05 and 21.07 to include the Master Plan as a reference document.
- Amend Schedule 7 to Clause 37.01 (Special Use Zone) to:
  - Exempt the need for a permit for use and buildings and works for an airport or heliport if it is in accordance with the Master Plan.
  - Remove the cap on leasable floor space for an office.
  - Edit a drafting error and zoning reference.
- Amend Schedule 7 to Clause 43.02 Design and Development Overlay (DDO) to require a planning permit for buildings and works which exceed 50 metres AHD in accordance with the Airspace Protection plan in the Master Plan.
- Amend Schedule 8 to Clause 43.02 DDO to require a planning permit for buildings and works which exceed 70 metres AHD in accordance with the Airspace Protection plan in the Master Plan.
- Insert a new Schedule 10 to Clause 43.02 DDO to require a planning permit for buildings and works which exceed 96.5 metres AHD in accordance with the Airspace Protection plan in the Master Plan.
- Insert a new Schedule 11 to Clause 43.02 DDO to require a planning permit for buildings and works which exceed 10 metres above natural ground level in accordance with the Airspace Protection plan in the Master Plan.
- Amend the schedule to Clause 61.03 to reflect the DDO and AEO mapping.
- Amend the schedule to Clause 66.04 to include a new referral requirement to the Latrobe Regional Airport Board triggered by Schedule 1 to Clause 45.02 AEO, and by applications triggered by Clause 2 of Schedules 7, 8, 10, 11 of Clause 43.02 DDO.
- Amend the schedule to Clause 66.04 to change the referral requirement of Schedule 2 to Clause 45.02 AEO to the Latrobe Regional Airport Board and to change the type of referral to 'recommending referral authority'.
- Amend the schedule to Clause 81.01 Incorporated documents by replacing the *Latrobe Regional Airport Obstacle Limitation Surfaces Plan, Latrobe Airport Management Council, 3 November 1999* with the *Latrobe Regional Airport Airspace Protection Plan, Latrobe Regional Airport Master Plan (2016)*.

### **Strategic assessment of the Amendment**

#### **Why is the Amendment required?**

LRA is owned by Latrobe City Council on behalf of the Latrobe City community. It operates under the management of the Latrobe Regional Airport Board which comprises representatives from local government, the aviation sector, related firms and the community.

In February 2014 Council appointed Rehbein Airport Consultants to review and update the 2009 Latrobe Regional Airport Master Plan. Consultation was held with key internal and external stakeholders, existing airport tenants and users, landowners in the surrounding area, and other interested organisations who provided input to the development of the

updated Plan. The Latrobe Regional Airport Master 2015 was adopted by Council at the Ordinary Council Meeting of 23 May 2016.

The goal of the Master Plan is to facilitate the appropriate development of the LRA and surrounds over the next 20 years, which will in turn, increase levels of employment, output and investment at the LRA.

The amendment is required to introduce the adopted Master Plan into the Latrobe Planning Scheme. The Master Plan seeks to adequately protect the basic capability of the LRA to undertake aircraft operations in accordance with prescribed standards and regulatory requirements in an efficient and economic manner, as well as implement the future realisation of aeronautical opportunities available to it.

The amendment applies planning controls to safeguard the airport operations from encroachment from incompatible urban expansion and ensure continued operations whilst protecting the amenity of surrounding properties.

The Master Plan reflects the aims of the *National Airports Safeguarding Framework* (NASF) to:

- Improve community amenity by minimising aircraft noise-sensitive developments near airports; and
- Improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions through guidelines being adopted by jurisdictions on various safety-related issues.

### **How does the Amendment implement the objectives of planning in Victoria?**

*To provide for the fair, orderly, economic and sustainable use and development of land.*

The amendment provides for the orderly, economic and sustainable use and development of land by safeguarding the future operations of the LRA by applying appropriate provisions to manage land use and amenity impacts on the airport site and surrounding area.

These include changes to the Special Use Zone to manage the use and development of the LRA land, the DDO to manage buildings and works that exceed the inner horizontal and conical surfaces as identified in the Airspace Protection Plan, and the AEO to manage noise impacts.

The amendment seeks to protect an important public asset by strengthening the policies and other statutory provisions that protect the LRA whilst continuing to provide a net benefit to the community over the long-term.

The amendment is consistent with the Victorian Planning Provisions surrounding planning for airports and their associated land uses.

*To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*

The amendment will provide a pleasant, efficient, safe working, living and recreational environment for all Victorians and visitors to Victoria by providing appropriate planning tools to safeguard the LRA's operations into the future as well as protecting the surrounding area from aircraft noise and intrusion into the airspace.

The adopted Master Plan establishes a direction for the LRA to provide for the expansion of aviation related businesses on the airport land which will improve employment opportunities in the broader region. It also identifies the potential opportunity for the expansion of current emergency services activities at the LRA which would reinforce the airport as a regional emergency services hub for Gippsland. In doing so it would improve the public safety of the region.

The amendment ensures 'noise sensitive uses' within proximity to the airport will be protected from aircraft noise. It provides for a safer working and living environment around the airport as it ensures the airspace near the LRA is free from obstacles that may endanger aircraft operations, entering and departing the runway areas. The amendment provides

recreational tourism facilities ensuring activities such as flying lessons, skydiving and joy flights are able to continue and expand into the future.

*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;*

The LRA includes a precinct for emergency services providers including Air Ambulance, Victoria's regional base for helicopter aeromedical operations and the Department of Environment, Land, Water and Planning (DELWP) aerial firefighting base. The amendment recognises the importance of the airport and its support to the emergency services in the region and aims to protect and enhance the emergency precinct at the site. This will be for the benefit of the regional community.

### **How does the Amendment address any environmental, social and economic effects?**

#### Environmental Effects

##### *Noise impacts*

The amendment will include an update to the ANEF which has taken the following into consideration:

- Revised expectations regarding the likely number, frequency and type of aircraft movements that may occur in future;
- Incremental changes in the sophistication of the noise modelling software since the time the current ANEF was prepared; and
- Recent advances in the modelling of helicopter noise which could result in changes to the contours. Helicopter movements could form a substantial element of future activity, and are generally noisier than fixed wing general aviation movements.

The updated ANEF reflects the ultimate airport development scenario as outlined in the Master Plan, ensuring that the noise contours provide accurate information which is then translated into two proposed AEOs.

Existing dwellings under the new overlays are not required to implement any changes to minimise noise effects from aircraft. AEO1 will prohibit some noise-sensitive uses. Any new dwelling on a property covered by the AEOs must implement noise attenuation measures consistent with AS2021 – Acoustics – Aircraft Noise Intrusion – Building Siting and Construction.

#### Economic

The Master Plan seeks to invest in and facilitate the development of the LRA over the next 20 years which, in turn, will increase levels of employment, output and investment at the LRA.

The LRA is formally recognised within the *Latrobe City Economic Sustainability Strategy 2011* as one of the City's three key employment zones, which have an emphasis on job creation, industry diversification and the ability to offer opportunities to prospective investors. These zones are of significant interest in terms of future prosperity and growth for the municipality. The Master Plan seeks to support the principal objective of LRA as one of the Latrobe Valley's key employment hubs and is underpinned by the following principles:

- Focus on providing for opportunities which offer the greatest business and employment potential; and
- Maximise the ability for directly aviation-related development through the provision of airside access wherever possible.

The aeronautical operations at LRA provide the essence of the airport's activity and hence the catalyst for all employment and business activity envisaged by the Master Plan. The amendment seeks to appropriately safeguard these operations so the vision in the Master Plan can be realised.



**Does the Amendment address relevant bushfire risk?**

The amendment will assist to strengthen community resilience to bushfire by providing planning tools to safeguard the operations of CFA and DELWP emergency management services at the LRA.

The DELWP fire base at the LRA sets the benchmark for DELWP aerial firefighting bases across Victoria. DELWP operates a minimum of two and up to six fixed wing fire-bombing aircraft from the LRA during each bushfire season. A dedicated fire base facility has been established to accommodate this in addition to temporary operations. DELWP has recently expanded its lease area to accommodate a mixture of fixed and rotary-wing operations.

The views of CFA and DELWP will be sought during the formal exhibition of the amendment.

**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 under section 7(5) of the Act.

The amendment is consistent with Ministerial Direction 11 – Strategic Assessment of Amendments under section 12(2) of the Act.

The amendment is consistent with Ministerial Direction 15 – the planning scheme amendment process under section 12(2) of the Act.

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

The amendment is consistent with the State Planning Policy Framework (SPPF) and supports its objectives.

The amendment supports the objective in Clause 11.05-1 (Regional settlement networks) of the SPPF to *promote the sustainable growth and development of regional Victoria through a network of settlements identified in the Regional Victoria Settlement Framework plan* by promoting the sustainable growth and development of Latrobe as a Regional City through improvements to transport and economic linkages.

The amendment supports the objective in Clause 11.05-4 (Regional planning strategies and principles) which is *"Ensuring that the capacity of major infrastructure (including highways, railways, airports, ports, communications networks and energy generation and distribution systems) is not affected adversely by urban development in adjacent areas"*. The amendment will ensure that the future operations of the LRA are not adversely affected by conflicting land use and development. The amendment also identifies and ensures that there will be a sufficient supply of industrial land for airport related use and development as identified in the Master Plan.

The amendment addresses the objective of Clause 11.08-1 (Gippsland Regional Growth – A diverse economy) which is *"to strengthen economic resilience by growing a more diverse economy and building on the region's traditional strengths through new investment, innovation and value-adding"*. The proposed policy and controls will implement objectives of the Master Plan which will ensure the sustainable development of the LRA and the creation of employment opportunities. The long-term protection of the LRA will provide certainty for aviation related industries seeking to establish at the LRA.

The amendment supports Clause 11.08-4 (Infrastructure) which is *"to deliver timely and accessible infrastructure that meets regional needs for transport, utilities and community facilities"* by facilitating efficient and reliable access to markets via air, and by supporting future opportunities for aviation-related industry.

The amendment addresses Clause 13.04-1 (Noise abatement) which is *"to assist the control of noise effects on sensitive land uses"*. The AEO will be applied to areas that will be subject to aircraft noise which will ensure that some sensitive uses will be prohibited close to the airport and buildings are constructed to comply with noise attenuation measures.

The amendment supports Clause 17.02-1 (Industrial land development) which is *“To ensure availability of land for industry”* by ensuring that land is available for industry within an identified industrial precinct with opportunities for strategic investment. The Master Plan identifies current and future employment zones on the airport site. The changes to the Special Use Zone Schedule 7 will facilitate the implementation of those zones by ensuring the use and development of the LRA is in accordance with the Master Plan.

Clause 17.02-4 (Innovation and research) has the objective *“to create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education”*. Strategies include encouraging the expansion and development of logistics infrastructure, supporting the development of business clusters, and promoting a physical environment that is conducive to innovation and to creative activities.

Specifically, the vision for future growth and business development opportunities for the LRA is articulated in the Master Plan and includes the development of a regional aerospace manufacturing hub. It is anticipated that the hub could incorporate a number of aviation related activities including component manufacture, aircraft parts storage and supply, advanced materials and manufacturing, and research and development. The amendment will facilitate this vision by permitting only aviation ventures that are consistent with the Master Plan to occur on the airport land.

The amendment will implement the objective of Clause 17.03-1 (Facilitating tourism) which is *“to encourage tourism development to maximise the employment and long-term economic, social and cultural benefits of developing the State as a competitive domestic and international tourist destination”*. The Master Plan identifies future growth and business development opportunities with a designated education and training precinct, business and employment zones as well as recreational and events areas.

The amendment addresses Clause 18.04-2 (Planning for airports) which is *“to strengthen the role of Victoria’s airports within the State’s economic and transport infrastructure and protect their ongoing operation”* by improving the application of statutory provisions to protect aircraft movement and flightpaths, and manage sensitive uses in areas where noise impacts will be greatest.

### **How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?**

The amendment will strengthen the Local Planning Policy Framework (LPPF) by identifying LRA as a key economic generator and employer in the municipality.

It will introduce a new subclause within Clause 21.07 Economic Sustainability (21.07-12 Latrobe Regional Airport Overview) to provide context for the LRA which will set out objectives and strategies for the promotion and protection of the airport to reflect the recommendations of the Master Plan. The amendment also proposes several other minor updates to the MSS in order to implement the Master Plan, and lists the Master Plan as a reference document in the MSS.

The changes proposed by this amendment will have a beneficial effect on the overall LPPF, as they will provide objectives and strategies for the LRA which will better support implementation of the overall vision and long term directions of the MSS for land use and development.

### **Does the Amendment make proper use of the Victoria Planning Provisions?**

The amendment makes proper use of the Victoria Planning Provisions by:

- Maintaining the Special Use Zone Schedule 7 which is an appropriate zone to apply to the airport site in order to manage the complexities associated with the future planning and development of LRA.
- Applying the AEO1 to areas that will be subject to high levels of aircraft noise, and maintaining AEO2 to areas that will be subject to moderate levels of aircraft noise.

- Maintaining and amending the DDO7 and DDO8 and applying the DDO10 and DDO11 to areas where height limits for new structures are required to protect aircraft flight patterns.

**How does the Amendment address the views of any relevant agency?**

Some consultation was held with relevant agencies including CFA, Ambulance Victoria, DELWP and Gippsland Water during the preparation of the Master Plan.

The views of relevant agencies will be sought through the planning scheme amendment process as required.

All relevant agencies will be notified of the amendment.

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

The amendment addresses the relevant requirements of the Transport Integration Act 2010. It will facilitate economic prosperity, transport and land use integration, efficiency, coordination and reliability, and safety, health and wellbeing as specified in Sections 9, 11, 12 and 13 of the Transport Integration Act 2010, by:

- Facilitating investment in regional Victoria.
- Supporting financial sustainability.
- Providing for the effective integration of transport and land use, and facilitating access to economic opportunities.
- Making transport decisions with regard to current and future impact on land use.
- Making land use decisions with regard to the current and future development and operation of the airport.
- Assisting in improving the amenity of communities and minimising impacts of the airport on adjacent land uses.
- Maximising the efficient use of resources including infrastructure, land, services and energy.
- Avoiding and minimising the risk of harm to persons arising from the airport.

The amendment will integrate transport and land use planning through the future development of the LRA. It will also moderate or prevent future surrounding land uses that will be incompatible with airport operations which in turn will safeguard the future of the LRA, and improving the safety of the surrounding community.

**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 introduced by the amendment is expected to be minimal and designed to capture proposals that might impact upon the safe and efficient functioning of the airport.

**Where you may inspect this Amendment**

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 VIC 3840
- Latrobe City Council, Traralgon Service Centre, 34-38 Kay Street, Traralgon VIC 3844
- Latrobe City Council, Moe Service Centre, 1-29 George Street, Moe VIC 3825
- Latrobe City Council, Churchill Service Hub, 9-11 Philip Parade, Churchill VIC 3842

The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at [www.delwp.vic.gov.au/public-inspection](http://www.delwp.vic.gov.au/public-inspection).

**Submissions**

Any person who may be affected by the amendment may make a submission to the planning authority. Submissions about the amendment must be received by 5pm on 21 September 2017.

A submission must be sent to:

Miriam Turner  
Strategic Planner  
Latrobe City Council  
PO Box 264  
MORWELL VIC 3840

**Panel hearing dates**

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- Directions hearing: TBC
- Panel hearing: TBC



## **Amendment C92 – Indicative Timeframes**

### **Option 1:**

**Proceed to Planning Panel without making revisions to the Latrobe Regional Airport Master Plan, noting the concerns outlined within the body of this report.**

<b>Task</b>	<b>Date</b>
Request extension of time for Amendment	May 2019
Receive response to request	June 2019
Directions Hearing	July 2019
Panel Hearing	August 2019
Council to Receive Panel Report	September 2019

### **Option 2:**

**Request an extension of time from the Minister for Planning in order to make changes to the existing Master Plan and proceed to a Planning Panel.**

<b>Task</b>	<b>Date</b>
Request extension of time for Amendment	May 2019
Receive response to request	June 2019
Engage Consultant to prepare Economic Assessment	May 2019
Council report with outcome of Economic Assessment:	
Briefing 1	August 2019
Council Meeting	September 2019
Directions Hearing	October 2019
Panel Hearing	November 2019
Council to Receive Panel Report	December 2019

**Agenda Item: 14.3**

**Agenda Item:** Gippsland Logistics Precinct (GLP) and Corrections Amendment - Authorisation of Planning Scheme Amendment C101

**Sponsor:** General Manager, City Development

**Council Plan Objective:** Improve the liveability and connectedness of Latrobe City.

**Status:** For Decision

**Proposed Resolution:**

**That Council requests authorisation from the Minister for Planning to prepare and exhibit Planning Scheme Amendment C101.**

**Executive Summary:**

The Latrobe Planning Scheme Review report (the report), provided recommendations on changes to the Planning Scheme following a comprehensive review. Amendment C101 implements recommendations from the Latrobe Planning Scheme Review report along with addressing other items identified.

These include minor outstanding items along with other items identified by key stakeholders, including:

- Rezone the Gippsland Logistics Precinct to provide clear direction and facilitation towards use and developments which maximise and increase freight related uses being located there.
- Allow Promotional Signage to be located in identified Council Recreation Reserves, in accordance with the draft *Recreation Reserves and Facilities Signage Council Policy*, going to the 6 May 2019 Council Meeting.
- Removing the Development Plan Overlay 5 (DPO5) from three Rural Living Zone 3 (RLZ3) properties within Ashworth Drive, Traralgon, to reflect their limited development potential.

**Background:**

The Latrobe Planning Scheme Review Report (the report), was gazetted in 2014 and provided recommendations on changes to the Planning Scheme following a comprehensive review. Amendment C101 implements recommendations from the Latrobe Planning Scheme Review report along with addressing other items identified.

These include minor outstanding items identified along with other items identified by key stakeholders, including:

- Rezone the Gippsland Logistics Precinct to provide clear direction and facilitation towards use and developments which maximise and increase freight related uses being located there.
- Allow Promotional Signage to be located in identified Council Recreation Reserves, in accordance with the draft *Recreation Reserves and Facilities Signage Council Policy*, going to the 6 May 2019 Council Meeting.
- Removing the Development Plan Overlay 5 (DPO5) from three Rural Living Zone 3 (RLZ3) properties within Ashworth Drive, Traralgon, to reflect their limited development potential.

Summary of Amendment C101:

Amendment C101 implements recommendations from the Latrobe Planning Scheme Review Report (2014), along with addressing other items identified by key stakeholders. A summary of the proposed changes is listed within Attachment 1, and is explained in detail below:

Minor Administrative Changes:

*Clause 52.28-3 Gaming*

Installation or use of a gaming machine is prohibited in a shopping complex which is listed in the Schedule to this Clause.

The shopping complexes within the Schedule to Clause 52.28 contain out of date title details or include outdated and obscure place name references. The following require updating:

- Mid Valley Shopping centre will have an updated land description,
- Traralgon Centre Plaza will be updated to 'Stockland Shopping Centre, Traralgon' and have an updated land description,
- Mid City Plaza Shopping Centre will be updated to 'George Street Plaza, Morwell'.

*Clause 52.02 Easements, Restrictions and Reserves*

The Schedule to Clause 52.02 has a requirement for Council to create several covenants. However, the direction of this schedule has been completed and this Scheme provision is now considered to be redundant. Accordingly, this Schedule is proposed to be deleted.

This issue was identified as part of the report, requesting that this change be included in a future Planning Scheme Amendment.

Other Items Proposed to be included in the Amendment:

*Gippsland Logistics Precinct*

Rezoning Tramway Road, Morwell (CA 8E) from Industrial 1 Zone (IN1Z) to Special Use Zone Schedule 8 - Gippsland Logistics Precinct (SUZ8) will assist in facilitating the site for development as an Intermodal Freight Terminal to service Latrobe City and the broader Gippsland Region.

The Special Use Zone will provide clarity over the preferred uses at this location, in line with the *Gippsland Logistics Precinct Master Plan, (BECA, 2005)* which will be added as a Reference Document, in conjunction with the new zone.

Rezoning the land to Special Use Zone will provide clear direction for the precinct, whilst removing unnecessary permit requirements for proposals which are to be encouraged, whilst limiting opportunity for uses and developments which may be contradictory to the Council's vision for the precinct.

Additionally, design guidelines within this Reference Document are to be addressed in the Special Use Zone's decision guidelines in order to provide clear direction for future development proposals.

The design guidelines set out the requirements for the future development of the site. The purpose of the guidelines is to enable some flexibility in the ultimate layout and development of the site, without compromising the primary objectives and development outcomes sought. They cover a number of topics, including:

- Industrial Design Guidelines
- Stormwater Management Guidelines
- Landscaping Guidelines
- Traffic Management Guidelines
- Road/Pavement Design Guidelines

#### *Ashworth Drive, Traralgon*

Three properties within the Cross' Road Development Plan are proposed to be removed from the DPO5 due to their susceptibility to inundation.

Lot 5, Lot 6 (no 75) and Lot 7 (no 60) of LP 126409 located at Ashworth Drive, Traralgon are zoned RLZ3, whilst the remaining lots in the Cross' Road DP are zoned General Residential Zone 1 (GRZ1). This occurred due to the Amendment C96 Planning Panel report (C96) recommending that they were not suitable for urban residential development.

By removing the subject sites from the Development Plan Overlay, this will remove the expectation that the land is developable.

#### *Gippsland Heritage Park*

Form and content updates will be made to the Special Use Zone Schedule 3 (SUZ3). This zone applies to land which contains the Gippsland Heritage Park and Moe McDonalds.

The SUZ3 will receive minor amendments to revise mining related use permit triggers, to increase clarity in how it relates to Clause 52.08 (Earth and Energy Resources Industry), which specifies that a Planning Permit isn't required, should it meet the listed requirements.

#### *Promotional Signage in Recreation Reserves*



Sporting clubs are constantly investigating new promotional and revenue raising opportunities for sponsors, with the display of signage and temporary naming of Council Recreation Reserves, facilities, buildings and infrastructure commonly pursued.

However, the Latrobe Planning Scheme currently prohibits the display of promotional signs in recreation reserves within the Public Park and Recreation Zone (PPRZ) and Public Use Zone 2 – Education (PUZ2), as they are within 'Category 4: Sensitive Areas' within Clause 52.02 (signs).

Promotional signage is defined in Clause 73.02:

*A sign of less than 18 square metres that promotes goods, services, an event or any other matter, whether or not provided, undertaken or sold or for hire on the land or in the building on which the sign is sited.*

To assist in managing these signs, Council is being presented with the draft *Recreation Reserves and Facilities Signage Policy* (2018) at the 6 May 2019 Council Meeting. This policy was developed to establish guidelines for the review and approval of requests from sporting clubs and public land managers to display promotional signs and to temporarily name council recreation reserves for sponsorship purposes.

To allow promotional signage to be located within reserves, Amendment C101 proposes to amend the Schedules to both the PPRZ and PUZ2. The Schedule will identify reserves as Category 2' or 'Category 3' signs (Clause 52.05). A summary is provided below:

- *Regional Facilities – Category 2:* No maximum size for promotional signage.
- *Local Facility – Category 3:* The display area must not exceed 3 square metres.

Careful selection of recreation reserves that are considered to require promotional signage has been undertaken. The hierarchy of reserves has been utilised to assist with determining larger and smaller reserves, along with those that are not appropriate for promotional signage. The hierarchy is sourced from the *Latrobe City Public Open Space Strategy* (2013), which is a reference document within the Latrobe Planning Scheme (Clause 21.10-3). The hierarchical approach recognises that not all reserves can, or should, be developed to the same standard and that it is desirable to provide a selection of higher quality parks and reserves that provide an enhanced level of amenity, appeal and infrastructure available for community use.

The draft *Recreation Reserves and Facilities Signage Policy* (2018) provides criteria for future signage. This policy will complement the decision guidelines within Clause 52.05 (Signs).

**Issues:**

*Strategy Implications*

Amendment C101 aligns with the following Objectives and Strategies of the *Council Plan 2017-2021*:

Objective:

- Ensure Council operates openly, transparently and responsibly.

Strategies:

- Develop projects that will enable the joining up of Latrobe City and reaffirm our position as a regional city.
- Implement a town planning regime which facilitates appropriate urban growth, industry diversification, liveability and connectivity of Latrobe City.

*Communication*

In accordance with the processes prescribed under the *Planning and Environment Act 1987* (the Act). Amendment C101 is proposed to be placed on public exhibition for a period of 4 weeks following Authorisation. As part of the process, a communications strategy will involve:

- Availability to speak one on one with Planning Officers regarding the project and ask any questions.
- Consultation with sporting clubs at recreation reserves that either hold a 'Sporting Reserves and Pavilion Licence' or reside at Crown land recreation reserves, relating to promotional signage changes.
- Meetings with the owners of the three Rural Living Zone properties within Ashworth Drive. See Attachment 6 for a map of the subject sites.
- A 'Have Your Say' page on the C101 webpage within Council's website.
- Two notices within the Latrobe Valley Express and Government Gazette.
- Direct notice to stakeholders, including; affected land owners, government authorities and local businesses.

*Financial Implications*

The prescribed fees for planning scheme amendments are detailed in the (*Planning and Environment [Fees] Regulations 2016*). The costs associated with a Planning Scheme Amendment include: considering a request to amend a planning scheme, consideration of submissions, providing assistance to a panel and adoption and approval of an amendment. The following fees are an estimate of what costs may be required to progress this Amendment:

DELWP Planning Amendment Approval Fee - \$469.60

Other unknown costs can occur during the amendment process including requiring legal advice, and engagement of expert advice. If funds are required, these costs are likely to occur in the 2019/2020 financial year. Subject to the adoption of the 2019/2020 budget funds exist within the budget to progress to a planning panel.

*Risk Analysis*

Identified risk	Risk likelihood*	Controls to manage risk
An affected land owner does not receive notice of the amendment, and is unable to be involved in the amendment.	2 (unlikely)	Public notices will be placed in the Latrobe Valley Express, Latrobe City Council Facebook Page and website, and exhibition will occur for 4 weeks. These notices should assist in ensuring that the community is informed of the amendment.
A landowner does not agree with the amendment and objects to it.	3 (possible)	If this occurs, Strategic Planning will meet with the objector and try to resolve their concerns. If this cannot occur, the amendment could be split, so as not to delay approval of other items in the amendment. Then the aspect of the amendment subject to the objection can either progress to a Planning Panel, or be abandoned.

\* Likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

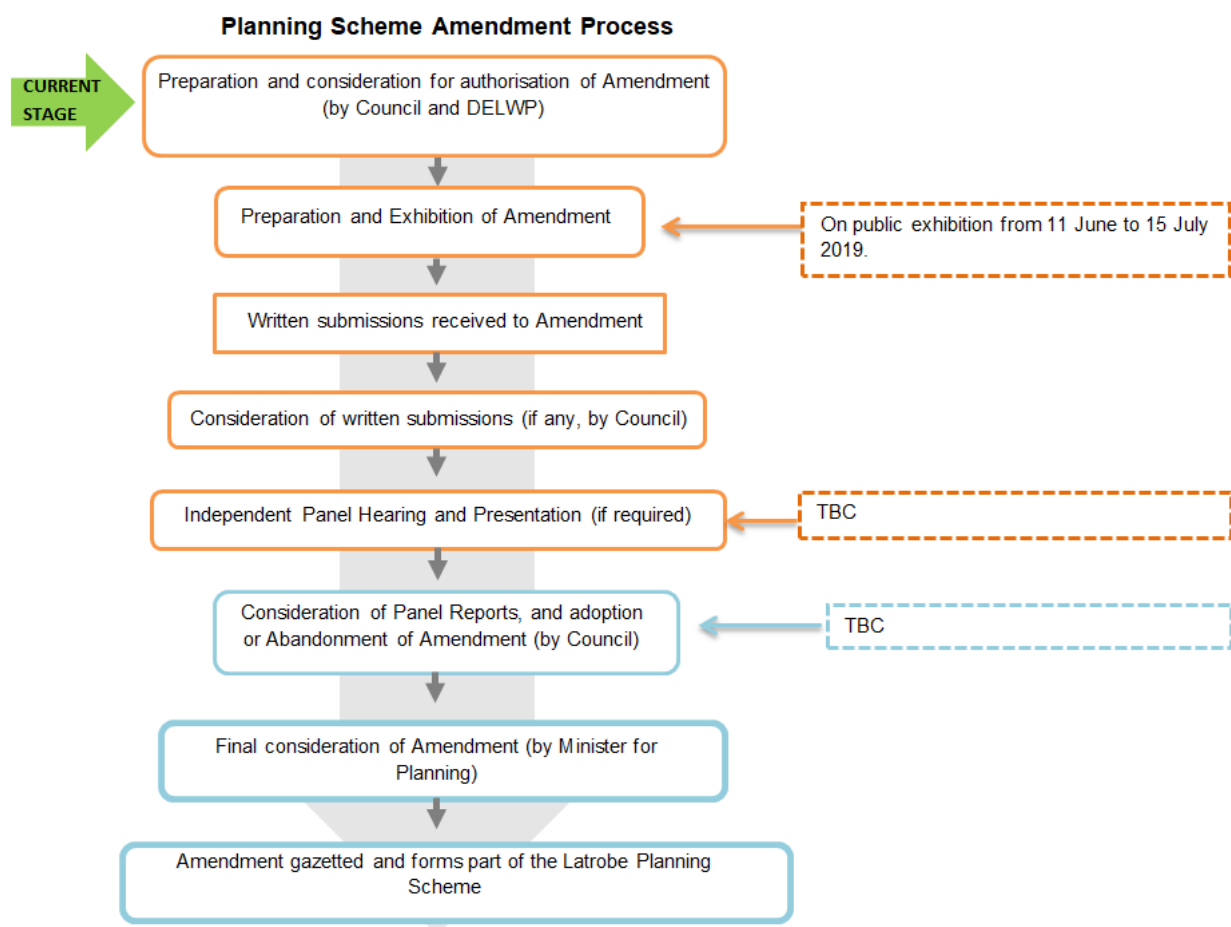
*Legal and Compliance*

In accordance with the Act, the municipal council, as a planning authority, has a number of duties and powers when considering a Planning Scheme Amendment. These duties and powers are listed at Section 12 of the Act. Under Section 12 a planning authority must have regard to (inter alia):

- The objectives of planning in Victoria;
- The Minister's directions;
- The Victoria Planning Provisions;

- 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.

Amendment C101 has had regard to Section 12 of the Act and is consistent with the requirements of Section 12. A response to Section 12 of the Act is outlined in the exhibited Explanatory Report.



## Planning Scheme Amendments

### *Community Implications*

The C101 Planning Scheme Amendment process is shown in the figure below and provides an indication of the current stage of the amendment:

### *Environmental Implications*

The amendment is not considered to result in any significant environmental implications.



The proposed Special Use Zone – Schedule 8 to be applied to the Gippsland Logistics Precinct includes design guidance to address stormwater management, landscaping, traffic management and road/pavement guidelines.

**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:**

Explanatory Report

Instruction Sheet

Morwell Logistics Precinct Master Plan 2005

**Attachments**

- 1 [↓](#). Attachment 1 - C101 Matrix
- 2 [↓](#). Attachment 2 - Explanatory Report
- 3 [↓](#). Attachment 3 - Special Use Zone 8
- 4 [↓](#). Attachment 4 - Public Use Zone Schedule
- 5 [↓](#). Attachment 5 - Public Park and Recreation Zone Schedule
- 6 [↓](#). Attachment 6 - Ashworth Drive Map

## 14.3

### **Gippsland Logistics Precinct (GLP) and Corrections Amendment - Authorisation of Planning Scheme Amendment C101**

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2	Attachment 2 - Explanatory Report.....	265
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4	Attachment 4 - Public Use Zone Schedule .....	282
5	Attachment 5 - Public Park and Recreation Zone Schedule.....	283
6	Attachment 6 - Ashworth Drive Map .....	286

## Amendment C101 Matrix

Item and Location	Issue	Amendment
<b>1. Gippsland Logistics Precinct (GLP)</b>  <b>Location:</b> Crown Allotment 83, Tramway Road, Morwell  <b>Zone/Overlays:</b> Industrial 1 Zone Road Zone 1 Floodway Overlay Land Subject to Inundation Overlay  <b>Origin:</b> Council	<ul style="list-style-type: none"> <li>The Gippsland Logistics Precinct is a 70 hectare property bought by Council in 2002.</li> <li>The <i>Morwell Logistics Precinct Master Plan (2005)</i> was created to help achieve the vision for the site to become an Intermodal Freight Terminal.</li> <li>The current zoning does not achieve the intended strategic vision of the site.</li> </ul>	<ul style="list-style-type: none"> <li>Rezone the land from Industrial 1 Zone to Special Use Zone Schedule 8.</li> <li>Add the Master Plan will be added as a Reference Document in the Latrobe Planning Scheme.</li> </ul>
<b>2. Ashworth Drive, Traralgon</b>  <b>Location:</b> 60, 75, Lot 5 Ashworth Drive, Traralgon  <b>Zone/Overlays:</b> Rural Living Zone Schedule 3 Land Subject to Inundation Overlay Floodway Overlay Development Plan Overlay Schedule 5  <b>Origin:</b> Council	<ul style="list-style-type: none"> <li>Three properties within the Cross' Road Development Plan are not suitable for urban residential development.</li> <li>To reflect this, the properties are zoned Rural Living Zone Schedule 3, which restricts them from being developed into standard residential lots.</li> <li>However, these properties are affected by Development Plan Overlay Schedule 5 (DPO5). This Overlay makes it appear that the properties can be developed into standard residential lots, as they form part of the Development Plan. However the plan shows these lots are affected by waterways and are subject to inundation. The lots cannot be developed due to the cost of developing the lots being prohibitive for servicing requirements (infrastructure, sewer, roads).</li> </ul>	<p>Remove the Development Plan Overlay Schedule 5 (DPO5) from the subject sites, due to their flooding constraints.</p> <p><b>NOTE:</b> The Urban Growth Team are going to update the Cross' Road Development Plan design in 2019/2020 to remove these lots from the DP.</p>
<b>3. Correct Place Names Referenced at Clause 52.28</b>  <b>Clause:</b> Schedule to Clause 52.28 Gaming  <b>Origin:</b> Amendment C97 – Planning Scheme Review	<ul style="list-style-type: none"> <li>Installation or use of a gaming machine in a shopping complex is prohibited on land list in the Schedule to the Clause (52.28-4).</li> <li>The locations listed within the Schedule include: <ul style="list-style-type: none"> <li>Mid Valley</li> <li>Stocklands</li> <li>George Street, Morwell</li> <li>Hazelwood Village Shopping Centre, Churchill</li> <li>Purvis Plaza, Moe</li> <li>Mid-City Plaza, Morwell</li> </ul> </li> <li>It has been identified that the property information for the above are to be corrected to update out of date details.</li> </ul>	<p>Correct the address/s and names in the Schedule, including:</p> <ul style="list-style-type: none"> <li>The Mid Valley Shopping Centre address.</li> <li>The name and address for Stocklands.</li> <li>The name of the shopping centre in Morwell on George Street.</li> </ul>
<b>4. Covenants within Clause 52.02</b>  <b>Location:</b> 50-70 Princes Drive, Morwell, & 1 Monash Way, Morwell  <b>Zone/Overlays:</b> PPRZ, PUZ6, PUZ2, FO, LSIO	<ul style="list-style-type: none"> <li>The Schedule to Clause 52.02 has been in the Planning Scheme since at least 1996.</li> <li>It directs Council to create and vary covenants on specific land.</li> <li>Title searches reveal that these covenants have been acted on.</li> </ul>	<p>Delete the Schedule to Clause 52.02.</p>

**Clause:**

Clause 52.02 – Easements, Restrictions and Reserves  
Schedule

**Origin:**

Amendment C97 – Planning Scheme Review

**5. Make minor technical corrections to the SUZ applying to the Gippsland Heritage Park and surrounds**

**Location:**

211 (& 213) Lloyd Street, Moe  
211 Lloyd Street also includes 213 which is Moe McDonalds. The land is Crown Land, with McDonalds on a sub-lease from the Heritage Park.

**Zone/Overlays:**

SUZ3, HO5, HO44

**Origin:**

Planning in the Economic Growth Zone (PEGZ).

- As part of the Planning in the Economic Growth Zone initiative, it was identified that the Special Use Zone and the land to which it applies, should be reviewed. This was undertaken over different amendments, as appropriate.
- The Special Use Zone Schedule 3 which applies to the Gippsland Heritage Park and Moe McDonalds was reviewed and concluded that it meets *Applying the Special Use Zone Planning Practice Note 3*.
- As the subject site doesn't need to be rezoned, because the current zone is appropriate, mining related uses are to be considered within the current zone, as to whether they should be exempted from Planning Approval: This includes:
  - Mineral Exploration,
  - Mining, and
  - Stone exploration.

- Minor amendments to be made to the Zone, at the Table Of Uses. Section 1 and Section 2 permit uses.

**6. Promotional Signage within Recreation Reserves**

**Location:**

Council Recreation Reserves in the Public Park and Recreation Zone (PPRZ) and Public Use Zone 2 (PUZ2 – Education)

**Zone/Overlays:**

PPRZ/PUZ2

**Origin:**

Council

- 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 Councils 'Recreation Reserves and Facilities Signage Policy' has been developed to establish guidelines for the review and approval of requests from sporting clubs and public land managers to display promotional signs and to temporarily name Council recreation reserves for sponsorship purposes.
- To facilitate clubs to undertake sponsorship arrangements, the Zones for Recreation Reserves must be amended to remove prohibition of this type of signage.

- Amend the Schedule to the Zones, to allow *promotional signage* by changing the category of advertising signs allowed at a specific reserve;
  - Specified regional facilities will change to 'category' 2, which allows promotional signage, and does not specific a maximum size.
  - Specified local facilities will change to 'category 3' which specifies a maximum of 3 square metres for promotional signage.



*Planning and Environment Act 1987*

## **LATROBE CITY COUNCIL PLANNING SCHEME**

### **AMENDMENT C101**

### **EXPLANATORY REPORT**

#### **Who is the planning authority?**

This Amendment has been prepared by the Latrobe City Council, who 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:

- Tramway Road, Morwell – Crown Allotment 8E Parish of Maryvale
- 60 Ashworth Drive, Traralgon – Lot 7 Plan of Subdivision 126409
- 75 Ashworth Drive, Traralgon – Lot 6 Plan of Subdivision 126409
- Ashworth Drive, Traralgon – Lot 5 Plan of Subdivision 126409
- 211-213 Lloyd Street, Moe – Crown Allotment 165H Parish of Moe

A mapping reference table is included in Attachment 1 to this Explanatory Report.

#### **What the Amendment does**

The Amendment implements recommendations from the Latrobe Planning Scheme Review Report (2014), along with addressing other anomalies identified by key stakeholders.

The Amendment:

- Rezones CA8E Tramway Road, Morwell (Gippsland Logistics Precinct) from Industrial 1 Zone (IN1Z) to Special Use Zone Schedule 8 (SUZ8).
- Deletes the Development Plan Overlay Schedule 5 (DPO5) from:
  - 60 Ashworth Drive, Traralgon
  - 75 Ashworth Drive, Traralgon
  - Lot 5 PS 126409 Ashworth Drive, Traralgon
- Amends Clause 21.09 (Local Areas) to change Ashworth Drive, Traralgon from 'future residential' to 'existing residential opportunity' within the Traralgon Structure Plan.
- Amends Clause 21.10-3 (Reference Documents) to include the "*Morwell Logistics Precinct Master Plan (BECA, 2005)*" as a new Reference Document (to be renamed Background Document).
- Amends the Schedule to the Clause 36.01 Public Use Zone (PUZ), to include specified Council recreation reserves to develop land with promotional signage by listing their advertising signs category to 2 or 3.
- Amends the Schedule to the Clause 36.01 Public Use Zone (PUZ) with minor changes to meet ministerial form and content standards.
- Amends the Schedule to the Clause 36.02 Public Park and Recreation Zone (PPRZ), to include specified Council recreation reserves to develop land with promotional signage by listing their advertising signs category to 2 or 3.
- Amends the Schedule to the Clause 36.02 Public Park and Recreation Zone (PPRZ) with minor changes to meet ministerial form and content standards.

- Amends Schedule 3 to Clause 37.01 Special Use Zone (SUZ3) to delete 'Search For Stone', 'Stone Exploration', 'Mineral Exploration' and 'Mining' from the Table of Uses, and list 'Earth and Energy Resources Industry' in section 1.
- Amends Schedule 3 to Clause 37.01 Special Use Zone (SUZ3) with minor changes to meet ministerial form and content standards.
- Inserts a new Schedule to the Clause 37.01 Special Use Zone (SUZ8), for land at Tramway Road, Morwell.
- Deletes the Schedule to Clause 52.02 (Easements, Restrictions and Reserves).
- Amends the Schedule to Clause 52.28 (Gaming) to update addresses and shopping complex names.
- Amends Planning Scheme Maps 44DPO, 48DPO, 63DPO and 70, 78, 82 and 83.

### Strategic assessment of the Amendment

#### Why is the Amendment required?

The *Latrobe Planning Scheme Review Report (October 2014)* came about from a comprehensive review of the Latrobe Planning Scheme. This resulted in a new Municipal Strategic Statement (MSS) to guide future Amendments and permit applications over four years and beyond (Amendment C97).

The *Latrobe Planning Scheme Review Report (October 2014)* contains recommendations for changes to zones and overlays.

Some of these recommended changes have been incorporated into other Planning Scheme Amendments where appropriate. These inclusions have been added where they've been considered to not meet the requirements of a minor technical amendment or Amendment C105 (Live Work Latrobe).

Planning Scheme Amendment C101 contains several outstanding items, along with other anomalies identified by key stakeholders. These items will have little impact on the community as they are:

- Minor in nature,
- Have strategic support in policy from the *Latrobe Planning Scheme Review Report (October 2014)*, and the *Morwell Logistics Precinct Master Plan (2005)* or,
- Have other strategic justification for their change.

#### Gippsland Logistics Precinct (GLP)

Rezoning Tramway Road, Morwell (CA 8E) from Industrial 1 Zone (IN1Z) to Special Use Zone Schedule 8 (SUZ8) will assist in facilitating the site for development as an Intermodal Freight Terminal to service the Latrobe Valley and Gippsland Region. The Special Use Zone will provide clarity over the preferred uses at this location, in line with the Morwell Logistics Precinct Master Plan (BECA, 2005), which will be added as a Reference (Background) Document.

Additionally, design guidelines within this Reference Document are included in the decision guidelines, which will assist developers in understanding the standards expected on the subject land. These guidelines will address the amenity of surrounding land uses, including adjoining Mid Valley Shopping Centre, Federation Training (Gippsland Hi-Tech Precinct), nearby residential uses, and the Princes Freeway (RDZ1).

The Special Use Zone complements existing Policy at Clause 21.07-3 Economic Development, in relation to development of the GLP;

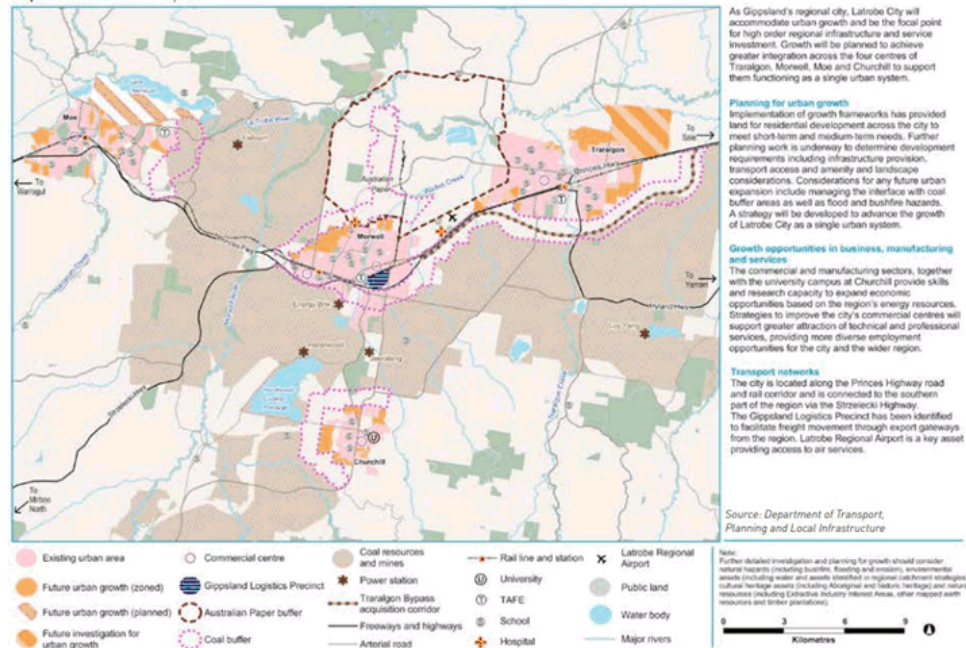
*2.1 Develop the Gippsland Logistics Precinct in Morwell in a manner that maximises freight being handled by Rail.*

*2.2 Facilitate a range of logistics activities on the Gippsland Intermodal Freight Terminal precinct in Morwell.*

Within Clause 11.01 (Settlement), the *Gippsland Regional Growth Plan (Victorian Government, 2014)* is listed as a background document to the Latrobe Planning Scheme. This document was created by the State Government and provides direction to develop the GLP and lists it as a key asset as shown in the map below:

## PART C | TOWARDS THE REGIONAL GROWTH PLAN

Map 10: Latrobe framework plan



Above: Gippsland Regional Growth Plan (Victorian Government, 2014).

Within proposed Amendment C105 *Live Work Latrobe* is the *Industrial and Employment Strategy* (2017, page 70) reference document. Within this report, the GLP lists the development goals for the site, which are:

- *Develop the site as a key gateway to the region from a logistics perspective.*
- *Develop the site in a manner that maximises and increases freight being imported or exported on rail while recognising the importance of local and established road based logistics activities that will need to feed in and out of the site.*
- *Facilitate a range of logistics activities onto the site that are currently known to be looking for a site/operation.*
- *Ensure the precinct delivers additional employment opportunities, both through the development phase and once fully operational.*

The report provides actions that Council may undertake to achieve the above;

*Council and the Latrobe Valley Authority (LVA) have committed significant resources and time in recent years in exploring commercial development arrangements for the site in partnership with others. This strategy outlines actions Council together with LVA may explore in seeking a development partner/purchaser and long term development outcome for the site.*

The *Industrial and Employment Strategy* (2017) goes on to identify the GLP as having the potential to attract major investors who would build a major regional freight hub. A key action for this precinct includes completion of relevant technical studies to facilitate development there. Council has an adopted Master Plan for the land, and are progressing several technical studies to prepare the land in accordance with this plan. By rezoning the land to Special Use Zone, this will provide clarity around the vision for the precinct, and greater controls of what uses can be located there.

#### Ashworth Drive

Removing the Development Plan Overlay Schedule 5 (DPO5) from Lot 5, Lot 6 and Lot 7 of PS 126409 located at Ashworth Drive, Traralgon is due to the recommendations of the Amendment C93 Planning Panel Report (2016) which recommended that they were not rezoned to General Residential Zone 1 (GRZ1):

*The panel was concerned however as to the suitability of the northern portion of the subject land for urban residential development, given its susceptibility to inundation. For this reason, this area is recommended for exclusion from the Amendment...*

1. Amendment C93 to the Latrobe Planning Scheme be adopted as exhibited with the exclusion of Lots 5, 6 and 7 in PS126409.

The lots are inundated in the following ways:

- Lot 5 is constrained by a drainage line with an associated 60 metre buffer.
- Lot 7 (no 60) contains two waterways which merge on the site.
- Lot 6 (no 75) is within the Floodway Overlay (FO) in recognition of the Latrobe River Floodplain to the north, and is also within the Land Subject to Inundation Overlay (LSIO).

These subject sites are part of the Cross' Road Development Plan and are currently zoned Rural Living Zone Schedule 3 (RLZ3) whilst the surrounding developable lots are zoned General Residential Zone Schedule 1 (GRZ1).

The subject sites are within the Development Plan Overlay Schedule 5 (DPO5) which was applied to the Cross' Road precinct earlier through Amendment C56 (2011). Council is anticipating that it will amend the Cross' Road Development Plan to reflect the Overlays removal from the subject sites.

The *Traralgon Structure Plan* at Clause 21.09 will be amended to update the Ashworth Drive Development Plan Area from 'Future Residential' to 'Existing Residential Opportunity'.

#### Gippsland Heritage Town

Gippsland Heritage Town at 211 Lloyd Street, Moe shares the same title with McDonalds (no 213), on a crown land lease. The land is zoned Special Use Zone Schedule 3 (SUZ3) and is affected by Heritage Overlay (HO) 5 and 44.

The Special Use Zone 3 (SUZ3) is to be amended to:

- Delete 'Search for Stone', 'Mineral Exploration', 'Mining', 'Mineral, Stone or Soil Extraction' from the Table of Uses.
- Add 'Earth and Energy Resources Industry' to the Table of Uses as a section 1 use (permit not required), as mining related uses are nested under 'Earth and Energy Resources Industry' at Clause 73.04 (Nesting Diagrams).
- Earth and Energy Resources Industry have planning permit exemptions which surpass the Zone provisions, making them redundant to the requirements in the Zone.
- Any type of extractive industry occurring at the subject site is unlikely given it's vicinity to the freeway, railway line and residential land.

#### Clause 52.28 Gaming

Installation or use of a gaming machine is prohibited in a shopping complex which is listed in the Schedule to this Clause.

The shopping complexes within the Schedule to Clause 52.28 contain out of date titles or complex names. The following require updating:

- Mid Valley Shopping Centre will have an updated land description,
- Traralgon Centre Plaza will be updated to 'Stockland Shopping Centre, Traralgon' and have an updated land description,
- Mid City Plaza Shopping Centre will be updated to 'George Street Plaza, Morwell'.

#### Clause 52.02 Easements, Restrictions and Reserves



Clause 52.02 – Easements, Restrictions and Reserves contains a Schedule. This Schedule refers to two properties; Kernot Hall and Kernot Lake and Federation Training in Morwell.

The Schedule was identified as part of the Planning Scheme Amendment C97 'Planning Scheme Review' report, requesting this be investigated in a future Planning Scheme Amendment.

The Schedule directs Council to create and vary Covenants that:

- The owner of the land will not construct buildings that will compromise a municipal or civic centre.
- The land will be used for a municipal or civic centre that will be used for administrative, recreational, educational and cultural purposes.

These restrictions have been placed on the land through the following agreements:

- Covenant – H697493 (1979)
- Section 173 Agreement – T472794M (1994)
- Section 173 Agreement – U936443E (1997)

As the Schedule has existed since at least 1996, title details have changed and subsequently the Schedule has become outdated. Additionally, the title restrictions have been created and completed, so the Schedule to Clause 52.02 is no longer required.

In addition, the zones on the properties (Public Park and Recreation Zone, Public Use Zone 2, and Public Use Zone 6) assist in achieving the restrictions on the titles.

Therefore it is appropriate to delete the Schedule to Clause 52.02.

#### Promotional Signage within Recreation Reserves

Sporting clubs are constantly investigating new promotional and revenue raising opportunities for sponsors, with the display of signage and temporary naming of Council Recreation Reserves, facilities, buildings and infrastructure being seen as a potential revenue raising opportunities.

However, the Latrobe Planning Scheme currently prohibits the display of promotional signs in recreation reserves within the Public Park and Recreation Zone (PPRZ) and Public Use Zone 2 (PUZ2 – Education), as they are within 'Category 4: Sensitive Areas' within Clause 52.02 (signs).

Promotional signage is defined in Clause 73.02:

*A sign of less than 18 square metres that promotes goods, services, an event or any other matter, whether or not provided, undertaken or sold or for hire on the land or in the building on which the sign is sited.*

To assist in managing these signs, Council has endorsed the *Recreation Reserves and Facilities Signage Policy* (2019). This policy was developed to establish guidelines for the review and approval of requests from sporting clubs and public land managers to display promotional signs for sponsorship purposes.

This policy is to be utilised by clubs, along with applying for a planning permit for promotional signage.

To allow promotional signage, certain recreation reserves within the PPRZ and PUZ2 will be listed within their Schedules as either 'Category 2' or 'Category 3' signs (Clause 52.05). A summary is provided below:

#### *Regional Facilities – Category 2 (Office and industrial)*

- No maximum size for promotional signage.

#### *Local Facility – Category 3 (High amenity areas)*

- The display area must not exceed 3 square metres.

Careful selection of recreation reserves that are considered to require promotional signage has been undertaken in collaboration with the recreation department of Latrobe City Council. The hierarchy of reserves has been utilised to assist with determining larger and smaller reserves, along with those that are not appropriate for promotional signage. The hierarchy is sourced from the *Latrobe City Public Open Space Strategy* (2013), which is a reference document within the Latrobe Planning Scheme (Clause 21.10-3). The hierarchical approach recognises that not all reserves can, or should, be developed to the same standard and that it is desirable to provide a selection of higher quality parks and reserves that provide an enhanced level of amenity, appeal and infrastructure available for community use. The hierarchy is defined within page 29 of the Strategy.

The *Recreation Reserves and Facilities Signage Policy* (2018) also provides application criteria for signs in these reserves, which match and complement the decision guidelines within Clause 52.05 (Signs).

#### **How does the Amendment implement the objectives of planning in Victoria?**

The Amendment implements the following objectives of planning in Victoria:

*(a) To provide for the fair, orderly, economic and sustainable use and development of land;*

The Amendment seeks to facilitate the development of the GLP as an Intermodal and Logistics Precinct to service the Latrobe Valley and Gippsland Region. Realising the successful use of this land will benefit the community with the creation of jobs, and assist in the activation of the surrounding commercial and industrial areas.

*(b) To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity;*

The Amendment seeks to remove the Development Plan Overlay Schedule 5 (DPO5) from land which has limited development potential due to waterways, due to the land being within a water catchment for the surrounding urban land.

*(d) To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.*

The Amendment seeks to protect the Gippsland Heritage Park by clarifying the ability of extractive industries to establish there within the Table of Uses.

#### **How does the Amendment address any environmental, social and economic effects?**

##### Economic

The Amendment will assist in promoting economic growth by stimulating private and public investment in Morwell within the GLP. This will have a flow on economic benefit to surrounding businesses with increased opportunity for freight transport, and associated commercial and retail needs relating to an increased workforce in the area.

##### Environmental

- The Amendment will facilitate high quality development within the GLP by introducing design guidelines, which will address industrial design, stormwater management, landscaping, traffic management and road/pavement guidelines. Included within these are best practice environmental management guidelines, addressing maximising permeable surface areas, and minimising of water wasting.
- The Amendment will also provide clarity around the limited development potential of Rural Living Zone lots within the Cross' Road Development Plan, which will result in improved identification of the waterways and inundation issues impacting those lots.

##### Transport

The Amendment will result in improved transport connectivity in Latrobe City and Gippsland, by facilitating development adjacent to the Gippsland Intermodal Freight Terminal (GIFT) site for the GLP. Infrastructure will be upgraded at the GIFT site, and services will be connected at the GLP, including addressing and improving the condition of the land for future development.

#### **Does the Amendment address relevant bushfire risk?**

##### Clause 13.02-1 'Bushfire Planning' Objective

The objective for this Clause is:

*To strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.*

The assessment below is against relevant sections of the Latrobe Planning Scheme and provides a Landscape Assessment and will demonstrate how the Amendment meets this objective.

#### Settlement Planning

Amendment C101 does not propose to increase bushfire risk or increase settlement planning to an area with a BAL rating above 12.5.

#### CFA Referral

The subject site is not proposing to create any settlement increase, however the GLP will increase people utilising the site, comparative to the one person currently using the land for grazing. The Logistics Precinct is not impacted by the Bushfire Management Overlay (BMO) and given this and the other items included in the Amendment, the views of the relevant fire authority have not been sought.

#### Landscape Assessment

The GLP has the BMO located 6km to the west and 3km to the south. The Princes Freeway provides a fire break in the case of bushfire, and its vicinity to Hazelwood offers safety given it would be required to have a fire management plan in place.

#### **Does the Amendment comply with the requirements of any Minister's Direction applicable to the Amendment?**

- The Amendment is also consistent with the Ministerial Direction on the Form and Content of Planning Schemes under Section 7(5) of the *Planning and Environment Act 1987* (the Act).
- The Amendment is consistent with Ministerial Direction No. 11 *Strategic Assessment of Amendments*.
- The Amendment is consistent with the requirements of Ministerial Direction No. 15 *The Planning Scheme Amendment Process*.
- The Amendment is consistent with *A Practitioners Guide to Victorian Planning Schemes Version 1.1 (October 2018)*
- The Amendment is consistent with the requirements of Section 12 of the Act and is not affected by any other Minister's Direction.

#### **How does the Amendment support or implement the Planning Policy Framework and any adopted State policy?**

The Planning Policy Framework (PPF) provides high level policy directions for planning in Victoria. The Amendment furthers the objectives of planning in Victoria, by considering the principles and policies contained within the PPF and relevant adopted State Policy as outlined below.

The Amendment responds to the following PPF policy directions:

Clause 11.01 (*Settlement*) by:

The *Gippsland Regional Growth Plan (Victorian Government, 2014)* is listed as a Background Document to the Latrobe Planning Scheme (Clause 72.08). The GLP has been identified by the State Government within the Regional Growth Plan as being a key asset; *The Gippsland Logistics Precinct has been identified to facilitate freight movement through export gateways from the region*. The intention of the rezoning of the land is to assist with facilitating this important site to be developed according to the Morwell Logistics Precinct Master Plan (BECA, 2005).

Clause 12 (*Environmental and Landscape Values*) by:

Facilitating development that will add to warehouse and freight related uses in Latrobe Valley and Gippsland. In addition, design guidelines will address a standard of road/pavement guidelines and landscaping. Utilising the interface with waterways on the land will provide opportunities for improved landscaping and visual amenity.

Clause 17 (*Economic Development*) by:

Ensuring that the Special Use Zone provides direction for what the preferred uses are at the GLP. The reference document provides a framework for the location and management of growth within the precinct.

*Clause 18 (Transport) by:*

Encouraging and facilitating growth and development within the GLP which is well served by rail, air and freeway and is currently underutilised due to not yet being developed.

*Clause 18.05 Freight Links – Gippsland by:*

Supporting development of freight and logistics precincts at Morwell and Bairnsdale and improve key transport links.

*Clause 19 (Open Space) by:*

Ensuring that urban open space provides for nature conservation, recreation and play, formal and informal sport, social interaction, opportunities to connect with nature and enjoy peace and solitude.

Accommodate community sports facilities in a way that is not detrimental to other park activities.

The ability to regulate promotional signage within recreation reserves contributes to achieving the above objectives by enhancing these community spaces and providing valuable sponsorship allowances to assist with maintaining and ensuring the ongoing success of clubs and facilities.

**How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?**

*Clause 21.07-3 - Economic Development*

Development of the GIFT site at Morwell will provide local industry with direct access to the national freight network. Preparations are currently underway for a large-scale logistics and distribution precinct that will adjoin the terminal site.

Council has prepared a Master Plan and Project Plan for the development of a GLP. The development of the GLP will establish a centre for the efficient and cost effective movement of freight to and from the Gippsland region.

Strategies to achieve this include:

*2.1 Developing the Gippsland Logistics Precinct in Morwell in a manner that maximises freight being handled by rail.*

*2.2 Facilitating a range of logistics activities on the Gippsland Intermodal Freight Terminal precinct in Morwell.*

It is considered that the preparation of the Special Use Zone Schedule 8 (SUZ8) meets the relevant local policy. The zone has been created to consider the Council adopted objectives of the area to become an intermodal terminal and logistics precinct that promotes increased rail use while serving as a model for economic viability and sustainability.

*4.1 Implement any Latrobe City adopted industrial land use strategy.*

The *Industrial and Employment Strategy* (2017) identifies the GLP as having the potential to attract investors who would build a major regional freight hub. It also lists this as a risk, given the lack of large scale business investment there. A key action for this precinct includes completion of relevant technical studies to facilitate development there. A complimentary action is to rezone the Logistics Precinct to make it more attractive to investors, as well as providing clearer direction for preferred uses to be located there.

*Clause 21.02-7 Liveability*

Community liveability includes a number of interrelated elements, including community safety, provision of health services, education services, mobility, accessibility and a 'sense of place'.

Community liveability is a concept that relates to the unique combinations of these community assets, the provision of services and the ways in which they make a positive contribution to the community's quality of life.



*1.1 Reduce the impact of gaming on community wellbeing.*

The Amendment responds to this strategy by ensuring that the Schedule to Clause 52.28 refers to the correct list of shopping complexes to ensure that gaming is prohibited within those locations.

*Clause 21.06 - Township Identity*

A design response assessment is an important consideration in most new developments in their neighbourhood or local place. Issues need to be considered when decision making occurs.

*1.2 Ensure that new development maintains and enhances the character of the surrounding area.*

The GLP is within an existing industrial area and once this area is developed it will create a modern logistics area in association with the adjoining GIFT site.

*Clause 21.08-2 - Community infrastructure*

Council also has a role in planning, developing and providing physical and social infrastructure to build diverse, inclusive, well designed and accessible local communities.

*2.4 Develop and maintain community facilities that are multifunctional and accessible to the community in terms of cost, location, administration and design.*

*2.5 Support appropriate recreation and community facilities that are compatible with the needs, character and socio-economic profile of the local area.*

The Amendment responds to these strategies by facilitating promotional signage in recreation reserves, which provides sponsorship opportunities to assist clubs in continuing to provide these activities to the community.

**Does the Amendment make proper use of the Victoria Planning Provisions?**

The Amendment makes use of the Victoria Planning Provisions, in particular through the use of the SUZ. The SUZ8 has been developed to improve and clarify the planning of the GLP by revising the table of uses and introducing a reference document for the area.

The SUZ8 provides a stronger list of preferred uses in line with Council's adopted vision for the precinct, which will provide greater clarity to businesses looking to establish within the subject site.

Additionally, the SUZ8 encourages design guidelines to be incorporated into future development in the site which will assist in a high level of amenity and interface with surrounding sites, including its visual prominence and vicinity to the Princes Freeway.

The Amendment is generally consistent with the relevant practise notes including;

- *Planning Practice Note 3, Applying the Special Use Zone*
- *Planning Practice Note 23, Applying the Incorporated Plan and Development Plan Overlays*
- *Planning Practice Note 46, Strategic Assessment Guidelines for Preparing and Evaluating Planning Scheme Amendments*
- *Practitioners Guide to Victorian Planning Schemes, October 2018*

By correcting the identified minor errors in the Scheme, the Amendment makes proper use of the Victoria Planning Provisions.

**How does the Amendment address the views of any relevant agency?**

Referral Agencies and other agencies will be consulted during the formal Exhibition of the Amendment.

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

The Amendment complies with the relevant requirements of the *Transport Integration Act 2010* specifically Part 2, Division 8 – Integration of transport and land use:

- Maximising access to residences, employment, markets, services and recreation;
- Transport infrastructure and services are provided in a timely manner to support changing land use and associated transport demand.

#### **Resource and administrative costs**

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

The following changes are considered to be minor and are not expected to have any significant effect on the resource and administrative costs of the responsible authority as it corrects errors in the Scheme:

- Ashworth Drive
- Gippsland Heritage Town
- Clause 52.02 Easements, Restrictions and Reserves
- Clause 52.28 Gaming

The rezoning of the GLP will result in a similar amount of permits as the previous zone would create. The intention of the new zone is to provide clearer direction in the Latrobe Planning Scheme as to the desired development outcome for this site. Accordingly the Table of Uses has been revised to remove land use triggers, add where necessary and prohibit uses that will not be supported. For example, 'office' is a Section 2 (permit required) Use in the Industrial 1 Zone, but will be a Section 1 (no permit required) in the Special Use Zone Schedule 8 (SUZ8). Additionally, the prohibited use section is much larger in the new zone, providing clear direction as to what uses will not be entertained on the site.

The amending of the PUZ and PPRZ Schedules to allow 'promotional signage' to occur within specified Recreation Reserves will result in a small increase in Planning Permits. This is due to allowing signage which was previously prohibited, but serves as an established form of income for sporting clubs. It is not anticipated that the increase in Planning Permits will be excessive, and most applications are likely to be minor applications.

#### **Where you may inspect this Amendment**

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

Corporate Headquarters  
141 Commercial Road  
Morwell VIC 3840

Moe Service Centre  
1 – 29 George Street  
Moe VIC 3825

Churchill Service Centre  
9-11 Phillip Parade  
Churchill VIC 3842

Traralgon Service Centre  
34-38 Kay Street  
Traralgon VIC 3844

The Amendment can also be inspected free of charge on Latrobe City Council website at <http://www.latrobe.vic.gov.au> or at the Department of Environment, Land, Water and Planning website at [www.delwp.vic.gov.au/publicinspection](http://www.delwp.vic.gov.au/publicinspection).

#### **Submissions**

Any person who may be affected by the Amendment may make a submission to the planning authority. Submissions about the Amendment must be received by 11 July 2019.

A submission must be sent to:

Latrobe City Council  
Strategic Planning Department  
PO Box 264,  
Morwell VIC 3840

**Panel hearing dates**

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this Amendment:

- Directions hearing: ...
- Panel hearing: ...

**ATTACHMENT 1 - Mapping reference table**

Site no.	Address	Locality	Lot Number	Current Zoning	Proposed Change	Mapping Reference
1	Tramway Road	Morwell	CA 8E	Industrial 1 Zone (IN1Z)	Special Use Zone (SUZ8)	Latrobe C101 002znMaps70_78_82_83
2	60 Ashworth Drive	Traralgon	Lot 7 LP 126409	DPO5	D-DPO5	Latrobe C101 001d-dpoMaps44_48_63
3	75 Ashworth Drive	Traralgon	Lot 6 LP 126409	DPO5	D-DPO5	Latrobe C101 001d-dpoMaps44_48_63
4	Ashworth Drive	Traralgon	Lot 5 LP 126409	DPO5	D-DPO5	Latrobe C101 001d-dpoMaps44_48_63



## AMENDMENT C101LATR

C101latr

**SCHEDULE 8 TO CLAUSE 37.01 SPECIAL USE ZONE**

Shown on the planning scheme map as **SUZ8**.

**GIPPSLAND LOGISTICS PRECINCT****Purpose**

To encourage and facilitate the development of the Gippsland Logistics Precinct, as a best practice intermodal and logistics precinct that actively promotes increased economic activity, with a principal focus on railway freight distribution.

To support use and development which supports the achievement of the Morwell Logistics Precinct Master Plan (BECA, 2005).

To provide for development that is sympathetic to the visual amenity to the surrounding area and is staged in an orderly manner, having regard to essential services, transport facilities, environmental, cultural and flooding considerations.

Discourage uses that do not compliment rail freight related uses.

**1.0**

C101latr

**Table of uses****Section 1 - Permit not required**

Use	Condition
Industry (other than Materials Recycling, Refuse Disposal, and Transfer Station)	<p>Must be generally in accordance with the purposes of Schedule 8 to the Zone and the Morwell Logistics Precinct Master Plan (BECA, 2005).</p> <p>The land must be at least the following distances from land (not a road) which is in a residential zone, land used for a hospital or an education centre, or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre:</p> <ul style="list-style-type: none"> <li>▪ The threshold distance, for a purpose listed in the table to Clause 53.10.</li> <li>▪ 30 metres, for a purpose not listed in the table to Clause 53.10.</li> </ul> <p>Must not adversely affect the amenity of the neighbourhood, including through the:</p> <ul style="list-style-type: none"> <li>▪ Transport of materials, goods or commodities to or from the land.</li> <li>▪ Appearance of any stored goods or materials.</li> <li>▪ Emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.</li> </ul>
Minor Utility Installation	
Office (other than Bank, Electoral office, Real estate agency, and Travel agency)	Must be generally in accordance with the Morwell Logistics Precinct Master Plan (BECA, 2005)
Saleyard	
Shipping Container Storage	<p>Must not be a purpose shown with a Note 1 or Note 2 in the table to Clause 52.10.</p> <p>The land must be at least the following distances from land (not a road) which is in a residential zone or land used for a hospital or education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre:</p> <ul style="list-style-type: none"> <li>▪ The threshold distance, for a purpose listed in the table to Clause 53.10</li> <li>▪ 30 metres, for a purpose not listed in the table to Clause 53.10</li> </ul> <p>The site must adjoin or have access to a road in a Road Zone.</p> <p>Shipping containers must be setback at least 9 metres from a road in a Road Zone.</p>

## AMENDMENT C101LATR

Use	Condition
	<p>The height of shipping container stacks must not exceed 5 containers or 11 metres whichever is the lesser.</p> <ul style="list-style-type: none"> <li>Must not adversely affect the amenity of the neighbourhood including through the transport of materials, goods or commodities to or from the land.</li> <li>Appearance of any stored goods or materials.</li> <li>Emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.</li> </ul> <p>Must be generally in accordance with the Morwell Logistics Precinct Master Plan (BECA, 2005).</p>
Transport terminal	
Utility installation	
Warehouse (Other than Fuel Depot)	Must be used in association with the rail access at the Gippsland Intermodal Freight Terminal (GIFT), located at Enterprise Drive, Morwell.
<b>Any use listed in Clause 62.01</b> See Section 1 of 37.01-1 for relevant provisions	Must meet the requirements of Clause 62.01

## Section 2 - Permit required

Use	Condition
Agriculture	
Earth and Energy Resources Industry	Must be generally in accordance with the Morwell Logistics Precinct Master Plan (BECA, 2005)
Education Centre	
Fuel Depot	
Materials Recycling	
Refuse Disposal	
Renewable Energy Facility	
Research Centre	
Retail Premises (other than Gambling Premises and Adult Sex Product Shop)	
Service Industry	
Transfer Station	
<b>Any other use not in Section 1 or 3</b> See Section 2 of 37.01-1 for relevant provisions	

## Section 3 - Prohibited

Use
Accommodation
Art and Craft Centre
Bank
Brothel

## AMENDMENT C101LATR

**Use**

Child Care Centre  
 Cinema Based Entertainment Facility  
 Electoral Office  
 Funeral Parlour  
 Gambling Premises  
 Leisure and Recreation  
 Place of Assembly  
 Real Estate Agency  
 Travel Agency  
 See Section 3 of 37.01-1 for relevant provisions

**2.0**

C101latr

**Use of land**

The following application requirements apply to an application for a permit under Clause 37.01, in addition to those specified in Clause 37.01 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- The purpose of the use and the types of activities which will be carried out.
- The type and quantity of goods to be stored, processed, or produced.
- Whether a notification under the *Occupational Health and Safety Regulations 2017* is required, a licence under the *Dangerous Goods Act 1985* is required, or a fire production quantity under the *Dangerous Goods (Storage and Handling) Regulations 2012* is exceeded.
- The likely effects, if any, on nearby land including:
  - Noise levels,
  - Traffic,
  - Hours of operation and light spill.
  - Solar access and glare.
- The means of maintaining areas not required for immediate use.

The following decision guidelines apply to an application for a permit under Clause 37.01, in addition to those specified in Clause 37.01 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The effect that existing uses may have on the proposed use.
- The drainage of the land.
- The availability of and connection to services.
- The effect of traffic to be generated on roads.
- The interim use of those parts of the land not required for the proposed use.

See 37.01-2 for relevant provisions.

**3.0**

C101latr

**Subdivision**

None specified.

An application for the subdivision of land is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

**AMENDMENT C101LATR**

The following decision guidelines apply to an application for a permit under Clause 37.01, in addition to those specified in Clause 37.01 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The effect the subdivision will have on the potential of the area to accommodate the uses which will maintain or enhance its competitive strengths.
- Any natural or cultural values on or near the land.

See 37.01-3 for relevant provisions.

**4.0**

C101latr

**Buildings and works**

No permit is required to construct a building or construct or carry out works for the following:

- Rearrange, alter, or renew or maintain plant if the area or height of the plant is not increased.
- Are a modification necessary to comply with a direction or licence under the *Dangerous Goods Act 1985* or a Waste Discharge Licence, Works Approval or Pollution Abatement Notice under the *Environment Protection Act 1970*.
- Buildings and works associated with Crop Raising and Animal Husbandry.

The following application requirements apply to an application for a permit under Clause 37.01, in addition to those specified in Clause 37.01 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A plan drawn to scale which shows:
  - The boundaries and dimensions of the site
  - Adjoining roads
  - Relevant ground levels
  - The layout of existing and proposed buildings and works
  - Driveways and vehicle parking and loading areas
  - External storage and waste treatment areas
- Elevation drawings to scale which show the colour and materials of all buildings and works.
- Construction details of all drainage work,s driveways and vehicle parking and loading areas.
- A landscape layout which includes the description of vegetation to be planted, the surface to be constructed, and a site works specification adn the method of preparing, draining, watering and maintaining the landscape area.

An application to construct a building or construct or carry out works is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act. This exemption does not apply to an application for a building or works within 30 metres of land (not a road) which is in a Residential Zone or Business 5 Zone, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre.

The following decision guidelines apply to an application for a permit under Clause 37.01, in addition to those specified in Clause 37.01 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The Latrobe City *Morwell Logistics Precinct Master Plan (BECA, 2005)*.
- The Design Guidelines contained within the *Morwell Logistics Precinct Master Plan (BECA, 2005)*.



**AMENDMENT C101LATR**

- The *Latrobe City Council Urban Design Guidelines (Hansen, 2017)*.
- Where non rail related uses and developments are proposed they must demonstrate significant economic benefit, job creation, and should not compromise the utilisation of rail assets available to the land.

See 37.01-4 for relevant provisions.

**5.0**

C101latr

**Signs**

Sign requirements are at Clause 52.05. All land located within the Gippsland Logistics Precinct is in Category 1.

See 37.01-5 for relevant provisions.

## LATROBE PLANNING SCHEME

06/10/2016  
Proposed  
C01**SCHEDULE TO CLAUSE 36.01 PUBLIC USE ZONE****Permit exemptions and conditions**06/10/2016  
Proposed  
C101

Public land	Use or development	Conditions
Traralgon Civic Precinct bounded by Kay, Church, Grey and Breed Streets, Traralgon	Accommodation, Art and craft centre, Car park, Child care centre, Education Centre, Industry, Leisure and Recreation, Office, Place of assembly, Research Centre, Retail premises, Public transport interchange.	
Moe Rail Station Precinct (northern part of the land at 10 Lloyd Street, and 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25 and 27 George Street, Moe)	Bus terminal, Car Park, Education centre, Minor sports and recreation facility, Office, Place of assembly, Public transport interchange, Railway station, Retail premises	Must be in accordance with the Moe Rail Precinct Revitalisation Project Design as adopted by the Latrobe City Council.

**2.0****Sign requirements**06/10/2016  
Proposed  
C101

Land	Sign Category
Traralgon Civic Precinct bounded by Kay, Church, Grey and Breed Streets, Traralgon	Category 2
Moe Rail Station Precinct (northern part of the land at 10 Lloyd Street, and 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25 and 27 George Street, Moe)	Category 1
<b>Regional Facilities</b> <ul style="list-style-type: none"> <li>Latrobe City Synthetic Sports Field, McDonald Way, Churchill</li> </ul>	<u>Category 2</u>
<b>Local Facilities</b> <ul style="list-style-type: none"> <li><u>Kevin Lynthgo Reserve, Liddiard Road, Traralgon</u></li> <li><u>Traralgon West Sporting Complex, Douglas Parade, Traralgon</u></li> </ul>	<u>Category 3</u>

## LATROBE PLANNING SCHEME

19/01/2006  
Proposed  
C101**SCHEDULE TO CLAUSE 36.02 PUBLIC PARK AND RECREATION ZONE****1.0****Permit exemptions and conditions**19/01/2006  
Proposed  
C101

Public land	Use or development	Conditions
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**2.0****Sign requirements**19/01/2006  
Proposed  
C101

Land	Sign Category
<b>Regional Facility</b> <ul style="list-style-type: none"> <li>Gippsland Plains Rail Trail</li> <li>Gippsland Plains Rail Trail – Traralgon to Toongabbie</li> <li>Gippsland Regional Aquatic Centre, Breed Street, Traralgon</li> <li>Grand Ridge Rail Trail – Boolarra to Municipal boundary</li> <li>Joe Tabuteau Reserve, AAA Regional Play Space, Waterloo Road, Moe</li> <li>Joe Tabuteau Reserve, Waterloo Road, Moe (Racecourse)</li> <li>Keegan Street Reserve, Keegan Street, Morwell</li> <li>Latrobe City Sports &amp; Entertainment Stadium, Fairway Drive, Morwell</li> <li>Latrobe Leisure Churchill, McDonald Way, Churchill</li> <li>Latrobe Leisure Moe/Newborough (including Joe Carmody Track)</li> <li>Morwell Centenary Rose Garden, Morwell</li> <li>Morwell Recreation Reserve, Travers Street, Morwell</li> <li>Morwell Town Common (Play Space), White Street, Morwell</li> <li>Sir Norman Brookes Park (Morwell Leisure Centre), Margaret Street, Morwell</li> <li>Ted Summerton Reserve, Vale Street, Moe</li> <li>Toners Lane Reserve (Archery Facility), Toners Lane, Morwell</li> <li>Traralgon Recreation Reserve &amp; Showgrounds, Whitakers Road, Traralgon</li> <li>Traralgon Sports Stadium, Catterick Crescent, Traralgon</li> <li>Traralgon Tennis Centre, Franklin Street, Traralgon</li> <li>Victory Park Precinct (including Newman Park), Argyle Street, Traralgon</li> </ul>	Category 2
<b>Local Facility</b> <ul style="list-style-type: none"> <li>Agnes Brereton Reserve, Breed Street, Traralgon</li> </ul>	Category 3

## LATROBE PLANNING SCHEME

<ul style="list-style-type: none"> <li>• Andrews Park West, Birch Drive, Churchill</li> <li>• Apex Reserve, Gilmour Street, Traralgon</li> <li>• Bayley Reserve, Community Lane, Tyers</li> <li>• Boolarra Memorial Park, Park Road, Boolarra</li> <li>• Callignee Recreation Reserve, 440 Old Callignee Road, Callignee</li> <li>• Catterick Crescent Reserve, Catterick Crescent, Traralgon</li> <li>• Crinigan Road South Reserve, Crinigan Road, Morwell</li> <li>• Duncan Cameron Memorial Park, Francis Street, Traralgon</li> <li>• Eric Taylor Reserve, Shakespeare Street, Traralgon</li> <li>• Flynn Recreation Reserve, Widdis Way, Flynn</li> <li>• Gaskin Park, Manning Drive, Churchill</li> <li>• George Bates Reserve, Howletts Track, Yallourn North</li> <li>• Glengarry Recreation Reserve, Cairnbrook Road, Glengarry</li> <li>• Glenview Park, Croquet Facility, McNairn Road, Traralgon</li> <li>• Glenview Park, McNairn Road, Traralgon</li> <li>• Harold Preston Reserve, Davidson Street, Traralgon</li> <li>• Hazelwood North Reserve, Church Road, Hazelwood North</li> <li>• Hazelwood South Reserve, Tramway Road, Churchill</li> <li>• Joe Tabuteau Reserve, Equestrian Area, Saviges Road, Moe</li> <li>• Maryvale Reserve, Grant Street, Morwell</li> <li>• Moe Olympic Park (Pool), Vale Street, Moe</li> <li>• Moe Olympic Park (Soccer), Vale Street, Moe</li> <li>• Moe Tennis Centre, Narracan Drive, Moe</li> <li>• Monash Reserve, Monash Road, Newborough</li> <li>• Morwell Park Netball Centre, Hourigan Road, Morwell</li> <li>• Morwell Park Oval, Hourigan Road, Morwell</li> <li>• Northern Reserve, Holmes Road, Morwell</li> <li>• Northern Reserve, Southwell Avenue, Newborough</li> <li>• Ronald Reserve, Vary Street, Morwell</li> <li>• Toners Lane Reserve, Toners Lane, Morwell</li> <li>• Toongabbie Recreation Reserve (Village Green), Cowan Street, Toongabbie</li> <li>• Toongabbie Recreation Reserve, Main Street, Toongabbie</li> <li>• Traralgon South Recreation Reserve, Cats Drive, Traralgon South</li> <li>• Traralgon West Sporting Complex, Douglas Parade, Traralgon</li> <li>• W H Burrage Reserve, John Field Drive, Newborough</li> </ul>	
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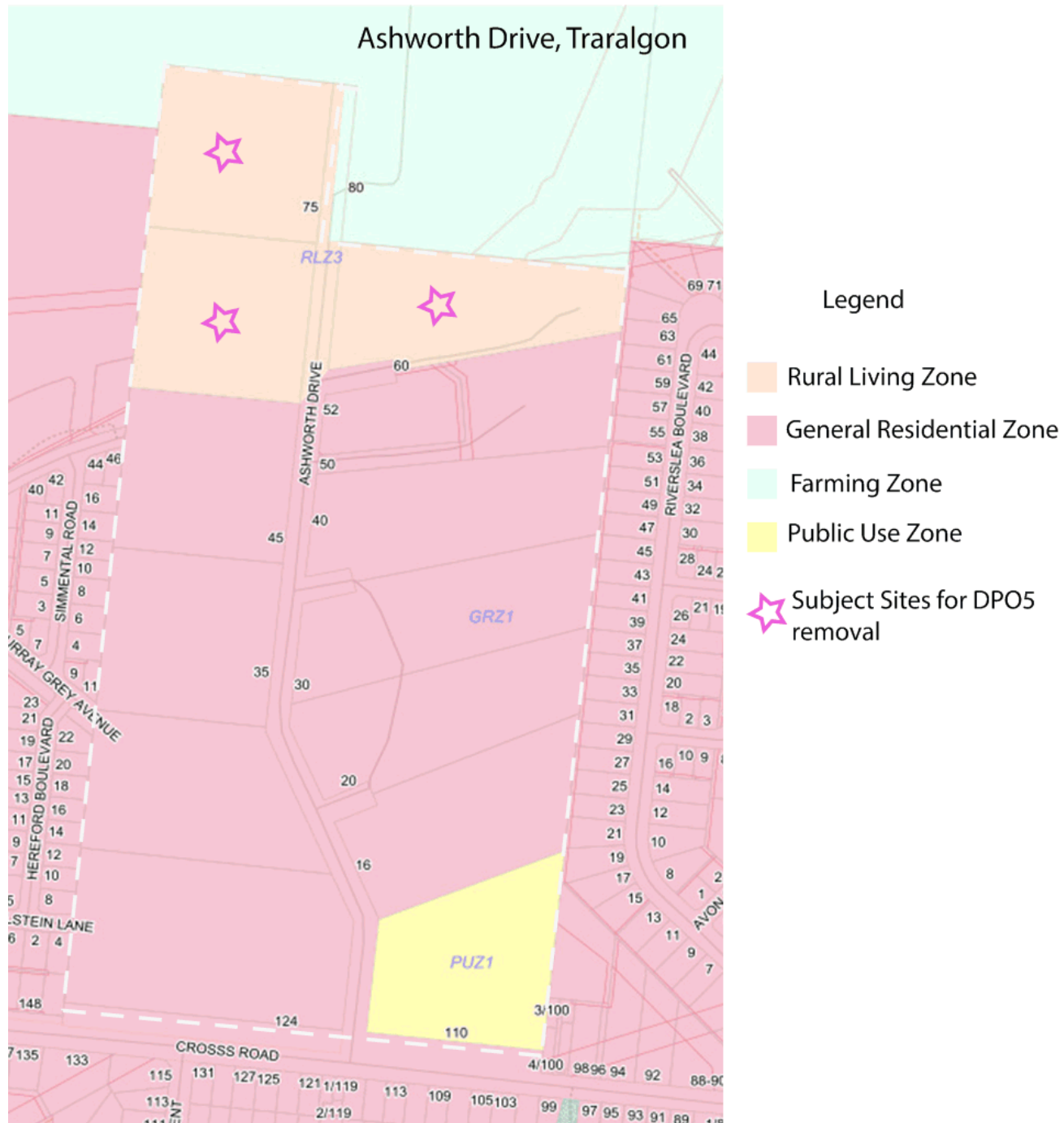
LATROBE PLANNING SCHEME

<ul style="list-style-type: none"><li>• W H Corrigan Reserve, Torres Street, Newborough</li><li>• Warren Terrace Reserve, Warren Terrace, Hazelwood North</li><li>• Yallourn North Town Oval, Reserve Street, Yallourn North</li><li>• Yinnar Recreation Reserve, Jumbuk Road, Yinnar</li><li>• Yinnar South Tennis Club, Middle Creek Road, Yinnar South</li></ul>	
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**3.0            Use and development of land specified in an Incorporated Plan**

19/01/2006  
Proposed  
C101

None Specified.



**Agenda Item: 14.4**

**Agenda Item:** Use of Land for Animal Keeping (12 dogs) (in retrospect) and Development of Kennels Associated with Animal Keeping at 1/6 Tambo Road, Moe South

**Sponsor:** General Manager, City Development

**Council Plan Objective:** Provide a connected, engaged and safe community environment, which is improving the well-being of all Latrobe City citizens.

**Status:** For Decision

**Proposed Resolution:**

**That Council:**

Issues a Notice of Decision to Refuse to Grant a Permit for the use of land for animal keeping (12 dogs) (in retrospect) and development of kennels associated with animal keeping the Rural Living Zone Schedule 5 and Design and Development Overlay Schedule 1 at 1/6 Tambo Road, Moe South (Lot 22 PS347838) on the following grounds:

1. The proposal does not meet the objectives and strategies of Clause 13.05-1S (Noise Abatement) and Clause 13.07-1S (Land Use Compatibility) of the Latrobe Planning Scheme.
2. The proposal fails to meet the strategies and objectives contained within Clause 21.01-3 (Vision and Strategic Framework Plan) and Clause 21.02-4 (Key Issue – Rural Living) of the Latrobe Planning Scheme.
3. The proposal does not comply with the purpose and decision guidelines of Clause 35.03 (Rural Living Zone Schedule 5) of the Latrobe Planning Scheme, including the issue of compatibility with surrounding uses.
4. The proposal does not comply with the decision guidelines of Clause 65 (Decision Guidelines) of the Latrobe Planning Scheme, including in regard to noise and impact on amenity.

**Executive Summary:**

The application seeks retrospective planning approval to use the land for animal keeping (12 dogs) and associated development. The site is located in Rural Living Zone Schedule 5 and is subject to Design and Development Overlay Schedule 1 and Bushfire Management Overlay.

Ten submissions in the form of objections have been received to the application,

which mainly related to the following concerns:

- Noise and odour impact on the amenity of the area; and
- Overall management of the site and use.

Having considered the proposal against the relevant provisions of the Latrobe Planning Scheme and the objections received, it is considered that the proposal does not accord with the relevant State and Local Planning Policy Frameworks, Rural Living Zone purpose and decision guidelines, or the decision guidelines of Clause 65. The proposal would have a detrimental impact on the amenity of the surrounding area.

It is recommended that a Notice of Decision to Refuse to Grant a Permit be issued.

### **Background:**

#### *Summary*

Land: 1/6 Tambo Road, Moe South, known as Lot 22 PS347838  
Proponent: R L Agnew  
Zoning: Rural Living Zone Schedule 5 (RLZ5)  
Overlays: Design and Development Overlay Schedule 1 (DDO1)  
Bushfire Management Overlay (BMO)

A Planning Permit is required:

- To use land in the Rural Living Zone for Animal Keeping, pursuant to Clause 35.03-1 of the Latrobe Planning Scheme (the Scheme) in retrospect; and
- To construct a building or to construct or carry out works in the Rural Living Zone and Design and Development Overlay, pursuant to Clause 35.03-4 and Clause 43.02-2 of the Scheme.

A permit is not triggered under the BMO for the development of land associated with animal keeping.

#### *Proposal*

The application is for the use of land for animal keeping (12 dogs) in retrospect and development of 12 kennels associated with animal keeping. Animal keeping is defined in the Latrobe Planning Scheme (the Scheme) as "*Land used to: a) breed or board domestic pets; or b) keep, breed or board racing dogs*".

The application originally proposed the keeping of 15 dogs, with two to three litters each year in nine kennels. Following notification of the application the applicant amended their proposal by reducing the number of dogs to 12 and increasing the number of proposed kennels to 12. The dogs, which are French bulldogs, are already residing on the site as detailed in the acoustic report, in temporary kennels.



The main details of the application are as follows:

- 12 kennels are proposed to be constructed to the south of the existing dwelling. The kennels would be located in a building 16 metres long by 3 metres wide and would be attached to an existing dog run (11.2 metres by 3.8 metres) located to the west of the proposed kennels and a proposed dog run (12 metres by 30 metres) located to the south of the kennels;
- The kennels would be constructed from a combination of timber, polycarbonate, metal and wire mesh walls. Floors would be constructed from concrete pavers. Each kennel would have a steel and wire gate;
- The kennels would have an overall height of 2.05 metres;
- Waste water from the kennels would be connected to the existing septic tank system, and solid waste would be removed and put in a bin for weekly collection;
- The kennels would be set back approximately 50 metres from the northern boundary, 31.9 metres from the western boundary and approximately 40 metres from the eastern boundary. The dog run would be set back approximately 70 metres from the southern boundary;
- The dogs would be exercised twice a day in the dog runs; and
- A noise assessment titled “*6 Tambo Road, Moe Acoustic Engineering Report*” by Cogent Acoustics (February 2019) was submitted with the amended application. The assessment concluded that noise emissions from the dogs comply with the adopted guidelines for noise during all relevant periods. This report did however identify that although the peak noise level was within EPA guidelines, there is an increase in the level of continuous background noise made by the 12 dogs.

A copy of the proposed plans can be viewed at Attachment 1 and the noise assessment at Attachment 2.

*Subject Land:*

The subject site is regular in shape and is located on the southern side of Tambo Road in Moe South. It has a frontage to Tambo Road of 68 metres, a length of 138 metres, and an overall area of 1.2 hectares. A 20.12 metre wide gas pipeline easement runs parallel to the southern boundary of the site. There is a fall across the site from east to west and a waterway cuts across the rear south-west corner of the site.

The site has been developed with a dwelling set back approximately 30 metres from the site frontage and approximately 10 metres from the eastern boundary. To the rear of the dwelling is a bungalow, garage with an attached shed, and temporary dog kennels and run. Twelve dogs are currently kept on site in the kennels and run. The site contains a number of mature trees along its western boundary and to the rear. The remainder of the site is grassed. Vehicle access to the site is via a crossover located at the eastern end of the site frontage and a driveway that leads to the dwelling.

The site is located on the western edge of an established rural living area in the south of Moe, approximately 3 kilometres from the Moe Activity Centre. Land to the north, south and east has been developed with dwellings for rural residential purposes. Land to the west contains a timber plantation.

*Surrounding Land Use:*

- North: Land of approximately 6.5 hectares located in the Farming Zone. It has been developed with a dwelling with the remainder of the site largely treed.
- South: Land of approximately 2 hectares located in RLZ5. The land has frontage to Pineridge Road. A dwelling is located at the front of the site and the remainder of the site contains pasture grass. A waterway crosses the rear of the site. Some vegetation grows along the waterway.
- East: Land of approximately 1.3 hectares located in RLZ5. It is located on the south-west corner of Tambo Road and Pineridge Road and has been developed with a dwelling which addresses Pineridge Road. The remainder of the site contains pasture grass.
- West: Land of approximately 440 hectares located in the Farming Zone. This property contains a timber plantation.

Attachment 3 shows the location and context of the subject site .

*History of the site:*

An initial complaint was received by Council in April 2018 in relation to barking dogs at the subject site. Following an investigation by Local Laws it was found that 15 dogs were on the property. The land owner was advised in May 2018 to submit a retrospective planning permit application for animal keeping or compliance action would commence. A planning permit application was subsequently lodged in August 2018. It is noted that additional complaints have been received from neighbours with regard to barking dogs since the application was lodged.

**Reasons for Proposed Resolution:**

The grounds set out in the proposed resolution directly reflect the reasons for the proposed resolution.

**Issues:**

*Strategy Implications*

Strategy 9 of the Council Plan 2017-2021 seeks to “*Implement a town planning regime which facilitates appropriate urban growth, industry diversification, liveability and connectivity of Latrobe City*”. An objective to achieve this strategy is to “*Provide a connected, engaged and safe community environment, which is improving the well-being of all Latrobe City citizens*”.

*Communication*

Notification:

The original application was advertised pursuant to Sections 52(1)(a) and (d) of the *Planning and Environment Act 1987* (Act), with notices sent to all adjoining and adjacent landowners and occupiers, and a notice displayed on site for a minimum of 14 days.

At the completion of the advertising period, ten submissions in the form of written objections have been received raising the following concerns:

1. Noise from barking dogs has and will have a detrimental impact on lifestyle and enjoyment of property.

*Comment:*

Objectors have detailed impacts on their lifestyle from current noise from barking emanating from the site. These issues include sleep disturbance and the impact on the ability to use part of their properties. As discussed, it is considered that while the existing use complies with EPA NIRV guidelines it does not satisfactorily address the EPA Noise Control Guidelines. The use is not considered to be compatible with the rural living use of the surrounding land to the north, south and east. The amenity of the area is and will be impacted on by the proposal.

2. Facility would attract foxes, stray dogs and snakes to the area which would impact wildlife.

*Comment:*

It is not known if the proposal would attract foxes, stray dogs or snakes to the area. This is not considered to be a relevant planning consideration.

3. Odour from the kennels and waste management

*Comment:*

The application was referred to Council's Environmental Health Team who advised it had no objection to the proposal subject to a number of conditions including that all wastewater is to be disposed of via a septic system, and that animal wastes on the property must be treated or dispersed in such a manner to ensure that offensive odours are kept to a minimum and that wastes are not a nuisance. It is considered that with these conditions imposed on any approval issued the proposal should not result in offensive odours from the site affecting surrounding properties.

4. Management of stormwater

*Comment:*

Should the application be approved, conditions relating to the management of stormwater from the site would be required to be adhered to by the operator.

5. Cost of the development at \$1,260 is very low

*Comment*

The applicant mistakenly stated on the planning permit application form that the cost of the development would be \$1,260. This amount is the application fee. The applicant provided the cost of the development in their amended application stating that it would be greater than \$10,000.

6. Emergency management in case of fire due to the proximity of the timber plantation to the site.

*Comment*

The use and development are not subject to the Bushfire Management Overlay provisions therefore emergency management is not a planning permit consideration for this application.

7. Welfare of the dogs

*Comment*

Objectors were concerned that the accommodation for the dogs would be substandard as the original application was for 15 dogs and 2 to 3 litters in 9 kennels. The application was amended to 12 dogs and 2 to 3 litters in 12 kennels.

A copy of the objections can be viewed at Attachment 4 of this report, with a map showing the location of the nearby objectors at Attachment 5.

Following notification, the applicant amended their application to reduce the number of dogs proposed from 15 dogs to 12 dogs and provided amended plans showing an increase in the number of kennels proposed from nine to 12 kennels.

The applicant's written response to the objections can be viewed at Attachment 6.

External:

The application was not required to be referred to any authorities under Section 55 of the Act. The application was referred for comment under Section 52(1)(d) of the Act to APA Group (as the relevant Gas Transmission Pipeline Authority) and West Gippsland Catchment Management Authority (WGCMA), due to the waterway on the site, who had no objection to the granting of a planning permit.

Internal:

The application was referred to the Council's Environmental Health Team and Environmental Sustainability Team who did not object to the granting of the planning permit with the Environmental Health Team requiring conditions to be included on



any permit that may be issued with regard to the disposal of waste water from the site and the control of odour and noise.

*Financial Implications*

Additional resources or financial cost will only be incurred should the planning permit application require determination at the Victorian Civil and Administrative Tribunal. The anticipated time required for a Council officer to prepare a VCAT submission and collate all relevant documentation is three business days with an additional day required to attend and present at appeal, totalling 4 business days.

This equates to a financial cost in the order of \$1,600. This cost would be far greater if a consultant is required to attend on Council's behalf and would likely be in excess of \$6,000.

*Risk Analysis*

Identified risk	Risk likelihood*	Controls to manage risk
Ten submissions have been received which raise concerns regarding the proposed development, amenity impacts and other concerns.	3 – Possible	The proposal has been considered against the Scheme and it is considered to be inconsistent with the relevant provisions.
Council not supporting the application and the applicant seeking review of the decision at VCAT.	3 – Possible	To manage and limit the potential risk the recommendation has been considered against the relevant sections of both the Planning Policy Framework and Municipal Planning Strategy.

\* For example, likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

*Legal and Compliance*

**Latrobe Planning Scheme**

The Planning Policy Framework (PPF) and Local Planning Policy Framework (LPPF) have been considered as part of the assessment of this application.

The following clauses are relevant to the consideration of this application.

**Planning Policy Framework**

Clauses 13.05-1S Noise Abatement

Clause 13.07-1S Land Use Compatibility

**Local Planning Policy Framework**

Clause 21.01-3 Vision and Strategic Framework Plan

Clause 21.02-4 Key Issue – Rural Living

**Zoning**

The subject site is located in the Rural Living Zone - Schedule 5. A planning permit is required for the use of the land for animal keeping for more than two animals. A planning permit is also required for buildings and works.

The purpose and decision guidelines of the RLZ5 have been taken into account as part of the assessment of this application and it is considered that the application is inconsistent with the zoning provisions. This will be discussed later in this report.

**Overlay**

The land is affected by the Design and Development Overlay - Schedule 1 and Bushfire Management Overlay. A planning permit is required for buildings and works under the DDO1 provisions. The proposal is considered to be consistent with DDO1 as APA Group has consented to the proposed buildings and works near the major gas pipeline. The proposal does not trigger a planning permit under the BMO.

**Particular Provisions**

There are no Particular Provisions applicable to this application.

**Decision Guidelines (Clause 65):**

Clause 65.01 sets out the decision guidelines to consider before deciding on an application or approval of a plan.

**Incorporated Documents (Clause 81):**

The proposed development is in accordance with the following relevant incorporated document:

- Guidelines for Environmental Management: Code of Practice – Onsite Wastewater Management (Publication 891.4, Environment Protection Authority, 2016)

**Strategic direction of the State and Local Planning Policy Frameworks:**

It is considered that the proposal does not accord with the Planning Policy Framework and Municipal Planning Strategy as the subject site is not suitably located for the proposed use. The proposed use would conflict with the surrounding rural living area due to noise emissions from the site.

Clause 13.05-1S refers to noise abatement. The objective of the clause is '*to assist the control of noise effects on sensitive land uses*'.

Clause 13.07-1S Land Use Compatibility has the objective “*to safeguard community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects*”.

The site is located in an area identified on the Latrobe City Strategic Land Use Framework Plan in Clause 21.01-3 as a ‘*significant rural living area*’ where rural residential living in appropriate locations is promoted as an attractive lifestyle choice.

In addition, Clause 21.02-4 Key Issue – Rural Living, Objective 2 is “*to minimise conflict between agricultural activities and rural lifestyle*”. Strategy 2.1 is “*Discourage animal keeping facilities in rural living areas*”.

Planning policy clearly does not support uses that would impact on the amenity of existing uses by way of noise, with animal keeping specifically discouraged in rural living areas.

The applicant has provided a noise assessment of the current use of the site which concluded that the noise emissions from the dogs currently comply with noise levels recommended by EPA Publication 1411 ‘Noise from Industry in Regional Victoria’ (NIRV) (EPA Victoria, 2011) and the World Health Organization Guidelines for Community Noise (World Health Organization, 1999).

The Scheme directs decision makers to consider the NIRV when assessing the effects of noise on sensitive land uses. The proposed use is considered to be inconsistent with the guidelines set out for decisions makers in the NIRV. The NIRV is a supporting document to this report.

In addition, the EPA Noise Control Guidelines (Publication 1254, October 2008) provides guidance to municipal officers to assist in the resolution of complaints or to avert a potential noise nuisance. The Guidelines provide guidance on dog kennels. They state that the ‘*problems caused by the perpetual barking of dogs has been known to exist at distances as far as 500 metres from the actual source*’, and provide criteria for dog kennels to limit both the physical stimuli to the dogs and the outbreak of noise from kennels. The EPA Noise Control Guidelines (Publication 1254, October 2008) are a supporting document to this report.

The 500 metre radius around the subject site is annotated on the Site Context plan at Attachment 3.

The local planning policy in the Scheme expressly discourages animal keeping in rural living areas due to potential conflict between the uses. In this instance, it is considered that whilst the proposal may satisfy the recommended noise levels of the NIRV, the use of the surrounding area for rural living purposes and the keeping of 12 dogs are not compatible. The site is 1.2 hectares in size and the existing kennels and run are located within 100 metres of the nearest dwelling to the east, and within 500 metres of approximately 14 dwellings particularly to the south on Pineridge Road. The proposed kennels and run would also be within these setback distances.

It is considered that the setback from the proposed use and development to neighbouring residential properties is inadequate as the amenity of the area will be

affected by the noise of the dogs barking on the subject land. This is evidenced by complaints Council has received from neighbouring properties regarding the barking of dogs from the site previously.

The noise issue is further exacerbated by the topography of the land and the orientation of the kennels and runs. The site is located downhill of the majority of the adjoining properties, noise currently travels uphill to these properties. In addition the front of the proposed kennels and run would be oriented east and south thereby facing these adjoining properties.

The proposal has not demonstrated that the above criteria as listed in the EPA Noise Control Guidelines is able to be appropriately addressed.

It is on this basis that it is considered that the proposal should not be approved.

'Purpose' and 'Decision Guidelines' of the Rural Living Zone Schedule 5:

The proposal does not satisfy the purpose of the Rural Living Zone which includes '*to provide for agricultural land uses which do not adversely affect the amenity of surrounding land uses*'. Given the history of noise complaints associated with the current use of the site and the number of objections received, it is evident that the subject site is not large enough to encompass the use and therefore unable to minimise conflict between the animal keeping activity and surrounding rural living lots. As detailed, it is considered that the subject site is not suitably located for the proposed use, as it would cause conflict between the animal keeping activity and surrounding rural living lots. The proposal is therefore not considered to be able to satisfactorily address the purpose and decision guidelines of the zone.

'Purpose' and 'Decision Guidelines' of the Design and Development Overlay Schedule 1

The overlay seeks to ensure that buildings and works are sufficiently separated from the high pressure gas pipeline to avoid a safety hazard. The application was referred to APA Group as the relevant pipeline authority who had no objection to the proposal. The proposal is therefore considered to have satisfactorily addressed the overlay requirements.

Particular Provisions

There are no Particular Provisions applicable to this application.

Clause 65 (Decision Guidelines):

Clause 65 sets out guidelines for Council to consider before deciding on an application. It is submitted that the proposal does not comply with the Decision Guidelines as it would have a negative impact on the amenity of the area and as a result would not support orderly and proper planning.

**Options**

Council has the following options in regard to this application:



1. Issue a Notice of Decision to Grant a Permit; or
2. Issue a Notice of Decision to Refuse to Grant a Permit.

Council's decision must be based on planning grounds, having regard to the provisions of the Scheme.

**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:**

EPA Noise from Industry in Regional Victoria (Publication 1411, 2011)  
EPA Noise Control Guidelines (Publication 1254, October 2008)

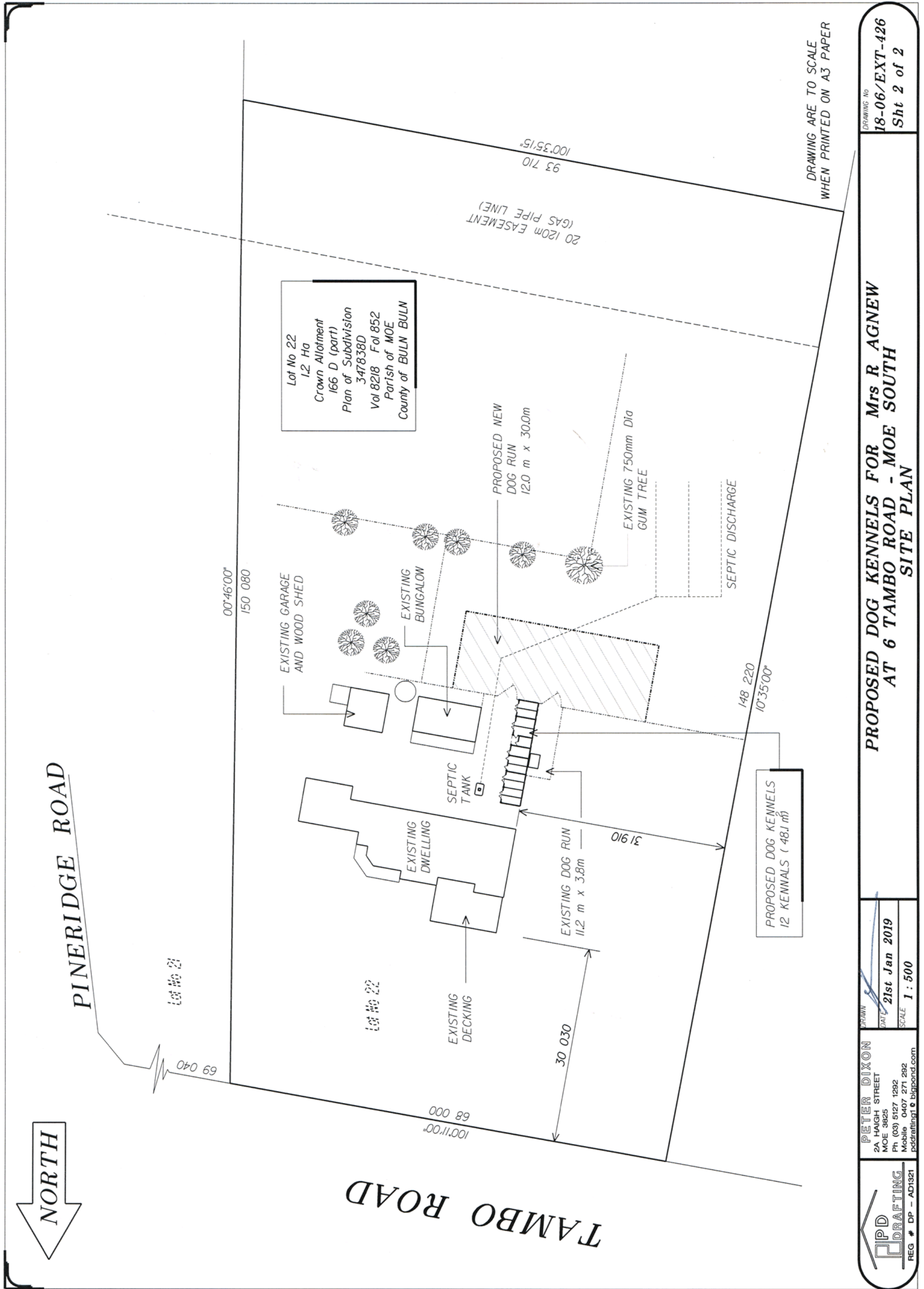
**Attachments**

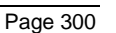
- 1 [↓](#). Proposed Plans
- 2 [↓](#). Noise Assessment
- 3 [↓](#). Site Context Plan
4. Copy of Objections (Published Separately) (Confidential)
5. Location of Objectors (Published Separately) (Confidential)
- 6 [↓](#). Applicants response to objections

## 14.4

### **Use of Land for Animal Keeping (12 dogs) (in retrospect) and Development of Kennels Associated with Animal Keeping at 1/6 Tambo Road, Moe South**

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Cogent Acoustics

**6 Tambo Road, Moe**

**Acoustic Engineering Report**



## 6 Tambo Road, Moe

### Acoustic Engineering Report

**Prepared for:**

Raewyn Agnew  
6 Tambo Road  
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**Prepared by:**

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**Revision History**

Rev.	Date	Purpose	Prepared by:	Reviewed by:
0	05/02/2019	Draft for comment	Alex Horng	Te-liang Chong
1	06/02/2019	For Issue	Alex Horng	Te-liang Chong

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## Executive Summary

Raewyn Agnew has appointed Cogent Acoustics Pty Ltd to perform an environmental noise assessment of an existing dog kennel at 6 Tambo Road, Moe.

Noise measurements due to operation of the existing dog kennel have been undertaken and assessed in relation to the maximum noise levels recommended by EPA Publication 1411 'Noise from Industry in Regional Victoria' (NIRV) (EPA Victoria, 2011) and the World Health Organization Guidelines for Community Noise (World Health Organization, 1999).

The results of the assessment have determined that noise emissions from dogs will comply with the adopted guideline noise criteria for all relevant periods.



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## 1 Introduction

### 1.1 Purpose

Raewyn Agnew has appointed Cogent Acoustics Pty Ltd to perform an environmental noise assessment of an existing dog kennel at 6 Tambo Road, Moe.

It is understood that Council has requested an acoustic report assessing the dog noise originating from the site.

A glossary of the acoustic nomenclature used in this report is presented in Appendix A.

### 1.2 Reference Documentation

This report is based on information contained in the following documents and drawings:

**Table 1 Reference Documentation**

Document	Prepared by	Issue
Email To: Raewyn Agnew CC: Andrew Mitchell Subject: 18371 6 Tambo Road, Moe – Project Timeline	Te-liang Chong	Friday 5:20 PM 11/01/2019

### 1.3 Report Limitations

The following limitations are applicable with respect to the acoustic advice presented in this report:

- Cogent Acoustics has prepared this document for the sole use of the Client and for the specific purpose expressly stated in the document. No other party should rely on this document without the prior written consent of Cogent Acoustics. Cogent Acoustics undertakes no duty, nor accepts any responsibility, to any third party who may rely upon or use this document.
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- The recommendations, data and methodology documented in this assessment are based on the listed reference documentation. The recommendations apply specifically to the project under consideration, and must not be utilised for any other purpose. Any modifications or changes to the project from that described in the listed reference documentation may invalidate the advice provided in this document, necessitating a revision.
- Subject to the above conditions, this document may be transmitted, reproduced or disseminated only in its entirety.



## 2 Project Characteristics

The project site is located at 6 Tambo Road, Moe, as shown in Figure 1. The topography in the area of the site is slopes upwards towards Pineridge Road (east).

The site is understood to currently house 12 dogs. Nine dogs are housed in individual kennels on the south-west side of the site. The remaining three dogs are housed on the south-east side of the site.

The dogs housed at the site are understood to be French Bulldogs. This breed of dog is known to bark less frequently and has a characteristically quieter bark than typical for many other types of dog.

The neighbouring residential premises are also understood to house dogs of their own. It is understood that the nearest neighbour to the east may house up to two dogs. The nearest neighbour to the south-east may house up to three dogs.



Figure 1 Aerial Image of Site (Image Source: Google Maps)



### 3 Legislation and Guidelines

#### 3.1 Summary of Relevant Documents

Table 2 presents a summary of the relevant legislation and guidelines applicable to the proposed development. Further details in relation each document are presented in the subsequent subsections.

**Table 2 Summary of Relevant Statutory Requirements and Guidelines**

Document	Status	Relevance to this Project
EPA Publication 1411 – Noise from Industry in Regional Victoria (NIRV) (EPA Victoria, 2011)	Guideline	A non-statutory guideline that provides recommended maximum noise levels for noise emissions from commercial, industrial and trade premises outside metropolitan Melbourne.
World Health Organization Guidelines for Community Noise (WHO Guidelines) (World Health Organization, 1999)	Guideline	Provides guidance on satisfactory noise levels for to avoid sleep disturbance due to short term noise events not addressed by NIRV.

#### 3.2 EPA Publication 1411 - Noise from Industry in Regional Victoria (NIRV)

EPA Publication 1411 'Noise from Industry in Regional Victoria' (NIRV) (EPA Victoria, 2011) is a non-statutory guideline that provides guidance on industry noise levels and limits for regional Victoria.

NIRV provides the methods to set recommended maximum noise levels ('recommended levels') for noise emissions from commercial, industrial and trade premises to noise-sensitive areas such as homes. NIRV's recommended levels are intended to provide a balance between protecting community wellbeing and amenity near industrial premises and supporting the social and economic value of industry in regional Victoria.

NIRV refers to *State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1* (SEPP N-1) (State of Victoria, 2001) for noise measurement procedures. In accordance with SEPP N-1, noise emissions from the source under consideration are measured so as to obtain an  $L_{Aeq}$  sound pressure level that is representative of the audible noise at the Noise Sensitive Area over a continuous 30-minute period. Adjustments to the measured level are applied where necessary to account for characteristics such as duration, intermittency, reflections, impulsiveness, tonality, and measurement location. The adjusted noise level is termed the Effective Noise Level, and it is the Effective Noise Level that is assessed in relation to the recommended levels.





#### 4 Noise Sensitive Areas

The nearest and potentially most affected Noise Sensitive Areas (NSA) in the vicinity of the proposed development are marked in Figure 2 below.



**Figure 2 Noise Sensitive Areas (Image Source: Google Maps)**

Details of the Noise Sensitive Areas (NSAs) are as shown in Table 3 below.

**Table 3 Details of Noise Sensitive Areas (NSA)**

NSA Ref.	Receptor Type	Address	Approximate Distance of NSA from Dog Housing Location, m
NSA 1	Residential	8 Pineridge Road, Moe	97
NSA 2	Residential	18 Pineridge Road, Moe	155



## 5 Existing Acoustic Environment

### 5.1 Soundscape

The existing soundscape in the vicinity of the site and potentially most-affected Noise Sensitive Areas comprises mostly of road traffic noise from Tambo Road and Pineridge Road, and bird/insect noise. It was noted the soundscape during the loudest periods was dominated by lawn mowing or other extraneous machinery noise. Other periods of sound pressure level peaks were caused by wind induced pressure fluctuations. Noise from dogs barking, originating from the existing dog kennel was only exhibited on two occasions.

### 5.2 Environmental Noise Logging

Unattended noise logging was performed at the site to establish noise levels due to dogs barking at the existing dog kennel. The measurements were performed at approximately 2 m from the south-west dog housing location (Location 1) between 21 and 27 January 2019. Noise logging at a secondary noise monitoring location, located along the eastern boundary of the subject site (Location 2) was conducted for additional information, between 21 and 27 January 2019. Figure 3 shows the noise measurement locations. Details of the measurement locations and measurement methodology are presented in Appendix B.

Attended noise measurements of the dogs barking were not conducted during visits to the subject site, as no dogs were barking at the time.

Graphs showing the variation of background noise level over the full measurement period are presented in Appendix C.



**Figure 3 Noise Measurement Locations (Image Source: Google Maps)**

The noise logger at Location 1 was configured to record a 1 minute audio sample every 15 minutes throughout the measurement period to enable identification of the sounds contributing to the measured noise levels.





### 5.3 Noise Measurement Results

Analysis of the measured sound pressure levels at both locations, as presented in Table 4, indicate that the maximum ambient noise levels are higher at Location 2, except for two occasions, where noise originated from the dog housing location at the subject site. This indicates that at the eastern boundary of the site, dog barking noise was generally no greater than other ambient noise.

The longest measured period of dogs barking originating from the subject site had a duration of approximately 4-minutes.

Based on analysis of audio samples recorded at location 1, noise due to dogs barking in the distance (most likely originating from the neighbouring residences) was found to occur at various times during the measurement period. However, the distant dog noise was generally no louder than other ambient noise sources such as bird/insect noise and was unable to be measured individually.

With regard to the above discussion, noise due to dogs barking (whether at the subject site or at surrounding properties) was determined to not be a dominant feature of the soundscape. Playback of recorded audio indicates that the soundscape was dominated by road traffic, bird/insect and wind noise.

Table 4 presents the maximum ambient noise level measured at each measurement location. The ambient noise levels presented in Table 4 represent a combination of noise due to ambient noise sources and dogs barking. Elevated ambient noise levels due to dogs barking was determined to only occur on two occasions during the measurement period.

**Table 4 Measured Maximum Ambient Noise Levels**

Date	Maximum Ambient Noise Levels, $L_{Aeq,15min}$ , dB(A)					
	Location 1			Location 2		
	Day	Evening	Night	Day	Evening	Night
Monday 21/01/2019	45 <sup>1</sup>	48	41	55 <sup>1</sup>	55	44
Tuesday 22/01/2019	48	45	47 <sup>4</sup>	58	53	45 <sup>4</sup>
Wednesday 23/01/2019	69 <sup>3</sup>	50	49	74 <sup>3</sup>	55	55
Thursday 24/01/2019	52	53	52	62	59	55
Friday 25/01/2019	58	48	42	67	52	49
Saturday 26/01/2019	43	47	51	46	68	61
Sunday 27/01/2019 <sup>2</sup>	-	45 <sup>4</sup>	-	-	42 <sup>4</sup>	-

1 Measurement data for 1 pm to 6 pm only.

2 Measurement data for 7 am to 10 am only.

3 Playback of recorded audio indicates that elevated noise levels during these periods were due to lawn mowing.

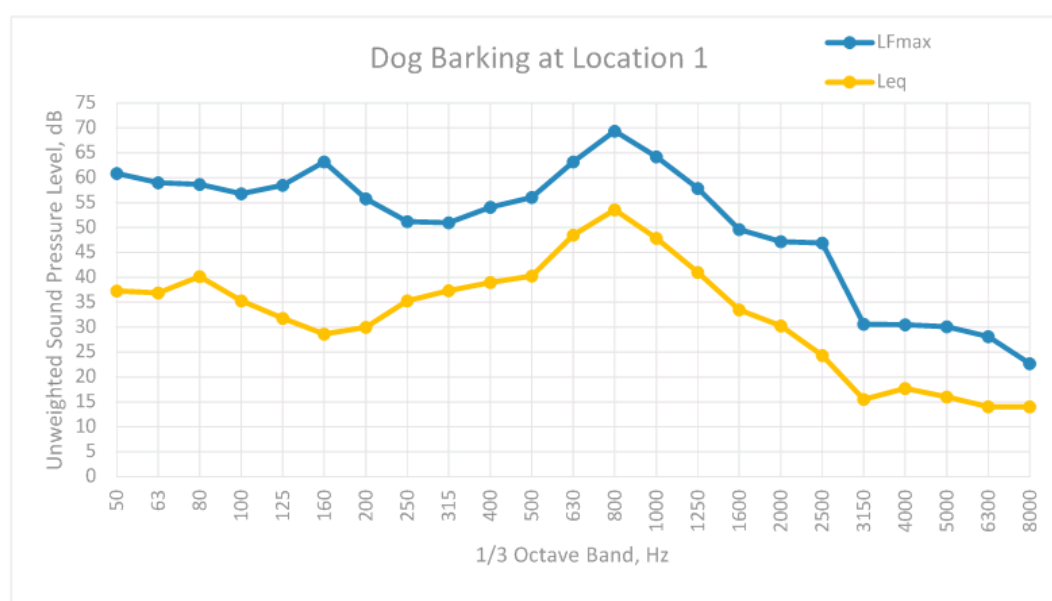
4 Playback of recorded audio indicates that elevated noise levels during these periods were due to dogs barking originating from the dog kennel at the subject site.





From more detailed analysis of the above results, the typical maximum measured  $L_{Aeq}$  and  $L_{AFmax}$  sound pressure levels of dogs barking at Location 1 (originating from the dog kennel at the subject site) were determined to be 56 dB(A) and 71 dB(A), respectively.

Figure 4 presents the typical maximum one-third octave band noise levels measured at Location 1, for the specific periods where the dogs were identified to be barking at the subject site. Table 5 presents the same data tabulated in octave bands.



**Figure 4 Measured 1/3 Octave Band Sound Pressure Level – Dog Barking Originating from the Subject Site**

**Table 5 Measured Octave Band Sound Pressure Level – Dog Barking Originating from the Subject Site**

Noise Metric	Overall, dB(A)	Unweighted Octave Band Sound Pressure Level, (dB)						
		63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz
$L_{Aeq}$ , 4 mins	56	43	38	40	50	55	36	21
$L_{AFmax}$	71	64	65	58	64	71	53	35



## 6 Noise Criteria

### 6.1 NIRV Recommended Maximum Noise Levels

The Recommended Maximum Noise Levels (RMNLs) presented in Table 6 have been determined to apply at the potentially most-affected Noise Sensitive Areas in accordance with NIRV. The generating zone and receiving zone of NSA 1 and NSA 2 have been identified as the same continuous Rural Living Zone (RLZ5).

**Table 6 NIRV Recommended Maximum Noise Levels**

Period	Applicable Times	Noise Criteria, $L_{\text{eff}}$ , dB(A)
Day	<ul style="list-style-type: none"> <li>7am to 6pm Monday to Friday</li> <li>7am to 1pm Saturday</li> </ul>	45
Evening	<ul style="list-style-type: none"> <li>6pm to 10pm Monday to Friday</li> <li>1pm to 10pm Saturdays</li> <li>7am to 10pm Sundays and Public Holidays</li> </ul>	38
Night	<ul style="list-style-type: none"> <li>10pm to 7am All Days</li> </ul>	33

Based on the results in the table above, the NIRV 'Night' period RMNLs will therefore be the controlling noise levels applicable at the potentially most-affected NSAs. Compliance with the established NIRV 'Night' period RMNLs will result in compliance for all other periods.

### 6.2 Sleep Disturbance

Sleep disturbance is commonly related to short term maximum noise levels due to individual noise events rather than overall ( $L_{\text{Aeq}}$ ) noise levels as assessed by NIRV.

In consideration of the above, guidance from The World Health Organization Guidelines for Community Noise (World Health Organization, 1999) has been used in determining appropriate internal noise levels to avoid sleep disturbance. The WHO Guidelines recommend the following maximum noise levels to avoid sleep disturbance:

**Table 7  $L_{\text{AFmax}}$  Design Indoor Noise Levels**

Environment	Recommended Maximum Sound Level, $L_{\text{AFmax}}$ , dB(A)
Outside Bedrooms (Outdoors) – Night Time (10 pm to 7 am)	≤ 60
Inside Bedrooms – Night Time (10 pm to 7 am)	≤ 45



## 7 Review of Noise Levels due to Kennel Dogs Barking

### 7.1 NIRV Assessment

Noise levels at the potentially most-affected NSA's have therefore been calculated based on the following parameters:

- Measured octave band sound pressure levels for dogs barking ( $L_{Aeq}$ ) are as presented in Table 5.
- A distance attenuation adjustment was calculated based on a distance of 2 m from the dog housing location to the measurement location (Location 1) and the distance from the dog housing location to NSA 1 and NSA 2 being 97 m and 155 m, respectively. The dog housing location has been modelled as a point source for the purpose of sound propagation calculations.
- The calculations have been conservatively based on geometrical propagation only. Atmospheric sound absorption and sound absorption by the ground have not been included in the calculations.
- As a conservative measure, the measured noise levels have been assumed to have captured the noise generated by 1 dog only.
- An adjustment of +11 dB has been included in the calculations to include all 12 dogs barking at once.
- A +2 dB tonality adjustment has been conservatively included in the Effective Noise Level calculations to allow for any possible minor tonality characteristics of the dogs barking as received at the NSA, in accordance with the SEPP N-1 procedures prescribed by NIRV.
- A +5 dB impulse adjustment has been included in the Effective Noise Level calculations to allow for the impulse characteristics of the dogs barking, in accordance with the SEPP N-1 procedures prescribed by NIRV.
- Based on there typically being no greater than 4 minutes of dog barking noise per 30-minute period as observed in the analysed noise measurements, a -9 dB duration adjustment has been included in the Effective Noise Level calculations, in accordance with the SEPP N-1 procedures prescribed by NIRV.

The calculated noise levels ( $L_{Aeq}$ ) at the nearest Noise Sensitive Areas due to the dogs barking are presented in Table 8.

**Table 8 Calculated Dog Barking Noise Levels –  $L_{Aeq}$ , dB(A)**

Receiver	Period	Calculated Sound Pressure Level at NSA, dB(A)	Combined Tonality, Impulse and Duration Adjustment	Effective Noise Level at NSA dB(A)	NIRV Guideline Noise Criteria	Compliance Status
NSA 1 8 Pineridge Road	Day	33	-2 dB	31	45 dB(A)	✓
	Evening	33	-2 dB	31	38 dB(A)	✓
	Night	33	-2 dB	31	33 dB(A)	✓
NSA 2 18 Pineridge Road	Day	29	-2 dB	27	45 dB(A)	✓
	Evening	29	-2 dB	27	38 dB(A)	✓
	Night	29	-2 dB	27	33 dB(A)	✓

## 7.2 Sleep Disturbance Assessment

Table 9 presents the calculated  $L_{AFmax}$  maximum noise levels assessed in relation to the WHO guidelines. A distance attenuation as per the parameters in Section 7.1 been applied to the measured  $L_{AFmax}$  sound pressure level presented in Table 5.

**Table 9 Calculated Dog Barking Noise Levels –  $L_{AFmax}$ , dB(A)**

Receiver	Period	Calculated $L_{AFmax}$ Sound Pressure Level at NSA, dB(A)	WHO Guidelines Noise Criteria	Compliance Status
NSA 1 8 Pineridge Road	Night	38	60	✓
NSA 2 18 Pineridge Road	Night	34	60	✓

The results above demonstrate that airborne noise levels due to dogs barking from the existing dog kennel will comply with the NIRV and WHO guideline noise criteria for all relevant periods.





## 8 Conclusion

An environmental noise assessment has been performed in relation to noise emissions from an existing dog kennel at 6 Tambo Road, Moe.

Assessment of the noise emissions has been conducted with regard to the acoustic guidelines of EPA Publication 1411 – Noise from Industry in Regional Victoria (NIRV) and the World Health Organization Guidelines for Community Noise (World Health Organization, 1999) for sleep disturbance.

It is considered that operation of the dog kennel complies with the adopted guideline noise criteria for all relevant periods.



## 9 References

EPA Victoria. (2011, October). Noise from Industry in Regional Victoria - Recommended Maximum Noise Levels from Commerce, Industry and Trade Premises in Regional Victoria. *EPA Publication 1411*.

State of Victoria. (2001). State Environment Protection Policy (Control of Noise from Industry, Commerce and Trade) No. N-1. *No. S31, 16/5/1992, Gazette 15/6/1989, As varied 15/9/1992, No. G37, Gazette 23/9/1992, As varied 31/10/2001, No. S183, Gazette 31/10/2001*.

World Health Organization. (1999, April). World Health Organization Guidelines for Community Noise.



## Appendix A Glossary of Acoustic Terms

**dB / dB(A)** Decibels or 'A'-weighted Decibels, the units of Sound Pressure Level and Sound Power Level. 'A'-weighting adjusts the levels of frequencies within the sound spectrum to better reflect the sensitivity of the human ear to different frequencies at sound pressure levels typical of everyday sounds. [Unit: dB / dB(A)]

The following are examples of the decibel readings of every day sounds;

- 0 dB The faintest sound we can hear
- 30 dB A quiet library or in a quiet location in the country
- 45 dB Typical office space. Ambience in the city at night
- 60 dB The sound of a vacuum cleaner in a typical lounge room
- 70 dB The sound of a car passing on the street
- 80 dB Loud music played at home
- 90 dB The sound of a truck passing on the street
- 100 dB The sound of a rock band
- 120 dB Deafening

**Effective Noise Level** "Effective noise level" means the level of noise emitted from the commercial, industrial or trade premises and adjusted if appropriate for character and duration.

**L<sub>A90,T</sub>** The value of A-weighted Sound Pressure Level which is exceeded for 90 percent of the time during given measurement period T. This is commonly used to represent the background noise level. [Unit: dB / dB(A)]

**L<sub>Aeq,T</sub>** The Equivalent Continuous A-weighted Sound Pressure Level measured over the period T (also known as Time-Average Sound Pressure Level). The Equivalent Continuous A-weighted Sound Pressure Level is the constant value of A-weighted Sound Pressure Level for a given period that would be equivalent in sound energy to the time-varying A-Weighted Sound Pressure Level measured over the same period. In simple terms, this can be thought of as the average sound pressure level. [Unit: dB / dB(A)]

**L<sub>AFmax,T</sub>** The maximum value of A-weighted, F time-weighted Sound Pressure Level which occurs during a given measurement period T. [Unit: dB / dB(A)]

**L<sub>eff</sub>** See 'Effective Noise Level'.

**Noise Sensitive Area** For the purposes of assessment of noise levels in relation to *State Environment Protection Policy (Control of Noise from Commerce Industry and Trade) No. N-1*, *State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2*, or the *Interim Guidelines for Control of Noise from Industry in Country Victoria*, a Noise Sensitive Area is defined as:



- a) That part of the land within the apparent boundaries of any piece of land which is within 10 metres outside the external walls of any of the following buildings:
  - A dwelling (except Caretaker's House)
  - Residential Building
- b) That part of the land within the apparent boundaries of any piece of land on which is situated any of the following buildings which is within a distance of 10 metres outside the external walls of any dormitory, ward or bedroom of such buildings:
  - Caretakers house
  - Hospital
  - Hotel
  - Institutional home
  - Motel
  - Reformative institution
  - Tourist establishment
  - Work release hostel

Sound Pressure Level      A measure of the magnitude of a sound wave. Mathematically, it is twenty times the logarithm to the base ten of the ratio of the root mean square sound pressure at a point in a sound field, to the reference sound pressure; where sound pressure is defined as the alternating component of the pressure (Pa) at the point, and the reference sound pressure is  $2 \times 10^{-5}$  Pa. [Unit: dB]





## Appendix B Noise Measurement Methodology

### Measurement Procedure

Unattended noise logging was performed at the site to establish the background noise levels and noise due to dogs barking. Table 10 presents details of each measurement:

**Table 10 Measurement Details**

Location	Measurement Type		Start Time	Start Date	End Time	End Date
	Attended	Unattended				
1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1:30 pm	Monday 21/01/2019	10:00 am	Sunday 27/01/2019
2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1:30 pm	Monday 21/01/2019	10:00 am	Sunday 27/01/2019

The equipment was configured to provide the measurement results as continuous series of 1 second sound pressure levels and the metrics used for the assessment were post-processed from this data.

To enable identification of the sounds contributing to the measured noise levels, the noise logger at Location 1 was configured to record a 1 minute audio sample every 15 minutes throughout the measurement period.

The microphone at both locations was mounted 1.3 m above ground level. A foam windscreen was installed on the microphones to minimise the effect of wind-induced pressure fluctuations on the measurements.

Figure 5 to Figure 7 show details of the noise measurement locations.



Figure 5 Noise Measurement Locations (Image Source: Google Maps)



Figure 6 Noise Measurement Location 1 – View Facing North



Figure 7 Measurement Location 2 – View Facing South East





### Instrumentation

All acoustic instrumentation used for the measurements held a current certificate of calibration at the time of the measurements. A field check to confirm correct calibration of the instrumentation was performed at the beginning and end of the measurement period using a laboratory calibrated portable Sound Level Calibrator. At the time of each check the instrumentation was found to be reading correctly and the deviation between consecutive checks was found to be less than 1 dB.

Details of the acoustic instrumentation used for measurements are presented in Table 11.

**Table 11 Acoustic Instrumentation Details**

Location	Instrument Description	Serial No.	Date of Last Laboratory Calibration*
1	Svantek 977 Class 1 Sound Level Meter	45436	17/04/2018
2	Noise Sentry NSRT MK2	Atp+jdUycf2VgLHiyyr5ND	14/06/2018
-	Svantek SV33 Portable Sound Level Calibrator	57427	2/05/2018

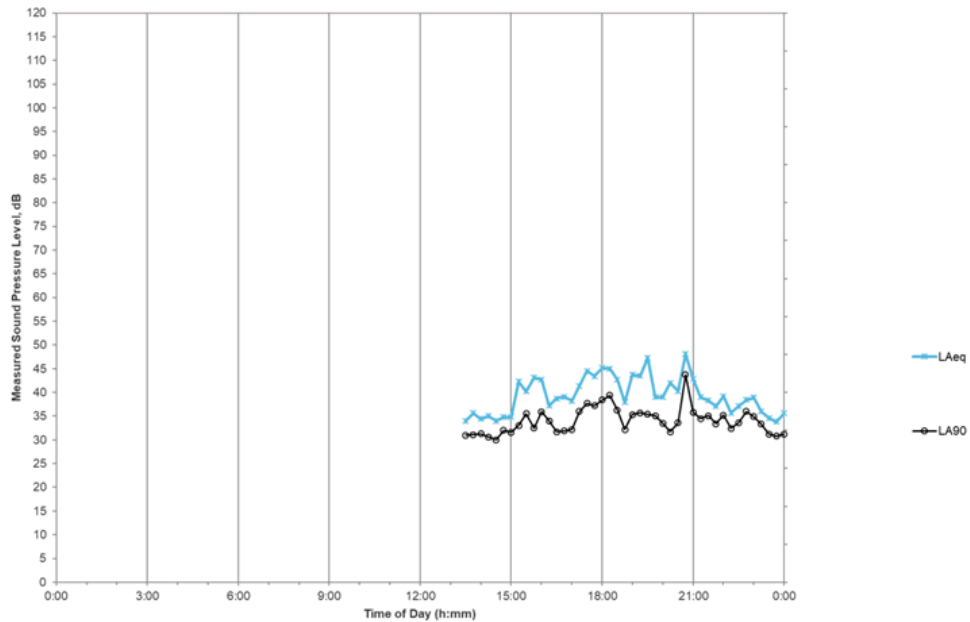
\* In accordance with AS 1055.1-1997 and National Association of Testing Authorities Guidelines, Sound Level Meters and Environmental Noise Loggers are required to have comprehensive laboratory calibration checks carried out at intervals not exceeding two years. Sound Level Calibrators require calibration annually.



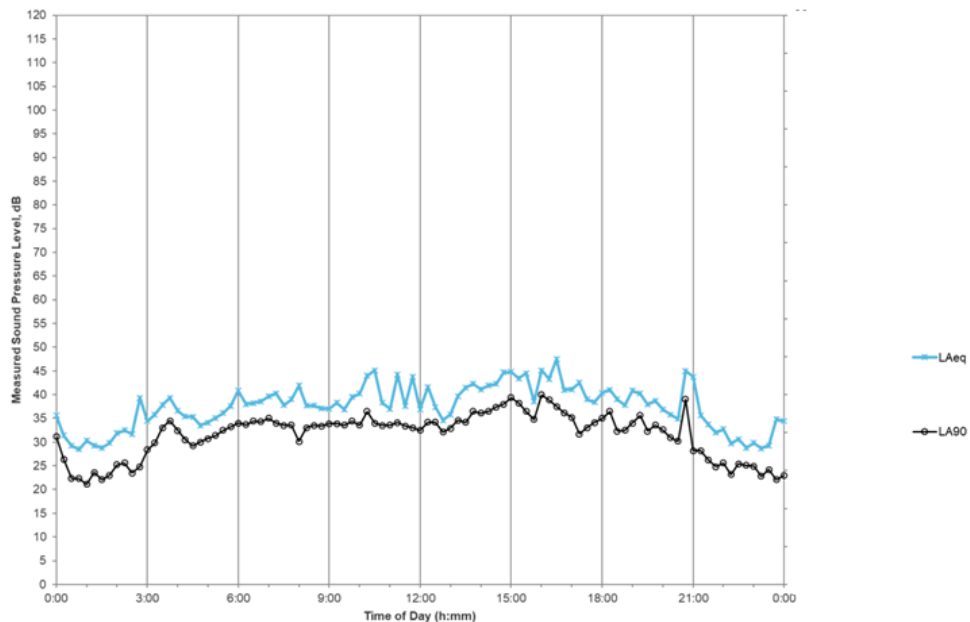


## Appendix C Graphed Noise Measurement (Location 1)

Monday, 21 January 2019

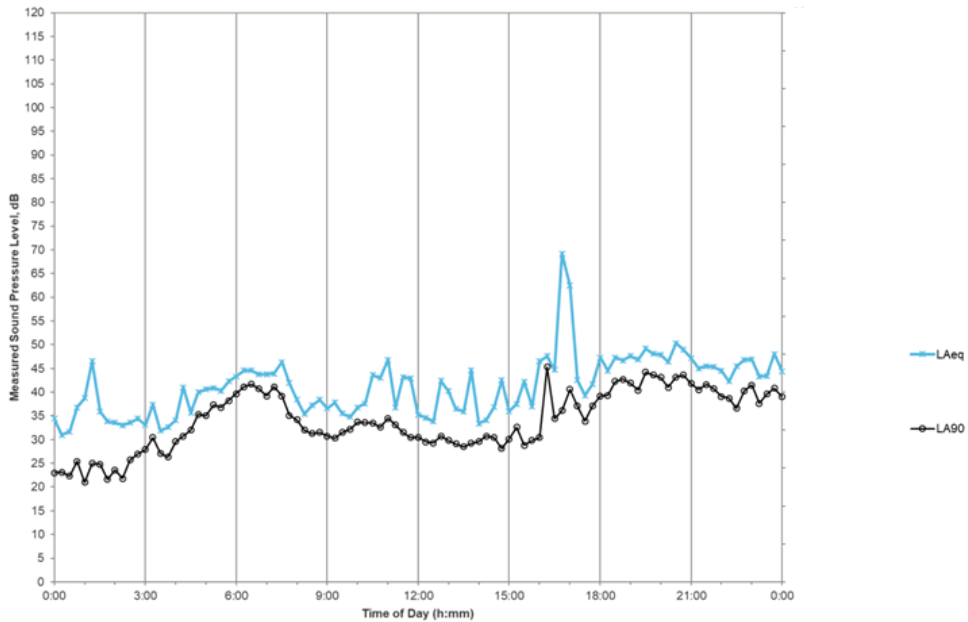


Tuesday, 22 January 2019

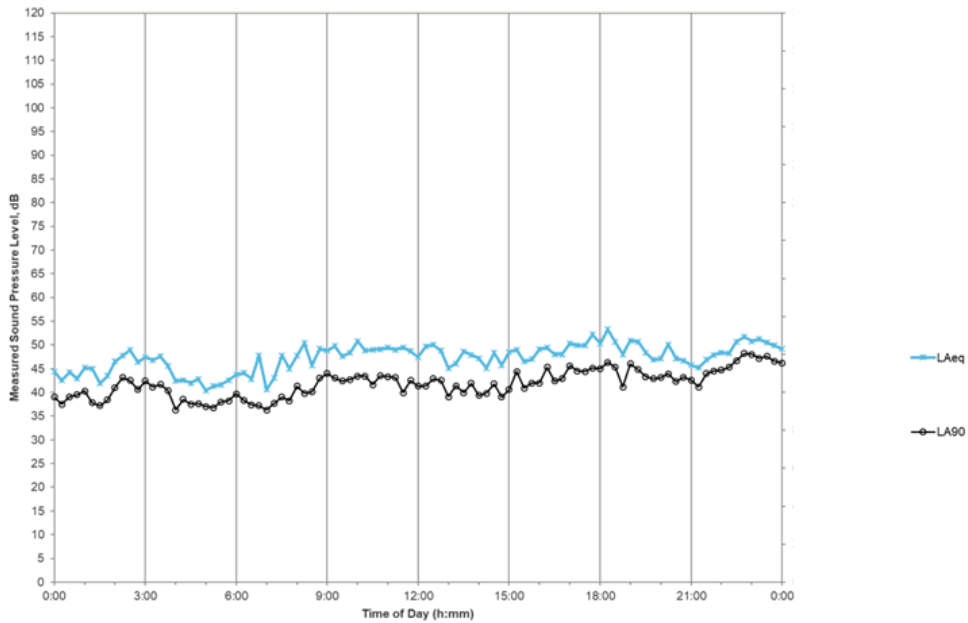




Wednesday, 23 January 2019

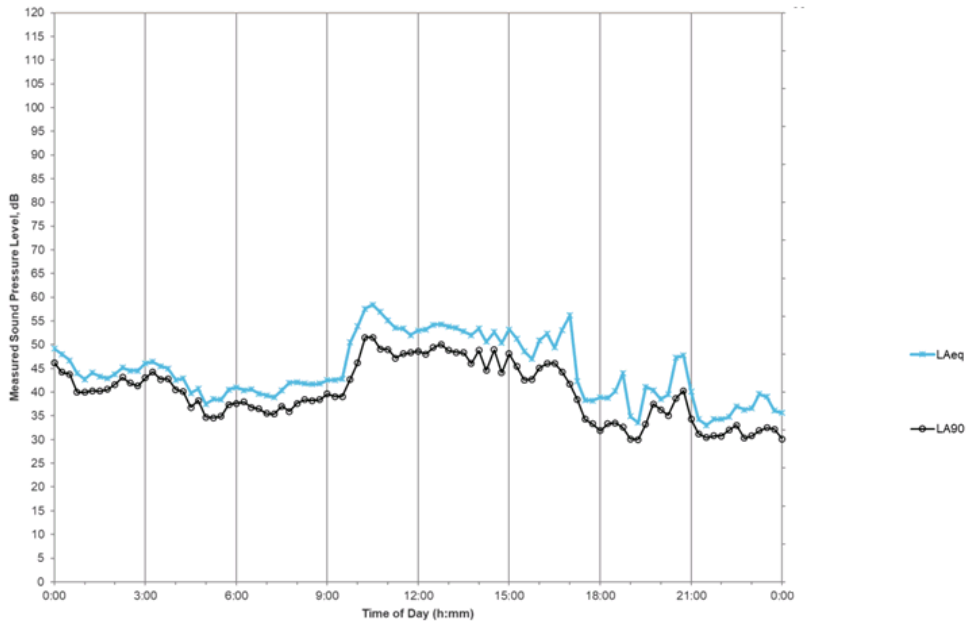


Thursday, 24 January 2019

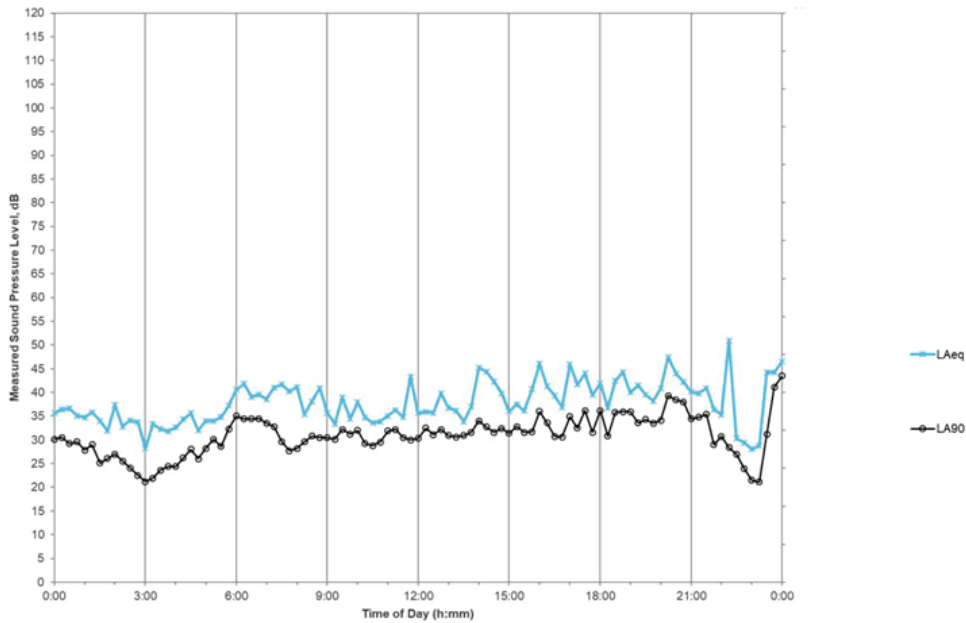




Friday, 25 January 2019

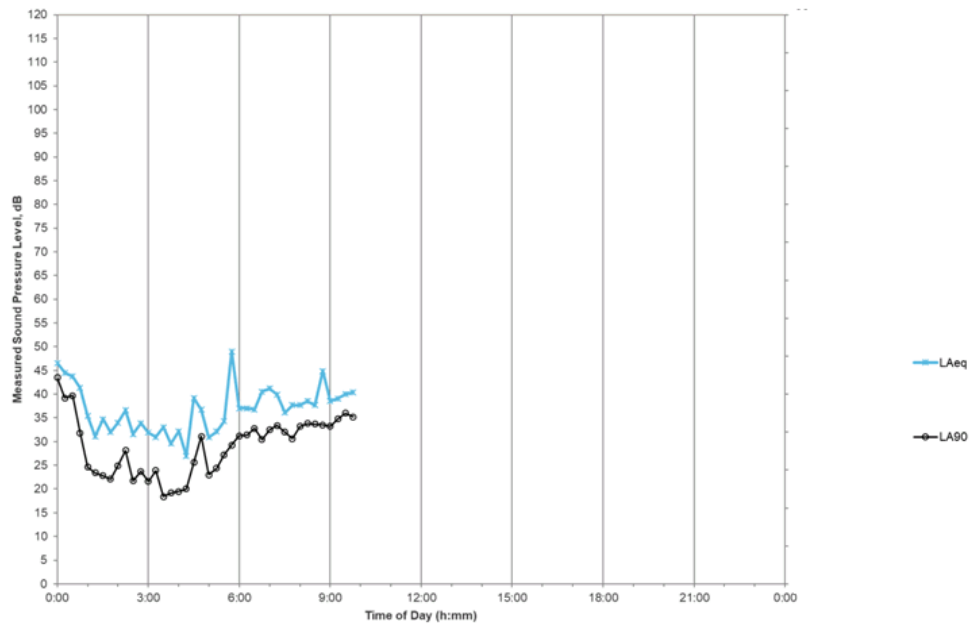


Saturday, 26 January 2019





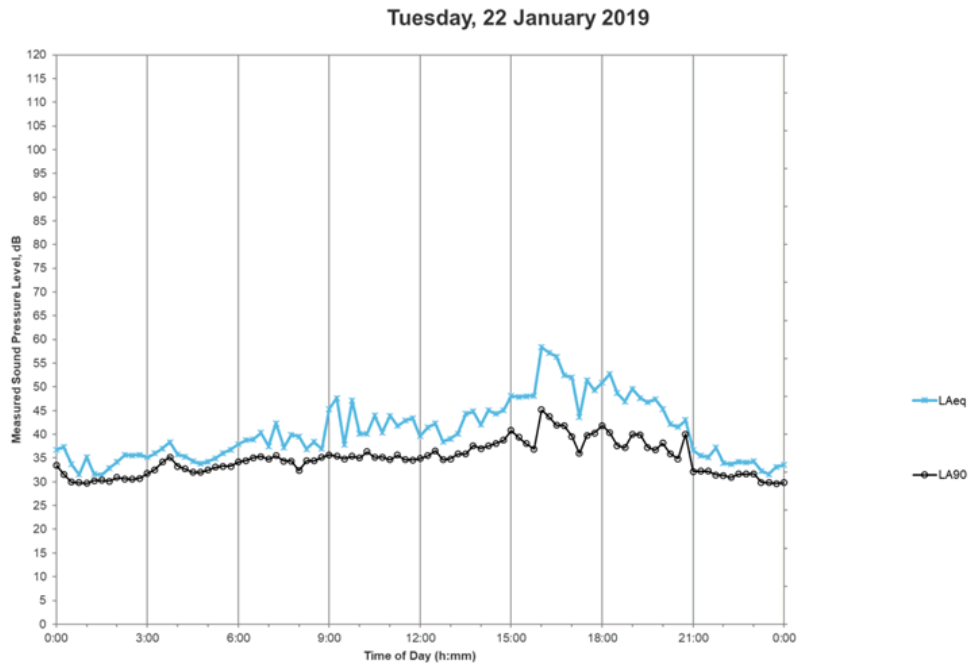
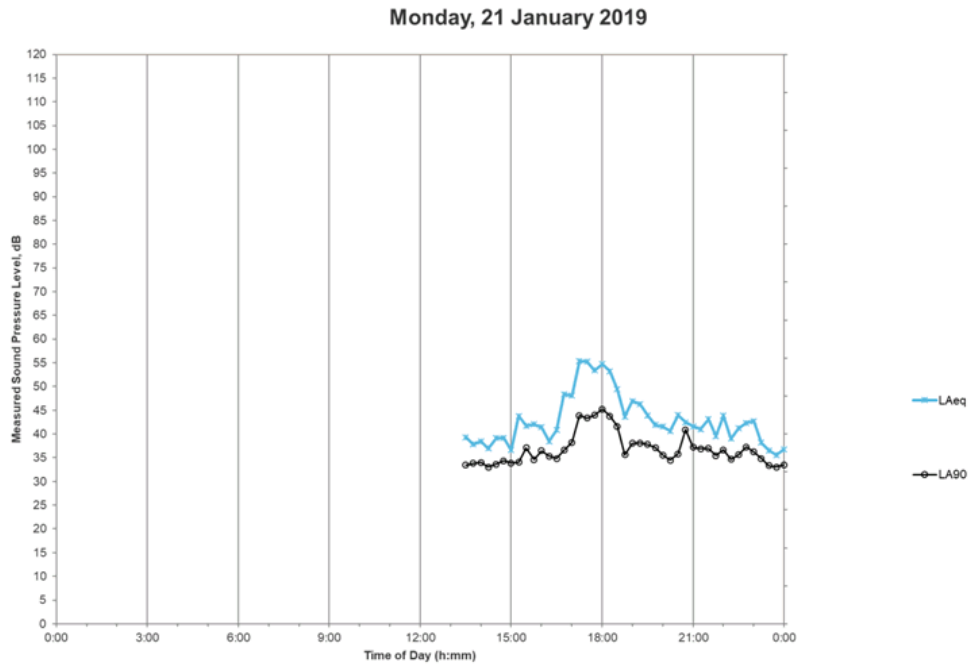
Sunday, 27 January 2019

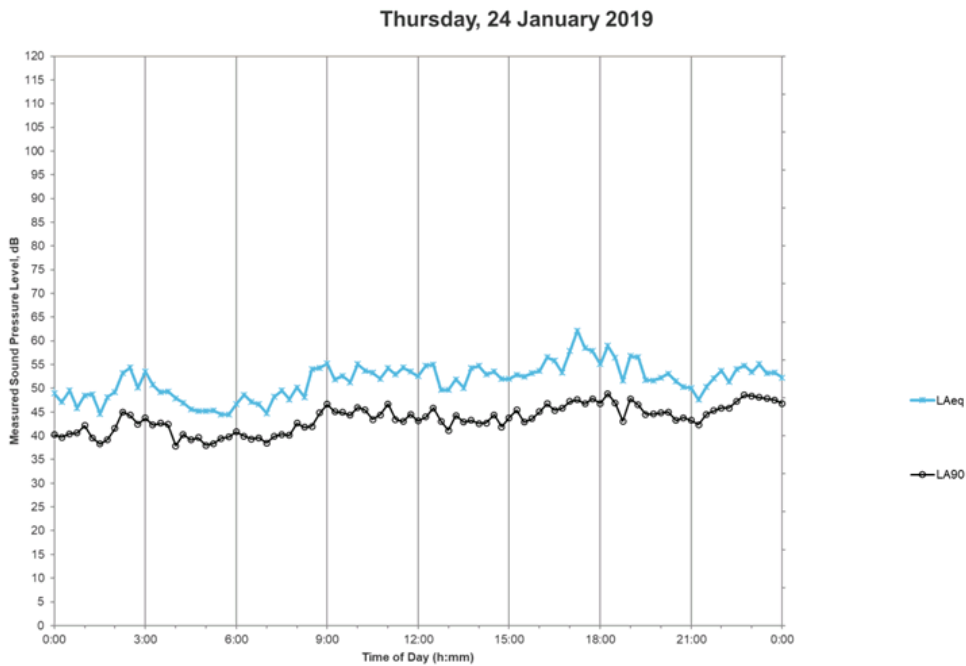
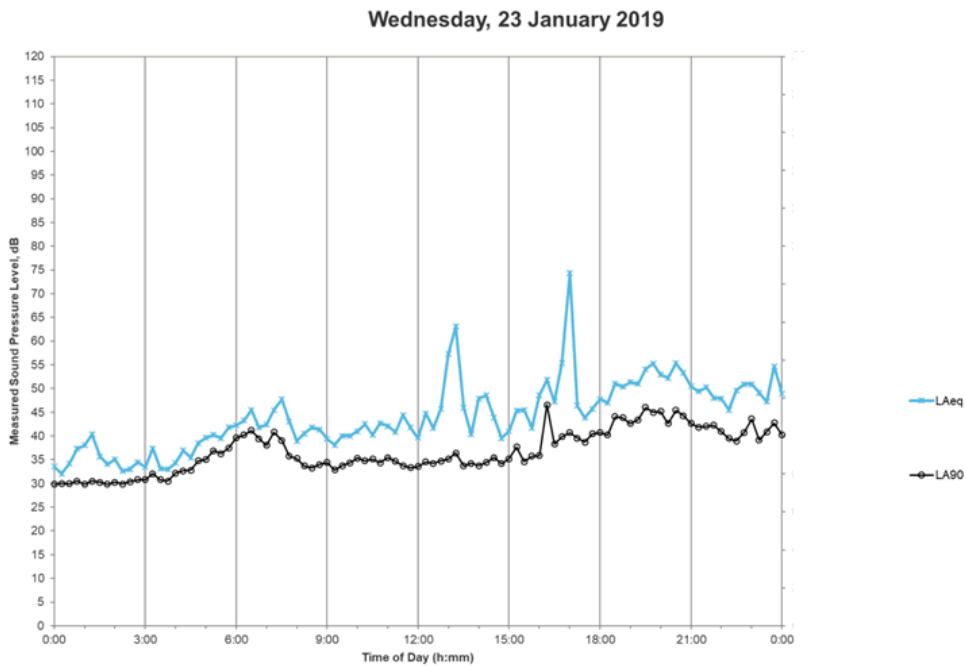






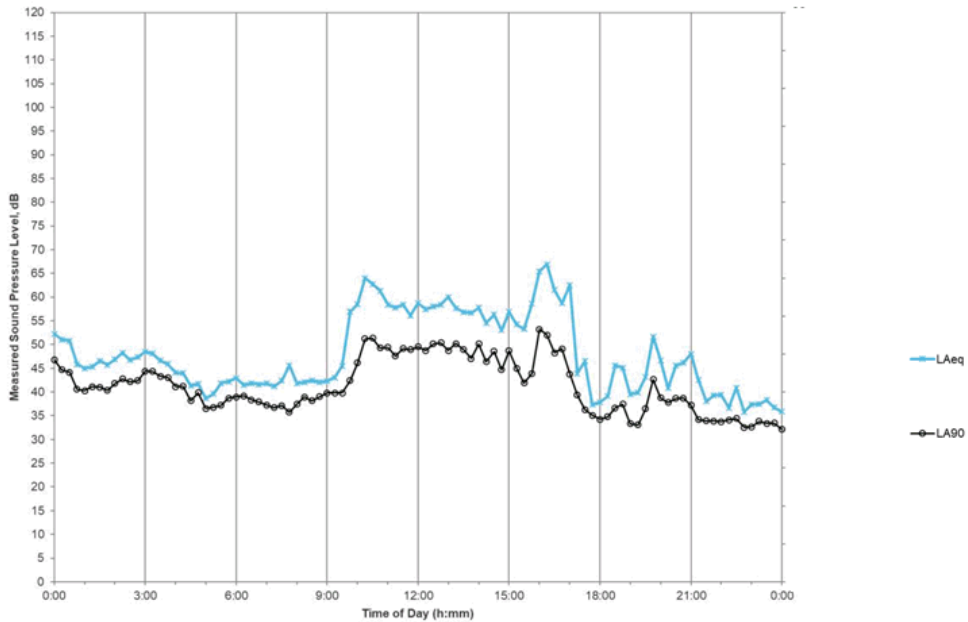
## Appendix D Graphed Noise Measurement (Location 2)



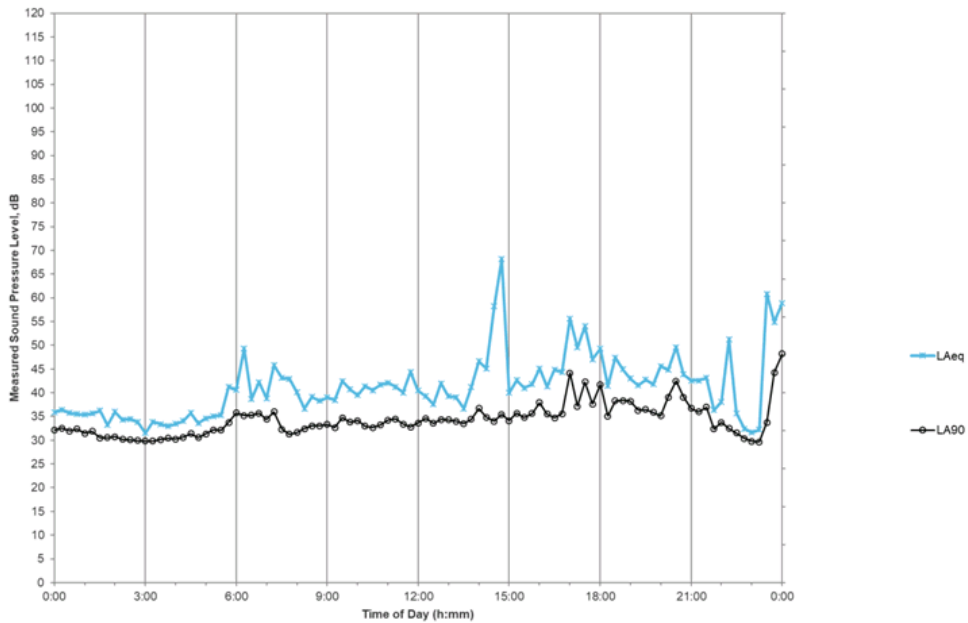




Friday, 25 January 2019

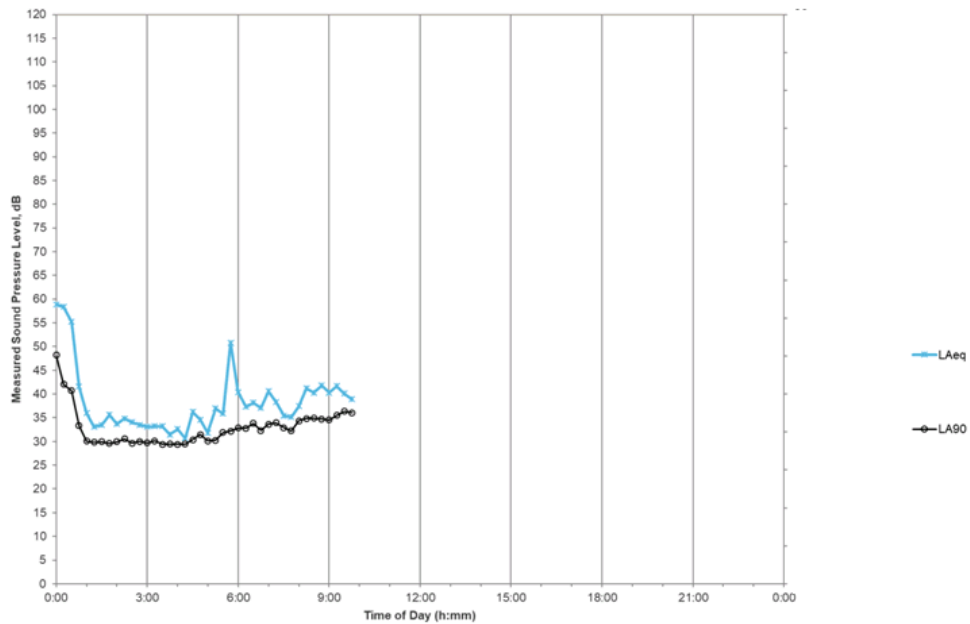


Saturday, 26 January 2019





Sunday, 27 January 2019







6 Tambo Rd property for the proposed Animal Keeping permit.

Hello,

I am the property owner at 6 Tambo Road, Moe VIC.

I am writing to respond to some of the responses we have received from the Latrobe Shire Council. I would like to work with my current community and make sure we have all relevant information cleared up with the concerns raised in some of your letters.

I am the home owner and live fulltime at my address 6 Tambo Road, Moe, VIC.

I purchased this property in January 2018 and moved here to the lovely peaceful area, this place was chosen with my family so we could have a lifestyle with our pets and enjoy a bit of the country feel.

I am home every day all day in most cases unless I require groceries or other household items.

My hobbies are my dogs and spending time with them. This is why I have applied for the Animal Keeping Permit (Use and development of land for animal Keeping (Dogs in the rural living zone Schedule 5 and design and development overlay – schedule 1).

My family regularly stay and we enjoy playing and training our French bulldogs for showing purposes. My dogs are our life and I moved here so that I could have more room for our pets and doing the proposed permit of Animal Keeping through the Latrobe Shire.

I am a responsible pet owner, I have nothing to hide and definitely am not a 'Puppy farmers' In fact totally the opposite to this as concerned with the health and wellbeing of our Dogs that I show and take great pride in.

The proposed Kennels are proof of what is being planned with council to purposely built, these are going to be improved housing for our dogs with a brand NEW facility that will meet all the criteria to house the 12 (New revised amount of dogs kept on the premises).

Some suggest that our dogs are not walked or taken anywhere?

The dogs go on several outing to parks, beaches or to my daughters house to play with her dogs also. These dogs are very spoilt and have lots of regular socialisation with us during the day.

They are regularly exercised during the day and have several training sessions with myself. I am involved with lots of local people and groups that also share the same breed and also share similar interests.

By no means am I a puppy farmer or who breed puppies in excess numbers causing cruelty to whelping bitches or their offspring. Please see further information for your references to 'Puppy Farmers' and links where you can see this is not who we are about at all!

I breed selectively and this is only to improve the breed standard with some of the issues I have tried to improve on with the French Bulldogs. I have spent thousands importing semen into the country to improve this breed standard of French bulldog and like I mentioned I would not be unethical if am putting money into the love of our French bulldog breed. I breed the best standard closest to the gold standard (Frenchie) and proud of the quality of my dogs.

The dogs are all health checked and properly cared for with necessary medications just as any responsible pet owner. I believe in good health of our dogs, happiness in their demeanour and the companionship from our pets currently upheld.

As I do not work, unlike other dog owners they are not at home by themselves and barking from anxiety or boredom. The dogs are not vicious and have all been hand raised by myself in my family home.

If you know anything about French bulldogs they are very much a small dogs needing a lot of companionship, they are full of personality and long to be around their owner. I have provided the information below to help you understand a little bit about the breed below:

#### **About the French Bulldog**

**Background** Nothing is quite certain about the origin of this small bulldog. The French claim them as a national breed, the English consider them to be a descendant of the "British Bulldog". The latter came to France in 1850s with lace makers from Nottingham, who crossed the Normandy, taking small bulldogs with them.

**Average Lifespan** When considering a dog, please realise you are taking it on for its lifetime. The French Bulldog lives up to 11 - 12 years of age.

**Breed Personality/Characteristics/Temperament** French Bulldogs are very intelligent animals; they are highly affectionate and friendly. They are full of courage but can also have the qualities of a clown. They love to be around people at all times especially their owners. There are various colours but if showing your dog the following are acceptable: Brindle, Pied or Fawn. They are a sturdy small dog, with a large square head in proportion to their body size. Their most prominent feature is their "BAT" like ears. They have a very muscular body and are born with a very short tail.

**Compatibility with other pets** A friendly non aggressive dog, compatible with most breeds.

*There is no intension for building a Boarding kennel/Or/Cattery facility nor any intension to house any animals that are not our breeding and showing dogs purposes.* The Animal Keeping permit states the number of animal that are to be housed on the property.

Therefore we will have NO open and close times as this is not a business with regular traffic or people dropping animals off to be housed. We do not require this and would be asking for it as part of our permit information if this was the case.

#### **We are now proposing to reduce our number of dogs from our original permit from 15 dogs down to 12.**

This has undergone some thought on what we require for our licenced permit and to show commitment that we are not about number of dogs but what is required for our purposes of breeding.

1. I have also put in as per revised plan of building to also build a further three pens on the property to then give further room for our dogs. This was a concern from rejections as people were concerned that dogs would not have enough housing space in the kennels. This includes the removal of the existing chicken pen and as explained in the NEW proposed kennels will be all new material used to build the proposed kennel. The current kennels will be knocked down as these as explained are only temporary kennels and we needed to start with a temporary structure to ensure the safety and housing of our dogs.



2. The housing of the kennels will improve the current temporary pens we built as when I arrived as the property owner I needed to make sure our dogs were secured, had adequate shelter and suitable bedding to enable them to be comfortable. I have experienced several seasons during this past year where I have also been able to understand future requirements on the improved proposed design and development of the new kennels. As you can appreciate this is flat land where I have proposed to build the new dog kennels and it is flat all around the back of our house and back garden.

I have a daily routine for our dogs and this will continue where by allowing the dogs to exercise in the mornings whilst cleaning the pens. This involves picking up faeces and hosing and cleaning with pet safe disinfectant. The dogs housed currently close to the house and this ensure that they can be overlooked should they need to be attended to.

During the afternoon I also feed them early just to make special measures that they are kept extra quiet and fed before our neighbours get home after 5pm in most cases.

The future kennels will be built to standard, suitable measures of shade, protection, exercise, correct bedding, hygiene, insulation and the use of suitable building supplies to do so. The cost of these will be approx 50K plus.

Until approval for this licence as you can appreciate we cannot moving forward start making progress on building the proposed new kennels. I have put in for 3 extra pens however at the moment we have sufficient room for our dogs to be housed in the meantime until this process is granted.

3.

The new facility when approved will be built to specification with all the which will have the following.

The permit for the initial application was \$1260 this is not as suggested for the future kennels. The estimated cost for concrete will be approx. 10K so this would not be possible nor would it be possible for the building of the new premises nor building supplies and materials/drafting plans:

**Proposed plans:**

Concrete flooring with slight slant in concrete to allow for drainage and easy of hygienic cleaning.

Sound proofing bats in the walls

Insulation lining in the roof for summer and winter

Drainage with grill in the pens to make sure urine waste can drain into this so the dogs are not standing in it.

Walls will be made with Trimdek this is very durable and strong.

Roof will be made with Custom Orb as this allows better heat and cooling on the new roofline. They use this traditionally in houses as it is a wide strong and lightweight product.

Sprinkler systems for cooling using the Nylex premium misting system. This works well so that the dogs can have a mist to cool off in the day. This also will be beneficial to ensure we save water.

We also use shell pools where the dogs can play in and also cool off in the summer when they are doing their exercise and training.



Snake mesh and rodent control around the perimeter of the proposed kennels.

Automatic water feeders to ensure all dogs will never run out of water.

In the case of a fire we have a fire extinguisher available at all times, this is kept also as we live on a rural property.

Water tanks will be used to provide water to hose out the kennels

Total costs of building this purpose built kennel will be estimated at 50K minimum.

4.

Waste Management Plan:

We have a septic tank 3800L which has been cleaned and emptied out just in the past two months professionally from a outside company.

We are on town and tank water to hose our kennels along with providing fresh water to each dog.

Regular cleaning of faeces and urine is done three times a day or extra if needed, also in the exercise time to ensure there is no contamination of this to the environment, smell or odor present.

Waste is then put into black bin liners and inserted into the bin. Each of the bin liners are lined with a scent to help eradicate the smell of faeces. Pooper scoopers are used to correctly pick up the faeces and waste so nothing is left behind. The pooper scoopers are then cleaned and disinfected with the Safe4 disinfectant cleaner and then sprayed with the odour Safe4 Odour spray.

This also means no flies are hanging around and the area is clean and fresh again.

Before cleaning each kennel we let each dog out in a clean separate holding area. The dogs are never left in the kennels while we hosed down. Then food and water bowls, bedding, and toys are also removed. Bowls are daily soaked in disinfectant according to label directions, then rinse and air-dry each item prior to reusing (or use a dishwasher to accomplish the same work). We then clean blankets in a washing machine which is separate and only for dog purposes.

If bedding is used it consists of a dry bed which allows the puppies to be clean and not sitting in the urine if any have accidentally urinated in the kennels provided. The dry beds absorb the urine allowing the urine to go to the bottom of the blanket giving a dry effect on the top. The blankets are washed several times a day during when puppies are raised and rotated several times during the day so that the puppies get a fresh blanket.

The disinfectant used for the kennels is (Safe4 Disinfectant Cleaner), please see more information about why we choose this as the preferred disinfectant.

Safe4 Disinfectant Cleaner has been developed over the last 18 years as a safe alternative to hard surface disinfectants. Primarily developed within the harsh environment of animal welfare where highly effective disinfection is paramount to reduce the cross infection of harmful virus and bacteria under very difficult conditions. Safe4 Disinfectant and Cleaner has been in service within dentistry for the last 15 years.

Safe4 Disinfectant Cleaner is free from aldehydes, phenols and alcohol. It is non-toxic and a non-irritant at all recommended dilutions making it safe for the user and for the patient whilst it performs its highly effective job. It is non-corrosive, non-tainting and non-staining at all recommended dilutions therefore it can come into contact with most materials.

Safe4 saves valuable time and eases the logistics of disinfection as the patient and user can be exposed to the disinfectant whilst wet. It has a neutral pH of approximately 7.6 at the recommended dilutions. It saves water as it does not require rinsing and it is water based and biodegradable.

After disinfecting the kennels a odour cleaner is then used, please see further information about this and it's effectiveness and why we use this. This is also why we know that there are no smells or odours coming from the property as we use the "Gold Standard" or cleaning and disinfectant.

Safe4 Odour Killer is blend of organic oils that break down the molecules that cause the odour rather than merely cover up one odour with another.

Eliminates all offensive odours such as urine, cigarettes, strong animal and pet odours (including male cat odour).

Safe4 Odour Killer is:

- Non toxic
- Non staining
- Non-tainting
- Non-corrosive
- Non-irritant
- Biodegradable
- Does NOT contain Phenols, Aldehydes or Alcohol.

Frenchbulldogs are very clean dogs and would not handle living in a smelly dirty environment and nor would we find this acceptable. They do not loose hair so no hair can also not contaminated the environment.

Our dogs are kept clean at all times, our dogs are not seen to be unhealthy but quite the opposite, well fed and well looked after. We cannot allow for faeces to be left as our dogs would be fly blown and not hygienic.

After feeding any food which is not eaten for whatever reason is cleaned up to stop any ants or bacteria not to mention any rodents.

Diet is a huge part of my dogs life as they only require small meals and the food that is provided is of the Australian guidlenes (AFCO) standard ensuring this is best for their coat and also waste/smell.

The smell of faeces is generally what you feed your dogs, i.e. if it is a cheap supermarket brand full of cereal based and food colourings then you are going to have issues with smelly coats, itchy skin, and smelly faeces. These are just some of the reasons why I also do not contend with cheap supermarket foods. The dogs only get the best well balanced food which can only be sold by veterinarians.

I also worm our dogs with veterinary intestinal wormers to ensure they are all up to date with their parasites so contamination to the environment. This is only veterinary sold and no supermarket brands are also administered as they don't work.

## 5. Water Management

Water runs from the kennels onto the surrounding grass at the moment but finishes metres well in clear distance to the local pine forest. As a concerned person about the environment I have also had this inspected to make sure that no contamination to the soil or water would be effected.

With the new proposed plan for kennels, drainage will be put into each kennel to ensure ease of cleaning and hosing, catchment of unwanted waste.

I am on town and tank water so plenty of water is available to clean using efficient water management where I also not wasting water. This is why I follow a daily routine of cleaning the kennels and a jet blaster is also available if needed.

Kennels have always been cleaned out with professional pet disinfectant to ensure that smell, odor and correct disinfectant has cleaned the area correctly. This has been discussed above with the Safe4 disinfectant and Safe4 odour cleaner which is also safe for the environment and biodegradable.

Smell and odor can not be noticed by us or inspectors that have come and checked this at Tambo Rd.

I have been working with the local council for several months and this is not just a overnight plan hence why I have done our best to ensure we are following a management plan with all mentioned. This means that we have standards and guidelines which have been inspected on the property from council and other investigators and waste management departments.

On several visits I have been told our property was kept clean and has NO smell, in fact the inspector was so surprised how clean our dog kennels were considering they are only temporary at the moment.

Local horse riders contaminate the forest with horse faeces and ride in private property in the pine forest. Dirt bike riders contaminate the local forest and next door to our property with uphall of soil and waste not to mention scaring our wildlife friends. Dogs get walked in the forest (private property) and we have noted on several occasions that faeces and waste has been left behind from their pets. Dog faeces are continually on our front nature strip and unconcerned pet owners walking with no poo bags.

Hoos go up and down our road doing burn outs and taking out wallaby's, kangaroos and wombats. Not to mention scaring our wildlife and killing them. Hikers and people park their cars outside our property and contaminate the soil with fires and leaving rubbish behind them.

The list keeps going, where do we draw the line and say what is important to us and the environment and what is relevant to this permit.

## 6. Excessive noise/constant barking

The dogs are a quiet dog and are one of the very few breeds with do not make reference to barking much at all compared to other breeds. Not all dogs breeds are created equal when it comes to noise, especially the breed kept on this property (French Bulldogs) as they make very little noise.

Every dog barks with perhaps the exception of the Basenji breed who makes other types of communicative sounds. Cats meow to express their voice and birds sing and mice squeak, this is all human nature and it is how it is managed to what you would declare (excessive noise) or constant barking.

I have mentioned in my original letter that I have run two boarding kennel and cattery business's. I am aware of many management plans which need to be followed to ensure a quiet kennel.

I do not want the dogs to be a nonsense nor add to the current barking dogs in our current neighbourhood barking all day when their owners are at work.

I may note that since moving into this rural property in January 2018 I have noted barking from neighbours dogs running around their property, barking to one and another's dogs from their fences and also dogs that are walked up and down Tambo Rd and surrounding. Barking can also be heard from other surrounding property where by dogs can be seen tied up with a piece of rope left at home all day on a balcony or left to roam around the neighbourhood streets.

Part of our management plan is to ensure we have covered what is necessary and what measures I have been advised by our local law authorises as per permit application with Latrobe Shire Council Shire.

The dogs do not roam around the property but are contained in the required area and do not make nonsense noise during the day or night.

Our dogs have nature around them and are familiar with different sounds. They have come from property with similar noises so it is not anything new to them. They are very close to our house so we would hear if they would be barking which is not the case so we know and can advise the noise is not coming from our dogs.

My dogs have constant cars parked just inside the opening to the forest (private property) and people passing walking their dogs near to the kennels and not to mention horses and noisy motorbikes in the fields and laneway. We have local forest inspectors park all hours on a regular basis out the side of our property. The dogs do not make any noise to any of these everyday activities nor do they bark with dogs being walked by surrounding people.

My dogs are housed in one location on the property and therefore cannot eat chickens heads off, bite passing children or adults, harm wildlife or cause any of the complaints and concerns we have received.

My dogs are also close to our home to ensure we are keeping the human animal bonds relationship which I have with all our dogs. Cameras are used to monitor them closely also.

At the property we make sure we are respectful by using **Petsafe Bark Control**. My dogs wear barking collars so we know and can prove with regular receipts replacement of parts (ie batteries and citronella) that these are maintained to ensure our dogs do not make nonsense noise.

I may note that our dogs don't bark without the collars however as this is part of our management plan we make sure that no noise can be transmitted beyond our current kennels and surroundings.

The noise and positioning of the dogs are situated also in a secluded area on the property where by any noise cannot be heard nor dogs can be overlooked.

My daughter whom is a veterinary nurse specialised regularly comes with her family every couple of days to visit and quiet often stays for sometimes a couple of days at a time.

She has also verified that she cannot believe how quiet and peaceful this home and property is with our current dogs. Her two young kids also sleep during the day and at night without any barking noise.



Council have inspected our property and they are fully aware of where the dogs are housed, there is no way the dogs can be seen from the side of the property or from driving past the home. Council have also had several dogs in this neighbourhood constantly roaming around the area causing problems barking and entering other neighbours properties causing disturbances to their pets and barking.

The only way you could see my dogs would be to physically be on my property or entering into one of our paddocks on our property. Council would agree that this is also the case.

The dogs are housed as mentioned in temporary kennels on this note, this is why we are applying for the Animal Keeping permit. We have plans to rip down the existing kennels and spend a estimated 50K on new kennels.

With the new proposed kennels I will be putting in sound proofing to ensure no noise could be detected from the kennel area.

The use of peoples property is not effected (ie sitting on your balcony) and should not be effected by our No noise management plan we have followed since living at the property and thus uphold.

Council have also been here from a close neighbour complaint and this has not been of interest to the council as they have also visited the property and actually thought they were at the wrong house. They have also discussed they are not concerned as No noise was also documented from our property after several sit outs during the incident.

On that note as the (Home OWNER) who is home everyday and on most days home all day can verify we live at this address. To say I don't live here is a understatement as firstly most of our neighbours work and are not around from about 8-6pm and secondly I am the home owner that maintains my gardens, plants, trees, house and property.

To make this judgment is unnecessary to our permit as we can verify with rates notices and purchases of our home to the council we are home owners. If we didn't live here our pets would not have been fed or had water not to mention would not be alive if I wasn't taking care of them.

We can also verify that that our dogs are NOT barking in excess all day and night as suggested.

#### 7. Roaming and bitches on heat.

The dogs are exercised as per their routine and are then put back into their pens. They do not come around during the day or night or left unsupervised.

I would be very concerned if for some reason our dogs could get out of one of their kennels as they currently have proper open and close hinges. The proposed kennels will also be a even more safe environment for our dogs to ensure no other animals can get into their area.

My dogs are also microchipped with a microchip inserted in between their shoulder blades. This ensures their number and identity to us is put on the Central Animal Register.

Frenchies will on average only have approx 4 puppies in a litter for those concerned that 40 plus dogs would be on the property. This would never be the case.

We would never keep all the puppies anyway and as explained this would be over exceeding our permit numbers of animals we are keeping on the property. The idea of applying for a permit for a number of dogs is to be granted from the Latrobe Shire Council and this is the number of dogs you are allowed to keep on your property.

The bitches that come on heat are not always mated however correct housing away from male dogs is taken into consideration as with our 40 years of experience we are well aware of this and also make sure for the safety of my own dogs that no dogs could harm them either.

It is our duty to follow the law codes stipulated from Dogs Victoria as a licenced breeder and uphold them.

Please see the relevant codes as a registered breeder which we must abide below as some of the concerns and welfare replies can be addressed that you have with laws from Dogs Victoria.

Code 20.1.11.1 A member shall breed primarily for the purpose of improving the quality and/or working ability of the breed in accordance with the breed standard, and not specifically or predominantly for the pet or commercial market

Code 20.1.11.1 If breeding animal are determined to no longer suitable for breeding, or are retired and are to be rehomed they must be prevented from further breeding by transfer to limited register, neutering, contraception, contract agreement or other means. A member shall not breed with a bitch unless they have reached adequate maturity for that breed as determined by Dogs Victoria without the prior approval of Dogs Victoria. Where the Rules, Regulations and Codes of Practice are otherwise silent, the minimum age for breeding a bitch shall be 12 months.

A member shall not breed a bitch causing it to welp more than twice in eighteen months without the prior approval of Dogs Victoria. A member shall no breed with a bitch causing it to welp more than five times in it's lifetime (amended 15.03.17)

20.1.14.1 First generation breeding (eg father/daughter, brother/sister, mother/son matings are not permitted.

20.1.14.2 The progeny of an matings under 20.1.14.1 will be registered on the Limited Register and endorsed "never to be upgraded". I will be a breach of Code 20.1.14 by the members who are the owners of the sire and dam of the litter constituting an offence against Dogs Victoria Rules , Regulations and Codes.

As the dogs are in kennels they cannot exit the property nor can other dogs enter the property without us knowing about it.

I have adequate fencing and gating around the property boundary to ensure stray dogs cannot be a problematic issue.

Any breeding dogs (as per the code above as a registered breeder) that have retired are desexed and put into pet homes.

We are familiar with current strays in the area and would not entertain our expensive breeding/show dogs to be attacked or have contact with outside dogs.

Our dogs are also microchipped **and DNA tested for hereditary disease** (code 20.3 and the prevention of Cruelty to Animals Act 1986).

Their microchip has a number which determines our contact details. These microchip numbers are put on the National database register).

DNA testing costs money to ensure we are contributing with health issues. It is not compulsory however as responsible members of the ANKC Victoria we meet our requirements and go over and above to make sure our dogs are healthy and well. My dogs DNA is then stored on a National

database. This is the difference between a registered breeder and a backyard breeder or someone who has very little experience breeding one or two litters a year or not registered through the ANKC.

Our dogs are also a registered Pedigree dog unlike a x breed so they come with pure bred pedigree papers which are recognised through the Victorian licenced standard. This is only this recognised standard in Australia that is registered these days as a cross breed is not a registered pedigree breed with no breed faults or genetic disease not to mention other unregistered groups.

We are not interested in cross breeds but only breed and keep French Bulldogs at our house and are not interested in keeping or housing any other breeds or boarding animal other than ours at the property.

#### 8. Property maintance/snakes/fire

The property currently has snake 8 detectors, these send sound waves underground deterring the snakes from entering the surrounds areas of the dogs. They are solar operated and get inspected regularly to ensure they are functioning properly.

One snake detector will do up to 20 metres so having 8 is more than sufficient to ensure we have covered the dogs.

We also have snake proof fencing around the bottoms of the areas where the dogs are housed, it would be unlikely that a snake could enter the dog zone.

In case of a fire we have several hoses within quick reach with long extendable hosing. The new proposed kennels will have fire hydrants and sprinklers in the case of a fire.

We also have a fire hydrant in the house which can also be accessible.

Our lawns are mowed every weekend, this has been done since we moved here in January 2018. Recently over a month ago we slashed the two back paddocks as we had a lot of work as you can imagine with the taking over of a new property.

We do not like a messy property and are also worried if the grass gets long we are at high fire risk and also snakes and rodents. We are house proud and have planted lots of new plants (trees) brought from a nursery and water our existing plants/trees put in over the past year.

The property when we moved here needed a lot of work so we have gradually done upgrades and property management where we are constantly removing old junk and updating fencing.

We are also constantly removing dead branches off the ground and recycling this as firewood in the winter. Also rubbishn (litter) from the pine forest that blows into the side of our property. We do this so the wildlife do not get it.

#### 9. Prevention of heat with the new kennel plans

The new plans for the kennels will have ample insulation inserted in the walls and rooflines to keep the dogs warm in winter and cool in summer with a added outside sprinkler system that ensures the dogs get a cool mist of water on extreme hot days.

It is in our best interest to keep our dogs from overheating as this breed is known to be effected by the heat hence we recognise spending the money on doing this exercise properly and efficiently

The dogs will also have automatic water feeders to each one of their new pens, this will ensure even when we are topping up their water three times a day that they are always getting fresh and full water bowls.

Adequate shade will also be ensured so that the roof of the kennel does not attract heat but quite the opposite reflect the heat.

I also have a security system which allows us to keep constant vision of all our dogs and our surrounding property to ensure the safety of our dogs.

As the dogs are close to our bedroom and other major rooms of the home we can see them from every angle to keep close watch of them and their welfare.

10. Chicken pen to be used to house dogs in.

This as previously explained is currently being used as temporary housing for one dog just under one year. As they are temporary kennels we need to make sure the dog had adequate space/shade and secure.

The new plans for kennels see plan will be to remove the chicken pen completely and replace this with extra new pens so each dog will have it's own pen allowing us to house our 12 dogs comfortably.

The current pens (referred to as shanty pens) that are temporary are being ripped down and we are building new kennel premises from all new building materials. As explained we need council approval before we make any further development with this process to house the dogs.

11.

The dog trailer has not been used in the short time we have lived in the property? This is not a concern for our permit.

The dog trailer has never been used for along time for our transport over the last 5 years.

The dog trailer has only been used to transport the dogs when we moved to this property to ensure they had space and comfort during the move. The dogs generally go in crates or pet carriers as they are on harness's when we do training with them.

12. The dogs being walked.

As our dogs are show dogs NO they don't get walked everyday nor do they socialise with any of the dogs walking past.

Their socialisations comes from going and visiting other groups that share a interest in the same breed, dog shows, walking at markets, beach trips, park visits, car rides to the shops and so much more. As they also get a lot of training from our professional handlers it is not necessary for the dogs to run around our property, roam the neighbourhood or be left unsupervised with strange people.

The dogs are raised from birth in my home, they cannot be **legally allowed to be sold till 8 weeks** of age. As we don't keep all of our puppies from each litter that is also why we don't require 100's of dog pens to house them. The puppies follow a worming programme, vaccinated and microchipped, health checked before being sold for pets or to other show homes.



We would never keep dogs over the stipulated permit granted as mentioned in objections. Keeping 40 plus dogs is not our intension nor is it of interest to keep that many dogs. We would not be able to look after so many and this would be a definitely a puppy farmer doing such thing.

Our dogs are well socialised, and we have a close relationship with our dogs hence moving to the property as this was a perfect quiet spot to keep my dogs close to the home.

#### 13. Wind

There has never been any smell and even after the inspection of the property has been performed smell and odour could not travel up or down the road. The dogs are away from surrounding neighbours so even smell or noise to wildlife could not be noticed nor could travel past our property.

Council have inspected how far we are away from neighbours, our closest neighbour is far away and the dogs are too far away from any or the homes in the area to have a smell travel as there is none.

Wind in the area cannot be determined the same every day is it is so unpredictable and therefore cannot be our kennels contributing to this unknown smell as mentioned. We do not also smell any smell or know of any known smell around our area unless someone is burning off.

#### 14.

Puppy Farming.....As a registered breeder we have mentioned we are registered through the ANKC and also Dogs Victoria. I have given information below on puppy farms and we are definitely NOT in this category nor do we accept or tolerate it. I felt it was necessary for members of the community that had labelled us as a puppy farmer not understanding what it actually means nor knowing anything about us.

People that have brought puppies from us over the years have been very happy with the dogs we have bred and can also reference our quality of care towards our dogs.

We also have run two huge boarding facilities over the years and catteries. So with this experience we are more than capable of looking after just our French bulldogs.

Our dogs are regularly checked at the vets and are all in good health conditions.

We support the RSPCA and other charities that put a end to these cruel and unkind animal behaviours. Please see examples of puppy farming below:

Puppy farming:

- extreme confinement – in some cases breeding animals may never be allowed out of their cage to exercise, play, socialise, have companionship or even to go to the toilet
- inadequate veterinary care and general care (grooming and parasite control)
- unhygienic living conditions
- inadequate and overcrowded housing conditions.

["https://www.choice.com.au/outdoor/pets/products/articles/puppy-farms-and-buying-a-dog-ethically"](https://www.choice.com.au/outdoor/pets/products/articles/puppy-farms-and-buying-a-dog-ethically)

15. We do not have excess animals over and above our permit. Puppy farms have excess of 40-250 dogs housed in small areas never looked after.

We chose to do this as we are NOT puppy farmers or breed excessive amounts of dogs during the year as concerned in the rejections received. (See Dogs Victoria Codes and Laws as a registered breeder we refer to).

I too would be concerned of these but as mentioned in my original letter it states we are not a puppy farmer nor do I have many breeding bitches anyway this should not be the label for our purposes. We are not a backyard breeder that has dabbled in just having a couple of litters but are a licenced registered breeder with a hobby and breeding/showing interest in French bulldogs.

The reason for giving our neighbours background information on plans and information about us was to make it easier to recognise we are human just like our neighbours and also have a expensive breed that we show and take a special interest in.

We even attached references which if this was a issue we wouldn't have veterinarians put their name on references. We as also mentioned are (Registered Breeders). For those who don't know what that means, it concerns our breed we specialise in and for over 40 years of experience of breeding and showing dogs we are more than capable of knowing what is required for our breed (Frenchbulldogs).

On that note we are registered breeders and to be a registered breeder you must uphold your breeding to a certain standard. People who breed x breeds are not registered breeders nor do they understand the complications on the problems with x breeds.

We have previously upheld a breeding permit in the past and our facilities have always maintained a clean high standard. Our facilities over the years have been inspected and have also followed the gold standard of guidelines with what is required stipulated by our local council and permit.

Concerns for us on the area are a number of moterbikes riding in the pine forest next to our house, cars doing burnouts on weekends up and down the road at all hours during the night, dogs being walked in local pine forest next door or dogs being walked in front of our property defecating and no collection bags supplied by the owner. I guess we can all be realistic that there are so many other contributing factors that surround our neighbourhood but its about abiding to the local shires laws and bylaws and council requirements. It is these things that cause barking from surrounding dogs, smell from fires lit in the forest, faeces and people that litter in our close environment.

We are aware of the Environment Protection (Noise) policy and this is part of our management plan.

As a summary to my discussions I would like to declare we are a registered breeder, registered with the ANKC, have over 40 years of experience, not at all entertain Puppy farming, I am a home owner of the property and also have revised our current numbers for the property permit (Animal Keeping).

All our existing pens are not being used for the future plans or development for our new kennels.

I hope this has cleared up some of the discussions that have taken place.

Regards

R. J Agnew

Property owner applying for permit at 6 Tambo Rd, Moe Heights, VIC.

**Agenda Item: 14.5**

**Agenda Item:** Display of an Electronic Promotion Sign at 1 Church Street, Traralgon

**Sponsor:** General Manager, City Development

**Council Plan Objective:** Support job creation and industry diversification to enable economic growth in Latrobe City.

**Status:** For Decision

**Proposed Resolution:**

**That Council:**

**Issues a Notice of Decision to Grant a Permit, for the Display of an Electronic Promotion Sign at 1 Church Street, Traralgon, known as Lot 4 on Plan of Subdivision 041285, with the following conditions:**

- 1. The location and details of the signage, including those of any supporting structure, as shown on the endorsed plans, must not be altered without the written consent of the Responsible Authority.**
- 2. The sign lighting must be designed, baffled and located to the satisfaction of the Responsible Authority to prevent any adverse effect on adjoining land.**
- 3. The signage must be constructed and maintained to the satisfaction of the Responsible Authority.**
- 4. No advertisement may be displayed for less than 30 seconds and must be static.**
- 5. The transition from one advertisement to another must be instantaneous.**
- 6. In relation to the images displayed on the sign:**
  - a) Sequences of images giving the illusion of continuous movement must not be displayed.**
  - b) images capable of being mistaken for traffic signals or traffic control devices because they, for example, contain red, amber or green circles, octagons, crosses or triangles must not be displayed.**
  - c) images or text capable of being mistaken as an instruction to a road user must not be displayed.**

- d) Sequences of images giving the illusion of continuous movement must not be displayed.
  - e) images capable of being mistaken for traffic signals or traffic control devices because they, for example, contain red, amber or green circles, octagons, crosses or triangles must not be displayed.
  - f) images or text capable of being mistaken as an instruction to a road user must not be displayed.
  - g) flashing background, flashing text or flashing images must not be displayed.
- 7. The sign must not dazzle or distract road users due to its colouring.
  - 8. The luminance of the advertising sign must be such that it does not give a veiling luminance to the driver, of greater than 0.25 cd/m<sup>2</sup>, throughout the driver's approach to the advertising sign.
  - 9. In the event of an attack by a computer hacker or similar resulting in unauthorised display of visual images or any other display malfunction, the electronic sign is to shut down and cease any form of visual output until the malfunction is repaired.
  - 10. The approval contained in this permit for the signage shown on the endorsed plans expires 15 years from the date of this permit.
- (NOTE: This is a condition requirement of the State Government).**



**Executive Summary:**

The applicant is seeking to install an electronic sign to display promotional advertising material along the western property boundary of the property at 1 Church Street, Traralgon on the side of the building on the abutting site at 27 Princes Street, Traralgon. The sign will have a total display area of 17.75 square metres with a luminance of 7,000 candelas per square metre (cd/m<sup>2</sup>) and will be able to be viewed from Princes Street with limited visibility from Church Street in Traralgon.

Eight submissions in the form of objections have been received to the application, which mainly related to the following concerns:

1. The signage will be distracting to drivers;
2. This type of signage is not appropriate in a regional area; and
3. The size and bulk of the sign will negatively impact the streetscape.

Having considered the proposal against the relevant provisions of the Latrobe Planning Scheme (the Scheme) and the objections submitted, it is considered that the proposal is generally consistent with the relevant objectives and decision guidelines of the Scheme.

It is therefore recommended that a Notice of Decision to Grant a Permit, subject to appropriate conditions, be issued.

**Background:**

*Summary*

Land: 1 Church Street, Traralgon, known as Lot 4 on PS 041285

Proponent: Regional Billboard Co.

Zoning: Activity Centre Zone, Schedule 1 (ACZ1)

Overlay: Parking Overlay, Schedule 1 (PAO1)

A Planning Permit is required:

- To display an electronic promotion sign in the Activity Centre Zone, pursuant to Clause 52.05-11 of the Scheme.

*Proposal*

The applicant is seeking to install an electronic sign to display promotional advertising material at 1 Church Street, Traralgon on the side of the building on the abutting site at 27 Princes Street, Traralgon. The electronic sign is proposed to operate 24 hours per day, every day of the year. The electronic display face is proposed to be 2.15 metres tall and 8.25 metres long with a total display area of

17.75 square metres and will be able to be viewed from Princes Street with limited visibility from Church Street in Traralgon.

A 0.1 metre gap will be provided beneath the electronic display face with a 0.85 metre high and 8.25 metre long skirting provided underneath the sign. This skirting will contain a 0.55 metre high and 1.3 metre long permanent business identification sign for Regional Billboard Co. Two steel beams will hold the base of the sign 1.4 metres up from ground level, providing an overall height of 4.5 metres for the electronic promotion sign. The steel structures supporting the sign are to be fixed to the wall of the building that extends along the western boundary of the site. The sign will be setback 3.63 metres from the Princes Street frontage of the site.

The proposed digital signage has a maximum brightness (luminance) of 7000 cd/m<sup>2</sup>. The screen is proposed to yield a maximum screen luminance of 7000 cd/m<sup>2</sup> when full sun strikes the face of the sign (maximum brightness), 6000 cd/m<sup>2</sup> during normal daytime operation, 700 cd/m<sup>2</sup> during twilight and inclement weather and 350 cd/m<sup>2</sup> during night time. The luminance levels proposed are standard for outdoor digital signage throughout Australia, as these maximum levels allow the sign to be visible during peak periods of sunshine throughout the day.

The veiling luminance calculations provided by the applicant show that the veiling luminance from the sign will not exceed 0.04 cd/m<sup>2</sup> for all approaches, which meets VicRoads requirements.

A copy of the development plans can be viewed in Attachment 1 of this report.

#### *Subject Land*

The subject site is irregular in shape and has a total site area of 1,050 square metres. The site is located at the corner of Princes Street and Church Street with a frontage of approximately 46 metres to the Princes Street and a secondary frontage that extends approximately 15 metres along Church Street.

The site currently contains a food and drink premises that holds a liquor licence and provides drive-through coffee, known as 'Coffee Corner' and 'Wine Down Bar'.

The western boundary is abutted for the full length by a neighbouring business that sells camping and outdoor equipment. The majority of the northern boundary is also abutted by a building. This building contains an office. Church Street and a licenced hotel are situated to the east and the Princes Street and bulky goods retail stores and a service station are located to the south.

The area contains numerous business identification signs, many of which are dominant when viewing the buildings to which they are attached. The bulk of signage in the area is considered to be high.

A site context plan showing the location of the proposed signage can be viewed in Attachment 2 of this report.

**Reasons for Proposed Resolution:**

The grounds set out in the proposed resolution directly reflect the reasons for the proposed resolution.

**Issues:**

*Strategy Implications*

The proposed development of the land is considered to align with Council's strategy to implement a town planning regime which facilitates appropriate urban growth. It is considered that the proposed signage will positively contribute to a vibrant urban environment.

*Communication*

Notification:

The application was advertised pursuant to Sections 52(1)(a) and (d) of the *Planning and Environment Act 1987*. Notices were sent to all adjoining and adjacent landowners and occupiers and a site notice was displayed on the site frontage for 14 days.

The application received eight submissions in the form of objections. The issues raised were:

1. The light emitting from the sign will be distracting for drivers and patrons of nearby businesses.

**Comment:**

The application was referred to VicRoads and Council's Engineering Team to assess any potential impacts on the road network, with particular emphasis on road safety. VicRoads consented to the proposal, subject to the inclusion of standard permit conditions that restrict the luminance of the sign, the frequency of images changing and also provide requirements for images to be static. Council's Engineering Team also consented to the grant of a permit.

2. This type of signage is not appropriate in a regional area and is more suited to metropolitan areas.

**Comment:**

The Latrobe Planning Scheme does not contain any signage policies that restrict signage or identify preferred signage outcomes. State Planning Policy, in particular Clause 52.05 Signs, does not differentiate signage requirements between metro or regional areas, but instead provides for signage requirements in different categories of areas. These categories are defined by the zoning of the land within which the signage application falls. In this case, the sign is proposed in a Category 1 Area which is for commercial areas with "minimum limitation" in regards to signage. Furthermore, as detailed within the body of this report it is considered that the proposed sign is appropriate given the context of the area.

3. Approval of this signage will set a precedent for approval of further electronic signs along the highway.

Comment:

Each application is considered on its own merits. Planning permit applications have not been supported at locations along the highway corridor where it has been considered that the bulk and location of the sign has not been appropriate. This application is not considered to be such a case.

4. The size/visual bulk of the sign is excessive and will negatively impact on the streetscape and the visual amenity of the area, resulting in signage clutter.

Comment:

The area is commercial in nature, which naturally results in the display of numerous signs in the streetscape. However, it is noted that most signage is modest with limited illuminated signage and no electronic signage. The inclusion of the proposed electronic promotional sign in the streetscape is unlikely to have any negative amenity impacts on the streetscape or to detract from the character of the area.

5. The size and luminance of the sign will negatively impact on the modest business identification signage displayed by the nearby local businesses.

Comment:

The assessment of signage in a location is based on the controls in the Planning Scheme at the time. In this case, regard must be given to the Activity Centre Zone provisions and Clause 52.05 Signs. The decision guidelines provided make no mention of impacts on successful displaying of other signage in the area and this therefore cannot be a planning consideration.

6. The sign will cover the business identification signage displayed on the boundary wall of the neighbouring building.

Comment:

This is a civil matter that relates to land ownership as opposed to Council planning considerations.

7. The proposal does not support the general provisions of Clause 52.05-8 or Clause 65 of the Planning Scheme.

Comment:

The Planning Officer assessment of the application against the relevant provisions of the Latrobe Planning Scheme, including Clause 52.05-8 and Clause 65 concludes that the proposal is consistent with the strategic intent of the relevant sections of the Planning Scheme. The proposal is not at odds with any relevant planning considerations.



A copy of the objections can be viewed at Attachment 3 of this report, a copy of the applicant's responses to these objections can be viewed at Attachment 4 of this report and the location of an objector can be viewed at Attachment 5 of this report. It is noted that all objectors bar one do not own or rent land in the vicinity of the site, but have instead submitted as a resident with an interest in Traralgon.

### External:

The application was referred to VicRoads under Section 55 of the Act as a determining referral authority. VicRoads did not object to the granting of a permit subject to the inclusion of appropriate conditions.

### Internal:

The application was referred internally to Council's Engineering team for consideration. There was no objection to the granting of a planning permit with no conditions required.

The application was also forwarded to Council's Strategic Planning Team for comment who raised concerns with the proposal noting that there was no policy justification to refuse it.

### *Financial Implications*

Additional resources or financial cost will only be incurred should the planning permit application require determination at the Victorian Civil and Administrative Tribunal. The anticipated time required for a Council officer to prepare a VCAT submission and collate all relevant documentation is three business days with an additional day required to attend and present at appeal, totalling 4 business days.

This equates to a financial cost in the order of \$1,600. This cost would be far greater if a consultant is required to attend on Council's behalf and would likely be in excess of \$6,000.

### *Risk Analysis*

Identified risk	Risk likelihood*	Controls to manage risk
A number of submissions raise concerns regarding negative visual amenity impacts as a result of the development being approved.	3 – Possible	Appropriate conditions are to be imposed that restrict the luminance of the sign and the frequency of the changing of images.
Negative perception of Council not supporting the development.	3 – Possible	To manage and limit the potential risk the recommendation has been considered against the relevant state and local

		planning controls.
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\* For example, likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

## **Latrobe Planning Scheme**

### **State Planning Policy Framework**

- Clause 15.01-1S – Urban Design
- Clause 17.02-1S – Business

### **Local Planning Policy Framework**

- Clause 21.02-2 – Key Issue – Main Towns and Growth Corridors
- Clause 21.06-1 – Key Issue – Built Environment
- Clause 21.07-2 – Key Issue – Activity Centres
- Clause 21.09-4 – Traralgon

### **Zoning**

The subject site has been recently rezoned to Activity Centre Zone, Schedule 1. The purpose and decision guidelines of the zone have been considered as part of the assessment of the application and the proposal is considered to be generally consistent with the zone.

### **Overlay**

The Parking Overlay, Precinct 1 Schedule applies to the site. As the proposal does not seek to alter or expand the existing land use, the provisions of the PO1 are irrelevant and do not require consideration under this application. The proposal will have no impact on the existing provision of car parking at the site.

### **Particular Provisions**

Clause 52.05 Advertising Signs:

The proposal is considered to be generally consistent with the purpose and decision guidelines of Clause 52.05 of the Scheme, in particular the provisions listed at Clause 52.05-11 for category 1 areas.

### **Decision Guidelines (Clause 65):**

Clause 65.01 sets out the decision guidelines to be considered before deciding on an application or plan. Following an assessment against the relevant decision guidelines, the proposal is considered to be generally consistent with the relevant decision guidelines.

### **Incorporated Documents (Clause 81):**

No Incorporated Documents are considered to be relevant to the proposal.

Strategic direction of the Planning Policy Framework and Municipal Strategic Statement:

The subject site is within an established commercial precinct at the corner of Church Street and Princes Street in Traralgon. Given the commercial context of the area there is a plethora of different types of signage within the existing streetscape. The proposal will replace an existing promotion sign with a slightly larger modern electronic one and is considered to be appropriate given the context of the area. It is considered that the proposed sign may be of positive benefit for the promotion of local businesses in the Latrobe Valley.

'Purpose' and 'Decision Guidelines' of the Activity Centre Zone, Schedule 1:

When considering the provisions of the Activity Centre Zone, Schedule 1, the proposal is considered to be generally supported by the intent of the zone. The signage will add to the visual interest of the streetscape. It is noted that one guideline suggests that illuminated or electronic signage *should* be limited. This was a matter raised by the Strategic Planning Team in their review of the proposal.

A balanced approach to this application takes into account the planning policy in place at the time the application was made, the lack of existing electronic signage in the streetscape and the use of the term 'should' as opposed to 'must' in the guidelines. Given these factors, this particular sign is considered to be appropriate and acceptable in the scheme of the existing streetscape.

'Purpose' and 'Decision Guidelines' of Clause 52.05 – Signs:

On balance, the proposed sign is considered to be generally consistent with the relevant decision guidelines. The area is identified as 'Category 1 – Commercial Areas – Minimum Limitation'. The area in nature and has a high volume of signage, however it is not considered that the proposed sign would presently result in an excessive amount of signage and visual clutter in the streetscape. This conclusion has been reached following consideration of the streetscape, the existing signage, the sign that this proposal seeks to replace and the minimal presence of existing digital signage in the immediate area at this point in time.

It is also acknowledged that VicRoads and Council's Engineering Team had no concerns about the proposal's impact on traffic and pedestrian safety in the immediate area as a result of the signage being approved.

The proposal is considered to be generally consistent with the purpose and decision guidelines of Clause 52.05 of the Scheme.

Clause 65 (Decision Guidelines):

The proposal is considered to be generally consistent with the relevant Clause 65.01 decision guidelines.

**Options**

Council has the following options in regard to this application:

1. Issue a Notice of Decision to Grant a Permit; or
2. Issue a Notice of Decision to Refuse to Grant a Permit.

Council's decision must be based on planning grounds, having regard to the provisions of the Latrobe Planning Scheme.

**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 [1](#). Development Plans
- 2 [2](#). Locality Plan
3. Objections (Published Separately) (Confidential)
- 4 [4](#). Applicant Responses to Objections
5. Objector Location Relevant to Application Site (Published Separately)  
(Confidential)



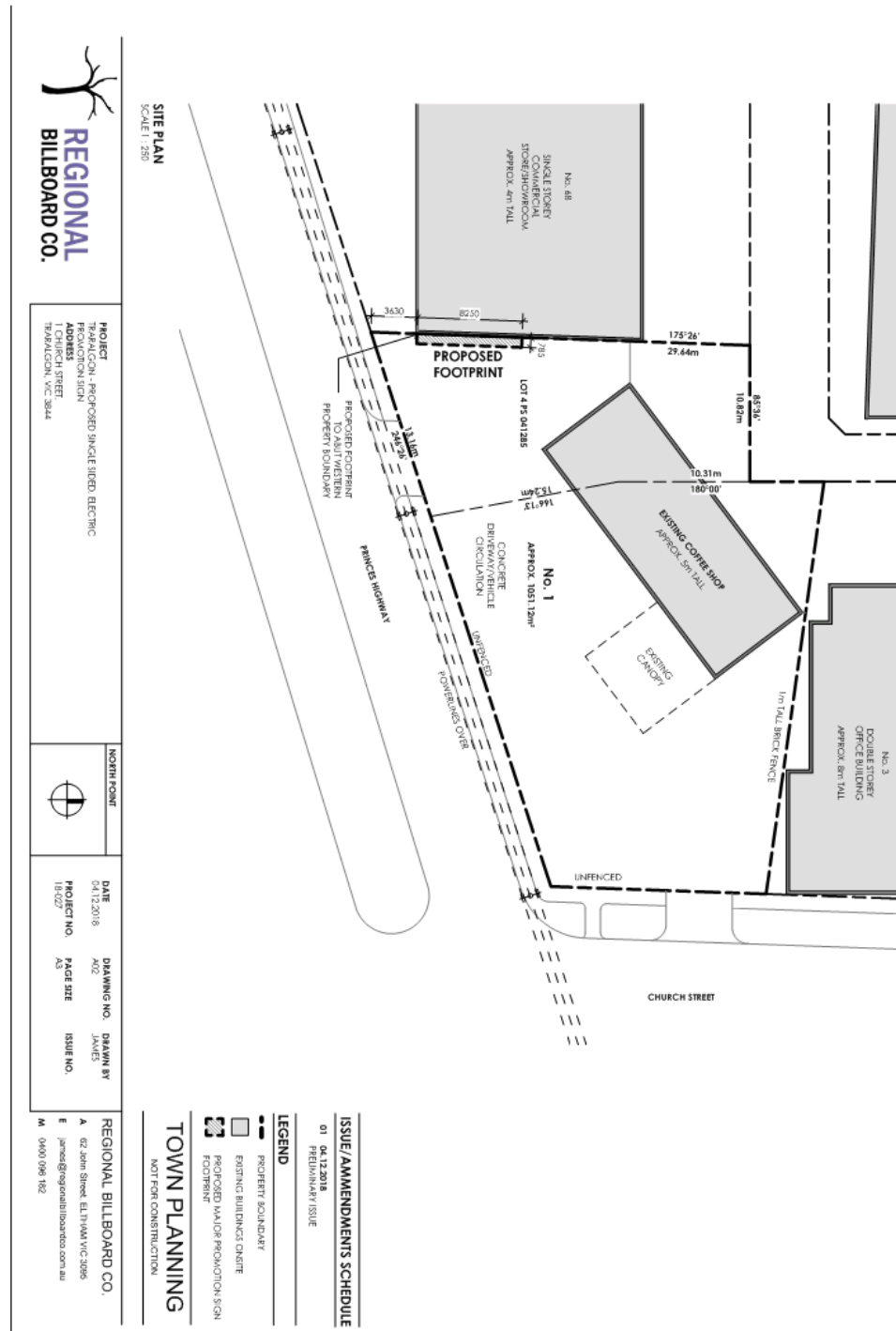
## **14.5**

### **Display of an Electronic Promotion Sign at 1 Church Street, Traralgon**

<b>1</b>	<b>Development Plans.....</b>	<b>358</b>
<b>2</b>	<b>Locality Plan.....</b>	<b>361</b>
<b>4</b>	<b>Applicant Responses to Objections .....</b>	<b>362</b>

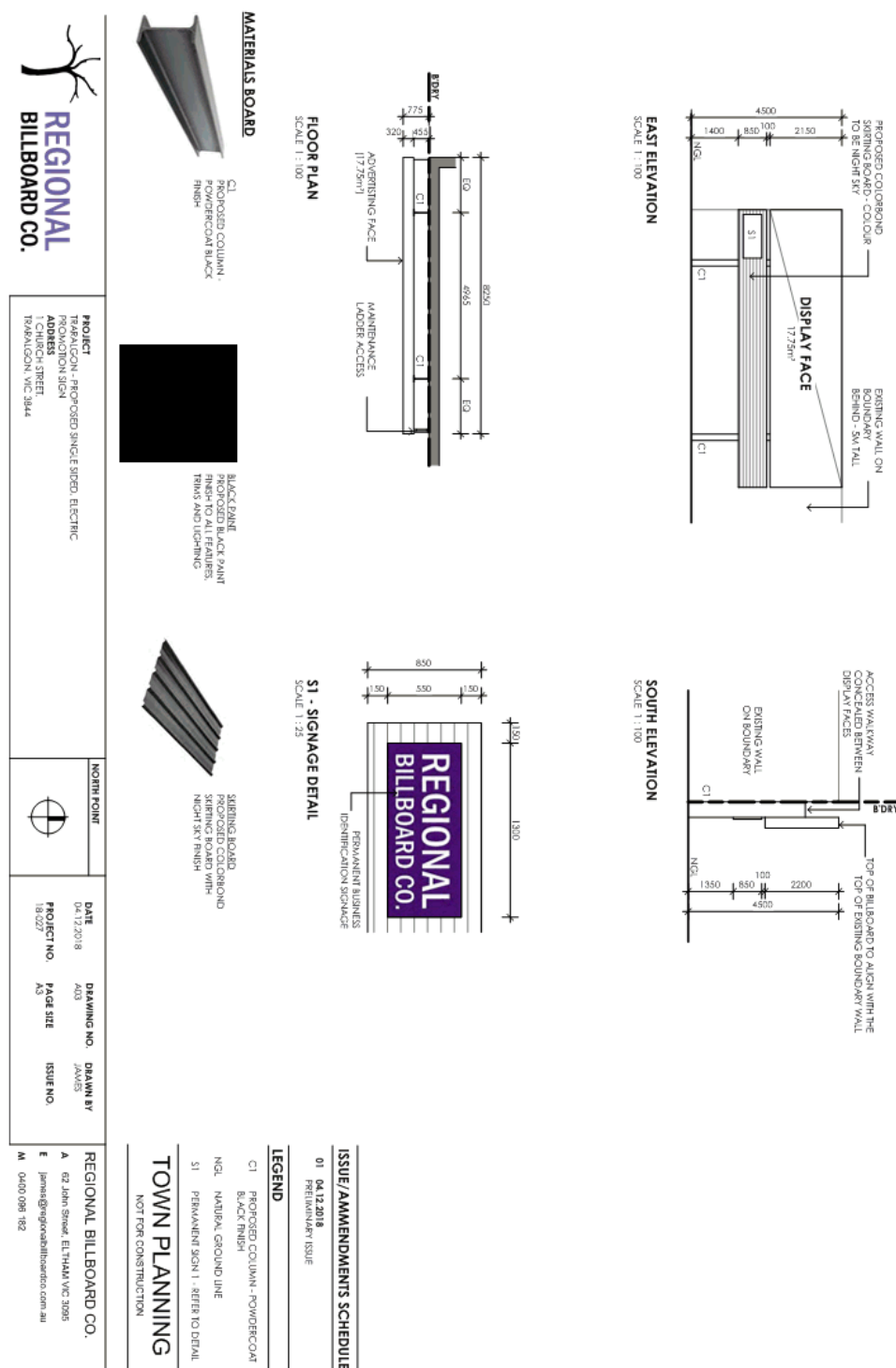
## APPENDIX A

### SIGN LOCATION PLAN AND ELEVATIONS



## APPENDIX A

### SIGN LOCATION PLAN AND ELEVATIONS



APPENDIX B

DIGITAL SIGNAGE SPECIFICATION

[ DISPLAY SPECIFICATION ]

SUPER 8 Display Spec

OPTION 1

Active Screen Size (WxH)	8m x 2.08m
Active Screen Size (Square Dimensions)	16.64sqm
Matrix Size (WxH)	8000 pixels x 2008 pixels
Aspect Ratio	3.85:1
Display Weight	965kg
Display Weight per Square Dimension	58kg/m²

[ PRODUCT SPECIFICATION ]

Outdoor 10mm

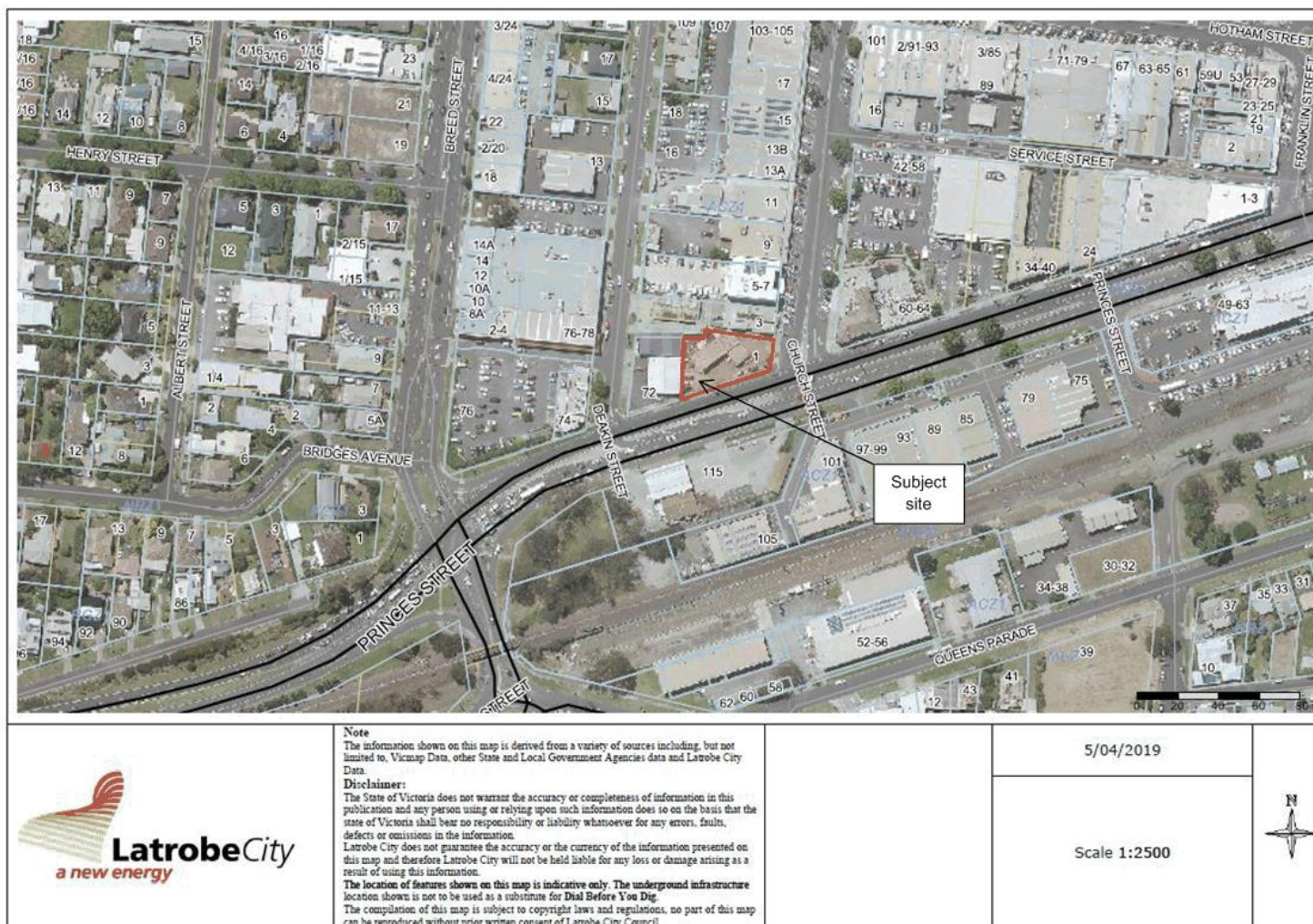
Product Specifications

Physical Pitch	10mm, physical
Pixel Density	10,000 pixel/m²
Pixel Configuration	SMD LED
Module Dimensions (WxH)	320mm x 160mm
Module Resolution (WxH)	32 x 16 pixels
Cabinet Material	Steel
Viewing Angle	H 140 Deg. / V 140 Deg.
Best Viewing Distance	10+m
Maintenance	Rear access
Protection Degree	IP65 front; IP54 rear
Panel Net Weight	approx. 58kg/sqm
Luminance	7000 nits

Product Specifications

Gray Scale	16-bit Color Processing Depth
Refresh Rate	1920+ Hz
Display Control	Synchronous control
Power Supply	220V, 50Hz
Operation Temp.	-20° ~60°
Display Dimming	Auto/Manual, 8~256 Levels
Signal Transfer	Single Mode Fiber Optic within 1500mm
Display Capacity	Text, image, graphics animations, video
Power Consumption (Max./Avg.)	0.6kw/sqm; 0.2kw/sqm
MTBF	50,000hrs
Lifetime	100,000 hours
Warranty	5 years







March 12, 2019

Kristy Crawford  
Senior Statutory Planner  
Latrobe City Council  
PO Box 264,  
Morwell, VIC 3840

Dear Kristy,

**RE: PA 2018-263 – Display and erection of single sided electric promotion sign. 1 Church Street, Traralgon.**

In response to your letter on 07/03/2019, two objections have been submitted during the advertising of this application with both objections having the same content. The objections have been summarized in the following four points, which we would like to respond to:

*1. Does not support the general provisions of clause 65 & 52.05-8 (Amenity Impacts)*

As is detailed in our town planning report, the application employs a high level of consideration for the policies of clause 52.05. Clause 65.01 references the considerations prior to a decision, which sets out policies aimed at mitigating any potential adverse effects of an application. Items such as orderly planning, relevance to zoning, overlays, provisions, state and local planning are considered in the local and statewide planning policies that major promotion signs are governed by. The proposal is consistent with the zoning and context to which these types of signs are encouraged and complements the area. There is also VCAT case law referencing the amenity impacts of major promotion signs:

*"...I do not consider that it can fairly be said that, as a matter of principle, major promotional signs reduce visual amenity"*

Wyndson Pty Ltd v Bayside CC [2003] VCAT 1366 (29 September 2003)

*2. Lighting, type and size of the sign (impacts on streetscape)*

As is detailed in the illumination report and lighting impact assessment, the proposal has been reviewed against a number of criteria. The major promotion sign conforms to the VicRoads maximum levels of illumination, which define levels based on the whole billboard displaying a white image. A scenario which will not happen, given that a portion of the display face will always have writing or company names referenced. It also has been found during precedents studies that illuminated business identification signage generally has higher luminance than the proposed digital billboard will have.

The size is proportionate to its surrounding built form and advertising context, where the display face sits within the abutting building envelope. It also does not dramatically increase the advertising area displayed to the area. The streetscape is defined by its commercial character, to which major promotion signs like this have a place. Therefore, it is deemed that the proposal would not have adverse effects on the streetscape.

**REGIONAL BILLBOARD CO.** (Pty Ltd)

A: 62 John St, Eltham VIC 3095

E: luke@regionalbillboardco.com.au

M: 0431 304 043

ABN: 44 623 929 215



### 3. *Effects on signage next door*

In regard to the rights of visibility, there is strong VCAT case law which indicates the treatment of such circumstances:

*"Tribunal held 'there was no right to a continuance of vacant space in front of a sign to facilitate ongoing display'. The Tribunal was 'not satisfied that the existing Kitchens sign has the prior right to dominate part of Ferngull's land or to be viewed across that land if Ferngull wants to make other use of the land'."*  
Ferngull Corporation v Knox CC

In Saying that, we do not want to inhibit the next-door properties commercial business and would be happy to address this issue by providing replacement signage at our cost.

### 4. *Promotion of businesses outside the local area.*

Our operation statistics are currently as follows:

- 81% of all advertising content has come from businesses within a 5km radius of the sites
- 19% has been road safety messages from TAC

We acknowledge that not all of our advertising content is from local businesses, however our business model and ambition are targeted at local businesses. We attempt to make this advertising medium as achievable as possible by reducing the advertising rate as low as possible. Accepting national bookings is one factor which assists in achieving these accessible rates. Our current track record proves how strongly we value our relationship with local advertisers.

Should you have any queries in relation to the above matter, please do not hesitate to contact me on 0400 096 182.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "James Course", with a stylized flourish at the end.

James Course  
Regional Billboard Co.

**REGIONAL BILLBOARD CO.** (Pty Ltd)

**A:** 62 John St, Eltham VIC 3095

**E:** luke@regionalbillboardco.com.au

**M:** 0431 304 043

**ABN:** 44 623 929 215





March 15, 2019

Kristy Crawford  
Senior Statutory Planner  
Latrobe City Council  
PO Box 264,  
Morwell, VIC 3840

Dear Kristy,

**RE: PA 2018-263 – Display and erection of single sided electric promotion sign. 1 Church Street, Traralgon.**

In response to your letter on 14/03/2019, six additional objections have been submitted. The objections have been summarized in the following four points, which we would like to respond to:

*1. Road Safety/Distracted Drivers*

Throughout the process of preparing and submitting this town planning application we have carefully considered and responded to road safety concerns. As has been found in VCAT case law, the review and response from VicRoads as a referral authority details an assessment of road safety which has been undertaken. In this circumstance, as is similar to "Kushinda Pty Ltd v Whitehorse CC (Corrected) [2018] VCAT 958 (22 June 2018)" VicRoads have prepared conditions which reflect an appropriate outcome in relation to road safety. The important information is summarized as follows:

*"The purpose of this assessment in conjunction with conditions such as controlled illumination, a 30 second dwell time, instantaneous transition between images, no sequencing of messages is to minimize the risk of distraction to a satisfactory extent. I find that this is appropriate."*

*"VicRoads has a statutory responsibility to manage the arterial road network and is a determining referral authority under the planning scheme. In these circumstances, it is trite to speculate that it may have opposed this sign but chose not to devote resources to this proceeding. It is far more likely to expect that it would have contested this amendment if it considered that the electronic display was unsafe."*

The proposal has met the standards required for VicRoads to approve the proposal subject to standard conditions. The conditions set out ensure that road safety is prioritized throughout the operation of the billboard.

*2. Brightness/illuminance*

A thorough lighting impact assessment has been conducted, the report details maximum luminance which reflects the weather conditions and time of day. The proposed digital display screen is manufactured to best practice Australian standards, whereby the screen is installed with a sensor system. This system allows for the screen to instantaneously adjust to the weather and lighting conditions. It also has been found during precedents studies that illuminated business identification signage generally has higher luminance than the proposed digital billboard will have.

**REGIONAL BILLBOARD CO.** (Pty Ltd)

**A:** 62 John St, Eltham VIC 3095

**E:** luke@regionalbillboardco.com.au

**M:** 0431 304 043

**ABN:** 44 623 929 215





3. *Similarities to existing digital billboard (near Woolworths Traralgon)*

The proposal has been referenced to the existing small format digital billboard near Woolworths Traralgon Carpark. This sign is not a correct reflection of the proposed sign, for the following reasons:

- The quality of this screen is considerably lower than the screen specified in the proposal, whereby even the images displayed look similar to a normal static billboard.
- The proposed screen includes a light & weather sensor system which adjusts the luminance of the display face to reflect the current conditions.
- The proposal also sits nested within a bright stretch of road, where there is a considerable amount of large scale illuminated business identification signage. Therefore, the sign will tie in with its surrounding context, unlike the existing digital billboard which faces a dark carpark. The abutting properties do not typically have large format illuminated business identification signage (Woolworths main signage projects to Breed Street). So the proposal stands out considerably against its surrounding context.

Should you have any queries in relation to the above matter, please do not hesitate to contact me on 0400 096 182.

Yours sincerely,

James Course  
**Regional Billboard Co.**

**REGIONAL BILLBOARD CO.** (Pty Ltd)

A: 62 John St, Eltham VIC 3095

E: [luke@regionalbillboardco.com.au](mailto:luke@regionalbillboardco.com.au)

M: 0431 304 043

ABN: 44 623 929 215

**Agenda Item: 14.6**

**Agenda Item:** Use and Development of Land with a Single Dwelling and Ancillary Outbuilding within the Farming Zone at 174 Waterloo Road Moe

**Sponsor:** General Manager, City Development

**Council Plan Objective:** Improve the liveability and connectedness of Latrobe City.

**Status:** For Decision

**Proposed Resolution:**

**That Council:**

Issues a Notice of Decision to Refuse to Grant a Permit for the use and development of land with a single dwelling and ancillary outbuilding in the Farming Zone at 174 Waterloo Road, Moe (Lot 1 TP235782) on the following grounds:

- 1 The proposal fails to meet the strategies and objectives contained within Clauses 14.01-1S (Protection of Agricultural Land) and 16.01-5S (Rural Residential Development) in the Planning Policy Framework of the Latrobe Planning Scheme as it would inappropriately develop high quality productive agricultural land with a dwelling.**
- 2 The proposal fails to meet the strategies and objectives contained within Clauses 21.02-4 (Key Issue - Rural Living) and 21.05-1 (Key Issue - Agriculture) in the Municipal Planning Strategy of the Latrobe Planning Scheme with regard to the protection of productive agricultural land from non-agricultural use and development.**
- 3 The proposal does not comply with the purpose and decision guidelines of Clause 35.07 (Farming Zone) of the Latrobe Planning Scheme with regard to retaining and protecting agricultural land from non-agricultural uses including dwellings.**
- 4 The proposal does not comply with the proposed future local policy or zoning of the land under Planning Scheme Amendment C105 Live Work Latrobe as it would adversely impact on the productive use of the land for agriculture.**
- 5 The proposal does not comply with the decision guidelines of Clause 65 (Decision Guidelines) of the Latrobe Planning Scheme with regard to the orderly planning of the area.**

**Executive Summary:**

The application seeks a permit to use and develop land at 174 Waterloo Road, Moe with a dwelling and ancillary outbuilding. The site is located in the Farming Zone and has an area of 20.7 hectares. The subject site and adjoining land to the west under the one ownership make up a broader farm-holding of approximately 120 hectares in three parcels including an existing dwelling on one of the parcels.

The application was advertised and no submissions objecting to the application have been received.

Having considered the proposal against the relevant provisions of the Latrobe Planning Scheme and the current Planning Scheme Amendment C105 'Live Work Latrobe', it is considered that the proposal does not accord with the relevant State and Local Planning Policy Framework, Farming Zone purpose and decision guidelines, or the strategic direction of 'Live Work Latrobe'. The proposal does not seek to protect high quality agricultural land and would impact on the continuation of primary production in relation to development and amenity issues.

The application has been called into the Council Meeting for a determination at the request of a Councillor.

It is recommended that a Notice of Decision to Refuse to Grant a Permit be issued.

**Background:**

*Summary*

Land: 174 Waterloo Road, Moe, known as Lot 1 TP 235782

Proponent: Latrobe Valley Drafting

Zoning: Farming Zone (FZ)

Overlay Nil

A Planning Permit is required:

- To use a Farming Zone allotment that is under 40 hectares in size for the purpose of a dwelling, pursuant to Clause 35.07-1 of the Latrobe Planning Scheme (the Scheme); and
- To construct a building or construct or carry out works in the Farming Zone associated with a Section 2 use of Clause 32.07-1, pursuant to Clause 35.07-4 of the Scheme.

*Proposal*

The application is for the use and development of land for a single dwelling and ancillary outbuilding on a 20.7 hectare lot in the Farming Zone.

The single storey dwelling is proposed to be set back approximately 22 metres from the front boundary, 180 metres from the eastern boundary and 124 metres from the western boundary. The outbuilding would be set back 15 metres behind the proposed dwelling.

The information submitted with the application states that the development would support and enhance the agricultural production on the land by providing a residence for a farm manager, farm workers or contract workers. With additional workers on the land, the property would be able to increase its capacity to run sheep and cattle, making it more productive. The workers would attend to the health and well-being of the livestock including during calving and lambing times, and maintain farm infrastructure and fencing.

A farm improvement plan was submitted with the application and includes a schedule of weed spraying, fence construction, and pasture improvements proposed to be undertaken to improve the site's productivity.

A copy of the plans of the proposal can be viewed at Attachment 1.

*Subject Land:*

The subject site is located at the rear of 166-176 Waterloo Road and does not have direct frontage to Waterloo Road. Vehicle access to the site is via a carriageway easement across 176 Waterloo Road. The site is encumbered with a drainage easement located along the western boundary and the rear boundary abuts the Contour Drain. The site is relatively flat, and is used for grazing sheep and cattle. Vegetation on the site is comprised of scattered trees and windbreaks.

A dwelling and outbuilding were developed on the site some time ago but have fallen into disrepair. The dwelling is in a derelict condition and has been partly burnt. The applicant suggested that existing use rights may apply to the site as the dwelling has been used as a lunch room for workers on the farm, there is a septic tank on the land, and the site was connected to power until recently. It is considered that the dwelling does not have existing use rights as the applicant has not provided sufficient information to demonstrate that continuous use of the dwelling has been occurring for 15 years, and insufficient evidence to be satisfied that the building has been used as a dwelling in any recent time.

See Attachment 2 for photographs of the existing derelict dwelling on the subject site supplied by the applicant.

*Surrounding Land Use*

North: Agricultural land located in Baw Baw Shire.

South: Three lots all with frontage to Waterloo Road. The two eastern most lots are located in the Industrial 3 Zone and have been developed for industrial purposes. The western most lot is located in General Residential Zone Schedule 1. It is currently undeveloped and is used for grazing livestock.



East: Undeveloped residential land located in General Residential Zone Schedule 1. It is currently used for grazing livestock

West: Agricultural land of approximately 40 hectares used for grazing livestock. It has been developed with a dwelling and shedding.

It is noted that the owner of the land owns the adjoining two parcels of land to the west of the subject site – CA 1 Waterloo Road and 240 Waterloo Road. The three lots have a combined area of 120 hectares. A dwelling has been constructed at 240 Waterloo Road, and a dwelling would be able to be constructed at CA 1 Waterloo Road without a planning permit as it is greater than 40 hectares.

Attachment 3 shows the location of the subject site in the context of the existing farm holding and the surrounding area.

## **Issues**

### *Strategy Implications*

Strategy 9 of the Council Plan 2017-2021 seeks to “*Implement a town planning regime which facilitates appropriate urban growth, industry diversification, liveability and connectivity of Latrobe City*”. An objective to achieve this strategy is to “*Improve the liveability and connectedness of Latrobe City*”.

### *Communication*

#### Notification:

The original application was advertised pursuant to Sections 52(1)(a) and (d) of the *Planning and Environment Act 1987* (Act), with notices sent to all adjoining and adjacent landowners and occupiers, and a notice displayed on site for a minimum of 14 days.

At the completion of the advertising period, no submissions had been received.

#### External:

The application was not required to be referred externally.

#### Internal:

The application was referred to the Council’s Infrastructure Planning and Environmental Health teams who did not object to the granting of the planning permit subject to conditions.

The application was also referred to the Strategic Planning team who objected to the proposal on the grounds that it was not in accordance with the proposed rezoning of the land under Amendment C105 Live Work Latrobe. This will be discussed later in this report.

### *Financial Implications*

Additional resources or financial cost will only be incurred should the planning permit application require determination at the Victorian Civil and Administrative Tribunal. The anticipated time required for a Council officer to prepare a VCAT submission and collate all relevant documentation is three business days with an additional day required to attend and present at appeal, totalling 4 business days.

This equates to a financial cost in the order of \$1,600. This cost would be far greater if a consultant is required to attend on Council's behalf and would likely be in excess of \$6,000.

### *Risk Analysis*

Identified risk	Risk likelihood*	Controls to manage risk
Council not supporting the application and the applicant seeking review of the decision at VCAT.	3- Possible	To manage and limit the potential risk the recommendation has been considered against the relevant sections of both the Planning Policy Framework and Municipal Planning Strategy.
Council not supporting the application despite the Planning Panel for C105 recommending support for the Rural Land Use Strategy and the rezoning of the land to Farming 1.	3- Possible	To manage and limit the potential risk the recommendation has been considered against the Planning Panel's support for the changes to the scheme proposed as part Amendment C105.

\* For example, likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

### *Legal and Compliance*

#### **Latrobe Planning Scheme**

The Planning Policy Framework (PPF) and Local Planning Policy Framework (LPPF) have been considered as part of the assessment of this application.

The following clauses are relevant to the consideration of this application.

#### **Planning Policy Framework**

Clause 14.01-1S – Protection of Agricultural Land

Clause 15.01-2S – Building Design

Clause 15.01-6S – Design for Rural Areas

Clause 16.01-5S – Rural Residential Development

**Local Planning Policy Framework**

Clause 21.02-4 – Rural Living

Clause 21.05-1 – Key Issue – Agriculture

**Zoning**

The subject site is located in the Farming Zone. A planning permit is required for the use and development of the land for a dwelling and associated outbuilding as the lot is less than 40 hectares.

The purpose and decision guidelines of the Farming Zone have been taken into account as part of the assessment of this application and it is considered that the application is inconsistent with the zoning provisions. This will be discussed later in this report.

**Particular Provisions**

There are no Particular Provisions applicable to this application.

**Decision Guidelines (Clause 65):**

Clause 65.01 sets out the decision guidelines to consider before deciding on an application or approval of a plan.

**Incorporated Documents (Clause 81):**

The proposed development is in accordance with the following relevant incorporated document:

- Guidelines for Environmental Management: Code of Practice – Onsite Wastewater Management (Publication 891.4, Environment Protection Authority, 2016)

**Strategic direction of the Planning Policy Framework and Local Planning Policy Framework:**

Both the State and Local Planning Policy Frameworks aim to protect productive farmland as agricultural land is a finite natural resource that must be managed to maintain its long term sustainable use. High quality agricultural land is encouraged to be used primarily for farming purposes and the development of land should not detract from the long-term productive agricultural capacity of the land.

The relevant policies are discussed as follows:

- Clause 14.01-1S (Protection of agricultural land) outlines that when considering a proposal to use, subdivide or develop agricultural land, the following factors must be considered:
  - Desirability and impacts of removing the land from primary production, given its agricultural productivity.
  - Impacts on the continuation of primary production on adjacent land, with particular regard to land values and the viability of infrastructure for such production.
  - Compatibility between the proposed or likely development and the existing use of the surrounding land.
  - Land capability.
- Clause 21.05-1 of the Local Planning Policy Framework (Key Issue – Agriculture) identifies the importance of agriculture to the economic, social and physical development of the Latrobe City municipality, and has the following strategies:
  - Implement any adopted Latrobe City Rural Land Use Strategy.
  - Encourage productive agricultural land to be used primarily for farming and horticultural purposes except where the land supports significant vegetation of local provenance.
  - Limit subdivision, use or development of land that is incompatible with the use of the land for a sustainable resource.
  - Encourage land uses that complement and enhance the viability of agricultural activity.
  - Land capability.

This application proposes to develop a productive farming lot with a dwelling. Whilst the applicant has expressed a need to develop the dwelling for the housing of farm workers, it is considered that this need is not justified. The applicant has not provided sufficient evidence that the proposed dwelling would improve farm economics and viability. The landowner has three contiguous parcels of farmland, one of which contains a dwelling, and another which could currently be developed with a dwelling without planning approval as it is greater than 40 hectares. The development of the subject site with a dwelling to house farm employees is not warranted given the opportunity to provide housing on the broader farm or for workers to live within the nearby Moe township.

The development of the subject site with a dwelling has the potential to create a rural residential use which would permanently remove the land from agriculture as the landowner would have the ability to sell on the land with the dwelling. This in turn has the ability to impact on adjoining lots used for agriculture due to potential conflict between the rural residential use and agricultural uses, as well as restricting the possible future expansion of the surrounding agricultural uses.



Given the above it is considered that the proposal is not supported at a State or local policy level as it has the potential to permanently remove land from agricultural production and impact on the future operations of surrounding agricultural uses.

'Purpose' and 'Decision Guidelines' of the Farming Zone:

One of the purposes of the Farming Zone is to ensure that non-agricultural uses, particularly dwellings, do not adversely affect the use of land for agriculture..

The decision guidelines for applications of this type in the Farming Zone include consideration of:

- How the use and development relates to sustainable land management;
- Whether the site is suitable for the use or development and whether the proposal is compatible with adjoining and nearby land uses
- Whether the use or development would support and enhance agricultural production;
- Whether the use or development will adversely affect soil quality or permanently remove land from agricultural production;
- The potential for the use or development to limit the operation and expansion of adjoining and nearby agricultural uses;
- The capacity of the site to sustain the agricultural use; and
- The potential for the proposal to lead to a concentration or proliferation of dwellings in the area and the impact of this on the use of the land for agriculture.

It is acknowledged that conversion of agricultural land to a residential use is not necessarily an inappropriate outcome. However, it is considered that in this instance the construction of a dwelling on the site is considered to diminish rather than enhance the agricultural potential of the overall subject site. This area is not zoned for rural living and is not identified as suitable for this purpose in any Council adopted policy or strategy.

As a result of the surrounding land use characteristics of the subject land, it is considered that the proposal cannot satisfy the relevant Farming Zone decision guidelines as follows:

- There is inadequate justification that the dwelling is required to support and enhance the proposed agricultural operation on the land.
- The use and development of the dwelling will result in a rural residential use of the land rather than a predominantly agricultural use.
- A dwelling on the subject site may adversely impact the nearby agricultural activities and restrict the possible further expansion of adjoining agricultural uses.

- If the use and development of a dwelling is supported on the lot there would be an increased potential for the land to be solely used for rural residential purposes.

Overall it is considered that the proposed use and development of a dwelling does not meet the relevant agriculture objectives and strategies set out within the Scheme.

Clause 65 (Decision Guidelines):

The appropriate guidelines have been considered in the above discussion, including:

- The matters set out in section 60 of the Act.
- The Municipal Planning Strategy and the Planning Policy Framework.
- The purpose of the zone, overlay or other provision.
- Any matter required to be considered in the zone, overlay or other provision.
- The orderly planning of the area.
- The effect on the amenity of the area.

The above discussions and following section considering Amendment C105 Live Work Latrobe detail how the application is inconsistent with the above-mentioned decision guidelines.

**Other Issues for Consideration**

• **Amendment C105 Live Work Latrobe:**

Amendment C105 Live Work Latrobe aims to re-frame land use policy for Latrobe City to make the most of its built and natural assets. The amendment utilises the key findings of three land use strategies, one of which is the Rural Land Use Strategy (Strategy).

The Strategy is applicable to this application and aims to set long-term guidelines for the future use and development of rural land in Latrobe City. These guidelines consider the protection of valuable agricultural land and rural landscapes, as well as opportunities for rural residential living and new rural industries to locate in the area.

In relation to the subject site, the Strategy identifies it as being of strategic importance to agriculture and proposes to rezone the site and surrounding Farming Zone land to 'Farming Zone Schedule 1 – Large Scale Farming' as part of the Amendment. Under this zoning the minimum lot size would be 80 hectares and minimum size for which no planning permit is required for a dwelling would be 100 hectares.

A proposed Local Planning Policy 'Clause 22.02 – Rural Dwellings and Subdivision in the Farming Zone' would apply the following policy in relation to the use and development of dwellings in Farming Zone Schedule 1:

- Discourage dwellings not associated with the agricultural use of the land.

- Discourage more than one dwelling unless it can be demonstrated that the additional dwelling is required for a caretaker, farm manager or farm worker for the operation of the agricultural use, and is located on the same lot as the existing dwelling and the agricultural use.

Therefore, in accordance with the proposed zoning, the size of the subject site at 20 hectares is substantially smaller than the as-of-right land size for a dwelling of 100 hectares. In addition, in accordance with the policy, the landowner would be required to provide additional housing for farm employees on the same lot as the existing dwelling. This is not being proposed in this instance.

Amendment C105 went to Panel in November 2018 and a Panel Report with recommendations to largely adopt all facets of the amendment has been received. It is yet to be formally presented to Council. It is considered that the changes proposed by Amendment C105 should be given considerable weight in the assessment of this application.

### **Options**

Council has the following options in regard to this application:

1. Issue a Notice of Decision to Grant a Permit; or
2. Issue a Notice of Decision to Refuse to Grant a Permit.

Council's decision must be based on planning grounds, having regard to the provisions of the Scheme.

Council's decision must be based on planning grounds, having regard to the provisions of the Latrobe Planning Scheme.

### **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. [Plans of proposed dwelling and outbuilding on subject site](#)
2. [Photos of existing derelict dwelling on the subject site](#)
3. [Location and Context of subject site](#)

## **14.6**

### **Use and Development of Land with a Single Dwelling and Ancillary Outbuilding within the Farming Zone at 174 Waterloo Road Moe**

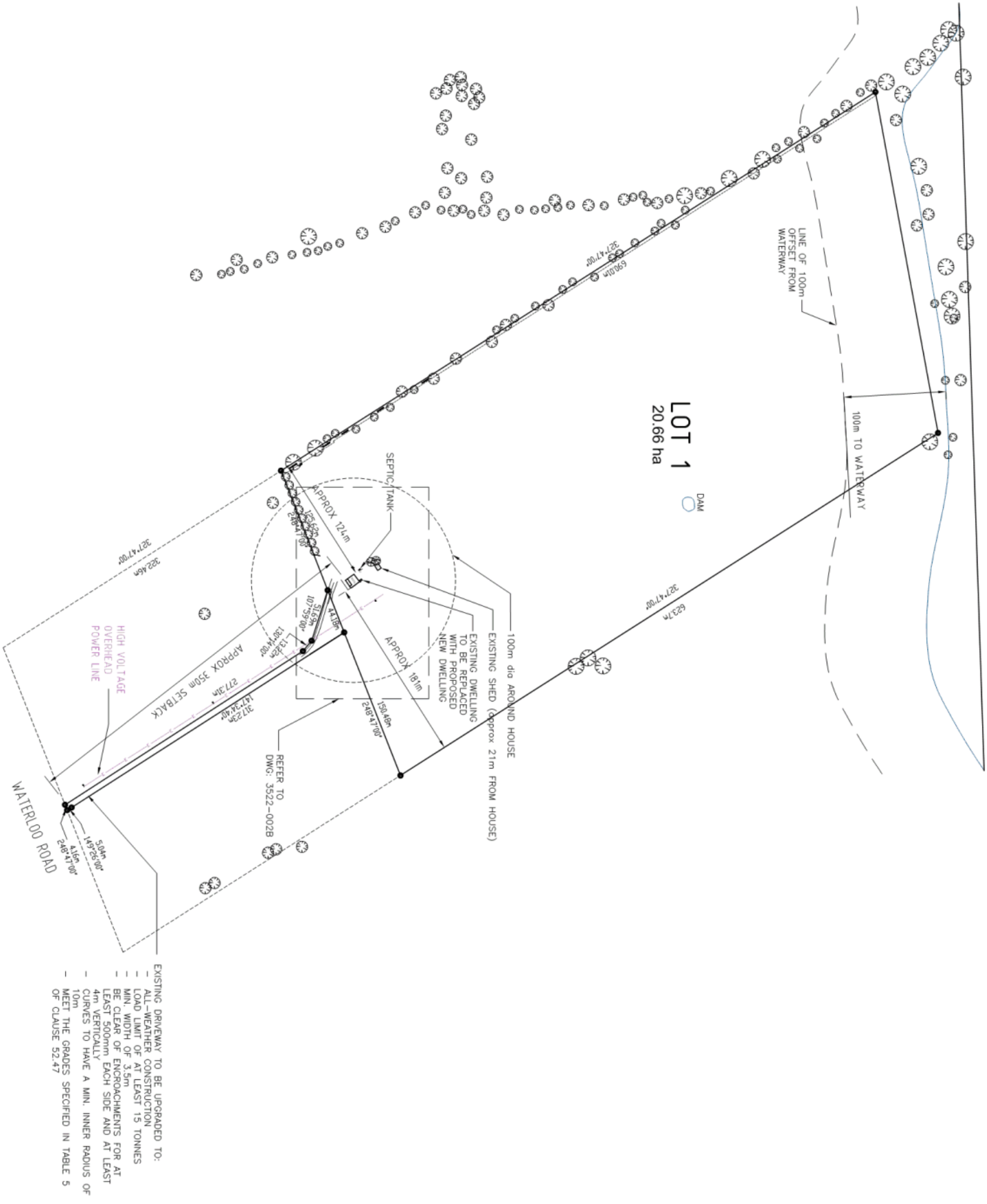
- 1 Plans of proposed dwelling and outbuilding on subject  
site ..... 377
- 2 Photos of existing derelict dwelling on the subject site ..... 381
- 3 Location and Context of subject site ..... 382





NZ WIND RATING

BAL RATING: LOW



ENTIRE SITE PLAN



P.O. BOX 585, MOE 3825  
latrobedrafting@gmail.com

TEL: 03 51282431 FAX: (03)96777636  
D.P.-A.D 2025/8



60000 0 60000 120000 180000 240000 200000		SCALE 1:3000	
P1		ISSUED FOR PLANNING	14/11/2018
REV #		DESCRIPTION	DRG.
			A2 SIZE SHEET
			SCALE 1:3000
			DRG.NO. LV3522 - 002
			REV. P1

DO NOT SCALE

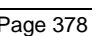
PROPOSED NEW DWELLING at:

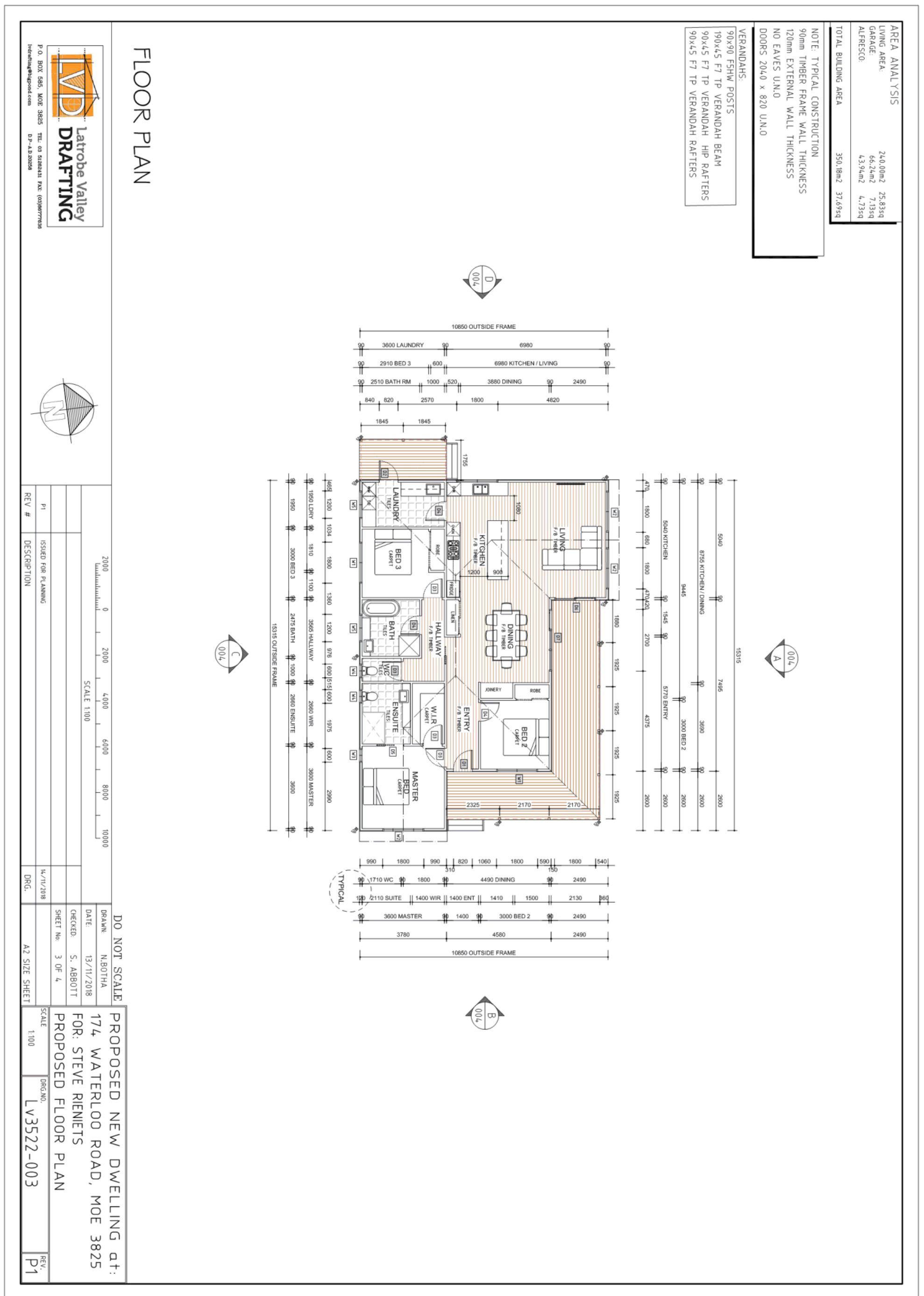
174, WATERLOO ROAD, MOE 3825

FOR: STEVE RIENIETS

SITE PLAN


- EXISTING DRIVEWAY TO BE UPGRADED TO:
- ALL-WEATHER CONSTRUCTION
  - LOAD LIMIT OF AT LEAST 15 TONNES
  - MIN WIDTH OF 3.5m
  - MIN CLEAR OF ENCROACHMENTS FOR AT LEAST 500mm EACH SIDE AND AT LEAST 4m VERTICALLY
  - CURVES TO HAVE A MIN. INNER RADIUS OF 10m
  - MEET THE GRADES SPECIFIED IN TABLE 5 OF CLAUSE 52.47









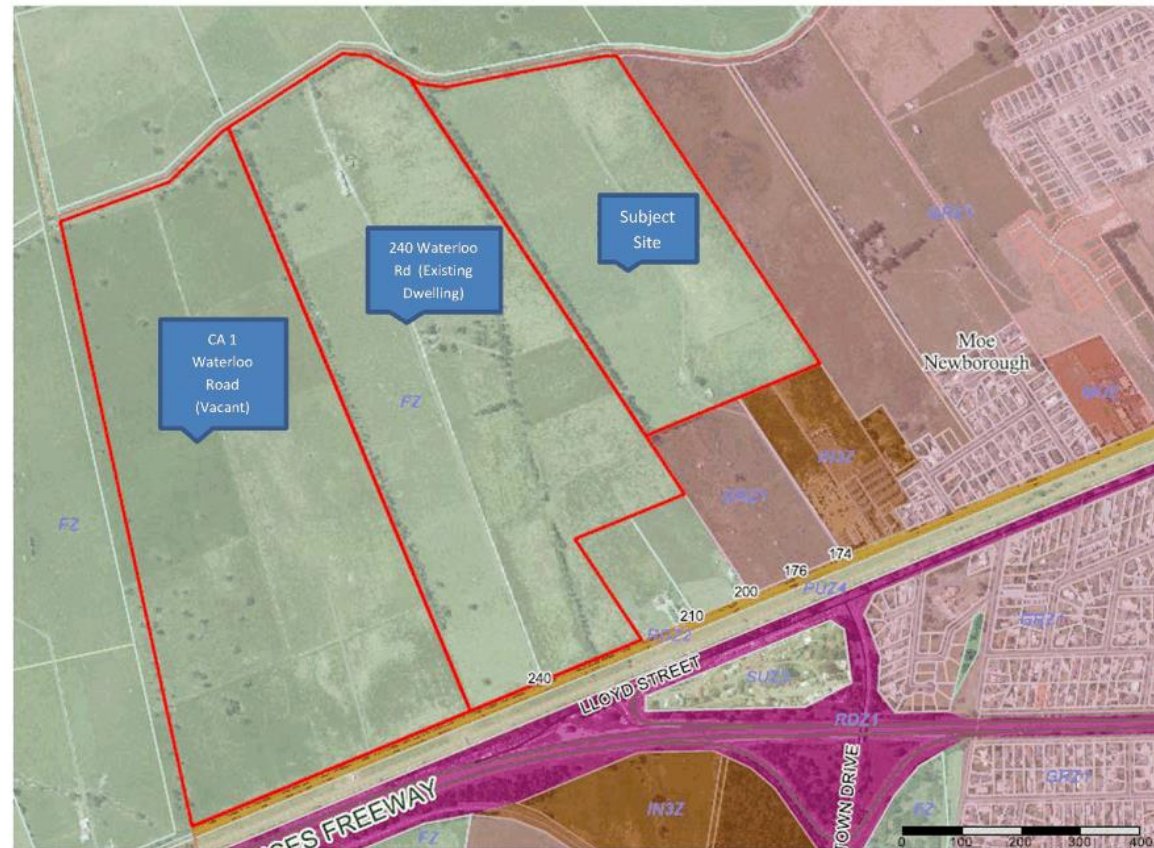
 <b>Latrobe Valley DRAFTING</b>		P.O. BOX 565, MOE 3825 TEL: 03 51282431 FAX: (03)96779396 info@latrobedrafting.com.au D P - A 200256	
2000 0 2000 4000 6000 8000 10000 SCALE 1:100		<b>DO NOT SCALE</b> DRAWN: N.BOTHA DATE: 13/11/2018 CHECKED: S. ABBOTT SHEET No. 4 OF 4	
P1 ISSUED FOR PLANNING		14/11/2018 SCALE 1:100 DRG. NO. LV3522-004 REV. P1	
REV # DESCRIPTION		A2 SIZE SHEET PROPOSED NEW DWELLING at: 174 WATERLOO ROAD, MOE 3825 FOR: STEVE RIENIETS PROPOSED ELEVATIONS	



**Attachment 2: Photographs of the existing derelict dwelling supplied by the applicant**



Attachment 3: Location and Context of Subject Site



Note: The owner of the subject site owns the adjoining two parcels of land to the west, being CA 1 Waterloo Road and 240 Waterloo Road. The three lots have a combined area of 120 hectares. A dwelling has been constructed at 240 Waterloo Road. A dwelling would currently be able to be constructed at CA 1 Waterloo Road without a planning permit as it is greater than 40 hectares. The subject site has an area 20.8 hectares.

# **INFRASTRUCTURE AND RECREATION**

**15. INFRASTRUCTURE AND RECREATION**

**Agenda Item: 15.1**

**Agenda Item: Latrobe City Sports and Entertainment Stadium  
Master Plan**

**Sponsor: General Manager, Infrastructure and Recreation**

**Council Plan Objective: Provide a connected, engaged and safe community  
environment, which is improving the well-being of all  
Latrobe City citizens.**

**Status: For Decision**

**Proposed Resolution:**

**That Council:**

- 1. Endorse the Latrobe City Sports and Entertainment Stadium Master Plan; and**
- 2. Supports the re-allocation of \$300,000 originally identified to support an application to the Latrobe Valley Authority for the upgrade to the existing grandstand at Latrobe City Sports & Entertainment Stadium.**
- 3. Endorses an application utilising the existing \$300,000 to apply for a suitable State government funding program for the upgrade of sports lighting for Fields 2, 3 and 5 at Latrobe City Sports & Entertainment Stadium; and**
- 3. Refers a request for \$40,000 to the 2018/19 Unallocated Cash Reserve process.**

**Executive Summary:**

- In 2017, the Latrobe City Sports and Entertainment Stadium (LCSES) was purchased by Latrobe City Council. As LCSES had been in private ownership for over 20 years, the facility has never been subject to a master planning process. LCSES is recognised as the regional centre of excellence for football in Gippsland and a significant event facility. In collaboration with the LCSES Project Reference Group (PRG) and with the assistance of a consultant, Latrobe City Council has developed a master plan to provide clear



direction for the future of the facility.

- The recommendations and priorities identified in the master plan respond to the key issues currently being experienced by both Latrobe City Council as the facility manager and the four key stakeholders who are using the facility for training, game day activities and events.
- The key short term priorities identified in the master plan include a lack of compliant sports lighting, the standard of the fields and the standard of the supporting facilities, such as the change rooms, kiosks and the current condition of the grandstand.
- Key stakeholders and sporting clubs at LCSES have identified the need for compliant sports lighting and the standard of the supporting playing fields as the most important short term priority for the use of the facility.
- By prioritising the compliant sports lights and standard of the supporting playing fields with the current \$300,000 committed, it will mean that additional funding from Council will need to be considered in the future to complete compliance upgrades to the grandstand at LCSES.
- The recommendations in the master plan have regard to the hierarchy of the facility as a regional centre of excellence for football as well as the key stakeholder's immediate needs and have been prioritised to ensure that the most immediate priorities are identified for future funding opportunities.
- It is recommended that Council endorse the master plan to ensure that it is a recognised plan of Council and to ensure alignment with future external funding opportunities.
- The proposed resolution seeks to identify the most effective way to fund the urgent short terms priorities identified in this report. The resolution proposes for Council to utilise \$300,000 originally identified for the upgrade to the grandstand at the stadium as matching funding towards a Sport & Recreation funding program.
- In addition the resolution recommends referring an additional request for \$40,000 for the urgent upgrade to the newly created Field 5 surface to the 2018/19 review of Unallocated Cash Surplus.

**Background:**

The Latrobe City Sports and Entertainment Stadium (LCSES) was purchased by Latrobe City Council with the financial assistance of the Victorian Government in July 2017.

In March 2017, the Victorian Government announced a financial assistance package of \$85 million towards the construction and redevelopment of a number of regional

recreation infrastructure projects in Latrobe City, including an allocation of \$1.7 million towards the development of a synthetic surface at the stadium.

As LCSES was previously in private ownership, the site had never been subject to a Latrobe City Council recreation master plan process.

### **Latrobe City Sports and Entertainment Stadium Redevelopment Project Reference Group**

In February 2018, Council endorsed the Terms of Reference for the Latrobe City Sports and Entertainment Stadium Redevelopment (PRG).

*That Council:*

1. *Adopts the Ted Summerton Reserve Redevelopment Project Reference Group Terms of Reference as detailed in Attachment 1;*
2. *Appoints Cr Law (Chair) and Cr Gibson to the Ted Summerton Reserve Project Reference Group Terms of Reference;*
3. *Adopts the Morwell Recreation Reserve Redevelopment Project Reference Group Terms of Reference as detailed in Attachment 2; and*
4. *Appoints Cr McFarlane (Chair) and Cr Middlemiss to the Morwell Recreation Reserve Project Reference Group Terms of Reference;*
5. *Adopts the Latrobe City Sports and Entertainment Stadium Redevelopment Project Reference Group Terms of Reference as detailed in Attachment 3; and*
6. *Appoints Cr Middlemiss (Chair) and Cr McFarlane to the Latrobe City Sports and Entertainment Stadium Project Reference Group Terms of Reference.*

Latrobe City Council engaged a consultant to assist with the development of the master plan and its recommendations and priorities.

The LCSES PRG has collaborated with Latrobe City Council and the consultant to ensure that its current and future priorities are clearly articulated in the master plan.

### **LCSES Master Plan**

The LCSES master plan Background report (Attachment 1) and final master plan (Attachment 2) is an aspirational plan that has been developed to provide specific recommendations and priorities. The key objectives of the master plan are to:

- Identify current and future development opportunities for the facility as a regional level facility and Centre of Excellence for football, whilst catering for current local level football participation.
- Propose a phased development process aligned to current and future resourcing opportunities.

- Provide a prioritised implementation plan inclusive of estimated costings for infrastructure and potential funding sources.
- Develop a recommendation for potential facility layout.

Following engagement with the PRG, the following are the key master plan recommendations:

- Redevelopment of the LCSES to be the Centre of Excellence for football with associated Centre of Excellence facility;
- Provide two (2) Football Federation Victoria (FFV) compliant match size synthetic football fields with lighting;
- Provide a total of two (2) FFV compliant match size grass football fields with lighting;
- Improve grass playing surfaces including the main field;
- Refurbishment of the existing grandstand;
- Upgrade grandstand change facilities;
- Create linkages and pathway networks throughout the facility to the Centre of Excellence;
- Provision of additional car parking for major events.

Recommendations in the plan have been prioritised as follows:

**Table 1**

Stage	Priority	Timeframe
Stage 1A	Immediate	Currently funded
Stage 1B	Short term	1 – 3 years
Stage 2	Medium term	3 – 5 years
Stage 3	Long term	5 years +

A complete list of recommendations, their priorities and cost estimates are presented in the LCSES master plan.

The following projects identified as immediate priorities and funded as part of the initial Victorian government investment have been delivered, including:

- Construction of a synthetic football field – Field 4
- Construction of a new grass field – Field 5
- Construction of sports lighting – Field 4
- Refurbish/Upgrade of the existing catering kitchen to commercial standards

The short term priorities identified in the LCSES master plan, which respond to the LCSES PRG's immediate needs are:

- An upgrade of sports lighting on field's two, three and five
- An upgrade of the newly constructed field five to make it playable
- An upgrade, including installation of irrigation and drainage to fields two, three and five.

### **Fields & Lighting capacity**

Since the purchase of LCSES by Latrobe City Council in 2017, participation and programming of the facility has increased dramatically. Prior to 2017, the facility was predominantly used by a single local football (soccer) club.

There are now multiple sporting stakeholders utilising the facility on a weekly basis. These include:

- Gippsland Football Club
- FFV Development Program
- Gippsland Referees Association
- Falcons 2000 Football Club

The current facility, especially the grass fields are experiencing increasing demand to cater for the increased participation and programming by these four stakeholders.

In 2016, Latrobe City Council undertook a '*Review of Management & Maintenance Practices for Latrobe City Grass Based Sporting Reserves*'. This report provides information and the assessment of all Council grass based sporting surfaces (fields and ovals) based upon a number of aspects that would affect the playing condition of the field, including turf cover & density, health/vigour, surface evenness, incidence of weeds, pests etc., wear & surface damage and any obvious safety issues.

The report defines usage rates (training and match day) as:

- Low usage = 6 – 10 hrs/per week
- Moderate usage = 11 – 15 hrs/per week
- Moderate/High usage = 15 – 20 hrs/per week
- High usage = 21 – 25 hrs/per week

The usage capacity of a sports field is defined as the amount of use that the playing surface can sustain before it deteriorates to a point where short term recovery is not achievable. Usage at levels greater than those recommended will result in significant deterioration of the playing surface. A balance must be struck between allowing as much use as possible, preserving the surface and minimising the risk of injury.



Map 1 – Latrobe City Sports & Entertainment Fields



The Review of Management & Maintenance Practices for Latrobe City Grass Based Sporting Reserves' report assessed the potential capacity/usage of each of Council's grass based sporting fields/ovals. At LCSES the following assessment was made on each of the fields (as of 2016) at the facility:

**Table 2**

Field	Potential Usage Assessment	Maximum Hours per week
Field 1 – main field	Moderate/High	20 per week
Field 2 – back field	Moderate	15 per week

Field 3 – back field	Moderate	15 per week
Field 5* – new field	N/A	N/A
Field 6 – junior field	Moderate	15 per week

\*Field 5 is not currently playable due to the lack of grass

Based upon the recent 2019 Winter Seasonal Allocation requests requested by the four (4) stakeholders at LCSES, the following usage assessment has been made:

**Table 3**

Field	Maximum Usage per week	Actual Hours of use (2016)	Actual Hours of use (2019)	Sports Lighting	Surface classification	Capacity Assessment
Field 1 (Main Field)	Max 20 hrs/pw	16.2 hrs/pw	21.5 hrs/pw	Yes – FFV compliant	Category A	Over
Field 2 (Back Field)	Max 15 hrs/pw	18.6 hrs/pw	25 hrs/pw	Yes – non compliant	Category C	Over
Field 3 (Back Field)	Max 15 hrs/pw	13.2 hrs/pw	10 hrs/pw	No	Category C	Under
Field 4 (Synthetic)	No maximum	N/A	26 hrs/pw	Yes – FFV compliant	Synthetic	N/A
Field 5	Not playable	-	-	No	Category C	N/A
Field 6 (Junior Field)	Max 15 hrs/pw	6.4 hrs/pw	8.5 hrs/pw	Yes – non compliant	Category C	Under

It should be noted that the allocation of fields is a negotiation between the club's specific programming requests for fields and times, the availability of fields, their lighting and the assessment of the playing surfaces of the fields.

The new synthetic field, field 4 (Synthetic Field) does not have a set capacity; however the amount of programming will affect the amount of maintenance required for the synthetic field and the timeframes for replacement of the carpet. Normally the longevity of the synthetic carpet requires the replacement of the carpet after 8 – 10 years. However if the field is heavily programmed, replacement may need to occur earlier.

Latrobe City Council would like to provide more programming opportunities for Field 4 (Synthetic), however with stakeholders requesting the same days and same times this is proving challenging.

As demonstrated in the Table 3 above, the lack and quality of sports lighting at the facility is having a significant impact on the availability of fields for night training.

Whilst the lighting will improve the ability of Latrobe City Council to program the fields for the increasing participation, each field is still limited in the number of hours it can be used for training and match day before the field starts to deteriorate.

At the present time, Field 2 (Back pitch) which is a category C field, is being extensively over-programmed even with the non-compliant sports lighting. The field currently has 25 hours per week of programming. For a category C field, the maximum programming should be approximately 15 hours per week. Field 2 is identified in the master plan report as the second synthetic field for the facility.

Both Field 3 and Field 5 are or will be classified as Category C fields. As stated above, Category C fields have a maximum weekly capacity of 15 hours per week. At the present time, these two fields are the most underutilised, predominantly due to the lack of sports lighting and in relation to field five, the standard of the surface which makes it unplayable.

If both Fields 3 and 5 were to have a sports lighting upgrade then this would provide Latrobe City Council with the ability to take pressure of field 2 and spread the programming load between all the other training fields.

It is important to highlight that Field 5 requires an immediate investment of approximately \$40,000 to ensure that the field is playable. An additional investment into fields 2, 3 and 5 which includes irrigation, drainage and turf improvements in addition to the proposed sports lighting improvements, an additional 15 – 20 hours per week of programming would be possible.

### **Urgent Needs – Field 5**

Field 5 is the newly created field, situated next to the newly constructed Field 4, the synthetic field. Field 5 has been constructed from the civil construction from the synthetic field.

The field is currently unplayable. In order for this field to be playable, an additional \$40,000 is required to seed, fertiliser and maintain the field. The field has some lighting, provided from the adjoining synthetic Field 4.

### **Short term needs**

Given the current and future demand for programming at LCSES, as demonstrated in the assessment provided in this report, and following recent engagement with sporting stakeholders of LCSES and also members of the LCSES PRG, there is an immediate need to plan for the design, fund and potentially deliver of a number of short term priorities identified in the master plan. These include:

- Installation of FFV compliant lighting (100 Lux) to Field 2
- Installation of FFV compliant lighting (100 Lux) to Field 3
- Upgrade of existing lighting to FFV complaint lighting (100 Lux) to Field 5
- Upgrade drainage and irrigation to Field 2\*, Field 3 and Field 5.
- Upgrade to the existing LCSES Grandstand (compliance rectifications)

\*The upgrade of drainage and irrigation to Field 2 will be dependent on whether funding can be attracted to upgrade this field to a synthetic field.

### **Estimated Costs**

#### Lighting projects

It is estimated that the cost to install new lighting on Field 2 & 3 and Field 5 will cost approximately \$500,000.

#### Drainage/Irrigation

The estimated cost of these works to Fields 3 & 5 is approximately \$500,000 per field. At this stage, drainage and irrigation is not considered a priority for Field 2 as this field is identified as a future synthetic field.

#### LCSES Grandstand (compliance rectifications)

The compliance rectification works to the LCSES Grandstand to make the 1600 seats grandstand fully accessible and useable for major events is estimated to be in the vicinity of \$1.5m.

This is a short term priority for funding but has been identified by the user group and stakeholders at LCSES as behind the need for additional lighting and sports field upgrades.

Council will need to consider additional funding from in the future to complete compliance upgrades to the grandstand at LCSES.

### **Matching Council Funding Availability**

At the Ordinary Council meeting of 3 September 2018, Council resolved the following:

*That Council:*

1. *Endorses the submission of a funding application to the LVA for the upgrade of the grandstand at Latrobe City Sports & Entertainment Stadium; and*
2. *Commits in principle \$427,500 of Council funding and endorses the submission of a funding application and to the LVA for the Cricket projects at Catterick Crescent Reserve Traralgon; and*
3. *Commits in principle \$100,000 of Council funding and endorses the submission of a funding application to the Federal government's Community Sports*



*Infrastructure Fund Grant seeking \$500,000 towards the construction of the \$1.1 million Hazelwood South Reserve pavilion; and*

4. *Refers Council's financial contribution to the projects of \$527,500 to the 2019/20 Latrobe City Council budget process.*

A funding application for the upgrade to the grandstand at LCSES has not been submitted.

Following recent engagement with the LVA, it is officers view that projects valued over \$300,000 would not be supported due to a lack of available funding from the LVA. The LVA currently has \$2 million remaining from its original \$20 million allocation for the Community Facility Fund. There are currently \$2.8 million in projects submitted to the fund, however a large number of these projects may never be funded.

Projects under \$300,000 in total value are still being accepted by the LVA.

### **Funding opportunities**

As LCSES is a regional facility, there are a number of funding opportunities that Latrobe City Council could explore to potentially fund priority projects at the facility. These include:

- The World Game Facilities Fund
- Community Sports Infrastructure Fund
  - o Minor Facilities

All the identified funding opportunities are for funding programs administered by the Victorian government. None of the funding programs identified above are currently open for funding applications. Latrobe City Council has been advised that all the programs listed above will be formally announced through the Victorian government's budget which will not be announced until 27 May 2019.

The amount of funding available, the total funding pool and the timeframes for each funding program will also not be announced until after the Victorian government budget.

In terms of finding the most beneficial funding program to support the upgrade/installation of sports lighting to fields 2, 3 & 4 there are two funding programs that stand out:

- The World Game
- Community Facility Fund – Minor Projects

Both programs have a maximum funding amount of \$250,000 and have a \$2:\$1 funding ratio. Council's contribution of \$300,000 provides more than the necessary matching contribution for either project.

The World Game funding stream is the preferred stream as it directly relates to Football (Soccer).

Detailed information about each of the funding streams are provided in Attachment three (3).

**Issues:**

*Strategy Implications*

The LCSES master plan relates directly to the key strategy number 12 of '*Provide community infrastructure that supports recreation and connectedness including sporting facilities, pathways and community gardens*' and the Objective of '*Provide a connected, engaged and safe community environment, which is improving the wellbeing of all Latrobe City citizens*'.

*Communication*

The LCSES PRG's role is to report to the Council and provide appropriate advice, information and feedback on matters relevant to the Terms of Reference in order to facilitate decision making by the Council in relation to the discharge of its responsibilities.

The PRG is established to:

- Provide an interface between Council, the Project Control Group (PCG), the Project Assurance Group (PAG) and wider community.
- Provide specific feedback to the Project Assurance Group about elements of the project where members of the LCSES PRG have specialist expertise.
- Provide advice to Council on issues relating to the development of the LCSES redevelopment.
- Provide feedback and support for community engagement strategies with the wider community and stakeholders.
- Act as advocates for the project with the wider community.

*Financial Implications*

The master plan and its recommendations identify the future opportunities for the Latrobe City Sports & Entertainment Stadium. Each recommendation identified in the master plan has been attributed a cost estimate. The total cost of all recommendations in the master plan is approximately \$10 million.

Recommendations have been presented on a priority basis, with the immediate actions already funded as part of the Victorian government's \$85 million funding package. The remainder of the recommendations are identified as short, medium and long term priorities.

This report identifies a need to urgently address the priorities relating to sports lighting and ground upgrades such as irrigation and drainage. All of these recommendations are identified as short term priorities to be funded and completed within the next 1 – 3 years.

This report details the cost of the urgent short term priorities and potential external funding opportunities.

Council will be required to commit to a matching contribution for any external funding for these projects, however due to the facility's status as a Regional Centre of Excellence there also may be an opportunity to advocate to both state and federal governments for standalone unmatched funding.

Latrobe City Council's ability to fund the same number of recreation projects as previous years is diminishing due to rate capping and less revenue due to the closure of Hazelwood Power Station. It will be difficult for Council to fund projects of this type without a significant change in service delivery, borrowings, alternative revenue or a rate variation.

It is important to note that Latrobe City Council has an endorsed policy for assessing the priority of local level recreation projects; the Recreation Needs Assessment. However as LCSES is a regional facility, not a local level facility projects identified in the LCSES master plan will not be assessed through the Recreation Needs Assessment processes.

### *Risk Analysis*

A risk analysis has been undertaken in the preparation of this report.

Identified risk	Risk likelihood*	Controls to manage risk
The master plan is not endorsed by Council.	2 - Unlikely	A Project Reference Group has been established to ensure that the recommendations identified in the master plan are well planned and achievable.
The master plan recommendations remain unfunded	3 - Possible	<p>Formal endorsement of the master plan by Council to ensure that it is a recognised plan of Council.</p> <p>Priorities articulated in the master plan identified in the Strategic Resource Plan.</p> <p>Continued engagement with external funding bodies.</p>

\* For example, likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

*Legal and Compliance*

There are no legal or compliance matters as a result of this report.

*Community Implications*

The master plan provides a positive and clear direction for the future opportunities identified for the LCSES. The facility is recognised by the community as an important facility for Football (Soccer) and significant community and cultural events.

*Environmental Implications*

There are no environmental implications as a result of this report.

*Consultation*

Significant community engagement has occurred with the development of this master plan. A Project Reference Group was established with broad stakeholder input to ensure a well-planned and relevant master plan for the site was developed.

**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:**

LCSES Project Reference Group Terms of Reference

Review of Management & Maintenance Practices for Latrobe City Grass Based Sporting Reserves

**Attachments**

1 [↓](#). LCSES Background Report

2 [↓](#). LCSES Master Plan

3 [↓](#). Funding Options



## **15.1**

### **Latrobe City Sports and Entertainment Stadium Master Plan**

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# MASTER PLAN REDEVELOPMENT

LATROBE CITY SPORTS & ENTERTAINMENT STADIUM

BACKGROUND REPORT

Draft Report | March 2019

Prepared for:



By:

 **smart connection**  
consultancy



## Acknowledgements

The preparation of this Study has been a collaborative effort between Latrobe City Council and Smart Connection Consultancy with strategic input from external stakeholders.

Appreciation to the following:

- Josh Wilson – Latrobe City Council
- Larry Sengstock - Latrobe City Council
- Karen Tsebelis - Latrobe City Council
- Simon Clark - Latrobe City Council

External Stakeholders through the Latrobe City Sports and Entertainment Stadium Project Reference Group

Cr Middlemiss, Cr McFarlane, Council Officers Mick Meyer, Tony Salvatore, Peter Boyes, Mark Cassar (on behalf of Football Federation Victoria), Chris VanLambaart (on behalf of Gippsland Football Club), Adam Sharp, Alan Roberts, Gary Cole and Kevin Byrne (Football Federation Victoria ).

## Content of Report

Some sections of the report are generic regarding the science behind the technology and would be common to most reports. This is provided free of charge as part of the report development and are sourced from three key publications, the Smart Guide to Synthetic Football Surfaces, the Smart guide to Hybrid Surfaces and the Smart Guide to Synthetic Rubber infills with the latest enhancements.

It is the philosophy of Smart Connection Consultancy that this knowledge is shared freely and tailored for each client so that decisions are based on accurate and up to date information.

## Copyright

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All recommendations and considerations identified by Smart Connection Consultancy are based on data and information provided by Council, and Smart Connection Consultancy has relied on such information being correct at the time this report was prepared.

The information within this Study is provided with good faith. Whilst Smart Connection Consultancy has applied its experience to the Study, we have relied upon information and views expressed by Council officers or other stakeholders involved in the project. We have therefore not conducted an audit of the information provided but have accepted it to be accurate and beneficial to this report and received it in the same good faith as we now use that information.

Readers should be aware that in the preparation of this report it has been necessary to provide commentary on future projections that may be inherently uncertain, and that our opinion is based on the underlying assumptions at this point in time – which has been influenced by the information provided in good faith. We do not express an opinion as to whether actual results will achieve our estimates or underwrite or guarantee the achievability of the projections or value assumptions which are based on future events.

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### COMMITTED TO

An active and healthy city where everyone has access to an environment and community that cultivate and enjoy active living, by providing a range of opportunities to be physically active, recreate and participation in community sport\*

This master plan aligns with Councils Living Well Latrobe, Councils Municipal Public Health and Wellbeing Plan (2017 -2021) and provides opportunities on how to create a sustainable outcome for the...

Latrobe City Sports and Entertainment Stadium

This Study has been prepared and written by

**Martin Sheppard, Managing Director**

of:



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DRAFT



# EXECUTIVE SUMMARY AND RECOMMENDATIONS

From the findings, what are the conclusions and recommendations for Council to consider?



# EXECUTIVE SUMMARY AND RECOMMENDATIONS

The purpose of this project is to develop a master plan and associated business model that establishes the required components for the stadium in the short and long term, for it to operate as a Centre of Excellence, an event centre for Gippsland as well as community football facility that caters for all levels of the game. The report will provide a plan for the overall usage, management options and the potential financial performance and outcomes.

This master plan has been structured into two sections:

## Background Report:

- **Strategic Context** (section 2) – embracing the vision of Council and the key stakeholders and how it influences the future positioning and strategy for the Stadium
- **Participation Trends** (section 3) – appreciating the changing patterns of active recreation and community sport and the impacts on considerations for the Stadium redevelopment
- **Management Options & Business Case for Sports Facilities** (section 4) – exploring the strategic and operational positioning of the Stadium
- **Knowledge Sharing on Synthetic Sports Surfaces** (appendix 6) – to create a greater understanding of the technology that may be used for the redevelopment

## Master plan & Recommendations:

- **Redevelopment Opportunities** (section 1) – the functional component options for the redevelopment of the Stadium and the rational of such options

The Latrobe City Sports and Entertainment Stadium is defined as a 'regional level' facility which can be described as a facility that 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. Although categorised as a regional level facility, the facility is also utilised for local level football and community participation.

Development of the Latrobe City Sports and Entertainment Stadium master plan has included considerable stakeholder consultation and paper analysis to ensure that the recommendations reflect the current and future needs as well as the vision to become the Centre of Excellence.

Some of the key documents that have guided the decision making process for the master plan and associated business model include:

- Council Plan (2017-2021)
- Living Well Latrobe (Municipal public Health and Wellbeing Plan 2017-2021)
- Latrobe City Council Recreation Needs Assessment (2017)
- Active Victoria Strategic Framework (2017)
- Latrobe City Council Recreation Infrastructure Funding Policy (2017)
- Latrobe 2026
- Football Federation Victoria Statistics for Gippsland (2015 – 2017)
- Latrobe Recreation and Leisure Strategy (2006)
- Latrobe City Sports and Entertainment Stadium Synthetic Soccer Pitch Feasibility Report (2018)

The master plan is an aspirational plan that has been designed to be specific, measurable, achievable, realistic and timely.

Master plan and Business Model to Guide the Redevelopment of Latrobe City Sports and Entertainment Stadium

The master plan recommendations are structured into four key priority categories to align with Council's expected resources:

- Stage 1a: Immediate Priorities (next 12 months)
- Stage 1b: Short term priority developments
- Stage 2: Medium term priority developments
- Stage 3: Long term priority developments

Key priorities and recommendations have been determined with respect to Council's current financial availability and potential funding partners. Subsequently, an operational business model has been developed to ensure short and long-term financial viability and sustainability of the facility.

The development of the master plan and recommendations were guided by a set of planning and design guideline development principles. The planning and design guideline development principles were derived from stakeholder engagement outcomes, literature reviews and site requirements. The four categories of development principles include developments in relation to the following:

- Facility Development
- Accessibility
- Sports Field Provision
- Site Considerations

Some of the key reserve recommendations in the master plan include:

- Redevelopment of the Latrobe City Sports and Entertainment Stadium to be the Centre of Excellence for football with associated Centre of Excellence facility
- Provide two Football Federation Victoria compliant match size synthetic football pitches with lighting
- Provide current grass based surfaces and future grass based surfaces with drainage, irrigation and lighting, to maximise capacity
- Refurbishment of existing grandstand
- Create linkages and pathway networks throughout the facility to the Centre of Excellence
- Total cost for the remainder of the redevelopment has been estimated between \$ - \$



# SECTION 1: SETTING THE SCENE

Latrobe City Council is committed to supporting active recreation, community sport and competitive pathways as part of its Living Well Latrobe Municipal Public Health and Wellbeing Plan. Council is keen to explore how the newly acquired Latrobe City Sports and Entertainment Stadium can be integral to that by exploring its redevelopment and repositioning





# 1.SETTING THE SCENE

## 1.1 About Gippsland Region

Stretching from outer Melbourne to the eastern-most point of Victoria, Gippsland is the powerhouse of Victoria's natural resources and commodities economy. It is home to the state's electricity industry and other key sectors. Within the Gippsland Region, Latrobe Valley is situated less than two hours' drive east of Melbourne along the Princes Freeway.



Figure 1: Gippsland Region Showing All Six Municipalities

From the ABS data for the six Local Government Areas (LGA's) the demographic information shows that Latrobe City has the greatest population density nearly 25,000 or 25% greater than anyone else.

ABS Data info	Bass Coast	Baw Baw Shire	East Gippsland	Latrobe City	South Gippsland	Wellington Shire
Pop No's	32,804	48,479	45,040	73,257	28,703	42,983
% of Gippsland Pop	12.09	17.87	16.60	27.01	10.58	15.85
% of Males	48.50%	48.60%	49.10%	48.90%	49%	50.50%
%of Females	51.50%	51.40%	50.90%	51.10%	51%	49:50%
Median Age	50	42	50	41	47	43

Figure 2: Population profile demonstrating Latrobe City has a greater population density than all other LGA's

Regional Development Victoria in their Gippsland Region Growth Plan (Appendix 6) identifies Latrobe City as their Regional City (which also includes Traralgon, Morwell, Moe and Churchill)

## 1.2 About Latrobe City

According to the Council's Latrobe 2026 Strategy – The Community Vision for Latrobe Valley, we learn that:

“It offers excellent rural and urban living enhanced by a diversity of lifestyle choices. With the pristine beaches of the Gippsland coastline, Mount Baw Baw snowfields and the famous Gippsland Lakes all within easy reach, its ideal location is one of the Latrobe Valley's greatest attributes. The City of Latrobe comprises four major towns – Moe, Morwell, Traralgon and Churchill – as well as the smaller townships of Yallourn North, Tyers, Glengarry, Toongabbie, Traralgon South, Yinnar and Boolarra.

Latrobe City, Victoria's fourth largest regional municipality, has an estimated residential population of almost 74,000 people. It is a youthful population with 35% of residents in the 0-24 age group and only 12% over 65 years. A vibrant area shaped by diversity of heritage and cultures, it embraces a migrant population of varied origins and backgrounds. Latrobe Valley sits within the boundaries of the Braiakaulung Clan of the Gunnai/Kurnai people of Gippsland. The indigenous community accounts for 1.3% of the city's population.

Latrobe City is one of the state's strongest regional economies. Annual business turnover is estimated at \$9.3 billion of which \$4.7 billion is exported to businesses outside the municipality. Based on gross revenue output, the largest industry sectors operating in the Latrobe City are manufacturing (28% of GRP); electricity, gas and water supply (18%) and the construction sector (12.5%). These are followed by property and business services, and the retail trade. The energy generators are major employers in the Latrobe Valley providing 1,600 jobs directly and an estimated 4,500 jobs indirectly. Maryvale Mill, Australia's largest pulp and paper-making complex, also provides significant employment of more than 900 people with an additional 2,500 people indirectly employed in supporting industries.”

### 1.3 Future Vision

The Latrobe 2026 Strategy also explored the future of what the community vision for the Valley would like to be. It states that:

*‘The community’s vision for the future development of the region continues to build on its strength as one of Victoria’s key regional economies and its position as the commercial centre of Gippsland with a focus on education, health and community services and facilities.*

*The other major aspirations are for a community that is both 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.*

*The community has expressed its desire for a future in which people are united in a common purpose whilst respecting the diversity of their heritage and cultures. To enable the vision to become reality the community has identified the need for effective and proactive leadership at all levels and has expressed a willingness to connect with community leaders to enrich local decision making.’*

#### **IN 2026 THE LATROBE VALLEY IS A LIVEABLE AND SUSTAINABLE REGION WITH COLLABORATIVE AND INCLUSIVE COMMUNITY LEADERSHIP**

This vision has been built on three core principles as its core foundation:

- Sustainability;
- Liveability; and
- Leadership

These principles are also seen as being critical to any redevelopment of the Latrobe City Sports and Entertainment Stadium.

### 1.4 Council’s commitment to Sport and Active Recreation

Although Councils Recreation and Leisure strategy is over a decade old (2006) its continued commitment to community recreation and sport has been shown with recent investments into their Recreation Needs Assessment (Ross Planning – Sept 2017) and Latrobe City Council Municipal Health and Wellbeing Strategy 2017 – 2021.

The Latrobe City Sports & Entertainment Stadium was purchased by Latrobe City Council with the financial assistance of the Victorian government in July 2017.

In March 2017, the Victorian government announced a financial assistance package of \$85 million towards the construction and redevelopment of a number of regional recreation infrastructure projects, including an allocation of \$1.7 million towards the development of a synthetic surface at the stadium.

It is Latrobe City Council’s vision for the stadium to become the Centre of Excellence for football (soccer) in Gippsland – providing a pathway for promising young athletes to elite sport through Gippsland FC and other high-performance programs.

The stadium will also have the flexibility to host other sports events and community activities where a rectangular pitch is appropriate or where the infrastructure is suitable to support such events.

### 1.5 Study Scope and Objectives

The purpose of this project is to develop a master plan and associated business model that establishes the required components for the stadium in the short and long term, for it to operate as a Centre of Excellence, an event centre for Gippsland as well as community football facility that caters for all levels of the game. The report will provide a plan for the overall usage, management options and the potential financial performance and outcomes.

The Consultants Brief identified the following objectives:

- To consult with all potential user groups and key stakeholders to develop an operational usage model for the entire facility that incorporates community use, centre-of-excellence activities, event delivery and regular football competitions.
- To provide expert consultancy services to develop a “best practice” schedule of components for a facility that meets the needs of the identified user groups and the general community.
- To have experienced architects develop an approved concept plan which embraces the principles of universal design for the overall site that includes the agreed components and meets all appropriate standards to service the immediate needs and provide for the future uses. The agreed infrastructure recommendations are to then be prioritized to reflect the impact and necessity to best deliver on the needs of the key users.
- To develop a comprehensive operational business plan outlining potential options for the future management and performance of the overall facility based on the identified and agreed future use.

## 1.6 Methodology and Approach

The project methodology adopted based around the Brief included:

- **Stage One – Consultation:** Site visit and review, consultation with key user groups and stakeholders and collection of any relevant material.
- **Stage Two – Opportunities Paper:** Develop an Opportunities Paper that identifies the results of the consultation and provides ideas for discussion for the future short term and long term component for ensuring the site can be sustainable.
- **Stage Three – Agreed Concept Plan:** Develop an agreed concept plan for the entire site that service the short and long-term requirements.
- **Stage Four – Final Report:** Develop management options and potential performance outcomes.

## 1.7 How the Study Will Work

This master plan is structured into two sections:

- **Background Report:**
  - **Strategic Context** (section 2) – embracing the vision of Council and the key stakeholders and how it influences the future positioning and strategy for the Stadium.
  - **Participation Trends** (section 3) – appreciating the changing patterns of active recreation and community sport and the impacts on considerations for the Stadium redevelopment.
  - **Management Options & Business Case for Sports Facilities** (section 4) – exploring the strategic and operational positioning of the Stadium.
  - **Knowledge Sharing on Synthetic Sports Surfaces** (appendix 6) – to create a greater understanding of the technology that may be used for the redevelopment.
- **Master plan & Recommendations:**
  - **Redevelopment Opportunities** (section 1) – the functional component options for the redevelopment of the Stadium and the rational of such options.



# SECTION 2: STRATEGIC CONSIDERATIONS

Strategically appreciating the opportunities from within Council and all stakeholders that reflect long term trends and commitments, is critical if all stakeholders are to embrace the technology as a vehicle to promote greater opportunities for the community to participate in active recreation and sport.



## 2. STRATEGIC CONSIDERATIONS

### 2.1 Introduction

Council's consideration for the redevelopment of the Latrobe City Sports and Entertainment Stadium site into the Gippsland Football (Soccer) Centre of Excellence, regional events venue and to benefit the community, can best be demonstrated by exploring its alignment with council strategies. Similarly, for external support such a redevelopment needs to be aligned with those stakeholder commitments and needs. This includes considering the following:

- Council strategic direction – policies, plans and strategies; and
- External strategic directions – strategic trends, stakeholders planning and priorities.

This section explores each of these areas of influence and makes suggestions as to the strategic framework for Council to consider for future use in planning and prioritising future development and management opportunities for the master planning of the site.

### 2.2 Council Strategic Direction

#### 2.2.1 Context

Council has developed several strategies to ensure that the municipality can move forward positively. The Council Plan and the Municipal Public Health and Wellbeing Plan 2017-2021 are key drivers that can provide strategic context on how the Stadium can be aligned to enhance the opportunities for the people who live, work and visit Latrobe and Gippsland. Council's seven key objectives are:

- Support job creation and industry diversification to enable economic growth in Latrobe City
- Encourage improved education and training outcomes in Latrobe City
- Improve the liveability and connectedness of Latrobe City
- Improve the amenity and accessibility of Council services.
- Provide a connected, engaged and safe community environment, which is improving the wellbeing of all Latrobe City citizens
- Ensure Council operates openly, transparently and responsibly
- Grow the civic pride of our municipality and solidify Latrobe City's image as a key regional city

#### 2.2.2 Considerations for this Study

In developing this Study, the following literature has been reviewed to ascertain any principles, priorities and guidance that should be considered and accommodated within this Study. The documents included strategic alignment with:

- Council Plan (2017-2021)
- Living Well Latrobe (Municipal public Health and Wellbeing Plan 2017-2021)
- Latrobe City Council Recreation Needs Assessment (2017)
- Active Victoria Strategic Framework (2017)
- Latrobe City Council Recreation Infrastructure Funding Policy (2017)
- Latrobe 2026
- Football Federation Victoria Statistics for Gippsland (2015 – 2017)
- Latrobe Recreation and Leisure Strategy (2006)
- Latrobe City Sports and Entertainment Stadium Synthetic Soccer Pitch Feasibility Report (2018)

#### 2.2.3 Strategic Alignment Considerations for this Study

From the above strategic documents, it would be recommended that this master plan considers the following in any management and design principles:

##### i.) **Social and Community Connectedness**

- Provision of an event space that allows for additional events in Latrobe City and regional attractions in Gippsland
- Provide opportunities to volunteer and assist with the events and weekly use of the stadium
- Develop meeting space for community groups to hire and use for club activities for volunteers in a manner that brings the groups together

##### ii.) **Active Living, Health and Wellbeing** – an environment and community that cultivate and enjoy active living

- Provide a design that appeals to a broad cohort that includes children, youth, adults, women, Aboriginal and Torres Strait Islander community, LGBTI, multicultural community, people with a disability, seniors and specific groups in Gippsland that may need greater support to be active

- Ensure that the design includes low cost or community accessible areas of the proposed masterplan site thus, encouraging the community to be more active (e.g. Multi-sport Activity Zones)
- Encourage the Stadium to be an Active Zone to offer a range of community recreation, sport and active living programs

### iii.) **Safe in the Community**

- Support stronger relationships with the police and the community by collaborating on programs and initiatives
- Ensure that programs, events, activities are safe, welcoming and inclusive environments for all
- Design the Stadium site so that user and visitors feel safe (e.g. lighting, management practices, and transport safety etc.)

### iv) **Lifelong Learnings and Opportunities**

- Design of the facilities to include a learning studio to be used for both the Centre of Excellence and also for community groups
- Align with the local TAFE, Football Federation Victoria, peak sporting bodies and allied sports to develop training courses within the sport, administration and broader active recreation industry. Qualifications, knowledge sharing, personal and professional development opportunities to be developed and programmed
- Train volunteers to create qualified people who may then become paid individuals around sport and events

### v) **Strategic Recreational Focus** – building on the recommendations of the Recreation and Leisure Strategy

- Provide a diversity of financially sustainable recreation and leisure facilities and opportunities
- Provide and promote well used and relevant recreation facilities and settings
- Consolidate recreation and sports facility provision and use
- Encourage and support community involvement in sustainable facility management and development
- Maximise opportunities for economic development through recreation and leisure
- Provide effective management, support and resources

## 2.3 Victorian State Government Active Victoria Strategic Framework

The Victorian Government launched its Active Victoria Strategic Framework in July 2017 and it identifies key Vision and objectives for sport and active recreation which Council aligns with including:

- A strong and connected sport and active recreation system that helps make Victorians healthier, creates economic growth and jobs, builds community cohesion and contributes to our liveability.
- Sport and active recreation in Victoria will be:
  - **More active:** An increased proportion of Victorians regularly participate in sport or active recreation.
  - **More diverse and inclusive:** Inclusive sport and active recreation that provides all Victorians with opportunities to be involved.
  - **Robust, flexible, sustainable and affordable:** A sustainable and efficient system that responds to changing demands and provides flexible and affordable choices.
  - **Broad-based and connected:** A system that addresses the different demands, contributors and structure of sport and active recreation and maximises connections across the system.
  - **Collaborative:** Well-planned and connected investment that maximises participation and health, economic, community and liveability benefits.

Below are the Strategies key directions, those shown in italics are appropriate for this redevelopment:

### 1. Meeting demand

- *Increase the capacity of sport and active recreation infrastructure.*
- *Create flexible and innovative participation options.*
- *Find new sources of investment.*
- *Invest in a network of international, metropolitan, regional and local infrastructure.*

### 2. Broader and more inclusive participation

- *Build inclusion into the system.*
- *Provide affordable participation options.*
- *Address racism, discrimination and harassment.*
- *Continue investment in female participation.*



- *Support increased participation of Aboriginal Victorians.*
- *Provide support and flexible participation options for other under-represented communities including people with disability, LGBTI people and disengaged youth.*

### 3. Additional focus on active recreation

- *Create a model that supports the structure and needs of active recreation.*
- *Provide information and encouragement to support non-organised and unstructured physical activity.*
- *Invest in infrastructure that enables active recreation.*

### 4. Build system resilience and capacity

- *Support volunteers and the sport and active recreation workforce.*
- *Encourage good governance and diverse leadership.*
- *Develop a strong evidence base and analytical capacity.*
- *Address reputational risk and threats to integrity.*

### 5. Connect investment in events, high performance and infrastructure

- *Invest in state and regional facilities that underpin Victoria's event calendar.*
- *Create new trade and business opportunities through 'sport diplomacy'.*
- *Strengthen linkages between events and high-performance sport and grassroots sport.*
- *Develop pathways to excellence.*
- *Provide new and integrated support for high performance athletes across the Victorian Institute of Sport, regional academies and sports.*

### 6. Work together for shared outcomes

- *Develop agreed priorities for collaborative action.*
- *Ensure complementary investment to create collective impact.*

## 2.4 Football Focus

Over the past couple of years, the various stakeholders interested in the site and the development of football have come together informally and becoming more aligned for the good of the game.

Football Federation Victoria has recently renewed its commitment for the development of the game in Gippsland specifically for this site. This has resulted in a greater commitment from other stakeholders to align for the good of the game in the Latrobe Valley and Gippsland.

The opportunity to develop the Latrobe City Sports and Entertainment Stadium into a Football Centre of Excellence has cemented the desire of football groups to align for the good of the game. Football Federation Victoria has identified that this is one of three sites that it is giving its support to promoting access to greater funding from the Victorian and Federal Governments.

Football Federation Victoria has also committed to resourcing the development of the game in Gippsland through the redevelopment of the Stadium, once completed. With the agreement of the Gippsland Football Club, Latrobe Valley Soccer League and key Gippsland clubs and leagues this will provide the strategic alignment needed for the Centre of Excellence to work.

Football Federation Victoria and Gippsland Football Club have indicated that by 2020 they expect that there will be a Junior National Premier Leagues Club in Gippsland and expect this to be from the Centre of Excellence and Gippsland Football Club. This will provide the required pathway expected for juniors in the sport. Football Federation Victoria's and Councils connections with the two professional Melbourne based A-League teams can be aligned to this as well with Councils and Football Federation Victoria agreement. Indeed, a Memorandum of Understanding (MoU) between the key organisations would benefit the development program for the sport in the region.

## 2.5 Proposed Strategic Focus

### 2.5.1 Introduction

To integrate the strategic alignment and priorities of Council the following Strategic focus is recommended:

### 2.5.2 Strategic Focus

#### Vision (outcome):

Latrobe City Sports and Entertainment Stadium will be known throughout the Gippsland Region as the Centre of Excellence for Football, regional events as well as providing active recreation, community sport, leisure and entertainment programs and opportunity for Latrobe residents.

#### Mission (Purpose)

The master plan redevelopment aims to secure stakeholder consensus on the reposition the Latrobe City Sports and Entertainment Stadium as a Centre of Excellence for Football (soccer) in Gippsland - providing a pathway for promising young athletes through to elite sport through Gippsland Football Club and other high-performance programs. Complementary will be the reinforcement of the Stadium as regional events facility and as a local sports and entertainment venue.



**Key Principles**

Allowing opportunities to be prioritised and converted, the following principles should be considered:

**Priority Alignment**

- That the opportunity aligns with Council and State government strategies, policies and plans, both for its assets and participation and within its legislation we scope
- External stakeholder's collaboration and agreement to the master plan in a manner that will benefit Football and events in the Gippsland Region
- To provide local access to a multi-sport and active recreation venue

**Accessible and Friendly**

- The design, management and resourcing of the Stadium should be where residents of all ages, abilities, health and cultures find it easy to use the facility, can meet and would be welcomed.
- Designed to reflect the needs of the Gippsland region, while encouraging local participation, especially target groups that need additional encouragement to be active, recreate and play sport.
- A multi-sport site surface and associated facilities should be the priority to encourage the widest community usage in all seasons to ensure maximum annual usage by key participation cohorts (e.g. children or cohorts not meeting the min. health participation guidelines)
- Ensure that the facilities contribute positively to the amenity of the area and will not unduly impact the environment

**Set up for Success**

- That Councils level of investment is linked to its economic priorities and sustainability principles based around 'Whole of Life' costings and a generational financial strategy to offset costs over the life of the redevelopment
- Explore partnerships from investment sources to ensure outcomes, sustainability and construction quality standards are met

- The programming, asset management and financial prudence of the redevelopment can demonstrate operational sustainability and provides best value for the broad community
- Whole of Life costings are considered to ensure maintenance and long-term replacement can be funded
- Ensure community infrastructure is used to optimise capacity and community facilities are not duplicated unnecessarily
- Associated infrastructure complements need (e.g. vehicle parking, stormwater and lighting can also be provided to meet the intended level of use)

**Participation Growth Development and Need**

- The Football community support the redevelopment as the Stadium to become a Centre of Excellence for the game in Gippsland, with all clubs aligned with the Football Federation Victoria development model and reflected in the programs offered at the redeveloped site
- The redesign lends itself for the site to be a friendlier event venue for regional outdoor events
- That the local community has access to the site for all levels of sport and active recreation in a manner that promotes accessibility
- The management of the overall site is controlled by Council with the establishment of an independent advisory group to ensure that all programming and strategic decision making is successful
- Multi-sport Activity Zones (MAZ's) – Siting of MAZ's to be integrated into the design with active recreational opportunities that will encourage greater usage by the local community
- Quality and Safety – ensure the community facilities are developed and maintained to an appropriate public safety standard

**Partnerships**

- Collaborations and partnerships with stakeholders, community clubs and groups together with other providers and funders should be encouraged in a manner that will provide increased opportunities for participation to the broader community.

- Funding to be sort from external sources to assist council with the funding of the master plan

### **Sustainable and Asset Management Practices**

- Universal Design, Sustainability and Smart-water Principles will be critical and integration into the 'Whole of Life' design costs.
- The maintenance strategy adopted will maximise the life expectancy and sustainability of the assets
- Green engineering principles and management practices need to be integrated into the design and management of all redeveloped and new assets
- The investment in any synthetic sports surface should reduce the operating costs of the maintenance and the field

## **2.6 Conclusion and Key Learnings**

Strategically, the redevelopment of Latrobe City Sports and Entertainment Stadium can provide an opportunity for the stadium to become the 'Home of Football' (soccer) for the Gippsland region and in doing so can be redesigned to be a Centre of Excellence, bringing all the stakeholders together. In addition, there is a significant opportunity to be holistic in the development of the site to meet the growing leisure needs of the community, by considering active recreation, events and opportunities to grow volunteers and the retraining of the local community.

Latrobe City Council is currently determining an operational business model and governance structure to cater for existing user groups and as a Centre of Excellence.

Community benefits around additional training, growth in volunteers for sport, events and community participation can be part of the focus and the Centre of Excellence can embrace the education and community capacity building as part of the redevelopment.

The financial sustainability of the site needs to ensure that programs, usage and expenses balance each other to a level that Council can afford. This is explored in later sections but needs to be the backbone of future management decisions.



# SECTION 3: PARTICIPATION TRENDS

Council is keen to explore the current future sporting needs of the community and specifically around key identified sports and Active Recreation needs in Latrobe City and for Gippsland that could influence the redevelopment of the Stadium



## 3. PARTICIPATION TRENDS AND IMPACTS ON REDEVELOPMENT CONSIDERATIONS

### 3.1 Introduction

Australian local government strategic planning for sport and recreation provision and facilities has historically been developed around community sport and facility provision. Research from Sport Australia now questions whether that traditional approach is still appropriate to focus on encouraging more people to be active as there are many other providers other than just sport. The importance of local government, education, community and commercial providers are also important in the planning and provision.

To appreciate what redevelopment opportunities are linked to the broad participation trends, it is important that this Study explores:

- Current participation trends in active recreation and community sport considering the impact this will have on the facility mix and the development considerations
- The participation trends in football specifically for Latrobe City and Gippsland

### 3.2 Trends in Participation

#### 3.2.1 Context and Overview

The Australian Sports Commission research over the past 5 years has reviewed trends of participation<sup>1</sup> and key characteristics of market segmentation<sup>2</sup> in sport and recreation to allow the industry to contemplate what the community's interests, drivers and barriers are. This may have an impact on the way that both local government and local sport is planned, developed and managed in the future.

For the last sixty years, Australia has “punched above its weight” in world sport when you consider its success in the Olympics, rugby, tennis, netball and swimming, to name a few. As the

population continues to grow from under 10 million in the 1960's to over 20 million now, the challenge for Australia is how to keep performing at the highest level.

With changing trends in physical activity, active recreation and community sport participation within society, traditional team sports participation is no longer as high a priority as it used to be. The challenge for sports teams and organisations is how to connect with the local community to keep people active, recreating and playing sport? This study has worked with the Australian Sports Commission (ASC) who have collected information through their AusPlay data insight program, together with each of the identified sports and Council staff to identify key trends and their impact on facilities and surfaces.

#### 3.2.2 Overall Participation Trends in Active Recreation and Community Sport (National and Victorian)

Sport Australia's data research and measurement reports, AusPlay, for the first-time measured participation for both sports and non-sports related activity, which provides a thorough understanding of how Australians are being active<sup>3</sup>.

<sup>1</sup> Megatrends of Sport (ASC, 2013)

<sup>2</sup> Market Segmentation for Sports Participation (ASC, 2014)

<sup>3</sup> Ausplay Participation data on the sports sector. Summary of key national findings (Dec 16: ASC)



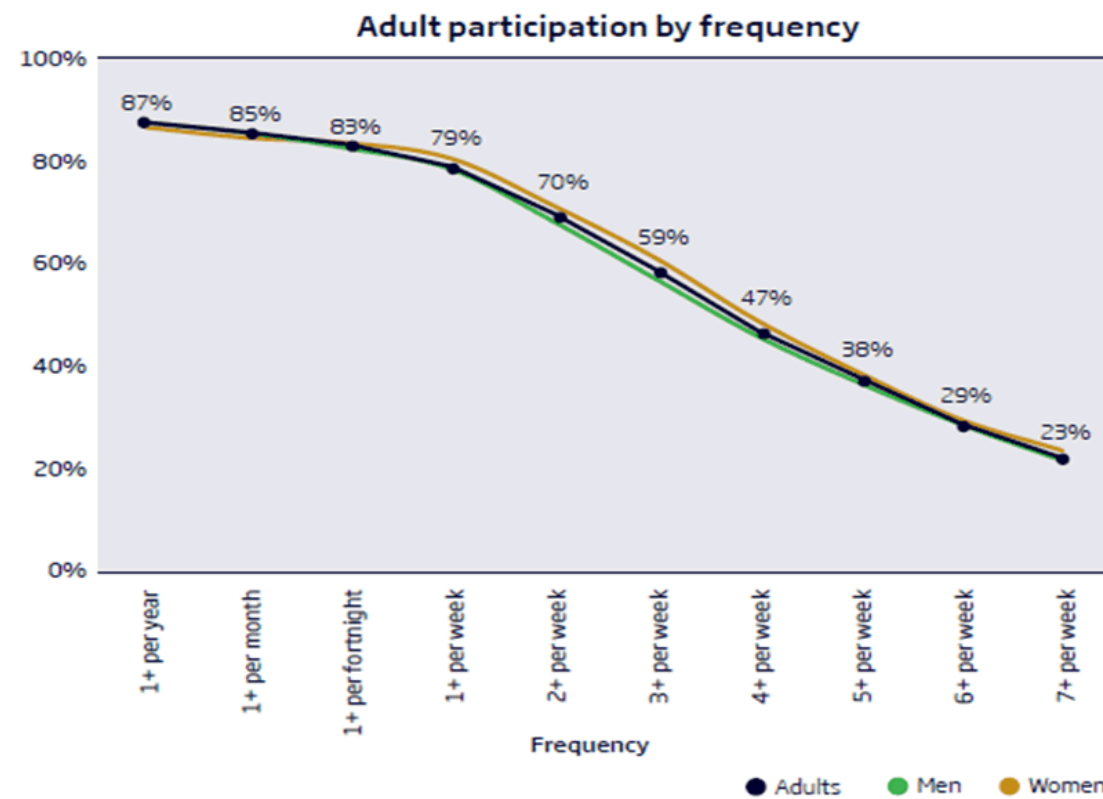


Figure 3: Adult Participation by frequency

Across Australia over 17 million adults (over 15 years old) or 87% (Figure 5) of the population, participate in sport or some form of physical activity once in the past 12 months. Only 59% of the population are exercising three times a week to gain a health benefit. Of the population

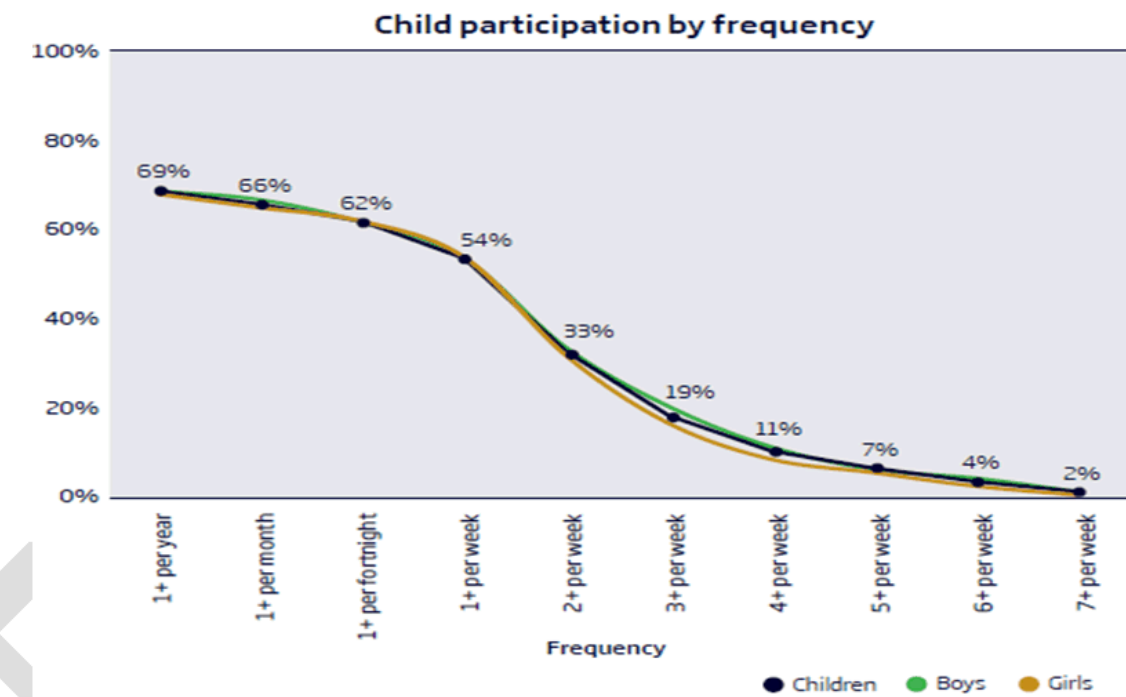


Figure 4: Child participation frequency

When comparing the same participation levels of children (under 15) across Australia only 3.2 million children (69%) (Figure 6), participated in some form of organised sport or physical activity outside of school hours at least once a year. The Ausplay results compare the accepted health gain only 19% of children exercise at least 3 times a week;

Victoria's participation rate by age and gender mirrors the national trends and Figure 7 shows the participation levels as age progresses.

## Master plan and Business Model to Guide the Redevelopment of Latrobe City Sports and Entertainment Stadium

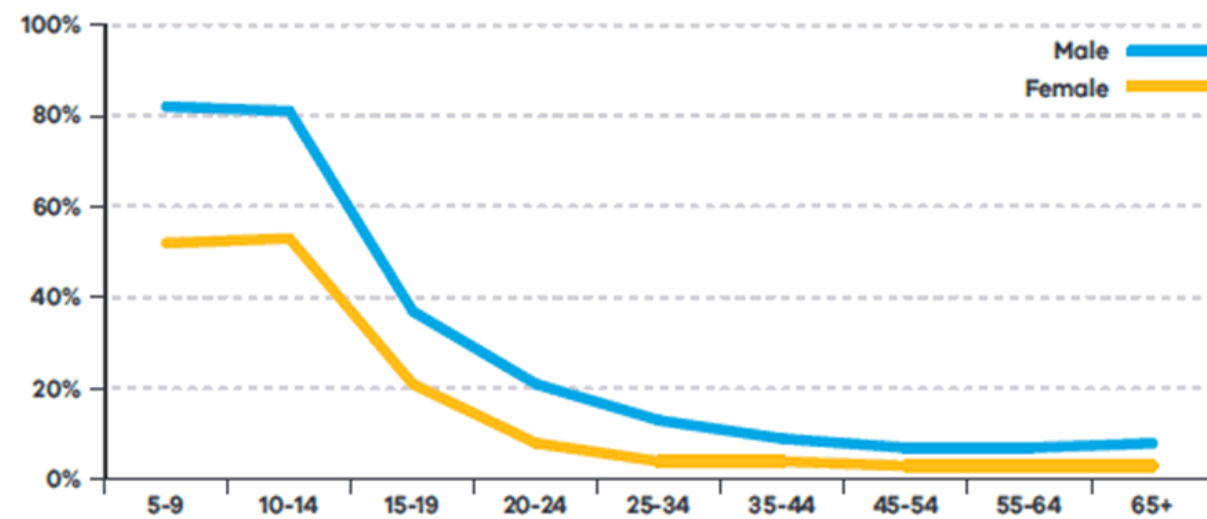


Figure 5: Victoria's physical activity and exercise participation rates by age cohort

Interestingly the drivers to be active for adults and children nationally show that adults participate for fitness, fun, enjoyment and social reasons (See Fig 9).

The comparison between sport related activity and non-sport related activity motivations show that physical health and fitness are both quite high with non-sport at 78% and sport 63%. Whilst the motivating factor fun and enjoyment for sport is high for adults at 55%, it is less of a motivational factor for non-sport activity at only 20%.

The motivations for non-sport physical activity in adults are more varied with motivations such as weight loss/toning at 17%, mental health 15% and walking the dog 12%, all rating higher than social reasons at 11%. Whereas for sport related activities 32% of adults participate for social reasons.

The adult gender differences in motivation for being physically active is interesting in that the motivating factors where the females are higher, revolve around health and fitness and weight loss. Health and fitness 81% for females and 76% males. Lose weight was 19% female and 12% male and psychological benefits/mental health female 20% compared to 12% male. Whereas the male motivations are based around fun and enjoyment and social male 55% compared to 20% female for fun/enjoyment and social male 28% compared to females 24%.

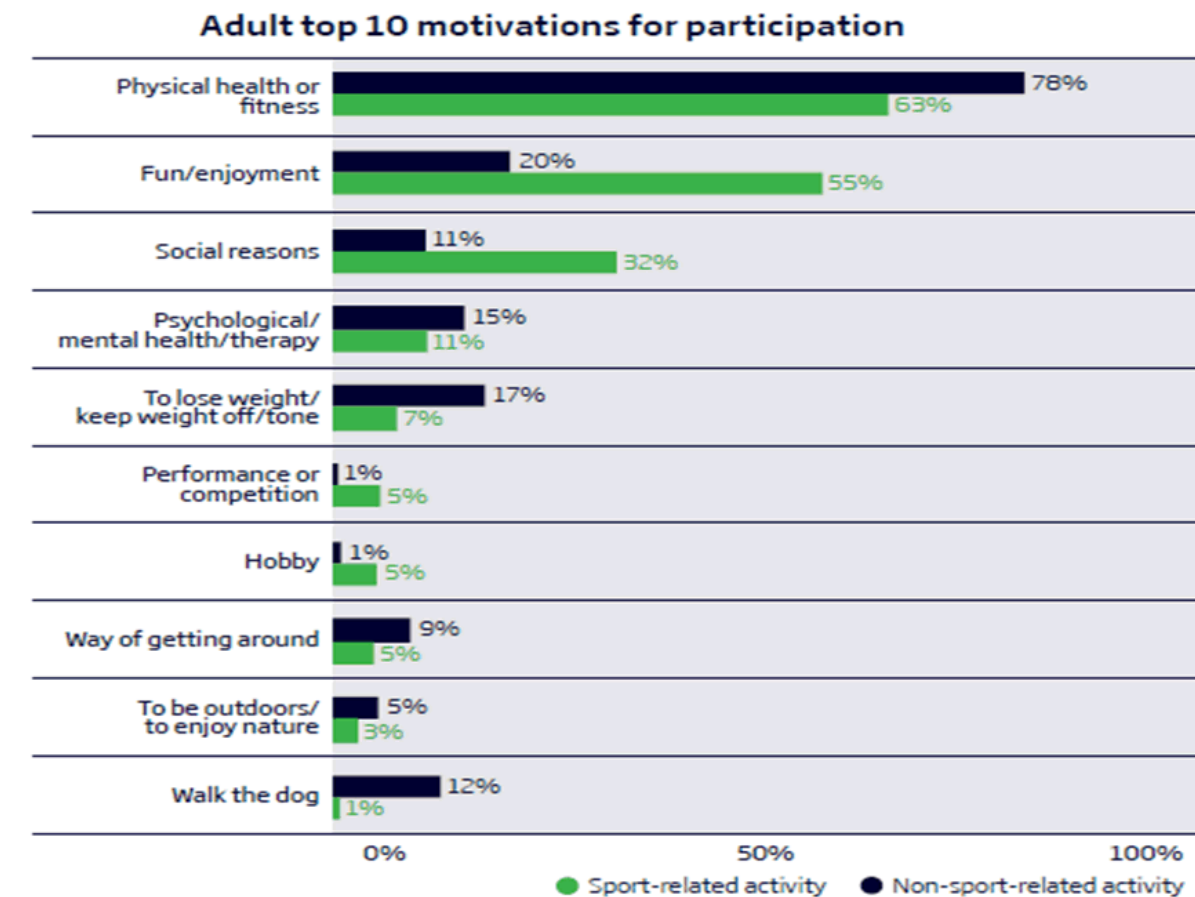


Figure 6: Australian adult motivations for physical activity

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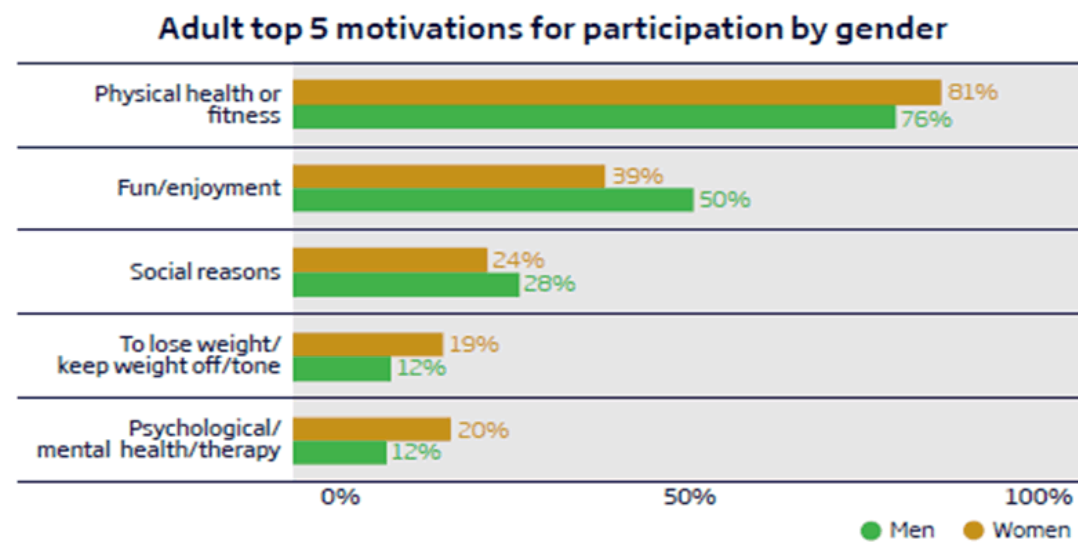


Figure 7: Australian adult motivations for physical activity by gender

Recent AusPlay results confirm a high correlation between a parent's engagement in sport and that of their child, indicating that active parents can be a positive influence on their children. 72 per cent of children who have at least one active parent are physically active in organised sport or physical activity outside of school compared to just 53 per cent of children with at least one inactive parent. Furthermore, nearly 90 per cent of children with at least one parent who plays and volunteers in sport are active in organised sport or physical activity outside of school.<sup>4</sup> When compared to the barriers to participate by life stages we can see:

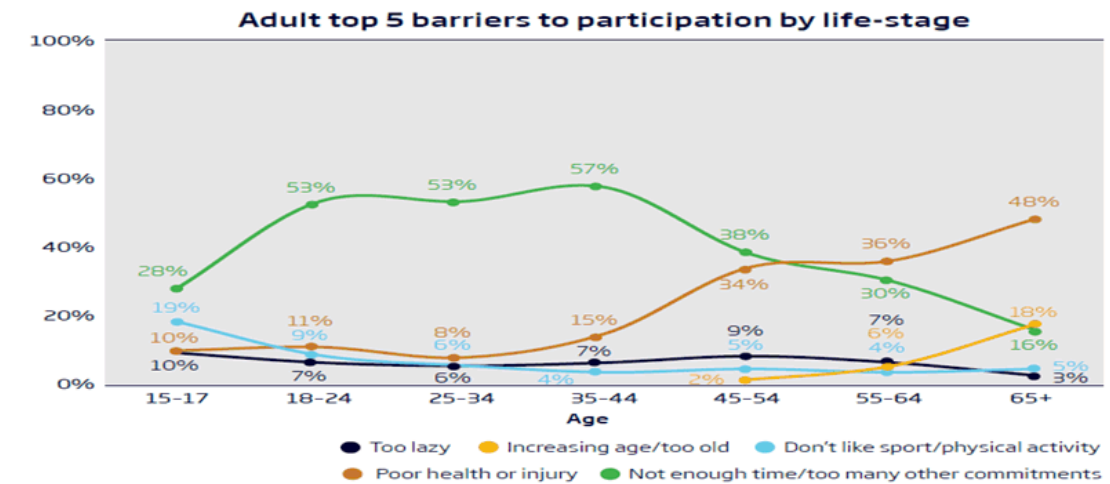


Figure 8: Adult top 5 barriers to participation by life cycle

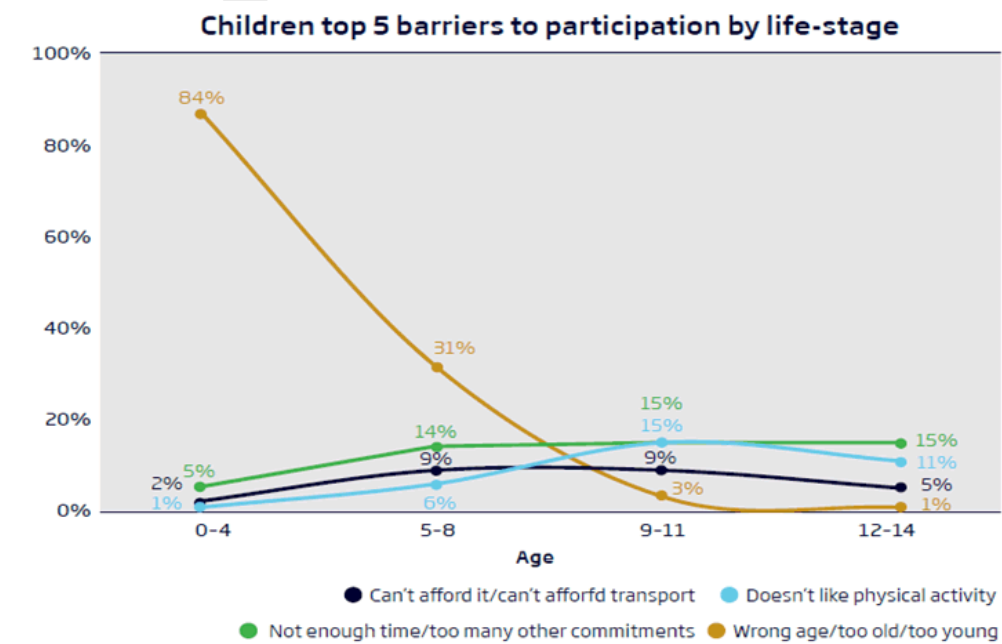


Figure 9: Children top 5 barriers to participation by life cycle

Top considerations are that the barriers to participation in adult's show:

- Not enough time/too many conflicts for the 15-54 age is the target barrier for participants
- Poor health/injury grows with age 10% (15-17 cohort) to 48% (65+ cohort)
- Too lazy (10%-30%)

<sup>4</sup> \*ASC Australian Kids need active, sporty parents



Master plan and Business Model to Guide the Redevelopment of Latrobe City Sports and Entertainment Stadium

- don't like sport or physical activity is relatively consistent 19% (15-17 yrs) down to 5% (65 years plus)

Children’s barriers interestingly indicate perception of themselves or their parents that:

- Too young to participate found 84%(0-4-year old’s) and still 31% (5-8-year old’s)
- Affordability
- Doesn’t like physical activity (5-8 yrs. – 6%, 9-11yrs- 15%, 12-14 yrs-11%)

Interestingly many of these barriers may be excuses as to why they’re not participating and if the motivations were stronger, then many more people would participate.

3.2.3 Victoria’s Most Popular Activities

To appreciate the most common activities by Victorians (Fig 13) it is obvious from the tables below that show fitness activities are the drivers.

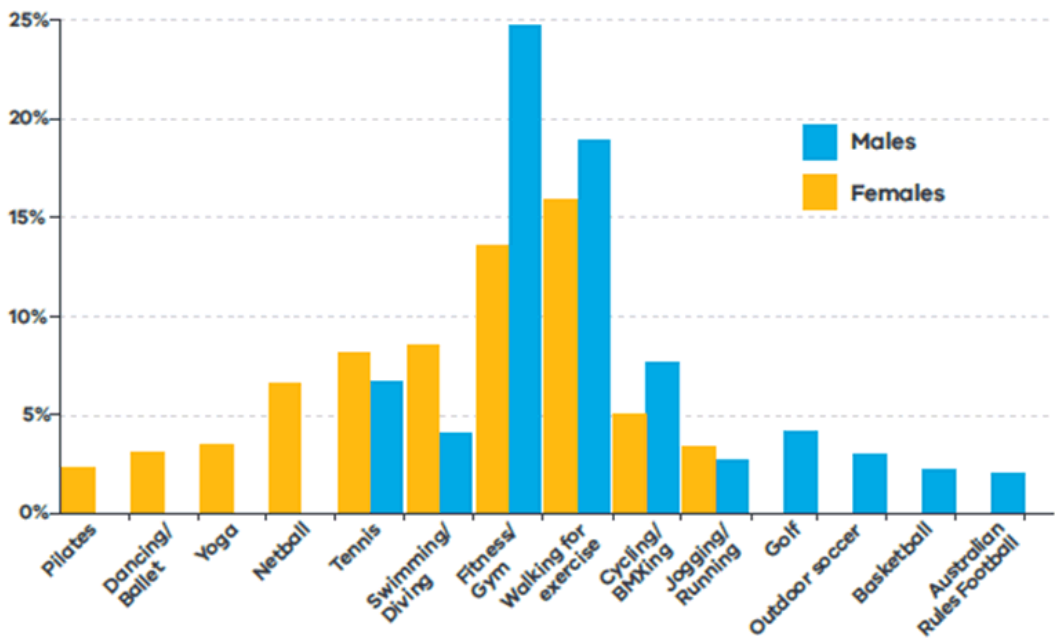


Figure 10 : Adults top physical activities

Gender comparison for the breakdown of activities in the table listed below indicates walking for recreation and fitness/gym are the two most popular activities form a national and state level. Females tend to be more involved in swimming than athletics/ running than males both at a national and state level. Football golf and cricket not listed in the top 10 national figures nationally for females, they prefer yoga,pilates and netball instead.

The Victorian Government in their Active Victoria Framework identify:

*‘The decrease in sport is partially made up by increased participation in active recreation. Participation levels among women are significantly higher than men in non-competitive activities (see Figure 9).*

*The lower participation levels of women in sport limits the benefits of social connectedness and community cohesion provided by organised and structured community level sport.*

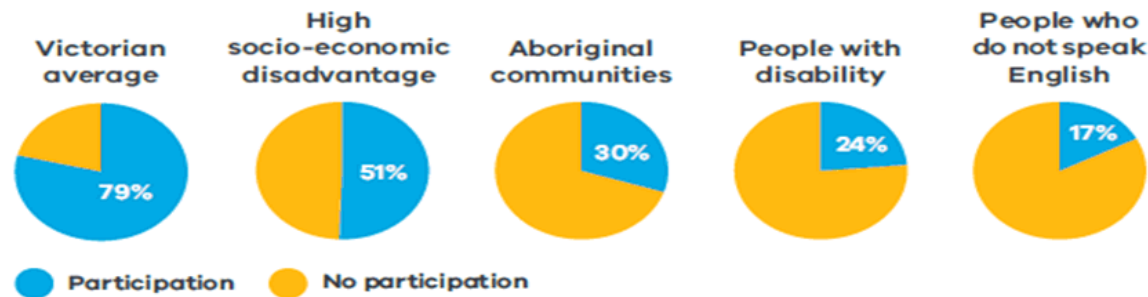
*Lower levels of female participation in sport reflect deeply entrenched practices, cultural norms and stereotypes in our broader society.*

*Getting women and girls more involved in all roles in sport and active recreation and providing females with the same opportunities as men are essential elements in creating a broader and more inclusive state.*

*There are other significant groups of Victorians who are less likely to participate in sport or active recreation, including Aboriginal Victorians, people with a disability, people with poor health, recently arrived migrants and those with little or no English, and people with low incomes or living in areas of relative socioeconomic disadvantage (see Figure 9).*

*These lower levels of participation affect Victorian’s health and wellbeing and connection to community. They also represent lost opportunities to grow Victoria’s sport and active recreation sector and the Victorian economy.*

Lower levels of participation in sport and recreation<sup>5</sup>



<sup>5</sup> Australian Bureau of Statistics, 2012, Sport and Recreation: A Statistical Overview



*Discrimination and harassment continue to be a sizeable barrier to participation for many Victorians. Although there is no reliable data on the proportion of lesbian, gay, bisexual, trans and gender diverse and intersex (LGBTI) people who participate in sport, a 2015 international survey found that 73 per cent of survey respondents felt that sport was not a safe environment for lesbian, gay and bisexual participants and 82 per cent of LGBTI sport participants said they witnessed homophobia in sport<sup>6</sup>.*

When exploring the traditional Club provision of sport participation, the key 10 activities for adults and with the focus on children (Fig 14 below) are football, AFL, Netball, tennis, cricket, basketball, swimming as per chart indicating population estimates.

Club sport (Children) Top 10 activities	Population estimate	Per cent of population	Per cent of club sport population
Football	551,911	12.0%	28.8%
Australian Rules Football	328,540	7.1%	17.2%
Netball	271,559	5.9%	14.2%
Basketball	251,583	5.5%	13.1%
Cricket	203,168	4.4%	10.6%
Tennis	192,167	4.2%	10.0%
Swimming	191,038	4.2%	10.0%
Athletics, track and field	124,541	2.7%	6.5%
Rigby league	115,949	2.5%	6.1%
Gymnastics	109,802	2.4%	5.7%

Figure 12: Most popular activities for children

### 3.3 Latrobe Participation Trends and Needs

#### 3.3.1 Insights Summary

To compare the Latrobe City's participation rates against national and Victoria trends this report has utilised Councils two most recent reports from 2017. The Latrobe City Council Recreation Needs Assessment report (Ross Planning – 2017) and the Latrobe City Council Sport and Health

Profile (Victoria University/Federation University: 2017). In addition, Football Federation Victoria's 2017 registration statistics have also been embraced. This report has chosen not to refer to the Exercise Recreation and Sport Survey (ERASS) Data that the Latrobe City Council Recreation Needs Assessment report used due to the Exercise Recreation and Sport Survey data being from 2010.

The Latrobe City Council Sport and Health Profile provides an excellent summary of the participation rates and preferences and the key issues identified and benchmarked against two similar sized regional Local Government Authorities (LGA's) Shepparton and Warrnambool:

**Health Perspective:** *Regarding health, compared with Victoria as a whole, Warrnambool and Shepparton, the rankings of the City of Latrobe on the indicators examined were:*

- Higher rates of obesity compared to Victoria as a whole and Warrnambool, but slightly lower than Shepparton
- Lower rates of overweight than all three regions
- Lower rates of diabetes than Victoria as a whole, however higher than Warrnambool and Shepparton

**Demographic Consideration:** *In terms of key demographic characteristics that are expected to influence health as well as PA and sport participation, when compared with Victoria as a whole, Warrnambool and Shepparton, the City of Latrobe had:*

- Much lower rates of new settlers compared to Victoria as a whole and Shepparton, however slightly higher than Warrnambool
- Higher rates of people who were born overseas compared to Shepparton and Warrnambool, however much lower than Victoria as a whole
- Higher rate of people with low English proficiency, compared to Warrnambool, however lower than Shepparton and Victoria as a whole
- Lower rates of volunteering compared to Shepparton and Warrnambool, however slightly higher than Victoria as a whole
- Lower rates of children aged 16 in full-time education compared to all three regions
- Lower rates of people with a post-secondary education qualification compared to all three regions
- Lower socio-economic status than all three regions

<sup>6</sup> Denison E, Kitchen A, 2015, Out on the Fields

**Sport Participation:** For participation in sport, compared to Victoria, Shepparton and Warrnambool, the City of Latrobe had:

- Overall, lower participation rate than Shepparton and Warrnambool, however higher than Victoria as a whole
- For males, a higher participation rate than Shepparton, and Victoria as a whole, however lower than Warrnambool
- For females, a lower participation rate than Shepparton and Warrnambool, however higher than Victoria as a whole
- For ages 4-9,10-14, 15-19, 30-49 a higher participation rate than Shepparton and Victoria as a whole, however less than Warrnambool
- For ages 20-29, a lower participation rate than Shepparton and Warrnambool, however higher than Victoria as a whole
- For ages 50+, a lower participation rate compared to all three regions
- The rate of sport participation varied across the lifespan with the highest rate of participation for Latrobe being in the 10-14 year old age range (76%) followed by the 15-19 year old's (45%).
- Few adults aged 50 years or older participated in organised sport in the City of Latrobe (4.4%).
- The rate of sport participation for each age group was also quite variable throughout the Latrobe area, with the geographical patterns varying across the age groups. In general participation for younger children dominated in the northern regions, whereas there was higher participation for older adults in the southern regions.

According to the Latrobe City Council Recreation Needs Assessment four most popular sports are netball (3.2%), Basketball (2.9%). AFL (2.9%) and then Football/soccer (2.7%), which is significantly lower than the Victorian average (5.1% - male at 8.7% and females at 1.7%) and national average of 5.1%.

Football nationally is growing for both children and adults, but in Latrobe the adults are 'steady'.

When comparing the age range (Table 1) for participation the ranges provides clear evidence, which is also backed up from the Football Federation Victoria data that the juniors and children are the most active participants.

Table 1: Sports Participation by Age (Latrobe City Council Recreation Needs Assessment 2017)

Sport	Age range				
	4-9	10-14	15-19	20-29	30+
Netball	22.5%	35.2%	16.2%	13.8%	12.3%
Hockey	18.0%	26.7%	9.4%	20.4%	25.5%
AFL	30.0%	24.5%	20.4%	17.6%	7.6%
Basketball	36.0%	33.0%	8.0%	10.5%	12.5%
Football	30.6%	26.0%	17.0%	16.6%	9.8%
Cricket	15.0%	21.0%	14.5%	23.0%	26.5%
Tennis	33.5%	24.2%	7.8%	6.8%	27.7%

The Latrobe City Council Recreation Needs Assessment explored the barriers for participation and identified that they are significantly influenced by the facilities and their accessibility.

Table 2: Barriers to participation in Victoria (Recreation Needs Assessment 2017)

Barrier	Percentage*
There is a limited range of sporting fields/courts/facilities provided	41.8%
The facilities are poorly maintained	28.8%
No I have not experienced any barriers	22.7%
There is a lack of toilets	21.1%
Weather (too hot, too cold)	15.6%
There are no female friendly facilities	10.5%

\*Does not add up to 100 as respondents could provide multiple responses

When exploring deeper the Latrobe City Council Recreation Needs Assessment identified that participants perception of the sports facilities, football (soccer) was the lowest of the major outdoor sports in scoring the facilities as great (11%) with tennis (30%) top, followed by AFL (22%), netball (17%) and cricket 13%.

The Latrobe City Council Recreation Needs Assessment identifies that based on actual current participation there will be an increase by 2031 of 12% for football and this would grow to 1,869 from a 2016 participation figure of 1,667. This does not include the casual and recreational needs, which should be catered for and especially for young people.



### 3.4 Regional Football Membership and Participation Trends

#### 3.4.1 General Participation

From the information that council has accessed the following membership numbers for the clubs are available from Football Federation Victoria. The detail is included in Appendix 3.

Table 3: Membership Data

Sub-Total by Category	Female	Male	Total	Female	Male	Total	Female	Male	Total
Junior	248	729	977	351	758	1,109	325	767	1,092
Over 35's	46	150	196	58	158	216	76	164	240
Senior	169	546	715	208	545	753	221	493	714
SSF	232	843	1,075	262	966	1,228	230	912	1,142
Totals	695	2,268	2,963	879	2,427	3,306	852	2,336	3,188

- There is a total 8% increase over the three seasons but when comparing the 2017 to 2016 season there is a 4% decrease
- Across the Gippsland Region in 2017, total numbers have reduced slightly, with over 35's growing annually, women's over 35's participation increasing from 46 to 76 players, and senior reducing static, with women's participation increasing from 169 to 221, showing that the males are reducing slightly (546 v 493) over the same period
- Juniors are up from 2015 but slightly down on 2016

There has been discussion from the clubs and Latrobe Valley Soccer League that more juniors are travelling significant distances weekly to play in National Premier League clubs in Melbourne.

Within Latrobe Valley specific growth can be determined as follows when compared to the Football Federation Victoria figures of 2016 and 2017 (see tables above) the following insights are noted:

- Growth (2014 and 2015) was 15.8% compared to the state average of 19.9% so overall a 4% difference from state numbers
- Male participation in mini-roos, juniors are below state average (2016) while seniors (19.5% v 15.4%) and the over 35's (4.2% v 3.3%) are higher than the male average
- Female participation is higher than the state average in all areas including Mini-roos (9.8% v 3.9%), juniors (9.8% v 8.2%), seniors (6.7% v 3.8%) and over 35's (0.7% v 0.4%)

- The player growth for mini-roos for both males and females is higher than the state average (M: 20.5% v 5.3%, F: 35.8% v 18.6%). For the sport to continue to grow in the junior sections these participation program numbers need to be converted into the junior club players, especially for the male area. Which is 3% below the state average (4.5% v 7.5%).
- The male senior's growth (-1.2%) and the over 35's (-11.4%) is showing a decline compared to the State average which needs to be addressed
- The gender split, despite the female growth in this period is still significantly imbalanced and more girls need to be encouraged to play as part of the growth strategy, The current balance in Latrobe valley is 26.9% female compared to 73.1% male

#### 3.4.2 Developmental Needs

The developmental pathway in Gippsland is provided by Gippsland Football Club in association with Football Federation Victoria. The Club has grown from three teams in 2017 to five teams (including one girls' team) in 2018. In addition, the Club runs skills development programs for U11's and U12's in three locations within Gippsland. The Club currently trains 5 nights per fortnight plus home games on Sundays.

Recent discussions with Football Federation Victoria indicated that there is a strong possibility of Gippsland Football Club being offered a place in the Football Federation Victoria's National Premier League Junior Competition in 2020. This will require both boys and girl's teams from U13's to U18's as well as skills development programs for U10's to U12's. Accordingly, the demand for facilities will grow in order to meet the increased numbers of participants. The Club has indicated that it also expects training would increase to a minimum of 6 nights per fortnight plus home games on Sundays.

The Gippsland Football Club has identified a list of minimum facilities required for the club to meet both the expected number of participants and the standards required of this level of competition. (Appendix 5).

Although there is limited evidence that there is a significant growth at present, there is a strong consensus that if there was a stronger development program across the Gippsland region by Football Federation Victoria then the numbers will continue to grow as they started to in 2016. The emphasis would be on juniors and female players. The historic fractious nature of the games governance in the region is reflected in the numbers, but the consensus from the consultation is that this has been recognised and now there is a greater alignment of the good of the game.

### 3.5 Event Focus

Historically Latrobe City Sports and Entertainment Stadium has been used for large and medium sized events and the support of Council and the Victorian Government there have been a range of events including:

- Sports events – including Melbourne Victory and Melbourne City playing warm up games pre-season
- Entertainment events – including Monster trucks

Following engagement with Latrobe City Council, if the site was enhanced and the physical buildings and outdoor areas improved, then additional events could be hosted including:

- **Sport** – multi-sport to be used as a regional event centre for the football codes for regional tours, pre-season warm up games, regional competitions and finals
- **Leisure** – including the touring of spectator events such as the Monster truck and motor vehicle events
- **Entertainment** – concerts and shows
- **Regional Attractions** – monthly markets, caravan meets, etc.

The facilities would need to be improved and the ability to include updated amenities, a natural auditorium around the main field (north and south) with the grandstand would work very well and provide an ability to seat approximately 8,000 people.

Council is developing a new tourism and events strategy currently and the Stadium site should be considered as part of that.

### 3.6 Conclusion - Insights and Considerations

#### 3.6.1 Introduction

To appreciate the opportunity to redevelop the site the following variables have been considered with the following findings, specifically for the synthetic sports surface but the same principles should be used for the other facilities that will be redeveloped:

- Football Centric - Regional and local football centre
- Multi-sport and active recreation focus
- Other opportunities

#### 3.6.2 Football Centric

There is no regional football (soccer) centre in Gippsland with Football Federation Victoria identifying this site as an ideal venue to centralise the focus and growth of the game for the region. The Stadium could provide for the range of football needs including:

##### 3.6.2.1 Regional Centre of Excellence

With Gippsland Football Club at the site as the regional football development organisation will assist in growing the development aspect and Talent ID for the region, particularly for juniors in association with Football Federation Victoria.

This model will demonstrate that Latrobe City Sports and Entertainment Stadium is more than 'just a facility' it's where the home of football is, both physically and with the program and pathway opportunities offered throughout Gippsland.

With the expected changes from Football Federation Victoria on the National Premier League strategy where the juniors and senior's teams will be independent of each other in relation to promotion and relegation, allows the Gippsland Football Club to focus on the juniors in the short term and build the success of the game in the region.

In addition to the players use, it should be the regional training centre for coaches, referees, volunteers and administrators, including the Football Federation Victoria area representative working from here. All the regional finals should be held here.

The Victorian Government has indicated that they will provide longer term support if there is an agreement which all the stakeholders agree to. Several meetings between Football Federation Victoria, Gippsland Football Club, and the Latrobe Valley Soccer League have already been instigated independently of this master plan and a consensus is emerging of a more collaborative approach. There is belief between the Stakeholders, Football Federation Victoria, Sport and Recreation Victoria, Gippsland Football Club, Latrobe Valley Soccer League, the Referees Association and clubs engaged to that this facility will cement all the programs and alignment together and provide the emphasis needed to kick start the participation increases again.





Photo 1: Centre of Excellence in Blacktown (NSW) where the Centre has partnered with the local university and their sports science department to analyse the performance of the players. This physical set up would help the use of the facility as a centre of excellence and for community usage

### 3.6.2.2 Local Football Centre

With Latrobe City Sports and Entertainment Stadium also acting as a local football centre, with the installation of a synthetic sports field, it could allow Council to manage its use between a Centre of Excellence and as an overflow field to rest the natural turf field for the other Latrobe City clubs. This will allow training to continue during the week and the other natural turf fields to be rested and used more for matches at weekends. If funding was available then with two synthetic fields this would provide greater opportunity for combining both the local and regional needs.

Council's current policy around facility use and facility upgrades focuses on encouraging underrepresented groups and women and girls in sport. The Latrobe City Council Recreation Needs Assessment provides incentive for clubs to not only maintain and increase 'on field' participation in underrepresented groups and women and girls, but 'off field' participation in terms of the roles these cohorts play on committees and volunteer roles. The Recreation Needs Assessment Matrices provide additional scores to clubs who demonstrate the implementation of additional programming to encourage underrepresented groups and women and girls in sport, thus increasing chances of projects being funded.

In addition to existing policies, Latrobe City could explore further options to encourage underrepresented groups and women and girls in sport. The usage of the facilities could be linked to clubs who proactively address key social issues in the Latrobe City area, such as growing opportunities for cohorts including:

- Women and girls
- Indigenous and multicultural communities
- Unemployed, low income households
- Non-English Speaking Background (NESB) audiences

Latrobe City Council could extend on its current policies and explore additional policies such as Moreland City Council. Moreland City Council has encouraged greater embracement of gender equity over the past five years to the extent that if the clubs do not have a women's team then they are restricted in terms of hiring pavilions and fields. This has seen a gradual increase in the approach they have taken. This approach can be beneficial to ensure that all cohorts have an opportunity to play locally. Understanding the demographic and participation differences between the two Council's is important when exploring these options, however a similar approach should be investigated by Latrobe City Council in the near future.

### 3.6.3 Multi-sport and active recreation focus

The development of the Centre of Excellence would provide opportunity for additional peak sporting bodies and allied sports to operate out of. With additional peak sporting bodies and programs operating out of the facility, a more sustainable model for all sport in the area and the facility is created. It could be accommodated in the master planned facilities with other ball sports using the synthetic facilities and the main field for major games and competitions. This could include the Rugby codes as well as other sports.

As shown earlier in this section there is significant need for active recreation opportunities for people, especially young people, these may include the following opportunities:

- Day time programs – based around 5-a-side fields on the synthetic pitches: walking football, unemployed football comps, daytime school programs, fitness programs
- Drop in Activities – by having the outdoor areas with a cushioned hard surface the local people can use it for basketball (3 on 3), futsal or five-a-side, netball etc.
- Fitness areas – fitness equipment in the park is critical and would encourage locals to use the facility, and if designed so that people can jog/walk around the perimeter of the site such as fitness trails this could encourage many sedate audiences to be more active





Photo 2: Youth Activity Zones - which can also be used for hard standing events such as weekend markets

- Youth Activity Zones - these provide ability for children and your people to casually be active locally. These should be designed to encourage activation in local areas across the city, and with innovative designs will be appealing for young people

The programs needed to activate the community could be co-ordinated as with the leisure centres and have this site as an outreach program site with a site coordinator to manage the program and bookings.

3.6.4 Other Opportunities

There are a number of other opportunities that can be embraced as the master plan is resourced, to ensure the facility is as sustainable as possible. Although these haven't been explored in great detail they could be used as an approach to drive traffic and use of the site, especially during the day when football will not be using the facilities as much as the evenings and weekends. These opportunities may include:

- **Job Creation** – partnering with the local TAFE and State Sporting Organisations to create Trainee programs around sport, active recreation, events and leisure
- **Volunteer Training** – working with the local TAFE development programs to educate and encourage volunteers to become qualified in administration, coaching, event management and recreation qualifications
- **Community Development** – with council's own community development staff based at the site at key times to promote opportunities for key groups in a manner where they can meet, be active, learn and knowledge share.
- **Event Development** - identifying events for weekends (markets, swap meets, regional events) as well as larger Regional Activities – working with the Victorian Government to attract regional events as part of its commitment to the Latrobe Valley



# SECTION 4 MANAGEMENT OPTIONS AND BUSINESS CASE

Council is keen to ensure that any redevelopment is sustainable and has the agreement of the key stakeholders





## 4. MANAGEMENT OPTIONS AND BUSINESS CASE

### 4.1 Introduction

The management of many sports grounds and facilities have evolved historically and may be difficult to change as the local clubs have developed their pavilion as their 'Home' base. This provides them with their connection to the ground, the opportunity to raise funds from the canteen and linkage to the local community.

The development of a Centre of Excellence provides the opportunity to review the management approach of the facilities and explore alternative approaches that may be able to enhance the outcomes for the site, the owner (local government) and the sport development of football, events and participation activities for the region and locally for Latrobe City.

The decision on how best to manage a site can be influenced by many strategic, political, logistical and philosophical issues including:

- Council's sport club usage or facility management philosophy and provision - should it be internally, procured, leased, licensed or managed by a specific club or sports association etc.;
- The ability of organisations (e.g. sports clubs) or the commercial sector (e.g. YMCA and Belgravia Leisure who currently manage similar facilities on behalf of local government) to be able to provide the type of services at the community level;
- Council's approach and philosophy on charging sports clubs or associations to recoup the level of cost of maintenance or for the capital investment possibility; and
- Charging a market rate with strong programming would generate surplus funds that councils can put towards developing other facilities or more importantly establishing a replacement fund.

### 4.2 Vision Drives Management Responsibilities

To identify the best management approach, key goals should be agreed on what the facility is hoping to achieve. If the vision is to grow football participation pathways then the sport may be best suited for that responsibility, alternatively, some sports are excellent in growing and satisfying participation and demands for the sport but have little interest in the asset management or compliance obligations around the maintenance etc. of an asset such as synthetic surfaces. Others can cope easily.

The outcomes that Council is looking to achieve should focus the management options, this may include:

- Facility accessibility – open to all and not just the home of a single club, or sport
- Level of involvement that the Council may wish to have – reflected in a lease or license arrangement with the users
- Level of Return on Investment that the Council wishes to achieve, which then impacts on the pricing strategy
- Type of facility – the scope and emphasis of the facility may lend itself to a particular management model, such as a lease arrangement for the local Sport Association, or if a multi-sport site could be managed by an external organisation etc.



Photo 3: Moore Park multi-sports field had a clear vision that it wanted to satisfy local demand for soccer and other sports and it had to make a positive operations return for the organisation. This vision drove the design and management philosophy



The key philosophies and priorities to consider are normally structured as follows:

### I. Social and community inclusion

The aim of the facilities is linked to this outcome, if the Council is keen to have a wide community usage for a multisport site then the management is not normally considered by a single sports club. Common approaches include:

- **Non-home base** – where the Stadium has no home club and the facilities can be used under license by many organisations, and normally the Council keep the management of this to ensure fair and equitable usage.

Several councils had adopted a strategy where all the clubs in the area have access to the facility for a defined number of hours per week, for a significantly reduced rate if there is no training on the club's home field, thus allowing them to rest.

Another approach is that where there is significant interest from many clubs in the area, councils have been known in the winter peak period to give the programming responsibility to the local sport association. In the off-peak period (day time and summer) they program themselves.

- **Responsibility for promoting usage** – over the past years as more synthetic facilities have been installed there have been some trends in this area, namely that if a single sport (club or association) has responsibility generally the usage reflects that sport. If the local government or indeed a management organisation has the responsibility then there is a far wider program and opportunities for other users, including schools, community organisations and other clubs. The broader the usage is linked to the incentives offered, such as the program agent keeps the income in full or in part.
- **Casual usage** - should be considered as well, as the community will feel part of the facility if they have access, so if council is not keen to allow the general community to use the facility causally then it is suggested that a smaller area is provided as an Active Recreation area for usage.
- **Minority group encouragement** – some councils offer a reduced hire cost if specific groups in the community are provided with opportunities for inclusion, whether that be women, children, participants from a non-English speaking background etc.

### II. Environmental and Asset Management

The importance of the whole of life asset management needs to be considered as part of any management model with specific consideration to the following aspects:

- **Asset ownership** – where council defines the roles and responsibilities for the third party (Club, association or management body) to ensure that the asset is used properly and in accordance with the warrantee from the supplier. It is important that the third party understands their roles and responsibilities especially around the maintenance and programming of the fields/courts/facilities.
- **Annual maintenance program** – to ensure that the asset can achieve its expected life span, the maintenance is critical and should be programmed so that it is performed as requested by the manufacturer. The maintenance should be linked to the level of usage and not just weekly or fortnightly etc.

### III. Financial Responsibility

Ensuring capacity to afford the costs associated with the new asset is important for the long-term sustainability of the field.

- **Capital investment** – to ensure that the cost is affordable and provides best value to the community a cost benefit analysis should be completed as part of a business case. Third party funding would also expect to receive this well
- **Whole of Life costings** – by appreciating the Whole of Life (WOL) costings it provides the opportunity to ensure that the revenue can generate adequate resources to cover the asset charges, namely the Capital, maintenance and replacement costs. This should be built into the revenue model.
- **Sinking fund** – the ability to ensure that the surface is replaced is critical to the long-term sustainability of the facility. Many councils and sports commit to this early on and apportion the renewal costs into a fund, that is independent of the sport, lease holder and council and then commit to placing annual contributions to the fund. Many funds are structured to receive income monthly to maximise the interest earned, which often goes some way to offsetting the inflation costs.



IV. Governance and Risk Management

Identifying, managing and mitigating risk is a key strategy that councils adopt and should consider as part of the Management of the facility in the execution of its compliance, management and development vision for the site. Key considerations may include:

- **Organisations governance** – how independent of council will the management be, and will this provide an acceptable level of confidence to council.
- **Governance capacity and capability** – the organisation needs to be able to demonstrate that they have the capability and capacity to govern the facility in line with Council’s vision.

4.3 Management Options

From the Vision to Management Responsibilities highlighted in the previous section the following matrix explores the benefits and concerns normally found with the various management approaches.



Photo 4: Summerville Secondary College working with local community clubs to increase participation outside school hours  
(Source: <http://www.evergreen.com.au>)

There are several options on how best to manage a sports precinct, whether that is with synthetic surfaces or not. The four basic models are shown in Table

Table 4: Management options

Social and Community Inclusion	Environmental & Asset Management	Financial Responsibility	Governance & risk Management
1. Directly Managed			
Council’s priorities for community development & social priorities will influence focus, priorities and strategy for delivery.	Ability to align with council’s open space plan & can change focus and priorities more readily if needed.	All income to be retained by council to be reinvested as appropriate.	Total governance control.
2. Partnership / Committee of Management			
Important that the ‘Committee of Management’ has the same focus as council. If not, there is limited social and community benefit.	The Committee of Management needs to be given a strong environmental focus. Normally the council still has the responsibility for this area as asset owner.	The Committee of Management may keep the income and profits. It may be charged a rent. It should establish a ‘replacement’ fund for the pitch upgrade every 8-10 years, linked to usage	May need substantial support, as it may not have the governance ability either strategically or operationally.
3. Clubs or Associations			
Total focus is normally on their needs and they do not always think about other sports or the broader community needs.	The club needs to be given a strong environmental and asset management focus. Normally the council still has the responsibility for this area, as asset owner.	The club keep the income and profits. They may be charged a rent. They should be made to keep a ‘replacement’ fund for the pitch upgrade every 8-10 years linked to usage.	May need substantial support, as they may not have the governance ability whether strategically or operationally.
4. Sub-contracted Management (management or lease)			
Normally a specification is developed to ensure that the social dimensions are considered. If it is part of a leisure centre, there will be a strong skill base already established.	Council’s and the management company need to agree on environmental outcomes for the facility for which they may be jointly responsible.	Management company receive income or a profit share and pay a management fee. The benefit of this model is the strong programming will generate significant returns.	Management company is responsible for governance.



Some councils have found that some tenancy arrangements (sole occupancy) do not lend itself to sites that are looking to have many users and where there is an element of control that needs to remain with Council. This is due to several considerations including:

- Tendency of clubs to have sole use of specific fields and control of use. This does not encourage open access for all clubs
- Low rent. Some councils are only charging 2 - 5% of the yearly nominated cost for natural turf which means that there may be an expectation that the rent for the synthetic surface will be the same
- The need for the replacement cost of a synthetic turf and other assets being used, to be introduced through a fee for service costing model. We recommend this is linked to a defined replacement period based on hours use per week. e.g. 15 percent of replacement value per year needs to be raised by hire fees so that every 10 years there is adequate money to pay for the replacement

Several councils have adopted a management hybrid model that works for them, with shared responsibility ensuring clarity of roles with governance and decision-making process that has transparency for all.

Such a hybrid model may work for the Stadium site and include:

- **Site Management / Governance** – an advisory group of management, representing all interested stakeholders, chaired either by Council or an independent chair if needed. This can also be supplemented with a site plan that identifies the key priorities for the site and who's doing what over the season, 12 months or three years etc.
- **Programming** – Council assumes responsibility and programs the site in accordance with key principles specific for the site, that recognise each part of the site (e.g. fields, training zones, Centre of Excellence, pavilion, club house etc.) and allows some clubs to have preferential access to certain aspects of the site (e.g. Football Federation Victoria for the centre of excellence). This approach should also ensure that the fields are only programmed to the extent of their playing capacity and a broad community
- **Asset Management and Maintenance** – the programmed maintenance is normally embraced by Council, as its their asset, with the daily operational or reactive works completed by the hirer etc. this includes cleaning up key areas around buildings and outside on the fields of play

- **Financial responsibility** – by having a Site Plan the costs of running the facility are identified and the revenue strategy can be agreed or accepted by all. Then the sinking fund for upgrades and renewals is identified and the advisory group can appreciate the revenue generation strategy that is needed to keep the site sustainable. As the site needs to be sustainable there needs to be decisions around the revenue generation and cost budgets, which may include the need for introducing high Return on Investment opportunities such as public gym space, program areas, events and office space

- **Sports Development** – a hybrid version allows several the stakeholders to identify their role in the development of the sport under the agreement of the Football Federation Victoria in this opportunity. In addition, this should identify gaps and other organisations can be part of the development process

As the latest thinking is moving away from the traditional Athlete Development Pathway to now being more Athlete Opportunity Centric, which means that the athlete doesn't always have to move up the pathway but needs to have opportunities. This lends itself to the regional Centre of Excellence ideals. So that the athletes don't have to move away but can still play and be developed regionally

#### 4.4 Funding Arrangements

There are several options on how best to identify and fund a sports precinct, whether that is with a single or double synthetic surface or not. The four basic options include:

##### 4.4.1 Council funded

Councils may choose to fund the pitches from reserves and some may expect to receive a replacement/return on that investment through fees charged. Council could borrow to fund such investments. Some councils can claim 'developers' contribution' funding. Some councils would be prepared to borrow some of the capital costs to match funding from other stakeholders.

##### 4.4.2 State Government / peak body funding

Sports and recreation departments in Victoria and NSW have several funding grants (up to \$300,000) for synthetic turf pitches and the major facilities fund. In addition, peak bodies (e.g. Sport and Recreation Victoria World Game funding etc.) may be able to provide some financial assistance for such purchases.



4.4.3 Sport funded

Some clubs or associations may have the reserves to fund, or ability to borrow to fund such an investment. Some associations clubs could offer to prepay rental of the f in advance to assist the council to fund the capital cost.

4.4.4 Lease purchase

Some local suppliers of synthetic turf offer a lease purchase scheme over an agreed period (normally 3 - 5 years) and this allows the owners to use the guaranteed income to offset the lease costs. This is similar to the approach of a fitness gym equipment lease.

4.5 Alternative Funding and Management Options

Depending on the vision of an organisation there may be alternative options to consider for the funding and management of the proposed synthetic facility. These options include:

4.5.1 Partnership Funding

This is normally embraced between two parties co-fund a facility and both have different needs (e.g. school during the day and council of an evening) usage or management is normally reflected in the amount that each invests. Normally it works with limited land options, so could partner with a local school, which can use and manage it during the day. In the evening it would be managed by the Council.

Successful examples of this include:

4.5.1.1 Mill Park Secondary College and Whittlesea City Council (Vic)



Photo 5: Mill Park Secondary College

The project was funded by Whittlesea City Council and the school (State Education Department) provided the land, free of charge, to allow the development to proceed. The school use the facilities daily for their needs, including breaks time, school sports and active recreation classes. The Council then programs it in the evening and weekend to local clubs as part of their network of synthetic football and sports fields.

4.5.1.2 RMIT University – Victoria



Photo 6: RMIT University invested in a Football field with running track and a Hockey / Football Multi-sport field

RMIT funded and manages the facility for their students and sports clubs and allows community clubs to use the fields to offset the cost of maintenance and as an income generator for the sinking fund to replace the field after 10 years.



#### 4.5.1.3 PPP - Endeavour Sports High School and 5 Sports

Other partnerships may include developments between the private sector and the education sector, such as the one at Endeavour Sports High School in Sutherland (NSW), where the private sector funded and developed a full-size football (soccer) field and ten 5-a-side mini-pitches. This is known as a Public Private Partnership (PPP). Endeavour Sports High School (ESHS) provided the land and has exclusive use during the school hours.



Photo 7: Endeavour Sport High School with 5 Sports became NSW's first PPP for a synthetic sports field

- 5 sports fully funded the capital costs and the ongoing maintenance with exclusive commercial use of the facilities after school hours on weekdays, weekends and school holidays.

#### 4.5.1.4 East Keilor Leisure Centre – Moonee Valley City Council



Photo 8: East Keilor Leisure Centre can program and hire the field out as they would a sports hall to generate income for Council who programs the majority of club usage of the field

Moonee Valley City Council funded the sports field and agreed the program booking and then has provided it to the Leisure Centre commercial management company to program around those times in a manner that can generate revenue which improves the bottom line to Council.



4.5.1.5 Knox City Council and Football Federation Victoria



Photo 9: Unique Management Option at Knox Football Stadium between Knox City Council and Football Federation Victoria where the Football Federation Victoria manage the facilities against a commercial and community contract

In Victoria, Knox City Council developed a partnership with the State Football Federation (Football Federation Victoria) who co-funded and managed the Knox Regional Soccer Centre.

4.6 Proposed Management Model for Stadium

4.6.1 Review of current arrangement

The current management of the Stadium, which although owned now by Council is still perceived by some as being managed in the same way prior to the purchase. This provides an ideal opportunity to explore the best way to proceed to benefit the management of the Stadium, the development of the game and the opening up of the site to ensure its sustainability.

The opportunity to provide this clarity, in the short-term should be a priority of this master plan to ensure a sustainable outcome for the Stadium and all stakeholders, together with key principles for the future management.

4.6.2 Management opportunity

The opportunity for the management of the site should embrace some of the insights from this section of the report and develop an Operations Management Model that will allow for the development of the game in the region with the site becoming a Centre of Excellence.

Assuming Council embraces the operational responsibility to complement its strategic planning for the site as part of this master plan, the Strategic Positioning of the site will allow the following management structure and philosophy to be adopted.

4.6.2.1 Strategic Positioning

The Stadium site will be positioned strategically, as:

Vision (Outcome)

Latrobe City Sports and Entertainment Stadium will be known throughout the Gippsland region as the Centre of Excellence for Football and regional events as well as providing active recreation, community sport, leisure and entertainment programs and opportunity for Gippsland residents.

Mission (Purpose)

The master plan redevelopment aims to secure stakeholder consensus on the reposition the Latrobe City Sports and Entertainment Stadium as a Centre of Excellence for Football (soccer) in Gippsland - providing a pathway for promising young athletes through to elite sport through Gippsland Football Club and other high-performance programs. Complementary will be the reinforcement of the Stadium as regional events facility and as a local sports and entertainment venue.

4.6.2.2 Governance Options

The governance of the Stadium needs to be collaborative to ensure the success and sustainability long term. The key stakeholders as part of the consultation all genuinely expressed support for a new model and appreciated that there needs to be change for the good of the sport. In addition, there is recognition that there needs to be other uses for the Stadium to ensure adequate revenue can be generated to ensure fiscal sustainability for the site and key uses.

An advisory committee would be considered when the overall management of the stadium is determined.

The Governance of the Stadium could include the establishment of a Latrobe City Sports and Entertainment Stadium Advisory Group, possibly chaired by an independent person, with the sole

aim of ensuring that all Stakeholders can collaboratively priorities and manage key components of the site management priorities. In addition, the Group could lobby government and other agencies, sponsors for the funding to deliver on the master plan.

The Group could be made up of:

- Sports users (community clubs)
- Football Development (Football Federation Victoria / Gippsland Football Club)
- Council (recreation and events)
- Councillor(s)
- Community group
- Other to be defined
- Independent (possibly two appointed by Council, one being the inaugural chair)

#### 4.6.2.3 Key Principles

The Centre of Excellence would be planned and managed sustainably to achieve the strategic outcomes that are aligned with Councils strategies and policies and football development in the region. The key principles to make this happen would include:

- **Gippsland Regional Centre for Football Excellence and a Gippsland Major Entertainment and Event Centre**
  - I. The Stadium venue would be Football Federation Victoria 's regional Centre of Excellence for the Gippsland region, with Football Federation Victoria driving the development of the game from here
  - II. Encourage additional peak sporting bodies to use the Centre of Excellence facilities
  - III. A Memoranda of Understanding (MoU) be developed between Football Federation Victoria , Gippsland FC, and Latrobe Valley Soccer League to coordinate and collaborate for the good of the sport in the region
  - IV. Football Federation Victoria , Gippsland Football Club and Latrobe Valley Soccer League explore the relocation to the site to encourage a strong collaborative approach
  - V. The Stadium plays host to a number of regional entertainment, sport and community events annually as part of Councils commitment to its tourism and events strategy

- **Accessibility and Friendly Facility**

- VI. The synthetic sports field (s) are used as part of the Centre of Excellence needs and also to allow local football clubs to train on and rest their own fields, thus improving their home ground surface quality and maintenance requirements.
- VII. The design and management of the site ensures opportunity for all people to have access to use the site by embracing Universal Design Principles and ensuring that programs for the facilities are inclusive of the broad community
- VIII. Multi-sport and multi-clubs are encouraged to use the site, while balancing the asset management issues of the natural turf fields and especially the main field of play

- **Management Commitment**

- IX. As the site develops Council to embrace greater management responsibility and align the management with the proposed Leisure Management resourcing of the new leisure centre
- X. The management cost and pricing strategy for using the synthetic field(s) should reflect at least the maintenance budget and replacement costs for Council for each hour of use
- XI. The maintenance of the site to become the responsibility of Council and this reflected in the hire price to cover those costs
- XII. Council to encourage greater use of the site by developing collaborative agreements with other parties including: Gippsland Sports Academy, Gippsland TAFE, Event providers, and other broad community sport and leisure providers
- XIII. The license agreements to be reviewed and rewritten to reflect these Principles

#### 4.6.2.4 Management

Council would assume the management of the site (recreation department) and would manage it like one of their leisure centres, with responsibility for programming, events, day to day logistics of the site and revenue generation, including the bar and catering.



# APPENDICES



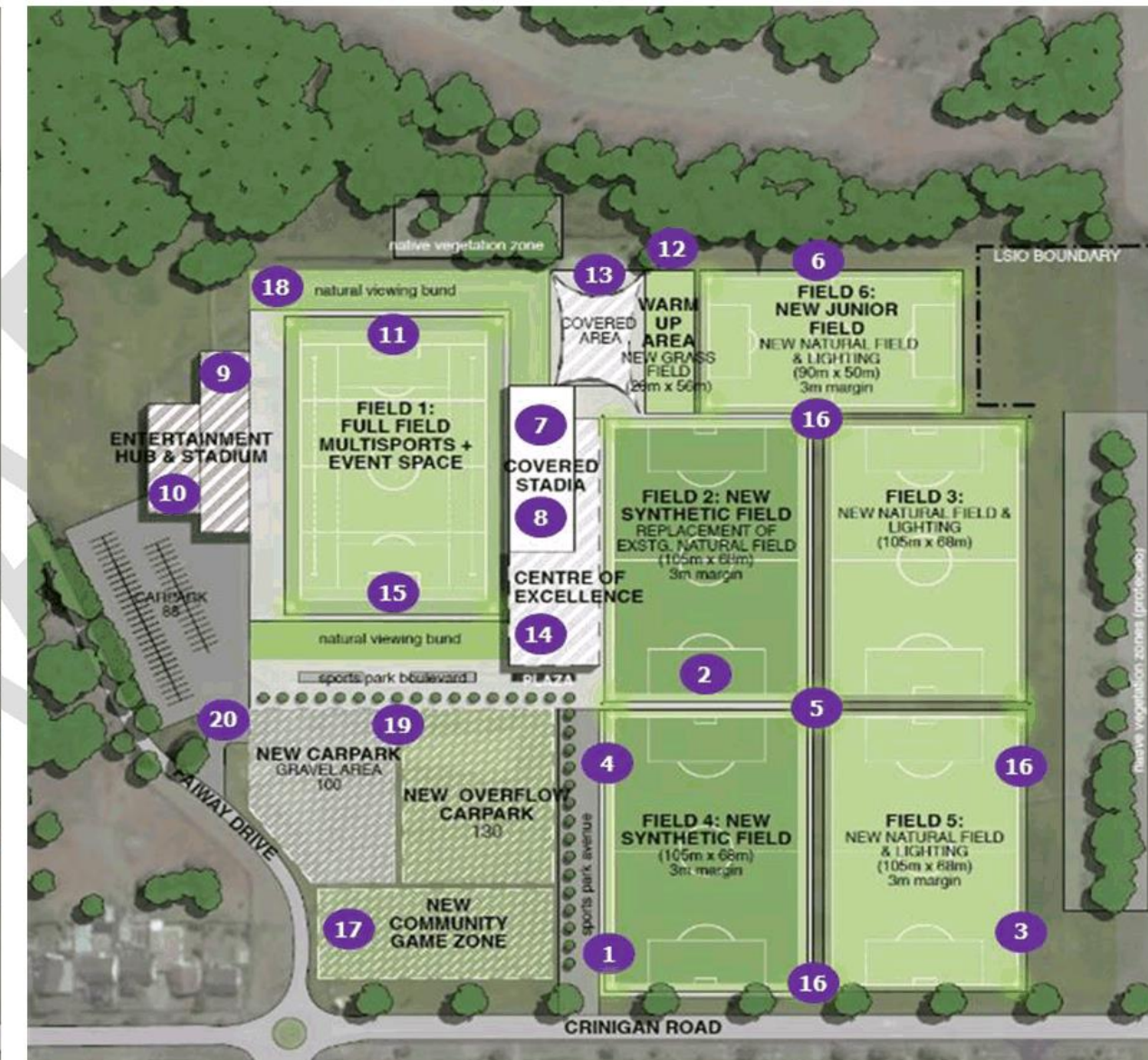


## Appendix 1: Staged Redevelopment Drawings

Current Facility Layout



Master plan staged development & Recommendations





Master plan and Business Model to Guide the Redevelopment of Latrobe City Sports and Entertainment Stadium

Priority	No	Latrobe City Sports and Entertainment Stadium Master Plan Recommendations	Development Principles	*Estimated Cost Range (\$)	Stakeholder Responsibility	Project Status
		<b>Sports Infrastructure</b>				
Immediate	1	Construct a new synthetic pitch (field 4). Pitch to be constructed in accordance to relevant Football Federation Victoria standards including line marking. Any ancillary infrastructure such as goals and corner flags will be the responsibility of resident clubs/user groups. Development to include fencing around perimeter of field. Consideration for fields to be line marked for full 11-a-side (white) and half and quarter fields (light green).	<b>Facility Development</b> (1.6.1.1, 1.6.1.2, 1.6.1.4, 1.6.1.6) <b>Accessibility</b> (1.6.2.3), <b>Sports field Provision</b> (1.6.3.1).	-	Council Tenant Clubs	Project Underway/Complete
Immediate	3	Relocation of surplus soil from synthetic field construction to space east of the existing fields. Soil to be seeded.	<b>Facility Development</b> (1.6.1.1, 1.6.1.2, 1.6.1.5, 1.6.1.6), <b>Accessibility</b> (1.6.2.3), <b>Sports field Provision</b> (1.6.3.1, 1.6.3.2) <b>Site Considerations</b> (1.6.4.1)	\$40,000	Council	\$40,000 required to make Field Five a standard fit for play. This excludes drainage and irrigation.
Immediate	4	Provide Football Federation Victoria compliant lighting to synthetic pitch 4. Lighting to be in accordance with Latrobe City Council's Recreation Infrastructure Funding Policy and Australian Standards. 100 Lux LED lighting.	<b>Facility Development</b> (1.6.1.2, 1.6.1.4, 1.6.1.6)	-	Council	Project Underway/Complete
Immediate	9	Refurbish/Upgrade existing catering kitchen facilities to commercial standards. Upgrade to be compliant with relevant health and food standards for a commercial standard facility.	<b>Facility Development</b> (1.6.1.15, 1.6.1.17)	-	Council	Project Underway/Complete
Priority	No	Latrobe City Sports and Entertainment Stadium Master Plan Recommendations	Development Principles	*Estimated Cost Range (\$)	Stakeholder Responsibility	**Potential Funding Opportunities
		<b>Sports Infrastructure</b>				
Short	5	Provide Football Federation Victoria compliant lighting to fields 2, 3 and 5. Lighting to be in accordance with Latrobe City Council's Recreation Infrastructure Funding Policy and Australian Standards. 100 Lux LED lighting.	<b>Facility Development</b> (1.6.1.2, 1.6.1.3, 1.6.1.4, 1.6.1.5, 1.6.1.6) <b>Sports field Provision</b> (1.6.3.1, 1.6.3.2) <b>Site Considerations</b> (1.6.4.1)	\$170,000 per field	Council	Sport and Recreation Victoria
Short	16	Upgrade playing surfaces to improve the ovals capacity and suitability for soccer as a grass based surface for training and matches. Playing surface improvements to include installation of drainage and irrigation on fields 3, 5 and 6. Consideration to upgrade existing grass based field (field 2) with drainage and irrigation identified as a short term priority.	<b>Facility Development</b> (1.6.1.5) <b>Sports field Provision</b> (1.6.3.2)	\$500,000 per field	Council	Sport and Recreation Victoria
Short	8	Upgrade change facilities under the Grandstand with new Football Federation Victoria compliant unisex change facilities and amenities to cater for males and females, upgrade referee's space as closely to Football Federation Victoria compliance as the site will allow, provide game-day public toilets, multi-functional/social space in accordance with Latrobe City Council's Recreation Infrastructure Policy, upgrade kiosk to local level standards and lay foundations for Centre of Excellence. Upgrades to incorporate Universal Design Principles and Economic Sustainable Design where possible.	<b>Facility Development</b> (1.6.1.11, 1.6.1.12, 1.6.1.14, 1.6.1.15) <b>Accessibility</b> (1.6.2.1, 1.6.2.3)	\$1M	Council	Sport and Recreation Victoria
Medium	6	Provide Football Federation Victoria compliant lighting to field 6. Lighting to be in accordance with Latrobe City Council's Recreation Infrastructure Funding Policy and Australian Standards. 100 Lux LED lighting.	<b>Facility Development</b> (1.6.1.1, 1.6.1.2, 1.6.1.3, 1.6.1.6) <b>Sports field Provision</b> (1.6.3.2) <b>Site Considerations</b> (1.6.4.1)	\$170,000	Council	Sport and Recreation Victoria

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Medium	2	Replace current grass field (field 2) with synthetic, in a design manner that allows for the fields to be used for ½ and ¼ field games as well. Field to be constructed in accordance to relevant Football Federation Victoria standards including line marking. Any ancillary infrastructure such as goals and corner flags will be the responsibility of resident clubs/user groups. Development to include fencing around perimeter of field.	Facility Development (1.6.1.1, 1.6.1.2, 1.6.1.4), Accessibility (1.6.2.3), Sports field Provision (1.6.3.1)	\$500,000 - \$2M	Council Tenant Clubs	Sport and Recreation Victoria
Medium	10	Redevelopment of the Tribes building. The redevelopment to become a Sports Hub of administration space for the Centre of Excellence.	Facility Development (1.6.1.15, 1.6.1.18)	\$1M - \$2M	Council	Council
Medium	11	Improve drainage and playing surface of main field (field 1) to improve the grass surface to a category/class 'A' field. Playing surface improvements to include improvements to drainage, irrigation and surface.	Facility Development (1.6.1.1, 1.6.1.7, 1.6.1.8, 1.6.1.9) Accessibility (1.6.2.1, 1.6.2.2, 1.6.2.3) Sports field Provision (1.6.3.3)	\$500,000	Council	Sport and Recreation Victoria
Medium	13	Development of small training zone to be used as both a Centre of Excellence training area and a warm up zone for the games – suggest synthetic field to maximise durability.	Facility Development (1.6.1.1, 1.6.1.3)	\$50,000	Council	Council
Medium	12	Construct new Centre of Excellence covered area training/warm up area – next to field 6. Establishment of covered areas south and north of the main stand to provide weather breaks for the spectators and participants.	Facility Development (1.6.1.2, 1.6.1.7) Accessibility (1.6.2.3, 1.6.2.4)	\$300,000	Council	Council
Medium	14	Development of Centre of Excellence to include a viewing area over both east (the two synthetic fields) and the West – Stadium field (by 'punching windows and a viewing area in top of current grandstand) and use as training / education / community space – with offices at one end. The facility will also include: <ul style="list-style-type: none"> <li>Weights area – strength and conditioning space</li> <li>Rehab and recovery space</li> <li>See Appendix 4 for content</li> <li>Multi-level office space for Sports Hub, attracting sports administration offices for potential Peak Sporting Body use.</li> <li>Redevelop social space on ground level to be two level</li> <li>Develop a mezzanine floor into current soft play hall and expand the office space into the extended floors.</li> </ul>	Facility Development (1.6.1.11, 1.6.1.12) Accessibility (1.6.2.3)	\$1M - \$1.5M	Council	Sport and Recreation Victoria
Medium	15	Upgrade sports field lighting to main field (field 1) to allow for semi-professional and professional competition night matches. (500 lux LED).	Facility Development (1.6.1.9)	\$500,000	Council	Sport and Recreation Victoria
Medium	7	Grandstand repaint and refurbishment. Refurbishment to include a repaint of current grandstand structure and spectator seating areas.	Facility Development (1.6.1.11, 1.6.1.12, 1.6.1.13, 1.6.1.16) Accessibility (1.6.2.3, 1.6.2.4)	\$1M - \$2M	Council	Council or Building Better Regions Fund
<b>Community Facilities/Infrastructure</b>						
Long	17	Development of community Multi-Activity Zone.	Facility Development (1.6.1.1) Accessibility (1.6.2.2, 1.6.2.6, 1.6.2.7, 1.6.2.8) Sports field Provision (1.6.3.1)	\$1M	Council	Council

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		Traffic Management and Landscape				
Long	18	Development of natural auditorium around Field 1 for events etc. utilising 'spoil' from the synthetic field development at the Southern side of the main field (Field 1).	Facility Development (1.6.1.7, 1.6.1.8) Accessibility (1.6.2.1, 1.6.2.2, 1.6.2.3)	\$200,000	Council	Council
Long	19	Removal of vehicle and pedestrian interface to reduce risk and improve amenity value. Develop link to formal and informal parking areas if resources allow and demand demonstrated.	Accessibility (1.6.2.1, 1.6.2.2, 1.6.2.3, 1.6.2.4, 1.6.2.5, 1.6.2.6, 1.6.2.7)	TBC based on design	Council	Council
Long	20	Develop gravel and grass overflow parking should demand be demonstrated.	Accessibility (1.6.2.1, 1.6.2.2, 1.6.2.3, 1.6.2.4, 1.6.2.5, 1.6.2.6, 1.6.2.7)	TBC based on design	Council	Council

\*Cost estimates provided by recent and similar project costings as of 2019. Costings may escalate upon the development and delivery of this plan.

\*\*Project not currently funded and funding will be dependent on future project prioritisation

Reserve Improvements Cost Summary

Number of <b>Immediate</b> recommendations	4
Estimated Cost for Immediate recommendations	\$40,000
Number of <b>Short term</b> recommendations	3
Estimated Cost for Short term recommendations	\$1,670,000 - \$3,010,000
Number of <b>Medium term</b> recommendations	9
Estimated Cost for Medium term recommendations	\$5,020,000 - \$9,020,000
Number of <b>Long term</b> recommendations	4
Estimated Cost for Long term recommendations	\$1,200,000
TOTAL NUMBER OF FACILITY RECOMMENDATIONS	20
*TOTAL ESTIMATED PROBABLE COSTS FOR ALL RESERVE RECOMMENDATIONS	\$7,930,000 - \$13,270,000

\*Cost estimates provided by recent and similar project costings as of 2019. Costings may escalate upon the development and delivery of this plan.



## Appendix 2: Design of Multi-Use Activity Zones

### Multi-Use Activity Zones

The aim is to provide fun, enjoyable spaces that specific cohorts will use and 'want' to be physically active in. If additional aspects can be incorporated, that is a bonus.

### Multi-use children's activity zones

Encouraging children to be active is critical for them to have a health gain. Cognoscente that traditional playgrounds have embraced colour surfaces to "energise" these spaces, building in to the floors and rubber fills aspects that are a little more challenging both excites the children, develop their skills, increases cardio vascular endurance, (as they want to play for longer) and strength.



Photo 10: Play space

In addition to the "play equipment" the design should integrate some sports skills that continues with the fun element but includes games around throwing, catching, kicking, jumping etc.



Photo 11: Children playing ball

These designs can be built into one part of the playground and does not have to be independent. The surfaces could be cushioned acrylic or rubber. These designs can be targeted to specific age cohorts; very young (under 5's; 5-10, youth etc.).



Photo 12: Multi-use Activity Zones designed for activity both inside and outside the venue

Many areas are starting to build Multi-use Activity Zones in local parks. These designs are varied but the ones that encourage the greatest participation include the following components.

- Fenced to control Activity Zone, stop dogs and provide protected spaces;
- Multi-sport design on the inside (e.g. Soccer, Basketball, Netball etc.);
- Hard and cushioned surface (Acrylic cushioned surface is the most durable);
- Outside of Activity Zone more activity can happen, e.g. jogging track, additional Basketball 3 on 3 etc.



Photo 13: Orange rubber floor

Youth Activity Zones are designed for places where older children are looking to be active and this would include activities such as parkour obstacles, fitness facilities and older sports zones. Photo 13 shows an Activity one next to a play area, which has been designed for older children/youth that want greater challenges around balance/strength and gymnastics.

### Family Activity Zones

Combining the best of the Children's Activity Zones (11.3.1.1) with activities for youth, adults and older people provides opportunities for generations to be active together.

Examples in the simplest form would include a playground or Children's Activity Zone next to a Fitness trail/equipment.





Photo 14: Positioning Multi-use Activity Zones with fitness zones is critical to move forward to encourage families to exercise and play together

More sophisticated strategies include designing areas that encourage younger people to try some of the exercises fitness that adults are using. The Picture below shows older playground integrated with fitness activities that adults, children and young people can all participate in.



Photo 15: Older youth /adults play or fitness ground encouraging generations to be active together

Ideally the design should have three zones:

- i.) The Multi-use Children's Zones (see 11.3.1.1)
- ii.) An integrated zone – used by all (see photo xx)
- iii.) Fitness space – using body weight resistance equipment (see section 11.4.1) for ideas for this type



Embracing rubber surfaces to encourage people to walk – up hill or play around spaces ensures safer landings if pupils fall. This could be considered around the outside of the LCSES

Activity Zones

Embracing cushioned acrylic surfaces can allow netball, basketball and 5-a-side to be played on the same surface and if necessary, to be used as an overflow car park. Council has developed one in the CBD area which is very appealing to students and young people.



Photo 16: A'Beckett Urban Square (Peter Elliot Ltd Architecture)

Active Recreation Designs

To encourage more people to recreate and be active, it is important to provide them with safe environments to walk, jog and keep fit. There is an increase in these around schools, universities, gated communities and in local suburbs.



Photo 17: Monash Uni Caulfield Campus Green (Taylor Cullity Lethlean Landscape Architect)

They normally are paths, with subtle lighting to provide the users with a degree of safety. Many times, they are linking fitness trails and should have good signage both on the surface and on the stand-a-lone signs that encourage people to move from one space to another.





The Fitness Designs that are being installed more and more, unfortunately do not help or motivate the users and Council needs to be cognoscente of this. The following guidelines should be built into the design:

- i.) The equipment should be part of a walking, jogging trail, that encourages the users to walk, jog and run between stations around a park, lake, river etc.
- ii.) The trail should be promoted at each station to encourage greater movement and exercise.
- iii.) The trail pathway should be coloured (rubber, acrylic) to entice and encourage more movement
- iv.) The flooring around the equipment should be rubber to provide safe but firm footing etc.
- v.) Where possible the fitness trail should be situated next to play or Multi-use Activity Zones to encourage family participation

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Appendix 3: Membership Data for Football Clubs in Latrobe

LGA	Female	Male	Grand Total
Latrobe			
Churchill United SC			
Juniors (12 to 18)	16	12	28
Over 35's	1	5	6
Seniors (19 to 35)	14	32	46
SSF (11 & Under)	17	50	67
Churchill United SC Total	48	99	147
Falcons 2000 SC			
Juniors (12 to 18)	20	38	58
Over 35's	3	2	5
Seniors (19 to 35)	13	26	39
SSF (11 & Under)	18	67	85
Falcons 2000 SC Total	54	133	187
Fortuna 60 SC			
Juniors (12 to 18)	12	50	62
Over 35's	2	13	15
Seniors (19 to 35)	8	27	35
SSF (11 & Under)	8	24	32
Fortuna 60 SC Total	30	114	144
Gippsland Football Club			
Juniors (12 to 18)		46	46
Gippsland Football Club Total		46	46
Moe United SC			
Juniors (12 to 18)	4	22	26
Over 35's	1	4	5
Seniors (19 to 35)	6	19	25
SSF (11 & Under)	4	28	32
Moe United SC Total	15	73	88
Monash Soccer Club			
Juniors (12 to 18)	11	26	37
Over 35's		6	6
Seniors (19 to 35)	10	28	38
SSF (11 & Under)	18	50	68
Monash Soccer Club Total	39	110	149
Morwell Pegasus SC			
Juniors (12 to 18)	3	6	9
Seniors (19 to 35)	13	29	42
SSF (11 & Under)	3	15	18
Morwell Pegasus SC Total	19	50	69
Newborough-Yallourn United SC			
Juniors (12 to 18)	17	16	33
Over 35's	1	9	10
Seniors (19 to 35)	12	30	42
SSF (11 & Under)	8	18	26
Newborough-Yallourn United SC Total	38	73	111
Traralgon City SC			
Juniors (12 to 18)	21	62	83
Seniors (19 to 35)	14	23	37
SSF (11 & Under)	40	113	153
Traralgon City SC Total	75	198	273
Traralgon Olympians SC			
Juniors (12 to 18)	20	58	78
Over 35's	4	9	13
Seniors (19 to 35)	9	23	32
SSF (11 & Under)	15	64	79
Traralgon Olympians SC Total	48	154	202
Tyers SC			
Juniors (12 to 18)	2	10	12
Over 35's	1	3	4
Seniors (19 to 35)	13	31	44
SSF (11 & Under)	3	46	49
Tyers SC Total	19	90	109
Latrobe Total	385	1140	1525
Grand Total	385	1140	1525

Club	Female	Male	Total	Female	Male	Total	Female	Male	Total	Difference 2015 to 2017		Summary of Change
	2015			2016			2017			Numbers	Percentage	
Sale United FC												
Junior	14	74	88	19	74	93	14	93	107	19	22%	8% growth or 17 players over three seasons, with juniors males up 22%
Over 35's		11	11	5	11	16	4	7	11	0	0%	
Senior		35	35	6	30	36	11	30	41	6	17%	
SSF	11	64	75	6	75	81	2	65	67	-8	-11%	
Sale totals	25	184	209	36	190	226	31	195	226	17	8%	
Churchill United SC												
Junior		10	10	8	12	20	16	12	28	18	180%	Significant growth with adults and junior girls
Over 35's		7	7	2	6	8	1	5	6	-1	-14%	
Senior		31	31	16	38	54	14	32	46	15	48%	
SSF	3	23	26	25	52	77	17	50	67	41	158%	
Churchill United totals	3	71	74	51	108	159	48	99	147	73	99%	
Drouin Dragons SC												
Junior	12	41	53	23	41	64	26	53	79	26	49%	Significant growth with juniors and over 35's
Over 35's	2	2	4	3	1	4	4	6	10	6	150%	
Senior	10	19	29	9	21	30	4	27	31	2	7%	
SSF	15	32	47	9	32	41	8	40	48	1	2%	
Drouin Dragons totals	39	94	133	44	95	139	42	126	168	35	26%	
East Gippsland United FC												
Junior	24	61	85	20	60	80	26	61	87	2	2%	Loss of senior players (15) offset by some growth in over 35's (5) with SSF growing
Over 35's		11	11	2	7	9		16	16	5	45%	
Senior	14	25	39	10	17	27	8	16	24	-15	-38%	
SSF	3	15	18	1	12	13	5	24	29	11	61%	
East Gippsland United totals	41	112	153	33	96	129	39	117	156	3	2%	
Falcons 2000 SC												
Junior	11	23	34	15	35	50	21	38	59	25	74%	both juniors and SSF have increased substantially
Over 35's	2	4	6	1	1	2	3	2	5	-1	-17%	
Senior	13	38	51	13	32	45	13	27	40	-11	-22%	
SSF	16	44	60	17	59	76	18	69	87	27	45%	
Falcons 2000 SC totals	42	109	151	46	127	173	55	136	191	40	26%	
Fortuna 60 SC												
Junior	22	43	65	12	41	53	12	50	62	-3	-5%	decline across all categories
Over 35's	2	15	17	2	14	16	2	13	15	-2	-12%	
Senior	12	26	38	8	22	30	8	27	35	-3	-8%	
SSF	5	59	64	6	57	63	8	24	32	-32	-50%	
Fortuna 60 SC totals	41	143	184	28	134	162	30	114	144	-40	-22%	
Inverloch Stars SC												
Junior	4	24	28	17	22	39	16	34	50	22	79%	Very good increase in juniors but declines in all other areas
Over 35's	8	15	23	8	15	23	6	13	19	-4	-17%	
Senior	13	14	27	12	10	22	10	12	22	-5	-19%	
SSF	15	46	61	14	53	67	10	44	54	-7	-11%	
Inverloch Stars SC totals	40	99	139	51	100	151	42	103	145	6	4%	
Korumburra City SC												
Junior	10	21	31	16	16	32	16	25	41	10	32%	increase in juniors and over 35's with seniors declining
Over 35's	5	7	12	6	13	19	8	11	19	7	58%	
Senior	5	17	22	10	11	21	7	10	17	-5	-23%	
SSF	9	23	32	11	31	42	11	25	36	4	13%	
Korumburra City SC totals	29	68	97	43	71	114	42	71	113	16	16%	
Lang Lang United SC												
Junior			0	2	21	23	2	8	10	10		good growth in past two years from start in seniors - drop in juniors after first year
Over 35's			0	2	6	8	13	26	39	39		
Senior			0	13	22	35	19	27	46	46		
SSF			0	10	13	23				0		
Lang Lang United SC totals	0	0	0	27	62	89	34	61	95	95		
Leongatha Knights FC												
Junior	7	32	39	8	38	46	10	41	51	12	31%	About stable over two years with the decline in seniors be balanced by increase in over 35's
Over 35's	3	3	6	4	6	10	3	7	10	4	67%	
Senior	15	12	27	10	13	23	13	9	22	-5	-19%	
SSF	8	52	60	6	55	61	7	40	47	-13	-22%	
Leongatha Knights FC totals	33	99	132	28	112	140	33	97	130	-2	-2%	
Mirboo North United FC												



<b>Moe United SC</b>											
Junior	13	31	44	10	29	39	4	22	26	-18	-41%
Over 35's	2	6	8	2	8	10	1	4	5	-3	-38%
Senior	5	32	37	9	26	35	7	19	26	-11	-30%
SSF	4	23	27	10	37	47	4	29	33	6	22%
<b>Moe United SC totals</b>	<b>24</b>	<b>92</b>	<b>116</b>	<b>31</b>	<b>100</b>	<b>131</b>	<b>16</b>	<b>74</b>	<b>90</b>	<b>-26</b>	<b>-22%</b>
<b>Monash Soccer Club</b>											
Junior	20	22	42	14	20	34	11	26	37	-5	-12%
Over 35's		4	4		8	8		6	6	2	50%
Senior	10	31	41	8	33	41	10	28	38	-3	-7%
SSF	15	47	62	17	41	58	21	50	71	9	15%
<b>Monash Soccer Club totals</b>	<b>45</b>	<b>104</b>	<b>149</b>	<b>39</b>	<b>102</b>	<b>141</b>	<b>42</b>	<b>110</b>	<b>152</b>	<b>3</b>	<b>2%</b>
<b>Morwell Pegasus SC</b>											
Junior	3	17	20	18	18	36	3	6	9	-11	-55%
Over 35's		6	6	1	4	5				-6	-100%
Senior	1	58	59	13	58	71	13	29	42	-17	-29%
SSF	10	18	28	13	23	36	3	15	18	-10	-36%
<b>Morwell Pegasus SC totals</b>	<b>14</b>	<b>99</b>	<b>113</b>	<b>45</b>	<b>103</b>	<b>148</b>	<b>19</b>	<b>50</b>	<b>69</b>	<b>-44</b>	<b>-39%</b>
<b>Newborough-Yallourn United SC</b>											
Junior	13	19	32	22	27	49	17	16	33	1	3%
Over 35's	1	7	8		8	8	1	9	10	2	25%
Senior	14	27	41	13	27	40	12	30	42	1	2%
SSF	10	21	31	10	18	28	8	18	26	-5	-16%
<b>Newborough-Yallourn United SC totals</b>	<b>38</b>	<b>74</b>	<b>112</b>	<b>45</b>	<b>80</b>	<b>125</b>	<b>38</b>	<b>73</b>	<b>111</b>	<b>-1</b>	<b>-1%</b>
<b>Phillip Island SC</b>											
Junior	15	30	45	19	37	56	20	33	53	8	18%
Over 35's	5	4	9	7	9	16	7	7	14	5	56%
Senior	8	19	27	5	15	20	5	16	21	-6	-22%
SSF	12	72	84	13	69	82	11	65	76	-8	-10%
<b>Phillip Island SC totals</b>	<b>40</b>	<b>125</b>	<b>165</b>	<b>44</b>	<b>130</b>	<b>174</b>	<b>43</b>	<b>121</b>	<b>164</b>	<b>-1</b>	<b>-1%</b>
<b>Prom Coast SC</b>											
Junior	3	15	18	5	17	22	8	14	22	4	22%
Over 35's					4	4	4	1	5	5	
Senior					3	3	6	3	9	9	
SSF	5	3	8	5	5	10	8	5	13	5	63%
<b>Prom Coast SC totals</b>	<b>8</b>	<b>18</b>	<b>26</b>	<b>10</b>	<b>29</b>	<b>39</b>	<b>26</b>	<b>23</b>	<b>49</b>	<b>23</b>	<b>88%</b>
<b>Trafalgar Victory FC Inc.</b>											
Junior	12	40	52	19	35	54	16	34	50	-2	-4%
Over 35's	2	5	7	1	4	5	3	3	6	-1	-14%
Senior	11	26	37	13	22	35	16	20	36	-1	-3%
SSF	7	39	46	7	56	63	6	60	66	20	43%
<b>Trafalgar Victory FC Inc totals</b>	<b>32</b>	<b>110</b>	<b>142</b>	<b>40</b>	<b>117</b>	<b>157</b>	<b>41</b>	<b>117</b>	<b>158</b>	<b>16</b>	<b>11%</b>
<b>Traralgon City SC</b>											
Junior	22	94	116	34	87	121	21	65	86	-30	-26%
Over 35's	1	13	14	1	8	9		4	4	-10	-71%
Senior	15	31	46	11	33	44	14	23	37	-9	-20%
SSF	45	88	133	51	112	163	41	117	158	25	19%
<b>Traralgon City SC totals</b>	<b>83</b>	<b>226</b>	<b>309</b>	<b>97</b>	<b>240</b>	<b>337</b>	<b>76</b>	<b>209</b>	<b>285</b>	<b>-24</b>	<b>-8%</b>
<b>Traralgon Olympians SC</b>											
Junior	18	53	71	24	51	75	20	60	80	9	13%
Over 35's		15	15		9	9	4	9	13	-2	-13%
Senior		31	31	8	29	37	9	26	35	4	13%
SSF	9	61	70	8	61	69	17	64	81	11	16%
<b>Traralgon Olympians SC totals</b>	<b>27</b>	<b>160</b>	<b>187</b>	<b>40</b>	<b>150</b>	<b>190</b>	<b>50</b>	<b>159</b>	<b>209</b>	<b>22</b>	<b>12%</b>
<b>Tyers SC</b>											
Junior	5	3	8	7	3	10	2	10	12	4	50%
Over 35's	2	2	4	2	4	6	1	3	4	0	0%
Senior	12	26	38	12	28	40	14	31	45	7	18%
SSF	5	37	42	9	47	56	3	47	50	8	19%
<b>Tyers SC totals</b>	<b>24</b>	<b>68</b>	<b>92</b>	<b>30</b>	<b>82</b>	<b>112</b>	<b>20</b>	<b>91</b>	<b>111</b>	<b>19</b>	<b>21%</b>
<b>Warragul United SC</b>											
Junior	1	17	18	1	24	25		20	20	2	11%

Decrease in juniors and seniors

small increase for club, with junior decline

Significant increase in 2016, then significant decrease to below 2015 levels in 2017

stable number changes between ages

increases in juniors and over 35's offset by decreases in seniors and SSF

increases across club in all areas

Good increase in the SSF

good increase in SSF which offsets to some degree the declines in over 35's and seniors

good growth in juniors and SSF

steady growth from year 1 to 2 and static from 16 to 17

no one in SSF in 2017 resulted in large

## Appendix 4: Functionality Considerations for Centre of Excellence

### The Brief:

Build a double storey Centre of Excellence out from under the rafters to accommodate:

- Strength and conditional rooms
- Rehab and recovery space
- Educational space and offices
- Changing and bathroom facilities for players, spectators and officials
- Multi-use space for passive work and spectator views
- Kiosk facilities
- Roof overhang for spectators
- Extension of roof/shade structure north of the current stadium to provide protection while training

### Overview:

The facility should bring together the sport and community needs, specifically by designing the space in such a way that 'invites the community in' This can be achieved by maximizing the use of glass, sliding windows, internal movable walls and screens to provide privacy when required.

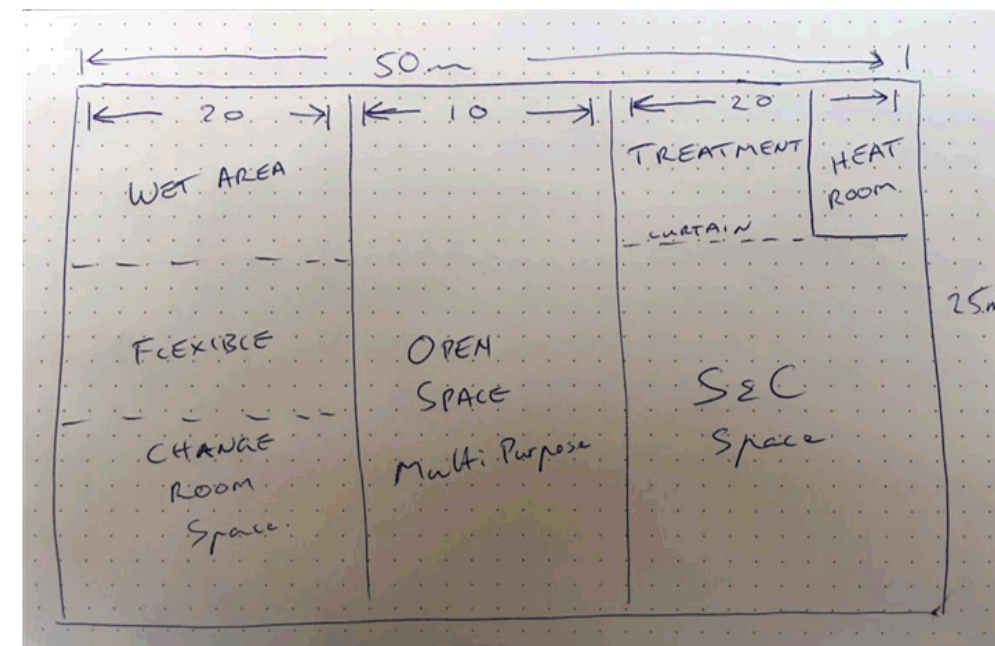
To create a space that the community can 'feel' apart of enhances their engagement and builds an important connection for players, whilst not compromising performance outcomes.

### Conceptual Design Consideration

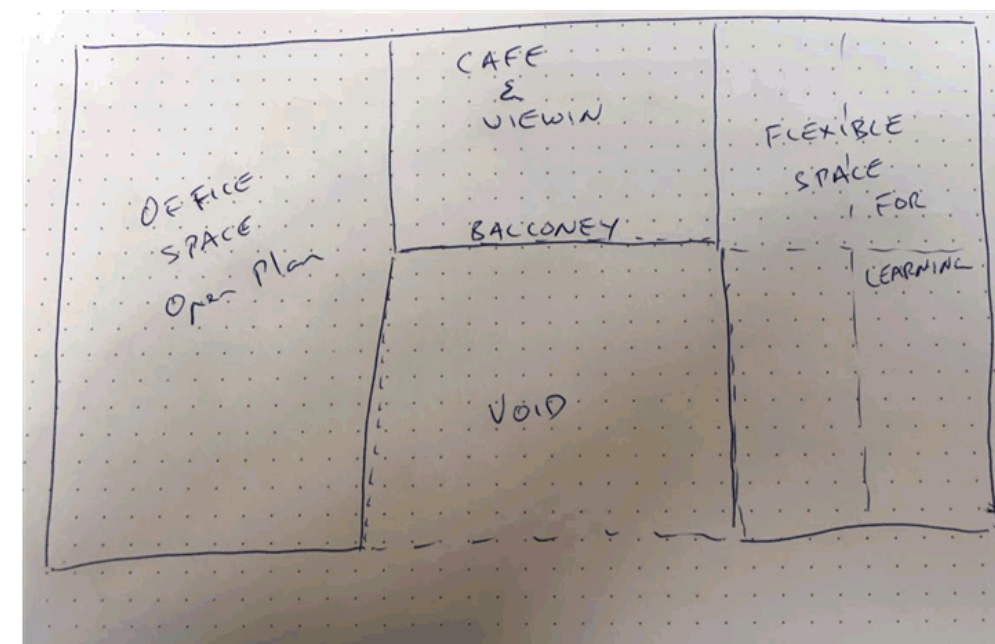
The Centre of Excellence aims to be over two floors with integration under and to the east of the current grandstand to both upgrade the current changing facilities etc.

In addition to the upgrade of the current facilities which would be under the current stand the CoE would then sit adjacent to those needs. This section only looks at the CoE aspects.

The facility will feature a **central core or HUB**: on ground level the Multi-use space, with Mezzanine above featuring the café and a balcony for public viewing.



On the Lower level, the Hub is the multi-use/purpose space, bookended by Change and Wet areas at one end and S&C and Treatment / Heat room at the other end.



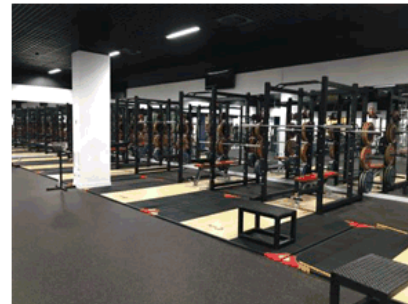
On the Mezzanine level, the Hub is the café and viewing area, bookended by the flexible learning space and Open Play office space.



**Hub: Multi-Use space**

Total space approx. 250 square metres of open space, Incorporating:

- Viewing area above, through the void
- Sympathetic floor for indoor training
- Netted space
- Visual to the outside via hardened glass

**Strength and conditional room**

Total space approx. 500 square metres, incorporating:

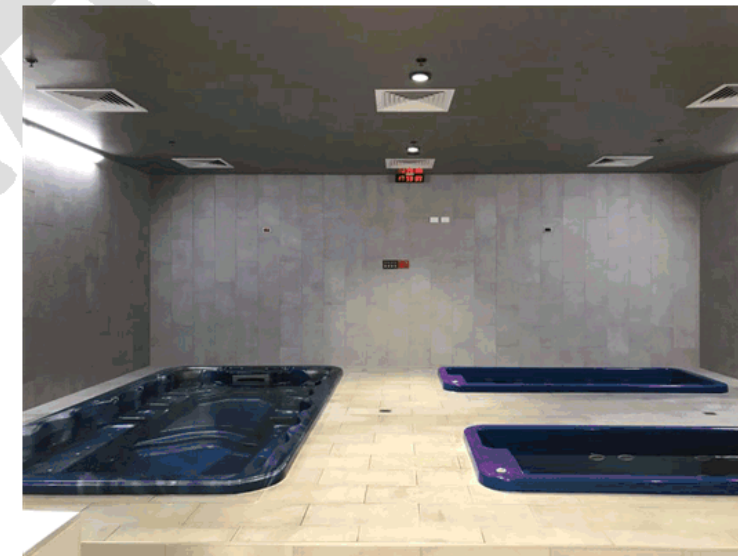
- Lifting platforms and racks: 6 – 8
- Free weight space with rack and benches
- Machine weights, fixed variable resistance

- Stretching / soft floor area: Sprung or added strip: down one full length, approx. 3m wide

**Rehab and treatment space**

Total space approx. 150 square metres, adjacent to the S&C space with a curtain to separate space from the larger space when needed, Incorporating:

- Treatment beds
- Pilates space with 3-4 reformers
- Soft floor for stretching space
- Separate heat Room – glassed: CV equipment, bikes / treadmills

**Changing and bathroom facilities for players, and officials**

Adjacent to the multi-use space, with external and internal access. One common wet area space – hot and cold and flume pool, incorporating:

- Three separate spaces – home, away and officials – central corridor providing access
- Toilets, showers and open space for change facilities in home and away rooms

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- Smaller officials’ rooms

Mezzanine Level

Office space – approx. 500 square meters which is open plan and offers,

- Breakout space
- Kitchen / common lounge area
- Educational space - approx. 500 square meters

The design should allow for flexible space with movable walls. Dividable in 1, 2 or 4 separate spaces

- Use of glass and windows to maximise daylight and fresh air
- Ideally access externally to an outdoor decking for viewing and fresh air breaks
- Space possibly double as a function space

Hub: Public Viewing and Café – approx. 120 square meters

Balcony overlooking the void into the multi-use space



## Appendix 5: Gippsland FC – Club and Training Facility Requirements

### GROUND – TRAINING / MATCH DAY

- 2 Adjoining 'full-size' synthetic pitches compliant with FFA / FFV Senior match requirements including at least minimum distances to boundary obstructions.
- Movable aluminium goals – minimum 2 per pitch.
- Movable aluminium 'training goals' – minimum 2
- Movable 'small' goals for small sided games / SAP, etc. – minimum 4 per pitch
- Off-pitch storage compound for 'additional' training' & 'small goals' (*could be located at one end / between goals for ease of access to both pitches*)
- FFA / FFV compliant match lighting (with reduced training 'lux level' option).
- Public address system back to office / canteen area.
- 1 metre high PVC coated chainmesh fencing to perimeter of pitches with 5m nom high chainmesh fencing behind each goal (*Alternatively – 5m high 'catch nets*) and personal access gate each end (behind goal) to assist ball retrieval
- 3m high centre net barrier between pitches – net installed in 30m nom sections to allow 'opening / access' between pitches (*net strung on suspended wire rope with removable support posts at 8 > 10 m centres*).
- 2-fixed Coach's boxes per pitch (*Alternatively - moveable 'coach's boxes' that can be located between pitch to suit weather conditions*).
- Concrete path / standing area to perimeter of pitches for 'dry' spectator access.
- Designated 'off-pitch' warm-up area (synthetic or grassed) - separate from other 'grassed' pitches to allow warmup without interfering with any other scheduled games....*alternatively use adjacent grass pitches*
- Change Rooms – 4 minimum x 16 player
  - Players – for both Male & female complete with toilet / shower facilities.
  - Referees – for Male & female complete with toilet / shower facilities

- Equipment storage
- 'cubicle/locker' storage per team,
- general/shared equipment store,
- game day flags, grass pitch line marking, nets, etc.

### OFF-FIELD FACILITIES – TRAINING / MATCH DAY

- Fenced / controlled access between main 'stadium pitch' and synthetic / training grounds with separate public access to both so allow segregation of paying / non-paying spectators to each facility.
- Off-street parking for nominally 120 cars > 150 cars..... Sealed or hard standing
  - Training up to 6 teams x 15 cars / team + SAP = 110
  - Game Day – 4 'playing teams' x 15 cars / team = 60
- Up to 4 'waiting teams' x 15 cars / team = 60
- Footpath access to / from grounds and club room facilities
- Emergency vehicle access to grounds / rooms
- Office – Club / Ground administration / records / archive
- Canteen – including 'fast-food' style prep & produce storage area.
- Indoor / Outdoor spectator seating area.....*number of seats? (Darebin?)*
- Public Toilets
- Meeting Room – up to 20 persons
- Lecture area (up to 50) - Game reviews / player education / lecture sessions (*involving Gippsland Sports Academy?*) possibly including 'low-level terraced' seating, A/V projection, screen, whiteboard, microphone & speaker system
- Equipment / records storage

## Appendix 6: Synthetic Systems Overview

### Introduction

#### Growing Embracement of Synthetic Surface Technology

With the challenges of a growing population who are wishing to recreate and play sport (competitive and training) together with those who are keen to use sport as a means to stay fit, the pressure on local community sports fields continues to grow. With that pressure on natural turf the fields are having to cope with more people, many playing modified and adapted versions of the sport, such as 5-a-side Football; AFL 9's; Touch Rugby; Viva Rugby; Hockey 5's to name but a few, which means a further intensity than a normal 22 players on a football field, now having to cope with 80 plus playing 5-a-side.



Photo 18: Multi-sport field designed for local parks to encourage play and recreation

#### The Challenges

In addition, with all levels of government encouraging children to play sport and recreate is resulting in increasing daytime and weekend usage. So how can the natural turf really cope with the demand?

Not forgetting the changes in weather patterns with some states having more rain than they can remember, or indeed droughts are becoming more common.

If the challenge for local government, education and sport surrounding how can their natural surfaces cope with the additional intensity of recreation, training and matches. What are the options?

#### Informing the Decision-Making Process

To make the decision on the type of surface that will be needed for a specific project there are a number of variable that need to be considered.

In essence, a surface should be considered not only by itself but as part of the network it is part of, whether that be by sport or indeed by geographical region as many times reworking of the programming of fields can allow the teams to play on non-home fields to rest them during the week so that matches can be played at weekends.

The most common decision-making points are based around:

- **Playing capacity**

What are the needs of the community to satisfy demand? What type of synthetic or hybrid surface together with the current facilities should be planned for the future to meet the growing demand?

- **Standards of play**

Is there a specific standard for the level of sport that is linked to the International Sports Federation or National Sports Organisation that the sport or clients wishes to have in place? (e.g. Hockey, Athletics, and Netball are not keen to play on natural grass)

- **Economic considerations**

What can be afforded at the capital installation time, the recurring budget costs of maintenance and the replacement costs, also to consider the revenue strategy opportunities to offset the budget costs?

- **Technical consideration**

What are the technical aspects that will need to be considered to achieve the previous three decision making points?



- **Strategic alignment**  
How does the suggested decision align with key strategic and policies of the purchaser and the key stakeholders?
- **Environmental benefits**  
What are the benefits and implications to environment for the various options to assist with the decision-making point, from Green Engineering best practice, water sustainability, to installation methods, management sustainability and impact on the environmental footprint?

All of these options have been built into this Study and the decision making assessment process being proposed

Overview and Context

History and Evolution

The popularity of synthetic surface technology in sport has been embraced by both community and elite levels over the past five decades, with different reasons for their use and introductions.

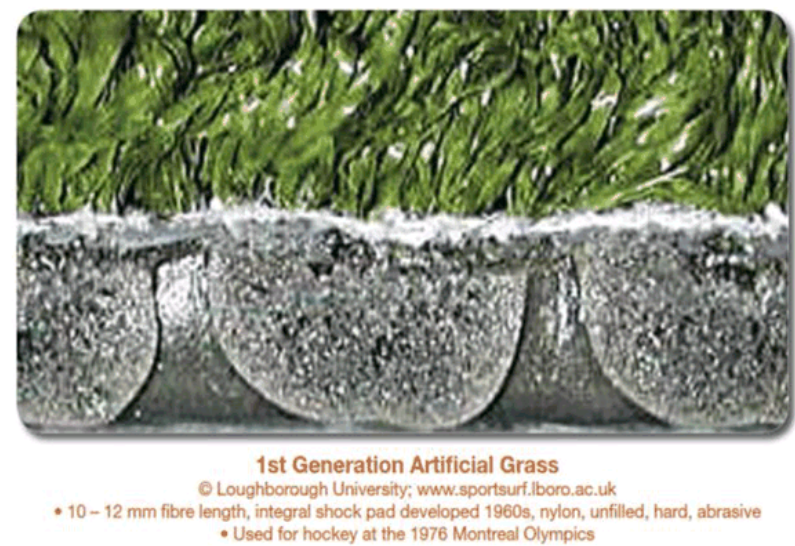


Photo 19: First Generation Artificial Grass

The technology has evolved significantly from the first generation carpet that was developed by Monsanto for the Ford Foundation at Moses Brown School, Providence, Rhode Island in 1964. The first major commercial mainstream surface was used in 1966 at the Houston Astrodome in Texas. Key milestones, for their usage over the past 50 years include:

1960's

First Generation Turf (1964). A knitted nylon carpet with a foam backing was used for indoor Gridiron, but lacked the sophistication of the present systems.

The first synthetic athletics track was used at the Mexico Olympic Games (1968) and has been the surface of choice since for track and field athletics.

1970's

The use of the 1<sup>st</sup> generation nylon carpets continued in American stadiums where light was too poor for natural grass growth. Although the “turf look” was a positive use of technology for the TV and spectators it wasn’t so good for the athletes, it didn’t provide an accurate reflection of natural playing surfaces. The coarseness of the nylon resulted in inconsistent playing conditions and injuries caused the majority of football and baseball surfaces to be replaced with natural grass again.

One sport that did prosper with the use of synthetic turf during this time was hockey. When the synthetic grass was wet the ball played far faster and the game was far more enjoyable. The sport embraced the technology and the first international hockey game using artificial turf was played at McGill University, Canada in 1975. The following year it was show-cased at the Montreal Olympics, where it has been used ever since.

At the turn of the decade there were two schools of thinking around the use of synthetic technology:

- Performance needs to mirror natural grass – with the use of the 1<sup>st</sup> generation surfaces needing to perform more closely to natural grass; and
- Performance enhanced surfaces – with IAAF (athletics) choosing the rubber tracks and FIH (hockey) choosing technology to improve the speed of the game and the performance compared to natural surfaces.

These opposing viewpoints can still be seen 40 years on when we compare how sports have embraced the use of technology.



1980's

The 2<sup>nd</sup> generation synthetic turf was developed to look and feel like grass, with the soil replaced with sand and the blades of grass replaced with 20-35mm tightly packed polypropylene yarn. This was softer than the nylon on players' skin, but when combined with sand, created some challenges:

- Playability – the sand infill and yarn combination didn't let the large ball used for football (soccer) have the same playing characteristics as on natural turf. It bounced unpredictably, and the roll was far faster; and
- Safety – the friction on skin was significant and caused 'skin burns' which then developed into wounds if not treated.

The durability for community football pitches (5-a-side facilities) was excellent and allowed many more people to play the game. As 5-a-side in the United Kingdom has larger participation rates than 11-a-side this was a positive outcome.

Four United Kingdom professional football clubs invested in synthetic turf in the 1980's, including Queens Park Rangers (Loftus Road), Luton Town (Kenilworth Road) and Oldham Athletics (Bonding Park).

Hockey continued to embrace the technology with most major competitions being played on synthetic watered turf.



Photo 20: 2<sup>nd</sup> Generation Synthetic Turf (source: Cranfield University [www.cranfield.ac.uk](http://www.cranfield.ac.uk))

At the end of the decade the European governing body for soccer UEFA ruled that professional level games should not be played on synthetic turf.

1990's

The major manufacturers of synthetic turf understood the benefits to community and elite sport that the technology could offer, but could not convince the world sports' governing bodies by themselves.

The peak body with the most interest in the 1990's was FIFA for football (soccer) and they made it clear that the playability and performance needed to reflect the standards of natural turf.

The 3<sup>rd</sup> generation (3G) synthetic turf was born using a different and more holistic approach in Europe and America. After much research, the end of the 1990's saw a new generation turf, using a softer yarn, polyethylene, with rubber granules and sand now used more as ballast rather than the key component of the infill. This allowed the surface to take a normal stud, which convinced the rugby codes, AFL and cricket to try this 3<sup>rd</sup> generation, joining football and gridiron.

2000's

The last decade saw the defining period for the use and adoption of synthetic technology, with many sports embracing the benefits. Many of the sports peak bodies:

- Developed standards for elite and/or community pitch performance, including football (FIFA), rugby union (World Rugby), hockey (FIH), bowls (WB), athletics (IAAF), Australian rules football (AFL) and tennis (ITF);
- Introduced an accreditation scheme for suppliers and/or products;
- Changed the rules of the game so that players could compete on the surfaces including: Football (FIFA), Rugby Union (World Rugby), Bowls and Australian Rules (AFL);
- Ensured that pitches were tested regularly to meet the standards; and
- Promoted the use of the technology to grow participation in the game.

2010's

In this decade we have seen the systems become more sophisticated and the research has been embraced around the science of the issues affecting the play, including:

- Multi-sport – so that more than a single code can be played, including the football codes of soccer, union, league, Aussie rules all being played on a single surface;
- Durability – the technology has developed to allow more hours and intensity of usage; and
- Environmental considerations – removal of heavy metals; increased usage of virgin rubber and organic material and attempting to address the heat issue.





Photo 21: Multi-sport field in Sutherland Shire (Kareela Oval)

Benefits and Challenges

The main reasons given for installing a synthetic surface for sport and recreational use are:

- **Climatic:** Under drought and water restrictions or excessive rain conditions, it can be difficult to maintain a safe and suitable natural grass surface. Synthetic sports surfaces in general are not affected by the reduced or increased rainfall;
- **Usage:** There is a limit to the hour’s natural turf can be used before there is a significant impact on surface condition. A high quality natural turf surface may only withstand use for up to 20 hours<sup>7</sup> per week before it starts to deteriorate. Synthetic surfaces can sustain significantly higher use than natural grass with 60 hours<sup>8</sup> plus per week as an acceptable expectation;
- **Maintenance:** Maintaining a turf surface can be time consuming, expensive and generally requires a qualified person to do it. Synthetic surfaces require lower ongoing maintenance than a natural turf surface;
- **Consistency and quality of play:** Synthetic surfaces provide a consistent and safe surface all year around for all sports to play on, improving the quality of performance for each sport compared with natural playing surfaces;

- **Mandated:** some sports governing bodies insist that if a particular level of game is played, it has to be on a particular level of synthetic surface (e.g. Athletics and hockey fields etc.).

History of Synthetic Sports Turf in Australia for Football Codes and other Sports

Australia has been embracing synthetic sports turf technology since the 1970's and in some areas is seen as the norm now, for both the education sector, key sports such as cricket, hockey and athletics as well as the football codes now starting to embrace it.



Photo 22: Schools have been one of the initial investors in synthetic sports turf to satisfy their multi-sports needs

<sup>7</sup> As quoted by Keith McAuliffe, Sports Turf Institute in conference 2011 before deterioration of turf on average in Australia  
<sup>8</sup> FIFA consultant at NSSCE Conference in Sydney quoted 80 hours per week as their expectations in Europe

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Over the last twenty years the key milestones where new technology has been introduced and embraces can be summarised in the following table:

Type	Year	State	Comments
Cricket Wicket (outdoor)	1983	NSW	Supergrass product installed
	2010	NSW	First movable cricket wicket for an AFL/CA field and outfield installed at Northbridge oval
Indoor Cricket	1970's	WA	Dennis Lillee wicket
Soccer (not certified)	1998	ACT	Astroturf USA, 3 <sup>rd</sup> generation (sand/rubber) at the Australian Institute of Sport (AIS)
	2005	Vic	Victorian Soccer Stadium installed three football turf fields (Darebin) with a FieldTurf product installed by Tiger Turf
AFL/Cricket	2008	Aus	AFL published community field guidelines, with Cricket Australia for Australian Rules Football fields
	2010	Vic	TEAM Sports, round sand infill on shock pad, for Melbourne City Council at JJ Holland Park
Rugby Union	2000	Gold Coast,	TEAM Sports, Runaway Bay Super Sports Centre, 3 <sup>rd</sup> generation (sand/rubber) – not accredited
	2014	NSW	First IRB Regulation 22 Rugby Field
Hockey (water based)	1987	NSW	Supergrass, Homebush State Sports Centre using 15mm straight yarn.
Hockey (sand based)	1987	ACT	Balsam Pacific, Lyneham Hockey Cnt, 34mm sand filled
Lawn bowls (not carpet)	1986/87	NSW	Supergrass, City Bowls Club, Sydney, 25mm sand filled
Tennis (rebound type)	1982	NSW	Multi-use netball etc.
Tennis (lawn type)	1978	NSW	Ampol Petroleum Co, imported first 19mm synthetic grass court and installed at Ingleside, Sydney
Tennis (Clay type)	2001	Victoria	Grass Manufacturers, first terra cotta coloured yarn with clay coloured sand.
Grid Iron	2011	NSW	TEAM Sports, with permanent five yard markings and temporary blue paint sidelines and goal lines.
Multi-sport (certified)	2016	Moore Park, NSW	Australia's first multi-sport certified field at Moore Park, Sydney, allowing Football, 11-a-side, 5-a-side (FIFA Quality Mark), Rugby Union (Regulation 22 standard) and Rugby League (Community Standard)

Negative Perceptions

There is a significant lack of understanding about the technology, with some community groups expressing concern around how the technology is made, managed and/or how it integrates into the local environment. The major concerns include:

- Environmental integration – whether there is a negative impact on the environment (e.g. leaching)
- Player comfort and safety – for injuries, overall safety and impact between the surface and the player

The Smart Guide to Rubber Infill (2017) provides insights into these concerns and is provided as part of the Knowledge Library of Tools and Resources as part of this Study

Sports Adoption and Standards

Introduction and Context

Many global sports have embraced the use of synthetic sports surface technology for their sports and have developed standards for the sport for fields/surfaces that could be used for community sport and stadium/elite sport. A summary is shown in Table below.

The performance standards for each sport identify the safety, performance, playability, technical and durability standards that a synthetic sports system needs to achieve. This demonstrates and provides confidence to the users that the field will play with similar ‘playing qualities’ of a quality natural turf field or an engineered surface such as hockey and hard surfaces. The emphasis of these standards is focused on the interaction between the surface, players and the ball, reflecting the playing characteristics for each spot.

It is critical for all sports that when a purchaser is considering procuring a synthetic sports system that the installation is to the appropriate International Federation sports required standards, also detailed below.

Sport	Elite/Stadium Level	Community Level
• Athletics	IAAF 1	IAAF 2
• Hockey	Global and Global Elite	National and Multi-sport
• Football (soccer)	Quality Pro	Quality
• Rugby Union	Regulation 22	Regulation 22
• Rugby League	Stadia	Community
• Gridiron	Non	Non
• Tennis		
• AFL/Cricket Aust	N/A	Community
• Bowls		

Table 5: Standards for Sports



## Laboratory and Field Testing

Most of sports have a process that needs to be followed before a field is certified or accredited against the sports performance standards. This process, which varies with each sport, generally has the following five stages:

### Step 1: Manufacturer Agreement

The manufacturer needs to demonstrate to the world governing body of the sport that they have the credentials to produce a field to the correct standards and can provide quality assurance - either under a license (entry level) or preferred provider/producer status (higher levels of quality assurance needed).

### Step 2: Laboratory Test

An accredited laboratory identified by the sport's governing body tests a sample product to ensure it performs according to their 'Testing Handbook/Guide'. If the product passes the laboratory tests it can then be used for installation.

### Step 3: Pitch/Field Installation

The manufacturer, or one of their licensees will install the product which has been laboratory tested into the field. Once installed and settled (normally around 40 hours/ up to 1 week) it can be tested.

### Step 4: Insitu-Field Test

The independent and accredited laboratory on behalf of the sports peak body (e.g. AFL; FIFA; World Rugby; FIH etc.) will test the field against each performance criteria and ensure that the field installed, matches the system characteristics that the laboratory test 'passed previously'.

### Step 5: Certification

The world governing body of the sport will issue a certificate for the playing field/court and this will be relevant for the duration of that certificate, which can vary from: one year (FIFA 2 star); two years (WR, AFL); Three years (FIFA 1 Star); and up to 10 years (Tennis Court Recognition Program).

## The Importance of Testing

The importance of having the field tested is linked to 'Achieving Performance' and 'Risk Mitigation'. The key sports have considered both issues. The AFL and Cricket Australia have partnered with JLT Insurance to ensure that only fields that are tested can be used for competition games. In Rugby Union, Regulation 22 states that the field should be re-tested every two years

and the local union should ensure that the member unions and the World Rugby are insured against claims.

The benefits of testing:

- Peace of mind that it meets the required standards,
- The durability of the product should last the planned life expectancy,
- There will be reduced risks associated with the system,
- The maintenance is being carried out adequately, and
- The ongoing performance characteristics are being achieved.

## Sports Specific Standards

### Australian Rules Football / Cricket

As custodian of the game, the AFL has recognised the need to develop ways to increase the carrying capacity of their surfaces and protect them against weather extremes as more people wish to play their sport. This approach should assist in increased participation rates, reduce injuries and allow more people to play more often.

In 2007 the AFL together with Cricket Australia, Sport and Recreation Victoria and Australia's largest public-sector insurance company, JLT Trustees, collaborated with researchers<sup>9</sup> to develop a set of guidelines for community use of synthetic surfaces on which to play Australian Rules Football and cricket. As the majority of Australian Rules Football grounds are also cricket grounds, it was important for any standards to ensure it was suitable for play by both sports.

The study explored the playing characteristics of quality natural turf and developed the performance criteria that the surface needs to play against, including the mechanical properties of the surface, ball and player interactions with the surface, using internationally recognised testing equipment and procedures.

<sup>9</sup> Ballarat University (now Federation University)

Master plan and Business Model to Guide the Redevelopment of Latrobe City Sports and Entertainment Stadium

The results of the study enabled a development of standards for Artificial Turf for AFL and Cricket<sup>10</sup> since this time three AFL pitches have been tested, a number of others have been installed where cricket is played on football (soccer pitches), and the same standards are used. In 2018 the standards were updated with a user-friendly handbook<sup>11</sup>. The handbook ‘fine-tuned’ the standards, in light of what has been learnt on synthetic turf since 2013 and although older durability standards have been identified which may be hard to deliver in Australia the main changes are to the benefit of the game.

The new standard also allows for the product to be accredited and not just the manufacturer which is a very positive step forward in Australia as it provides greater competition in the market place.

Regarding cricket, many councils have used synthetic wickets for years and this has historically been covered by soil during the winter months. This often causes safety concerns and reduces the consistency of play where the soil is located. According to Cricket Australia’s guidance<sup>12</sup>, the wicket should be 25m – 28m long and 2.4m to 2.8m wide, and the turf should be between 9 and 11 mm in length.

Unfortunately, there are no standards for the cricket wicket in Australia to this date and the English Cricket Board have the only global standards which have not been embraced yet in Australia. So, depending upon the standard that the synthetic turf wicket is being used for this should be considered.

- Sports Standards
- Community Australian Rules Football Facilities
- Whole of Life Costs

The estimated cost for a 17.500m<sup>2</sup> would be in the region of \$2.4 million.

<sup>10</sup> Development Standards for the use of Artificial Turf for Australian Football and Cricket (2008 DIW May; L. Otago; N. Saunders; E. Schwarz: University of Ballarat School of Human Movement and Sport Science

<sup>11</sup> Australian Football League and Cricket Australia Handbook of Testing for Synthetic Turf (Sep 2013 [www.aflcommunity.com.au](http://www.aflcommunity.com.au))

<sup>12</sup> Reference: Letter to LGA’s in Victoria – dated 2010

The annual maintenance costs associated would be approximately \$35,000.

Replacement expectation based on 50 hours per week and low to medium intensity would be approximately 10 years

Football (Soccer)

Football has been played on synthetic grass for a number of decades with the Federation International de Football Association (FIFA) embracing the benefits of synthetic turf allowing more people to play ‘The World Game’. The use of synthetic grass surfaces (designated ‘Football Turf’ by FIFA) over the past 15 years has resulted in the development of performance standards based on quality natural turf performance standards.



Photo 23: Football Turf has now been laid in more than 75 fields in Australia



The use of synthetic grass surfaces (designated 'Football Turf' by FIFA) over the past 15 years has resulted in the development of performance standards based on quality natural turf performance standards.

To ensure that the quality of football turf was consistent across the globe FIFA developed the FIFA Quality Programme in 2001 and is continually improved with the latest guidelines<sup>13</sup>. These guidelines have been updated and re-issued late 2015.

The FIFA Quality Programme for Artificial Turf is a rigorous test program for football turf that assesses the ball surface interaction, player surface interaction and durability of the product.

FIFA has two categories of performance standards, namely:



**FIFA Quality Mark Field** – aimed at high surface use for municipal or sports club level field (recommended for more than 20 hours use per week). This was referred to as the FIFA 1 Star previously



**FIFA Quality PRO Mark Field** – for professional and stadium usage (recommended for less than 20 hours use per week). This was referred to as the FIFA 2 Star previously.

The performance standards measured are the same for both categories, although the acceptable criteria range differs slightly. This allows the FIFA Quality mark field categories, which only has to be tested every three (3) years to have greater latitude (less than 5 percent difference in most categories) to meet the needs of the intensity that a 40 to 60-hour usage pattern would expect.

The re-testing of fields is FIFA Quality mark pitch every three years and FIFA Quality Pro Recommended pitch every 12 months.

### Gridiron / American Football

In 1969, Franklin Field, University of Pennsylvania switched from grass to artificial turf. Over the past 40 years some of the National Football League (NFL) teams have changed back to natural grass, with some also deciding to reinvest in the latest generation synthetic technology. The

University of Pennsylvania is one example that switched from synthetic (2<sup>nd</sup> generation) to natural grass before reverting to a 3<sup>rd</sup> generation pitch.

In Canada all eight stadiums in the Canadian Football League (CFL) use synthetic sports turf.

There are no standards for gridiron / American football except the Clegg Hammer Test which measures hardness. If an organisation was to consider this in Australia / New Zealand, it is recommended they should consider the World Rugby or AFL/Cricket Australia standards, especially due to the critical head fall criteria.

### Rugby League

#### 1. Approach to using synthetics Surfaces

Rugby League in Australia and New Zealand is controlled under their national governing body, namely the National Rugby League (NRL) in Australia and the NZRL in New Zealand.

The International Federation for the sport, the Rugby League International Federation (RLIF) currently seems to have limited scope in relation to synthetic surface governance.

The UK's governing body for Rugby League, the Rugby Football League (RFL) have embraced the technology and set standards which have been used at both community and stadium/professional level. In Australia the National Rugby league (NRL) has worked with the English RFL and has adopted their standards and enhanced them for Australia.

#### 2. Standards for the Sport

The original Rugby Football League (RFL) standard based on the European Standard EN 15330-1: Surfaces for Sport Areas has been modified for the specific requirements of Rugby League in 2011. The standard takes into account the results of a comprehensive study into the performance of natural grass pitches.

Recognising that many artificial turf Rugby League pitches will also be used for Football or Rugby Union the NRL standard has been aligned with the requirements for FIFA and World Rugby Regulation 22 wherever possible.

Similar to the FIFA Quality Concept, the NRL performance standard recognises requirements for community and stadium use. Products suitable for Rugby League play have to pass initial laboratory approval before being able to be installed and tested in the actual field application.

<sup>13</sup> FIFA Quality Concept for Football Turf – Handbook of Requirements (January 2012)

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The NRL standard specifies two categories of performance: The category called 'stadium' is intended to replicate the characteristics of high-level natural grass as found in well maintained stadium settings. Surfaces meeting the 'stadium' category are intended for use in professional matches and training. The second category called 'community' which has a wider acceptance range than the stadium category is supposed to replicate the characteristics of good quality community natural grass fields.

Whilst community pitches shall be retested every two years, stadium pitches require a field retest on an annual basis.

In general, community grounds have to sustain a much higher level of use compared to stadium pitches that are predominantly used for competition matches and professional training. In this respect, the NRL categories 'stadium' and 'community' are comparable to the FIFA Quality PRO and Quality marks.

However, in terms of expected durability the NRL standard recognises only a high level of resistance to simulated use by specifying 20,200 conditioning cycles on the older Isport Test whereas FIFA allows 5,200 cycles for its FIFA recommended Two Star category. The NRL approach seems to reflect the expectation that in a stadium setting artificial turf has to sustain a much higher level of use compared with natural grass. Accordingly, the different categories and their respective acceptance ranges apply to both the laboratory test requirements as well as the field test requirements. These standards will be updated for Australia's NRL in 2018.

### 3. The NRL Rugby League Standard - The detail

Similar to other performance standards, the specifications for laboratory and field test requirements in the NRL standard can be divided into three areas:

1. Product identification and durability
2. Ball-surface interaction
3. Player-surface interaction.

Product identification tests apply to all components of the surface system. The artificial grass component is analysed in terms of its carpet configuration, such as machine gauge (e.g. distance between the rows of tufts), pile height, pile weight as well as tufts and total mass per unit area. Pile yarn materials are characterised in terms of the polymer used and the tensile strength of the pile yarn. The quality of the carpet construction is determined by the tuft withdrawal force, tensile strength of the carpet and joint strength.

The prescribed shock pad or elastic layer is identified by its thickness, tensile strength and force reduction. Performance and stabilising infill are characterised by particle grading and shape in addition to bulk density. Both yarn and performance infill typically of polymeric nature, are subjected to artificial weathering testing for color change and changes in material composition (e.g. degradation).

Due to the shape of the rugby league ball, the ball-surface interaction tests generally refer to a football rather than a rugby ball. The expectation is that hard and compacted surfaces produce a ball rebound that is too high, whereas very soft surfaces cause the ball to rebound too low.

Player-surface interaction tests have also been harmonised with FIFA Quality Concept and World Rugby's One Turf standard. Measurement of shock absorption, vertical deformation and energy restitution are being determined using the new Advanced Artificial Athlete (AAA) device. The NRL standard acknowledges that values prescribed for energy restitution are meant as target values and do not prevent passing of a product if values are found to be outside the prescribed range.

Similar to other performance standards, rotational resistance, skin friction and abrasion are used to set parameters for safe interaction between the player and the surface. Similar to the rugby union standard in World Rugby's Regulation 22, the RFL standard uses the head injury criterion in accordance with EN 1177 and specifies a critical fall height of equal or greater than 1.3m. Generally, the majority of laboratory tests are conducted on dry and wet sample specimen.

For field testing, the surface, ambient temperature and the ambient relative humidity are recorded as part of the field test report. Field testing also assesses surface regularity using a straightedge and graduated wedge and the gradient of the pitch. Finally, infill depth and vertical free pile height have to fall within prescribed ranges of the manufacturers declared value.





Photo 24: Stadium Perimeter Advertisement (Source: Signgrass)

Additionally, the porosity of pitches may be perceived as an issue in certain parts of the country, which receives short bursts of rain that is intense and often curtails games and training on natural turf. The NRL standard for porosity is the toughest of all sports; the shock pad needs to be permeable enough to allow more than 300mm of water to pass through its surface.

4. Product Licensing

There is no product licensing presently in Australia, or by the world governing body.

Rugby Union

1. Approach to using synthetics Surfaces

Rugby Union has historically been played on grass, despite several proposals over the years for alternative solutions, including clay, shale, sand and the Second-Generation artificial grass. All presented a similar problem of critical head fall and skin abrasion.



Photo 25: Rugby Union playing on Blackman Park, Lane Cove, NSW

In the past half-decade, the technology around synthetic turf has provided proven solutions for the game of rugby and the rugby world has embraced this because of the benefits for increasing participation, quality of play and consistency for the game.



Photo 26: Australia's first Rugby Union only field in Randwick NSW, at Latham Park

To ensure the quality and consistency of the surface World Rugby developed the Artificial Rugby Turf Performance Specification<sup>14</sup>, in consultation with FIFA. This standard was integrated into the Game Regulation 22<sup>15</sup> and provides guidance on how it can be used for the game.

World Rugby has only one standard for synthetic turf, that applies to both community and stadium use.

2. Standards for the Sport

Similar to the FIFA performance standards, World Rugby has identified three basic categories that are broadly defined as:

- Ball/surface Interaction: The reaction of a ball to the surface.
- Player/surface Interaction: The reaction of a player to the surface.
- Durability: The resistance of the surface to wear and tear and the environment.

<sup>14</sup> IRB Artificial Rugby Turf Performance Specification One Turf Technical Manual  
<sup>15</sup> Regulation 22: Standard relating to the use of artificial rugby turf

- The performance criteria can be sourced at [www. http://playerwelfare.worldrugby.org/](http://playerwelfare.worldrugby.org/).

### 3. World Rugby Preferred Turf Producer

The following companies are Preferred Turf Producers (PTP's) and a full updated list can be found on the World Rugby website ([www.irbplayerwelfare.com](http://www.irbplayerwelfare.com)):

- Edel Grass B.V. (N/A),
- FieldTurf Tarkett SAS (Turf One),
- Greenfields B.V. (HG Sports Turf),
- Limonta Sports C.P.A. (Greenplay Limonta Australia), and
- Polytan.

### 4. Field Installation

Over the past few years global embracing of synthetic turf for Rugby Union has progressed significantly with countries such as Canada (3 fields); China (1); Hong Kong (3); France (23); United Kingdom (15); and New Zealand (8) installing the surface.

Within Australia there are a number of competition fields including Blackman Park, Lane Cove, Randwick (x 2), Moore Park and Woollahra.

#### Multi-Sport and Multi Games Areas

With the changing trends from traditional community sport participation to active recreation coupled with the growing sedentary lifestyles of adults and especially children new facilities can and should be developed in a manner that encourages increased play for children and young people.

The development of Multi-use Activity Zones has taken traction in Europe and is now starting to gain interests in Australia. Brisbane City Council has shown leadership with the commitment of installing 10 such facilities in the next two years. This report explores the design options in more detail.

These Activity Zones are colourful and encourage greater usage but are not designed to meet any performance standards, just safety standards.



Photo 27: Multi-games area, used for schools and local parklands

There are many positive examples where a purchaser of a new synthetic sports turf is interested to use the surface for more than one sport. In these cases, a request has been made to ensure the performance standards meet the needs of the sports involved. Some of these collaborations have included:

- Football code collaboration (soccer; Australian Rules Football; Rugby Union and Rugby League)
- Football (FIFA Quality) with Hockey (Multi-sport)
- Hockey (National) and Tennis (untested)





Photo 28: Collaboration of multi-sport field (Football, AFL & Cricket) between Whittlesea City Council and Mill Park Secondary College

In Australia there is only one published standard to date that formally combines two sports and that is the AFL/Cricket Australian community surface standard. The reality of this standard is that it is predominantly for Aussie Rules, as the cricket wicket has no standard, just the outfield.



Photo 29: Football and Hockey (Source: Team Sports)

One Turf Standards has been endorsed by the sports governing bodies of Football, Rugby Union and Hockey. In Australia the field that has embraced multi-sport in the most eloquent manner is at Moore Park which has markings for 5-a-side and 11 a-side football, rugby union and Rugby League and a Local AFL team also trains on it.



Photo 30: Multi-sports field Moore Park, NSW

The benefits for the client or purchaser will be that they can program many sports at different times of the year, which could be very beneficial.

#### Standards for the Sport

The draft standards are presently being agreed and will be promoted by all of the partnering sports once agreed. This should be ready in 2014. The IRB are the key driver of this approach and the standard will likely be communicated by them.

#### Conclusion

The challenges facing both sport and government is around satisfying the growing demand, as the population continues to grow. Embracing the synthetic sports surface technology around single sport, multi-sport, recreational and elite surfaces allows for increased usage.

There are a range of technological solutions that meet the majority of play, recreational and sporting needs. This is reflected in the number of schools who are embracing the technology to replace asphalt and seeing the results of a growing number of children enjoying playing on the new surface.

Multi-use sports or Active Sports Zones are now becoming more and more popular for encouraging casual sports recreation by combining facilities where many sports can be played locally such as 5-a-side, basketball, netball, cricket etc.



## Appendix 7: Technology Behind the Systems

### Introduction

The quality of performance of the playing surface is influenced by the components that make up the overall synthetic sports turf system. All of these components are as important as each other, with the civil engineered solution for the pavement and drainage probably more important than any other aspect longer term.

The 'system', as it is commonly referred to, consists of the pavement, base and drainage solution which the performance surface sits upon. The performance grass system which has the synthetic carpet (yarn, backing and infill) as well as the shock pad.

### Synthetic Turf Yarn

The synthetic turf aspect of the system has yarn that is developed through an extrusion process from a combination of polymers to provide either a softer polyethylene based fibre or a slightly harder polypropylene fibre. The first generation was made from nylon (polyamide) yarn, which was prone to friction burns due to its coarse nature.

The current manufacturing process produces one of two forms of yarn, a monofilament single thread of yarn or a slit-film tape, commonly known as fibrillated yarn. The process for both types of yarn includes taking the raw materials, namely the polyethylene polymer (which is almost exclusively used for long grass fields) with the colour and melting them in an extruder.



Photo 31: Example of Mono-filament and Fibrillated Tape (Source: FieldTurf)

The melted and coloured material is then either pushed through a spinneret (similar to a thick spaghetti maker) to the shape of the monofilament and then cooled, or formed into a film, cooled and then perforated in a fibrillated tape.

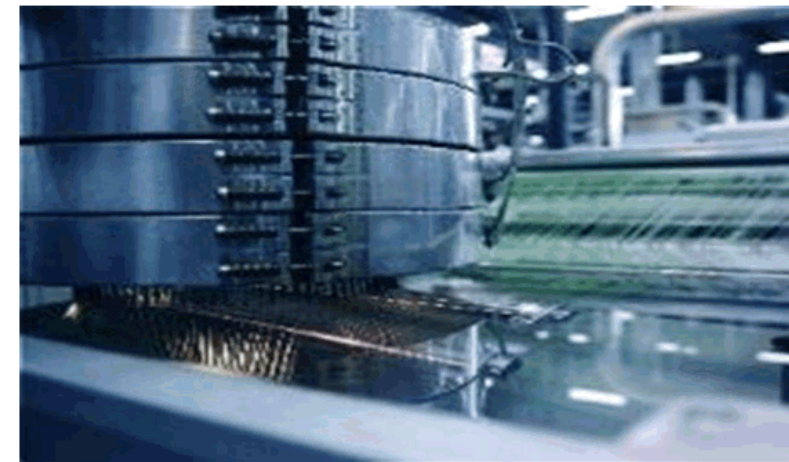


Photo 32: Extrusion Process producing mono-filament yarn

The mix of polymers follows the above process. The formulas of the polymers are a proprietary intellectual property of the yarn manufactures as they strive for the right balance between fibre rigidity (to keep the fibre upright) and softness, for feel and skin/player interaction.

The key variables that need to be considered with the yarn include:

### UV Resistance

As Australia has one of the most aggressive climates with one of the highest UV levels in the world, it has a direct impact on the longevity of the synthetic turf system. The yarn should be provided with a warrantee against UV. Some cheaper yarns that are being imported into Australia may not have been tested to the appropriate levels needed, and this should be considered. The UV stabilisation is a big part of the yarn cost and is tested using a QUV machine that exposes the yarn to high levels of artificial UV light and combined with artificial weathering (heat, light, rain etc.) simulates eight years of exposure. This now involves 5,000 hours of testing.

The Australian standard that the surface needs to adhere to is AS2001-4: B02-2001, for minimal UV degradation.

### Colour Fastness

Extensive weathering such as heat, rain and wind can impact on the colour fastness of the pigments in the yarn. When combined with intensive play, the pigments, if not stabilised with the yarns' polymers, can cause accelerated breakdown. In some earlier yarns (pre-2002) the use of heavy lead pigments (e.g. lead chromate) were used. The key manufacturers in the late 1990's

embraced the EU Packaging Directive removing heavy metals from recycled plastic packaging products (1994). Some cheaper imported products may not have embraced these standards. It is important that any purchaser of synthetic surfaces ensures that this is adhered to by the supplier.

The Australian standard for colour fastness in artificial light, which can be used to test the colour fastness, is AS2001-4 BO2-2001 which also addresses the minimum UV degradation.

The safety of the colour pigment is not addressed by any Australian standard and the European DIN standard 18035 states that the levels should be:

Table 6: Acceptable heavy metal levels (source: DIN 18035)

Heavy Metal	Acceptable Level	Units
Lead	<0.04	mg/L
Cadmium	<0.0005	mg/L
Chrome Total	<0.05	mg/L
Mercury	<0.001	mg/L
Zinc	<3.0	mg/L

Length of Yarn

The length of the yarn is determined by the purpose of use, whether that is 11mm for hockey, 60mm for rugby union or 220mm for synthetic horse racing tracks. Some sports determine the length of the yarn (e.g. Rugby Union at 60mm minimum) while others focus on the performance outcomes only.

Table 7: Example of yarn height ranges for each sport

Sport	Normal Range
Bowls	10mm - 15mm
Football (11-a-side)	40mm - 65mm
Football (5-a-side)	20mm - 65mm
Rugby League	40mm - 65mm
Rugby Union	60mm minimum
Tennis	10mm - 25mm
Australian Rules	40mm - 65mm
Hockey	10mm - 45mm
Cricket Wicket	9mm - 12mm

From experience we have found that with a football field with a 40mm or 45mm yarn the dispersement of the infill being 'kicked out', has meant that the infill 'disappears' down to the sand quickly. So, we would suggest a minimum of 50mm length for ball sports.

Thickness of Yarn

There is balance between the thickness of the yarn, which may assist with its ability to remain standing and the softeners of a slightly thinner yarn. Over the years, manufacturers have tried many sorts of yarn types to optimise the balance of thickness and softness to polymers.

Yarn Extrusion Options

When the yarn is extruded, there are normally five (5) broad options:

- **Monofilament fibre** – a single length or blade which tries to replicate that of a single blade of natural grass. A grass with this yarn would normally have a greater amount per square metre. It is also renowned for staying upright longer and being more durable.
- **Fibrillated yarn** – the yarn is produced in a sheet (slit-film sheet) then cut to the width desired, so the texture has more uniformity than the single blade of the mono-filament yarn with the superior turf bind and economies of a fibrillated yarn.
- **Hybrid system** – some manufacturers are offering a combined yarn system that offers the aesthetics and durability of a monofilament yarn with the superior tuft bind and economies of a fibrillated yarn.
- **Knit-de-knit** – straight yarn that is given the tight curly appearance for hockey pitches, producing a non-directional surface.
- **Texturised** - straight yarn that is heat-set to produce a tight curly appearance which is non-directional to meet the needs of hockey. This approach is also used for the “thatch” part of the ‘grass-system’ mainly for landscape grass, reducing the need for infill.

Cooler Grass Technology

Most of the manufacturers have a proprietary approach to the reduction the heat retention in the yarn, some claim by 20-30%. This is worth considering when purchasing. It is always worth considering the question 20-30 percent of what? This reduction normally occurs because the polymers in the yarn are able to reflect infrared and dissipate heat into the atmosphere, as opposed to absorbing them into the yarn.



Pile weight/Density

Identifying the quality of yarn within a square meter, using the number of stitches and the gauge manufacture. As a rule, the tighter the pile, the higher the price. The linear density is a measure of the weight of the yarn, and is referred to as the ‘Denier’.

The Backing

The backing material is critical as it holds the tufted or woven yarn in place but also needs to be durable enough to hold the field in place, so there is no shrinkage or expansion. It is also critical for connecting each roll of grass on the field, allowing water to pass through the surface.

The tufted yarn option is predominantly tufted through the backing and the yarn needs to have a coating or glue type bonding agent so that the tufts cannot be easily moved or pulled out.

The most commonly used coating is a polyurethane bonding agent, due to its superior water resistance. Latex, thermo-plastic coatings, natural rubber and other bonding agents can also be used. The porosity of the backing is normally achieved in one of two ways; either using a heat soldering hole and puncturing across the roll of grass, or having the polyurethane backing only attributed to the yarn tufted areas and the space in between the tufts is therefore more porous.

The majority of carpet backing is double backed with the ‘second backing’ sprayed on to seal the carpet tufts. Some manufacturers only ‘seal’ the turf and gauge, leaving the space between not double sealed, allowing for greater water porosity. These pictures below provide an understanding of the two key options.

The water porosity through the carpet backing must be achieved for the key sports. For instance, in football (soccer) the FIFA guidelines are 180ml per hour. In rugby union the World Rugby guideline is 500ml per hour, whilst Australian Rules (AFL) is 200ml. Smart Connection Consultancy recommends all pitches should have a porosity rate of 500ml per hour. It’s important to design drainage rates to cope with this.



Photo 33: Examples of Backing Surfaces

Carpet Seams and Joining

The carpet is normally created on rolls of 3.2m – 4.5m in width and these are laid width wise across the field. The ‘straight lines’ are normally integrated when woven and the circular lines laid at installation.

Any other straight seams are usually secured by sewing or using an adhesive, depending upon the manufacturer’s system. The important point is that the carpet should be seamless and have a maximum possible joint strength.

The adhesives used should be proven in Australia and are not considered volatile in adverse weather conditions (e.g. heat, rain, wind, humidity etc.).



Photo 34: Example of seam failure

Infill

The infill within the 3G long grass synthetic turf aims to provide a consistency between the ball, player and surface interaction that allows the synthetic system to perform to the required standards set by each sport (e.g. FIFA, World Rugby etc.).

There are a number of aspects that need to be considered when choosing the most appropriate infill for a sports field including:

- The type of infill for the surface;
- The depth and height of the infill compared to the yarn, and
- The amount of infill per metre<sup>2</sup>.



Purpose of Infill

The infill, or lack of it, is needed to assist the performance of the whole synthetic grass system, which ensures that the infill plays a similar role as the soil in natural grass fields. The different types of grass surfaces that are commonly categorised are as follows:

1) Unfilled

Although the first nylon pitches in the 1960’s were unfilled, the pitch systems are far more sophisticated now-a-days. Water is used; predominantly for hockey’s premium standard – global. Water is applied through an irrigation system immediately prior to play, increasing the speed of the ball interaction with the surface. Technology is now looking for infilled fields that have similar playing conditions as traditional water based pitches. Many are sand dressed instead.

2) Sand-Dressed

Dressed synthetics surfaces aim to add weight to the carpet to keep the denier pile upright while also maintaining the playing standards for hockey. Some football (soccer) 5-a-side/futsal courts use this type of system as it seems to provide a more durable solution to people using flat training shoes.



Photo 35: Example of a mixed profile of sand and rubber infill

3) Filled Fields

The aim of the filling is to replicate the sand or soil profile in a natural pitch where the grass/synthetic yarn is held upright. The filling can be compiled from rubber, sand or organic infill’s. The amount of fill is normally determined by the manufacturer, when they consider the length of grass yarn, the performance outcomes, the shock pad & purpose of the field. For instance, rugby union has to be at least 60mm, whilst hockey can be around 11mm.

Type of Infill

Depending on the manufacturers systems, there will always be a choice for the purchaser depending upon the affordability and philosophical standing. Some Local Governments do not like the idea of using recycled types (SBR) due to community perceptions, although these perceptions have been proved unfounded. In terms of sustainability approximately 20,000 recycled tyres are used per 9,000m<sup>2</sup> typical football turf field. In essence there are five types of infill, all offering slightly different options, but with the same outcome, namely the performance standards stipulated by the sport(s). The key options are:

1) Crumbed Rubber (SBR)

This is the most popular infill in the Asia Pacific region, probably due to the cost-effective price point. It is derived from recycled truck tyres that are ground up and recycled. Two types of crumbed rubber are used – ambient and organic. They are both predominantly metal free, and according to the United States, Synthetic Turf Council’s (STC) Guidelines for crumb rubber infill should not contain liberated fibre in the amount that exceeds 0.01 percent of total weight of crumbed rubber.

Recycled and shredded rubber is normally 0.5 - 2mm in size, is the least expensive and still provides the necessary sliding and shock absorbing qualities. The shredding of the rubber is normally completed mechanically. Sifting technology is used to ensure that the dimensions are correct. The benefits are that it is recycled, economical, UV stable and has a long-life span.



Photo 36: Crumbed Rubber (Source: TigerTurf)

The black rubber has, according to the UK’s Sport and Play Construction Association’s (SAPCA) independent Consultant polymer chemist, Dr Bryon Willoughby, “selected to offer optimum performance in a demanding application which requires strength, fatigue and abrasion resistance”. SBR is a general-purpose rubber.



## Master plan and Business Model to Guide the Redevelopment of Latrobe City Sports and Entertainment Stadium

Both the ambient and cryogenically shredded rubber can be coated with obscurants, sealers or anti-microbial substance if required. This approach provides a great aesthetic appeal, but the additional cost may not justify it for many LGA's.

## 2) Sands

Silica sand is the preference for sports fields due to the rounding of each particle, as opposed to the sharpness of natural sand, as you would find on the beach. This sand is chemically stable, fracture resistant, non-toxic and is rounded.



Photo 37: Silica Sand (Source: [www.flexsand.com](http://www.flexsand.com))

It can be used by itself, as seen in some sites in Victoria and ACT or in combination with rubber or organic infills. It is important that the Silica sand has a high purity of grains of more than 90 percent as recommended by the STC. This sand can also be coated with either a firm or flexible coating which is normally elastomeric or acrylic, forming a coating that allows for different sizes depending on the system's needs.

## 3) TPE (Thermo Plastic Elastomer) or TPV

This is a new material, which is heated and compressed into grains or various shapes for performance. Once cooled, it retains its new shape, is elastic in nature and can also be recycled. It has a long life and shows durability according to various manufacturers. There does seem to be some question about its suitability in hot climates over 40 degrees and its ability to retain its structural integrity.

This 'virgin plastic' infill is non-toxic, chemically stable, resists fading and is long lasting. It can also provide the benefit of being recycled at the end of the "grasses life". Providing a wide range of colours, TPE is often used in playgrounds, athletic tracks as well as for field infills. It has elastic properties; uniform shape and its virgin rubber and filling provide a high-performance infill option.

## 4) EPDM Infill (Ethylene-Propylene-Diene-Rubber)

This type of infill is produced from a polymer recovered from three monomers: ethylene, propylene and diene. It is manufactured new with options for various colours made to order.



Photo 38: EPDM 'Bionic' infill (Source MILOS)

It is odourless and offers consistent quality. It is often used beside playgrounds and on tracks as well as for performance infill. It is commonly coloured in light colours and provides a significant contrast from the traditional black SBR.

## 5) Organic Infill

There seems to be some experimentation using organic or natural infill's by a small number of companies. The mix of the organic infill may have a bearing on other considerations. The basic approaches seem to be:

- i. **Cork infill** – allowing cork to be stripped from trees (every nine years) then used as a top-up type infill with similar rebound qualities as the larger rubber patches. As it takes on a small amount of water it will not break down as quickly as other organic infills. It is cooler when wet than rubber, stable and retains its shape. The marketing rationale from a key supplier states that it has 12 million air cells per cubic cm. It is the costliest, but an excellent solution.
- ii. **Cork/organic infill** – allowing less cork with other plant/organic compounds such as coconut husk etc. There seems to be more concerns about this combination due to:
  - The plant/organic compound breaking down quickly with the typical level of use that Australian LGA's programme their pitches (e.g. 40-60 hours).
  - Additional cost of maintenance due to compaction and possible organic growth with plant substance.
  - Additional cost of continual replacement and top-up.



- This option, in Australia's climate also needs to be watered regularly as it will turn to dust with the breakdown of the natural fibres.

Some would say this negates the benefits of synthetic turf and a hybrid stabilised turf/grass solution should be considered.



Photo 39: Organic Infill (Source: Limonta)

### Future Directions

The European suppliers are promoting a light-coloured EPDM which offers strong shock absorption whilst also ensuring that some of the heat issue is realised. This is yet to be tested in Australia in significant amounts.

### Rubber Infill Migration

Rubber infill is lighter than water and also has a tendency to migrate across areas of a field. FIFA raised this as a concern at a recent Australian conference<sup>16</sup> and indicated that they are exploring the options of how this could be stabilised.

### Amount of Infill

The amount of infill used in a field will depend on how the manufacturers systems work and against what sports performance standards are chosen. If a shock pad is used, then for the same football codes the yarn length may be as little as 43 mm. In Europe the mix of silica sand and EPDM is being used with a yarn of 43 mm allowing 21 mm for the fibre to be left above the infill with an infill level of around 22 mm.

The important aspects to consider are the structure of infill or square meter and the thickness of the yarn fibres to allow the yarn to stay upright. Our recommendation is that if the field is an open field (i.e. not a stadium) then the minimum height of yarn should be 50 mm.

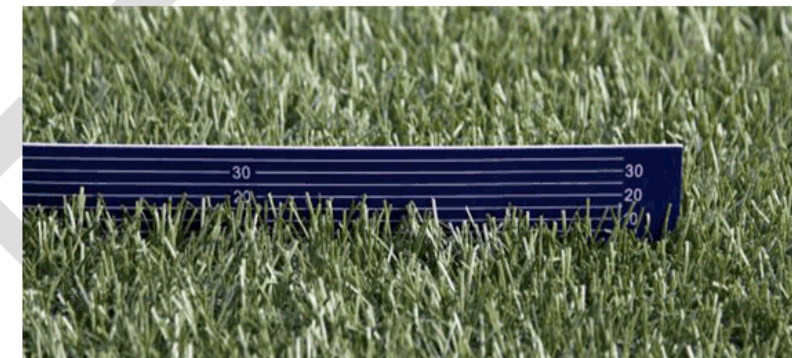


Photo 40: EPDM (Virgin Rubber) Infill allowing around 20mm of grass above the infill

### Safety of Infill

There has been community discussion around the environmental and health and safety of some infills, which is covered later. We would recommend that to provide community comfort that the rubbers used are virgin rubbers and have been assessed to EN71.3 (Table 2 Category III) which is Europe's Safety Standard for Toy Ingestion.

There is a move to adopt virgin rubber, so as to move away from the recycled infills, which are the most economical option. The virgin rubbers predominantly add an additional 8-10% to the field project costs.

### Shockpad

#### Shockpad Considerations

The shockpad is an elasticated layer (E-layer) between the base and the synthetic grass carpet. It is used by many suppliers to provide a degree of comfort, meet the sports' requirements for critical fall height and extend the life of the pitch.

The types and thickness of shockpads need to be considered as part of the overall synthetic surface system to ensure that the important requirements of international sports standards, regarding shock absorption, energy restitution and vertical deformation are met. These requirements may not be met with the compaction of rubber infill.

There has been much consideration, opinions and sales propositions put forward as to whether a shockpad for a synthetic grass field for football (soccer, rugby and AFL) is needed. Many experts believe that if the pitch is played on intensively it is unlikely the playing characteristics will meet the sports performance standards over time if there is not a shockpad in place. Due to the youthfulness of the FIFA Quality Concept and the level of retesting that has been completed on pitches, it is hard to ascertain with much certainty the impact of not having a shockpad.

The belief of the majority of Australian suppliers is that a shockpad is critical in the long-term to achieve performance standards. Over the next couple of years, it will be interesting to explore how many FIFA 1 Star pitches have a shock pad that are re-tested and achieve the performance criteria, after four and eight years.

In September 2014 the European Synthetic Turf Organisation (ESTO) which represents the majority of turf manufacturers, produced an information sheet with the following conclusion:

- “When a Football Turf (World name for synthetic football field) system is regularly and adequately maintained all systems (with and without shock pad) did retain an acceptable level of performance; and
- Within the range of tested samples, we see that the systems containing a high-quality shock pad were likely to show less deterioration than the system without a shock pad in cases where the maintenance was not done correctly.”<sup>17</sup>

The question therefore, is what needs to be considered when deciding on the type of shock pad, especially if the client feels less confident that they will be able to meet the exact routine maintenance obligations?

<sup>17</sup> Press Release – European Synthetic Turf Organisations Recommend Shock Pads for Synthetic Sports Fields, 2014

There are systems that have longer yarn and a denser rubber infill that provide an excellent case for why a shockpad is not needed. The consideration for when a shockpad is believed to be more important is when:

- The field is being used for high contact sports (e.g. Rugby and AFL)
- There may not be adequate maintenance (1 hour per 30 hours of usage)
- There is going to be intense use with flat soled shoes
- The sport stipulates that it is needed (e.g. Rugby Union)

Types of Shockpad

The types and thickness of shock pads needs to be considered as part of the overall synthetic surface system. This is to ensure that the important requirements of international sports standards regarding shock absorption, energy restitution and vertical deformation are met. There are two kinds of shock pads:

i. Pre-fabricated construction

There are many systems on the market, including roll-out pads, normally up to 5m in width, prefabricated sheets which once laid out can reduce the time of installation. The latest approach to the preformed shock pads is to allow for breathing in the pad for when they expand and contract.



Photo 41: Prefabricated Shockpad being laid (Source: TEAM Sports)

Some shockpads are currently being developed with breathable channels which allow water through easier and trap air, making them cooler (according to the marketing literature). Tests are being held to ascertain the reality of this process.

ii. In-situ construction

- This surface infill mix comes in a variation of thickness between 35mm and 10mm and consists of a polyurethane binder mixer combined with rubber crumb (SBR) or shredded



rubber (e.g. soles of training shoes). The mix needs to be perfected with the infill for the system to be optimised.

- The IRB have stated in their performance standards that “shockpads are preferred” and at a conference in New Zealand<sup>18</sup> said they would recommend a shockpad is used for their fields every time.

Loughborough University (<http://sportsurf.lboro.ac.uk>) identified that the binder (glue) percentage strength should ideally be between 12 percent and 16 percent when laying shockpads.



Photo 42: Insitu Shockpad being laid (Source: Polytan)

It is likely to conclude what industry experts have been saying for some time; that if a synthetic system does not have a shockpad, the level of maintenance needs to be higher and more consistent. The shockpad is providing more certainty of achieving the performance targets over time, particularly with the higher level of use.

<sup>18</sup> NZRA Turf Conference (June 2013)

## Civil Engineering Pavement

### Pavement

It is critical to ensure that the sub-base and pavement is designed by a civil engineering specialist so that it can support the synthetic surface system. The design should be based against data from the locations/field inspections including topographical survey, geotechnical report, drainage study etc. which needs to be completed by a qualified geotechnical engineer.

The focus of the sub-base and pavement base design must be able to achieve the following:

- Support the vehicle load during the construction, maintenance and replacement phases,
- Integrate with the synthetic surface to ensure that the sports' performance criteria are achieved,
- Support the load on the pitch once in use, including players and maintenance machinery to ensure no negative deformation of the surface, and
- Protect the surface from other sub-grade movement or water.

There should be an appropriately deep bore for each of the light towers in addition to the field analysis which typically would be between 8 and 12 bore holes.

### 4.6.3 Civil Engineered Drainage Solution

Drainage is critical to the success of a synthetic sports field and many key aspects need to be considered before deciding which approach to take, namely a vertical or horizontal solution. The following conditions need to be explored prior to purchase as they could make a significant impact on the design and therefore the cost and success of the system.

#### • Sports Guidance

All key grass sports stipulate that water must drain through the surface initially. This means that the waste cannot drain horizontally 'on top' of the field, to avoid the pooling of water. Each sport has different performance standards, with regards to the permeability of the system that the turf needs to be able to demonstrate.

#### • Site Conditions

The site may influence the type of drainage used. If it's being laid on a concrete base, vertical drainage may not be an option, indeed if the soil base is contaminated, it could be better to use a horizontal drainage solution.

A 'storm rate' needs to be calculated, using the statistics for a 25-year reign period from the weather bureau in each state/territory to identify a projected hourly rain-fall. The drainage needs

to be able to cope, retain and or discharge at least this level of rain, particularly if it is higher than the standard for that sport.

• Flow Conditions

The flow through the base material or drainage cell and the associated pipe work needs to be able to meet the permeability requirements of either the sports standards and/or the site conditions.

Careful evaluation is needed of the drainage approach, normally by a consultant engineer.

• Vertical Drainage Option

The traditional natural-turf drainage system is commonly used for the synthetic surface by using design combinations with ‘AG-drains’ positioned under the pavement with a permeable base allowing the water under gravity is permeate the ground until it meets the drains.

The pipe work then feed to collector drains and finally to a larger ‘storm-water’ drain and connect to either a water-harvesting system or the local drainage.

The concern with this type of system is that in laying the AG-drains, there could be significant movement in the base and the compaction post-laying of the drains accuracy is not always successful without some damage.

• Horizontal Drainage Option

A horizontal drainage option is becoming more popular for synthetic sports turf where the pavement as some believe that the use of AG Drains can present problems longer term with movement and cracks.



Photo 43: Example of horizontal drainage cell under shockpad (Source: Wayne Stuart - City of Swan, WA)

The water permeates through the turf/shockpad system either through a drainage cell or by using the drainage channels in a shockpad. Alternatively, the road base can be designed on an angle, so the water can dissipate to drainage around the outside of the field before being taken away.

Playing Capacity

The carrying capacity of synthetic sports fields is comfortable 50+ hours up to 80+ hours per week. The number of hours’ play is linked to the level of maintenance. It is recommended that one hour of maintenance is considered for every 10-20 hours of play, depending on the intensity of use for each hour.

If the field will be used intensively and more than 50 hours per week it is worth ensuring that the durability of the Lisport Test is more than the 20,200 requested by FIFA 1 Star Recommended Pitches. We recommend at least 50,200 cycles.

The usage strategy can vary from 20 hours for a traditional stadium up to more than 70 hours per week for a comprehensively programmed facility. The options may include:

- Stadium usage  
Low use, around 20 hours per week for training a couple of hours per day and matches at the weekend. In this case a FIFA 2 Star, FIH Global, RFL Stadium standard pitch could be used.
- Club (medium) usage  
Medium use, around 30 hours per week and used for training (four hours per day) and weekend matches (five hours each day). The usage would indicate a higher durability need than the one identified in the FIFA 2 Star Standard of 5,200 to 20,200 reps (FIFA 1 Star Lisport Test).
- Club/mixed (high) usage  
Integrating week day, evening times and weekend usage for matches allows organisations such as schools and community groups use - approximately 40 hours’ usage.
- Mixed (intense) usage  
Starting around 50 hours per week, requires greater durability with usage being opened to coaching sessions, club use and matches. Normally this diversity of use is programmed by the owner to ensure transparency and a rigour in the allocation of times.



- Intense program

Programming daily (seven hours plus) including weekend games. Many organisations may have usage that includes schools (at a nominal fee), lunch time recreational competitions, coaching sessions, club training and social competitions on weekdays, and matches on a weekend. Typically, a 60-hour week.

- Comprehensive program

Developing the previous category to around 70 hours or above. There needs to be an enough time built into the program for maintenance at this level.

## Conclusion and Recommendations

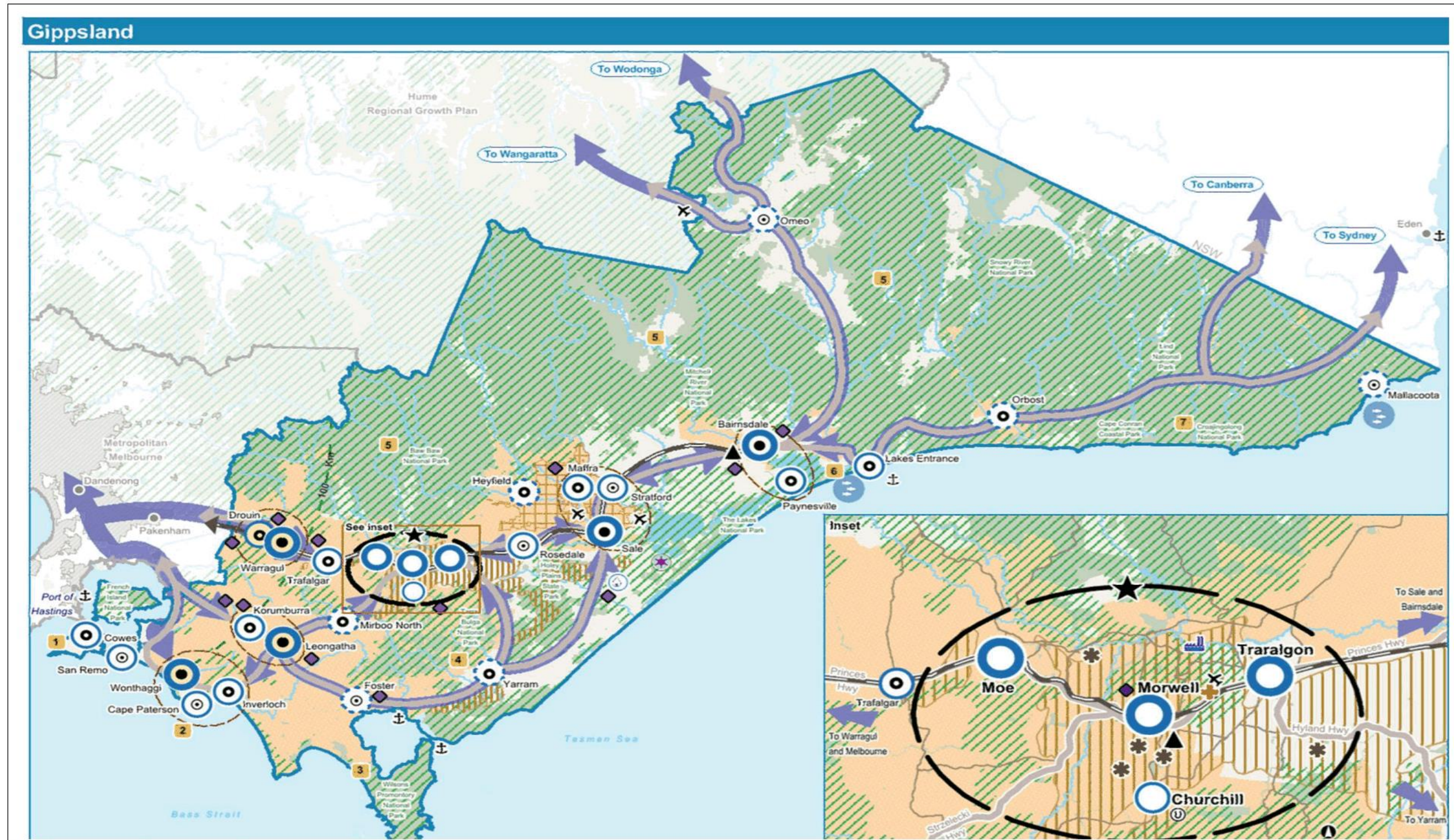
The following recommendations are made:

Strategy	Actions
The decision-making process on the priorities of which sport and fields should be used for synthetic sports surface technology should be holistic to achieve the Strategic Focus of this Study.	a) The discussion points should be monitored annually to identify if circumstances have changed.
	b) A three-year review should assess priorities against playing capacity/condition of each field; standards of play needed; economic conditions; growth of the participation and strategic alignment.
	c) The type of synthetic surface technology should be aligned with the needs of the sport, the durability /sustainability and technology available at the time.
Where possible multi-sports fields should be adopted to allow maximum community usage.	a) Where possible Football (all codes) should be considered for any future design unless there is so much usage in one venue that it would only warrant a single sport.
	b) Design fields for Football (Soccer) where the field can encourage match, training and recreational needs by including lines for half; quarter and 5-a-side football pitches
	c) The standards for the football codes should be: <ul style="list-style-type: none"> <li>i.) Football – FIFA Quality</li> <li>ii.) Rugby Union – World Rugby Regulation 22</li> <li>iii.) Australian Rules – AFL/Cricket Australia community facility</li> <li>iv.) Rugby League – NRL Community Surface standard</li> </ul>
Develop fields that are environmentally friendly.	a) When procuring synthetic turf where possible request virgin rubber that will negate the negative perceptions around recycled SBR tyres.
	b) Ensure that the infill has been tested against the 'toy ingestion standard' EN71-03 Table 2 Category III.
	c) Encourage heat reduction technology to be part of the scoping strategy for the procurement of a synthetic system.



Master plan and Business Model to Guide the Redevelopment of Latrobe City Sports and Entertainment Stadium

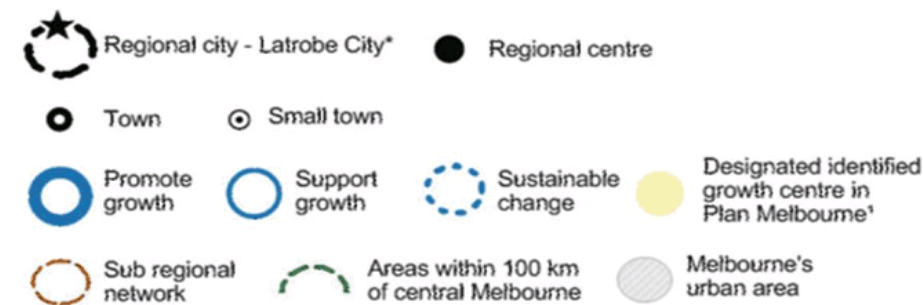
## Appendix 8: Regional Development Victoria's Gippsland Regional Growth Plan





## Map 17: Gippsland regional growth plan

## SETTLEMENTS

**Promote growth**

Proactively encourage and facilitate opportunities for major-scale development in areas identified for significant growth.

**Support growth**

Support proposals for medium-scale growth consistent with local plans.

**Sustainable change**

Support small-scale residential, commercial and industrial development and change.

<sup>1</sup>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.

**Regional city and centres**

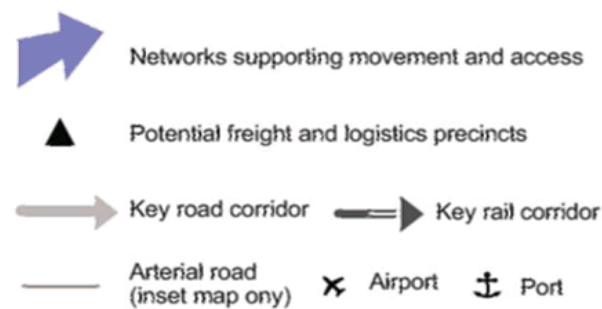
The regional city and centres will support increasingly diverse employment opportunities, including growth in healthcare, retail and professional and technical services.

**Sub regional network**

Strengthen sub-region networks of cities and towns through integrated planning and service delivery

*\*Latrobe City is the grouping of Traralgon, Morwell, Moe and Churchill*

## CONNECTIVITY AND TRANSPORT

**Networks supporting movement and access**

Connections to the regional city and centres will be increasingly important to provide access to high level services and diverse employment opportunities. Efficient and reliable access to markets, including to ports, airports and interstate road networks, will be necessary to facilitate future agricultural, industrial and natural resource-based export opportunities.

**Potential freight and logistics precincts**

Potential freight and logistics precincts will enable consolidation of freight activities and opportunities to increase the use of rail. Road and rail between the Port of Hastings, Latrobe Valley and other interstate freight and logistics precincts will support future industrial and natural resource-based export opportunities.

## ECONOMIC DEVELOPMENT

**Key agriculture and forestry land**

Protect key agriculture and forestry land and support food production for domestic and export markets.

**Macalister Irrigation District**

Protect the Macalister Irrigation District as a key asset for horticulture and dairy production.

**Food manufacturing hubs**

Food manufacturing hubs add value to local agricultural products.

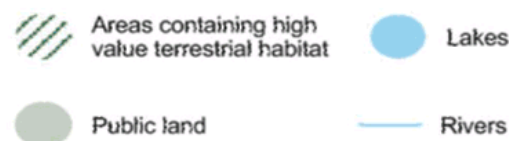
**Brown coal reserves**

Retain brown coal reserves for derivatives and future use in low-emissions power generation.

## 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



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# MASTER PLAN REDEVELOPMENT

LATROBE CITY SPORTS & ENTERTAINMENT STADIUM

MASTER PLAN

Draft Report 3.02 | March 2019

Prepared for:



By:



**smart connection**  
consultancy

DRAFT



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# MASTER PLAN DEVELOPMENT

This section provides Council with master plan recommendations for the Latrobe City Sports and Entertainment Stadium



# 1. MASTER PLAN DEVELOPMENT

## 1.1 Introduction

Latrobe City Council is considering their options in developing the Latrobe City Sports and Entertainment Stadium site and wishes to have some opportunities explored as part of the master planning process. These are the initial opportunities for the redevelopment, exploring each component of the site. Further in depth literature is provided within the Background Report to this document.

## 1.2 Phased Master Plan Development

The master plan is an aspirational plan that has been designed to be specific, measurable, achievable, realistic and timely. The master plan opportunities are structured into four phases to align with expected resource needs over the following periods. The first stage is split into two aspects, reflecting Councils immediate priorities (stage 1a) and the remainder it aspires to seek further funding for:

- Stage 1a: Immediate Priorities (next 12 months)
- Stage 1b: Short term priority developments
- Stage 2: Medium term priority developments
- Stage 3: Long term priority developments

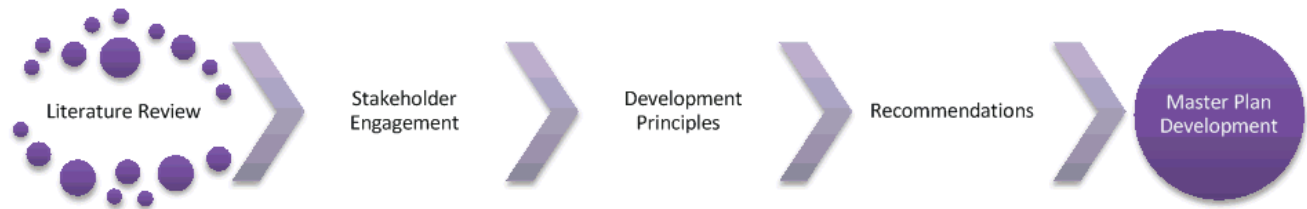
The current layout of the Stadium site is as follows:



Page 5 of 12 © Smart Connection Consultancy / Latrobe City Council

## 1.3 Master Plan Development Methodology

The opportunities and recommendations have been identified from strategic documentation analysis and review, stakeholder consultation including internal discussions with Council and from various site constraints that have been identified. Development Principles were then established to guide the development of the recommendations and master plan.



## 1.4 Project Objectives

The key objectives of the Latrobe City Sports and Entertainment Stadium master plan were to:

- Identify current and future development opportunities for the facility as a regional level facility and Centre of Excellence for football, whilst catering for current local level participation
- Propose a phased development process aligned to current and future resourcing opportunities
- Provide a prioritised implementation plan inclusive of estimated costings for infrastructure and potential funding sources
- Develop a recommendation for potential facility layout

## 1.5 Key Master Plan Recommendations

- Redevelopment of the Latrobe City Sports and Entertainment Stadium to be the Centre of Excellence for football with associated Centre of Excellence facilities
- Construct two Football Federation Victoria compliant match size synthetic football pitches with sports field lighting
- Provide current and future grass based surfaces with drainage, irrigation and lighting, to maximise usage capacity
- Refurbishment of existing grandstand
- Create linkages and pathway networks throughout the facility to the Centre of Excellence

## 1.6 Planning and Design Guideline Development Principles

The following aims, objectives and considerations were used to guide the development of the master plan recommendations and design options for the Latrobe City Sports and Entertainment Stadium.

### 1.6.1 Facility Development

- 1.6.1.1 Provide additional multi-use fields to allow the Latrobe City Sports and Entertainment Stadium to build capacity for additional training, academy development and competitive matches for the region, while also opening the site for additional community usage.
- 1.6.1.2 Create additional playing spaces and capacity to cater for additional needs that will allow local clubs to 'rest' their fields for weekend competitions.
- 1.6.1.3 Realignment of the current junior field by relocating it to the East of the current field, allowing a training space to be created next to the new Centre of Excellence.
- 1.6.1.4 Replacement of two current grass fields with two synthetic pitches in a design manner that allows for the fields to be used for ½ and ¼ field games as well. Consideration to upgrade existing grass based playing surface with drainage and irrigation.
- 1.6.1.5 Redevelopment of existing external fields with appropriate drainage and irrigation.
- 1.6.1.6 Lighting for the external fields (excluding main field) should be upgraded to 100 lux LED and in accordance to Football Federation Victoria (FFV) standards and the Latrobe City Recreation Infrastructure Funding Policy.
- 1.6.1.7 Create a natural auditorium around the main field of play allowing spectators better vision while ensuring ease of maintenance by Latrobe City Council.
- 1.6.1.8 Upgrade of the main field of play to ensure 'A' Class standard.
- 1.6.1.9 Upgrade to main field lighting to 500 lux (professional) LED lighting.
- 1.6.1.10 Upgrade the main field changing facilities to meet the National Premier League Standards.
- 1.6.1.11 To redevelop the grandstand area to become the indoor Centre of Excellence for Football, while also upgrading the spectator and participants amenities.
- 1.6.1.12 Build out grandstand (Option 1: East direction & Option 2 South) from the current stand a centre of excellence for football for the region.
- 1.6.1.13 Provide an additional 'overhang' on grandstand to protect the spectators from the climate conditions.
- 1.6.1.14 Upgrade changing bathroom facilities within the new building for spectators, players and officials under grandstand.

- 1.6.1.15 To provide a venue that accommodates social administrative and entertainment needs for sport in the area, while providing a revenue source to ensure sustainability for the site.
- 1.6.1.16 Upgrade grandstand – repaint and refurbish current grandstand structure and seating areas.
- 1.6.1.17 Upgrade/refurbish catering kitchen located in entertainment centre to full commercial standards and relevant health and food standard requirements.
- 1.6.1.18 Redevelop Tribes facility to create a Sports Hub of administration space for the Centre of Excellence.

### 1.6.2 Accessibility

- 1.6.2.1 Eliminate the use of vehicles around spectator and player areas.
- 1.6.2.2 Removal of vehicle usage to reduce risk of vehicle/pedestrian interface around the facility.
- 1.6.2.3 Create consistent pathways and linkages across the facility to the Centre of Excellence (CoE).
- 1.6.2.4 Links to changing areas and spectator views critical and to have greater shelter from weather.
- 1.6.2.5 To ensure that the stadium can cater for daily needs and accommodate major events at Latrobe City Sports and Entertainment Stadium with car parking up to 300 vehicles if demand is demonstrated.
- 1.6.2.6 Develop a car parking strategy that integrates entry and exit to the site and reduces vehicle and pedestrian interference where possible.
- 1.6.2.7 Create a formal 'overflow' area for parking, which could also be used as an Active Recreation Zone when not needed. Demand needs to be demonstrated.

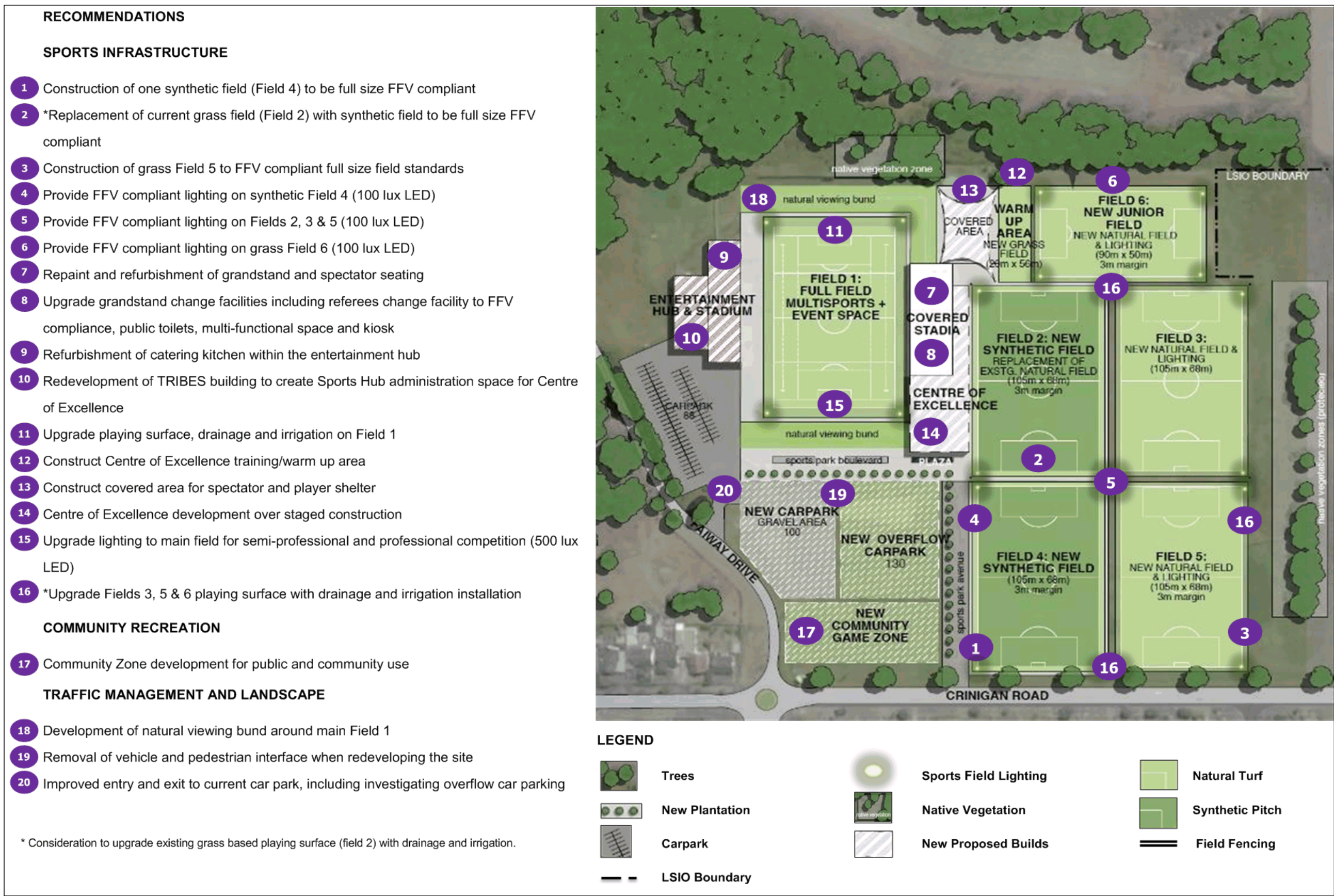
### 1.6.3 Sports field provision

- 1.6.3.1 Fencing installation around the fields should be reviewed and replaced when required, to ensure appropriate security and pedestrian safety.
- 1.6.3.2 Maintained to B Class reserve standard for natural fields and for FIFA Quality mark for the synthetic fields.
- 1.6.3.3 Field One (1) to provide a quality football field that allows 'A' Class Reserve standard to be achieved. In addition, ensure that the field can be used for major events and entertainment.

### 1.6.4 Site considerations

- 1.6.4.1 Planning considerations with respect to Land Subject to Inundation Overlay (LSIO) and Native Vegetation sections on the site.







Latrobe City Council – Committed to the Health and Wellbeing of Their Community

Priority	No	Latrobe City Sports and Entertainment Stadium Master Plan Recommendations	Development Principles	*Estimated Cost Range (\$)	Stakeholder Responsibility	Project Status
		<b>Sports Infrastructure</b>				
Immediate	1	Construct a new synthetic pitch (field 4). Pitch to be constructed in accordance to relevant Football Federation Victoria standards including line marking. Any ancillary infrastructure such as goals and corner flags will be the responsibility of resident clubs/user groups. Development to include fencing around perimeter of field. Consideration for fields to be line marked for full 11-a-side (white) and half and quarter fields (light green).	<b>Facility Development</b> (1.6.1.1, 1.6.1.2, 1.6.1.4, 1.6.1.6) <b>Accessibility</b> (1.6.2.3), <b>Sports field Provision</b> (1.6.3.1).	-	Council Tenant Clubs	Project Underway/Complete
Immediate	3	Relocation of surplus soil from synthetic field construction to space east of the existing fields. Soil to be seeded.	<b>Facility Development</b> (1.6.1.1, 1.6.1.2, 1.6.1.5, 1.6.1.6), <b>Accessibility</b> (1.6.2.3), <b>Sports field Provision</b> (1.6.3.1, 1.6.3.2) <b>Site Considerations</b> (1.6.4.1)	\$40,000	Council	\$40,000 required to make Field Five a standard fit for play. This excludes drainage and irrigation.
Immediate	4	Provide Football Federation Victoria compliant lighting to synthetic pitch 4. Lighting to be in accordance with Latrobe City Council's Recreation Infrastructure Funding Policy and Australian Standards. 100 Lux LED lighting.	<b>Facility Development</b> (1.6.1.2, 1.6.1.4, 1.6.1.6)	-	Council	Project Underway/Complete
Immediate	9	Refurbish/Upgrade existing catering kitchen facilities to commercial standards. Upgrade to be compliant with relevant health and food standards for a commercial standard facility.	<b>Facility Development</b> (1.6.1.15, 1.6.1.17)	-	Council	Project Underway/Complete
Priority	No	Latrobe City Sports and Entertainment Stadium Master Plan Recommendations	Development Principles	*Estimated Cost Range (\$)	Stakeholder Responsibility	**Potential Funding Opportunities
		<b>Sports Infrastructure</b>				
Short	5	Provide Football Federation Victoria compliant lighting to fields 2, 3 and 5. Lighting to be in accordance with Latrobe City Council's Recreation Infrastructure Funding Policy and Australian Standards. 100 Lux LED lighting.	<b>Facility Development</b> (1.6.1.2, 1.6.1.3, 1.6.1.4, 1.6.1.5, 1.6.1.6) <b>Sports field Provision</b> (1.6.3.1, 1.6.3.2) <b>Site Considerations</b> (1.6.4.1)	\$170,000 per field	Council	Sport and Recreation Victoria
Short	16	Upgrade playing surfaces to improve the ovals capacity and suitability for soccer as a grass based surface for training and matches. Playing surface improvements to include installation of drainage and irrigation on fields 3, 5 and 6. Consideration to upgrade existing grass based field (field 2) with drainage and irrigation identified as a short term priority.	<b>Facility Development</b> (1.6.1.5) <b>Sports field Provision</b> (1.6.3.2)	\$500,000 per field	Council	Sport and Recreation Victoria
Short	8	Upgrade change facilities under the Grandstand with new Football Federation Victoria compliant unisex change facilities and amenities to cater for males and females, upgrade referee's space as closely to Football Federation Victoria compliance as the site will allow, provide game-day public toilets, multi-functional/social space in accordance with Latrobe City Council's Recreation Infrastructure Policy, upgrade kiosk to local level standards and lay foundations for Centre of Excellence. Upgrades to incorporate Universal Design Principles and Economic Sustainable Design where possible.	<b>Facility Development</b> (1.6.1.11, 1.6.1.12, 1.6.1.14, 1.6.1.15) <b>Accessibility</b> (1.6.2.1, 1.6.2.3)	\$1M	Council	Sport and Recreation Victoria
Medium	6	Provide Football Federation Victoria compliant lighting to field 6. Lighting to be in accordance with Latrobe City Council's Recreation Infrastructure Funding Policy and Australian Standards. 100 Lux LED lighting.	<b>Facility Development</b> (1.6.1.1, 1.6.1.2, 1.6.1.3, 1.6.1.6) <b>Sports field Provision</b> (1.6.3.2) <b>Site Considerations</b> (1.6.4.1)	\$170,000	Council	Sport and Recreation Victoria

## Master plan and Business Model to Guide the Redevelopment of Latrobe City Sports and Entertainment Stadium

Medium	2	Replace current grass field (field 2) with synthetic, in a design manner that allows for the fields to be used for ½ and ¼ field games as well. Field to be constructed in accordance to relevant Football Federation Victoria standards including line marking. Any ancillary infrastructure such as goals and corner flags will be the responsibility of resident clubs/user groups. Development to include fencing around perimeter of field.	Facility Development (1.6.1.1, 1.6.1.2, 1.6.1.4), Accessibility (1.6.2.3), Sports field Provision (1.6.3.1)	\$500,000 - \$2M	Council Tenant Clubs	Sport and Recreation Victoria
Medium	10	Redevelopment of the Tribes building. The redevelopment to become a Sports Hub of administration space for the Centre of Excellence.	Facility Development (1.6.1.15, 1.6.1.18)	\$1M - \$2M	Council	Council
Medium	11	Improve drainage and playing surface of main field (field 1) to improve the grass surface to a category/class 'A' field. Playing surface improvements to include improvements to drainage, irrigation and surface.	Facility Development (1.6.1.1, 1.6.1.7, 1.6.1.8, 1.6.1.9) Accessibility (1.6.2.1, 1.6.2.2, 1.6.2.3) Sports field Provision (1.6.3.3)	\$500,000	Council	Sport and Recreation Victoria
Medium	13	Development of small training zone to be used as both a Centre of Excellence training area and a warm up zone for the games – suggest synthetic field to maximise durability.	Facility Development (1.6.1.1, 1.6.1.3)	\$50,000	Council	Council
Medium	12	Construct new Centre of Excellence covered area training/warm up area – next to field 6. Establishment of covered areas south and north of the main stand to provide weather breaks for the spectators and participants.	Facility Development (1.6.1.2, 1.6.1.7) Accessibility (1.6.2.3, 1.6.2.4)	\$300,000	Council	Council
Medium	14	Development of Centre of Excellence to include a viewing area over both east (the two synthetic fields) and the West – Stadium field (by 'punching windows and a viewing area in top of current grandstand) and use as training / education / community space – with offices at one end. The facility will also include: <ul style="list-style-type: none"> <li>Weights area – strength and conditioning space</li> <li>Rehab and recovery space</li> <li>See Appendix 4 for content</li> <li>Multi-level office space for Sports Hub, attracting sports administration offices for potential Peak Sporting Body use.</li> <li>Redevelop social space on ground level to be two level</li> <li>Develop a mezzanine floor into current soft play hall and expand the office space into the extended floors.</li> </ul>	Facility Development (1.6.1.11, 1.6.1.12) Accessibility (1.6.2.3)	\$1M - \$1.5M	Council	Sport and Recreation Victoria
Medium	15	Upgrade sports field lighting to main field (field 1) to allow for semi-professional and professional competition night matches. (500 lux LED).	Facility Development (1.6.1.9)	\$500,000	Council	Sport and Recreation Victoria
Medium	7	Grandstand repaint and refurbishment. Refurbishment to include a repaint of current grandstand structure and spectator seating areas.	Facility Development (1.6.1.11, 1.6.1.12, 1.6.1.13, 1.6.1.16) Accessibility (1.6.2.3, 1.6.2.4)	\$1M - \$2M	Council	Council or Building Better Regions Fund
<b>Community Facilities/Infrastructure</b>						
Long	17	Development of community Multi-Activity Zone.	Facility Development (1.6.1.1) Accessibility (1.6.2.2, 1.6.2.6, 1.6.2.7, 1.6.2.8) Sports field Provision (1.6.3.1)	\$1M	Council	Council

		Traffic Management and Landscape				
<b>Long</b>	18	Development of natural auditorium around Field 1 for events etc. utilising 'spoil' from the synthetic field development at the Southern side of the main field (Field 1).	<b>Facility Development</b> (1.6.1.7, 1.6.1.8) <b>Accessibility</b> (1.6.2.1, 1.6.2.2, 1.6.2.3)	\$200,000	Council	Council
<b>Long</b>	19	Removal of vehicle and pedestrian interface to reduce risk and improve amenity value. Develop link to formal and informal parking areas if resources allow and demand demonstrated.	<b>Accessibility</b> (1.6.2.1, 1.6.2.2, 1.6.2.3, 1.6.2.4, 1.6.2.5, 1.6.2.6, 1.6.2.7)	TBC based on design	Council	Council
<b>Long</b>	20	Develop gravel and grass overflow parking should demand be demonstrated.	<b>Accessibility</b> (1.6.2.1, 1.6.2.2, 1.6.2.3, 1.6.2.4, 1.6.2.5, 1.6.2.6, 1.6.2.7)	TBC based on design	Council	Council

\*Cost estimates provided by recent and similar project costings as of 2019. Costings may escalate upon the development and delivery of this plan.

\*\*Project not currently funded and funding will be dependent on future project prioritisation

### 1.7 Reserve Improvements Cost Summary

Number of <b>Immediate</b> recommendations	<b>4</b>
Estimated Cost for Immediate recommendations	\$40,000
Number of <b>Short term</b> recommendations	<b>3</b>
Estimated Cost for Short term recommendations	\$1,670,000 - \$3,010,000
Number of <b>Medium term</b> recommendations	<b>9</b>
Estimated Cost for Medium term recommendations	\$5,020,000 - \$9,020,000
Number of <b>Long term</b> recommendations	<b>4</b>
Estimated Cost for Long term recommendations	\$1,200,000
<b>TOTAL NUMBER OF FACILITY RECOMMENDATIONS</b>	<b>20</b>
<b>*TOTAL ESTIMATED PROBABLE COSTS FOR ALL RESERVE RECOMMENDATIONS</b>	<b>\$7,930,000 - \$13,270,000</b>

\*Cost estimates provided by recent and similar project costings as of 2019. Costings may escalate upon the development and delivery of this plan.



Master plan and Business Model to Guide the Redevelopment of Latrobe City Sports and Entertainment Stadium

# SPORT INSPIRES A NATION

Synthetic Sports Surfaces Create Opportunities For The Next Generation

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South Melbourne, Victoria 3205  
Tel: (03) 9421 0133  
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## Funding Options – Latrobe City Sports & Entertainment Stadium

The following table provides information about funding programs from Sport & Recreation Victoria that may be suitable to submit funding applications to for priority projects.

Fund	Funding Amount	Funding Ratio	Timeframes
The World Game	\$250,000	\$2:\$1	Not currently open
Female Friendly Facilities Fund	\$500,000	\$2:\$1	Not currently open
Community Sports Infrastructure Fund – Minor Projects	\$250,000	\$2:\$1	Not currently open

### The World Game Facilities Fund

The fund aims to support local football (soccer) clubs and organisations, with grants of up to \$250,000 for projects such as lighting, Field redevelopments, synthetic Field developments and unisex accessible change rooms.

This fund is not currently open. It is expected that the timeframes for the next funding round will be announced as part of the Victorian State Budget on 27 May 2019.

**Table 6**

Maximum grant	Local government area	Funding ratios
Councils may submit up to two applications for a total (combined) funding request of up to \$250,000.  No maximum total project cost	Metropolitan councils	SRV \$1:\$1 local
	Mornington Peninsula, Nillumbik, Yarra Ranges, Ballarat, Bendigo and Geelong	SRV \$1.5:\$1 local
	Cardinia, Casey, Hume, Melton, Whittlesea, Wyndham and Mitchell	SRV \$2:\$1 local
	Rural i.e. Latrobe City Council	SRV \$2:\$1 local
<i>Consideration will be given to claiming in-kind expenses to a maximum of 50 per cent of the total project cost. Council must approve and underwrite any in-kind contribution.</i>		

### Community Sports Infrastructure Fund

The *Community Sports Infrastructure Fund – Minor Facilities* is a Victorian Government funding program that helps provide high quality, accessible community sport and active recreation infrastructure across Victoria.

This fund is not currently open. It is expected that the timeframes for the next funding round will be announced as part of the Victorian State Budget on 27 May 2019.

**Table 7**

Maximum grant	Local government authority	Funding ratios
Up to \$500,000 No maximum total project cost	Metropolitan	SRV \$1:\$3 local
	Cardinia, Casey, Hume, Melton, Mornington Peninsula, Nillumbik, Whittlesea, Wyndham and Yarra Ranges	SRV \$1:\$2 local
	Ballarat, Bendigo, Geelong	SRV \$1:\$2 local
	Rural i.e. Latrobe City Council	SRV \$1:\$1 local



**Agenda Item: 15.2**

**Agenda Item: Draft Recreation Reserves and Facilities Signage Policy**

**Sponsor: General Manager, Infrastructure and Recreation**

**Council Plan Objective: Improve the amenity and accessibility of Council services.**

**Status: For Decision**

**Proposed Resolution:**

**That Council:**

- 1. Endorse the draft '*Recreation Reserves and Facilities Signage Policy*' for public exhibition as part of a Planning Scheme Amendment C101 process; and**
- 2. Request authorisation from the Minister for Planning to prepare and exhibit the draft '*Recreation Reserves and Facilities Signage Policy*' and associated amendments to the Latrobe Planning Scheme.**

**Executive Summary:**

- Latrobe City Council has formulated a draft '*Recreation Reserves and Facilities Signage Policy*'. The draft policy is proposed to replace the '*Interim Policy on the Temporary Naming Rights of Sporting Grounds and Fields*' adopted at the 1 April 2019 Ordinary Council meeting. The draft policy provides promotional and sponsorship signage guidance for recreation reserves and facilities including major indoor facilities; it does not govern major aquatic facilities.
- The current key issue for sporting clubs wanting to install promotional and sponsorship signage is that it is generally prohibited within the Public Park and Recreation Zone (PPRZ) and Public Use Zone 2 (PUZ2), if it can be seen from outside of a reserve.
- Latrobe City officers are currently undertaking Planning Scheme Amendment C101 which proposes to amend the Planning Scheme to clarify restrictions on the installation of promotional and sponsorship signage at identified recreation reserves and facilities and major indoor facilities. A resolution for this action is included in a separate officer report for Amendment C101, which may take between 6 - 12 months to complete. Authorisation to prepare and exhibit the draft policy and associated amendments to the Latrobe Planning Scheme

requires approval of Council and from the Minister for Planning.

- According to the Act a proposed Planning Scheme Amendment C101 is to be publicly exhibited upon approval from the Minister for Planning. The draft 'Recreation Reserves and Facilities Signage Policy' is to form part of the exhibition process and provide sporting clubs, the general public and recreation reserves community committees with an opportunity to provide feedback.
- If the draft policy is adopted a four week community consultation period with sporting clubs, the general community and recreation reserves community committees is proposed to be undertaken. The consultation process will operate in conjunction with the Planning Scheme Amendment C101 consultation process.
- Consultation process for the draft policy includes:
  - Advertisement in Latrobe City's Noticeboard in the Latrobe Valley Express.
  - Included on Latrobe City's 'Have Your Say' component of the website.
  - Draft policy emailed to sporting clubs that either hold a Latrobe City 'Sporting Reserves and Pavilion Licence' or reside at Crown land recreation reserves.
  - Copies of draft policy distributed to Latrobe City Service Centres.
  - Copies of draft policy distributed to Latrobe City Special Committees that manage sporting and recreation facilities on behalf of Council and Crown land recreation reserve community committees.
- Upon approval from the Minister of Planning, the draft policy and associated amendments to the Latrobe Planning Scheme is proposed to be publicly exhibited from 13 June to 15 July 2019. At the conclusion of the exhibition period the draft 'Recreation Reserves and Facilities Signage Policy' and the results of the consultation process will return to Council for consideration at the 23 September Councillor Briefing.

### **Background:**

Latrobe City officers have prepared a draft 'Recreation Reserves and Facilities Signage Policy'. The draft policy is proposed to replace the 'Interim Policy on the Temporary Naming Rights of Sporting Grounds and Fields' previously adopted by Council at the 1 April 2019 Ordinary meeting. The draft policy governs the direction and management of promotional and sponsorship signage at identified recreation reserves and facilities including major indoor facilities however it does not provide guidance for major aquatic facilities.

The draft policy was formulated after consulting similar signage policies from other municipal councils throughout Victoria. The draft policy proposes to direct the decision making process on signage location, size and type, duration of display, ownership and maintenance. Signage at identified recreation reserves and facilities

and major indoor facilities are required to comply with the Latrobe Planning Scheme which is currently quite prohibitive.

The current key issue for sporting clubs with the installation of promotional and sponsorship signage is that it is generally prohibited within the PPRZ and PUZ2, if it can be seen from outside of the reserve.

Council adopted the *'Interim Policy on the Temporary Naming Rights of Sporting Grounds and Fields'* following a consultation period with outdoor sporting clubs, the general community and recreation reserves community committees. This policy was formulated and adopted to provide sporting clubs with some direction while the Planning Scheme Amendment C101 process is being undertaken.

Latrobe City officers will undertake a Planning Scheme Amendment C101 for the display of promotional and sponsorship signage at identified recreation reserves and facilities and major indoor facilities. Amendment C101 requires the preparation and exhibition of a draft *'Recreation Reserves and Facilities Signage Policy'* and may take between 6 - 12 months to complete.

Latrobe City officers will undertake the draft policy consultation process with sporting clubs, the general community and recreation reserves community committees in conjunction with the Planning Scheme Amendment C101 process. Authorisation to prepare and exhibit the draft policy and associated amendments to the Latrobe Planning Scheme requires approval of Council and the Minister for Planning. A resolution for this action is included in a separate officer report for Amendment C101.

According to the Act a proposed Planning Scheme Amendment C101 is to be publicly exhibited upon approval from the Minister for Planning. The draft *'Recreation Reserves and Facilities Signage Policy'* is to form part of the exhibition process and provide sporting clubs, general public and recreation reserves community committees with the opportunity to provide feedback.

Upon approval from the Minister of Planning, the draft policy and associated amendments to the Latrobe Planning Scheme is proposed to be publicly exhibited from 13 June to 15 July 2019. At the conclusion of the exhibition period the draft *'Recreation Reserves and Facilities Signage Policy'* and the results of the consultation process will return to Council for consideration at the 23 September Councillor Briefing.

The draft *'Recreation Reserves and Facilities Signage Policy'* proposes that signage be regulated using a two tiered system of Regional and Local facilities. Regional and Local facilities are those as defined in the Latrobe City Council's *'Recreation Needs Assessment'*, as follows:

- Regional Facility
  - A facility that has the capacity, due to its large size, exceptional or unique function, to support activities and events that draw people from across a region.

- o A regional facility caters for a broad catchment across municipal boundaries, equitably distributed and not replicated across the region.
- o A regional facility meets the strategic intent and standards as required by the State and National Sports Bodies, and specific targeted elite teams.
- A Local Facility
  - o A facility that will 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 district, neighbourhood, or very local, for example: one suburb or one town.

The draft *'Recreation Reserves and Facilities Signage Policy'* will replace the draft *'Interim Policy on the Temporary Naming Rights of Sporting Grounds and Fields Policy'* on the completion of the Planning Scheme Amendment C101. It is considered that the Planning Scheme Amendment C101 will be a viable solution to the restrictive signage provisions currently placed on sporting clubs that utilise recreation reserves and facilities, particularly those located within the PPRZ and PUZ2.

#### **Issues:**

The Latrobe Planning Scheme does not currently permit sporting clubs to install promotional and sponsorship signage within the PPRZ and PUZ2 if it can be seen from outside of a reserve. Latrobe City Council could be placed in a position of non-compliance with the Act if sporting clubs install promotional and sponsorship signage unbeknown to Council or Council officers. Planning Scheme Amendment C101 is likely to considerably reduce the likelihood of any breaches of the Act to occur.

#### *Strategy Implications*

Provide community infrastructure that supports recreation and connectedness including sporting facilities, pathways and community gardens.

#### *Communication*

- Advertisement in Latrobe City's Noticeboard in the Latrobe Valley Express.
- Included on Latrobe City's *'Have Your Say'* component of the website.
- Draft policy emailed to sporting clubs that either hold a Latrobe City *'Sporting Reserves and Pavilion Licence'* or reside at Crown land recreation reserves.
- Copies of draft policy distributed to Latrobe City Service Centres.
- Copies of draft policy distributed to Latrobe City Special Committees that manage sporting and recreation facilities on behalf of Council and Crown land recreation reserve community committees.

#### *Financial Implications*

There are no financial implications for Council.



*Risk Analysis*

Identified risk	Risk likelihood*	Controls to manage risk
Misinterpretation of policy contents by sporting clubs.	2	Officer management of policy.
Perception that clubs are making money off Council assets.	2	Officer management of policy.

\* For example, likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

*Legal and Compliance*

There are no legal implications with this policy.

*Community Implications*

There are no community implications regarding this report.

*Environmental Implications*

There are no environmental implications with this policy.

*Consultation*

Community consultation as outlined previously in this report.

**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:**

*'Interim Policy on the Temporary Naming Rights of Sporting Grounds and Fields'*

**Attachments**

1 [↓](#). Draft Recreation Reserves and Facilities Signage Policy

## **15.2**

### **Draft Recreation Reserves and Facilities Signage Policy**

- 1 Draft Recreation Reserves and Facilities Signage Policy ..... 495**



# Recreation Reserves and Facilities Signage Policy

Version (1)

Approval Date: (insert date)

Review Date: (insert date)



## Recreation Reserves and Facilities Signage Policy

**DOCUMENT CONTROL**

Responsible GM	(GM Name)	
Division	(Division Name)	
Last Updated (who & when)	(Manager Title & Name)	(Year)
<b>DOCUMENT HISTORY</b>		
Authority	Date	Description of change
Council	(day, month & year)	(Insert detail of change to policy)
References	Refer to Section 8 and 9 of this policy	
Next Review Date	(Month & Year)	
Published on website	(Yes or No)	
Document Reference No		

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Responsible Division	(Insert Division Name)	Approved Date	(day, month, Year)	Review Date	(month & year)
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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 'Recreation Reserves and Facilities Signage Policy' has been developed to establish guidelines for the review and approval of requests from sporting clubs and public land managers to display promotional signs and to temporarily name Council recreation reserves and facilities for sponsorship purposes. Sporting clubs are constantly investigating new sponsorship opportunities, with the display of signage and temporary naming of Council recreation reserves, facilities, buildings and infrastructure being seen as a significant opportunity.

## 2. Objectives

- 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 Council Officers a clear criteria and guidelines in the review of naming rights requests;
- To ensure the visual amenity of Council recreation reserves and facilities is maintained to an acceptable standard;
- To ensure the display of signs at Council recreation reserves and facilities is of an acceptable and safe standard;
- To allow clubs and community groups the opportunity to raise sponsorship revenue through acknowledgement signage at Council recreation reserves and facilities;
- To ensure Council facilities continue to be accessible and safe for use by all sections of the community; and
- To ensure consistency in approvals across Council recreation reserves and facilities.

## 3. Scope

This policy relates to all Council recreation reserves and associated facilities including sports grounds, pavilions, toilets, buildings and club infrastructure (including scoreboards, coaches/official boxes and fencing). The zoning designation of these areas is typically PPRZ and PUZ.

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Responsible Division	(Insert Division Name)	Approved Date	(day, month, Year)	Review Date	(month & year)
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## Recreation Reserves and Facilities Signage Policy

## 4. Principles of Management

### 4.1. Temporary Renaming of Recreation Reserves and Facilities

Applications for the temporary naming of recreation reserves and facilities will be only accepted from groups that have a current 'Sporting Reserves and Pavilion Licence' with Council. Permission for the installation of temporary naming rights signage is limited to the duration of a sporting clubs seasonal licence. However in the instance where summer and winter resident sporting clubs agree in writing for a shared sponsorship naming rights arrangement, Council will consider up to a three year installation period. All applications must be submitted using the online application form and meet the following conditions:

- Naming rights will not be permitted for the renaming of recreation reserves;
- Naming rights are limited to individual sporting grounds, hardcourts and scoreboard structures;
- The naming rights sponsor should be one of the club's top tier sponsors;
- The proposed name of the sports ground must not be offensive or discriminatory in any way;
- The proposed sponsor should not be associated with alcohol, cigarettes (including tobacco products), gambling, adult entertainment services or political advertising;
- The reserve is only referred to by the approved 'sponsored name' in club, association, competition or league promotions and marketing only. Council'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 4.2 of this policy.

Applications 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, enquiries should be made to Council's Statutory Planning Department as to whether a Planning Permit is required under the Latrobe Planning Scheme.

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Responsible Division	(Insert Division Name)	Approved Date	(day, month, Year)	Review Date	(month & year)
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## Recreation Reserves and Facilities Signage Policy

Council 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 reserve or facility closure or any other unforeseen restrictions, Council will not compensate the club for any resulting loss of sponsorship.

### 4.2. Signs

Latrobe City Council has the responsibility to ensure there is a consistent approach to signage and to ensure that signage is safely erected, maintained and does not detract from the amenity of the reserve or the nearby area.

The following criteria need to be met in order for Councils Planning Officers to consider a planning permit application for the display of signage within the PPRZ and PUZ.

#### 4.2.1. Criteria for signage

##### 4.2.1.1. All Reserves:

- A copy of the layout (including colour scheme) and the wording of the proposed sign is to be submitted as part of the approval process.
- Freestanding signs for sponsor advertising will not be permitted except where there is no oval fencing or extenuating circumstances can be demonstrated.
- Signs must be able to be removed or covered on request to deliver a clean venue for Council managed or controlled events.
- Major promotional, high wall or sky signs on any land, facility, building or structure on 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 4.1 of this policy.

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Responsible Division	(Insert Division Name)	Approved Date	(day, month, Year)	Review Date	(month & year)
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## Recreation Reserves and Facilities Signage Policy

**4.2.1.2. Regional Facilities:** As defined in Section 7.

- Signs on coaches/officials boxes, players shelters or scoreboards must not detract from the main purpose of the structure nor cover more than 50% of the outwardly visible surface of the structure.
- Signs on soccer, Australian rules football, cricket or tennis court nets must not cover more than 50% of the netting/playing net surface. Note: Consideration must be given to the net's footings as signage increases the wind loading on the nets/fencing.
- Signs placed on sports oval fencing must have a three metre gap every 20 metres to allow access to the oval by passive users of the reserve.
- Unless with the prior written consent of Council, electronic or animated signs must only operate typically between the following hours and must only operate during sporting or special events:
  - Saturdays: 9:00am to 11:00pm;
  - Any other days: 9:00am to 10:00pm.

**4.2.1.3. Local Facilities:** As defined in Section 7.

- Signs on coaches'/official 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 on soccer, Australian rules football, cricket or tennis court nets must not cover more than 25% of the netting/playing net surface. Note: Consideration must be given to the nets footings as signage increases the wind loading on the nets/fencing.
- Signs placed on sports oval fencing must not cover more than 50% of the 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.
- Signs on the external circumference of the sports oval/court fencing will not be permitted.
- Unless with the prior written consent of Council, electronic or animated signs must only operate typically between the following hours and must only operate during sporting or special events:
  - Saturdays: 9:00am to 11:00pm;
  - Any other days: 9:00am to 10:00pm.

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## Recreation Reserves and Facilities Signage Policy

### 4.3. Planning Permits

A Planning Permit is not required when a sign:

- Is sited around the sports oval/court fencing (on the actual fence itself);
- Is orientated towards the playing field/court; and
- Does not have a display area exceeding 3 square metres.

### 4.4. Installation Conditions

- A Building Permit from an appropriately qualified registered Building Practitioner is required for all freestanding signs on reserves (where approved).
- Freestanding signs must be erected by an approved contractor.
- Signs are considered assets of the club and must be maintained and inspected by the club on a regular basis to ensure that they are fit for a public reserve and represent no danger to the public.
- If a sign is considered unsafe, it will be removed at the club's cost and Council will advise the club prior, of its intended action. The relevant Council Officer(s) will enter into discussions to be satisfied of safety issues prior to re-installing the signs.
- Sponsorship sign agreements between clubs and their sponsors are only allowed for a period of up to three years subject to all resident clubs agreeing in writing.
- Where a sponsorship agreement has ceased all attributed signage must be removed within 30 days.

## 5. Accountability and Responsibility

Accountability and responsibility for this policy is outlined below.

### 5.1. 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;

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## Recreation Reserves and Facilities Signage Policy

## 5.2. 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

## 5.3. General Manager

- Responsibility for compliance with this policy
- Responsibility for enforcing accountability
- Responsibility for providing resources
- Responsibility for performance monitoring

## 5.4. 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

## 5.5. 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.

## 6. 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).

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## Recreation Reserves and Facilities Signage Policy

**7. Definitions**

<b>Term</b>	<b>Definition</b>
Temporary:	For the purposes of the temporary naming rights of Council reserves, 'temporary' refers to the length of tenure of a club at a Council reserve for a seasonal tenancy.
Promotion Sign:	A sign of less than 18 square metres that promotes goods, services, an event or any other matter, whether or not provided, undertaken or 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 or not provided, undertaken or sold or for hire on the land or in the building on which the sign is sited.
High Wall Sign:	A sign on the wall of a building so that part of it is more than 10 metres above the ground.
Sky Sign:	A sign: a) on or above the roof of a building, but not a verandah; b) fixed to the wall of a building and which projects above the wall; or c) 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:	A sign that can be updated electronically. It includes screens broadcasting still or moving images.
Acceptable and Safe Standard	A sign which are visually pleasing structurally sound and installed and regularly inspected.
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, platforms and lighting structures. If the sign does not move or rotate, the area is one side only.
Regional Facility:	<p>A regional facility is generally a facility that 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.</p> <p>Council recreation facilities in Latrobe City classified as Regional include:</p>

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## Recreation Reserves and Facilities Signage Policy

	<p><u>Active Reserves:</u></p> <ul style="list-style-type: none"> <li>• Morwell Recreation Reserve (AFL Gippsland Preferred Facility)</li> <li>• Ted Summerton Reserve Moe (Cricket Victoria Regional Cricket Hub)</li> <li>• Traralgon Recreation Reserve and Showgrounds</li> <li>• Traralgon Tennis Centre, Harold Preston Reserve Traralgon (Gippsland's Regional Centre of Excellence)</li> <li>• Latrobe City Sports &amp; Entertainment Stadium – (Gippsland Centre of Excellence for Football)</li> <li>• Latrobe City Synthetic Sports Field – (Gippsland Regional Facility for Hockey)</li> <li>• Morwell Archery Facility Toners Lane Morwell (Gippsland/Victorian Standard Facility for Archery)</li> <li>• Moe Racecourse – Joe Tabuteau Reserve Moe (Regional Horse Racing Facility)</li> <li>• Glenview Park Traralgon (Regional Greyhound Facility)</li> <li>• Gippsland Regional Aquatic Centre – Regional Aquatic Facility</li> <li>• Traralgon Sports Stadium – Regional Stadium Facility</li> <li>• Latrobe Leisure Moe Newborough (including Bob Whitford Cycling Track and Joe Carmody Athletics Track)</li> <li>• Traralgon Sports Stadium</li> </ul> <p><u>Passive Reserves:</u></p> <ul style="list-style-type: none"> <li>• Newman Park Traralgon – Regional Play Space</li> <li>• Morwell Town Common Play Space – Regional Play Space</li> <li>• AAA/Lions/Apex Play Space – Joe Tabuteau Reserve Moe – Regional Play Space</li> </ul>
Local and District 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

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## Recreation Reserves and Facilities Signage Policy

	<p>border. The catchment for a 'local' and 'district' facility could be neighbourhood, or very local i.e.: one suburb or one town.</p> <ul style="list-style-type: none"> <li>All reserves and parks not recognised as a local facility, including rural reserves are classified as local level or district facilities.</li> </ul>
Council Recreation Reserves	<p>A Council Recreation Reserve means:</p> <ul style="list-style-type: none"> <li>A reserve owned by Council</li> <li>A reserve managed by Council on behalf of the crown, Department of Education or other private entity</li> <li>A reserve owned by the Crown and managed by a Crown Committee of Management.</li> </ul>

**8. Related Documents**

- List of Council Local and District Facilities

**9. Reference Resources**

- Latrobe Planning Scheme
- Planning and Environment Act 1987*

**10. Appendices**

11. List of Council Local and District Facilities

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**Agenda Item: 15.3**

**Agenda Item: Catterick Crescent Reserve, Traralgon - Proposed  
Removal of Vegetation**

**Sponsor: General Manager, Infrastructure and Recreation**

**Council Plan Objective: Provide a connected, engaged and safe community  
environment, which is improving the well-being of all  
Latrobe City citizens.**

**Status: For Decision**

**Proposed Resolution:**

**Council endorse the removal of four (4) planted exotic trees at Catterick Crescent Reserve, Traralgon as outlined in Attachment 1 –Tree Removal Plan to support the necessary services upgrade works for the Traralgon Sports Stadium Redevelopment project.**

**Executive Summary:**

- Council endorsement is sought to remove four (4) trees at Catterick Crescent Reserve, Traralgon that are in conflict with the location of the new power substation kiosk, fire sprinkler tanks and underground service lines required as part of the redevelopment of the Traralgon Sports Stadium.
- The specified trees have been identified by Council's Environmental Sustainability Team as all being planted exotics therefore the removal of these trees is exempt from a planning permit or offset.
- Although offset planting is not required, new trees will be planted on site as part of the landscaping works for the overall Traralgon Sports Stadium Redevelopment project.

**Background:**

**Supporting Information:**

Council has received funding for the redevelopment of the Traralgon Sports Stadium (TSS) at Catterick Crescent Reserve, Traralgon.

In order to achieve the required outcomes of this project, the existing power supply to the site will require a substation kiosk. The location of the kiosk substation has changed from an earlier allocated location (as identified in Attachment 1) due to the size of easement required to house the kiosk. There are existing services underground in the original proposed location including storm water.

Removal of some existing vegetation (as identified in Attachment 1) will be required prior to the kiosk upgrade works commencing and installation. Although the kiosk location and easement are not in a location that will impact any of the trees needing removal, the electrical supply from the kiosk to the building are unavoidably required to go through a current Tree Protection Zone (TPZ). Councils Tree maintenance officers have advised the identified location for the combined services trench although in the TPZ, can be achieved under their supervision to ensure minimum impact to the oak trees. The Tree maintenance team have also confirmed they will install root barriers in the excavated trench to protect the services. This results in the trees not having to be removed

The same corner of the site of the proposed new kiosk is where water supply currently enters Catterick Crescent Reserve, where the current booster fire service line is located and is the best location of the sprinkler tanks and upgraded booster pumps that are required under the building code for the redevelopment. Council Officers requested a fire engineered solution to remove the need for a sprinkler system but this could not be achieved resulting in the need to include a 36,000 litre water tank in close proximity to the booster and incoming water supply. Attachment 1 shows the proposed location of the boosters, water meters, sprinkler tank and the service lines coming from these components and what trees are impacted by the required upgrades.

Other possible locations have been investigated within the site. These locations would also involve the removal of more significant vegetation or be too far away from the main services.

The Environment Sustainability Team have identified that all the trees on site are planted exotics therefore no permit or offsets are required to remove them.

**Issues:**

*Strategy Implications*

The redevelopment of the facility at Catterick Crescent Reserve directly relate to Objective 3 of the Council's Plan to improve the liveability and connectedness of Latrobe City.

The redeveloped facilities will improve participation rates across multiple sports, and attract further events to the Latrobe Valley.

In order for this project to be realised in the most cost and time efficient manner, the vegetation identified is required to be removed.

### *Communication*

The existing user groups at the site, as well as the Project Reference Group for the TSS Redevelopment project will be consulted on the timeline for removal of the vegetation.

Adjacent residents will be notified via mail drop.

### *Financial Implications*

There will be no additional cost to Council for the removal of the identified trees; the costs are covered within the current budget of the TSS Redevelopment Project.

### *Risk Analysis*

Identified risk	Risk likelihood*	Controls to manage risk
Tree removal is not approved resulting in alternative location sought for impacted components resulting in significant cost and time implications and the removal of vegetation in another location.	2 (unlikely)	It is recommended Council approve the request to remove the identified trees.
Potential negative community response from removal of trees	3 (Possible)	The neighbouring residents will be advised on the proposed vegetation removal and informed of new trees being planted as part of the project

\*Likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

### *Legal and Compliance*

Council officers have complied with all regulations for the removal of native vegetation. There is no requirement for an offset in this case.

### *Community Implications*

There may be some concerns raised by community members regarding the tree removal in relation to amenity. These can be mitigated via timely and transparent communication with the neighbouring residents. It is expected that there will be a positive reaction to the overall redevelopment of TSS/Catterick Crescent Reserve.



*Environmental Implications*

It has been identified that the trees identified for removal were not planted for biodiversity reasons and therefore do not represent significant ecological value in the area.

*Consultation*

Consultation continues to occur with the Project Reference Group for the TSS Redevelopment which includes stakeholders currently involved in the use of the current and future facilities.

If endorsed, the surrounding residents will be notified of the tree removal as part of the regular notice of works notification.

**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:**

Tree Work Notification Policy

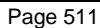
**Attachments**

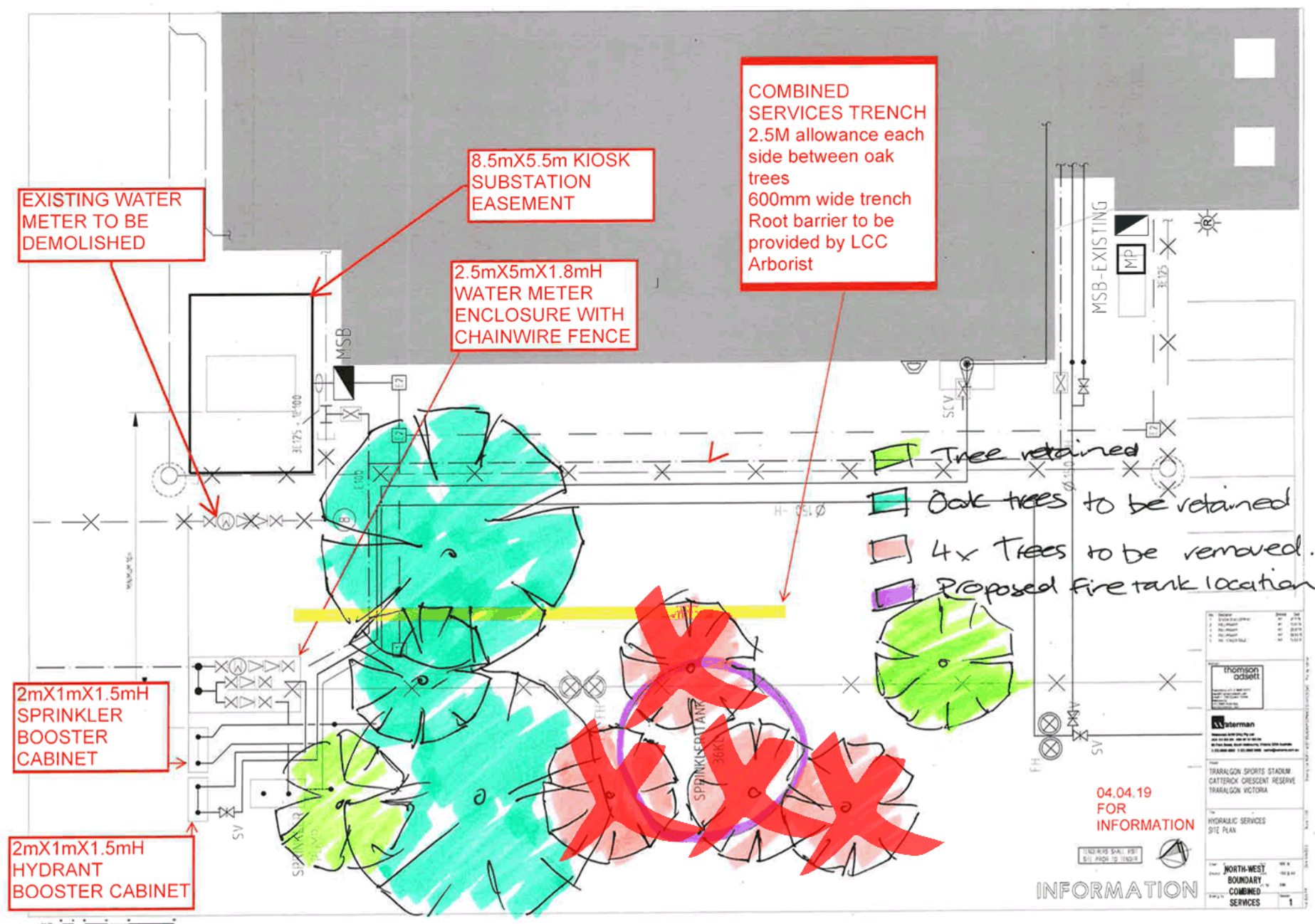
1 [↓](#). Tree removal plan

## 15.3

### **Catterick Crescent Reserve, Traralgon - Proposed Removal of Vegetation**

- 1 Tree removal plan ..... 511







# **COMMUNITY SERVICES**

**16. COMMUNITY SERVICES**

Nil reports

# **CORPORATE SERVICES**

## **17. CORPORATE SERVICES**

**Agenda Item: 17.1**

**Agenda Item: Annual Review of the Procurement Policy**

**Sponsor: General Manager, Corporate Services**

**Council Plan Objective: Ensure Council operates openly, transparently and responsibly.**

**Status: For Decision**

### **Proposed Resolution:**

#### **That Council:**

- 1. Adopts the Procurement Policy with an effective date of 6 May 2019; and**
- 2. Notes that with the adoption of this Policy that any previous versions are now rescinded; and**
- 3. Makes this Policy available to the public on Council's website.**

### **Executive Summary:**

In accordance with Section 186A of the *Local Government Act 1989*, 'At least once each financial year, a Council must review the current Procurement Policy and may, in accordance with this section, amend the Procurement Policy'. Latrobe City Council's Procurement Policy 18-POL-10 was last reviewed and adopted by Council on 3 April 2018.

The statutory review of the current policy has been completed. This report presents the reviewed Procurement Policy (attached) for adoption.

### **Background:**

The Procurement Policy is required to be reviewed at least once in every financial year in accordance with Section 186A of the *Local Government Act 1989*. The statutory review of the current policy has been completed, and minor amendments have been proposed. These are:

- Item 2.3.2.3 Purchasing Cards: proposing purchasing cards as the preferred method for low value low cost purchases



- Item 2.3.2.4 Petty Cash: amended to align with Cash Handling Policy where petty cash is provided as an advance only
- Table 2: clarification of the delegation for Team Leaders
- Table 4: correction in the cumulative value of variations column
- Section 6 Review Process: amended to reflect current governance requirements for updating policies, in particular managing administrative updates
- Minor formatting and spelling changes

**Issues:**

*Strategy Implications*

Latrobe City Council's Procurement Policy ensures that Council operates openly, transparently and responsibly in respect to all procurement activities.

*Communication*

The adopted Procurement Policy 19-POL-11 will be made available to the public on the Council's website.

*Financial Implications*

There are no financial implications in relation to this report.

*Risk Analysis*

Current controls in place to manage the potential risks of fraud:

- All procurement activities are required to leave an audit trail for monitoring and reporting purposes. This audit trail is automatically recorded in the finance system.
- No single council officer is to have complete control over any procurement activity. To ensure segregation of duties, at least three different council officers are to be involved in and responsible for an end to end procurement activity. These controls are automated in the finance system.
- No council officer is permitted to authorise expenditure above their assigned procurement delegation. These controls are automated in the finance system.
- No council officer is permitted to authorise expenditure from which they are directly involved with or will benefit from. All procurement activities are reviewed by the Procurement team to ensure the correct authorisations are sought.
- All purchase requisitions are reviewed by the Procurement team to ensure the correct number quotations have been sought in accordance with the quotation requirements and to ensure they accurately reflect the requisition description.
- Quotation details are captured within the Finance System and stored and reviewed as part of the purchase requisition process.

*Legal and Compliance*

There are no legal implications in relation to this report.

The Procurement Policy review ensures Council remains compliant with Section 186A of the *Local Government Act 1989*.

*Community Implications*

There are no community implications in relation to this report.

*Environmental Implications*

There are no environmental implications in relation to this report .

*Consultation*

The proposed *Procurement Policy 19-POL-11* has undergone internal consultation with relevant staff.

*Other*

There are no other implications in relation to this report.

**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 [↓](#). Procurement Policy 19 POL 11

## **17.1**

### **Annual Review of the Procurement Policy**

<b>1</b>	<b>Procurement Policy 19 POL 11 .....</b>	<b>520</b>
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# Procurement Policy

Version 19 – POL – 11

Approval Date: 06 May 2019

Review Date: 30 June 2020





## Procurement Policy

### DOCUMENT CONTROL

Responsible GM	Greg Drumm	
Division	Corporate Services	
Last Updated (who & when)	Matthew Rogers – Manager Finance	2019
<b>DOCUMENT HISTORY</b>		
Authority	Date	Description of change
Council	22 August 2016	Policy reviewed, adopted by Council.
Council	03 April 2018	Amendments to purchase approval delegations, quotation requirements & contract variation approval requirements
Council	06 May 2019	Policy reviewed, amendments to petty cash and purchasing card clauses
References	<b>Legislative References</b> <ul style="list-style-type: none"> <li>Local Government Act 1989</li> <li>Competition and Consumer Act 2010</li> <li>Trade Practices Act 1974</li> <li>Goods Act 1958</li> <li>New Tax System (Goods and Services Tax) Act 1999</li> <li>OHS Safety Act 2004</li> <li>Environmental Protection Act 1994</li> <li>National Competition Policy</li> <li>Competitive Neutrality Policy Victoria 2000</li> </ul> <b>Related Council Policies</b> <ul style="list-style-type: none"> <li>Purchasing Card Policy</li> <li>Grants Policy</li> <li>Gifts, Benefits and Hospitality Policy</li> <li>Fraud Policy</li> <li>Wood Encouragement Policy</li> </ul> <b>Other Associated Documents</b> <ul style="list-style-type: none"> <li>Procurement Operational Policy</li> <li>Grants and Sponsorship Operational Policy</li> </ul>	

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## Procurement Policy

	<ul style="list-style-type: none"> <li>• Disposal of Assets Operational Framework</li> <li>• Instrument of Delegations</li> <li>• Conflict of Interest Guidelines</li> <li>• Councillor Code of Conduct</li> <li>• Employee Code of Conduct</li> <li>• Occupational Health and Safety State and National Regulations</li> <li>• OHS Purchasing of Goods</li> <li>• Disability Action Plan</li> </ul>
Next Review Date	2019/20 Financial Year
Published on website	Yes
Document Reference No	1380258

Latrobe City Council acknowledges the assistance of the Municipal Association Victoria through the provision of a Model Procurement Policy

Approved by Latrobe City Council

For further information about this document, please contact:

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## Procurement Policy

# 1. Principles

## 1.1 Background

Latrobe City Council:

- Recognises:
  - Developing a procurement policy and adopting appropriate best practice contracting and procurement principles, policies, processes and procedures for all goods, services and works by Latrobe City Council, will enhance achievement of objectives. These objectives include sustainable and social procurement, bottom-line cost savings, supporting the local economy, achieving innovation and better services for communities.
  - The elements of best practice applicable to local government procurement incorporate:
    - Broad principles covering ethics, value for money, responsibilities and accountabilities;
    - Guidelines giving effect to those principles;
    - A system of delegations (i.e. the authorisation of officers to approve and undertake a range of functions in the procurement process); and
    - Procurement processes, with appropriate processes covering minor, simple procurement to high value, more complex procurement.
- Contracting, purchasing and contract management activities endeavour to:
  - Achieve value for money and quality in the acquisition of goods, services and works;
  - Support Latrobe City Council's corporate strategies, aims and objectives;
  - Take a long term strategic view of its procurement needs while continually assessing, reviewing and auditing its procedures, strategy and objectives;
  - Provide a robust and transparent audit trail which ensures that procurement projects are delivered on time, within cost constraints and that the needs of end users are fully met;
  - Are conducted, and are seen to be conducted, in an impartial, fair and ethical manner;

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## Procurement Policy

- Ensure that risk is identified, assessed and managed at all stages of the procurement process;
- Use strategic procurement practices and innovative procurement solutions to promote sustainability and best value, in particular making use of collaboration and partnership opportunities; and
- Comply with legislation, corporate policies or other requirements, ensuring that all staff responsible for procurement and contract management are aware of and adhere to the legislative requirements, Latrobe City Council standards and best practice.

### 1.2 Scope

This Procurement Policy is made under Section 186A of the *Local Government Act 1989*, (the Act) which is the key legislative framework that regulates the process of all local government procurement in Victoria.

Section 186A of the Act requires Victorian councils to prepare, approve and comply with a Procurement Policy encompassing the principles, processes and procedures applied to all purchases of goods, services and works.

Latrobe City Council's Procurement Policy applies to all contracting and procurement activities and is binding upon Councillors, Council officers, temporary employees, contractors and consultants while engaged by Latrobe City Council.

#### 1.2.1 Other Acts and Policies

The *Competition and Consumer Act 2010* - protects businesses and its customers from unfair trading practices. Latrobe City Council officers are to ensure that they are operating fairly, transparently and competitively in the marketplace.

- The National Competition Policy - extends the Australian Consumer Law to councils and introduces Competitive Neutrality Policy.
- *Competitive Neutrality Policy Victoria 2000* - promotes efficient competition between public and private businesses operating in the same market.

#### 1.2.2 Procurement during Council Elections

The *Local Government Act 1989* stipulates that councils are prohibited from making certain prescribed decisions during an election period<sup>1</sup>. This includes a decision to enter into a contract that has a total value which exceeds the threshold amounts or 1% of Latrobe City Council's revenue from rates in the preceding year, whichever is greater.

<sup>1</sup> Section 93A of the Local Government Act 1989

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## Procurement Policy

Any decision which does not follow this requirement is deemed to be invalid. Latrobe City Council is liable to pay compensation as a result of acting on a major policy decision made in contravention of the legislation. The decision also applies to special committees or persons acting under a delegation from Council.

### 1.3 Purpose

The purpose of this policy is to:

- Provide policy and guidance to the Council to allow consistency and control over procurement activities;
- Demonstrate accountability to rate payers;
- Provide guidance on ethical behaviour in public sector purchasing;
- Demonstrate how to apply best practice principles when purchasing; and
- Increase the probability of obtaining the right outcome when purchasing goods, services and works.

### 1.4 Integration with Council Strategy

This policy supports the following Strategic Objectives contained within *Latrobe 2026: The Community Vision for Latrobe Valley* and the *Council Plan 2017-2021*:

#### Latrobe 2026

##### Governance:

In 2026, Latrobe Valley has a reputation for conscientious leadership and governance, strengthened by an informed and engaged community, committed to enriching local decision making.

##### Regulation and Accountability:

In 2026, Latrobe Valley demonstrates respect for the importance of rules and laws to protect people's rights outline obligations and support community values and cohesion.

#### Council Plan 2017 – 2021 Objective 6:

Ensure Council operates openly, transparently and responsibly

##### Strategies:

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## Procurement Policy

- Enhance Council's engagement with the community to better understand the community's priorities.
- Develop Council's long term financial plan and asset management plan to ensure that Council remains financially sustainable.

### 1.5 Treatment of GST

All monetary values stated in this policy include GST except where specifically stated otherwise.

### 1.6 Definitions and Abbreviations

Term	Definition
The Act	<i>Local Government Act 1989</i> (as amended)
CEO	Chief Executive Officer
Commercial in Confidence	Information that, if released, may prejudice the business dealings of a party (for example discounts rebates, profits, methodologies and process information). It is information provided for a specific purpose that is not to be used for any other purpose than set out in the initial document.
Conflict of Interest	Refer to Section 77A of the <i>Local Government Act 1989</i> .
Contract Management	The process that ensures both parties to a contract that fully meet their respective obligations as efficiently and effectively as possible, in order to deliver the business and operational objectives required from the contract and in particular, to provide value for money.
Corporate Social Responsibility (CSR)	Corporate Social Responsibility is about taking positive action to demonstrate Latrobe City Council's commitment to the local community and environment on which it impacts.
The Council / Council	The Latrobe City Councillor's as the governing body
Council officers	Includes temporary, full-time and part-time Latrobe City Council employees, as well as contractors and consultants while engaged by Latrobe City Council.
Delegation	A power handed down by the Council or Chief Executive Officer in an instrument to enable a delegate to act on Council's behalf.

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Term	Definition
Expression of Interest (EOI)	An invitation for potential suppliers to submit an EOI for the provision of the goods, services and works generally set out in the overview of requirements contained in the document. This invitation is not an offer or a contract. It is usually the first stage of a multi-stage procurement process.
e-Procurement	Refers to the use of electronic methods at any stage of the procurement process from identification of a requirement through to any contract management and possibly procured asset management. Electronic procurement is the undertaking of the procurement process stage by electronic methods.
GM	General Manager
MECC	Municipal Emergency Coordination Centre
MERC	Municipal Emergency Response Coordinator
MERO	Municipal Emergency Resource Officer
MRM	Municipal Recovery Manager
Probity	Within Local Government, the word "probity" is often used in a general sense to mean "good process." A procurement process that conforms to the expected standards of probity is one in which clear procedures that are consistent with Council's policies and legislation are established, understood and followed from the outset. These procedures need to consider the legitimate interests of suppliers and ensure that all potential suppliers are treated equitably.
Probity Advisor	Reviews dealings with tenderers and the evaluation panel at presentations and interviews. Probity advisors provide advice to the evaluation team and/or steering committee.
Probity Auditor	Reviews all processes and documentation throughout the procurement process and provides a report on their findings at the conclusion of the process.
Procurement	Procurement is the whole process of acquisition of external goods, services and works. This process spans the whole life cycle from initial concept through to the end of the useful life of an asset (including disposal) or the end of a service contract.
RERC	Regional Emergency Response Coordinator
SERC	State Emergency Response Coordinator

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Term	Definition
Social Procurement	Social Procurement uses procurement processes and purchasing power to generate positive social outcomes in addition to the delivery of efficient goods, services and works.
Sustainability	Activities that meet the needs of the present without compromising the ability of future generations to meet their needs.
Tender Process	The process of inviting suppliers to submit a quotation by tender using public advertisement, followed by evaluation of submissions and selection of a successful bidder or tenderer.
Value for Money	Value for money in procurement is about selecting the supply of goods, services and works taking into account both cost and non-cost factors including: <ul style="list-style-type: none"> <li>• contribution to the advancement of Latrobe City Council's priorities;</li> <li>• non-cost factors such as fit for purpose, quality, service and support; and</li> <li>• cost-related factors including whole of life costs and transaction costs associated with acquiring, using, holding, maintaining and disposing of the goods, services and works.</li> </ul>

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## Procurement Policy

## 2. Effective Legislative and Policy Compliance and Control

### 2.1 Ethics and Probity

#### 2.1.1 Requirement

Latrobe City Council's procurement activities shall be performed with integrity and in a manner able to withstand the closest possible audit scrutiny.

All staff involved in procurement should be skilled in probity fundamentals, their application and be familiar with Latrobe City Council's Conflict of Interest Guidelines.

#### 2.1.2 Conduct of Councillors and Council Officers

##### 2.1.2.1 General

Councillors and Council officers shall at all times conduct themselves in ways that are, and are perceived to be, ethical and of the highest integrity and will:

- Treat potential and existing suppliers with equality and fairness;
- Not seek or receive personal gain;
- Maintain confidentiality of Commercial in Confidence information such as competing suppliers information, pricing, specifications, quotations, tenders or any other sensitive information;
- Present the highest standards of professionalism and probity;
- Deal with suppliers in an honest and impartial manner that does not allow conflicts of interest;
- Invite quotations and tenders only where there is a clear intent to procure the goods, services and works in the near future;
- Not behave in a fraudulent or criminal manner as detailed in Latrobe City Council's Fraud and Corruption Operational Policy;
- Not use Latrobe City Council's purchasing system or purchasing card for the purchase of personal items;
- Provide all suppliers with the same information and equal opportunity;
- Be able to account for all decisions and provide feedback on them;

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## Procurement Policy

- Maintain fair, equitable and non-discriminatory procedures for addressing complaints and concerns raised by suppliers or members of the community regarding Latrobe City Council's procurement activities; and
- Report matters if they are concerned that improper conduct is being undertaken, this includes:
  - Corrupt conduct;
  - A substantial mismanagement of public resources;
  - A substantial risk to public health or safety; and
  - A substantial risk to the environment.

### 2.1.3 Procurement Activity Processes

All procurement activity processes shall be conducted in accordance with the requirements of this policy, Latrobe City Council's Procurement Operational Policy, Procurement Guidelines and any associated procedures, relevant legislation, relevant Australian Standards and the *Local Government Act 1989*.

### 2.1.4 Probity Advisors/Auditors

An independent probity advisor or auditor must be appointed in the following circumstances and provide a written report of results:

- If the procurement activity exceeds the probity excess limit of \$10M; or
- If the relevant General Manager or Chief Executive Officer requests the inclusion of a probity auditor or advisor.

### 2.1.5 Conflict of Interest

Councillors and Council officers shall at all times adhere to the Latrobe City Council Conflict of Interest Guidelines.

### 2.1.6 Fair and Honest Dealing

All prospective contractors and suppliers must be afforded an equal opportunity to participate in a procurement activity.

Impartiality must be maintained throughout the procurement process so it can withstand public scrutiny.

The commercial interests of existing and potential suppliers must be protected.

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Confidentiality of information provided by existing and prospective suppliers must be maintained at all times, particularly commercially sensitive material such as, but not limited to individual rates or prices, discounts, rebates, profit, manufacturing and product information.

### 2.1.7 Gifts and Hospitality

Councillors and Council officers shall at all times adhere to the Gifts, Benefits and Hospitality Policy.

### 2.1.8 Disclosure of Information

Commercial in Confidence information received by Latrobe City Council must not be disclosed and is to be stored in a secure location.

Councillors and council officers are to protect Commercial in Confidence information, by refusing to release or discuss the following:

- Allocated Council budgets for proposed procurement activities;
- Information disclosed by suppliers in tenders, quotations or during tender negotiations;
- All information that is Commercial in Confidence information; and
- Pre-contract information including but not limited to information provided in procurement activities or subsequently provided in pre-contract negotiations.

Discussion with potential suppliers during tender evaluations should not go beyond the extent necessary to resolve doubt on what is being offered by that supplier. At no stage should any discussion be entered into which could have potential contractual implications prior to the contract approval process being finalised.

Summary information relating to contracts entered into with an estimated expenditure which exceeds the compulsory tender thresholds pursuant to Section 186 of the *Local Government Act 1989* will be published on Latrobe City Council's external website.

### 2.1.9 Non-Compliance

Non-compliance to the Procurement Policy or the Procurement Operational Policy will be recorded and actions will be taken as per the procedures detailed in the Procurement Operational Policy.

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## Procurement Policy

### 2.2 Governance

#### 2.2.1 Structure

Latrobe City Council shall:

- Establish formal procurement approvals and a delegations structure that will ensure accountability and auditability of all procurement decisions made over the lifecycle of all goods, services and works;
- Ensure that Latrobe City Council's procurement structure:
  - Obtains value for money;
  - Is flexible enough to purchase the diverse range of material, goods, works and services required by Council in a timely manner;
  - Ensures that prospective contractors and suppliers are afforded an equal opportunity to participate in procurement activities; and
  - Encourages competition.

#### 2.2.2 Standards

Procurement activities shall be carried out to the professional standards required by Local Government Best Practice Guidelines and in compliance with:

- *Local Government Act 1989*;
- Latrobe City Council's policies, operational policies and procedures;
- Latrobe City Council's Procurement Operational Policy;
- Councillor Code of Conduct;
- Latrobe City Council's Employee Code of Conduct;
- Occupational Health and Safety State and National Regulations; and
- Other relevant legislative requirements such as but not limited to the *Competition and Consumer Act 2010*, *Trade Practices Act 1974*, *Goods Act 1958*, *New Tax System (Goods and Services Tax) Act 1999*, *OHS Safety Act 2004* and the *Environmental Protection Act 1994*.

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## Procurement Policy

### 2.2.3 Latrobe City Council Related Policies, Frameworks and Guidelines

Latrobe City Council's policies, operational policies and guidelines relating to procurement that must also be complied with are:

- Purchasing Card Policy;
- Grant Governance Policy;
- Instrument of Delegations;
- Sponsorship Policy;
- Fraud and Corruption Policy;
- Disposal of Assets Operational Framework;
- Conflict of Interest Guidelines;
- OHS Purchasing of Goods;
- Wood Encouragement Policy; and
- Disability Action Plan.

### 2.2.4 Methods

Latrobe City Council's standard methods for purchasing goods, services and works shall be by some or all of the following methods:

- Purchasing card;
- Purchase order following the quotation process in accordance with section 2.3.2.2;
- Under contract following a tender process;
- Using aggregated purchasing arrangements with other councils, MAV Procurement, Procurement Australia, Victorian Government, the Construction Suppliers Register or other bodies; and
- Other arrangements authorised by the Council or the Chief Executive Officer on a needs basis as required by abnormal circumstances such as emergencies.

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## Procurement Policy

### 2.2.5 Responsible Financial Management

Responsible financial management shall be applied to all procurement activities.

To give effect to this principle, the availability of existing funds within an approved budget, or source of funds, shall be established prior to the commencement of any procurement activity for the supply of goods, services or works.

Council officers must not authorise the expenditure of funds in excess of their financial delegations.

Council officers must not disclose allocated procurement activity budgets to suppliers.

Latrobe City Council funds must be used efficiently and effectively to procure goods, services and works and every attempt must be made to contain the costs of the procurement process without compromising any of the procurement principles set out in this policy.

## 2.3 Procurement Processes and Thresholds

### 2.3.1 Process

Latrobe City Council's procurement processes are based on a number of principles:

- **Best Value**

The benefits of the purchase are weighted against the costs necessary for the optimum result for Latrobe City Council and the local community. Latrobe City Council is not required to accept the lowest tender. Instead, Latrobe City Council is required to take into account issues of quality, cost, the accessibility of the service and other factors relevant to the overall objectives of the *Local Government Act 1989*.

Best value is often mistaken for meaning the lowest price, however, in terms of the contracting process, best value requires Latrobe City Council to balance quality and price with as much transparency as is reasonably achievable. In this context price should take into account the whole life cost of the provision so far as is practicable. It follows that the delivery of best value is dependent upon Latrobe City Council's priorities.

Achieving best value also requires challenging the need for the procurement and the way in which the service may be reconfigured to achieve improvements in service delivery, comparing service provision options against all those available, consulting with key stakeholders and ensuring competition in the open market.

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## Procurement Policy

Achieving best value for money must be the basis of all procurement decisions within Latrobe City Council.

- **Open and Fair Competition**

All suppliers are treated fairly in an open and transparent manner and have access to the same information.

- **Accountability**

Accountability in procurement means being able to explain and provide evidence on the process followed. The test of accountability is that an independent third party must be able to see clearly that a process has been followed and that the process is fair and reasonable.

Therefore the processes by which all procurement activities are conducted will be in accordance with this Procurement Policy and associated Latrobe City Council's policies, operational policies and procedures. Additionally:

- All Council officers are required to comply with the Employee Code of Conduct and accordingly they must be able to account for all procurement decisions they have been involved in that were made over the lifecycle of all goods, services and works purchased by Latrobe City Council and provide feedback on them;
- All procurement activities are to leave an audit trail for monitoring and reporting purposes; and
- Councillors must not direct or influence Council officers in the exercise of any power in the performance of any procurement related duty or function.

- **Risk Management**

Strategies for managing risks associated with all procurement processes are in place and consistent.

- **Probity and Transparency**

All procurement processes must be conducted in a fair, honest and open manner, with the highest levels of integrity and in the public interest.

### 2.3.2 Minimum Spend Competition Thresholds

All Latrobe City Council procurement activities must comply with this policy and in accordance with Latrobe City Council's documented authorised delegations. The only exception to this is when a critical incident is declared invoking emergency incident procurement policies at 2.5.1.

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Procurement activities must not be split into smaller amounts to circumvent the thresholds or financial delegate levels and must be calculated on total cost of ownership (options to extend the contract, contingency and travel or out of pocket expenses).

Latrobe City Council's minimum spend competition thresholds are listed below.

### 2.3.2.1 Tenders

Purchase of all goods, services and works for which the estimated expenditure exceeds the compulsory tender thresholds pursuant to Section 186 of the *Local Government Act 1989*, must be undertaken by public tender. There is no specific time limit applicable to the length of a contract which is subject to the thresholds.

Latrobe City Council may undertake a public tender process where the value of goods, services and works does not reach the threshold sums. These may be situations where a public tender is preferred or prudent, managing risk considerations are paramount, or there is a desire for greater transparency of the procurement.

As a general rule Latrobe City Council will not accept late tenders, the exception being where it can be substantiated that there was a Latrobe City Council related system failure / interruption in the case of submission of an electronic tender.

Where it can be determined that the above circumstance prevailed at the time of attempted lodgement, Latrobe City Council may accept the late tender, this is to be approved by the Chief Executive Officer or a General Manager.

The tenders will be evaluated against the mandatory and discretionary selection criteria which are detailed in the tender document.

An exemption can be obtained to not go to public tender. This must be discussed and documented with the Coordinator Procurement and endorsed by the Manager Finance, the Chief Executive Officer and Council. Exemptions from public tender must then be approved by the Minister for Local Government.

### 2.3.2.2 Quotations

Purchase of goods, services and works having a total valuation of less than the compulsory tender threshold and do not require a contract, may be undertaken using the procurement by quotation method as described in Table 1 below:

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## Procurement Policy

**Table 1**

Quote Requirements	
Quotations	
Less than \$1,000	Minimum one (1) verbal quotation
\$1,001 - \$5,000	Minimum one (1) written quotation
\$5,001 - \$25,000	Minimum two (2) written quotations
\$25,001 - \$150,000	Minimum three (3) written quotations
Tender	
Greater than \$150,000	Public Tender process required

In addition to the quotation requirements above, quotations may be publicly advertised at the Council officer's discretion. This may occur when a field of potential suppliers hasn't been established, or an innovative approach is required, or the project has broad appeal that may attract keen prices.

### 2.3.2.3 Purchasing Cards

Purchasing cards are available and the preferred method, for low value purchases. They must be used in accordance with Latrobe City Council's Purchasing Card Policy and are not to be used for personal use.

### 2.3.2.4 Petty Cash

A petty cash system operates to provide temporary cash advances for legitimate, urgent and operational business expenses.

The maximum cash advance is \$50 and must be authorised by the requesting officer's supervisor.

Petty Cash will only be used to reimburse business expenses in exceptional circumstances or where a delay in reimbursement will cause financial hardship.

### 2.3.2.5 Reimbursements

A reimbursement system operates to reimburse legitimate and operational business expenses incurred by employees on behalf of Latrobe City Council. Legitimate and operational business expenses are defined as expenses incurred that are essential to performing functions of the relevant business unit.

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## Procurement Policy

All reimbursement expenditure must adhere to quotation requirements and purchasing approval delegations prior to incurring any expenses.

The reimbursement facility should not be used for purchases that can reasonably be made in advance via the quotation processes.

All reimbursements must be undertaken in accordance with council's reimbursement procedure.

### 2.3.2.6 Agency

Council may use the services of a third party agent to undertake a tender on its behalf. Where this engagement is determined Council will:

- Endorse the tender and contract specifications, conditions and other contract documentation before public tenders are called;
- Ensure proper procurement processes and procedures are in place;
- Make a decision to either accept one of the tenders or reject all tenders as allowed by the Act, including reviewing the evaluation panel's assessment of submissions and recommendation to select one tender or a panel of tenderers; and
- Exercise discretion in accepting one of the tenders and merely rely on the work undertaken by the agent.

## 2.4 Delegation of Authority

### 2.4.1 Requirement

Delegations define the limitations within which Council officers are permitted to work. Delegation of procurement authority allows specified Council officers to approve certain purchases, quotation, tender and contractual processes without prior referral to the Council. This enables council officers to conduct procurement activities in an efficient and timely manner whilst maintaining transparency and integrity.

### 2.4.2 Delegations

#### 2.4.2.1 Council Officers

The following tables outline the authorised procurement delegations, identifying Council officers authorised to make procurement commitments in respect of goods, services and works on behalf of Latrobe City Council.

The delegations for all purchasing at Latrobe City Council are in accordance with Table 2:

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## Procurement Policy

**Table 2**

Procurement Approval Delegations	
Limit of Delegation	Approving Officer
Purchase Card	As delegated by CEO or delegate
Up to \$500	Supervisor or equivalent*
Up to \$25,000	Coordinator / Team Leader**
Up to \$100,000	Manager
Up to \$250,000	General Manager
Up to \$500,000	Chief Executive Officer
Greater than \$500,000	Council

\*for the approval of reimbursements only

\*\*delegation for Team Leaders with budget responsibility only

All procurements require the applicable approval prior to providing advice to potential suppliers. Council officers must not authorise the expenditure of funds in excess of their financial delegations. Council officers are not permitted to authorise expenditure which directly benefits them or they are the recipient of the goods, service and works.

To ensure segregation of duties, Latrobe City Council requires at least three different officers to be involved and responsible for an end to end procurement activity. No single officer is to have complete control over any procurement activity. The delegations to award a contract at Latrobe City Council are in accordance with Table 3:

**Table 3**

Contract Award Delegations	
Limit of Delegation	Power to Award
<\$500,000	Chief Executive Officer
>\$500,000	Council

Where a contract variation is required, approval must first be sought from the applicable approving officer. The approving officer has the delegation to sign all correspondence in relation to the variation.

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## Procurement Policy

The delegations for contract variations at Latrobe City Council are in accordance with Table 4:

**Table 4**

Contract Variation Delegations (per contract)	
Cumulative value of variations	Approving Officer
Up to \$25,000	Coordinator / Team Leader
Up to \$100,000	Manager
Up to \$250,000	General Manager
Greater than \$250,000	Chief Executive Officer

Where the Cumulative value of all variations;

- **exceeds 10%** of the original contract value, endorsement must be sought from the General Manager or Chief Executive Officer
- **exceeds \$500,000** it must be approved by the Chief Executive Officer and a briefing note be submitted to Council for their noting only.

**Table 5**

Latent Conditions (as per Australian Standards) and Design Variations	
Limit of Delegation	Approving Officer
Up to project budget	Contract Superintendent or Representative
Over project budget	Council

### 2.4.2.2 Delegations Reserved for the Council

Commitments and processes which exceed the Chief Executive Officer's delegation must be approved by Council. See Tables 2, 3 and 4 for Council officer's delegations to approve purchasing, award contracts and approve contract variations.

## 2.5 Exemptions from Procurement Levels and Procedures

Acceptable justifications for exemptions to the procurement methods detailed in clause 2.3 are specified in the Procurement Operational Policy.

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## Procurement Policy

The delegations for endorsing and approving exemptions are in accordance with Table 6:

**Table 6**

Purchasing Exemption Delegations		
Value	Endorsed by	Approving officer
Up to \$25,000	Procurement Officer	Manager
Up to \$100,000	Coordinator Procurement; or Manager Finance	General Manager
Up to \$150,000	Coordinator Procurement; or Manager Finance	Chief Executive Officer
Greater than \$150,000	Chief Executive Officer	Minister

### 2.5.1 Critical Incidents

Emergency Management policies and processes are invoked when a relevant Incident Controller, State Emergency Response Coordinator (SERC), Regional Emergency Response Coordinator (RERC) or Municipal Emergency Response Coordinator (MERC) (if not already self-activated by the Municipal Emergency Resource Officer (MERO) / Municipal Recovery Manager (MRM)) contacts Council requesting Council assistance in relation to:

- An emergency within the meaning of the *Emergency Management Act 1986* and the *Emergency Management Act 2013*;
- Latrobe City Council's Municipal Emergency Management Plan being activated;
- An emergency impact that requires activation of Council resources through the MERO/MRM via the Municipal Emergency Coordination Centre (MECC);
- An incident that activates the Council's Business Continuity Plan;
- An incident that represents a serious threat to health, safety, security of person or property; or
- A situation that represents a serious or urgent disruption to Latrobe City Council services.

In recognition that full compliance with existing Latrobe City Council procurement policies may not support the requirements during a critical incident, an alternative procurement

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process is in place to operate during a critical incident. Critical incident procurement aims to accommodate urgent procurement needs whilst ensuring that procurement processes adopted are reasonable and conducted with appropriate consideration of the standard procurement principles. In the event of a critical incident being declared, the process for procuring goods, services and works is to:

- Take into account value for money, accountability and probity to the extent that they can be applied given the severity and urgency of the incident;
- Adopt minimum record keeping processes through the Crisisworks Emergency Management System for relief, response and recovery;
- Ensure records of all procurements and decisions are documented in Crisisworks and disclosure of the value of goods, services and works procured for the emergency are reported to Council upon request;
- Ensure a procurement team member is to be part of the Emergency Management team to manage all procurement activities; and
- Ensure emergency incident approval processes are activated through the MERO via delegated authority of the Chief Executive Officer.

### 2.6 Public Advertising

All public procurement activities are to be published on Latrobe City Council's e-tendering portal and advertised in a local newspaper and state wide newspaper to ensure compliance with the *Local Government Act 1989*.

### 2.7 Internal Controls

Latrobe City Council will establish and maintain the Procurement Operational Policy which will detail the internal controls over procurement processes and will ensure:

- A minimum of three people are involved in and are responsible for a transaction end to end;
- Transparency in the procurement process;
- A clearly documented audit trail exists for procurement activities;
- Appropriate authorisations are obtained and documented; and
- Systems are in place for appropriate monitoring and performance measurement.

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## Procurement Policy

### 2.8 Risk Management

#### 2.8.1 General

Risk management is to be appropriately applied at all stages of procurement activities. This will be properly planned and carried out in a manner that will protect and enhance capability to prevent, withstand and recover from interruption to the supply of goods, services and works.

Risk management will be carried out in accordance with the stated requirements in the Risk Management Policy and the Guidelines for Occupational Health and Safety, Management of Contract and any Federal or State regulatory requirements.

#### 2.8.2 Supply by Contract

The provision of goods, services and works by contract potentially exposes risk.

Latrobe City Council will minimise its risk exposure by measures such as:

- Standardising contracts to include current, relevant clauses;
- Requiring security deposits where appropriate;
- Referring specifications to relevant experts;
- Requiring contractual agreement before allowing the commencement of work;
- Use of or reference to relevant Australian Standards (or equivalent); and
- Effectively managing the contract including monitoring and enforcing performance.

### 2.9 Contract Terms

All contractual relationships must be documented in writing based on standard terms and conditions unless changes to this are supported by the Procurement and Governance teams.

To protect the best interests of Latrobe City Council, terms and conditions must be settled in advance of any commitment being made with a supplier.

### 2.10 Endorsement

Council officers and Councillors must not endorse any products or services.

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## Procurement Policy

### 2.11 Dispute Resolution

All Council contracts shall incorporate dispute management and alternative dispute resolution provisions to minimise the potential for legal action.

### 2.12 Contract Management

The purpose of contract management is to ensure that Latrobe City Council, and where applicable its contractors, receive the goods, services and works provided to the required standards of quality and quantity as intended by the contract by:

- Establishing a system monitoring and achieving the responsibilities and obligations of both parties' under the contract;
- Providing a means for the early recognition of issues and performance problems and the identification of solutions;
- Goods, services and works have been completed to council officers satisfaction prior to payment occurring;
- Contract variations are approved prior to any work commencing;
- Contract variations are reported to Council on a quarterly basis; and
- Adhering to Latrobe City Council's Risk Management Operational Framework and adhering to relevant Occupational Health and Safety Contractor Compliance Procedures.

All Council contracts are to include contract management requirements. Furthermore, contracts are to be proactively managed by the Council officer responsible for the delivery of the contracted goods, services and works to ensure Latrobe City Council receives value for money.

A Contract Superintendent will be appointed and delegated authority as assigned by Australian Standards for the purpose of directing latent conditions and design variations.

### 2.13 e-Procurement

e-Procurement is integral to the overall development of procurement processes and involves the use of electronic systems to acquire and pay for goods, services and works.

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## Procurement Policy

By utilising e-Procurement Latrobe City Council aims to:

- Reduce transaction costs;
- Increase supplier competition;
- Make processes more efficient;
- Improve management information and visibility of spend;
- Increasing control and consistency of processes; and
- Improve spend compliance.

For these reasons Latrobe City Council will only be accepting tender submissions electronically via the electronic Tender Box, unless otherwise approved prior to the closing time and date by the Coordinator Procurement. The electronic Tender Box is a free service.

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## Procurement Policy

### 3. Demonstrate Sustained Value

#### 3.1 Achieving Best Value

##### 3.1.1 Requirement

Latrobe City Council's procurement activities will be carried out on the basis of obtaining best value (as defined in 1.6 Definitions and Abbreviations and detailed in 2.3.1 Process – Best Value).

This means minimising the total cost of ownership over the lifetime of the requirement, consistent with acceptable quality, reliability and delivery considerations. Lowest price is not the sole determinate of value for money.

##### 3.1.2 Approach

This will be facilitated by:

- Developing, implementing and managing procurement strategies that support the coordination and streamlining of activities throughout the lifecycle;
- Developing and implementing a variety of standard selection criteria and weightings. Criteria and weightings will be established at the beginning of a tendering process to ensure value for money is achieved;
- Effective use of competition;
- Using a schedule of rates and panel contract arrangements where appropriate;
- Identifying and rectifying inefficiencies in procurement processes;
- Placing emphasis on the procurement activity planning process;
- Developing more cost efficient procurement processes including appropriate use of e-solutions;
- Council officers responsible for providing procurement services or assistance within Latrobe City Council and providing competent advice in terms of available products and agreements;
- Working with suppliers to create relationships that are professional and productive, and are appropriate to the value and importance of the goods, services and works being acquired;
- Undertaking analysis of Council's category spending patterns; and

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## Procurement Policy

- Ensuring procurement effort corresponds with risk and expected return.

### 3.1.3 Role of Specifications

Specifications used in quotations, tenders and contracts are to support and contribute to Latrobe City Council's Value for Money objectives by being written in a manner that:

- Ensures impartiality and objectivity;
- Clearly defines Latrobe City Council's requirements;
- Encourages the use of standard products;
- Encourages sustainability; and
- Eliminates unnecessarily stringent requirements.

### 3.2 Performance Measures and Continuous Improvement

Latrobe City Council will establish appropriate performance measures and reporting systems to monitor performance and compliance with procurement policies, procedures and controls which will be reported to Latrobe City Council's Senior Leadership Team and / or Executive Team.

Procurement procedures, practices and costs may be benchmarked externally.

The performance measurements developed will be used to:

- Highlight trend and exceptions where necessary to enhance performance;
- Improve the internal efficiency of the procurement process and where relevant the performance of suppliers; and
- Facilitate programs to drive improvement in procurement to eliminate waste and inefficiencies.

### 3.3 Corporate Social Responsibility

Corporate Social Responsibility is about taking positive action to demonstrate Latrobe City Council's commitment to the local community and the environment on which it impacts. This means maximising the benefits of the services we provide across the community and minimising the negative aspects of activities.

Latrobe City Council integrates Corporate Social Responsibility into its organisational policies and practices through social procurement, sustainability and diversity.

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## Procurement Policy

### 3.3.1 Social Procurement

Social Procurement is the process of generating positive social outcomes through the delivery of goods, services and works. Social Procurement generates positive outcomes by building on initiatives already undertaken by Latrobe City Council in enhancing sustainable and strategic procurement practices, further enabling procurement to effectively contribute towards building stronger communities and meeting the social objectives.

Latrobe City Council is committed to adding value to the Latrobe City region, including the social benefits throughout Local Economic and Social Contribution. Social Procurement can effectively contribute to building stronger communities and meeting social objectives and in particular facilitating employment opportunities to target communities within the Latrobe City region,

Latrobe City Council's is committed to Social Procurement by:

- Ensuring all procurement practices are sustainable and strategically aligned with wider Council objectives;
- Achieving greater value for money across the community through the use of effective procurement;
- Ensuring all businesses have the same opportunity to tender for Council contracts;
- Enhancing partnerships with other councils, suppliers and community stakeholders;
- Building and maintaining a strong community by exploring ways to generate local employment (particularly among disadvantaged residents) and further strengthening the local economy;
- Purchasing ethical and fair trade goods to support equitable, local, national and international trade; and
- Ensuring business meets its obligations to its employees under applicable industrial instruments and legislation.

### 3.3.2 Buy Local

#### 3.3.2.1 Local Suppliers

Latrobe City Council is committed to buying from local businesses where purchases can be justified against Value for Money grounds, while remaining compliant with the *Competition and Consumer Act 2010* and other fair trading legislation requirements.

Wherever practicable, Latrobe City Council will fully examine the benefits available through purchasing goods, services and works from suppliers within Latrobe City.

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## Procurement Policy

To ensure that value for money is achieved through use of local suppliers when purchasing, Latrobe City Council shall:

- Encourage a 'buy local' culture within Council;
- Encourage local suppliers to participate in Council business by advertising in local newspapers and other means considered appropriate;
- Ensure that procurement policies and procedures do not disadvantage local suppliers;
- Ensure transparency in Council procurement practices;
- Encourage the use of local suppliers by contractors.

### 3.3.2.2 Local Economic Development

Latrobe City Council will also seek from prospective suppliers/contractors, where applicable, what economic contribution they will make to the Latrobe City region. Latrobe City Council will assign weighting percentage up to a maximum of 15% to this criteria element. The quotation or tender evaluation panel will determine the percentage applied to any procurement.

Such examples may include a supplier/contractor who:

- Engages and contracts with local suppliers
- Engages local sub-contractors
- Participates in apprenticeship schemes or employs apprentices when tendering for projects upon award
- Contributes to the financial, social and environmental wellbeing of the region
- Enables the expansion, growth and servicing of local businesses and contractors
- Uses existing local businesses

### 3.3.2.3 Social Contribution

A social enterprise is a revenue generating business with primarily social objectives that reinvest surpluses in the business or community, rather than being driven by the need to deliver profit to shareholders and owners. These organisations are commonly referred to as social benefit suppliers and include social enterprises, Australian Disability Enterprises, Fair Trade Businesses, Indigenous Businesses, and can include women-owned and minority-owned businesses.

Latrobe City Council will identify opportunities to work with social enterprises and other not for profit businesses in the Latrobe City region that deliver social outcomes as part of doing business, either directly or as part of our supply chain.

### 3.3.2.4 Indigenous Engagement

Latrobe City Council is committed to exploring opportunities in engaging local indigenous businesses for the delivery of goods, services or works.

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## Procurement Policy

### 3.3.2.5 Social Employment

Latrobe City Council is committed to Social Procurement, effectively achieving social objectives and facilitating employment opportunities to target communities in the Latrobe City region via our procurement processes. Latrobe City Council will seek from prospective suppliers/contractors, where applicable, what employment contribution they will make to the Latrobe City region.

### 3.3.3 Sustainable Procurement

Latrobe City Council recognises it has an implicit role in furthering sustainable development, through its procurement of goods, services and works.

In addition, Latrobe City Council recognises the potential impact this spend has on the environment and where applicable will integrate sustainability, environmental and social issues into the procurement process. Latrobe City Council aims to achieve this by:

- Taking into account the need to minimise emissions and reducing the negative impacts of transportation when purchasing goods, services and works;
- Taking steps to minimise carbon dioxide and other greenhouse gas emissions through the detailed consideration of products and services procured;
- Considering the environmental performance of all suppliers and contractors, and encouraging them to conduct their operations in an environmentally sensitive manner;
- Considering the basic life cycle analysis of products to minimise the adverse effects on the environment resulting directly or indirectly from products;
- Selecting products and services that have minimal effect on the depletion of natural resources and biodiversity;
- Working more effectively with local suppliers to ensure they are encouraged to bid for Latrobe City Council's business in line with the Procurement Policy;
- Ensuring all relevant procurement activities contain sustainability specifications as appropriate to the product or service being procured;
- Comply with all Australian regulations and legislation and ensuring our suppliers do the same; and
- Training all Council officers on sustainability considerations within the procurement process.

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## Procurement Policy

### 3.3.4 Diversity and Inclusion

Promoting equality through procurement can improve competition, best value, the quality of public services, satisfaction among users and community relations. It should be a consideration in every procurement activity and reflect corporate commitment to diversity and equal opportunities wherever possible.

Latrobe City Council recognises the importance of having a diverse supplier base that reflects the breadth of our clients and the Victorian community.

Diversity and inclusion in procurement can refer to diverse suppliers, for example indigenous, culturally diverse, disability or gender diverse suppliers or can refer to generic suppliers providing consideration of the needs of diverse groups.

Latrobe City Council's Procurement Policy is to look at including diverse enterprises in procurement processes and that the legislative requirements of Latrobe City Council's Disability Action Plan are considered to ensure that procurement processes and decisions do not directly or indirectly discriminate against people with a disability.

### 3.3.5 Occupational Health and Safety

Latrobe City Council will undertake due diligence assessments on all suppliers to ensure compliance to legislative and business requirements. Latrobe City Council requires all contractors, service providers and volunteers to comply with all Occupational Health and Safety legislative requirements. These are mandatory requirements and non-compliance will disqualify prospective suppliers. Suppliers will be required to provide evidence of insurances in providing goods, services and works.

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## Procurement Policy

### 4. Apply a Consistent and Standard Approach

Latrobe City Council will provide effective and efficient commercial arrangements for the acquisition of goods, services and works.

#### 4.1 Standard Processes

Latrobe City Council will provide effective commercial arrangements covering standard products and provision of standard services to enable **Council officers** to source requirements in an efficient manner.

This will be achieved via a combination of the following:

- Use of Latrobe City Council's approved suppliers;
- Pricing where relevant;
- Processes, procedures and techniques;
- Tools and business systems (e.g. e-Procurement arrangements);
- Reporting requirements; and
- Application of standard contract terms and conditions.

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## Procurement Policy

### 5. Build and Maintain Supplier Relationships

Latrobe City Council recognises that in order to achieve sustainable value, appropriate relationships must be developed and maintained with suppliers.

#### 5.1 Developing and Managing Suppliers

Developing and managing suppliers is essential to achieving a competitive market capable of delivering Latrobe City Council services and works requirements. Latrobe City Council recognises the importance of effective and open working relationships with its suppliers and is committed to the following:

- Managing existing approved suppliers, to ensure the benefits are delivered;
- Maintaining approved suppliers compliance with Latrobe City Council's requirements for insurances, Occupational Health and Safety, etc; and
- Developing new suppliers and improving the capability of existing suppliers where appropriate.

All suppliers have a responsibility to follow and comply with the principles outlined in Latrobe City Council's Supplier Code of Conduct and be read in conjunction with Latrobe City Council's Purchase Order Terms and Conditions.

#### 5.2 Communication

External communication is very important in ensuring a positive interest from potential suppliers. Latrobe City Council's website will be updated and provide:

- Information about Council and how to become an approved supplier;
- A list of open Public Procurement Activities;
- Summary information relating to contracts entered into with an estimated expenditure which exceeds the compulsory tender thresholds as per section 2.1.8;
- Purchase Order Terms and Conditions;
- Supplier Code of Conduct;
- Guidelines for 'Doing Business with Latrobe City Council';
- Standard documentation used in the procurement process; and
- Links to other relevant sites.

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## Procurement Policy

### 6. Review Process

#### 6.1 Review

To ensure compliance with Section 186A of the *Local Government Act 1989*, this policy will be reviewed and updated annually, unless one of the following occurs first:

- Significant changes to legislation applicable to the subject matter of the policy
- Upon request of Council

Unless otherwise indicated, this policy will still remain applicable beyond the process review date until that review has been finalised by Council.

#### 6.2 Administrative Updates

It is recognised that from time to time, circumstances may change leading to the need for minor administrative changes to this document. Where an update does not materially alter this document, such a change may be made administratively. Examples include updating to the latest style/template for policy, a change to the name of a Council department or applicable responsible position, a change to the name of a Federal or State Government department and minor update to legislation which does not have material impact.

Any change or update which materially alters this document must be by decision of Council.

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**Agenda Item: 17.2**

**Agenda Item: Proposed Bushfire Memorial at the Callignee Hall**

**Sponsor: General Manager, Corporate Services**

**Council Plan Objective: Ensure Council operates openly, transparently and responsibly.**

**Status: For Decision**

**Proposed Resolution:**

**That Council:**

- 1. Provides approval for the installation of a sculpture, “Scrap to Sculpture – Letting Go”, commemorating the tenth anniversary of the Black Saturday bushfires in the memorial garden at the Callignee Hall; and**
- 2. Refers the proposed sculpture, “Scrap to Sculpture – Letting Go”, to the Art Gallery Advisory Committee for consideration in accordance with the Plaques and Memorials on Public Infrastructure and Open Space Policy.**
- 3. Notifies the artist, Jo Caminiti, and the Callignee Hall Committee of its decision.**

**Executive Summary:**

- In January Council officers provided a letter of support for an application to Regional Arts Victoria for a proposed project, “Scrap To Sculpture – Letting Go”, to be undertaken by local artist Jo Caminiti which was successful in obtaining a grant.
- This project is for the creation of a memorial sculpture to commemorate the tenth anniversary of the Black Saturday bushfires which would be constructed from materials salvaged after the fires and installed in the existing memorial garden at the Callignee Hall.
- Prior to installing the proposed memorial sculpture it is necessary to adhere to the requirements of the Plaques and Memorials on Public Infrastructure and Open Space Policy.
- This policy requires that any requests for the placement of a plaque or memorial in Council owned or managed public infrastructure and open space

must be considered by Council.

- This policy also requires that any proposed memorial, other than a plaque, must demonstrate design merit (as assessed by the Art Gallery Advisory Committee) and be an original work.

### **Background:**

Gippsland artist, Jo Caminiti, has been working with communities affected by the Black Saturday bushfires after receiving a grant from Regional Arts Victoria to commemorate their tenth anniversary through a project titled “Scrap to Sculpture – Letting Go”.

This memorial sculpture, which will take the form of an archway utilising materials salvaged from affected properties, will be constructed at the Traralgon South Men’s Shed and then installed in the existing memorial garden at the Callignee Hall. A media release and concept sketch of the proposed sculpture are attached to this report.

The framework of the sculpture will be made from new steel pipe on piers of welded steel wheel rims set in concrete pads. The infill materials will be car parts, tools and household items salvaged from the ashes of the Black Saturday bushfires that will be cleaned and have sharp edges ground away prior to being welded into the structural framework.

Before this sculpture can be installed at the Callignee Hall it is necessary for a report to be considered by Council in accordance with the Plaques and Memorials on Public Infrastructure and Open Space Policy (“the policy”).

This policy also requires that any proposed memorial, other than a plaque, must demonstrate design merit (as assessed by the Art Gallery Advisory Committee) and be an original work. It must also have a clear association and strong significance to the location proposed for the plaque or memorial.

While the sculpture is yet to be assessed by the Art Gallery Advisory Committee, the concept of using materials salvaged from local properties that were impacted upon by the bushfires in this area provides a clear link to the Callignee area in which the memorial will be located.

### **Issues:**

#### *Strategy Implications*

Provide a connected, engaged and safe community environment, which is improving the well-being of all Latrobe City citizens.

### *Communication*

Council provided a letter of support to Regional Arts Victoria in January indicating that, should the application be successful, support would be provided on the design and installation of the sculpture to meet the requirements of the plaques and memorials policy.

Council officers subsequently met with the artist in March to discuss the proposed sculpture and clarify issues relating to the proposed design and risks associated with its installation and future maintenance.

### *Financial Implications*

As the proposed sculpture has been funded by a grant received from Regional Arts Victoria there will be no cost to Council associated with its creation or installation.

The sculpture will be sealed with a proprietary sealer which will provide weather proof protection for several years. This will need to be reapplied every few years and the Callignee Hall Committee will be responsible for undertaking this maintenance in the future.

The policy states that the future of the memorial will be reviewed on the tenth year, using criteria such as significance and condition, prior to a decision being made as to whether the sculpture is to be retained, relocated or removed.

Depending on the outcome of such a review there may be costs to Council for the removal or relocation of the sculpture which, given its size, are unlikely to be significant.

### *Risk Analysis*

<b>Identified risk</b>	<b>Risk likelihood*</b>	<b>Controls to manage risk</b>
Construction of Sculpture	2	Construction of the sculpture has commenced at the Traralgon South Men's Shed.  Once completed, it will be transported to the Callignee Hall and installed in two parts.
Installation of Sculpture	2	The artist will oversee the installation of the sculpture at the Callignee Hall.  Members of the Callignee Hall Committee, the Traralgon South & District Community Association and Traralgon South



		Men's Shed will provide assistance with installation.
Design of Sculpture	3	As the sculpture will include salvaged materials, all edges will be cleaned and have sharp edges ground away.  Items such as tools will be incorporated into the top of the sculpture out of easy reach.
Maintenance of Sculpture	2	The artist will inspect the sculpture a month after installation and again after twelve months to check for any issues and advise of maintenance.  The Callignee Hall Committee will be responsible for ongoing maintenance of the sculpture.
Public Liability Insurance	1	The artist has provided a copy of her current public liability insurance policy.

\* For example, likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

In addition to the above, there is also a reputational risk if installation of the sculpture is unable to proceed given that Council has previously provided a letter of support to Regional Arts Victoria as part of the original grant application.

### *Legal and Compliance*

Council has a current Plaques and Memorials on Public Infrastructure and Open Space Policy to provide direction for decisions made in relation to new plaques or memorials proposed to be sited on or in Council owned or managed public infrastructure and open space.

This policy requires that any decision needs to consider the balance between the desire to commemorate events or individuals and the ongoing enjoyment of (natural uncluttered open) areas.

In considering requests for the placement of a plaque or memorial in Council owned or managed public infrastructure and open space a report must be prepared and presented to Council for its consideration.

The grant from Regional Arts Victoria includes a due date for an acquittal report of 17 May 2019. While it is unlikely that the sculpture will be installed prior to this date, it should be sufficient for the artist to be able to provide evidence of the construction of the sculpture and an indication that Council is supportive of the proposed installation.

*Community Implications*

The proposed sculpture has the support of the Callignee Hall Committee, which has approved the proposed design, the Traralgon South and District Association and the Traralgon South & District Men's Shed, all of which provided a letter of support to Regional Arts Victoria.

*Environmental Implications*

Not applicable

*Consultation*

The artist has undertaken consultation with, and is sourcing materials from, the local community for the proposed memorial sculpture.

*Other*

The proposed sculpture was the subject of an article in the Latrobe Valley Express and a story on WIN News Gippsland in April.

**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 [↓](#). Scrap to Sculpture Media Release
- 2 [↓](#). Scrap to Sculpture Concept Sketch

## **17.2**

### **Proposed Bushfire Memorial at the Callignee Hall**

- 1 Scrap to Sculpture Media Release ..... 564**
- 2 Scrap to Sculpture Concept Sketch ..... 566**

## Media Release

### Funding Success: "Scrap to Sculpture – Letting Go"

Gippsland artist, Jo Caminiti, will be working with communities affected by the Black Saturday bushfires in Wellington Shire and Latrobe City throughout March after receiving a Victorian Government community arts grant to commemorate their tenth anniversary. She developed the project to create a sculpture from scrap metal recovered from the ashes with the support of Callignee Hall Committee, and the Traralgon South and District Association Community and Men's Shed.

When this funding opportunity came through Regional Arts Victoria, the idea for the sculpture sprung into being, Jo recalls.

"I worked with a clean up crew at my friend's property at the top of Redhill Road shortly after the fire. My task was to recover and save any interesting relics ahead of the others filling the skips. Last year, my friends offered me the recovered scrap metal to use in my metal sculptures - it was time to let it go."

After the devastating Black Saturday fires that claimed eleven lives in the Churchill Complex fire, all some had left were pieces of metal saved from the ashes of their burnt properties. Ten years on it is surprising how many people still have these rusted relics in the backs of their sheds.

"This project encourages people to let go of their scrap to create a sculpture that will commemorate the terrible losses and be a symbol of renewal a decade on from Black Saturday."

The sculpture will be built at the Traralgon South and District Men's Shed and erected in the Callignee memorial garden. A community unveiling event will be held after the project is completed. The form of the sculpture will depend on the nature of the scrap metal provided.

"My creative process works in two ways. I can either intensively research and plan to create what I see in my mind's eye, or I can gather materials and let them speak to me. And if they don't tell me what they want to become, I will impose my will upon them", she laughs.

In her diverse art practice over the past twelve months, Jo has exhibited her life-size wire work "Fighting Roos" sculpture at the Melbourne International Flower and Garden Show, was Artist in Residence hosted by Friends of Drouin's Trees culminating in her "Ten Giants in 10 Days" exhibition, ran vine crafting workshops at Blue Gables Vineyard, and was an exhibiting artist at the Latrobe Open Studios Arts Fair and the Gippsland Food and Wine Festival.

Brian Jenkins, convener of the Shed committee, is pleased to support the project as a collection point for the scrap metal and place for Jo to build the sculpture.

"We welcome people from surrounding communities to come along and participate in this project."

Jo is asking for donations of scrap metal recovered from the Black Saturday fires to be dropped off at the Traralgon South and District Men's Shed on the first two Wednesday evenings of March from 6:30 to 8:30pm and at the planned working bee on Saturday 16 March. She will be there to sort through the scrap as it arrives, and a skip will be available for any surplus metal. During the working bee, Jo will give a talk about the project and her creative process.

For further information about the project contact Jo on 0417 324 987 or look out for "Scrap to Sculpture" events on her Facebook page [www.facebook.com/jo.caminiti.artist/](https://www.facebook.com/jo.caminiti.artist/), or contact the Men's Shed on 5195 5376.

**Date issued: 1 March 2019**



**Photos provided:**

1. Shed Committee and Jo Caminiti – Left to right (standing) Brian Jenkins, Lachlan Millott, Chris Gordon, Ray Just, Brian Ward, (kneeling) Jo Caminiti, Chris Madsen
2. Shed Committee and Jo Caminiti – as above without Chris Madsen

**Event Details:***How can I help?*

Donate your scrap metal recovered from the Black Saturday fires

*Where is the collection point?*

Traralgon South and District Men's Shed  
3 Keith Morgan Drive, Traralgon South, 3844

*When can I drop it off?*

Wednesday 6 March 6:30-8:30 pm  
Wednesday 13 March 6.30-830 pm  
Saturday – working bee - 16 March 9am to 3pm

**Contact for media release:**

Jo Caminiti

Email: [jo.caminiti.artist@gmail.com](mailto:jo.caminiti.artist@gmail.com)

Mobile: 0417 324 987 Phone: 85485395

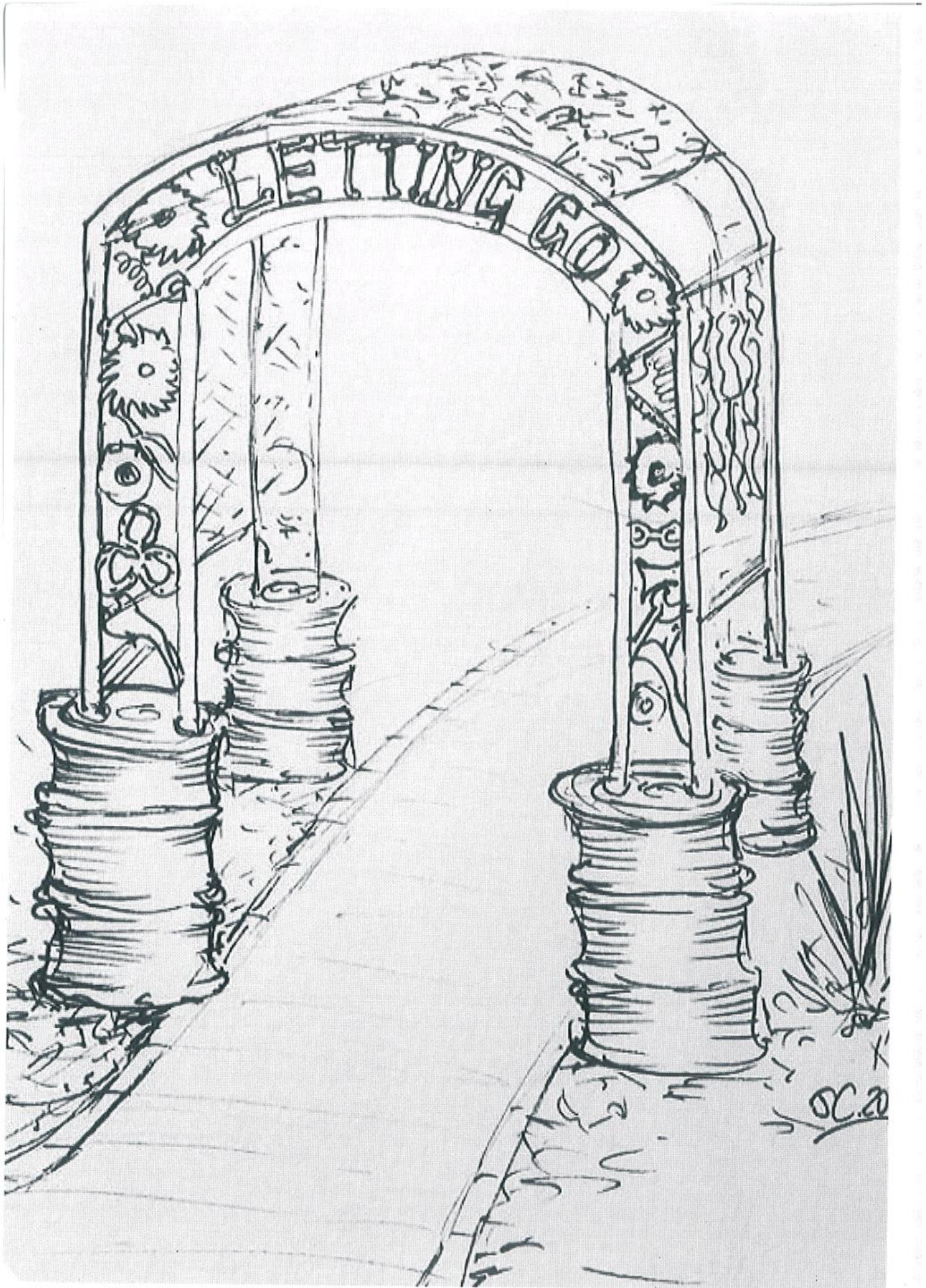
Facebook: [www.facebook.com/Jo.Caminiti.Artist/](https://www.facebook.com/Jo.Caminiti.Artist/)

Instagram: [www.instagram.com/jo\\_caminiti\\_artist/](https://www.instagram.com/jo_caminiti_artist/)

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Funding provided by the Victorian Government for the 10 Year Anniversary of the 2009 Victorian Bushfires through Regional Arts Victoria Community Arts Grants







**Agenda Item: 17.3**

**Agenda Item: Finance Report - March 2019**

**Sponsor: General Manager, Corporate Services**

**Council Plan Objective: Ensure Council operates openly, transparently and responsibly.**

**Status: For Information**

**Proposed Resolution:**

**That Council receives and notes the Finance Report for the nine months ended 31 March 2019, prepared in accordance with the requirements of the Local Government Act 1989.**

**Executive Summary:**

- The March 2019 Finance Report is presented for Council's consideration.
- This report meets the requirements of the Local Government Act 1989 (Act) to report to Council at least every three months comparing budget and actual revenue and expenditure for the financial year to date.
- The report shows that Council overall is operating within the parameters of its adopted budget with most variances relating to carry forward funds from the previous year and the timing of revenue and expenditure within the current financial year.
- The report is provided for Council's information.

**Background:**

Under Section 138 (1) of the Act, at least every three months, the Chief Executive Officer must ensure that a statement comparing the budgeted revenue and expenditure for the financial year with the actual revenue and expenditure to date is presented to Council at a Council meeting which is open to the public. This report ensures compliance with this legislative requirement.

The attached report as at 31 March 2019 is provided for the information of Council and the community. The financial report compares budgeted income and expenditure with actual results for the first quarter of the financial year. The key issues of note are:

- The “Income Statement” report forecasts a surplus result for the full financial year of \$62.8M which is a favourable variance of \$20.7M to the original budget. This result is due to a number of variances with a forecast increase in income of \$27.5M and additional expenditure of \$6.8M.
- The increased income is mainly a result of capital grants largely due to a timing variance related to earlier than expected receipt of funding for Regional Sporting Infrastructure Projects \$31.5 million.
- The forecasted additional expenditure in materials and services (\$5.0M) is primarily a result of funding carried forward from the higher than expected cash surplus in 2017/18 together with unbudgeted government grants to be received in 2018/19
- Depreciation and amortisation expense is forecast to be \$1.9M above budget, mainly as a result of the buildings revaluation completed at the end of the 2017/18 financial year which recognised an increase in valuations and also provided more detailed useful lives for the different components of Council's buildings.
- The “Balance Sheet” shows that Council maintains a strong liquidity position with \$146.3M in current assets compared to \$22.7M of current liabilities (a liquidity ratio of 6.4:1).
- The budgeted cash & investments at the beginning of the year was \$71.0 million, the actual opening balance was \$88.0 million. The additional \$17.0 million was largely the result of higher than anticipated surplus funds and carry forward funding for capital and operational projects and programs. Total Cash and financial assets (investments) as at the end of March stand at \$126.5M.
- The “Capital Works Statement” shows a forecast expenditure of \$55.8M compared to the budget of \$68.6M. This is mainly a result of carry forward works and unsuccessful grant applications.
- The “Financial Performance Ratios” indicate that Council remains within the industry expected ranges.

Further details on these and other items are provided in the attached report including year to date and full year forecast income and expenditure variances and explanations, balance sheet and cash flow movements to date, capital works expenditure to date and full year forecasts, together with the financial performance ratios as per the Local Government Performance Reporting Framework (LGPRF).

**Issues:**

*Strategy Implications*

This report provides information to the Council and community on how Council is performing against its adopted budget and supports the Council Plan objective of ensuring openness, transparency and responsibility.



*Communication*

No consultation required.

*Financial Implications*

The attached report provides details of budget variances for the nine months to 31 March 2019 and the forecasted full financial year. The result indicates that Council remains in a strong financial position and has sufficient funds to meet current and forecast financial commitments.

*Risk Analysis*

This report ensures legislative requirements are met and informs Council as to whether it is acting within the parameters of its Adopted Budget.

*Legal and Compliance*

This report meets the requirements of the Section 138 (1) to report to Council at least every three months comparing budget and actual revenue and expenditure for the financial year to date.

*Community Implications*

Not applicable.

*Environmental Implications*

Not applicable.

*Consultation*

No engagement.

*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 1989*.

**Supporting Documents:**

2018/19 Annual Budget

**Attachments**

1 [↓](#). Finance Report - March 2019

## **17.3**

### **Finance Report - March 2019**

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# Quarterly Finance Report

**March 2019**



*In 2026 the Latrobe Valley is a liveable and sustainable region with collaborative and inclusive community leadership.*

**Quarterly Finance Report  
March 2019**



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**March 2019 Quarterly Report Summary****KEY ISSUES**

The attached report provides the overall outcomes to the end of the first half of the 2018/2019 financial year together with forecasted year end results compared to budget. The key issues of note are:

- The "Income Statement" report forecasts a surplus result for the full financial year of \$62.8M which is an favourable variance of \$20.7M to the original budget.
- The "Balance Sheet" shows that Council maintains a strong liquidity position with \$146.3M in current assets compared to \$22.7M current liabilities (a liquidity ratio of 6.4:1).
- The "Statement of Cash Flows" shows that Council has \$126.5M in Cash and Financial assets (i.e. investments). The level is higher than anticipated due to carry forward funds from previous financial years including capital works, reserves funds and government grants advanced earlier than expected.
- The "Capital Works Statement" shows a forecast expenditure of \$55.8M compared to the budget of \$68.6M. This is mainly a result of carry forward works and unsuccessful grant applications.
- The "Financial Performance Ratios" indicate that Council remains within the industry expected ranges.

**BACKGROUND**

Under the provisions of the *Local Government Act 1989 Section 138 (1)*, at least every three months, the Chief Executive Officer must ensure that a statement comparing the budgeted revenue and expenditure for the financial year with the actual revenue and expenditure to date is presented to Council at a Council meeting which is open to the public

**INCOME STATEMENT ANALYSIS****Overview**

The surplus amounts shown in the Income Statement are required to be generated to enable Council to invest in new assets and to upgrade and expand our existing assets. They also enable Council to repay its borrowings. On a cash basis Council budgets for a break even result, with any cash remaining at year end required to meet current and future liabilities together with current commitments. Therefore any variances to budget in the operating result are generally caused by changes in non-cash items (e.g. depreciation), variances in grants and monetary contributions for capital works and expenditure that is funded from revenue that has been received in a previous financial year. In 2017/18 Council held \$88.0M in cash and investments which was \$16.9M favourable to budget largely due to funds generated that had not yet been spent for ongoing projects and commitments.

The "Income Statement" report forecasts a surplus result for the full financial year of \$62.8M which is an favourable variance of \$20.7M to the original budget. This result is due to a number of variances with a forecast increase in income of \$27.5M and additional expenditure of \$6.8M. The increased income is mainly a result of capital grants largely due to a timing variance related to earlier than expected receipt of funding for Regional Sporting Infrastructure Projects \$31.5M. The forecasted additional expenditure in materials and services (\$5.0M) is primarily a result of funding carried forward from the higher than expected cash surplus in 2017/18 together with unbudgeted government grants to be received in 2018/19. Depreciation and amortisation expense is forecast to be \$1.9M over budget mainly as a result of the buildings revaluation completed at the end of the 2017/18 financial year which recognised an increase in valuations and also provided more detailed useful lives for the different components of Council's buildings.

**Year to date**

The year to date result shows an operating position of \$60.7M surplus which is \$28.8M favourable to budget. The key items that make up this variance are as follows;

- Grants – Capital (\$27.3M favourable) mainly a result of earlier than expected receipt of funding for Regional Sporting Infrastructure Projects \$20.0M, Latrobe Creative Precinct \$1.5M, Gippsland Logistics Precinct \$0.8M and unbudgeted amounts raised for Monash Reserve Pavillion and Courts \$2.0M and Fixing Country Roads Program \$0.2M.
- Grants – Operating (\$1.1M unfavourable) mainly a result of the State Government advancing 50% of the 2018/19 Victorian Grants Commission funding in the previous financial year.

**March 2019 Quarterly Report Summary**

- Other income (\$1.3M favourable) primarily due to higher interest on investments due to higher cash and investments holdings as a result of grants received in advance and other funds carried forward from the 2017/18 financial year.
- Materials and Services (\$1.2M favourable) mainly due to timing variances for expenditure that will be incurred later than originally expected.

**Full year forecast**

The full year forecasted result shows an operating surplus of \$62.8M which is an \$20.7M favourable variance to the adopted budget. The key items that make up this variance are as follows;

- Grants – Capital (\$27.8M favourable) mainly due to a timing variance related to earlier than expected milestone payments for Regional Sporting Infrastructure Projects.
- Grants – Operating (\$3.1M unfavourable) mainly due to the State Government advancing 50% of the 2018/19 Victorian Grants Commission funding in the previous financial year.
- Contributions - Monetary (\$1.0M favourable) mainly due to unbudgeted capital contribution for the Latrobe Regional Hospital Footpath project \$1.0 million.
- Other Income(\$1.8M favourable) reflects additional income, interest on investments \$0.85M, interest on rates & charges \$0.1M and other unbudgeted insurance claims, contributions & reimbursements.
- Materials and Services (\$5.0M unfavourable) mainly due to unexpended funds carried over from the 2017/18 financial year to complete projects in 2017/18, combined with the allocation of surplus funds to undertake new projects and unbudgeted government grant funding to be received.
- Depreciation and amortisation (\$1.9M unfavourable) mainly due to higher than anticipated depreciation on buildings as a result of the revaluation carried out at the end of the 2017/18 financial year. The revaluation process included the splitting of building values into their various components with varying useful lives.

**BALANCE SHEET**

The significant movements in the balance sheet over the nine months were as follows;

- Cash and Cash Equivalents together with Other Financial Assets (i.e. investments). The overall favourable increase of \$38.5M is mainly due to capital grants received in advance of expenditure..
- Trade and Other receivables (\$10.4M increase) this is primarily due to the annual rates notices being raised in the first quarter and is part of the normal pattern. This amount will continue to reduce as rate payments are received over the remainder of the year in line with the final quarterly instalment due date.
- Other Assets (\$2.0M decrease) is primarily due to prepayments and accrued revenue as at 30 June 2018 having now been reversed/received in the current financial year.
- Property, Infrastructure, Plant and Equipment (\$5.8M increase) total capital expenditure has exceeded depreciation to date.
- Payables (\$4.5M decrease) is primarily due to amounts that were outstanding to suppliers at 30 June 2018. These amounts have now been paid in the current financial year.
- Provisions Landfill (Current) (\$2.0M decrease) relates to expenditure to date on landfill rehabilitation mainly at the Moe legacy landfill site.

**STATEMENT OF CASH FLOWS**

The budgeted cash & investments at the beginning of the year was \$71.0 million, the actual opening balance was \$88.0 million. The additional \$17.0 million was largely the result of higher than anticipated surplus funds and carry forward funding for capital and operational projects and programs. Total Cash and financial assets (investments) as at the end of March stand at \$126.5M which represents a favourable cash movement of \$38.5M from the start of the financial year.

**March 2019 Quarterly Report Summary****STATEMENT OF CAPITAL WORKS**

The statement of capital works includes all expenditure that is expected to be capitalised during the financial year, it excludes some amounts which for "Accounting" purposes are not capitalised e.g. Landfill Rehabilitation which is a reduction in a provision liability and other items which are included in operating expenditure e.g. Community Minor Capital Grants Program.

As at the 31 March 2019 Council had spent \$26.2M on capital works mostly on Property (land & buildings) \$9.5M and Infrastructure projects \$15.3M (including Roads projects \$7.1M) . Full year forecasted capital expenditure is \$55.8M compared to the budget of \$68.6M. This is mainly a result of funds now expected to be carried forward to 2019/20 e.g. for the Latrobe Creative Precinct together with unsuccessful grant applications for the Logistics precinct and Latrobe City Sports & Entertainment Stadium.

**FINANCIAL PERFORMANCE RATIOS**

The final part of the report is the Financial Performance Ratios as per the *Local Government Performance Reporting Framework (LGPRF)*. The results of the first half of the financial year show that Council is expected to remain within the expected ranges by the end of the financial year. Some of the ratios when measured part way through the year will fall outside the ranges in the year to date figures purely because they are designed to look at an annual result.

**INCOME STATEMENT**  
**For The Quarter Ended 31 March 2019**

	NOTE	YTD Actual \$'000	YTD Budget \$'000	Variance YTD Act/Bud \$'000	Variance Type (P)ermanent/ (T)iming	Full Year Forecast \$'000	Annual Budget \$'000	Variance Annual Budget /Forecast \$'000
<b>INCOME</b>								
Rates and charges	1	77,989	78,038	(50)	P	77,971	78,100	(129)
Statutory fees and fines	2	1,593	1,594	(1)	P	2,149	2,207	(58)
User fees	3	9,498	9,501	(3)	T	13,005	12,848	157
Grants - operating	4	16,824	17,953	(1,129)	P	23,100	26,170	(3,069)
Grants - capital	5	36,317	8,947	27,370	P	68,182	40,390	27,792
Contributions - monetary	6	311	68	243	P	1,349	305	1,043
Contributions - non monetary	7	0	0	0	P	3,000	3,000	0
Net gain (loss) on disposal of property, infrastructure, plant and equipment	8	48	37	12	T	(0)	0	(0)
Other income	9	4,040	2,754	1,286	P	5,512	3,757	1,755
<b>TOTAL INCOME</b>		<b>146,619</b>	<b>118,892</b>	<b>27,727</b>		<b>194,269</b>	<b>166,777</b>	<b>27,492</b>
<b>EXPENSES</b>								
Employee costs	10	39,231	39,998	766	P	57,438	58,125	687
Materials and services	11	23,636	24,848	1,212	T	41,685	36,733	(4,953)
Bad and doubtful debts	12	(1)	2	3	P	5	9	3
Depreciation and amortisation	13	20,395	19,648	(747)	P	28,143	26,197	(1,946)
Borrowing costs	14	539	559	20	P	704	732	28
Other expenses	15	2,120	1,910	(211)	P	3,448	2,861	(587)
<b>TOTAL EXPENSES</b>		<b>85,921</b>	<b>86,965</b>	<b>1,044</b>		<b>131,424</b>	<b>124,656</b>	<b>(6,767)</b>
<b>SURPLUS (DEFICIT) FOR THE YEAR</b>		<b>60,698</b>	<b>31,927</b>	<b>28,771</b>		<b>62,845</b>	<b>42,121</b>	<b>20,724</b>



**NOTES TO THE INCOME STATEMENT - Year to Date and Full Year Variances****1. Rates and charges**

**Year to Date - (\$0.050M) Unfavourable**

Minor variance.

**Full Year - (\$0.129M) Unfavourable**

Unfavourable result forecast given pending valuation objections and limited further supplementary rates & charges to be raised.

**2. Statutory fees and fines**

**Year to Date - (\$0.001M) Unfavourable**

Minor variance.

**Full Year - (\$0.058M) Unfavourable**

Unfavourable result forecast given lower than expected parking fine income \$0.208 million partially offset by higher than expected building and planning permit fees.

**3. User fees**

**Year to Date - (\$0.003M) Unfavourable**

Minor variance.

**Full Year - \$0.157M Favourable**

A favourable result is forecasted mainly due to higher than expected Landfill fees for commercial waste \$0.728 million partially offset by lower than expected child care fees \$0.359 million and learn to swim fees \$0.169 million. .

**4. Grants - operating**

**Year to Date - (\$1.129M) Unfavourable**

The unfavourable variance is due to the State Government advancing \$6.2 million of the 2018/19 Grants Commission funding to Council in the 2017/18 financial year, partially offset by higher than expected funding for Family Services, LVA Events and School Crossing supervision.

**Full Year - (\$3.069M) Unfavourable**

The unfavourable variance is due to the State Government advancing \$6.2 million of the 2018/19 Grants Commission funding to Council in the 2017/18 financial year together with funding budgeted for the Latrobe City Sports & Entertainment Stadium lighting that was not successful. Overall including the funding received in 2017/18 Council's Victorian Grants Commission funding is \$0.026 million in excess of the budgeted amount. Additional funding is also expected for LVA funded events, Family Services programs and school crossing supervision.

**NOTES TO THE INCOME STATEMENT - Year to Date and Full Year Variances****5. Grants - capital****Year to Date - \$27.370M Favourable**

The favourable variance is mainly due to a timing variance related to earlier than expected receipt of funding for Regional Sporting Infrastructure Projects \$19.997 million, Latrobe Creative Precinct \$1.500 million, Gippsland Logistics Precinct \$0.800 million and unbudgeted amounts raised for Monash Reserve Pavillion and Courts \$1.950 million and Fixing Country Roads Program \$0.200 million.

**Full Year - \$27.792M Favourable**

The favourable variance is mainly due to a timing variance related to earlier than expected receipt of funding for Regional Sporting Infrastructure Projects \$31.507 million partially offset by grants budgeted in 2018/19 but now expected to be received in future years e.g. Gippsland Logistics Precinct \$4.200 million.

**6. Contributions - monetary****Year to Date - \$0.243M Favourable**

The favourable variance mainly a result of the earlier than expected receipt of the Federation University contribution towards the Latrobe City Sports Field Pavilion project \$0.200 million.

**Full Year - \$1.043M Favourable**

The favourable variance is mainly due to unbudgeted capital contributions for the Latrobe Regional Hospital Footpath project \$1.000 million.

**7. Contributions - non monetary****Year to Date - \$0.000M Nil Variance**

No variance.

**Full Year - \$0.000M Nil Variance**

No variance identified to date.

**8. Net gain (loss) on disposal of property, infrastructure, plant and equipment****Year to Date - \$0.012M Favourable**

Minor variance.

**Full Year - (\$0.000M) Unfavourable**

No variance identified to date.

**9. Other income****Year to Date - \$1.286M Favourable**

The favourable variance is primarily due to higher interest on investments due to higher cash and investments holdings as a result of grants received in advance and other funds carried forward from the 2017/18 financial year. Also contributing to the variance is higher than expected interest on rates, unbudgeted insurance claims & reimbursements and earlier than expected raising of property rentals and gaming charter contributions.

**Full Year - \$1.755M Favourable**

The favourable variance reflects additional income forecast for interest on investments \$0.787M, interest on rates & charges \$0.129M and other unbudgeted insurance claims, contributions & reimbursements.

**NOTES TO THE INCOME STATEMENT - Year to Date and Full Year Variances****10. Employee costs**

**Year to Date - \$0.766M Favourable**

Year to date savings mainly as a result of temporary staff vacancies together with Council's workcover premium being less than expected \$0.169M.

**Full Year - \$0.687M Favourable**

Forecast savings mainly as a result of temporary staff vacancies together with Council's workcover premium being less than expected \$0.181M.

**11. Materials and services**

**Year to Date - \$1.212M Favourable**

The favourable variance is mainly due to timing variances for expenditure that will be incurred later than originally expected.

**Full Year - (\$4.953M) Unfavourable**

The additional expenditure is due to unexpended funds carried over from the 2017/18 financial year to complete projects in 2018/19, combined with the allocation of surplus funds to undertake new projects and unbudgeted government grant funding to be received.

**12. Bad and doubtful debts**

**Year to Date - \$0.003M Favourable**

Minor variance.

**Full Year - \$0.003M Favourable**

Minor variance.

**13. Depreciation and amortisation**

**Year to Date - (\$0.747M) Unfavourable**

The unfavourable variance is mainly due to higher than anticipated depreciation on buildings as a result of the revaluation carried out at the end of the 2017/18 financial year.

**Full Year - (\$1.946M) Unfavourable**

The unfavourable variance is mainly due to higher than anticipated depreciation on buildings as a result of the revaluation carried out at the end of the 2017/18 financial year. The revaluation process included the splitting of building values into their various components with varying useful lives.

**14. Borrowing costs**

**Year to Date - \$0.020M Favourable**

Minor variance.

**Full Year - \$0.028M Favourable**

Minor favourable variance as a result of lower than expected interest rate on new loan drawn down in June 2018.

**15. Other expenses**

**Year to Date - (\$0.211M) Unfavourable**

The unfavourable variance is mainly due to EPA landfill levies as a result of higher than expected commercial waste acceptances at Council's landfill facility .

**Full Year - (\$0.587M) Unfavourable**

The additional expenditure mainly relates to higher than expected EPA landfill levies \$0.379 million, Community Grants & Sponsorship funding carried over from the 2017/18 financial year \$0.271M.

**RECONCILIATION OF INCOME STATEMENT TO CASH BUDGET**  
**For The Quarter Ended 31 March 2019**

	NOTE	YTD Actual \$'000	YTD Budget \$'000	Variance YTD Act/Bud \$'000	Full Year Forecast \$'000	Annual Budget \$'000	Variance Annual Budget /Forecast \$'000
<b>Operating Surplus (Deficit)</b>		<b>60,698</b>	<b>31,927</b>	<b>28,771</b>	<b>62,845</b>	<b>42,121</b>	<b>20,724</b>
<b>Reconciliation to Cash Budget</b>							
Plus Depreciation		20,395	19,648	747	28,143	26,197	1,946
Plus Written Down Value of Assets Disposed		176	538	(363)	756	718	38
Less Developer Contributed assets		0	0	0	(3,000)	(3,000)	0
Less Capital Expenditure		(26,236)	(33,637)	7,401	(55,843)	(68,614)	12,771
Less Loan Principal Repayments		(1,207)	(1,196)	(11)	(1,574)	(1,559)	(15)
Less Landfill Rehabilitation Expenditure		(2,004)	(2,901)	898	(3,808)	(4,350)	542
Plus Internal Transfers		20,496	1,998	18,497	(31,679)	3,487	(35,166)
Plus Loan Proceeds		0	0	0	5,000	5,000	0
Net Other Non-Operating Items		0	(1)	1	0	0	0
<b>Net Total Non-Operating items</b>		<b>(11,619)</b>	<b>15,550</b>	<b>(27,169)</b>	<b>62,005</b>	<b>42,121</b>	<b>19,884</b>
<b>Cash Budget Surplus (Deficit)</b>		<b>72,317</b>	<b>16,377</b>	<b>55,940</b>	<b>841</b>	<b>0</b>	<b>841</b>



**INCOME STATEMENT**  
**For The Quarter Ended 31 March 2019 Compared To Previous Financial Year**

	2018/19			2017/18		
	YTD Actuals	YTD Budgets	Variance YTD Act/Bud	YTD Actuals	YTD Budgets	Variance YTD Act/Bud
<b>INCOME</b>						
Rates and charges	77,989	78,038	(50)	75,499	78,038	(2,539)
Statutory fees and fines	1,593	1,594	(1)	1,557	1,594	(38)
User fees	9,498	9,501	(3)	9,984	9,501	483
Grants - operating	16,824	17,953	(1,129)	14,855	17,953	(3,098)
Grants - capital	36,317	8,947	27,370	2,109	8,947	(6,837)
Contributions - monetary	311	68	243	191	68	123
Contributions - non monetary	0	0	0	0	0	0
Net gain (loss) on disposal of property, infrastructure, plant and equipment	91	37	54	16	37	(21)
Other income	4,040	2,754	1,286	3,292	2,754	537
<b>TOTAL INCOME</b>	<b>146,662</b>	<b>118,892</b>	<b>27,770</b>	<b>107,502</b>	<b>118,892</b>	<b>(11,390)</b>
<b>EXPENSES</b>						
Employee costs	39,231	39,998	766	38,337	39,998	1,661
Materials and services	23,636	24,848	1,212	21,625	24,848	3,224
Bad and doubtful debts	(1)	2	3	4	2	(3)
Depreciation and amortisation	20,395	19,648	(747)	18,964	19,648	684
Borrowing costs	539	559	20	571	559	(12)
Other expenses	2,120	1,910	(211)	2,231	1,910	(322)
<b>TOTAL EXPENSES</b>	<b>85,921</b>	<b>86,965</b>	<b>1,044</b>	<b>81,733</b>	<b>86,965</b>	<b>5,232</b>
<b>SURPLUS (DEFICIT) FOR THE YEAR</b>	<b>60,741</b>	<b>31,927</b>	<b>28,814</b>	<b>25,769</b>	<b>31,927</b>	<b>(6,158)</b>

**BALANCE SHEET**  
**As at 31 March 2019**

	Current Balance \$'000s	Opening Balance 1/07/2018 \$'000s	Movement for Year to Date \$'000s	Balance as at 31/03/18 \$'000s
<b>CURRENT ASSETS</b>				
Cash and Cash Equivalents	10,763	23,459	(12,697)	12,726
Other Financial Assets	115,712	64,518	51,194	76,584
Other Assets	950	2,961	(2,011)	564
Trade and Other Receivables	18,827	8,441	10,386	17,568
Non-Current Assets Held for Sale	0	48	(48)	385
<b>Total Current Assets</b>	<b>146,251</b>	<b>99,427</b>	<b>46,824</b>	<b>107,826</b>
<b>NON CURRENT ASSETS</b>				
Property, Infrastructure, Plant and Equipment	1,155,899	1,150,138	5,762	1,178,273
Intangible Assets	77	124	(47)	141
Trade and Other Receivables	20	18	3	27
Financial Assets	2	2	0	2
<b>Total Non-Current Assets</b>	<b>1,155,999</b>	<b>1,150,282</b>	<b>5,717</b>	<b>1,178,443</b>
<b>TOTAL ASSETS</b>	<b>1,302,250</b>	<b>1,249,709</b>	<b>52,541</b>	<b>1,286,269</b>
<b>CURRENT LIABILITIES</b>				
Payables	3,489	8,010	(4,521)	1,903
Interest-bearing Liabilities	366	1,573	(1,207)	482
Provisions - Employee Benefits	11,923	12,729	(806)	11,414
Provisions - Landfill	4,478	6,481	(2,004)	4,074
Trust Funds and Deposits	2,494	2,114	380	2,476
<b>Total Current Liabilities</b>	<b>22,749</b>	<b>30,906</b>	<b>(8,157)</b>	<b>20,349</b>
<b>NON CURRENT LIABILITIES</b>				
Interest-bearing Liabilities	15,061	15,061	0	14,281
Provisions - Employee Benefits	1,903	1,903	0	1,573
Provisions - Landfill	20,530	20,530	0	14,421
<b>Total Non-Current Liabilities</b>	<b>37,494</b>	<b>37,494</b>	<b>0</b>	<b>30,276</b>
<b>TOTAL LIABILITIES</b>	<b>60,243</b>	<b>68,400</b>	<b>(8,157)</b>	<b>50,625</b>
<b>NET ASSETS</b>	<b>1,242,007</b>	<b>1,181,309</b>	<b>60,698</b>	<b>1,235,644</b>
<b>EQUITY</b>				
Current Year Surplus/(Deficit)	60,698	(2,422)	63,120	25,769
Accumulated Surplus	697,429	699,936	(2,507)	699,938
Reserves	483,880	483,794	86	509,937
<b>TOTAL EQUITY</b>	<b>1,242,007</b>	<b>1,181,309</b>	<b>60,698</b>	<b>1,235,644</b>

**STATEMENT OF CASH FLOWS**

For the Quarter ended 31 March 2019

	NOTE	YTD Cash Flow	Adopted Budget Annual Cashflow	Cash Flow 2017/18
		\$'000s	\$'000s	\$'000s
		Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>				
Rates and charges		65,974	77,946	75,636
Statutory Fees & Fines		1,590	2,207	2,271
User fees		9,521	12,848	14,221
Grants - operating		16,954	26,170	27,717
Grants - capital		37,581	40,390	6,389
Contributions - monetary		311	305	345
Interest received		1,878	1,694	2,366
Trust funds and deposits taken/(repaid)		380	46	(236)
Other receipts		3,659	2,063	2,715
Net GST refund/(payment)		224	0	3,119
Employee costs		(40,977)	(57,635)	(55,420)
Materials & services		(28,678)	(40,953)	(42,239)
Other Payments		(2,120)	(2,861)	(3,262)
<b>Net cash from operating activities</b>		<b>66,299</b>	<b>62,220</b>	<b>33,622</b>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>				
Proceeds from Property, Plant & Equipment		224	718	905
Proceeds from Investments		92,518	100,000	107,584
Payments for Property, Plant & Equipment		(26,402)	(68,614)	(26,878)
Payments for Investments		(143,712)	(100,000)	(100,584)
<b>Net Cash Flows used in investing activities</b>		<b>(77,372)</b>	<b>(67,896)</b>	<b>(18,973)</b>
<b>CASH FLOWS FROM FINANCING ACTIVITIES</b>				
Finance costs		(417)	(732)	(745)
Proceeds from borrowings		-	5,000	2,350
Repayment of borrowings		(1,207)	(1,559)	(1,866)
<b>Net Cash Flows from Financing Activities</b>		<b>(1,624)</b>	<b>2,709</b>	<b>(261)</b>
<b>Net Increase/(Decrease) in cash held</b>		<b>(12,697)</b>	<b>(2,967)</b>	<b>14,388</b>
<b>Cash &amp; cash equivalents at beginning of year</b>		<b>23,459</b>	<b>23,704</b>	<b>9,071</b>
<b>Cash &amp; cash equivalents at end of period</b>		<b>10,763</b>	<b>20,737</b>	<b>23,459</b>
<b>Summary of Cash &amp; Investments</b>				
		Current Balance	Current year Movement	Opening Balance
Cash & Cash Equivalents		10,763	(12,697)	23,459
Other Financial Assets (Investments)		115,712	51,194	64,518
<b>Total Cash &amp; Investments</b>	<b>1</b>	<b>126,475</b>	<b>38,497</b>	<b>87,977</b>
<b>Budgeted Opening Balance of Cash &amp; Investments</b>				<b>71,047</b>
<b>Variance in Opening Balance</b>				<b>16,930</b>

**NOTES**

1. The budgeted cash & investments at the beginning of the year was \$71.0 million, the actual opening balance was \$88.0 million. The additional \$17.0 million was largely the result of higher than anticipated surplus funds and carry forward funding for capital and operational projects and programs.

**STATEMENT OF CAPITAL WORKS**  
For The Quarter Ended 31 March 2019

		YTD Actuals	Full Year Forecast	Annual Budget	Variance Annual Budget /Forecast
	NOTE	\$'000	\$'000	\$'000	\$'000
<b>Property</b>					
Land	1	22	322	0	(322)
Buildings	2	9,442	22,629	31,528	8,899
Heritage buildings	3	5	5	0	(5)
<b>Total Property</b>		<b>9,469</b>	<b>22,957</b>	<b>31,528</b>	<b>8,571</b>
<b>Plant and Equipment</b>					
Plant, machinery & equipment	4	1,280	3,082	2,282	(801)
Fixtures, fittings & furniture	5	37	41	10	(31)
Computers & telecommunications	6	173	473	700	227
Artwork collection	7	14	18	15	(3)
<b>Total Plant and Equipment</b>		<b>1,504</b>	<b>3,615</b>	<b>3,007</b>	<b>(608)</b>
<b>Infrastructure</b>					
Roads	8	7,125	11,728	9,716	(2,012)
Bridges & culverts	9	125	280	150	(130)
Footpaths & cycleways	10	3,087	5,200	4,537	(663)
Drainage	11	131	772	895	123
Waste management	12	72	72	1,600	1,528
Parks, open space and streetscapes	13	910	1,487	3,265	1,778
Recreational, leisure & community facilities	14	3,431	8,117	6,917	(1,200)
Aerodromes	15	0	0	0	0
Offstreet carparks	16	113	113	0	(113)
Other infrastructure	17	268	1,503	7,000	5,497
<b>Total Infrastructure</b>		<b>15,263</b>	<b>29,272</b>	<b>34,080</b>	<b>4,808</b>
<b>Total Capital Works expenditure</b>		<b>26,236</b>	<b>55,843</b>	<b>68,614</b>	<b>12,771</b>
<b>REPRESENTED BY;</b>					
New asset expenditure	18	10,480	21,598	36,739	15,141
Asset renewal expenditure	19	9,133	17,621	17,528	(94)
Asset expansion expenditure	20	21	93	20	(73)
Asset upgrade expenditure	21	6,603	16,530	14,328	(2,202)
<b>Total Capital Works expenditure</b>		<b>26,236</b>	<b>55,843</b>	<b>68,614</b>	<b>12,771</b>

**NOTES TO THE CAPITAL WORKS STATEMENT - Full Year Forecast Variances**

**1. Land (\$0.322M) Unfavourable**

The unfavourable variance is in relation to unbudgeted costs in relation to a land exchange in relation to the Churchill Central Activity Plan.

**2. Buildings \$8.899M Favourable**

The forecast reduced expenditure is due to the timing of costs of projects spanning over multiple financial years now expected to be spent in the 2019/20 financial year e.g. Latrobe Creative Precinct \$7.9M, Traralgon Sports Stadium \$1.4M and Ted Summerton Reserve \$2.2M, Apex Park Pavillion \$0.6M, together with government grants now not expected to be received for the Latrobe City Sports & Entertainment Stadium \$1.35M. These variances are partially offset by additional expenditure as a result of financial year timing for the Gippsland Regional Aquatics Facility \$3.5M, Latrobe City Sports Field pavilion \$0.4M, Latrobe Leisure Stadiums Evaporative cooling \$0.3M and an unbudgeted government grant for the Traralgon West Sporting Complex upstairs fitout (\$0.4M) and Monash Reserve (\$0.3M).

**3. Heritage buildings (\$0.005M) Unfavourable**

Minor variance in relation to the Traralgon Court House upgrade project.

**4. Plant, machinery & equipment (\$0.801M) Unfavourable**

The forecast additional expenditure mainly relates to unexpended funds carried over from the 2017/18 financial year for the Plant replacement programs together with CCTV equipment funded from unbudgeted government grants.

**5. Fixtures, fittings & furniture (\$0.031M) Unfavourable**

Minor variance funded from operational budgets.



**NOTES TO THE CAPITAL WORKS STATEMENT - Full Year Forecast Variances****6. Computers & telecommunications \$0.227M Favourable**

The forecast favourable variance relates mainly to IT expenditure on items that don't meet Council's capitalisation criteria.

**7. Artwork Collection (\$0.003M) Unfavourable**

Minor variance relating to funding carried forward from the 2017/18 financial year.

**8. Roads (\$2.012M) Unfavourable**

The forecast additional expenditure mainly relates to National Blackspot program (\$0.9M) and Fixing Country Roads Program (\$0.30M) projects that were not included in the adopted budget together with road rehabilitation program (\$0.7M) funding originally scheduled to be paid in 2017/18 but subsequently carried over to 2018/19.

**9. Bridges & culverts (\$0.130M) Unfavourable**

The forecast additional expenditure relates to carry over funded works for Downies Lane and other renewal works.

**10. Footpaths & cycleways (\$0.663M) Unfavourable**

The forecast additional expenditure mainly relates to works on the Morwell to Traralgon Shared pathway (\$0.4M) which have carried over from the 2017/18 financial year and new externally funded pathway works at the Latrobe Regional Hospital (\$0.4M).

**11. Drainage \$0.123M Favourable**

The forecast reduced expenditure mainly relates to drainage augmentation works on the Furlonger/Nixon Court area Traralgon (\$0.07M) and Montane Estate Newborough (\$0.05M) funded from drainage reserves now expected to be completed in 2019/20.

**12. Waste management \$1.528M Favourable**

The forecast reduced expenditure is due to delays in the Landfill Biogas to Energy project.

**13 Parks, open space and streetscapes \$1.778M Favourable**

The forecast reduced expenditure mainly relates to the Future Morwell project which is now expected to be completed in the 2019/20 financial year (\$1.8M).

**14. Recreational, leisure & community facilities (\$1.200M) Unfavourable**

The forecast additional expenditure relates to government funding mainly for Latrobe Valley Sports and Community Initiative projects e.g. Morwell Recreation Reserve (\$1.6M), together with Community Managed Spaces program (\$0.8M) offset by a budgeted grant for the Haunted Hills Mountain Bike Park which will not be received/managed by Council (\$1.2).

**15. Aerodromes \$0.000M Nil Variance**

No current year projects.

**16. Offstreet carparks (\$0.113M) Unfavourable**

The forecast additional expenditure relates mainly to the Harold Preston Reserve carpark project which has been carried over from 2017/18.

**17. Other infrastructure \$5.497M Favourable**

The reduced expenditure reflects reduced funding for the Gippsland Logistics Precinct due to no federal funding being available at this time and the timing of some of the state government funding which will push out into the 2019/20 financial year.

**18. New asset expenditure \$15.141M Favourable**

The overall reduction is due to reduced government grants relating to the Gippsland Logistics Precinct and the Haunted Hills Mountain Bike Park and timing variances for the Latrobe Creative Precinct. These have been partially offset by additional expenditure on a range of carry forward and additional externally funded projects e.g. Gippsland Regional Aquatics Facility, Morwell to Traralgon Shared pathway and the Latrobe Regional Hospital footpath project.

**19. Asset renewal expenditure (\$0.094M) Unfavourable**

The forecast additional expenditure is mainly due to unexpended funds carried over from the 2017/18 financial year which is largely relating to the Road Rehabilitation program.

**20. Asset expansion expenditure (\$0.073M) Unfavourable**

The forecast additional expenditure is mainly due to unexpended funds carried over from the 2017/18 financial year which is largely relating to the Latrobe Convention Centre feasibility project.

**21. Asset upgrade expenditure (\$2.202M) Unfavourable**

The forecast additional expenditure mainly relates to unbudgeted government grant funding for Nation Building Blackspot program and Latrobe Valley Sports and Community Initiative projects, together with funds carried forward from previous years for other projects.

## FINANCIAL PERFORMANCE RATIOS

As at 31 March 2019

Financial Statement for the year ended 31 March 2019						
	Year to Date Ratios			Forecast at 30/06/19	Budget at 30/06/19	Expected Range
	\$'000s	Ratio at 31/03/2019	Ratio at 31/03/2018			
<b>OPERATING POSITION</b>						
<b>Adjusted Underlying Result Indicator</b>						
(Indicator of the broad objective that an adjusted underlying surplus should be generated in the ordinary course of business. A surplus or increasing surplus suggests an improvement in the operating position)						
<b>Adjusted underlying surplus (or deficit)</b>						
<u>Adjusted net Surplus/(Deficit)</u>	25,252	22.7%	42.4%	(6.9%)	(0.3%)	-20% - +20%
Adjusted underlying revenue	111,172					
The ratio takes out the effect of once off capital grants & developer contributions.						
<b>Note:</b> The forecasted lower ratio of (6.9%) is mainly a result of unspent 2017/2018 recurrent project and program expenditure which led to a greater than expected 'cash' surplus result at the end of the financial year together with government funding advanced to Council in 2017/18 that was budgeted in 18/19.						
<b>LIQUIDITY</b>						
<b>Working Capital Indicator</b>						
(Indicator of the broad objective that sufficient working capital is available to pay bills as and when they fall due. High or increasing level of working capital suggests an improvement in liquidity)						
<b>Current assets compared to current liabilities</b>						
<u>Current Assets</u>	146,251	642.9%	630.2%	322.9%	215.5%	100% - 300%
Current Liabilities	22,749					
<b>Unrestricted Cash Indicator</b>						
(Indicator that sufficient cash which is free of restrictions is available to pay bills as and when they fall due. High or increasing level of cash suggests an improvement in liquidity )						
<u>Unrestricted Cash</u>	8,269	36.3%	148.2%	50.2%	50.4%	0.0% - 200%
Current Liabilities	22,749					
<b>Note:</b> Unrestricted cash does not include funds held in term deposits with a maturity term of greater than 90 days. These deposits are managed to ensure they mature in time for payment runs and are available to meet liabilities when they fall due.						

	Year to Date Ratios			Forecast at 30/06/19	Budget at 30/06/19	Expected Range
	\$'000s	Ratio at 31/03/2019	Ratio at 31/03/2018			
<b><u>OPERATING POSITION</u></b>						
<b><u>OBLIGATIONS</u></b>						
<b>Loans and borrowings Indicator</b>						
(Indicator of the broad objective that the level of interest bearing loans and borrowings should be appropriate to the size and nature of a council's activities. Low or decreasing level of loans and borrowings suggests an improvement in the capacity to meet long term obligations)						
<b>Loans and borrowings compared to rates</b>						
<u>Interest Bearing loans and borrowings</u>	15,427	19.8%	20.2%	25.7%	25.7%	0% - 50%
Rate Revenue	77,989					
<b>Note:</b> This ratio is expected to be in line with the budgeted result.						
<b>Loans and borrowings repayments compared to rates</b>						
<u>Interest &amp; principal repayments</u>	1,746	2.2%	1.7%	2.9%	2.9%	0% - 10%
Rate Revenue	77,989					
<b>Note:</b> This ratio is expected to be in line with the budgeted result.						
<b>Indebtedness Indicator</b>						
(Indicator of the broad objective that the level of long term liabilities should be appropriate to the size and nature of a Council's activities. Low or decreasing level of long term liabilities suggests an improvement in the capacity to meet long term obligations)						
<b>Non-current liabilities compared to own source revenue</b> (to ensure Council has the ability to pay its long term debts & provisions)						
<u>Non Current Liabilities</u>	37,494	40.3%	35.4%	33.0%	26.5%	0% - 50%
Own Source Revenue	93,119					
Own Source Revenue is adjusted underlying revenue excluding revenue which is not under the control of council (including government grants)						
<b>Asset Renewal Indicator</b>						
(Indicator of the broad objective that assets should be renewed as planned. High or increasing level of planned asset renewal being met suggests an improvement in the capacity to meet long term obligations)						
<u>Asset Renewal Expenditure</u>	9,133	44.9%	60.9%	64.1%	69.9%	50%-100%
Depreciation	20,347					

	Year to Date Ratios			Forecast at 30/06/19	Budget at 30/06/19	Expected Range
	\$'000s	Ratio at 31/03/2019	Ratio at 31/03/2018			
<b><u>OPERATING POSITION</u></b>						
<b><u>STABILITY</u></b>						
<b>Rates Concentration Indicator</b>						
(Indicator of the broad objective that revenue should be generated from a range of sources. High or increasing range of revenue sources suggests an improvement in stability)						
<b>Rates compared to adjusted underlying revenue</b>						
<u>Rate Revenue</u>	77,989	70.2%	78.8%	63.4%	62.9%	40% - 80%
Adjusted underlying revenue	111,172					
<b>Rates Effort Indicator</b>						
(Indicator of the broad objective that the rating level should be set based on the community's capacity to pay. Low or decreasing level of rates suggests an improvement in the rating burden)						
<b>Rates compared to property values</b>						
<u>Rate Revenue</u>	77,989	0.7%	0.7%	0.7%	0.7%	0.2% to 0.7%
property values (CIV)	11,200,811					
<b><u>EFFICIENCY</u></b>						
<b>Expenditure Level Indicator</b>						
(Indicator of the broad objective that resources should be used efficiently in the delivery of services. Low or decreasing level of expenditure suggests an improvement in organisational efficiency)						
<b>Expenses per property assessment</b>						
<u>Total expenses</u>	85,921	\$ 2,227	\$ 1,443	\$ 3,407	\$ 3,231	\$2000 - \$4000
Number of property assessments	39					
Note: The forecasted increase in expenses per assessment is mainly related to employee costs and materials and services expenditure funded from additional government funding and carry forward funds.						
<b>Revenue Level Indicator</b>						
(Indicator of the broad objective that resources should be used efficiently in the delivery of services. Low or decreasing level of rates suggests an improvement in organisational efficiency)						
<b>Average residential rate per residential property assessment</b>						
<u>Residential Rate Revenue</u>	58,912	\$ 1,692	\$ 1,608	\$ 1,692	\$ 1,692	\$800 - \$1,800
Number of residential property assessments	35					



**Agenda Item: 17.4**

**Agenda Item:                    Tabling of 'Assembly of Councillors' Records**

**Sponsor:                         General Manager, Corporate Services**

**Council Plan Objective: Ensure Council operates openly, transparently and responsibly.**

**Status:                         For Information**

#### **Proposed Resolution:**

**That Council receives and notes the Assembly of Councillors records tabled for the period 11 February 2019 to 09 April 2019.**

#### **Executive Summary:**

The following Assembly of Councillor records have been submitted for tabling since the last ordinary Council meeting:

Date	Assembly Details	In Attendance	Confidential	Declarations of Interest
11 February 2019	Budget Workshop	Councillors Cr Middlemiss Cr McFarlane Cr White OAM Cr Harriman Cr O'Callaghan Cr Howe Cr Clancey Cr Law Cr Gibson  Officers Steven Piasente Greg Drumm Gail Gatt Larry Sengstock Matthew Rogers	Yes – (h) Discussion of a matter which the Council or special committee considers would prejudice the Council or any person.	No

## Ordinary Council Meeting Agenda 06 May 2019 (CM532)

Date	Assembly Details	In Attendance	Confidential	Declarations of Interest
13 February 2019	Budget Workshop	Councillors Cr Middlemiss Cr McFarlane Cr White OAM Cr Harriman Cr Howe Cr Clancey Cr Law Cr Gibson  Officers Steven Piasente Greg Drumm Gail Gatt Larry Sengstock Sara Rhodes-Ward Matthew Rogers	Yes – (h) Discussion of a matter which the Council or special committee considers would prejudice the Council or any person.	No
27 February 2019	Budget Workshop	Councillors Cr McFarlane Cr White OAM Cr Harriman Cr Howe Cr Clancey Cr Gibson  Officers Steven Piasente Greg Drumm Gail Gatt Larry Sengstock Sara Rhodes-Ward Matthew Rogers	Yes – (h) Discussion of a matter which the Council or special committee considers would prejudice the Council or any person.	No
07 March 2019	Morwell and Districts Community Recovery Committee - Meeting	Councillors Cr Middlemiss  Officers Stuart Simmie Linda Snell	No	No

## Ordinary Council Meeting Agenda 06 May 2019 (CM532)

Date	Assembly Details	In Attendance	Confidential	Declarations of Interest
18 March 2019	Councillor Briefing	Councillors Cr McFarlane Cr Middlemiss Cr White OAM Cr Harriman Cr Howe Cr O'Callaghan Cr Clancey Cr Law Cr Gibson  Officers Steven Piasente Gail Gatt Greg Drumm Sara Rhodes Ward Larry Sengstock Amy Phillips Tyler Chisholm Bruce Connolly Eliza Bailey	Yes –  (e) proposed development  (d) contractual matters (a) Involves discussion of personnel matters.  (f) legal advice (h) Discussion of a matter which the Council or special committee considers would prejudice the Council or any person.	No
20 March 2019	Morwell Recreation Reserve Project Reference Group Meeting	Councillors Cr McFarlane Cr Middlemiss  Officers Larry Sengstock Geoff Derham Lauren Dinsdale	Yes – (e) proposed developments	No

## Ordinary Council Meeting Agenda 06 May 2019 (CM532)

Date	Assembly Details	In Attendance	Confidential	Declarations of Interest
25 March 2019	Councillor Briefing	<p>Councillors Cr McFarlane Cr Middlemiss Cr Harriman Cr Howe Cr O'Callaghan Cr Clancey Cr Law Cr Gibson</p> <p>Officers Steve Piasente Gail Gatt Greg Drumm Sara Rhodes Ward, Larry Sengstock Amy Phillips Tyler Chisholm Rosemary Burns Sam Carroll</p>	<p>Yes –  (d) contractual matters (a) personnel matters.  (e) proposed developments (h) a matter which the Council or special committee considers would prejudice the Council or any person.</p>	<p>Yes –  Cr Clancey</p>
01 April 2019	Latrobe Creative Precinct Sponsorship & Fundraising Meeting	<p>Councillors Cr McFarlane Cr Clancey Cr Law</p> <p>Officers Larry Sengstock Gail Gatt Trevor Dando Andrea Stanlake</p>	No	No
02 April 2019	Ted Summerton Reserve Project Reference Group Meeting	<p>Councillors Cr Law Cr Gibson</p> <p>Officers Larry Sengstock Janine Alexander Geoff Derham</p>	<p>Yes –  (e) proposed developments</p>	No
3 April 2019	Moe Southside Community Precinct Advisory Committee	<p>Councillors Cr Law Cr Gibson</p> <p>Officers Simon Clark</p>	No	No



## Ordinary Council Meeting Agenda 06 May 2019 (CM532)

Date	Assembly Details	In Attendance	Confidential	Declarations of Interest
04 April 2019	Gippsland Regional Aquatic Centre	Councillors Cr Harriman Cr Howe Cr Law  Officers Larry Sengstock Luke McGrath Tania Eleftheriou	No	No
04 April, 2019	Morwell & Districts Community Recovery Committee	Councillors Cr Middlemiss  Officers Sara Rhodes-Ward	No	No
08 April 2019	Out of Sessions Councillor Briefing	Councillors Cr Middlemiss Cr McFarlane Cr White OAM Cr Harriman Cr Howe Cr O'Callaghan Cr Clancey Cr Law Cr Gibson  Officers Steve Piasente Gail Gatt Larry Sengstock Sara Rhodes-Ward Greg Drumm Matthew Rogers Trevor Dando Andrea Stanlake	Yes – (d) contractual matters	No

Date	Assembly Details	In Attendance	Confidential	Declarations of Interest
08 April 2019	Out of Sessions Councillor Briefing	Councillors Cr Middlemiss Cr McFarlane Cr White OAM Cr Harriman Cr Howe Cr O'Callaghan Cr Law Cr Gibson  Officers Steve Piasente Gail Gatt Larry Sengstock Greg Drumm Martin Teplik Wayne Sim	Yes –  (d) contractual matters	No
08 April 2019	War Memorial Advisory Committee Meeting	Councillors Cr Middlemiss  Officers Kevan Delaney Henry Morrison	No	No
09 April, 2019	Churchill & District Community Hub Advisory Committee meeting	Councillors Cr White OAM  Officers Sara Rhodes-Ward Edith Heiberg Kate Kerslake Carole Ayres	No	No
09 April, 2019	Latrobe Creative Precinct Project Reference Group	Councillors Cr McFarlane Cr Clancey Cr Law  Officers Larry Sengstock Gail Gatt Trevor Dando Andrea Stanlake	Yes –  (d) contractual matters	No

#### 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*.



**Reasons for Proposed Resolution:**

The attached *Assembly of Councillors* records have been submitted for tabling.

Section 80(A)2 of the *Local Government Act 1989* states '*The Chief Executive Officer must ensure that the written record of an assembly of Councillors is, as soon as is practicable - (a) reported at an ordinary meeting of the Council; and (b) incorporated in the minutes of that Council meeting*'.

**Attachments**

- 1 [1](#). Budget Workshop (1)
- 2 [2](#). Budget Workshop (2)
- 3 [3](#). Budget Workshop (3)
- 4 [4](#). Morwell and Districts Community Recovery Committee
- 5 [5](#). Councillor Briefing
- 6 [6](#). Morwell Recreation Reserve Project Reference Group Meeting
- 7 [7](#). Councillor Briefing
- 8 [8](#). Latrobe Creative Precinct Sponsorship and Fundraising Meeting
- 9 [9](#). Ted Summerton Reserve PRG
- 10 [10](#). Moe Southside Community Precinct User Groups Committee
- 11 [11](#). Gippsland Regional Aquatic Centre
- 12 [12](#). Morwell and District Community Recovery Meeting
- 13 [13](#). Out of Session Councillor Briefing
- 14 [14](#). Out of Session Councillor Briefing
- 15 [15](#). War Memorial Advisory Committee
- 16 [16](#). Churchill and District Community Hub Advisory Committee Meeting
- 17 [17](#). Latrobe Creative Precinct Project Reference Group



## **17.4**

### **Tabling of 'Assembly of Councillors' Records**

<b>1</b>	<b>Budget Workshop (1) .....</b>	<b>598</b>
<b>2</b>	<b>Budget Workshop (2) .....</b>	<b>601</b>
<b>3</b>	<b>Budget Workshop (3) .....</b>	<b>604</b>
<b>4</b>	<b>Morwell and Districts Community Recovery Committee .....</b>	<b>607</b>
<b>5</b>	<b>Councillor Briefing .....</b>	<b>608</b>
<b>6</b>	<b>Morwell Recreation Reserve Project Reference Group Meeting .....</b>	<b>612</b>
<b>7</b>	<b>Councillor Briefing .....</b>	<b>613</b>
<b>8</b>	<b>Latrobe Creative Precinct Sponsorship and Fundraising Meeting .....</b>	<b>617</b>
<b>9</b>	<b>Ted Summerton Reserve PRG.....</b>	<b>618</b>
<b>10</b>	<b>Moe Southside Community Precinct User Groups Committee .....</b>	<b>619</b>
<b>11</b>	<b>Gippsland Regional Aquatic Centre.....</b>	<b>620</b>
<b>12</b>	<b>Morwell and District Community Recovery Meeting .....</b>	<b>621</b>
<b>13</b>	<b>Out of Session Councillor Briefing .....</b>	<b>622</b>
<b>14</b>	<b>Out of Session Councillor Briefing .....</b>	<b>623</b>
<b>15</b>	<b>War Memorial Advisory Committee .....</b>	<b>624</b>
<b>16</b>	<b>Churchill and District Community Hub Advisory Committee Meeting.....</b>	<b>625</b>
<b>17</b>	<b>Latrobe Creative Precinct Project Reference Group .....</b>	<b>626</b>



### Assembly of Councillors Record

<b>Assembly details:</b>	Budget Workshop
<b>Date:</b>	11 February 2019
<b>Time:</b>	5:30pm to 8:25pm
<b>Assembly Location:</b>	Latrobe City Council HQ, 141 Commercial Road, Morwell

#### In Attendance

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr McFarlane 17:30 - 20:25	<input checked="" type="checkbox"/> Cr Middlemiss 17:30 - 20:25	<input checked="" type="checkbox"/> Cr White OAM 17:30 - 20:25
	<input checked="" type="checkbox"/> Cr Harriman 17:30 - 20:25	<input checked="" type="checkbox"/> Cr O'Callaghan 17:30 - 20:25	<input checked="" type="checkbox"/> Cr Howe 17:30 - 20:25
	<input checked="" type="checkbox"/> Cr Clancey 17:30 - 20:25	<input checked="" type="checkbox"/> Cr Law 17:30 - 20:25	<input checked="" type="checkbox"/> Cr Gibson 17:30 - 20:25
<b>Officer/s:</b>	Steven Piasente, Greg Drumm, Gail Gatt, Larry Sengstock, Matthew Rogers		
<b>Matters discussed:</b>	2019/20 Annual Budget - Confidential (h) any other matter which the Council or Special Committee considers would prejudice the Council or any other person		
<b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b> <input checked="" type="checkbox"/> <b>Yes</b> <input type="checkbox"/> <b>No</b> Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.			

#### Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No

**Record Completed by:** Matthew Rogers

(Please use the **Quick Add Profile No - 563** when registering this form on ECM)



## **Guidance Notes for Completing Assembly of Councillor Records**

### **Assembly of Councillors Local Government Act 1989 requirements:**

#### **Section 3 Definition**

*"An Assembly of Councillors (however titled) means a meeting of an advisory committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of Council staff which considers matters that are intended or likely to be—*

- (a) the subject of a decision of the Council; or*
- (b) subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee—*

*but does not include a meeting of the Council, a special committee of the Council, an audit committee established under section 139, a club, association, peak body, political party or other organisation;"*

#### **Section 80A – Written Record**

*"(1) At an assembly of Councillors, the Chief Executive Officer must ensure that a written record is kept of:*

- (a) the names of all Councillors and members of Council staff attending;*
- (b) the matters considered;*
- (c) any conflict of interest disclosures made by a Councillor attending under subsection (3);*

*(2) whether a Councillor who has disclosed a conflict of interest as required by subsection (3) leaves the assembly."*

*The Chief Executive Officer must ensure that the written record of an assembly of Councillors is, as soon as practicable –*

- (a) reported at an ordinary meeting of the Council; and*
- (b) incorporated in the minutes of that Council meeting"*

#### **Section 80A – Conflict of Interest**

*"(3) If a Councillor attending an assembly of Councillors knows, or would reasonably be expected to know, that a matter being considered by the assembly is a matter that, were the matter to be considered and decided by Council, the Councillor would have to disclose a conflict of interest under section 79, the Councillor must, at the time set out in subsection (4), disclose to the assembly that he or she has a conflict of interest and leave the assembly whilst the matter is being considered by the assembly.*

*(4) A Councillor must disclose the conflict of interest either—*

- (c) immediately before the matter in relation to which the Councillor has a conflict of interest is considered; or*
- (d) if the Councillor realises that he or she has a conflict of interest after consideration of the matter has begun, as soon as the Councillor becomes aware that he or she has a conflict of interest."*

### **Additional Notes and Examples**

Examples of an Assembly of Councillors include:

- Councillor Briefings; onsite inspections; meetings with residents, developers, other clients of Council; meetings with local organisations, Government Departments, Statutory Authorities

Provided:

- The meeting was planned;
- At least five Councillors and one Council Officer is present (excluding Advisory Committees)
- The matter/s considered are intended or likely to be subject of a future decision by the Council or an officer decision under delegated authority; and
- That the meeting was not a meeting of any other organisation.

Advisory Committee meetings require at least one Councillor to be in attendance in order to be classed as an Assembly of Councillors.

Public events **are not** classified as an Assembly of Councillors.

Audit and Risk Committee **is not** classified as an Assembly of Councillors.



For all items, only the title of the matter being discussed is required to be listed, not the details or minutes of any discussion. This includes confidential matters.

#### Conflicts of Interest

All Councillors and Council Officers are required:

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#### Recording of Confidential Matters

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Example only

<b>Matters discussed:</b>	1. Matter discussed 2. Matter discussed - confidential under Section 89(2)(e) proposed developments (Please choose the reason that applies) 3. Matter discussed
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The Assembly of Councillors record will then be provided as a confidential attachment to the open Council report.

Confidential reasons:

- Personnel matters;
- The personal hardship of any resident or ratepayer;
- Industrial matters;
- Contractual matters;
- Proposed developments;
- Legal advice;
- Matters affecting the security of Council property
- Any other matter which the Council or Special Committee considers would prejudice the Council or any other person;

#### Leaving a Meeting

It is only necessary to record when a Councillor or Officer leaves the room due to a Conflict of Interest. It is not necessary to list any other arrivals or departures.

Officer completing Assembly of Councillors record

Please insert your name, and title in the Record Completed By field

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### Assembly of Councillors Record

<b>Assembly details:</b>	Budget Workshop
<b>Date:</b>	13 February 2019
<b>Time:</b>	4:40pm to 7:20pm
<b>Assembly Location:</b>	Latrobe City Council HQ, 141 Commercial Road, Morwell

#### In Attendance

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr McFarlane 16:40 - 19:20	<input checked="" type="checkbox"/> Cr Middlemiss 16:40 - 19:20	<input checked="" type="checkbox"/> Cr White OAM 16:40 - 19:20
	<input checked="" type="checkbox"/> Cr Harriman 16:40 - 19:20	<input type="checkbox"/> Cr O'Callaghan	<input checked="" type="checkbox"/> Cr Howe 16:40 - 19:20
	<input checked="" type="checkbox"/> Cr Clancey 16:40 - 19:20	<input checked="" type="checkbox"/> Cr Law 16:40 - 19:20	<input checked="" type="checkbox"/> Cr Gibson 16:40 - 19:20
<b>Officer/s:</b>	Steven Piasente, Greg Drumm, Larry Sengstock, Sara Rhodes-Ward Matthew Rogers		
<b>Matters discussed:</b>	2019/20 Annual Budget - Confidential (h) any other matter which the Council or Special Committee considers would prejudice the Council or any other person		
<b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b> <input checked="" type="checkbox"/> <b>Yes</b> <input type="checkbox"/> <b>No</b> Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.			

#### Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No

**Record Completed by:** Matthew Rogers

(Please use the **Quick Add Profile No - 563** when registering this form on ECM)



## **Guidance Notes for Completing Assembly of Councillor Records**

### **Assembly of Councillors Local Government Act 1989 requirements:**

#### **Section 3 Definition**

*"An Assembly of Councillors (however titled) means a meeting of an advisory committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of Council staff which considers matters that are intended or likely to be—*

- (a) the subject of a decision of the Council; or*
- (b) subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee—*

*but does not include a meeting of the Council, a special committee of the Council, an audit committee established under section 139, a club, association, peak body, political party or other organisation;"*

#### **Section 80A – Written Record**

*"(1) At an assembly of Councillors, the Chief Executive Officer must ensure that a written record is kept of:*

- (a) the names of all Councillors and members of Council staff attending;*
- (b) the matters considered;*
- (c) any conflict of interest disclosures made by a Councillor attending under subsection (3);*

*(2) whether a Councillor who has disclosed a conflict of interest as required by subsection (3) leaves the assembly."*

*The Chief Executive Officer must ensure that the written record of an assembly of Councillors is, as soon as practicable –*

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- (b) incorporated in the minutes of that Council meeting"*

#### **Section 80A – Conflict of Interest**

*"(3) If a Councillor attending an assembly of Councillors knows, or would reasonably be expected to know, that a matter being considered by the assembly is a matter that, were the matter to be considered and decided by Council, the Councillor would have to disclose a conflict of interest under section 79, the Councillor must, at the time set out in subsection (4), disclose to the assembly that he or she has a conflict of interest and leave the assembly whilst the matter is being considered by the assembly.*

*(4) A Councillor must disclose the conflict of interest either—*

- (c) immediately before the matter in relation to which the Councillor has a conflict of interest is considered; or*
- (d) if the Councillor realises that he or she has a conflict of interest after consideration of the matter has begun, as soon as the Councillor becomes aware that he or she has a conflict of interest."*

### **Additional Notes and Examples**

Examples of an Assembly of Councillors include:

- Councillor Briefings; onsite inspections; meetings with residents, developers, other clients of Council; meetings with local organisations, Government Departments, Statutory Authorities

Provided:

- The meeting was planned;
- At least five Councillors and one Council Officer is present (excluding Advisory Committees)
- The matter/s considered are intended or likely to be subject of a future decision by the Council or an officer decision under delegated authority; and
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Audit and Risk Committee **is not** classified as an Assembly of Councillors.



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Confidential reasons:

- (a) Personnel matters;
- (b) The personal hardship of any resident or ratepayer;
- (c) Industrial matters;
- (d) Contractual matters;
- (e) Proposed developments;
- (f) Legal advice;
- (g) Matters affecting the security of Council property
- (h) Any other matter which the Council or Special Committee considers would prejudice the Council or any other person;

#### Leaving a Meeting

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Officer completing Assembly of Councillors record

Please insert your name, and title in the Record Completed By field

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### Assembly of Councillors Record

<b>Assembly details:</b>	Budget Workshop
<b>Date:</b>	27 February 2019
<b>Time:</b>	5:30pm to 8:05pm
<b>Assembly Location:</b>	Latrobe City Council HQ, 141 Commercial Road, Morwell

#### In Attendance

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr McFarlane 17:30 - 20:05	<input type="checkbox"/> Cr Middlemiss	<input checked="" type="checkbox"/> Cr White OAM 17:30 - 19:52
	<input checked="" type="checkbox"/> Cr Harriman 17:30 - 20:05	<input type="checkbox"/> Cr O'Callaghan	<input checked="" type="checkbox"/> Cr Howe 17:30 - 20:05
	<input checked="" type="checkbox"/> Cr Clancey 17:30 - 19:15	<input type="checkbox"/> Cr Law	<input checked="" type="checkbox"/> Cr Gibson 17:30 - 20:05
<b>Officer/s:</b>	Steven Piasente, Greg Drumm, Larry Sengstock, Sara Rhodes-Ward, Gail Gatt (19:25 - 20:05), Matthew Rogers		
<b>Matters discussed:</b>	2019/20 Annual Budget - Confidential (h) any other matter which the Council or Special Committee considers would prejudice the Council or any other person		
<b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b> <input checked="" type="checkbox"/> <b>Yes</b> <input type="checkbox"/> <b>No</b> Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.			

#### Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No

**Record Completed by:** Matthew Rogers

(Please use the **Quick Add Profile No - 563** when registering this form on ECM)





## **Guidance Notes for Completing Assembly of Councillor Records**

### **Assembly of Councillors Local Government Act 1989 requirements:**

#### **Section 3 Definition**

*"An Assembly of Councillors (however titled) means a meeting of an advisory committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of Council staff which considers matters that are intended or likely to be—*

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### **Additional Notes and Examples**

Examples of an Assembly of Councillors include:

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Confidential reasons:

- Personnel matters;
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- Contractual matters;
- Proposed developments;
- Legal advice;
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#### Leaving a Meeting

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Officer completing Assembly of Councillors record

Please insert your name, and title in the Record Completed By field

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### Assembly of Councillors Record

<b>Assembly details:</b>	Morwell and Districts Community Recovery Committee - Meeting
<b>Date:</b>	7 March 2019
<b>Time:</b>	4.30 pm until 6.00 pm
<b>Assembly Location:</b>	Nambur Wariga Room 141 Commercial Road, Morwell

#### In Attendance

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input type="checkbox"/> Cr McFarlane	<input checked="" type="checkbox"/> Cr Middlemiss	<input type="checkbox"/> Cr White OAM
	<input type="checkbox"/> Cr Harriman	<input type="checkbox"/> Cr O'Callaghan	<input type="checkbox"/> Cr Howe
	<input type="checkbox"/> Cr Clancey	<input type="checkbox"/> Cr Law	<input type="checkbox"/> Cr Gibson
<b>Officer/s:</b>	Stuart Simmie and Linda Snell		
<b>Matters discussed:</b>	Morwell Community Based Emergency Management - current status. Civic Reception re Hazelwood mine fire five-year anniversary - For discussion Bushfire activity impacting on the Latrobe City community - Debrief		
<b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.			

#### Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No

**Record Completed by:** Stuart Simmie

(Please use the **Quick Add Profile No - 563** when registering this form on ECM)



## Assembly of Councillors Record

<b>Assembly details:</b>	Councillor Briefing
<b>Date:</b>	18 March 2019
<b>Time:</b>	4:07pm - 5:33pm and 7:21pm - 10:01PM
<b>Assembly Location:</b>	Nambur Wariga Room, Corporate HQ

### In Attendance

<b>Councillors:</b>	<input checked="" type="checkbox"/> Cr McFarlane	<input checked="" type="checkbox"/> Cr Middlemiss	<input checked="" type="checkbox"/> Cr White OAM
<b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr Harriman Out from 8:37PM - 8:38PM	<input checked="" type="checkbox"/> Cr O'Callaghan In from 7:21PM to 8:36PM, 8:41PM to 9:25PM	<input checked="" type="checkbox"/> Cr Howe
	<input checked="" type="checkbox"/> Cr Clancey	<input checked="" type="checkbox"/> Cr Law Out from 8:45PM-8:47PM	<input checked="" type="checkbox"/> Cr Gibson Out from 7:21PM to 8:37PM
<b>Officer/s:</b>	Steve Piasente, Gail Gatt , Greg Drumm, Sara Rhodes Ward, Larry Sengstock, Amy Phillips, Tyler Chisholm, Bruce Connolly (4.07PM to 5PM), Eliza Bailey (4.07PM to 5PM).		
<b>Matters discussed:</b>	<p>Tonight's Presentations (e) proposed developments</p> <p>Future Presentations</p> <p>Mayor's Update</p> <p>Major Project Reference Group Update</p> <p>Interim Policy on the Temporary Naming Rights of Sporting Grounds and Fields</p> <p>Road Safety Strategy - Update and Planned Consultation</p> <p>Review of Narrow Urban Streets</p> <p>Township Liaison Program</p> <p>Latrobe Community Leadership Program</p> <p>Car Parking - Potential Partnership and the Regional Parking Fund (d) contractual matters, (e) proposed developments.</p> <p>Review of the Communication and Community Engagement Function (a) involves discussion of personnel matters.</p> <p>Moe Keenagers - Project Update</p> <p>Review of Council Delegations</p> <p>Funding Application - Traffic Safety Initiative</p> <p>EPA and Land Contamination Issues (f) legal advice, (h) discussion of a</p>		





	<p>matter which the Council or special committee considers would prejudice the Council or any person.</p> <p>Outstanding Issues (h) discussion of a matter which the Council or special committee considers would prejudice the Council or any person.</p> <p>Strategic Issues for Future Briefings</p>
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**Are any of the matters discussed, considered confidential under the *Local Government Act 1989*?**

☒ **Yes**                      ☐ **No**

Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.

**Conflict Of Interest Disclosures:**

Councillor / Officer making disclosure	Left Meeting: Yes / No

**Record Completed by:** Tyler Chisholm

(Please use the **Quick Add Profile No - 563** when registering this form on ECM)



## **Guidance Notes for Completing Assembly of Councillor Records**

### **Assembly of Councillors Local Government Act 1989 requirements:**

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- Industrial matters;
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- Proposed developments;
- Legal advice;
- Matters affecting the security of Council property
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Officer completing Assembly of Councillors record

Please insert your name, and title in the Record Completed By field

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### Assembly of Councillors Record

<b>Assembly details:</b>	Morwell Recreation Reserve Project Reference Group Meeting 9
<b>Date:</b>	Tuesday 20 March 2019
<b>Time:</b>	5.34 pm – 6.40 pm
<b>Assembly Location:</b>	Function Room, Shared Sports Pavilion, Morwell Recreation Reserve – Travers Street, Morwell 3840

#### In Attendance

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr McFarlane 5.30 - 6.45 pm	<input checked="" type="checkbox"/> Cr Middlemiss 5.30 - 6.45 pm	<input type="checkbox"/> Cr White OAM
	<input type="checkbox"/> Cr Harriman	<input type="checkbox"/> Cr O'Callaghan	<input type="checkbox"/> Cr Howe
	<input type="checkbox"/> Cr Clancey	<input type="checkbox"/> Cr Law	<input type="checkbox"/> Cr Gibson
<b>Officer/s:</b>	Larry Sengstock, Geoff Derham, Lauren Dinsdale		
<b>Matters discussed:</b>	1. Project Status update 2. Updates on construction of new shared sports pavilion, new synthetic oval development, Keegan Street design detail and concept designs of Morwell Football Netball Club facilities upgrades for consideration and feedback - Confidential under section 89(2)(e) proposed developments.		
<b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.			

#### Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No

**Record Completed by:** Lauren Dinsdale

(Please use the **Quick Add Profile No - 563** when registering this form on ECM)





## Assembly of Councillors Record

<b>Assembly details:</b>	Councillor Briefing
<b>Date:</b>	25 March 2019
<b>Time:</b>	6:00 PM - 11:34 PM
<b>Assembly Location:</b>	Nambur Wariga Room, Corporate HQ

### In Attendance

<b>Councillors:</b>	<input checked="" type="checkbox"/> Cr McFarlane	<input checked="" type="checkbox"/> Cr Middlemiss	<input type="checkbox"/> Cr White OAM
<b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr Harriman Out (8:05pm - 8:09pm)	<input checked="" type="checkbox"/> Cr O'Callaghan (6:27pm – 10.00pm)	<input checked="" type="checkbox"/> Cr Howe
	<input checked="" type="checkbox"/> Cr Clancey Out (7:56pm - 8:02pm) Out (9:16pm - 9:21pm)	<input checked="" type="checkbox"/> Cr Law	<input checked="" type="checkbox"/> Cr Gibson Out (9:16pm - 9:21pm)
<b>Officer/s:</b>	Steve Piasente, Gail Gatt , Greg Drumm, Sara Rhodes Ward, Larry Sengstock, Amy Phillips, Tyler Chisholm, Rosemary Burns (6.38pm – 6.54pm), Sam Carroll (6.38pm – 6.54pm)		
<b>Matters discussed:</b>	<p>Tonight's Presentations (d) contractual matters</p> <p>Future Presentations</p> <p>Notice of Motion Requests</p> <p>Points of Clarification</p> <p>Alternate Motion Requests</p> <p>Mayor's Update</p> <p>General Update</p> <p>Transition Briefing</p> <p>Organisational Report</p> <p>Recreation Reserves and Facilities Signage Policy</p> <p>International Investment Forum Participation</p> <p>Communication Strategy 2019-2021</p> <p>Toongabbie Township Group Update</p> <p>Youth Insearch Program - Request for financial support from Stockland Plaza Traralgon</p> <p>The Future of Aged &amp; Disability Services - Delivery of Services (a) personnel matters.</p> <p>Regional Assessment Service Program update (a) personnel matters.</p>		



	<p>Review of the Communication and Community Engagement Function (a) personnel matters.</p> <p>Hazelwood House (e) proposed developments.</p> <p>Moe Keenagers - Project Update</p> <p>Department of Corrections Partnership Update</p> <p>Club Managed Recreation Projects - Status Update</p> <p>Lake Narracan - Review of Future Water Levels</p> <p>Recreation Projects - Status Update</p> <p>Motorcyclist Safety Initiative-Collapsible Chevron Alignment Markers (CAMs)</p> <p>Ellavale East Development Plan - Update</p> <p>eService Update</p> <p>Outstanding Issues (h) a matter which the Council or special committee considers would prejudice the Council or any person.</p> <p>Strategic Issues for Future Briefings</p>
<p><b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b></p> <p><input checked="" type="checkbox"/> <b>Yes</b>      <input type="checkbox"/> <b>No</b></p> <p>Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.</p>	

**Conflict Of Interest Disclosures:**

Councillor / Officer making disclosure	Left Meeting: Yes / No
Cr Clancey	Yes

**Record Completed by:** Tyler Chisholm

(Please use the **Quick Add Profile No - 563** when registering this form on ECM)



## **Guidance Notes for Completing Assembly of Councillor Records**

### **Assembly of Councillors Local Government Act 1989 requirements:**

#### **Section 3 Definition**

*"An Assembly of Councillors (however titled) means a meeting of an advisory committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of Council staff which considers matters that are intended or likely to be—*

- (a) the subject of a decision of the Council; or*
- (b) subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee—*

*but does not include a meeting of the Council, a special committee of the Council, an audit committee established under section 139, a club, association, peak body, political party or other organisation;"*

#### **Section 80A – Written Record**

*"(1) At an assembly of Councillors, the Chief Executive Officer must ensure that a written record is kept of:*

- (a) the names of all Councillors and members of Council staff attending;*
- (b) the matters considered;*
- (c) any conflict of interest disclosures made by a Councillor attending under subsection (3);*

*(2) whether a Councillor who has disclosed a conflict of interest as required by subsection (3) leaves the assembly."*

*The Chief Executive Officer must ensure that the written record of an assembly of Councillors is, as soon as practicable –*

- (a) reported at an ordinary meeting of the Council; and*
- (b) incorporated in the minutes of that Council meeting"*

#### **Section 80A – Conflict of Interest**

*"(3) If a Councillor attending an assembly of Councillors knows, or would reasonably be expected to know, that a matter being considered by the assembly is a matter that, were the matter to be considered and decided by Council, the Councillor would have to disclose a conflict of interest under section 79, the Councillor must, at the time set out in subsection (4), disclose to the assembly that he or she has a conflict of interest and leave the assembly whilst the matter is being considered by the assembly.*

*(4) A Councillor must disclose the conflict of interest either—*

- (c) immediately before the matter in relation to which the Councillor has a conflict of interest is considered; or*
- (d) if the Councillor realises that he or she has a conflict of interest after consideration of the matter has begun, as soon as the Councillor becomes aware that he or she has a conflict of interest."*

### **Additional Notes and Examples**

Examples of an Assembly of Councillors include:

- Councillor Briefings; onsite inspections; meetings with residents, developers, other clients of Council; meetings with local organisations, Government Departments, Statutory Authorities

Provided:

- The meeting was planned;
- At least five Councillors and one Council Officer is present (excluding Advisory Committees)
- The matter/s considered are intended or likely to be subject of a future decision by the Council or an officer decision under delegated authority; and
- That the meeting was not a meeting of any other organisation.

Advisory Committee meetings require at least one Councillor to be in attendance in order to be classed as an Assembly of Councillors.

Public events **are not** classified as an Assembly of Councillors.

Audit and Risk Committee **is not** classified as an Assembly of Councillors.



For all items, only the title of the matter being discussed is required to be listed, not the details or minutes of any discussion. This includes confidential matters.

#### Conflicts of Interest

All Councillors and Council Officers are required:

- To declare any Conflict of Interest prior to the discussion of any matter, or as soon as they become aware of a conflict; and
- Leave the meeting while the item is being discussed, and have this noted on the Assembly of Councillor record. To leave the meeting, a Councillor or Officer should move to a location outside the room where he or she cannot see or hear the meeting. Arrangements should be made to notify the Councillor when the relevant matter is concluded.

#### Recording of Confidential Matters

Assembly of Councillor records are presented in the public section of Council Meetings wherever possible.

Confidential Matters discussed should be listed with a note, including the confidential reason as per the *Local Government Act 1989* as below:

Example only

<b>Matters discussed:</b>	1. Matter discussed 2. Matter discussed - confidential under Section 89(2)(e) proposed developments (Please choose the reason that applies) 3. Matter discussed
---------------------------	---

The Assembly of Councillors record will then be provided as a confidential attachment to the open Council report.

Confidential reasons:

- Personnel matters;
- The personal hardship of any resident or ratepayer;
- Industrial matters;
- Contractual matters;
- Proposed developments;
- Legal advice;
- Matters affecting the security of Council property
- Any other matter which the Council or Special Committee considers would prejudice the Council or any other person;

#### Leaving a Meeting

It is only necessary to record when a Councillor or Officer leaves the room due to a Conflict of Interest. It is not necessary to list any other arrivals or departures.

Officer completing Assembly of Councillors record

Please insert your name, and title in the Record Completed By field

**Any queries on whether a meeting forms an Assembly of Councillors, how to list a confidential item or any other question should be directed to the Governance Officer on 5128 5717 or [egovernance@latrobe.vic.gov.au](mailto:egovernance@latrobe.vic.gov.au)**





### Assembly of Councillors Record

<b>Assembly details:</b>	Latrobe Creative Precinct Sponsorship & Fundraising Meeting
<b>Date:</b>	1 April 2019
<b>Time:</b>	4.00 pm
<b>Assembly Location:</b>	Latrobe City Council headquarters - Room 3

#### In Attendance

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr McFarlane 3.55 pm to 5.20 pm	<input type="checkbox"/> Cr Middlemiss	<input type="checkbox"/> Cr White OAM
	<input type="checkbox"/> Cr Harriman	<input type="checkbox"/> Cr O'Callaghan	<input type="checkbox"/> Cr Howe
	<input checked="" type="checkbox"/> Cr Clancey 3.55 pm to 5.20 pm	<input checked="" type="checkbox"/> Cr Law 3.55 pm to 5.20 pm	<input type="checkbox"/> Cr Gibson
<b>Officer/s:</b>	Larry Sengstock, Gail Gatt, Trevor Dando, Andrea Stanlake		
<b>Matters discussed:</b>	Sponsorship and Fundraising Planning for the Latrobe Creative Precinct		
<p><b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b></p> <p><input type="checkbox"/> Yes      <input checked="" type="checkbox"/> No</p> <p>Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.</p>			

#### Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No

**Record Completed by:** Andrea Stanlake

(Please use the **Quick Add Profile No - 563** when registering this form on ECM)



### Assembly of Councillors Record

<b>Assembly details:</b>	Ted Summerton Reserve Project Reference Group Meeting
<b>Date:</b>	Tuesday 2 April 2019
<b>Time:</b>	5.55 pm - 6.28 pm
<b>Assembly Location:</b>	Board Room, Level 1 - TSR Main Pavilion, Vale Street, MOE 3825

#### In Attendance

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input type="checkbox"/> Cr McFarlane	<input type="checkbox"/> Cr Middlemiss	<input type="checkbox"/> Cr White OAM
	<input type="checkbox"/> Cr Harriman	<input type="checkbox"/> Cr O'Callaghan	<input type="checkbox"/> Cr Howe
	<input type="checkbox"/> Cr Clancey	<input checked="" type="checkbox"/> Cr Law 5.53 pm - 6.28 pm	<input checked="" type="checkbox"/> Cr Gibson 5.53 pm - 6.28 pm
<b>Officer/s:</b>	Larry Sengstock, Janine Alexander, Geoff Derham		
<b>Matters discussed:</b>	1. Discussion on detailed design details of the Ted Summerton Reserve Cricket facility redevelopment for consideration and feedback - Confidential under section 89(2)(e) proposed developments.		
<b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b> <input checked="" type="checkbox"/> <b>Yes</b> <input type="checkbox"/> <b>No</b> Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.			

#### Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No

**Record Completed by:** Janine Alexander

(Please use the **Quick Add Profile No - 563** when registering this form on ECM)



### Assembly of Councillors Record

<b>Assembly details:</b>	Moe Southside Community Precinct Advisory Committee
<b>Date:</b>	3 April 2019
<b>Time:</b>	4:34pm
<b>Assembly Location:</b>	Ted Summerton Reserve Pavilion

#### In Attendance

<b>Councillors:</b>	<input type="checkbox"/> Cr McFarlane	<input type="checkbox"/> Cr Middlemiss	<input type="checkbox"/> Cr White OAM
<b>Arrival / Departure Time:</b>	<input type="checkbox"/> Cr Harriman	<input type="checkbox"/> Cr O'Callaghan	<input type="checkbox"/> Cr Howe
	<input type="checkbox"/> Cr Clancey	<input checked="" type="checkbox"/> Cr Law	<input checked="" type="checkbox"/> Cr Gibson
<b>Officer/s:</b>	Simon Clark		
<b>Matters discussed:</b>	Power supply for major events. Moe Football Netball Club fence project. Moe Football Netball Club lighting project. Moe Football Netball Club seating and landscaping project. Moe P.L.A.C.E. stadium maintenance works.		
<b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.			

#### Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No
	No

**Record Completed by:** Simon Clark



### Assembly of Councillors Record

<b>Assembly details:</b>	GRAC PRG
<b>Date:</b>	4 April 2019
<b>Time:</b>	5.30pm
<b>Assembly Location:</b>	Macfarlane Burnet Room, Traralgon

#### In Attendance

<b>Councillors:</b>	<input type="checkbox"/> Cr McFarlane	<input type="checkbox"/> Cr Middlemiss	<input type="checkbox"/> Cr White OAM
<b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr Harriman 5.10pm - 7.00pm	<input type="checkbox"/> Cr O'Callaghan	<input checked="" type="checkbox"/> Cr Howe 5.30pm - 7.00pm
	<input type="checkbox"/> Cr Clancey	<input checked="" type="checkbox"/> Cr Law 5.20pm - 7.00pm	<input type="checkbox"/> Cr Gibson
<b>Officer/s:</b>	Larry Sengstock, Luke McGrath, Tania Eleftheriou		
<b>Matters discussed:</b>	Project Manager update Design Development		
<p><b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b></p> <p><input type="checkbox"/> Yes      <input checked="" type="checkbox"/> No</p> <p>Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.</p>			

#### Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No

**Record Completed by:** Tania Eleftheriou, Project Officer Major Recreation Projects  
 (Please use the **Quick Add Profile No - 563** when registering this form on ECM)





### Assembly of Councillors Record

<b>Assembly details:</b>	Morwell & Districts Community Recovery Committee
<b>Date:</b>	Thursday 4 April, 2019
<b>Time:</b>	4.34 pm to 6.32 pm
<b>Assembly Location:</b>	Meeting Room 4, Latrobe City Council Headquarters

#### In Attendance

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input type="checkbox"/> Cr McFarlane	<input checked="" type="checkbox"/> Cr Middlemiss present all meeting	<input type="checkbox"/> Cr White OAM
	<input type="checkbox"/> Cr Harriman	<input type="checkbox"/> Cr O'Callaghan	<input type="checkbox"/> Cr Howe
	<input type="checkbox"/> Cr Clancey	<input type="checkbox"/> Cr Law	<input type="checkbox"/> Cr Gibson
<b>Officer/s:</b>	Sara Rhodes-Ward		
<b>Matters discussed:</b>	Civic Reception re Hazelwood Mine Fire Anniversary Recovery activity for Yinnar South/Budgerie bushfire affected community Project update: Future Morwell Project update: Health Study		
<b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.			

#### Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No

**Record Completed by:** Carole Ayres, Executive Assistant Community Services  
 (Please use the **Quick Add Profile No - 563** when registering this form on ECM)



### Assembly of Councillors Record

<b>Assembly details:</b>	Out of Sessoins Councillor Briefing
<b>Date:</b>	Monday 8 April 2019
<b>Time:</b>	5.00 pm
<b>Assembly Location:</b>	Nambur Wariga Room, Latrobe City Council Headquarters

#### In Attendance

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr McFarlane 5.05 pm - 6.07 pm	<input checked="" type="checkbox"/> Cr Middlemiss 5.05 pm - 6.07 pm	<input checked="" type="checkbox"/> Cr White OAM 5.05 pm - 6.07 pm
	<input checked="" type="checkbox"/> Cr Harriman 5.05 pm - 6.07 pm	<input checked="" type="checkbox"/> Cr O'Callaghan 5.05 pm - 6.07 pm	<input checked="" type="checkbox"/> Cr Howe 5.05 pm - 6.07 pm
	<input checked="" type="checkbox"/> Cr Clancey 5.05 pm - 6.07 pm	<input checked="" type="checkbox"/> Cr Law 5.05 pm - 6.07 pm	<input checked="" type="checkbox"/> Cr Gibson 5.05 pm - 6.07 pm
<b>Officer/s:</b>	Steve Piasente, Gail Gatt, Larry Sengstock, Sara Rhodes-Ward, Greg Drumm, Matthew Rogers, Trevor Dando, Andrea Stanlake		
<b>Matters discussed:</b>	Latrobe Creative Precinct value management process and budget update		
<b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b> <input checked="" type="checkbox"/> <b>Yes</b> <input type="checkbox"/> <b>No</b> Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.			

#### Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No
Nil	

**Record Completed by:** Andrea Stanlake

(Please use the **Quick Add Profile No - 563** when registering this form on ECM)



### Assembly of Councillors Record

<b>Assembly details:</b>	Out of Session Briefing from Gippsland Waste & Resource Recovery To discuss the Gippswide Kerbside initiative
<b>Date:</b>	8/4/19
<b>Time:</b>	4.00 pm <u>4.08 pm</u> — <u>4.40 pm</u>
<b>Assembly Location:</b>	Nambur Wariga - HQ

#### In Attendance

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr McFarlane	<input checked="" type="checkbox"/> Cr Middlemiss	<input checked="" type="checkbox"/> Cr White OAM
	<input checked="" type="checkbox"/> Cr Harriman	<input checked="" type="checkbox"/> Cr O'Callaghan	<input checked="" type="checkbox"/> Cr Howe
	<input type="checkbox"/> Cr Clancey	<input checked="" type="checkbox"/> Cr Law	<input checked="" type="checkbox"/> Cr Gibson <u>4.15 pm</u>
<b>Officer/s:</b>	Larry Sengstock, Martin Teplik, Wayne Sim ✓ <u>GREG DRUMMOND STEVE PIASENTIS GAIL GARDNER</u>		
<b>Matters discussed:</b>	To discuss the Gippswide Kerbside initiative		
<b>Are any of the matters discussed, considered confidential under the Local Government Act 1989?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.			

#### Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No

**Record Completed by:**

(Please use the **Quick Add Profile No - 563** when registering this form on ECM)



### Assembly of Councillors Record

<b>Assembly details:</b>	War Memorial Advisory Committee Meeting
<b>Date:</b>	Monday 8 April 2019
<b>Time:</b>	2:00 pm - 2:35 pm
<b>Assembly Location:</b>	Latrobe Regional Gallery Meeting Room 1

#### In Attendance

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input type="checkbox"/> Cr McFarlane	<input checked="" type="checkbox"/> Cr Middlemiss 2:00 pm - 2:35 pm	<input type="checkbox"/> Cr White OAM
	<input type="checkbox"/> Cr Harriman	<input type="checkbox"/> Cr O'Callaghan	<input type="checkbox"/> Cr Howe
	<input type="checkbox"/> Cr Clancey	<input type="checkbox"/> Cr Law	<input type="checkbox"/> Cr Gibson
<b>Officer/s:</b>	Kevan Delaney and Henry Morrison		
<b>Matters discussed:</b>	Preservation of war memorials located within Latrobe City with representatives of the various RSL sub branches. Preparation for 2019 Anzac Day Services.		
<b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.			

#### Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No

**Record Completed by:** Henry Morrison

(Please use the **Quick Add Profile No - 563** when registering this form on ECM)





### Assembly of Councillors Record

<b>Assembly details:</b>	Churchill & District Community Hub Advisory Committee meeting
<b>Date:</b>	Tuesday 9 April, 2019
<b>Time:</b>	4.00 pm to 5.45 pm
<b>Assembly Location:</b>	Churchill & District Community Hub, 9-11 Phillip Parade, Churchill

#### In Attendance

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input type="checkbox"/> Cr McFarlane	<input type="checkbox"/> Cr Middlemiss	<input checked="" type="checkbox"/> Cr White OAM present all meeting
	<input type="checkbox"/> Cr Harriman	<input type="checkbox"/> Cr O'Callaghan	<input type="checkbox"/> Cr Howe
	<input type="checkbox"/> Cr Clancey	<input type="checkbox"/> Cr Law	<input type="checkbox"/> Cr Gibson
<b>Officer/s:</b>	Sara Rhodes-Ward GM Community Services Edith Heiberg - Mgr Communications & Customer Relations Kate Kerslake - Mgr Family Services Carole Ayres - Executive Assistant Community Services		
<b>Matters discussed:</b>	Opportunities for expansion of the Hub Results of customer satisfaction survey MUGSU request to hang honour board at Hub		
<b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.			

#### Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No

**Record Completed by:** Carole Ayres, Executive Assistant Community Services  
 (Please use the **Quick Add Profile No - 563** when registering this form on ECM)



### Assembly of Councillors Record

<b>Assembly details:</b>	Latrobe Creative Precinct Project Reference Group
<b>Date:</b>	Tuesday 9 April 2019
<b>Time:</b>	3.30 pm
<b>Assembly Location:</b>	Nambur Wariga Room, Latrobe City Council headquarters

#### In Attendance

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr McFarlane 3.23 pm - 4.42 pm	<input type="checkbox"/> Cr Middlemiss	<input type="checkbox"/> Cr White OAM
	<input type="checkbox"/> Cr Harriman	<input type="checkbox"/> Cr O'Callaghan	<input type="checkbox"/> Cr Howe
	<input checked="" type="checkbox"/> Cr Clancey 3.33 pm - 4.32 pm	<input checked="" type="checkbox"/> Cr Law 3.27 pm - 4.42 pm	<input type="checkbox"/> Cr Gibson
<b>Officer/s:</b>	Larry Sengstock, Gail Gatt, Trevor Dando, Andrea Stanlake		
<b>Matters discussed:</b>	<ul style="list-style-type: none"> <li>- sponsorship and fundraising</li> <li>- project update (including some confidential contract matters)</li> <li>- audience and research development</li> </ul>		
<b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b> <input checked="" type="checkbox"/> <b>Yes</b> <input type="checkbox"/> <b>No</b> Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.			

#### Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No
Nil	

**Record Completed by:** Andrea Stanlake

(Please use the **Quick Add Profile No - 563** when registering this form on ECM)

# **URGENT BUSINESS**

**18. URGENT BUSINESS**

*Business may be admitted to the meeting as urgent business in accordance with clause 19 of the Meeting Procedure Local Law by resolution of the Council, if it relates to a matter which has arisen since distribution of the agenda and cannot safely or conveniently be deferred until the next Ordinary meeting.*



# **MEETING CLOSED TO THE PUBLIC**

## **19. MEETING CLOSED TO THE PUBLIC**

Section 89(2) of the *Local Government Act 1989* enables the Council to close the meeting to the public if the meeting is discussing any of the following:

- (a) Personnel matters;
- (b) The personal hardship of any resident or ratepayer;
- (c) Industrial matters;
- (d) Contractual matters;
- (e) Proposed developments;
- (f) Legal advice;
- (g) Matters affecting the security of Council property;
- (h) Any other matter which the Council or Special Committee considers would prejudice the Council or any person;
- (i) A resolution to close the meeting to members of the public.

### **RECOMMENDATION**

**That Council closes this Ordinary Meeting of Council to the public to consider the following items which are of a confidential nature, pursuant to section 89(2) of the *Local Government Act 1989* for the reasons indicated:**

- 19.1 Latrobe City Tourism and Major Events Advisory Committee nominations for external members and change to the Committee Terms of Reference**  
***Agenda item 19.1 Latrobe City Tourism and Major Events Advisory Committee nominations for external members and change to the Committee Terms of Reference is designated as confidential as it relates to personnel matters (s89 2a)***
- 19.2 LCC-565 Morwell CBD Revitalisation**  
***Agenda item 19.2 LCC-565 Morwell CBD Revitalisation is designated as confidential as it relates to contractual matters (s89 2d)***
- 19.3 LCC-556 Latrobe Creative Precinct - Supply and Installation of Specialist Theatre Equipment**  
***Agenda item 19.3 LCC-556 Latrobe Creative Precinct - Supply and Installation of Specialist Theatre Equipment is designated as confidential as it relates to contractual matters (s89 2d)***