



LATROBE CITY COUNCIL

AGENDA FOR THE COUNCIL MEETING

**TO BE HELD VIA AUDIO-VISUAL LINK
AT 6PM ON
04 OCTOBER 2021**

CM569

Please note:

Pursuant to s66(2)(b) and s66(2)(c), this Council Meeting will not be open to the public to attend in person. Instead participation may occur by video link and the Meeting may be viewed live on the internet from Council's website or Facebook page.

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

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

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COUNCILLOR AND PUBLIC ATTENDANCE

PLEASE NOTE

THE VICTORIAN GOVERNMENT'S *COVID-19 OMNIBUS (EMERGENCY MEASURES) ACT 2020* HAS INTRODUCED INTO THE *LOCAL GOVERNMENT ACT 2020* NEW MECHANISMS THAT ALLOW FOR VIRTUAL COUNCIL MEETINGS TO ENSURE LOCAL GOVERNMENT DECISION-MAKING CAN CONTINUE DURING THE CORONAVIRUS PANDEMIC.

PURSUANT TO SECTION 394 OF THE *LOCAL GOVERNMENT ACT 2020*, A COUNCILLOR MAY ATTEND THIS COUNCIL MEETING REMOTELY BY ELECTRONIC MEANS OF COMMUNICATION; AND

PURSUANT TO SECTION 395 OF THE *LOCAL GOVERNMENT ACT 2020* THIS COUNCIL MEETING MAY BE CLOSED TO THE ATTENDANCE BY MEMBERS OF THE PUBLIC BY MAKING AVAILABLE ACCESS TO A LIVE STREAM OF THE MEETING ON THE COUNCIL'S INTERNET SITE.

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

Proposed Resolution:

That Council confirm the minutes of the Council Meeting held on 6 September 2021.

6. ACKNOWLEDGEMENTS

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

7. PUBLIC PARTICIPATION TIME

Attend as an observer

The Victorian Government's *COVID-19 Omnibus (Emergency Measures) Act 2020* has introduced into the *Local Government Act 2020* new mechanisms that allow for virtual Council Meetings and allow for Council Meetings to be closed to the public.

The safety of Councillors, Council staff and our community is at the forefront of our decisions therefore this Meeting will be closed to physical participation by members of the public. To meet our legislated obligations and in the spirit of open, accessible and transparent governance, this Council Meeting is livestreamed and can be viewed by using the link on Council's website or Facebook page.

Public Questions on Notice

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

Public Speakers

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

8. QUESTIONS ON NOTICE

Nil reports

NOTICES OF MOTION

9. NOTICES OF MOTION

9.1 2021/16 DECRIMINALISING SEX WORK

Cr Dale Harriman

I, Cr Dale Harriman, hereby give notice of my intention to move the following motion at the Council Meeting to be held on Monday 4 October 2021:

That Council:

- 1. Notes the Victorian Government is seeking to decriminalise sex work in Victoria and has recently concluded consultation on their preferred model and how it should be implemented. The Victorian Government's engagement website advises: '*decriminalisation of sex work will:***
 - a. remove offences and criminal penalties for consensual sex work in most circumstances. This will include decriminalising street-based sex work in most locations and repealing public health offences;***
 - b. repeal the Sex Work Act 1994 and regulate the sex work industry through existing regulatory agencies; and***
 - c. introduce supporting reforms in areas such as planning, public health and anti-discrimination'.***
- 2. Notes:**
 - a. Meaningful consultation with community and with local government on any proposals must occur before any changes are considered or introduced; and**
 - b. community consultation must form an integral consideration for any changes to the sex work industry.**
- 3. Writes to the Department of Justice and Community Safety and Consumer Affairs Victoria (with a copy sent to the relevant Ministers and shadow Ministers and Latrobe City Members of Parliament) expressing:**
 - a. opposition to the following proposed changes on the basis they will directly impact councils and their communities:**
 - i. Decriminalising street-based sex work in most locations;***
 - ii. Dismantling the sex work licensing and registration system established by the Sex Work Act 1994 including removal of the separation distance requirements between sex work businesses and particular land uses, including dwellings;***

- iii. Allowing brothels to apply for a liquor licence subject to the standard liquor licensing framework established under the *Liquor Control Reform Act 1998*;**
 - iv. Shifting the enforcement of regulations relating to sex work to local councils under the *Planning and Environment Act 1987*;**
 - v. Allowing commercial sex work businesses to operate in commercial and residential zones, subject to some industry specific requirements;**
 - vi. Allowing sex workers to operate home-based businesses under the same planning controls as any other home-based businesses; and**
 - vii. Allowing signage and advertising for sex work businesses to be considered in the same manner as any other business (i.e. sign size, location and lighting) including in residential areas, subject to additional regulations aligned with similar industries, including in relation to content.**
- b. the need to:**
- i. ensure full consultation with councils and the community takes place before any decisions are made;**
 - ii. ensure appropriate time is provided for feedback, including consideration of council meeting cycles;**
 - iii. consider the resource implications for councils to enforce new sex work planning provisions;**
 - iv. provide additional evidence including Health Impact Statement, Social Impact Statement, Economic Impact Statement, case studies, and criminology assessment in regard to the proposed changes.**
- 4. Uses the Council communication channels, to inform the municipal community regarding the proposed changes to the sex work businesses and to encourage them to provide feedback to the Victorian Government.**
- 5. Requests the Chief Executive Officer or his delegate coordinate with other councils in regard to advocacy on this topic.**

Signed
Cr Dale Harriman
28/09/2021

Attachments

Nil

9.2 2021/17 PROPOSED STATE GOVERNMENT PLANNING REFORMS

Cr Dale Harriman

I, Cr Dale Harriman, hereby give notice of my intention to move the following motion at the Council Meeting to be held on Monday 4 October 2021:

That Council:

- 1. Notes that the Victorian government has made a number of changes to the planning system in the last number of years and is currently considering further significant planning reform.**
- 2. Write to the Minister for Planning requesting that the State Government to include full consultation with local governments and community before any planning reform decisions are made.**
- 3. Strongly supports the community having an ongoing central role in the planning system and continues to advocate that:**
 - a. Consultation with community and with local government on any reform proposals must occur before any further reforms are considered or introduced.**
 - b. The community's voice must remain central in planning decisions.**
 - c. Strong community consultation must be a core part of major planning decisions.**
 - d. Community voice is critical for ensuring a transparent planning system that strengthens local neighbourhoods and economies.**
- 4. Requests the CEO or delegate to work with other local governments in regard to any further advocacy on the issue.**

Signed
Cr Dale Harriman
29 September 2021

Attachments

Nil

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

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

Nil reports

CORRESPONDENCE

11. CORRESPONDENCE

Nil reports

PRESENTATION OF PETITIONS

12. PRESENTATION OF PETITIONS

Nil reports

CHIEF EXECUTIVE OFFICE

13. CHIEF EXECUTIVE OFFICE

Agenda Item: 13.1

Agenda Item: Proposed Road Renaming - Ashley Avenue, Morwell

Sponsor: Chief Executive Office

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

Status: For Decision

Proposed Resolution:

That Council:

- 1. Authorises the Chief Executive Officer to commence the community consultation process required under the Naming Rules for places in Victoria and publish notices inviting written submissions concerning its intention to consider the proposal to rename the original Ashley Avenue, off Alliss Road, to Nathan Avenue, Morwell; and**
- 2. If any submissions regarding the proposal are received, delegates to the Chief Executive Officer the authority:**
 - a) to fix the date of the Council Meeting to consider submissions, and**
 - b) notify those who made a submission of the time and place of the Council Meeting that Council will consider the submission, and**
 - c) arrange for those wishing to be heard in support of their submission to attend the Council Meeting to consider submissions, or**
- 3. If no submissions objecting to the proposal are received, authorises the Chief Executive Officer to commence the administrative process to officially rename the original Ashley Avenue, off Alliss Road, to Nathan Avenue, Morwell.**

Executive Summary:

- There are currently two separate roads named Ashley Avenue in Morwell, the original running in a southerly direction off Alliss Road and a newer road, created in the Heritage Boulevard Estate, running in a westerly direction off Maryvale Road (Attachment One).

- This duplication is inconsistent with the *Naming Rules for Places in Victoria* as such duplication is not allowed within the same locality or within a 15km radius in regional urban areas.
- The duplication may pose a hazard to the safety of residents through confusion caused to emergency services. Council, as the responsible naming authority, is obliged to rectify this issue by renaming one of these roads.
- Following previous Council decisions and subsequent councillor briefings, officers wrote to the 35 property owners in the new Ashley Avenue together with the developer of the land, CFM Payne Pty Ltd, seeking comment on the possible name change.
- Council received 15 responses from residents, of which 14 strongly objected to any potential name change, with one property owner supporting a change, together with a response from the developer suggesting a change of name for the original Ashley Avenue. Officers are aware of opposition from the owners of the three properties on the original Ashley Avenue to a renaming of this portion of the road.
- Noting there is a variety of opinions to renaming either road, it remains necessary to rectify this duplication and it is therefore recommended that Council commence the formal community consultation process to change the name of the original Ashley Avenue, Morwell, running in a southerly direction off Alliss Road, to Nathan Avenue by giving notice of the proposed name change and inviting public comment.
- Any submissions received from the community regarding the proposed renaming of Ashley Avenue will be considered at a future Council meeting in accordance with section 223 of the *Local Government Act 1989*.

Background:

It has been identified that there are currently two separate roads in Morwell named Ashley Avenue. The original road, running in a southerly direction off Alliss Road, was created in 1974 on LP 111605. The more recent road, within the Heritage Boulevard Estate running in a westerly direction off Maryvale Road, was initially created in 2005 on PS 533422A. These are shown on the plan at Attachment One.

It was originally intended that the new road would commence at Maryvale Road through to the intersection with Sowerby Road and then continue north to connect with the existing Ashley Avenue as part of a future subdivision.

This has not been the case and the new road has continued in a westerly direction through subsequent stages of the subdivision though it should be noted that even if Ashley Avenue did proceed as intended it would still not be compliant with the current *Naming Rules for places in Victoria* ("Naming Rules").

The Naming Rules identify a duplicate name as follows:

Duplicates are considered to be two (or more) names within a close proximity, and those which are identical or have similar spelling or pronunciation.

While Geographic Names Victoria are unable to instruct Council, as a naming authority, how to proceed with rectifying this issue, during initial discussions when the duplication was identified it was suggested that it would be more practical for the original Ashley Avenue be renamed as it would have less impact on residents.

Council has undertaken informal consultation with the residents in both roads. Most recent consultation was carried out with those in the new Ashley Avenue in May 2020 and the feedback received from these residents can be summarised as follows:

- That it would be more appropriate to rename the original Ashley Avenue, off Alliss Road, given only three properties would be affected rather than 35 in the newer Ashley Avenue.
- Concerns regarding the inconvenience that would be caused to the property owners in the newer Ashley Avenue should the name be changed.
- There have been no issues to date resulting from confusion for emergency services, utility service providers or mail delivery as a result of the duplication of the name and this is therefore not seen as a valid reason to continue with the change of name.
- The potential name that was proposed, Kleine Avenue (named after an ANZAC soldier), is inconsistent with other names in the Heritage Boulevard Estate which are not.

The subdivider of the land, CFM Payne Pty Ltd, also provided a response supporting the name of the original Ashley Avenue, off Alliss Road, being changed to Kleine Avenue. It is noted that there is still a further stage of the Heritage Boulevard Estate to be commenced that will extend Ashley Avenue further to the west at some point.

While there were suggestions that the issue could be rectified by amending the name of the original road to “Ashley Bond Avenue” or adding a prefix such as “Old Ashley Avenue” to differentiate between the two roads, neither of these options are consistent with the *Naming Rules for Places in Victoria* and could not be supported.

Only one response supported changing the name of the newer Ashley Avenue however it did query the possible name, Kleine Avenue, given this is inconsistent with the existing naming theme throughout the Heritage Boulevard Estate.

Following further consideration, it has been determined that the most appropriate course of action would be to change the name of the original Ashley Avenue, off Alliss Road, to Nathan Avenue, Morwell.

Ashley Avenue was originally named in memory of Ashley Nathan Bond, the proposed use of his middle name therefore retains a link whilst resolving the current duplication. This has been referred to Geographic Names Victoria who indicated their in-principle support for the proposed name subject to Council undertaking the required consultation process.

The family of Mr Ashley Bond were advised in writing of the proposed name change in August and have subsequently indicated that, while disappointed in the decision, they understand the reasoning behind the change. They have requested that they be provided with the existing street sign once it has been replaced.

Issues:

Strategy Implications

Objective 6 of the 2017/2021 Council Plan: Ensure Council operates openly, transparently and responsibly.

Health Implications

There are not considered to be any health implications associated with the proposed name change.

Communication

Council has previously undertaken informal consultation with the property owners in each Ashley Avenue regarding the potential renaming of one of the roads.

The Naming Rules contain minimum requirements that must be met for consultation as part of a renaming process:

- When a proposed naming, renaming or boundary change will affect current addresses, the naming authority must contact the immediate community in writing (by letter or e-mail).
- Letters must be sent to ratepayers of the properties and, if the ratepayers are not the owner-occupiers, letters must also be sent to the residents and/or business occupants.
- A letter must include a survey or voting poll seeking a response from the residents, ratepayers and/or businesses.
- Consultation with the immediate and/or extended community should only occur once the naming authority is certain that the proposed name conforms to the principles of the naming rules.
- Consultation with the immediate and/or extended community must be a minimum of 30 days, though may be longer.
- The naming authority can also promote the proposal to the immediate and extended community on a website, through letters, newsletters, magazines, e-mail contact lists and public notices.

Financial Implications

There were no financial implications associated with undertaking the initial consultation with residents in Ashley Avenue. Costs associated with the name change process would be part of BAU budget.

Once the road renaming process has been completed and the alternate name has been registered in VICNAMES new signage will need to be installed.

Risk Analysis

Identified risk	Risk likelihood*	Controls to manage risk
<p>Occupational Health and Safety Risk</p> <p>Risk of confusion for emergency services due to duplication of name across the common properties.</p>	3	The renaming of the original Ashley Avenue to Nathan Avenue will eliminate this risk.

* Inherent likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

Legal and Compliance

Council, as a naming authority, is obliged to adhere to the requirements of the *Naming Rules for Places in Victoria*.

As a duplication of a road name has been identified that may present a risk to public safety it will be necessary for Council to undertake the process to rename one of the roads to rectify this issue.

Community Implications

Having already undertaken consultation with the residents in both roads the decision to rename the original Ashley Avenue is likely to have less impact on the community as it will only effect three properties.

The renaming will eliminate the risk of confusion for emergency services as a result of duplication of the road name.

Environmental Implications

There are no environmental implications associated with the proposal.

Consultation

While informal consultation has been undertaken with the residents in both roads, if Council commences the process to change the name of Ashley Avenue it will be necessary to give public notice and invite property owner and broader community

comment concerning the proposal. Any written submissions received would be considered at a future meeting of Council.

Any such consultation would need to meet the minimum requirements specified by the naming rules, as detailed above, and evidence of this consultation would need to be provided to the Registrar of Geographic Names as part of any renaming proposal submitted for endorsement.

As part of this consultation process residents would have the opportunity to object to Council, as the naming authority, any objection that is received must provide a clear explanation of the basis of the objection.

If the renaming proposal is approved by Council, as the naming authority, objectors can appeal to the Registrar of Geographic Names. An appeal can only be made if the objector can demonstrate that either:

- the naming authority did not consider the objections during its deliberations
- the proposal does not reasonably conform to the principles and statutory requirements of the naming rules.

Other

Not applicable

Declaration of Interests:

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

Supporting Documents:

Nil

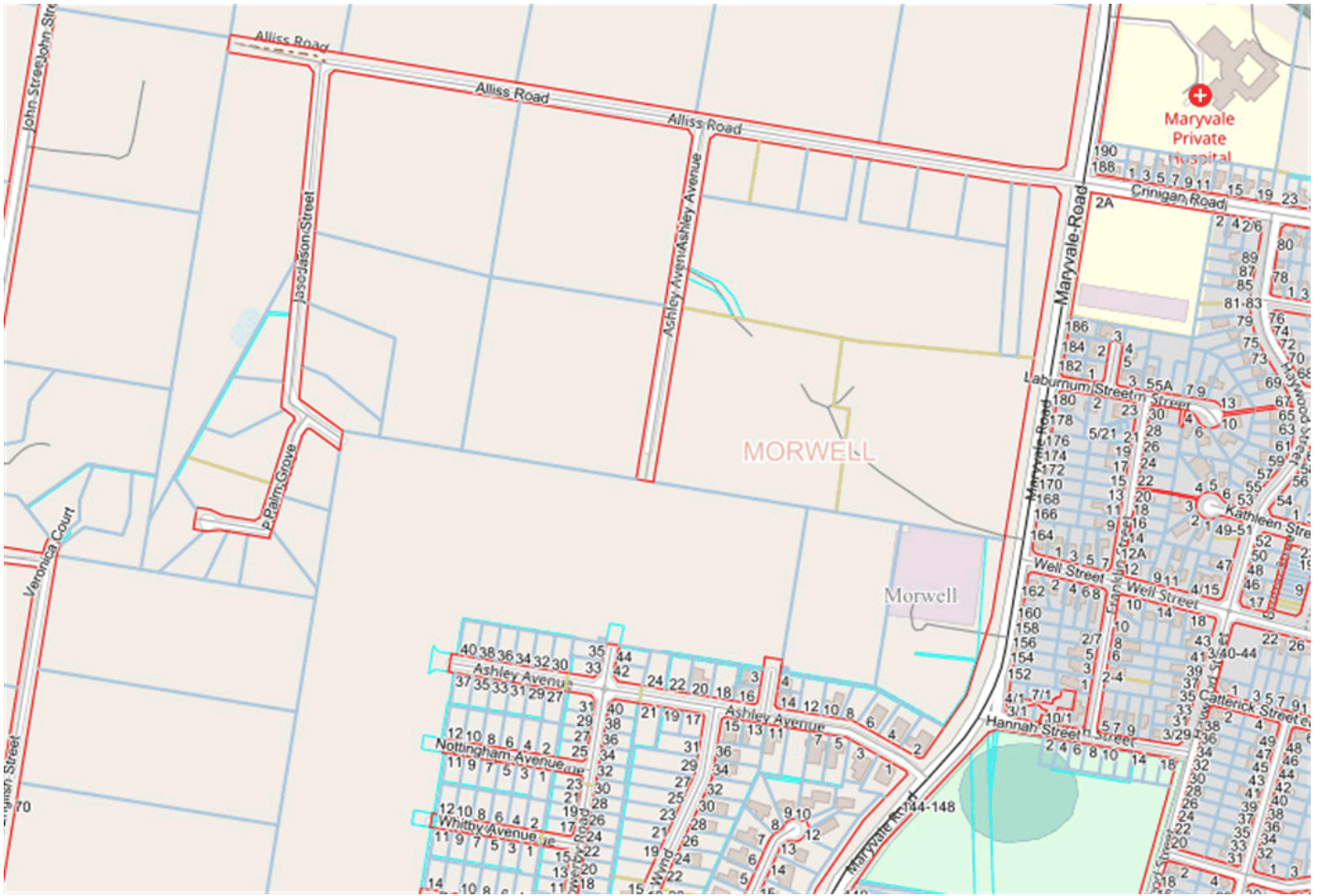
Attachments

1↓.  Ashley Avenue, Morwell

13.1

Proposed Road Renaming - Ashley Avenue, Morwell

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Agenda Item: 13.2

**Agenda Item: Presentation of the Audit and Risk Committee Minutes
- 02 September 2021**

Sponsor: Chief Executive Office

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

Status: For Information

Proposed Resolution:

That Council receives and notes the attached Audit and Risk Committee Minutes for the 02 September 2021 meeting.

Executive Summary:

The Audit and Risk Committee (Committee) is a statutory committee of the Council. The Committee held its last meeting on 02 September 2021. It is a requirement of the *Audit and Risk Committee Charter* that the minutes are then subsequently tabled at an upcoming Council meeting. A number of motions were made at the meeting (as summarised in this report and set out in full in the attached minutes).

Background:

At the meeting held on 02 September 2021, the Committee resolved the following:

Item	Motion
Confirmation of Minutes	That the minutes of the Audit and Risk Committee meeting held on 03 June 2021 be confirmed and ratified as true and correct.
Centralised Volunteer System	That the Audit and Risk Committee receive this close out report regarding the Centralised Volunteer System audit.
Status of Actions Arising Report	That the Audit and Risk Committee receives and notes the Status of Actions Arising Report

Item	Motion
External Auditor Closing Report	That the Audit and Risk Committee receive and note the closing report from DMG Audit and Advisory.
Presentation of Three-Year Internal Audit Plan	That the Audit and Risk Committee approves the three-year internal audit plan.
Internal Audit Status Report	That the Audit and Risk Committee receives and notes the Internal Audit Plan Status report.
Presentation of Internal Audit Scopes/Plans for Endorsement	That the Audit and Risk Committee endorse the following scopes/plans as presented: <ul style="list-style-type: none"> • Review of Community Consultations and Engagement (including Digital Engagement) • Review of Budget Development and Management
Review of Internal Auditors Performance	That the Audit and Risk Committee recommends to Council that the internal audit contract is extended by one year.
Presentation of Audit: Follow-up Review	That the Audit and Risk Committee receives and notes the updates contained in the Follow-up Review Report.
Update on Council's Risk Profile	That the Audit and Risk Committee notes the report on Risk Profile of the Council and makes appropriate recommendations.
Risk Management Quarterly Report July 2021	That the Audit and Risk Committee notes and receives the quarterly risk management report.
Updated Strategic Risk Register 2021-2022	That the Audit and Risk Committee shares their feedback on the updated strategic risk register.
Gifts, Benefits and Hospitality Compliance Reporting	That the Audit and Risk Committee receives and notes this report into the Gift Register Review for the period of 01 January 2021 to 30 June 2021.

Item	Motion
VAGO, Ombudsman and IBAC Reports	That the Audit and Risk Committee: a) receives and notes this report into VAGO, Victorian Ombudsman, IBAC, Inspectorate and other reports; and b) notes detailed response to a number of reports are provided separately within this agenda
Electronic Surveillance Policy – Exclusions and limitations of scope	That the Audit and Risk Committee notes the report.
Response to IBAC report – Unauthorised access and disclosure of information held by local government	That the Audit and Risk Committee notes the report.
Response to National Audit Office report: Emergency Management – Insights from the Australian Government’s COVID-19 response	That the Audit and Risk Committee notes the report.
Victorian Ombudsman Report – Melton City Council’s Engagement of IT Company	That the Audit and Risk Committee receives and notes this report into Ombudsman: Investigation into Melton City Council’s engagement of IT company, MK Datanet Pty Ltd
Victorian Ombudsman Report – Ratepayers in Financial Hardship	That the Audit and Risk Committee receives and notes this report into Ombudsman: Investigation into how local councils respond to ratepayers in financial hardship
IT Security Assessment September 2019 - Update	That the Audit and Risk Committee notes the original IT Security Assessment report (September 2019), and further accepts the outcomes of the actions originating from this report, as identified in the attached document.
Audit Compliance Report	That the Audit and Risk Committee receive and notes this report and approves the extensions to audit action due dates as set out in this report.

Item	Motion
Quarter 4 2020/21 People and Workcover Reports	That the Audit and Risk Committee note the Quarterly People Report for Q4 of the 2020/21 financial year.
Draft Financial Report & Performance Statement for the year ended 30 June 2021	That the Audit and Risk Committee having reviewed the Financial Report and Performance Statement for the year ending 30 June 2021, considers both documents to be complete, consistent with known information, reflective of appropriate accounting principles and recommends their signing by Council
External Auditor Final Management Letter	That the Audit and Risk Committee: <ol style="list-style-type: none"> 1. Receives and notes the findings and management response contained in the external audit final management letter; and 2. Confirms that the outstanding recommendation be included on the Actions Arising register
Policy Renewal Program 2021/22 Update	That the Audit and Risk Committee receive and note this report.
Annual Committee Assessment Process	That the Audit and Risk Committee: <ol style="list-style-type: none"> 1. Confirms that the proposed questions (attachment one) are to be utilised for the annual Committee Assessment process this year; 2. Invites all Committee members, Chief Executive Officer and Management to complete the survey; and 3. Requests the results are compiled and presented back to the next meeting of the Audit and Risk Committee.
Bi-Annual Report to Council	That the Audit and Risk Committee endorse the attached report for presentation to Council.
General Business	There are no General Business reports tabled for this meeting.

The full minutes are attached to this report.

Issues:

Strategy Implications

The Audit and Risk Committee provides advice to ensure that Council operates openly, transparently and responsibly.

Communication

The provision and circulation of the minutes to Council provides reassurance and awareness as a communication loop back to Council as part of good governance practices.

Financial Implications

The Audit and Risk Committee is managed through existing budget provisions. Recommendations and actions arising from the meeting are considered by management within the constraints of budget requirements.

Risk Analysis

The Audit and Risk Committee provides advice into the management of risk in the organisation.

Legal and Compliance

A number of reports tabled at each meeting of the Audit and Risk Committee relate to legal or compliance related matters. In addition, a report is tabled for the committee to consider any reports that have been published by the Victorian Ombudsman, Victorian Auditor-Generals Office, Inspectorate or the Independent Broad-based Anti-corruption Commission to ensure that practices within Council are compliant with current expectations of the public sector.

Community Implications

There are no known community implications.

Environmental Implications

There are no known environmental implications.

Consultation

There is no engagement required as part of this process.

Other

There are no other known issues identified.

Declaration of Interests:

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

Supporting Documents:

Nil

Attachments

1 [↓](#).  Audit & Risk Committee Meeting Minutes - 02 September 2021

13.2

Presentation of the Audit and Risk Committee Minutes - 02 September 2021

- | | | |
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Audit and Risk Committee Meeting Minutes - 2 September 2021

I hereby designate that all matters in this agenda and any discussion about or arising from any such matters will remain confidential until:

- Council passes a resolution that the information is not confidential; or,
- a report on the matter has been released in a subsequent meeting agenda, minute's paper or is approved in writing by the Chief Executive Officer.

Steven Piasente, Chief Executive Officer

Date

Via Audio Visual Link

Meeting commenced at 10.00 AM

Attendance

Members:

- Bev Excell (Chair), Joanne Booth, Terry Richards, Cr Graeme Middlemiss

In Attendance:

- Steve Piasente (CEO) arrived at 10:44am
- Greg Drumm (General Manager Organisational Performance)
- Jody Riordan (Acting General Manager Assets and Presentation)
- Gail Gatt (General Manager Community Health and Wellbeing)
- Matthew Rogers (Manager Financial Performance)
- Justin Brook (DMG Financial) left at 10:50am
- Mark Holloway (HLB Mann Judd)
- Kapil Kukreja (HLB Mann Judd)
- Hanna Steevens (Manager Governance)
- Nathan Frith (Compliance Officer)
- Louise Van Der Velden (Senior Compliance Officer) arrived at 12:15pm and left at 12:55pm
- Sonika Sharma (Coordinator Risk) arrived at 11:32am and left at 12:20pm

Teleconference: Nil



Audit and Risk Committee Meeting Minutes - 2 September 2021

IN CAMERA MEETING

THE AUDIT AND RISK COMMITTEE MET IN CAMERA FROM 10:07AM TO 10:20AM, AND AT TIMES CONSULTED THE EXTERNAL AUDITOR AND INTERNAL AUDITOR.

1. OPENING AND WELCOME

The Chairperson opened the meeting and welcomed all present.

2. APOLOGIES

Cr Melissa Ferguson and Kendrea Pope provided an apology.

3. DECLARATIONS OF INTEREST

Mr Terry Richards advised that his previously declared General Interest in relation to Item 9.4 (Review of Internal Auditors Performance) was no longer relevant as his son did not work at HLB Mann Judd any longer.

4. PROBITY QUESTIONS

The Audit and Risk Committee Chair asked if the CEO was aware of any legislative non-compliance issues, any fraud incidents that have occurred or if there were any strategic risks been triggered since the last Audit and Risk Committee meeting.

The CEO responded no.

The Audit and Risk Committee Chair asked the Councillor:

- a. If there was any matter arising from the Council meetings that needed to be brought to the attention of the Committee
- b. If there was any feedback or direction required from Council relating to the Audit Committee members.

The Councillor responded no.

The Audit and Risk Committee Chair then asked the auditor representatives if they were satisfied that their work had not been impeded.

The auditor representatives responded it had not.

5. CONFIRMATION OF MINUTES

RECOMMENDATION

That the minutes of the Audit and Risk Committee meeting held on 03 June 2021 be confirmed and ratified as true and correct.

OUTCOME/ACTIONS ARISING:



Audit and Risk Committee Meeting Minutes - 2 September 2021

1. Nil.

6. ITEMS REFERRED BY THE COMMITTEE TO THIS MEETING FOR CONSIDERATION

6.1 Centralised Volunteer System

RECOMMENDATION

That the Audit and Risk Committee receive this close out report regarding the Centralised Volunteer System audit.

OUTCOME/ACTIONS ARISING:

1. Nil.

7. STATUS OF ACTIONS ARISING

7.1 Status of Actions Arising

RECOMMENDATION

That the Audit and Risk Committee receives and notes the Status of Actions Arising Report.

OUTCOME/ACTIONS ARISING:

1. GMCHWB to provide a further update on Mayoral Taskforce to prevent family violence initiative or alternative actions that have been taken.
2. GMOP to provide a response or updated date for Items 596 and 603.
3. Compliance officer to close 499, 578, 630, 631 and 632. It was noted that an item should be marked as complete if the action is covered in the agenda for that meeting.

8. EXTERNAL AUDIT

8.1 External Auditor Closing Report

RECOMMENDATION

That the Audit and Risk Committee receive and note the closing report from DMG Audit and Advisory.

OUTCOME/ACTIONS ARISING:



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1. Nil.

9. INTERNAL AUDIT

9.1 Presentation of Three Year Internal Audit Plan

RECOMMENDATION

That the Audit and Risk Committee approves the three year internal audit plan.

OUTCOME/ACTIONS ARISING:

1. HLB Mann Judd to update cash handling information to note have moved to one per year from 2020.
2. GMAP to arrange a meeting between Cr Middlemiss or appropriate council officers and HLB Mann Judd to discuss Waste and Landfill Audit objective and scope and where necessary make relevant amendments. Any material changes to be circulated to committee members out of session.

9.2 Internal Audit Status Report

RECOMMENDATION

That the Audit and Risk Committee receives and notes the Internal Audit Plan Status report.

OUTCOME/ACTIONS ARISING:

1. HLB Mann Judd to provide the checklist they have developed in response to the new Fraud and Corruption Control Standard and Manager Governance to circulate to committee out of session.
2. GMCHWB to provide a paper in June 2022 regarding implementation of the new child safety standards <https://ccyp.vic.gov.au/assets/resources/New-Standards/New-Child-Safe-Standards-frequently-asked-questions.pdf>.

Note:

AS 8001:2021, Fraud and corruption control, has been updated:

<https://www.standards.org.au/news/standards-australia-publishes-revised-fraud-and-corruption-control-standard>

MAV has provided a number of new resources to support procurement activity:

<https://www.mav.asn.au/what-we-do/procurement/resources-hub/for-councils>

Councils and complaints - a good practice guide 2nd edition has been updated:

<https://www.ombudsman.vic.gov.au/learn-from-us/practice-guides/councils-and->



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[complaints-a-good-practice-guide-2nd-edition/](#)

9.3 Presentation of Internal Audit Scopes/Plans for Endorsement

RECOMMENDATION

That the Audit and Risk Committee endorse the following scopes/plans as presented:

- Review of Community Consultations and Engagement (including Digital Engagement)
- Review of Budget Development and Management

OUTCOME/ACTIONS ARISING:

1. Nil.

9.4 Review of Internal Auditors Performance

Mark Holloway and Kapil Kukreja left the virtual meeting room for this discussion.

RECOMMENDATION

That the Audit and Risk Committee recommends to Council that the internal audit contract is extended by one year.

OUTCOME/ACTIONS ARISING:

1. Nil.

9.5 Presentation of Audit: Follow-up Review

RECOMMENDATION

That the Audit and Risk Committee receives and notes the updates contained in the Follow-up Review Report.

OUTCOME/ACTIONS ARISING:

1. Coordinator Risk to demonstrate Camms Risk module to December 2021 meeting.

Note:

Reconciliation between findings and actions to be addressed in next follow up audit



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by HLB Mann Judd.

10. RISK

10.1 Update on Council's Risk Profile

RECOMMENDATION

That the Audit and Risk Committee notes the report on Risk Profile of the Council and makes appropriate recommendations.

OUTCOME/ACTIONS ARISING:

1. Nil.

10.2 Risk Management Quarterly Report July 2021

RECOMMENDATION

That the Audit and Risk Committee notes and receives the quarterly risk management report.

OUTCOME/ACTIONS ARISING:

1. Coordinator Risk and GM AP to provide an update in March 2022 on flood recovery and impacts with a focus on risk.

10.3 Updated Strategic Risk Register 2021-2022

RECOMMENDATION

That the Audit and Risk Committee shares their feedback on the updated strategic risk register.

OUTCOME/ACTIONS ARISING:

1. Coordinator Risk to coordinate a response to SR06 to be included in the Strategic Risk Register review. This will be actions or acceptance.
2. Coordinator risk to review Risk Procedures in event there are unacceptable levels of risk to ensure process to address them. Provide this information at March 2022 meeting.
3. Coordinator Risk and GMOP to discuss volunteer management and make any necessary changes.



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11. MONITORING

11.1 Gifts, Benefits and Hospitality Compliance Reporting

RECOMMENDATION

That the Audit and Risk Committee receives and notes this report into the Gift Register Review for the period of 01 January 2021 to 30 June 2021.

OUTCOME/ACTIONS ARISING:

1. Nil.

11.2 VAGO, Ombudsman and IBAC Reports

RECOMMENDATION

That the Audit and Risk Committee:

- a) receives and notes this report into VAGO, Victorian Ombudsman, IBAC, Inspectorate and other reports; and
- b) notes detailed response to a number of reports are provided separately within this agenda

OUTCOME/ACTIONS ARISING:

1. Nil.

11.3 Electronic Surveillance Policy - Exclusions and limitations of scope

RECOMMENDATION

That the Audit and Risk Committee notes the report.

OUTCOME/ACTIONS ARISING:

1. Manager Governance to advise Cr Ferguson that her queries from June 2021 regarding electronic Surveillance were addressed in this paper.

11.4 Response to IBAC report- Unauthorised access and disclosure of information held by local government

RECOMMENDATION

That the Audit and Risk Committee notes the report.



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OUTCOME/ACTIONS ARISING:

1. Nil.

11.5 Response to National Audit Office report: Emergency Management - Insights from the Australian Government's COVID-19 response

RECOMMENDATION

That the Audit and Risk Committee notes the report.

OUTCOME/ACTIONS ARISING:

1. Nil.

11.6 Victorian Ombudsman Report - Melton City Council's Engagement of IT Company

RECOMMENDATION

That the Audit and Risk Committee receives and notes this report into Ombudsman: Investigation into Melton City Council's engagement of IT company, MK Datanet Pty Ltd

OUTCOME/ACTIONS ARISING:

1. Nil.

11.7 Victorian Ombudsman Report - Ratepayers in Financial Hardship

RECOMMENDATION

That the Audit and Risk Committee receives and notes this report into Ombudsman: Investigation into how local councils respond to ratepayers in financial hardship

OUTCOME/ACTIONS ARISING:

1. Nil.



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11.8 IT Security Assessment September 2019 – Update

Simon Dean, Coordinator IT and Mark Micallef, Team Leader IT Infrastructure and System attended between 12:31pm and 12:51pm for this item.

RECOMMENDATION

That the Audit and Risk Committee notes the original IT Security Assessment report (September 2019), and further accepts the outcomes of the actions originating from this report, as identified in the attached document.

OUTCOME/ACTIONS ARISING:

1. Nil.

11.9 Audit Compliance Report

RECOMMENDATION

That the Audit and Risk Committee receive and notes this report and approves the extensions to audit action due dates as set out in this report.

OUTCOME/ACTIONS ARISING:

1. Nil.

12. PERFORMANCE REPORTING

12.1 Quarter 4 2020/21 Performance Report Summary

RECOMMENDATION

That the Audit and Risk Committee note the Quarterly Performance Summary Reports for Q4 2020-21.

OUTCOME/ACTIONS ARISING:

1. Nil.

12.2 Quarter 4 2020/21 People and Workcover Reports

RECOMMENDATION

That the Audit and Risk Committee note the Quarterly People Report for Q4 of the



Audit and Risk Committee Meeting Minutes - 2 September 2021

2020/21 financial year.

OUTCOME/ACTIONS ARISING:

1. Nil.

13. FINANCE

13.1 Draft Financial Report & Performance Statement for the year ended 30 June 2021

RECOMMENDATION

That the Audit and Risk Committee having reviewed the Financial Report and Performance Statement for the year ending 30 June 2021, considers both documents to be complete, consistent with known information, reflective of appropriate accounting principles and recommends their signing by Council.

OUTCOME/ACTIONS ARISING:

1. Manager Finance to consider totalling up an approximate dollar amount in relation to COVID impacts. May not be included in financial statements but could be included in Annual Report.
2. Manager Finance to consider including commentary around reasons for large changes in certain elements year to year for example capital grants.
3. Manager Finance to examine increase in other debtors and circulate advice in an email to members out of session if there are any significant amounts other than the amount outstanding with Department of Transport.
4. Manager Governance to contact Cr Melissa Ferguson to offer to arrange a meeting with the Chair to discuss any financial matters prior to Financial Report and Performance Statement being presented to Council if she would like more details than that covered in the agenda and the minutes.

Note:

The Committee acknowledged the work of Justin and his team along with the cooperation of the finance team at Council.

The Committee also congratulated the finance team for their hard work.

13.2 External Auditor Final Management Letter

RECOMMENDATION

That the Audit and Risk Committee:

1. Receives and notes the findings and management response contained in the



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- external audit final management letter; and
- Confirms that the outstanding recommendation be included on the Actions Arising register

OUTCOME/ACTIONS ARISING:

- Nil.

14. REPORTING REQUIREMENTS

14.1 Policy Renewal Program 2021/22 Update

RECOMMENDATION

That the Audit and Risk Committee receive and note this report.

OUTCOME/ACTIONS ARISING:

- Nil.

14.2 Annual Committee Assessment Process

RECOMMENDATION

That the Audit and Risk Committee:

- Confirms that the proposed questions (attachment one) are to be utilised for the annual Committee Assessment process this year;
- Invites all Committee members, Chief Executive Officer and Management to complete the survey; and
- Requests the results are compiled and presented back to the next meeting of the Audit and Risk Committee.

OUTCOME/ACTIONS ARISING:

- Manager Governance to ensure survey sent to independent members and not to send to all councillors.
- Manager Governance to update scale to have adequate reflected for 3 and 4 or better represent the 6 number scale.

14.3 Bi-Annual Report to Council

RECOMMENDATION

That the Audit and Risk Committee endorse the attached report for presentation to Council.



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OUTCOME/ACTIONS ARISING:

1. Manager Governance to make edits to be included that Strategic Risk register has been reviewed and aligned with the Victorian Risk Management Framework 2020.

15. GENERAL BUSINESS

There are no General Business reports tabled for this meeting.

Next Meeting Date

The next Audit and Risk Committee meeting is to be held on Thursday 02 December 2021.

Meeting Closed at 1:13pm.

Agenda Item: 13.3

Agenda Item: Proposal to Rename Parts of Prestwick Parkway to St Andrews Lane and Royal St George Lane

Sponsor: Chief Executive Office

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

Status: For Decision

Proposed Resolution:

That Council:

- 1. Authorises the Chief Executive Officer to commence the community consultation process required under the Naming Rules for places in Victoria and publish notices inviting written submissions concerning its intention to consider renaming parts of Prestwick Parkway to Royal St George Lane and named St Andrews Lane; and**
- 2. If submissions objecting to the proposal are received, delegates to the Chief Executive Officer the authority:**
 - a) to fix the date of the Council Meeting to consider submissions, and**
 - b) notify those who made a submission of the time and place of the Council Meeting that Council will consider the submission, and**
 - c) arrange for those wishing to be heard in support of their submission to attend the Council Meeting to consider submissions, or**
- 3. If no submissions objecting to the proposal are received, authorises the Chief Executive Officer to commence the administrative process to officially rename parts of Prestwick Parkway to Royal St George Lane and St Andrews Lane.**

Executive Summary:

The Monash Views is a subdivision off Monash and Coaches Road, Newborough overlooking the Yallourn Golf Course given planning approval 2013. This is a multi-stage subdivision and roads within this subdivision are being named after famous

golf courses from around the world.

There are eight residential lots in Monash Views with road access via common property that were allocated street numbers 1-4/3 Prestwick Parkway (Lots 132-135) and 1-4/7 Prestwick Parkway (Lots 136-139).

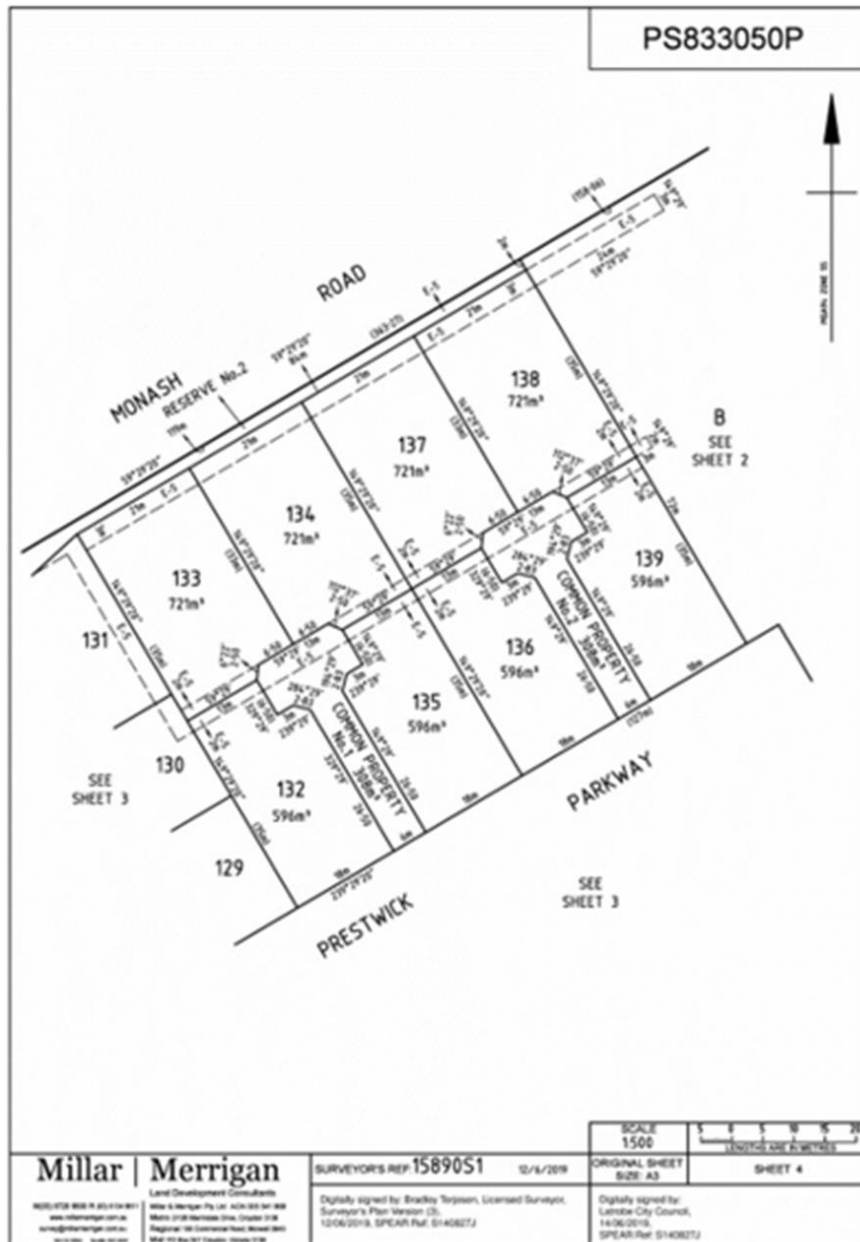
For reasons of public safety and to allocate each lot a unique property address to assist emergency services locate properties, the developer requested that the common properties are allocated road names. The names chosen by the developer are Royal St George Lane and St Andrews Lane.

Geographic Names Victoria (GNV) was consulted on the original proposed name change and have advised of the process to follow under the Naming Rules for Places in Victoria 2016.

Officers have investigated the names and do not identify any issues. The Road and Place Name Committee were consulted on the proposal and provided in principle support.

Background:

Planning Permit 2013/208 was granted in 2013 to create 20 residential lots in Newborough. Access to 8 of these lots is via Common Property No 1 and No 2 as is shown below.



There are eight residential lots with access to either of the common property lanes and were allocated street numbers 1-4/3 Prestwick Parkway (Lots 132-135) and 1-4/7 Prestwick Parkway (Lots 136-139).

Miller Merrigan on behalf of the developer raised concerns with the street address allocation. They have advised there will be a risk with emergency services directions and will cause confusion. Their suggestion which has worked in previous developments is to have a named common property.

Miller Merrigan has suggested Common Property No 1 be named Royal St George Lane and Common Property No 2 be named St Andrews Lane.

Lot No	Current Street Address	Proposed Street Address
132	1/3 Prestwick Parkway, Newborough	1 Royal St George Lane
133	2/3 Prestwick Parkway, Newborough	2 Royal St George Lane
134	3/3 Prestwick Parkway, Newborough	3 Royal St George Lane
135	4/3 Prestwick Parkway, Newborough	4 Royal St George Lane
136	1/7 Prestwick Parkway, Newborough	1 St Andrews Lane
137	2/7 Prestwick Parkway, Newborough	2 St Andrews Lane
138	3/7 Prestwick Parkway, Newborough	3 St Andrews Lane
139	4/7 Prestwick Parkway, Newborough	4 St Andrews Lane

Geographic Names Victoria (GNV) was consulted and have advised of the process to follow under the Naming Rules for Places in Victoria 2016. As there are currently no property owners affected (still in developer ownership), minimum consultation required is an advertisement in the local newspaper, followed by Council endorsement and lodgement of a naming proposal to GNV.

Councils are designated coordinating road authority pursuant to the *Road Management Act 2004*.

Both the *Road Management Act 2004* and the *Local Government Act 1989* allow Council to name/rename roads. As a coordinating road authority, Council must ensure that any proposal to name/rename a road conforms to the various naming principles and procedures of the *Naming rules for places in Victoria, Statutory requirements for naming roads, features and localities 2016 (Naming Rules)*.

Officers have investigated the name and do not identify any issues. The Road and Place Name Committee also support the proposal.

Issues:

Strategy Implications

Objective 6 of the 2017/2021 Council Plan: Ensure Council operates openly, transparently and responsibly.

Health Implications

Nil

Communication

GNV was consulted and have advised of the process to follow under the Naming Rules for Places in Victoria 2016.

The Road and Place Name Committee also support the proposal.

Financial Implications

Besides staff resources there are no direct financial implications.

Risk Analysis

Identified risk	Risk likelihood*	Controls to manage risk
<p>Occupational Health and Safety Risk</p> <p>Risk of confusion for emergency services due to duplication of name across the common properties.</p>	3	Undertake the process to give each common property a unique name.

* Inherent likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

Legal and Compliance

Council, as a naming authority, is obliged to adhere to the requirements of the *Naming Rules for Places in Victoria 2016*.

As a duplication of a road name has been identified that may present a risk to public safety it will be necessary for Council to undertake the process to rename one of the roads to rectify this issue.

Community Implications

The renaming will eliminate the risk of confusion for emergency services as a result of duplication of the road name.

Environmental Implications

There are no environmental implications associated with the proposal.

Consultation

A report will be presented to a future Council Meeting recommending that the Council consider giving public notice and invite community comment concerning the proposal. Any written submissions received must be considered in accordance with Section 223 of the *Local Government Act 1989* at a future Council Meeting.

Declaration of Interests:

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

Supporting Documents:

Nil

Attachments

Nil

Agenda Item: 13.4

Agenda Item: Consideration of a Meeting Live Streaming Policy

Sponsor: Chief Executive Office

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

Status: For Decision

Proposed Resolution:

That Council:

- 1. Adopts the Meeting Live Streaming Policy; and**
- 2. Makes the Meeting Live Streaming Policy available on Council's website and available for inspection at all Council Service Centres.**

Executive Summary:

Council has been live streaming council meetings since July 2017.

A draft 'Meeting Live Streaming Policy' (the Policy) has been developed to reflect council's established commitment to transparent and accessible decision-making processes and to provide effective governance of Council's live streaming activities. It has also been developed to help address risks associated with live streaming noting that there are mandatory requirements to live stream associated with conducting virtual meetings in COVID times.

The Policy will ensure that live streaming will be conducted in a manner that takes into consideration the privacy, liability, conduct of those in attendance, and Council's obligations for delivery of live streaming.

More detail about the Policy is provided under supporting information below. The Policy itself is provided at Attachment 1.

Council officers have undertaken a benchmarking exercise to inform the development of the policy. Many Council's in Victoria have a live streaming policy in place. The proposed draft is largely consistent with the approach undertaken in the sector.

Background:

Council has been live streaming council meetings since July 2017. Council initiated live streaming in response to the Victorian Ombudsman's report, *Investigation into the transparency of local government decision making*, released in December 2016. The report encouraged Local Council's to consider live streaming Council meetings to improve transparency and increase public accessibility into Council decision making processes. At this time, live streaming was not mandatory.

Live streaming broadens the accessibility of Council meetings by allowing those who cannot attend meetings in person, a flexible and convenient way to engage that is not impacted by their geographical location or in the case of the current COVID-19 pandemic, restricted in attending.

The Policy will ensure that live streaming will be conducted in a manner that takes into consideration the privacy, liability, conduct of those in attendance, and Council's obligations for delivery of live streaming.

The Policy set outs some of the mechanics of conducting live streamed meetings including the legislative basis for closing meetings to the public without live streaming (such as for security reasons) and how the Policy will relate to public, councillors and staff including importantly some of the privacy considerations of the public.

Technical difficulties beyond Council's control are also reflected in the Policy providing a suitable disclaimer in the rare event that technical difficulties prevent live streaming or making the recording available.

The Policy includes provision for the Chair and/or CEO to have the discretion and authority at any time during a meeting to direct the termination or interruption of live streaming if they believe it is advisable to do so. Such direction will only be given in exceptional circumstances and can only be executed by the CEO after an attempt to communicate with the Chair seeking to adjourn the meeting.

Section 4.8 of the draft Policy titled Legal Disclaimers addresses matters related to legal obligations to address this risk.

The Policy can also be extended to cover other public meetings as authorised by the Chief Executive Officer. An example of this could be the meetings conducted as part of the emergency response to the 9/10 June severe weather event.

There is also a section to deal with the ongoing COVID-19 pandemic and current provisions in place until 27 April 2022 relating to online meetings.

Issues:

Strategy Implications

Adoption of the Policy will achieve Objective 6 of the Council Plan - 'ensure Council operates openly, transparently and responsibly'.

Health Implications

Council considers social inclusion to be an important aspect of delivering Council services to the community and promotion overall health and wellbeing. Live streaming of selected meetings aims to make Council's decision-making more accessible to members of the community.

Communication

Internal communications will occur with relevant Council officers and Councillors to ensure awareness of the Policy, if adopted. It will also be provided to the public on Council's website.

Financial Implications

Nil.

Risk Analysis

Identified risk	Risk likelihood*	Controls to manage risk
Live streaming of meetings presents risks including possible breaches of privacy, legislative compliance considerations and legal liability.	4 (Likely)	The policy seeks to address these risks and they are specifically dealt with the policy. In the absence of the policy there are current practices such as opening statement of the Chair relating to live streaming and conduct to ameliorate these risks.

Legal and Compliance

The Policy supports the delivery of live streamed meetings and addresses related legal obligation and risk that may arise.

Community Implications

A comprehensive policy assists to promote council's commitment to transparent and accessible decision-making processes.

Environmental Implications

Nil.

Consultation

A comprehensive policy assists to promote council's commitment to transparent and accessible decision-making processes.

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 2020*.

Supporting Documents:

Nil

Attachments

1 [↓](#).  Live Streaming Policy

13.4

Consideration of a Meeting Live Streaming Policy

1	Live Streaming Policy	58
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Meeting Live Streaming Policy

Version DRAFT

Approval Date: (insert date)

Review Date: (insert date)



(Title of Policy)

DOCUMENT CONTROL

Responsible GM	(GM Name)	
Division	(Division Name)	
Last Updated (who & when)	(Manager Title & Name)	(Year)
DOCUMENT HISTORY		
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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(Title of Policy)

1. Background

This policy reflects Council's commitment to transparent and accessible decision-making processes.

2. Objectives

This policy outlines Latrobe City Council's (Council) provisions for live streaming and recording and publishing video and audio of its Council, Delegated Committee and other determined meetings that are open to the public.

3. Scope

This policy applies to:

- Council meetings and Delegated Committee meetings when open to the public in accordance with section 66(1) of the *Local Government Act 2020*;
- Other public meetings as authorised by the Chief Executive Officer;
- Councillors and Council employees;
- Members of the public who attend and participate in Council or Delegated Committee meetings and as contributors to other relevant public meetings; and
- Members of the public who access Council and Delegated Committee meetings via the Council website or any other means provided and/or approved by Council.

4. Principles of Management

Council meetings and Delegated Committee meetings that are open to the public are usually held in the Nambur Wariga Room, at 141 Commercial Road, Morwell, and where practicable and possible, will be live streamed on the internet via Council's website at the time of the meeting.

A recorded version of the Council or Delegated Committee meeting will be made available via Council's website, approximately three days after the meeting has occurred where appropriate and possible.

Signage will be displayed in and near the Nambur Wariga Room immediately prior to and during Council meetings to alert people entering the gallery to the fact that the meeting is being video and audio streamed and recorded.

4.1 Meetings Closed to Public

Section 66 of the *Local Government Act 2020* allows Council to resolve that the meeting be closed to members of the public under certain provisions.

Where a resolution has been made to close a meeting to the public for confidential reasons, the live streaming of the meeting will cease.

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Responsible Division	(Insert Division Name)	Approved Date	(day, month, Year)	Review Date	(month & year)
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(Title of Policy)

Where the meeting has been closed in accordance with section 66 for security reasons or to enable the meeting to proceed in an orderly manner, livestreaming and recording will continue.

4.2 Online Meetings

Special provisions were introduced in Part 12 of the Act by the *COVID-19 Omnibus (Emergency Measures) Act 2020* that provide for altered arrangements for conducting Council Meetings for the Prescribed Period. In particular section 394 of the Act provides for Councillor and member participation and formal attendance at the meeting to be through electronic means of communication, by an audio and video link. Pursuant to section 395 a live stream, available, via the Council's website, will replace the requirement for a public gallery.

This then means that if the live streaming functionality is disrupted and the Council Meeting cannot be accessed by the public due to a technical fault or any other reason, Council must take a break and reconvene if possible or adjourn the meeting to the next available date.

If the meeting is of a Delegated Committee it may proceed without livestreaming provided a recording can still be made and published via the Council website as soon as practicable, after the meeting.

4.3 Public

All efforts will be made by Council to avoid streaming or recording video and audio of the public gallery.

Persons invited to speak during a meeting will be directed to a location in the room which is not within the designated video capture area; however, a microphone will capture audio which will be live streamed and recorded.

Where the meeting is conducted by virtual means, the speaker's audio and video may be live streamed and recorded.

Where a member of the public participates in the meeting in any form, those members of the public are, in doing so, agreeing to be recorded.

Public participation at Council and Delegated Committee Meeting will be in accordance with the Council's Governance Rules as in force at the time.

4.4 Councillors

It is intended that the standard camera positions will provide live and recorded vision of all Councillors who are present at a Council or Delegated Committee meeting, and live and recorded audio when they speak.

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Responsible Division	(Insert Division Name)	Approved Date	(day, month, Year)	Review Date	(month & year)
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(Title of Policy)

4.5 Officers

Council officers who attend Council or Delegated Committee meetings and sit in the gallery are subject to section 4.2 of this policy.

General Managers, the CEO, and staff member/s recording the minutes of the Council meeting may be seen in camera view through the live streaming and recording of the Council meeting.

The CEO and General Managers will be provided with microphones to capture and record audio where they may be required to respond to a question or communicate information to Council or the gallery during the course of the meeting.

4.6 Access to Recordings

Recordings of meetings will be accessible via Council's website for at least one year. Council will retain recordings of meetings and access to view may be granted where a request has been made by a member of the public.

4.7 Technical Disclaimer

Where technical difficulties beyond Council's control prevent or interrupt the video and audio of a Council or Delegated Committee meeting, live stream and/or the recording may not be available. Every reasonable effort will be made to make available via Council's website the live streaming and recordings of meetings.

Technical issues may include, but are not limited to, the availability of the internet, network or device failure or malfunction, or power outages.

4.8 Legal Disclaimers

4.8.1 Privacy

The camera equipment will be configured in a way which aims to avoid coverage of the public gallery area. Council will endeavour to ensure images in this area are not streamed and/or recorded. However, Council expressly provides no assurances to this effect and in the event that a person's image is webcast, by remaining in the public gallery area, it is assumed that consent has been given to the Council to broadcast the individual's image.

A privacy notice will be displayed in the public gallery area to notify visitors of live streaming and recording of meetings. The meeting Chair will also be provided with a script to alert members of the gallery of the live streaming and recording of the meeting at the commencement of the meeting. It is therefore the individual's responsibility to determine if they have privacy concerns and to choose to stay or leave the meeting.

Members of the public who participate in meetings conducted by virtual means in doing so are consenting to the broadcasting and recording of their image and/or voice.

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Responsible Division	(Insert Division Name)	Approved Date	(day, month, Year)	Review Date	(month & year)
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(Title of Policy)

4.8.2 Liability

Opinions, comments or statements made during Council or Delegated Committee meetings are those of the individual, and not the opinions or statements of Council. Council does not, unless otherwise stated, endorse or support the views, opinions, or information captured and contained in the live streaming/recording of the Council and Delegated Committee meetings.

Council does not accept any responsibility for actions and comments made during Council and Delegated Committee meetings which are inaccurate, incorrect or defamatory, and does not warrant nor represent that the material or statements made during the streamed meetings are complete, reliable, accurate or free from error.

Local Government does not afford Councillors with parliamentary privilege during the course of Council meetings, or any other Council related activity. Therefore, all associated laws apply to actions and words spoken during meeting proceedings.

No protection is afforded to Councillors, employees or the public for comments made during meetings which are subsequently challenged in a court of law and determined to be, defamatory, inaccurate, slanderous, or in contravention of any other current and enforceable law.

Whilst Council is not liable for any inaccurate or defamatory comments made by an individual at a meeting, it may, however, be liable if it publishes that material.

Therefore, the CEO has discretion to direct the exclusion of all or part of any meeting recording which they deem to be inappropriate. Material considered as inappropriate may include, but is not limited to:

- Inaccuracies
- Misinformation
- Defamation
- Infringement of Copyright
- Breach of Privacy / Disclosure of Personal Information
- Offensive Behaviour including Discrimination
- Vilification or Inciting Hatred
- Confidential or Privileged Council Information

In the event a published recording is altered to exclude inappropriate material, the CEO will provide notice of the intention to do so in advance to Councillors. The notice will provide a timeframe reasonable for the circumstances for the matter to be determined at a scheduled or unscheduled Council Meeting.

The Chair and/or CEO have the discretion and authority at any time during a meeting to direct the termination or interruption of live streaming if they believe it is advisable to do so. Such direction will only be given in exceptional circumstances, where the content of debate is considered misleading, defamatory, or potentially inappropriate

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Responsible Division	(Insert Division Name)	Approved Date	(day, month, Year)	Review Date	(month & year)
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(Title of Policy)

to be broadcast and published. Furthermore, such direction will only be given by the CEO after an attempt to notify or advise the Chair to adjourn the meeting. If this is not achieved the CEO has the direction to interrupt the meeting and advise the live stream will be interrupted or terminated.

In taking action to terminate or interrupt the live stream the Chair and/or CEO will err on providing full transparency having regard to the risks to Council of the content in question.

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Viewing live or recorded video over the internet can consume larger than usual amounts of data. Council is not responsible or liable for any costs incurred by the viewer.

4.8.3 Licence and Use of Live Streams and Recordings

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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

5.2. Chief Executive Officer

- Overall responsibility for compliance with this policy
- Overall responsibility for enforcing accountability
- Overall responsibility for providing resources

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Responsible Division	(Insert Division Name)	Approved Date	(day, month, Year)	Review Date	(month & year)
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(Title of Policy)

- 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).

7. Related Documents

Governance Rules

8. Reference Resources

Local Government Act 2020

Privacy and Data Protection Act 2014

COVID-19 Omnibus (Emergency Measures) Act 2020

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Page 8 of 8

Responsible Division	(Insert Division Name)	Approved Date	(day, month, Year)	Review Date	(month & year)
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Agenda Item: 13.5

Agenda Item: Tabling of Audit and Risk Committee Bi-Annual Report

Sponsor: Chief Executive Office

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

Status: For Decision

Proposed Resolution:

That Council receives and notes the Bi-Annual Report prepared by the Audit and Risk Committee for the January and June 2021 period.

Executive Summary:

The *Local Government Act 2020* set outs that an Audit and Risk Committee must prepare a biannual audit and risk report that describes the activities of the Audit and Risk Committee and includes its findings and recommendations. This report must be provided to the Chief Executive Officer for tabling at the next Council meeting.

The Audit and Risk Committee recently prepared a Bi-Annual Report providing a summary of work performed between January and June 2021. It includes details about risk management activities, integrity agencies reviews, the internal audit program and financial reporting.

The report was endorsed by the Audit and Risk Committee at their recent meeting on 02 September 2021.

The report advises the Committee would like to consider an opportunity to undertake a detailed review of the work plan in early 2022 in consultation with Committee members.

The report concludes it is the independent view of the Committee that the governance culture of the Council is strong and there is ongoing support for the development of a robust risk, control and compliance framework which continues to strengthen and adapt to changes in the Council.

Background:

The Audit and Risk Committee is formally established under Section 53 of the *Local Government Act 2020*.

The Audit and Risk Committee's purpose is to support Council in discharging its oversight responsibilities related to financial and performance reporting, risk management, fraud prevention systems and control, maintenance of a sound internal control environment, assurance activities including internal and external audit and Council's performance with regard to compliance with its policies and legislative and regulatory requirements. It acts in this capacity by monitoring, reviewing, endorsing and advising on the above matters.

Issues:

Strategy Implications

Council is required by law to have an Audit and Risk Committee. Doing so supports Objective 6 in the Council Plan: *Ensure Council operates openly, transparently and responsibly*.

Health Implications

Nil.

Communication

No particular communication is proposed.

Financial Implications

Nil.

Risk Analysis

There are no particular risks associated with this matter.

Legal and Compliance

These actions are a requirement of the *Local Government Act 2020*.

Community Implications

There are known expectations of the community with regard to transparency, risk management and oversight of local governments. These actions will support those.

Environmental Implications

Nil.

Consultation

Nil.

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 2020*.

Supporting Documents:

Nil

Attachments

1   Bi-Annual Report

13.5

Tabling of Audit and Risk Committee Bi-Annual Report

1	Bi-Annual Report	70
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1



Audit and Risk Committee Bi- Annual Report

2021 Year (January to
June)



[AUDIT AND RISK COMMITTEE BI-ANNUAL REPORT]

23 August 2021

Dear Councillors,

As part of the Audit and Risk Committee Charter, I am pleased to present to you the Bi-Annual Report of the Audit and Risk Committee for the period January to June 2021.

The report contains details of:

1. Purpose of the Audit and Risk Committee
2. Audit and Risk Committee Charter
3. Committee Membership
4. A Summary of Work Performed by the Audit and Risk Committee
5. Overall Conduct of the Audit and Risk Committee
6. A Review of the Audit and Risk Committee's Effectiveness

Ms. Beverley Excell

Chair, Audit and Risk Committee

23 August 2021

Purpose of the Audit and Risk Committee

The Audit and Risk Committee is formally established under Section 53 of the *Local Government Act 2020*.

The Audit and Risk Committee's purpose is to support Council in discharging its oversight responsibilities related to financial and performance reporting, risk management, fraud prevention systems and control, maintenance of a sound internal control environment, assurance activities including internal and external audit and Council's performance with regard to compliance with its policies and legislative and regulatory requirements. It acts in this capacity by monitoring, reviewing, endorsing and advising on the above matters.

Audit and Risk Committee Charter

The Audit and Risk Committee Charter was adopted by Council at the council meeting held in August 2020 in response to the introduction of the *Local Government Act 2020*. The Charter was based on earlier versions and builds on the legislated functions and responsibilities of an Audit and Risk Committee that must be included in its Charter. The Charter describes the authorities, composition, meeting procedures, duties, responsibilities and reporting requirements the Committee. The duties and responsibilities of the Committee include monitoring, reviewing, endorsing and advising on the following:

- financial reporting
- internal controls
- risk management
- fraud prevention systems and controls
- business continuity
- internal audit
- external audit
- compliance

The role of the Audit & Risk Committee was expanded in the new *Local Government Act 2020*. Responsibilities for monitoring of overarching governance principles and performance reporting together with development of an annual work program and biannual reporting to Council have been added. These matters have now been incorporated into the Committee's activities through the Charter.

Committee Membership

The Committee consists of two Councillors and three independent external members.

The Committee consists of:

- Independent Chair: Ms. Beverley Excell
Appointed by Council as an independent member: 11 August 2014
Appointed by Council as Chair: 24 May 2016
Current appointment expires on 01 August 2023

Formal qualifications:

- *B.Sc. (Hons)*

- *AICD Company Directors Course (FAICD).*
- Independent Member: Ms. Joanne Booth
Appointed by Council: 11 August 2014
Current appointment expires on 01 August 2022
Formal qualifications:
 - *Diploma, Company Directors Course (GAICD).*
 - *Governing for Non-Profit Excellence (Harvard USA).*
 - *Master of Public Health (Monash).*
 - *Graduate Diploma in Occupational Health (Monash).*
 - *Bachelor of Arts (Swinburne).*
 - *Practitioners Certificate in Mediation (IAMA).*
 - *Graduate Certificate in Internal Audit (IIAA).*
- Independent Member: Mr. Terry Richards
Appointed by Council from: 02 June 2016
Current appointment expires on 02 June 2022
Formal qualifications:
 - *Bachelor of Business (Accounting)*
 - *Postgraduate Diploma in Arts (Criminology)*
 - *Diploma of Government (Fraud Control)*
 - *Diploma of Government (Investigation)*
- Council Representative: Cr. Melissa Ferguson
Appointed in December 2020
- Council Representative: Cr Graeme Middlemiss
Appointed in February 2021

This report covers the activities associated with the meetings between January and June 2021.

A Summary of Work Performed by the Audit and Risk Committee

Risk Management

Risk management has remained a key focus of the Committee and has been reviewed at all meetings particularly as the Council continued its COVID-19 response. The Committee continued to focus on and prioritise risks associated with internal audit reviews and external audit reports.

The Committee reviewed the updated Strategic Risk Register. It was noted that the updated register was aligned to the Victorian Risk Management Framework 2020 and considered the functionality of the new CAMMS SYCLE module.

Importantly the Committee saw a reviewed Risk Management Framework which has since progressed through formal adoption procedures.

Council has also commenced implementation of an electronic risk module in

[AUDIT AND RISK COMMITTEE BI-ANNUAL REPORT] 23 August 2021

CAMMS SYCLE. The Committee has been given a presentation of this and is interested in seeing the improvements to the risk culture at Latrobe with more dynamic monitoring of risks.

The Committee was presented with the following matters in the reporting period:

- Disaster Recovery Annual Test Results
- Gifts, Benefits and Hospitality Policy compliance
- Conflict of Interest Compliance
- Reviewed Risk Management Framework
- Revised Strategic Risk Register
- Demonstration of CAMMS SYCLE RISK module
- Updates on fraud and corruption control monitoring
- Reviewed electronic procedures and policy
- Assurance Map

The committee remains keen to see more progress in the remainder of 2021 to further embed the risk management culture and has recently complemented management on the work done on revising the Strategic Risk Register. This remains a key area for ongoing focus.

Financial Reporting and External Audit

The committee reviewed the 2020-21 Audit Strategy at its March meeting.

Internal Audit

At the June meeting the Committee endorsed the 2021/22 Internal Audit Program. The Committee acknowledges that the COVID-19 Restrictions have made some audits difficult or unnecessary, such as cash handling, and as such some realignment of the program has occurred.

The following reports have been tabled at Audit and Risk Committee meetings for endorsement:

- Council Governance
- Assurance Map
- Workforce Development and Succession Planning
- Council Response to COVID-19 Pandemic

The Committee complemented HLB Mann Judd in the development of the Assurance Map.

Other Audits and Information Presented

In addition, the Audit and Risk Committee have had information presented on the following audits, investigations or internal projects, including some that have been conducted by other agencies:

- VAGO Results of previous years Local Government audits and other relevant integrity agency reports
- Council's quarterly Performance Reports
- Monitoring compliance with legislation and regulations including the ongoing implementation of the *Local Government Act 2020*

[AUDIT AND RISK COMMITTEE BI-ANNUAL REPORT]

23 August 2021

- Policy Register project status

The Committee advises it continues to get value from the review of integrity agency reports and these are produced to a high quality.

Overall Conduct of the Audit and Risk Committee

The Committee discharged its duties during the following meetings:

- 04 March 2021
- 03 June 2021

Attendance

All independent and Councillor members attended each required meeting in 2020, as per the following table.

Committee Member	04 March	03 June
Beverley Excell	✓	✓
Joanne Booth	✓	✓
Terry Richards	✓	✓
Cr Ferguson	Apology	✓
Cr Middlemiss	✓	✓

An evaluation of the administration and conduct of these meetings is as follows:

- Virtual meetings: In line with the COVID-19 response the committee has continued to meet virtually. There is a preference to return to in person when it is appropriate and safe to do so.
- Agenda: Committee members were able to request items to be included in meetings. Each quarter the draft agenda was discussed with the independent Chair prior to finalising and distribution. Sufficient time was allowed to address complex and critical issues.
- Meeting papers: Comprehensive meeting papers are circulated a week prior. Members were able to make enquiries of senior management prior to the meetings, to enable researched answers at the meeting if necessary. The quality of the papers submitted to the committee continues to improve.
- Conduct of meetings: Meetings usually commenced at 10.00 am and in camera sessions utilised to check with auditors that they were being afforded all cooperation. In camera session also provide an opportunity for the CEO to raise any confidential issues that emerge during the year.
- Minutes: Audit and Risk Committee minutes were completed and circulated for comment within fourteen days of each meeting.

Minutes of meetings were approved at the following meeting and maintained by the Secretariat.

They were also provided to Council for endorsement in an open session of the meeting.

- Communication with management of Latrobe City Council: The management team members have been made available for consultation with members of the

[AUDIT AND RISK COMMITTEE BI-ANNUAL REPORT]

23 August 2021

Committee at any time during the year. Management have been very supportive of the activities of the committee.

Recommendations for Improvement

The following are recommended actions for further improvement:

- Consider an opportunity to undertake a detailed review of the work plan in early 2022 in consultation with Committee members.

A Review of the Audit and Risk Committee's Effectiveness

The Audit and Risk Committee will undertake its annual review at the end of 2021.

Conclusion

It is the independent view of the Committee that the governance culture of the Council is strong and there is ongoing support for the development of a robust risk, control and compliance framework which continues to strengthen and adapt to changes in the Council.

Understandably, some of the work of the committee has been affected by resource constraints and the council's need to address other priorities. Nevertheless, I believe the committee continues to add significant value to the governance of Latrobe City Council. The committee works well and has maintained a very cooperative relationship with management.

I would like to thank the management team for their support in running the Committee and thank my colleagues, both the independent members and the Councillors, for their contribution to a strong Committee.

*Bev Excell, FAICD
External Chair
Audit & Risk Committee, Latrobe City Council
23 August 2021*

ASSETS AND PRESENTATION

14. ASSETS AND PRESENTATION

Agenda Item: 14.1

Agenda Item: Road Register Status - Government Road Jeeralang North and Barktown Road Boolarra

Sponsor: General Manager, Assets and Presentation

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. Proceeds with negotiations with Department of Environment, Land, Water and Planning (DELWP) to seek an improved level of maintenance of:
 - a. Barktown Road, Boolarra - from Limonite Road to the front gate of 625 Barktown Road; and**
 - b. Government Road, Jeeralang North – from Rules Road to Jeeralang North road.****
- 2. Receives a further report detailing the outcomes of such negotiations with respect to the maintenance of the roads prior to the consideration of any formal changes to the DELWP/Latrobe City Council agreement.**

Executive Summary:

Government Road, Jeeralang North is a forest road not within a road reserve that passes through state forest and provides access to one property as well as being a linking route between Thomson Road and Jeeralang North Road.

Barktown Road is a road predominantly located within a road reserve that passes through state forest and provides access to one property.

- Both roads are currently trafficable by two-wheel drive vehicles and are maintained by Parks Victoria under a Boundary Roads Agreement with the

Department of Environment Land Water and Planning (DELWP).

- The two requests have been initiated through enquiry from property owners for these road segments to be maintained by Council.
- Parks Victoria maintains both roads undertaking a maintenance grade annually in preparation for the fire season.
- To upgrade the roads to a standard that it is efficient for Council to maintain would require works which include table drain improvements, gravel resheeting and culvert installation.
- The key change in terms of level of service that the property owners would experience by the road maintenance responsibility moving from Parks Victoria to Council, would be an initial upgrade of the roads and ongoing a higher level of responsiveness to maintenance requests.
- Council maintenance of these roads would incur upgrade costs of \$95,000 and ongoing annual maintenance costs of \$3,000 per annum.
- Improved maintenance may include additional grading of the road throughout a calendar year, and other works such as placement of additional crushed rock or gravel to the road surface from time to time as required.
- When the Road Register was first established in 2004 the point that Council maintenance commenced was often set to the second last driveway to occupied properties.
- In the case of 625 Barktown Road, Boolarra and 914 Jeeralang North Road, Jeeralang North the situation for the property owners accessing these roads is favourable with their access being maintained by Parks Victoria to the front gate.
- A non-exhaustive investigation of properties with houses that maintain their own access along a road reserve to a point that Council maintenance starts identified 27 properties, with the average distance of road being maintained by the property owners being 311 metres.
- It is estimated to bring all these private access roads/driveways up to the minimum standard would cost \$1.9 million dollars.
- If Council are supportive of taking over the maintenance of these roads Council would have to renegotiate the Boundary Roads Agreement with the Forest and Fire Division of DELWP to implement the change.
- It is considered appropriate initially for negotiations to take place with DELWP to seek an improved level of maintenance of both Barktown Road, Boolarra - from Limonite Road to the front gate of 625 Barktown Road; and Government Road, Jeeralang North – from Rules Road to Jeeralang North Road; and advise Council of the outcomes of such negotiations.

Background:

Government Road:

There has been a long history of community interest in the arrangements with respect to Government Road. Past community concerns related to the formal access to the southern end of Rules Road being along the northern section of Rules Road, as opposed to along the west end of Government Road.

Using and maintaining the northern end of Rules Road was a poor outcome for both the community and for Council operations. The northern end of Rules Road, a length of 2.9 km, has restricted 4WD accessibility during the wetter months.

Operationally Council maintains the western end of Government Road a length of 1.9 km of well-constructed, all-weather road which has the support of the local residents.

The remainder of Government Road has two distinct road segments.

1. The middle segment is 0.75 km of road from Rules Road to the driveway of 914 Jeeralang North Road. This section of Government Road is not a boundary road under the Latrobe City Council and DELWP arrangement, it is a forest road and it is maintained by Parks Victoria.

This is a challenging section of road to maintain, it is constructed to a forestry standard rather than a municipal standard. The road has a steep grade that runs down to the major culvert across Waterhole Creek and up the other side from the culvert which is also steep.

This section washes out leading to loss of gravel and longitudinal rutting and Parks Victoria have open cross drains, rather than culverts to shed the water from the road surface.

The community may be tolerant of this standard as a forest road but may expect more from a Council maintained road. The terrain and the fact that the road is not within a road reserve, makes it impractical to improve the grade of this road segment.

The major culvert across Waterhole Creek increases the risk profile of maintaining this section of road. It is regularly observed that the culverts flow at full capacity with water surcharging above the culverts at times of high stream flow. Over topping of the road has not been observed.

2. The eastern end of Government Road is not a boundary road under the Latrobe City Council and DELWP Agreement, this section is a forest road maintained by Parks Victoria, it is a length of 0.81 km. This road section is well constructed but would require gravel re-sheeting to allow effective maintenance grading.

Use of the eastern end of Government Road is by one property owner for access and by a small number of community members as a short cut, from Rules Road and Thompson Road to Jeeralang North Road. Access to the

Jeeralang North Hall along this route has been cited as important to the local community.

The cost to bring the eastern and middle sections of Government Road up to a maintainable standard would be \$55,000 and the ongoing annual maintenance cost would be \$1,500.

Barktown Road:

The formal access to 625 Barktown Road is along the road reserve between the property gate and Limonite Road. This section of Barktown Road is a boundary road under the Latrobe City Council and DELWP Agreement is maintained by Parks Victoria.

The road is formed with shallow table drains. The shape of the road is such that it does not shed water effectively, hence it develops moderate longitudinal rutting of the surface. There is some surface material, however it does not have the required depth of gravel to provide a maintainable surface.

Another issue with this section of Barktown Road is that it's very sheltered by the adjacent forest cover, which means the road surface remains wet during the winter months. The road only receives traffic to 625 Barktown Road, therefore it remains in fair condition and is trafficable by two-wheel drive vehicles.

The cost to bring Barktown Road up to a maintainable standard would be \$40,000 and the ongoing annual maintenance cost would be \$1,500.

General Background:

It is not unique for properties at the periphery of the road network not to have Council maintained access extending to the front gate. Many properties maintain access roads/driveways that extend along road reserves to the point where a road is maintained by Council.

When the Road Register was first established in 2004, the point that maintenance commenced was often set at the second last driveway to occupied properties. In the case of 625 Barktown Road, Boolarra and 914 Jeeralang North Road, Jeeralang North the situation for the property owners was favourable with their access being maintained by Parks Victoria to the front gate.

A non-exhaustive investigation of properties with houses that maintain access along a road reserve to a point that Council maintains, identified 27 properties with the average distance of road being maintained by the property owners being 311 metres.

It is estimated to bring all these private access roads/driveways up to the minimum standard for maintenance would cost \$1.9 million dollars. The accuracy of such an estimate depends upon the level of native vegetation that needs to be offset.

Officers recommend that council officers proceed with negotiations with Department of Environment, Land, Water and Planning (DELWP) to seek an improved level of maintenance of:

- Barktown Road, Boolarra - from Limonite Road to the front gate of 625 Barktown Road;

and

- Government Road, Jeeralang North – from Rules Road to Jeeralang North road.

Issues:

Strategy Implications

These road segments have not been considered in the development of the Road Asset Management Plan and if Council became responsible for these roads, there would need to be an adjustment in the forward renewal and maintenance costs for the road assets.

Council officers consider property access requests in line with the notes within the adopted Road Management Plan.

The notes applicable to roads in these situations are:

1. The standard of construction:

A Standard Constructed Road is one that was built to a level that was acceptable to Council at the time of construction. It would have a reasonable formation width, depth and quality of pavement material, table drains, culverts and if required and guideposts and signage installed. Standard Constructed Roads generally do not present conditions that practically restrict/constrain maintenance response actions and timeframes.

A Non-Standard Constructed Road may have some of the features of a Standard Constructed Road, for example some minor earthworks and even some road pavement material, however Council will not automatically categorise these roads as a Standard Constructed Road. Non-Standard Constructed Roads may present conditions that practically restrict/constrain maintenance response actions and timeframes during extended periods of extreme dryness and / or wetness; such conditions may limit Council's ability to undertake maintenance to provide all weather access.

Both Government Road, Jeeralang North and Barktown Road, Boolarra would require works to bring them to a construction standard that would meet the criteria for a Standard Constructed Road.

2. Road Hierarchy:

All Council's roads have been classified by a hierarchal system which considers the function and importance of each road, thus determining the level of service provided in terms of inspection interval, intervention levels and response time.

If brought onto the Latrobe City Register of Public Roads, both roads would be classified as Limited Access.

3. Change of Road Classification:

Changes to the design / configuration of a road may occur where there is a nexus to new development such that road use is expected to change; or may result from requests from property owners where they contribute entirely to the cost of a design / configuration upgrade of a road as required by Council, prior to a road being included onto the Public Road Register.

Generally, there would be an expectation that a road would be brought up to a maintainable standard before Council took on the ongoing maintenance. The change in classification of these roads does not fully fit with these arrangements as they are currently road maintained by another Responsible Road Authority.

Health Implications

There are no broader community health implications, though property owners have expressed concerns with respect to the current access being a potential issue with emergency access.

Communication

Community communication has not been extensive. The community members that use these roads are generally those that access their properties being 914 Jeeralang North Road, Jeeralang North and 625 Barktown Road, Boolarra and four community members that live on the southern extension of Rules Road. Officers have spoken with the two property owners. Other community members could be advised of any Council decision with respect to the maintenance of these roads writing.

Financial Implications

The financial implications of taking on the maintenance of Government Road and Barktown Road is an upfront cost of \$95,000 to bring the roads up to a maintainable condition and an ongoing annual maintenance cost of \$3,000 per annum.

At time of renewal estimated to be in 2070, the major culvert on Government Road would cost of \$375,000.

To maintain the currently identified 8.4 kilometres of privately maintained access roads / driveways at the periphery of the municipal road network is estimated to cost \$1.9 million dollars.

Risk Analysis

The most significant risk associated with taking on the maintenance of these road segments is financial, that being funding the required upgrade, maintenance and renewal costs.

Identified risk	Risk likelihood*	Controls to manage risk
Service Delivery Risk	4	Upgrade of the road segments before taking on the maintenance
Financial Risk	5	\$95,000 up front costs as well as ongoing maintenance costs will require a budget commitment or other source of funds
Legal/Regulatory Risk	1	Any change in arrangements would be formalised through a renegotiation of the Boundary Road Agreement.
Strategic Risk	1	Road related risk is managed through the implementation of the Road Management Plan.

* Inherent likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

Legal and Compliance

In order to transfer the maintenance arrangements between Latrobe City and DELWP the Boundary Roads Agreement would need to be renegotiated and formally signed by both parties.

Community Implications

Any decision with respect to the arrangements for Government Road, Jeeralang North and Barktown Road, Boolarra would need to be listed on the Latrobe City Register of Public Roads and the two property owners would be notified in writing.

Environmental Implications

No environmental implications

Consultation

Officers have spoken with the two impacted property owners prior to the preparation of the earlier briefing report.

Other

No other issues

Declaration of Interests:

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

Supporting Documents:

Nil

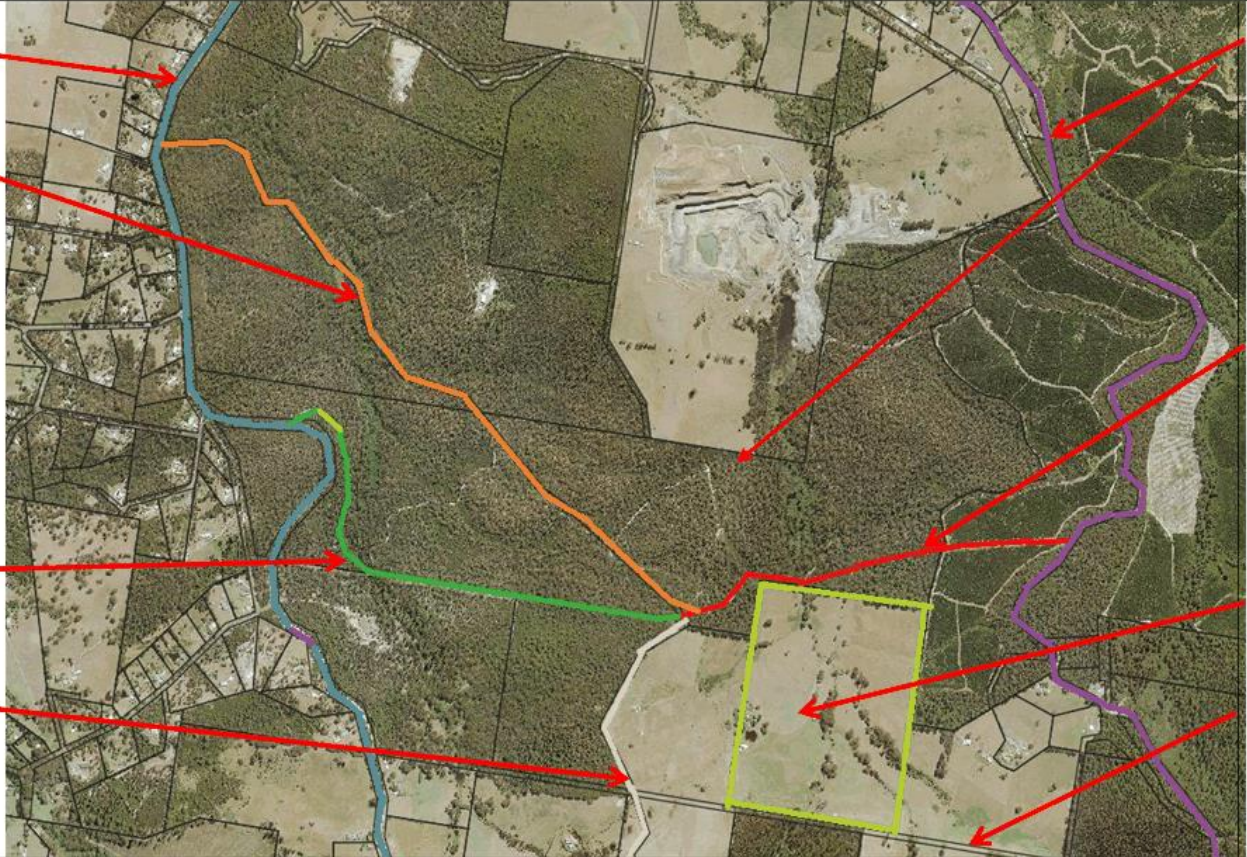
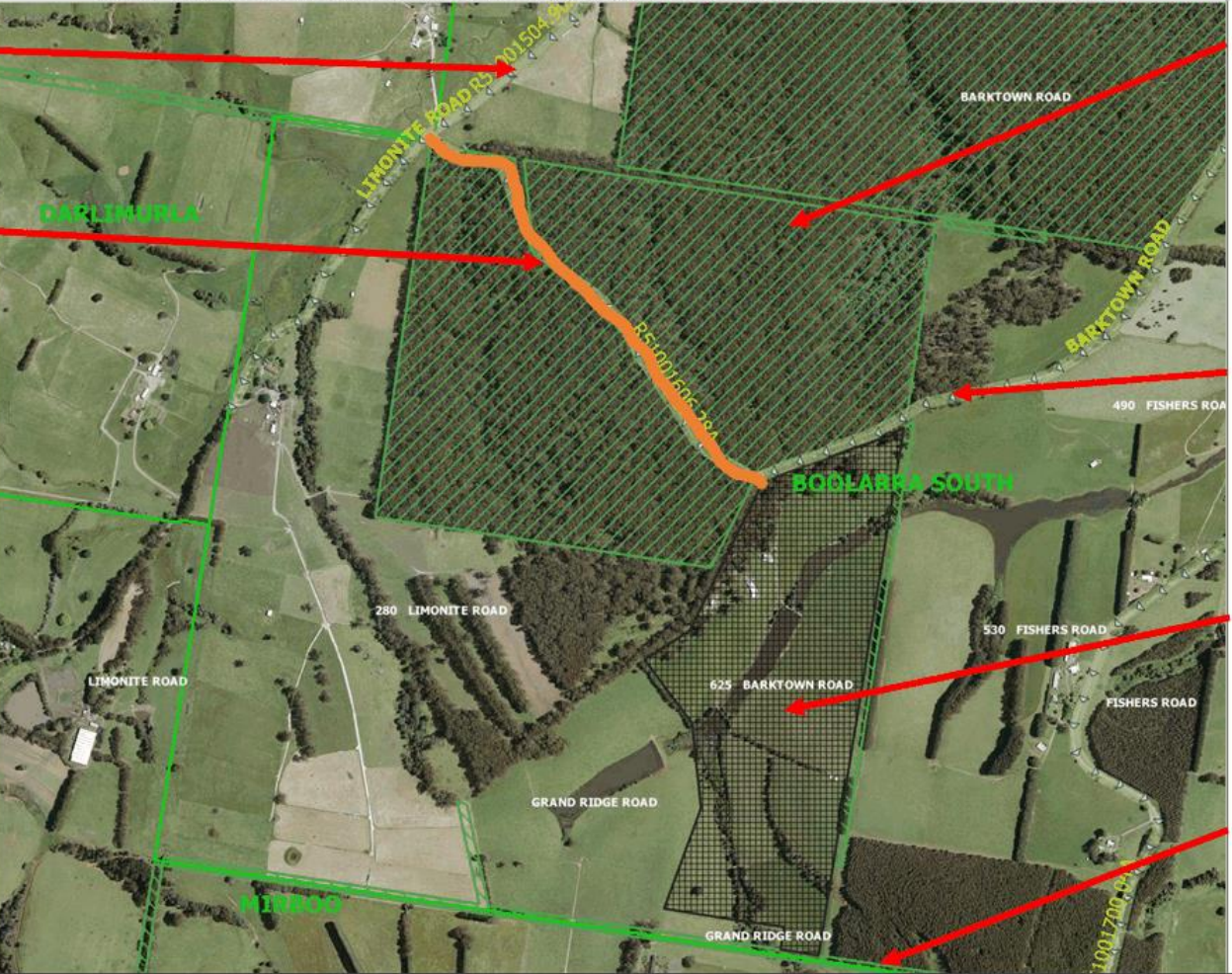
Attachments

1.   Government & Barktown Roads

14.1

Road Register Status - Government Road Jeeralang North and Barktown Road Boolarra

1	Government & Barktown Roads.....	87
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<p align="center">GOVERNMENT ROAD, JEERALANG NORTH Latrobe City Council Responsible Road Authority Thompson Road, Rules Road & Jeeralang North Road DELWP Responsible Road Authority Government Road</p>	
<p>Thompson Road</p> <p>Rules Road (North)</p> <p>Note: Council maintains Government Road (West) in lieu of Rules Road (North)</p> <p>Government Road (West)</p> <p>Rules Road (South)</p>	 <p>Jeeralang Nth Rd</p> <p>Government Road (East) Segment 1</p> <p>Government Road (East) Segment 2</p> <p>914 Jeeralang Nth Rd</p> <p>Legal access road reserve</p>
<p align="center">BARKTOWN ROAD, BOOLARRA Latrobe City Council Responsible Road Authority Limonite Road, Barktown Road (North) DELWP Responsible Road Authority Barktown Road (Limonite Road to Front Gate 625 Barktown Road)</p>	
<p>Limonite Road</p> <p>Barktown Road maintained by Parks Victoria</p>	 <p>State Forest</p> <p>Alternative access Barktown Road (North) "Not Maintained"</p> <p>625 Barktown Road</p> <p>Alternative legal access road reserve</p>

Agenda Item: 14.2

Agenda Item: Moe Bus Routes and Parking Review

Sponsor: General Manager, Assets and Presentation

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

Status: For Decision

Proposed Resolution:

That Council notes the report on the Moe Bus Routes and Car Park Working Party.

Executive Summary:

This report responds to the Council resolution of 4 June 2018 that required a further report be presented to Council by October 2018 on actions arising from the Moe Bus Routes and Car Park Working Party Working Group established following the 31 July 2017 Council resolution. It is acknowledged that the original resolution in relation to this matter was three years ago and that the delay has been required to refer the larger infrastructure items to external grant programs and complete construction.

This report summarises the actions identified from the Moe Bus Routes and Car Park Working Party Working Group for *Latrobe City Council* and the *Department of Transport* (DOT), provides the previous status and a current update in response to the 4 June 2018 resolution, and incorporates up to date input from the *Department of Transport*.

Recent *Safe Travel in Local Streets* (STILS) projects have addressed some identified large infrastructure actions and the remaining works related to the George Street taxi rank can be considered as part of the Moe Revitalisation Project Stage 2. This leaves Latrobe City Council's assigned actions resolved or incorporated into other initiatives.

Background:

A Council report was presented at the ordinary meeting 4 June 2018 providing a status of a working group formed to investigate business owners and action group concerns, regarding a variety of transport issues in the Moe central business district.

An extract of the 5 March 2018 Council report is included as Attachment 1, which provides additional background. At the 4 June 2018 Council Meeting, Councillors resolved the following:

That Council:

1. *Notes the report on the Moe Bus Routes and Car Parking Working Party; and*
2. *Receives a further report on the matter at the October 2018 Council Meeting.*

A significant period of time has elapsed since the resolution and despite the actions being progressed, the follow up report to satisfy Item 2 of the resolution has been outstanding until now.

Recent *Safe Travel in Local Streets* (STILS) projects have addressed several identified large infrastructure actions and remaining works related to the George Street taxi rank, which can be considered as part of the Moe Revitalisation Project Stage 2. This leaves Latrobe City Council's assigned actions resolved or currently incorporated into other initiatives.

Table 1 summarises Latrobe City Council actions, and Table 2 updates the *Transport for Victoria* (TfV) and *Public Transport Victoria* (PTV) actions with updated feedback from Department of Transport which is the current relevant agency. Of note are the recent projects completed as part of the STILS program on Albert Street and Skeltons Lane, which have addressed actions 2 and 3. Action 6 is being considered as part of the development of the *Moe Revitalisation Project – Stage 2* (MRP2).

Table 1 - Latrobe City Council key actions

	Action	Response	Previous Status	Update
1.	Update shelter at bus interchange to be double sided	PTV & LCC	Met with PTV representative and agreed to add another shelter adjacent the existing instead of a new double-sided shelter. This is being organised.	Completed 2019

	Action	Response	Previous Status	Update
2.	Review the exit onto Albert from Skelton's Lane (opposite Hungry Jacks) to improve safety	LCC	Investigation complete. Engaging with the adjacent businesses in respect of changing the direction of the traffic motion to be entry only. This is consistent with the Business group's suggestion.	Completed 2021 Raised safety platform installed under <i>Safe Travel in Local Streets Program</i>
3.	Investigate whether a zebra crossing (or the like) could be constructed on Albert Street to assist with pedestrian safety	LCC	Investigated with PTV and met with CFA captain. The CFA are not in support of further raised medians but may agree to a revised layout of the existing car parking, should new carparking be constructed, that would allow a refuge. This is in preliminary design.	Completed 2021 Refuge island with crossing point installed under <i>Safe Travel in Local Streets program</i>
4.	Investigate an interim measure at the George Street Taxi Rank to address public safety – potentially adjust line marking to create a buffer between the taxi rank and the road	LCC	Agreed. The line marking expected in February was delayed but is imminent.	To be completed October 2021
5.	No shelter at taxi rank. Can a four to six seat shelter be provided at this location? Can the old shelter be utilised?	LCC	Agreed. The funding of the shelter has been tentatively agreed with PTV. To be done in conjunction with the new shelter at Albert St terminus.	Completed 2020

	Action	Response	Previous Status	Update
6.	Explore increasing the wattage of existing lights at the George Street Taxi Rank	LCC	Agreed. The lights ability to be upgraded will be investigated as soon as possible	To be reviewed as part of MRP2 works.
7.	Take down signs at the Kirk Street stop	PTV	Agreed. Request is with PTV. Council officers will take action on this in the next few weeks should no action be forthcoming from PTV.	Completed 2019
8.	Contact St Pauls School about relocating their school bus stop from Kirk Street	LCC	Agreed. Contact will be made when options are identified.	No change required.
9.	Explore the option for a designated stop for all charter bus services	LCC	Agreed. Contact will be made when options are identified. Proposed to not be at the old Kirk Street stop but on Anzac Road near Woolworths	Long parking bays available on Anzac Road near Woolworths but is not exclusively signed for private buses
1	Undertake review of parking times – George Street area	LCC	Agreed. This project will be combined with the outstanding resolution to review/adjust parking generally	Works ongoing, a separate report is being prepared related to car parking and street trees
1	Concerns regarding the reduction in angle parking on opposite side of George Street	LCC	Noted. No action practical without major works.	No further update

Table 2 – TfV and PTV key actions with updated feedback from DOT

	Action	Response	Previous Status	Update
1	Major route change from Newborough. Travellers now have to come to Moe CBD in order to access Traralgon. This has led to longer travel times and waiting times have increased	TFV	Routes have been reviewed by PTV. Consultation part of <i>Latrobe Valley Local Community Consultative Forum (LVLCCF)</i> .	Previously reviewed and no changes.
1	Can the community be provided with detail regarding how the buses are performing? Are there statistics available that can be provided on use of stops	PTV	With PTV. May not release the information.	Requests are assessed on a case by case basis.
1	Concerns regarding not having a stop at the Post Office	TFV	Reviewed by PTV. Concerns were noted but changes not considered	Buses removed from Market street to Albert Street, to service the area north of the station. There are now more bus stops within CBD which are all accessible.
1	Concern regarding lack of later services in Moe. Two nights a week the service does not allow for people to travel to Newborough.	TFV	Reviewed by PTV. Consultation is part of LVLCCF	No further requests received.

	Action	Response	Previous Status	Update
1	Two bus stops in George Street. Are two stops required and some drivers have advised that it is not a pick up stop. Can the gap between the two stops be shortened?	PTV	Concerns were noted but changes not considered	No further update
1	Major concerns regarding having to wait at Moe CBD interchange for half an hour. Noting the elderly needing to go to the hospital	PTV	Reviewed by PTV. Consultation is part of LVLCCF	The Moe to Traralgon services runs at a 30min frequency. Regionally, that is high frequency for an inter town service.
1	Concern regarding location of the bus stop on Waterloo Road. Preferred location to the east that would not affect parking.	PTV and LCC	Reviewed by PTV. Concerns were noted but changes not considered	The stop has been reviewed and is supported as safe and to the accessibility standards. In operation now for a number of years.

Issues:

Strategy Implications

While public transport is not a specific responsibility of local government, advocating and supporting it is aligned with Council's Plan Object to improve liveability and connectedness.

Health Implications

Improved access to public transport and taxi services.

Communication

There are no communication or public relations arising from the recommendation. Delivering on the actions is a result of communications and will benefit public relations.

Financial Implications

The remaining actions at the taxi rank could be accommodated within existing budgets.

Risk Analysis

Identified risk	Risk likelihood*	Controls to manage risk
<p>Occupational Health and Safety Risk</p> <p>Routine risks associated with delivering the minor infrastructure noted.</p>	Rare (1)	<ul style="list-style-type: none"> • Procurement process to select contractor with appropriate safety systems and processes
<p>Financial Risk</p> <p>Inadequate funds to complete the project</p>	Rare (1)	<ul style="list-style-type: none"> • Work within budget requirements • Value manage the project as required
<p>Reputational Risk</p> <p>The community won't find the changes acceptable</p> <p>Delay in delivering leading to reputational damage</p>	<p>Unlikely (2)</p> <p>Unlikely (2)</p>	<ul style="list-style-type: none"> • Unlikely given that proposal arose from community consultation • LCC items have been actioned or incorporated into other initiatives

* Inherent likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

Legal and Compliance

There are no legal or compliance issues associated with the recommendation or actions

Community Implications

There are no negative community implications associated with the recommendation as generally the actions improve the public accessible services.

Environmental Implications

There are no notable environmental implications associated with the recommendation, improved access to public transport can reduce car based trips.

Consultation

No further community engagement proposed.

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 2020*.

Supporting Documents:

Nil

Attachments

1.   Extract from 5 March 2018 Council Report

14.2

Moe Bus Routes and Parking Review

- 1 Extract from 5 March 2018 Council Report 97**

Extract from 5 March 2018 Council Report on the status of the Moe Bus Route and Parking working group.

At the 31 July 2017 Council meeting Council resolved as follows.

That Council:

1. *Coordinates a working party consisting of Council representatives and a Councillor, Public Transport Victoria representatives, Committee of Moe representatives, Moe Traders Association representatives and a representative of the Moe Taxis to examine concerns and propose solutions in relation to issues with the bus routes and bus stops in Moe & Newborough, parking in the CBD and the George St Taxi Rank in Moe;*
2. *Reports the outcomes of this working party to the Moe and Newborough Community on or before the 23 October 2017;*
3. *Reports the outcomes of this working party to Council on or before the 23 October 2017; and*
4. *Commits to no further reduction in car parking until the working party examines the current issues with car parking within the CBD.*

A report was prepared for the 23 October 2017 Ordinary Council meeting and Council resolved as follows.

That Council

1. *Acknowledges the contribution from the Moe Bus Routes and Car Parking Working Party to investigate the bus route changes impacting on routes, bus stops and car parking,*
2. *Endorses further liaison with the relevant agencies and community representatives to identify potential solutions to resolve the community concerns, and*
3. *Requests a report be presented by March 2018 summarising the proposed actions to address the concerns raised through the Moe Bus Routes and Car Parking Working Party.*

The parking aspect of this report relates to specific issues arising from the bus route changes and is not related to the broader investigation and actions of the Latrobe City Car Parking Action Plan, nor the physical asset management aspect of the Carpark Asset Management Plan.

The Working Party was formed consisting of representatives from Transport for Victoria (TfV) (being an overarching planning and coordinating authority for the various state transport bodies), Public Transport Victoria (PTV), and four local business people or business group representatives. A report (see supporting documents) was presented to the 23 October 2017 Ordinary Council Meeting summarising the discussions, and through the minutes of the meetings, outlining actions that would be investigated.

The actions that are primarily the responsibility of Latrobe City Council to deliver are summarised in Table 1.

Table 2 lists the actions that are directly related to the bus route selection; Latrobe City Council has less influence over these issues. Council officers will continue to advocate and support addressing the concerns to the benefit of the broad community but are supportive of the Latrobe Valley Local Community Connectivity Forum (LVLCCF) concept that is in place for Moe and Newborough.

Local Transport Forums are an initiative identified within the TfV's Regional Network Development Plan. They bring together transport providers, other service providers and local communities. The forum is being organised by TfV however the Latrobe City Council mayor is a key member.

The Forums consider innovative and flexible local transport solutions including how existing transport assets and resources are used.

Table 1 - Latrobe City Council key actions

	Action	Response	Status
1.	Update shelter at bus interchange to be double sided	PTV & LCC	Agreed. Outstanding
2.	Review exit onto Albert from Skeltons Lane (opposite Hungry Jacks) to improve safety	LCC	Outstanding
3.	Investigate whether a zebra crossing (or the like) could be constructed on Albert Street to assist with pedestrian safety	LCC	Outstanding
4.	Investigate an interim measure at the George Street Taxi Rank to address public safety – potentially adjust line marking to create a buffer between the taxi rank and the road	LCC	Agreed. Line marking will be requested February 2018
5.	No shelter at taxi rank. Can a four to six seat shelter be provided at this location? Can the old shelter be utilised?	LCC	Agreed, however funding is required
6.	Explore increasing the wattage of existing lights at the George Street Taxi Rank	LCC	Agreed. The lights ability to be upgraded will be undertaken in March 2018
7.	Take down signs at the Kirk Street stop	PTV	Agreed. Request is with PTV.
8.	Contact St Pauls School about relocating their school bus stop from Kirk Street	LCC	Agreed. Contact will be made when options are identified

	Action	Response	Status
9.	Explore the option for a designated stop for all charter bus services	LCC	Agreed. Contact will be made when options are identified
10.	Undertake review of parking times – George Street area	LCC	Agreed. This project will be combined with the outstanding resolution to review/adjust parking generally
11.	Concerns regarding the reduction in angle parking on opposite side of George Street	LCC	Noted. No action practical without major works.

Some of the concerns in respect of parking and the taxi rank location can be considered as part of future developments proposed for the area as part of the Moe Activity Centre Plan. Key amongst those are the development of the intersection of George Street and Moore Street as a shared zone that can incorporate a taxi zone and a shelter for taxi patrons and drivers, review and enhance lighting as required, and perhaps combine the youth precinct with a dedicated area for school bus pickup and drop-off activity.

Table 2 – TfV and PTV key actions

	Action	Response	Status
12.	Major route change from Newborough. Travellers now have to come to Moe CBD in order to access Traralgon. This has led to longer travel times and waiting times have increased	TFV	Routes have been reviewed by PTV. Consultation part of LVLCCF
13.	Can the community be provided with detail regarding how the buses are performing? Are there statistics available that can be provided on use of stops	PTV	With PTV. May not release the information
14.	Concerns regarding not having a stop at the Post Office	TFV	Reviewed by PTV. Concerns were noted but changes not considered
15.	Concern regarding lack of later services in Moe. Two nights a week the service does not allow for people to travel to Newborough.	TFV	Reviewed by PTV. Consultation is part of LVLCCF

	Action	Response	Status
16.	Two bus stops in George Street. Are two stops required and some drivers have advised that it is not a pick up stop. Can the gap between the two stops be shortened?	PTV	Concerns were noted but changes not considered
17.	Major concerns regarding having to wait at Moe CBD interchange for half an hour. Noting the elderly needing to go to the hospital	PTV	Reviewed by PTV. Consultation is part of LVLCCF
18.	Concern regarding location of the bus stop on Waterloo Road. Preferred location to the east that would not affect parking.	PTV and LCC	Reviewed by PTV. Concerns were noted but changes not considered

Agenda Item: 14.3

Agenda Item: Use and Development of Land for a Car Wash and Reduction of Car Parking Requirements at 12 Shakespeare Street and 43 Queens Parade, Traralgon

Sponsor: General Manager, Assets and Presentation

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 use and development of land for a car wash, reduction of car parking requirements and alteration of access to a Road Zone Category 1 at 12 Shakespeare Street and 43 Queens Parade, Traralgon, with the following conditions:

Amended Plans

- 1 Before the commencement of any works hereby permitted, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted but modified to show:**
 - a) Not less than one metre clearance between the proposed western vehicle crossing on Queens Parade and Council's stormwater side entry pit or, the plans must be amended to indicate that the stormwater pit will be relocated at the applicant's cost.**
 - b) Reduction in the width of the proposed western vehicle crossing on Queens Parade to match the width and location of the proposed vehicle accessway within the property.**
 - c) Removal of the Queens Parade exit, with all vehicles to exit the site via Shakespeare Street.**

Plans not to be Altered - Use and Development

- 2 The use and development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.**

Development conditions

- 3 Once building works have commenced, they must be completed to the satisfaction of the Responsible Authority.**
- 4 All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.**
- 5 Construction works on the land must be carried out in a manner that does not result in damage to existing Council assets and does not cause detriment to adjoining owners and occupiers, to the satisfaction of the Responsible Authority.**

Landscaping - Prior to Development

- 6 Before the use starts or the occupancy of the development or by such later date as is approved by the Responsible Authority in writing, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority.**

Landscaping - Maintenance

- 7 The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority, including that any dead, diseased or damaged plants are to be replaced.**

Contact details of operator

- 8 Prior to the commencement of the approved use, a notice containing the telephone contact details of the operator or authorised person of the approved car wash must be displayed in a visible location on the site.**

Consolidation of land

- 9 Before the commencement of the use approved by this permit, the land subject to this permit must be consolidated into a single lot.**

Amenity Conditions

- 10 Before the use starts, an amenity management plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. All activities on the land must comply with the amenity management plan to the satisfaction of the Responsible Authority. The plan must include:
 - a) measures to ensure the orderly conduct of patrons;**
 - b) the location for signage to encourage responsible on-site patron behaviour; and****

c) procedures to mitigate noise emissions.

11 The use and/or development must be managed so that the amenity of the area is not detrimentally affected through the:

a) transportation of materials, goods or commodities to or from the land;

b) appearance of any building, works or materials;

c) emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil;

d) presence of vermin;

Security alarms

12 All security alarms or similar devices installed on the land must be of a silent type in accordance with the current standard specified by Standards Australia International Limited and connected to a security service.

External lighting

13 External lighting must be designed, baffled and located to prevent any detrimental effect on nearby land, to the satisfaction of the Responsible Authority.

Vehicle Wash Area

14 Before the use starts, the concrete paved area for the washing of vehicles must be constructed so all water is drained to an outlet point (and includes appropriate oil interceptor traps) in the concrete area. Vehicles must not be washed in any other area other than the designated washing bay as shown on the endorsed plans to the satisfaction of the Responsible Authority.

Compliance Noise

15 The use and development permitted must at all times comply with:

a) Environment Protection Authority 'Noise from Industry in Regional Victoria' ('NIRV' - EPA publication no 1411); and

b) Environment Protection Authority State Environment Protection Policy No. N-1.

Engineering

16 Before the commencement of any works hereby permitted a site drainage plan, including levels or contours of the land and all hydraulic

computations, must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and an electronic copy in PDF format must be provided. The drainage plan must be prepared in accordance with the requirements of Latrobe City Council's design guidelines and must provide for the following:

- a) How the land including all buildings, open space and paved areas will be drained to the legal point of discharge for a 10 % AEP storm event.
 - b) An underground pipe drainage system conveying stormwater discharge to the legal point of discharge.
- 17 Appropriate measures must be implemented throughout the construction stage of the development to rectify and/or minimise mud, crushed rock or other debris being carried onto public roads or footpaths from the subject land to the satisfaction of the Responsible Authority.
- 18 Before the use commences of the building hereby permitted, or by such later date as is approved by the Responsible Authority in writing, the following works must be completed in accordance with the endorsed plans and to the satisfaction of the Responsible Authority including all necessary permits being obtained and inspections undertaken:
- a) All drainage works must be constructed in accordance with the approved site drainage plan.
 - b) The areas shown on the endorsed plans for vehicle access must be constructed in accordance with the approved plans including surfacing with an all-weather sealed surface and clearly marked to show the direction of traffic along all accessways.
 - c) All proposed vehicle crossing works must be constructed in accordance with the endorsed plans, at right angles to the road and must comply with the vehicle crossing standards set out in Latrobe City Council's Standard Drawing LCC 307.
- 19 The areas set aside for vehicle accessways must be maintained in a continuously useable condition to the satisfaction of the Responsible Authority.
- 20 Vehicle accessways must be kept available for these purposes at all times.
- Conditions required by the Department of Transport
- 21 Prior to the use of the development, 'No Entry'/'Exit Only' signs must be installed at the Shakespeare Street exits at no cost and to the

satisfaction of the Head, Transport for Victoria.

- 22 Prior to the installation, a dimensioned plan of the signage location must be submitted and approved by the Head, Transport for Victoria.**

Expiry of permit

- 23 This permit will expire if one of the following circumstances applies:**

- a) the development is not started within two years of the date of this permit;**
- b) the development is not completed within four years of the date of this permit; or**
- c) the use is not commenced within two years of the completion of the development.**

In accordance with section 69 of the Planning and Environment Act 1987, an application may be submitted to the Responsible Authority for an extension of the periods referred to in this condition.

Executive Summary:

The applicant is seeking to use and develop of the land at 12 Shakespeare Street and 43 Queens Parage Traralgon for a car wash, reduction in the car parking requirement of the Scheme and alteration of access to a road in Road Zone Category 1. The site consists of two adjoining allotments with a combined area of 1,239 square metres and located in the Mixed Use Zone and is not affected by any overlays.

The proposed car wash will operate 24 hours a day and will consist of five manual self-serve car washing bays, four vacuum bays, two dog wash bays and one auto wash. The proposed vehicle entry to the site will be from a new crossing from Queens Parade and exit will be from the two existing crossings to Shakespeare Street.

Following advertising, 12 objections were received to the application with Council officers providing a response to the concerns. The issues of concern are as follows:

- Traffic impact and road safety;
- Noise;
- Unsuitable use for a residential area;
- Hours of operation;

- Visual impact / interface with the Gym;
- Absence of need for the proposal;
- Insufficient information; and
- Lack of consultation.

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.

There is strategic justification for the proposal based on the site context and it will not have any detrimental impact on the amenity of the surrounding sites and will not result in any traffic impacts on adjacent roads.

The proposed car wash is in proximity to a range of commercial uses including petrol stations, shops, a fitness centre, and dance studio. The closest residential properties are located approximately 90 metres to the west in Shakespeare Street and 100 metres to the east in Collins Street.

The proposed car wash will facilitate an improvement to the Shakespeare Street mixed use precinct by providing viewlines from Queens Parade, through to Shakespeare Street; creating a high degree of visual permeability which is currently non-existent in this part of the streetscape.

It is therefore recommended that a Notice of Decision to Grant a Permit, subject to appropriate conditions, be issued.

Background:

Summary

Land: 12 Shakespeare Street, Traralgon known as Lot 3 LP34758
43 Queens Parade, Traralgon, known as Lot 4 LP34758.

Proponent: Beveridge Williams & Co Pty Ltd

Zoning: Mixed Use Zone (MUZ)

Overlay: None affecting the land

The permit triggers for the proposal are as follows:

A Planning Permit is required to use the land for a car wash in accordance with Clause 32.04-2 of the Scheme.

A Planning Permit is required for buildings and works associated with a car wash, which is a Section 2 use in the Mixed Use Zone in accordance with Clause 32.04-9 of the Scheme.

A Planning Permit is required for reduction, in accordance with Clause 52.06-3 of the Scheme.

A Planning Permit is required for alteration of access to a road in Road Zone, Category 1, in accordance with Clause 52.29-2 of the Scheme.

Proposal

The application is for the use and development of land for a car wash, reduction of car parking requirements and alteration of access to a Road Zone Category 1.

The proposed car wash facility will consist of five manual self-serve wash bays, four vacuum bays, two dog wash bays and one auto-wash.

The five manual wash bays are positioned in a single row running along the length of the site, with a setback of 7 metres from the west boundary and approximately 10 metres from the east boundary. One of the wash bays will have raised platforms to allow for the cleaning of larger vehicles. Two dog wash bays positioned on the north side of the manual car wash bays and the four vacuum bays will be to the north of the dog wash bays, almost adjoining the Queens Parade site boundary. A plant room will be centrally located within the row of manual wash bays and an auto car wash is positioned adjacent to the eastern boundary of the site.

The manual wash bays and plant room will be constructed in a combination of concrete tilt panels and 'Scyon' matrix cladding in a painted finish. The structure will have a length of 31.55 metres, width of 7 metres and overall height of 5.5 metres.

The auto wash bay will also be constructed in concrete tilt panels and 'Scyon' cladding to match the manual wash bay structure. It will have a length of 9.8 metres, width of 4.5 metres and overall height of 5.5 metres.

The facility will be coin/card operated and available for use 24 hours a day, seven days a week.

The applicant advised that as with all self-serve facilities, staff will not be required to be present on the site to operate the facility. However, a contact number will be displayed on the site for any operational issues, and it is expected that the facility manager will attend the site at least once daily for cleaning and general maintenance purposes.

The existing two vehicle crossings on the site from Shakespeare Street will be retained with two additional access points from Queens Parade to be installed.

Entry to the car wash will be via a new driveway crossover at the north-east corner of the site in Queens Parade. Vehicles will egress the car wash via either of the existing crossovers on Shakespeare Street or a new crossover in Queens Parade at the north-west corner of the site. No vehicular access to the site will be permitted from

Shakespeare Street, which is a road in Road Zone, Category 1. There will be no physical alteration to the existing access to the site from Shakespeare Street.

All stormwater drainage from the site will be directed to the underground drainage system. Each wash bay will be provided with interceptor traps to meet Gippsland Water's requirements.

Landscaping in the form of low maintenance, drought tolerant grasses and feature shrubs will be provided within mulched garden beds along part of the north, west and south boundaries of the site.

Based on a proposed net floor area of 344.28sqm for the proposed cash wash facility, which is nested under Industry, 9 car parking spaces are required to be provided on-site. The application seeks a reduction of the car spaces under Clause 52.06-3 of the Scheme.

A copy of the development plans and site plan can be viewed in Attachment 1 of this report.

Subject Land:

The subject site consists of two adjoining lots known as 12 Shakespeare Street and 43 Queens Parade, Traralgon. The lot at 12 Shakespeare Street is identified as Lot 3 on Plan of Subdivision 34758 and the lot at 43 Queens Parade is identified as Lot 4 on Plan of Subdivision 34758.

The land is located at the north side of Shakespeare Street, which is a road in Road Zone Category 1 and the north boundary of the site abuts Queens Parade.

The land is irregular in shape, with a combined frontage of 23.29 metres to Shakespeare Street, a second frontage of 35.55 metres to Queens Parade, a west boundary length of 37.21 metres, an east boundary of 50.3 metres and a total site area of 1,239 square metres.

The existing development on the site consists of two buildings and associated car parking spaces. In the north-western portion of the site is a single storey brick commercial building currently used as a 'Lets Shape It Up' women's fitness centre. This building is positioned adjacent to the site's northern boundary and has an enclosed service area on its west side. The building entry is on its southern façade, facing Shakespeare Street.

On the north-east side of the site is a derelict and fire-damaged single storey weatherboard dwelling. The dwelling is positioned near the site's northern boundary and is accessed from Queens Parade. There is currently security fencing surrounding the dwelling perimeter. The balance of the site is developed as a bitumen sealed car park for the fitness centre. The car park has 13 onsite car parking spaces positioned in two rows: 5 spaces adjacent to the west boundary of the site and 8 spaces adjacent to the east boundary. Car park access and egress is provided from Shakespeare Street via a concrete crossover located at the western end of the site frontage.

A strip of landscaping is provided along the western boundary of the site and a small garden bed is positioned midway along the frontage. A free-standing business identification sign is located within the landscaped area at the south-west corner of the property.

A second concrete crossover is located at the eastern end of the Shakespeare Street site frontage. Usage of this crossover is currently restricted by the location of wheel stops along the frontage, to ensure that vehicles access and egress the car park via the western crossover only. There is currently no existing vehicular access to the site from Queens Parade. The boundaries of the site are either unfenced, delineated by the walls of existing buildings, or have Colorbond fencing.

Surrounding Land Use:

The subject site sits just outside the Activity Centre Zone designated for the CBD of Traralgon and within the Transit City Precinct. The surrounding area is within an established commercial area, characterised by a range of commercial uses including petrol stations, shops, a fitness centre, and dance studio. The closest residential properties are located approximately 90 metres to the west in Shakespeare Street and 100 metres to the east in Collins Street.

The details of the immediate adjoining sites are as follows:

North:

Queens Parade, which is a local road abuts the north site boundary, on the opposite side is land within a ACZ1. On the opposite side of Queens Parade, is a 'Fitness 4U' indoor gym and fitness centre which shares a car park area with a strip of warehouses used for a range of activities including a dance school, car detailers and restricted retail premises and Traralgon Army Drill Hall. The Gippsland railway line extends along the north side of these properties.

South:

Shakespeare Street, which is a road in Road Zone, Category 1, abuts the south site boundary, on the opposite side is land in MUZ. On the opposite side of Shakespeare Street, is a Liberty petrol station at 7-21 Shakespeare Street. On the east side of the petrol station is the intersection of Shakespeare Street and Bourke Street, a BP truck stop and Evans Petroleum fuel depot.

West:

To the immediate west is the land at 6 Shakespeare Street, which contains a United Petrol Station which also sells convenience goods and take-away food. The site is developed with a single storey building and attached canopy structure, surrounded by an expansive concrete vehicular movement and car parking area. The land is within a MUZ.

East:

To the east are two properties within a MUZ.

To the north-east is the site at 41 Queens Parade that is a vacant property that previously contained a single storey dwelling that was destroyed by fire several years ago. The former dwelling was noted as a 'contributory dwelling' in the Traralgon Railway Residential Heritage Precinct and the land is included in the Heritage Overlay, Schedule 85 of the Latrobe Planning Scheme.

To the south-east is the site at 26 Shakespeare Street that contains a single storey brick commercial building that contains several individual shops including the 'Shaky Spear' milk bar and 'Flowers By Rhi' florist. The building has an 'L' shape, extending along the western and northern boundaries of the site and is accessed via Shakespeare Street.

A site context plan showing the location of the development can be viewed in Attachment 2 of this report.

Reasons for Proposed Resolution:

The proposal is considered to be:

- Consistent with the strategic direction of the State and Local Planning Policy Frameworks;
- Consistent with the 'Purpose' and 'Decision Guidelines' of the Mixed Use Zone;;
- Car parking reduction is justified under Clause 52.06 of the Scheme;
- Consistent with Clause 65 (Decision Guidelines);
- Consistent with the Commercial Urban Design Guidelines of the Latrobe City Urban Design Guidelines, March 2021; and
- The objections received have been considered against the provisions of the Latrobe Planning Scheme and the relevant planning concerns have been considered and relevant permit conditions addressing these issues will be required.

Issues:

Strategy Implications

The proposed development of the land is considered to align with Strategy 9 of the Council Plan 2017-2021 which seeks to "implement a town planning regime which facilitates appropriate urban growth, industry diversification, liveability and connectivity of Latrobe City".

Health Implications

There are no adverse community health implications that would result should the proposed development be approved.

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 site notices were displayed on the both the Shakespeare Street and Queens Parade frontages for 14 days.

At the time of writing this report there were 12 objections to the application.

A copy of the objections can be viewed at Attachment 3 of this report and a map showing the location of objectors in the vicinity of the site can be viewed at Attachment 4.

The following issues were raised in the objections:

- Traffic impacts and road safety

Comment:

A detailed Traffic Impact Assessment was submitted with the planning permit application. The assessment included turning movement surveys at peak times along Shakespeare Street and at the Queens Parade and Bank Street intersections, swept path analysis and a post-development traffic generation calculation.

The assessment details that the proposed development will not have significant traffic impact on the operation of Shakespeare Street at Bank Street or Queens Parade, the surrounding street network, or the kerbside parking on the surrounding streets.

The application was also referred to VicRoads for consideration who did not object to the proposal subject to the inclusion of planning permit conditions that require the placement of appropriate directional signage at the two Shakespeare Street exits.

The applicant advised that their client is prepared to remove the proposed exit onto Queens Parade (thereby requiring all vehicles to exit via Shakespeare Street) and would have no objection to the inclusion of a condition on any planning permit requiring the removal of the Queens Parade exit. The applicant further indicated that this has been reviewed by their traffic engineer who has confirmed that this will have negligible impact on the internal flow of traffic within the site and there is adequate aisle width for vehicles to reverse out of the vacuum bays closest to the site's north-west corner and exit in a southerly direction.

A condition will be placed on any permit if issued for the proposal requiring the removal of the Queens Parade exit.

- Noise

Comment:

The applicant has proposed that the car wash be operational 24 hours a day, seven days a week. The applicant has detailed that it is expected that the majority of its usage will occur during the day or early evening.

Noise will be generally associated with vehicle movements at low speeds, water spraying in the wash bays/auto wash and vacuuming. During daylight hours, this noise would be undetectable beyond the property boundaries due to the background noise level generated by traffic on the adjoining roads (particularly Shakespeare Street), the Gippsland railway line and incidental noise associated with the adjoining commercial land uses.

The applicant further advised that even in the late evening or early hours of the morning, when background noise levels are lower, any noise generated by the car wash will not exceed acceptable levels for the locality and is unlikely to lead to off-site amenity impacts on the nearest residential land uses in Collins Street (over 100 metres away to the east) and Shakespeare Street (approximately 90 metres to the west). The subject site does not adjoin any sensitive land use.

- Unsuitable use for a residential area/general locality

Comment:

The site is within a mixed use zone which seeks 'to provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality'. The use of land for a car wash is a permit required use within the mixed use zone. The closest residential properties are located approximately 90 metres to the west in Shakespeare Street and 100 metres to the east in Collins Street. The proposed car wash is located in close proximity to a range of commercial uses including petrol stations, shops, a fitness centre and dance studio.

The proposed car wash facility is appropriate in the context of the subject site and the surrounding land uses.

- Hours of operation

Comment:

The applicant has sought to operate the car wash 24 hours a day seven days a week on the basis that they consider it appropriate given the commercial nature of the surrounding precinct. The applicant has detailed that if a permit is issued for the proposal that signage will be erected in prominent locations on the land with 24-hour contact details for the facility manager.

A condition will be placed on any permit if issued for the proposal requiring signage to be erected on site with contact details of the operator and the submission of an amenity management plan to ensure the orderly conduct of patrons when using the proposed car wash.

- Visual impact/Inappropriate interface with the Gym

Comment:

The proposal included landscaping along both Queens parade and Shakespeare Street with consideration given to Latrobe City Council's Urban Design Guidelines for Commercial Development (May 2019), in the design of the car wash.

In addition, the western end of Queens Parade is currently dominated by the rear or side walls of commercial buildings (including the existing building on the subject site). The proposed car wash will improve this situation by providing viewlines from Queens Parade, through to Shakespeare Street; creating a high degree of visual permeability which is currently non-existent in this part of the streetscape.

- Absence of need for another car wash

The need for another car wash is not a relevant matter in the consideration of the application.

- Possibility of use of toxic chemicals at the facility

Comment:

All water used to clean vehicles within the wash bays will be discharged to the underground sewerage system in accordance with Gippsland Water's requirements. In addition, if a permit is issued for the proposal, conditions will be included to ensure that only stormwater runoff is directed to Council's underground drainage system.

- Insufficient information to consider proposal

Comment:

Division 6A of the Planning and Environment Act 1987 (the Act) governs what documents can be published for inspection in person and online (electronically). Only specific documents can be published online with a full copy of the application documentation, including the planning report, Traffic Impact Assessment, being available for viewing during business hours at the Traralgon Service Centre during the notification period.

It is considered that the information submitted with the application is sufficient to ensure a detailed assessment of the proposal against the relevant requirements of the planning scheme and to make an informed decision on the application.

- Lack of consultation (no pre-application meeting)

Comment:

The Act sets out the public notice requirements and the applicant has completed notification as per the requirements of the Act. There is no requirement under the Act for a proponent to undertake consultation with the community prior to lodging a planning application with Council.

External:

The application was referred under Section 55 of the Act to the Department of Transport. The Department of Transport advised that it had no objection to the

granting of a permit subject to the inclusion of specified conditions, including a condition that 'No Entry' / 'Exit Only' signs must be installed at the Shakespeare Street exits at no cost to the Department.

Internal:

The application was referred internally to Council's Engineering, Health and Strategic Planning teams. The Engineering and Health teams provided conditional consent to the granting of a Planning Permit. The Strategic Planning team advised that the use and development of a car wash on the subject site would be considered generally compatible with adjoining and nearby land uses, including those identified within Precinct 2 of the surrounding ACZ.

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 (VCAT). It is considered likely that this application will be appealed to VCAT. The anticipated time required for a Council Officer to prepare a VCAT submission and collate all relevant documentation is 7 business days with an additional two days required to attend and present at the appeal, totalling 9 business days. This equates to a financial cost in the order of \$4,000. This cost would be far greater if a consultant is required to attend on Council's behalf and would likely be in excess of \$10,000.

Risk Analysis

Identified risk	Risk likelihood*	Controls to manage risk
<p>Reputational Risk</p> <p>Supporting an application which has received 13 submissions which raise concerns including compatibility with surrounding uses, amenity impact, noise, traffic, safety etc.</p>	3 - Possible	The proposal has been considered against the Latrobe Planning Scheme and it is considered to be consistent with the relevant provisions.
<p>Reputational Risk & Financial Risk</p> <p>Not supporting the application and the applicant seeking review of the decision at VCAT</p>	3 - Possible	To manage and limit the potential risk the recommendation has been considered against the requirements of the Mixed Use Zone, 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

- Clause 11.01-1R – Settlement – Gippsland
- Clause 11.01-1L – Traralgon
- Clause 11.01-1S – Settlement
- Clause 11.02-1S – Supply of urban land
- Clause 13.05-1S - Noise Abatement
- Clause 13.07-1S – Land Use Compatibility
- Clause 13.07-1L – Land Use Compatibility
- Clause 15.01-1S – Urban Design
- Clause 15.01-1L – Urban Design
- Clause 15.01-2S – Building Design
- Clause 15.01-5S – Neighbourhood Character
- Clause 15.01-5L – Neighbourhood Character
- Clause 15.02-1S – Energy and Resource Efficiency
- Clause 15.02-1L – Energy and Resource Efficiency
- Clause 17.01-1S – Diversified Economy
- Clause 17.01-1L – Diversified Economy
- Clause 17.02-1S – Business
- Clause 17.03-1S – Industrial Land Supply
- Clause 18.02-4S – Car Parking

Zoning

The subject site is currently located within a Mixed Use Zone (MUZ). The purpose and decision guidelines of the zone have been considered as part of the assessment

of the application. The proposed use and development are considered to be consistent with the intent of the Mixed Use zoning.

Overlay

No overlays apply to the subject land.

Particular Provisions

- Clause 52.06 Car Parking
- Clause 52.29 Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road.
- Clause 53.18 -Stormwater Management in Urban Development

Decision Guidelines (Clause 65):

Clause 65.01 sets out the decision guidelines to be considered before deciding on any application. Following an assessment against the relevant decision guidelines, the proposal is considered to be generally consistent with the relevant decision guidelines.

Strategic direction of the State and Local Planning Policy Frameworks:

The key elements of the Planning Policy Framework have been considered in the assessment of the application.

The Planning Policy Framework of the planning scheme is effectively neutral about the location of non-residential land uses in residential or mixed use areas and, in particular, the location of car wash facilities. Despite this, the requirement of the mixed use zone clearly states that the use of land for service industry, which a car wash is a part, must not adversely affect the amenity of the neighbourhood, including through transport of materials, appearance of any stored materials, traffic generated or emissions from the land.

Considering the proximity of the subject site to similar non-residential uses that includes a service station, substantial distances to sensitive uses and the scale and design of the development proposed, the proposal is considered to be generally consistent with the strategies and objectives of the relevant clauses listed under the Planning Policy Framework.

The subject site sits just outside of the Activity Centre Zone designated for the CBD of Traralgon. In the ACZ a car wash is a section 2 use (nested under 'Industry') and must be located in Precinct 2 – Princess Highway and Station Corridor. It is noted the subject site is adjacent to Precinct 2 and adjacent to two existing petrol stations (one to the east and one to the south).

In this context, it is considered that the use and development of a car wash on the subject site would be considered generally compatible with adjoining and nearby land uses, including those identified within Precinct 2 of the ACZ.

The proposal will facilitate a clustering of compatible commercial businesses in a location highly accessible to the community and will ensure a strong and dynamic local economy by accommodating a new business requiring main road exposure. There will be no detrimental impact to residential amenity of any property within the Mixed Use Zone.

The design of the proposal will be of quality contemporary architectural design that will complement nearby commercial development and provide a positive contribution to the surrounding area.

The proposal has been assessed against the Latrobe City Urban Design Guidelines (UDG), which guides the design of new commercial development and includes developments within Mixed Use Zones. The proposal is found to be consistent with the requirements of the Guidelines relating to building height, street presentation, building design, vehicle access and carparking, landscape and environmental sustainability.

The development has been designed to address both street frontages and thereby avoid the presentation of blank, inactive walls. The car wash has been designed so that it is clearly identifiable from the public realm. The buildings have been set back from the two street abutments and incorporate variation in their external finishes and colours. This will assist to minimise their visual appearance in the streetscape.

Landscaping has been provided around the car park edges to soften the impact of hard surfaces on the streetscape.

Furthermore, it is noted that the application was referred to all relevant internal and external referral authorities who have provided consent subject to the inclusion of appropriate conditions.

‘Purpose’ and ‘Decision Guidelines’ of the Mixed Use Zone:

The subject site is located within the Mixed Use Zone. The purpose and decision guidelines of the zone have been considered as part of the assessment of the application. The proposal is considered to be generally consistent with the Zone ‘Purpose’ and the ‘Decision Guidelines’ of Clause 32.04-12 (with appropriate conditions).

The Mixed Use Zone seeks ‘to provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality’ whilst also seeking ‘to encourage development that responds to the existing or preferred neighbourhood character of the area’.

The proposed car wash is consistent with the purpose and decision guidelines of the MUZ for the following reasons:

The proposal will facilitate a clustering of compatible commercial businesses in a location where they are highly accessible to the community and where there will be no adverse impact on residential amenity.

The proposal will ensure the consolidation, rehabilitation, and improvements to the Shakespeare Street mixed use precinct through the redevelopment of an underutilised site that is close to the Traralgon Major Activity Centre, where it is highly accessible to the community and compatible with surrounding businesses.

One of the key issues in the assessment of the application is whether there will be potential amenity impacts on any sensitive land use because of the proposed hours of operation.

The proposal is not expected to have any detrimental impact on the amenity of adjacent and nearby land use and development, as it is a use and development that will be compatible with the existing commercial land uses surrounding the site. The existing commercial land uses on adjoining and nearby land (i.e. petrol stations, shops and fitness centre) are considered compatible with the proposed use and will not have any detrimental impact on the operation of the car wash.

In terms of built form, the proposed buildings will be modest and present a quality contemporary architectural design that will complement nearby commercial development and provide a positive contribution to the surrounding area. The proposal utilises contemporary architectural styling and building materials reflective of the expected standard for infill development within the Shakespeare Street/Queens Parade mixed use precinct.

The proposal will not result in any traffic impacts in the surrounding area, as confirmed by the Traffic Impact Assessment submitted with the application. The proposed development will not have significant traffic impact on the operation of Shakespeare Street at Bank Street and Queens Parade, or the surrounding street network.

The proposed car wash is an appropriate use in the MUZ, taking into consideration the unique location abutting two street frontages, out of which one is a road in Road Zone Category 1, the nature of surrounding commercial uses and the distance of the site to residential use.

Particular Provisions

- Clause 52.06 - Car Parking:

Clause 52.06 of the Latrobe Planning Scheme sets out the car parking requirements different types of uses, including Industry. Table 1 to Clause 52.06-5 details that 2.9 car parking spaces are required for 100sqm of net floor area.

There is no specified car parking rate for either Car Wash or Service Industry in the table to Clause 52.06-5. The default parking rate for the broader land use term of Industry is therefore applicable. However, there are no buildings proposed which create a 'floor area' for an industrial process or operation. The operational nature of a car wash does not generate a need for designated car parking spaces other than those provided within each wash or vacuum bay. Vehicles waiting for a wash or vacuum bay will queue on-site, therefore the provision of an adequate queuing area overrides a need for separate car parking spaces for the car wash.

A full reduction of the car parking requirement is considered appropriate.

The existing kerbside parking on the surrounding street will not be impacted because of the development.

- Clause 52.29 – Land Adjacent to a Road Zone Category 1:

The site adjoins Shakespeare Street, which is a road in Road Zone Category 1 and a permit is required for alteration of access to a road in Road Zone, Category 1. The site has two existing crossings from Shakespeare Street, which will be retained and used for exit only to the proposed car wash facility.

Whilst there will be no physical alteration to the access to the site from Shakespeare Street, which is a road in Road Zone Category 1, the proposed use and the changed intensity in the use of the land will constitute alteration of access to a road in Road Zone Category 1 for which a permit is required under the clause.

In consideration of the decision guidelines of the clause, the Planning Policy Framework and Municipal Strategic Statement both seek to protect the functionality of roads and the safety of road users. The proposed development is supported by a Traffic Impact Assessment that confirms that the intersection modelling of the post-development scenario indicates that the post-development traffic will not have any adverse impact on the operation of Shakespeare Street, including the Bank Street roundabout, because of the proposed development.

Furthermore, the proposal was referred to the Department of Transport and there was no objection to the application, subject to specified permit condition to install a 'No Entry' / 'Exit Only' signs at the Shakespeare Street exit of the site.

- Clause 53.18 Stormwater Management in Urban Development:

Provisions for the drainage of the land have not been shown on the submitted plans. The submission of a site drainage plan and computation will be required to demonstrate how all storm water, including from all buildings, car parking areas and vehicle access areas, are to be satisfactorily discharged from the site to the legal point of discharge. The site drainage plan must be completed to Council's satisfaction. All new drainage works required as shown on the site drainage plan must be completed to Council's satisfaction before the use of the building commences.

It is considered that the proposal could be designed to meet the current best practice objectives for stormwater quality as detailed in the Urban Stormwater – Best Practice Environmental Management Guidelines that will minimise the impact of chemical pollutants and other toxicants through appropriate measures. The requirements will be addressed further in the site drainage plan to be prepared following the issue of a planning permit.

Council's Engineering team advised that an Environmental Management Plan would not be required to be submitted.

Clause 65 (Decision Guidelines):

Clause 65.01 sets out the decision guidelines to be considered before deciding on an application or approve a plan. Following an assessment against the relevant decision guidelines, the proposal is considered to be consistent with the following decision guidelines:

- The matters set out in section 60 of the Act.
- Any significant effects the environment, including the contamination of land, may have on the use or development.
- 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 environment, human health and amenity of the area.
- The proximity of the land to any public land.
- Factors likely to cause or contribute to land degradation, salinity or reduce water quality.
- Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.
- The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts

Other

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 2020*.

Supporting Documents:

Nil

Attachments

1.   Attachment 1 - Development Plans
2.   Attachment 2 Site Context Plan
3. Attachment 3 Copy of Objections (Published Separately)

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

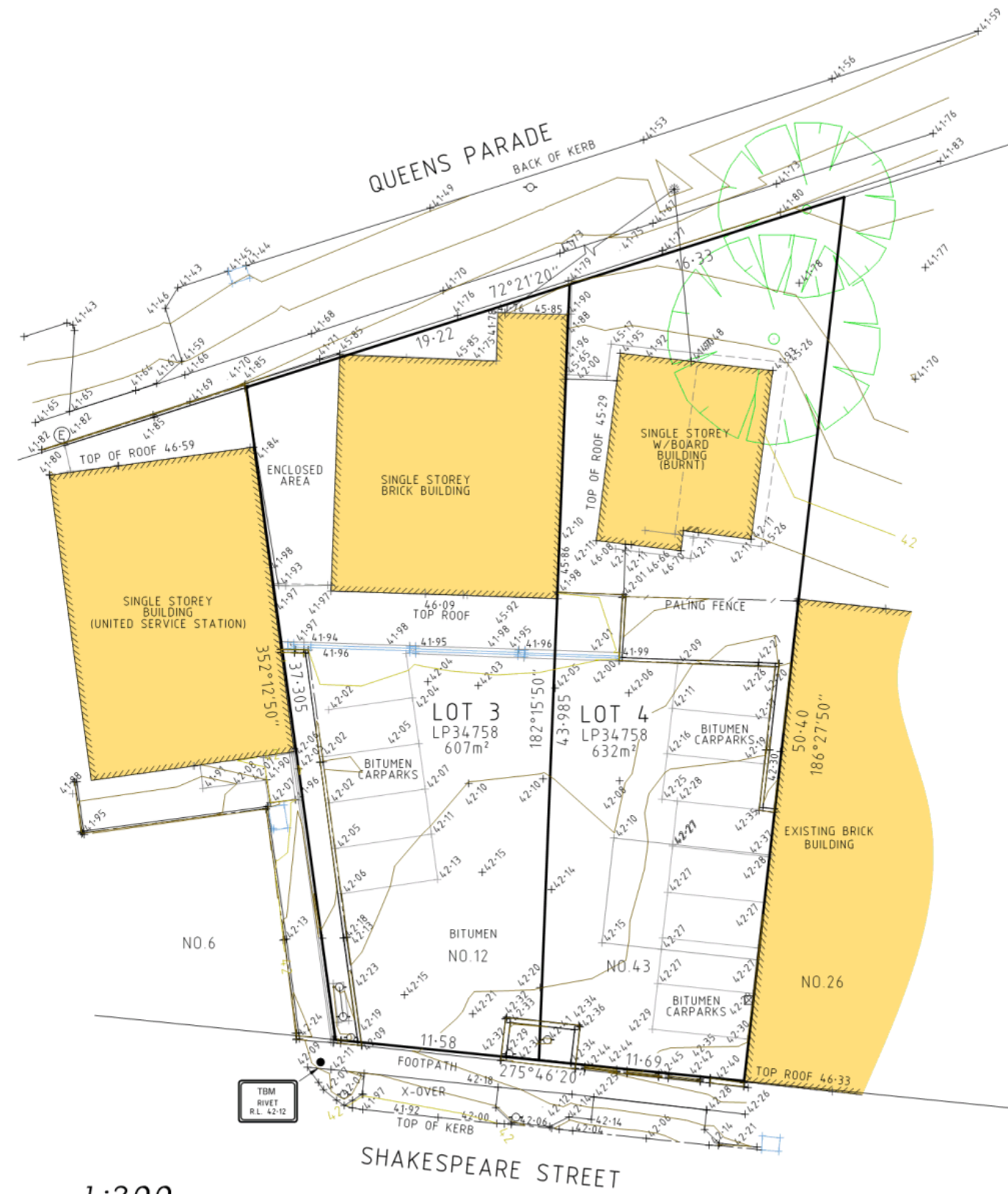
4. Attachment 4 - Location of Objectors (Published Separately)

This attachment is designated as confidential under subsection (f) of the definition of confidential information contained in section 3(1) of the *Local Government Act 2020*, as it relates to personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs. Contain personal information in relation to where community members reside

14.3

Use and Development of Land for a Car Wash and Reduction of Car Parking Requirements at 12 Shakespeare Street and 43 Queens Parade, Traralgon

- | | | |
|----------|--|------------|
| 1 | Attachment 1 - Development Plans..... | 123 |
| 2 | Attachment 2 Site Context Plan..... | 133 |



PROJECT NAME
PROPOSED CAR WASH

DRAWING TITLE
SITE SURVEY

PROJECT ADDRESS
NO. 12 SHAKESPEARE STREET & 43 QUEENS PARADE TRARALGON VIC 3844

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OWNER SIGNATURE: _____
 CLIENT SIGNATURE: _____

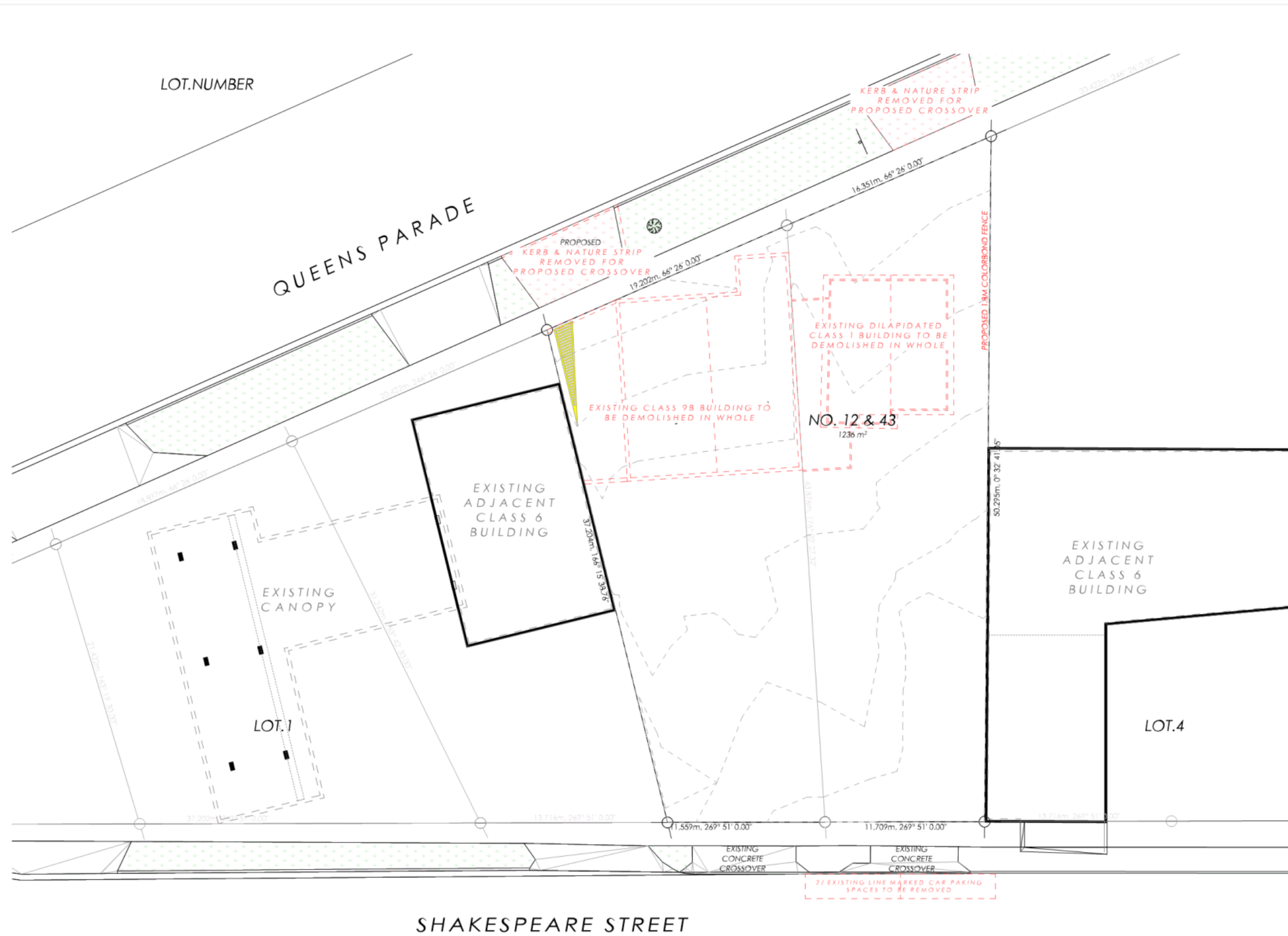
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NORTH
 SCALE AS SHOWN @ A2

PROJECT NO.
20198

DRAWING NO.
A0

SCALE SHOWN A2 DO NOT SCALE DRAWINGS UNLESS PRINTED ON A2



SITE PLAN EXISTING / DEMO
1:200

PROJECT NAME
PROPOSED CAR WASH

DRAWING TITLE
EXISTING / DEMO PLAN

PROJECT ADDRESS
NO. 12 SHAKESPEARE STREET & 43 QUEENS PARADE TRARALGON VIC 3844

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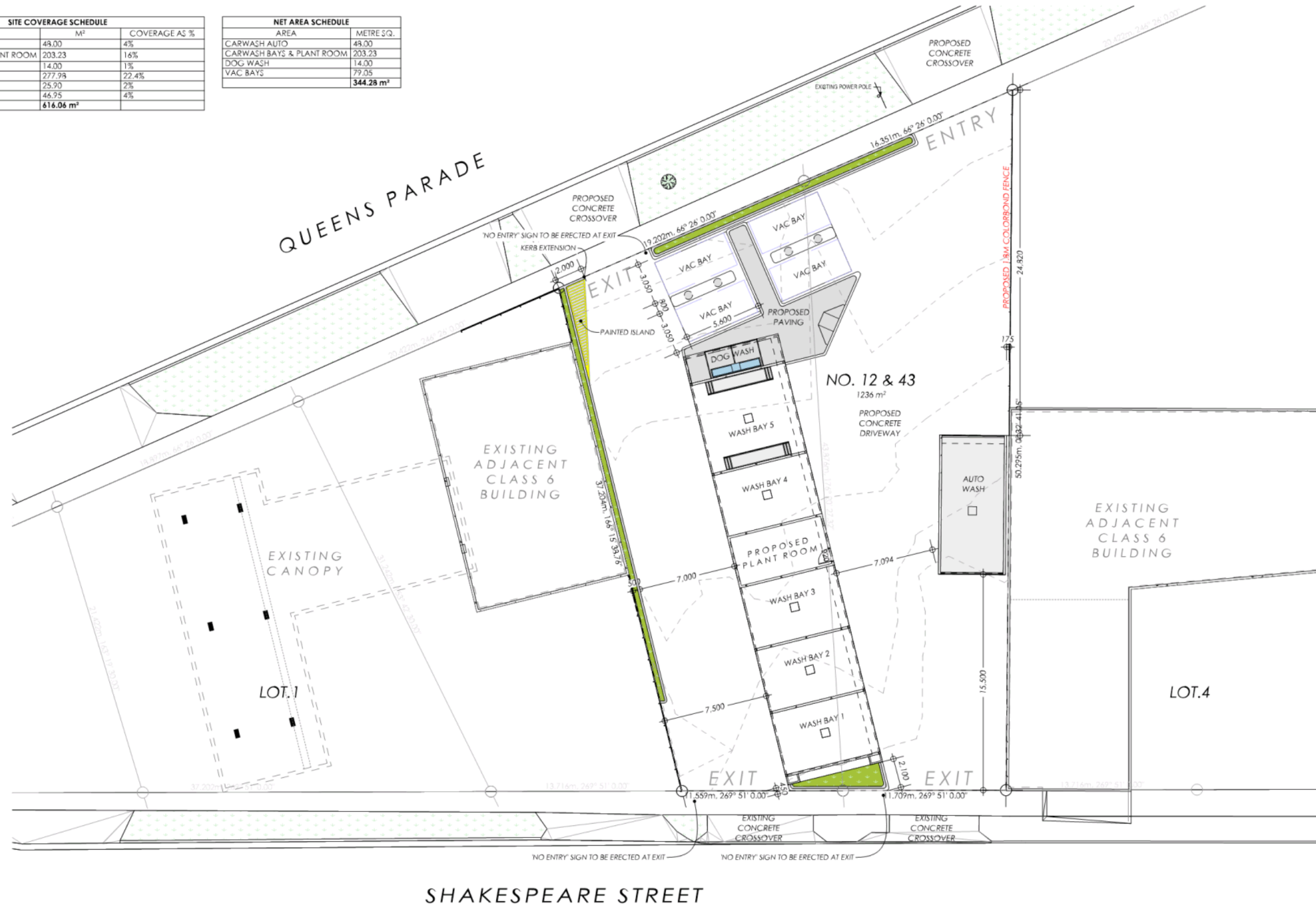
PROJECT NO.
20198

DRAWING NO.
A1

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SITE COVERAGE SCHEDULE		
AREA	M ²	COVERAGE AS %
CARWASH AUTO	48.00	4%
CARWASH BAYS & PLANT ROOM	203.23	16%
DOG WASH	14.00	1%
DRIVEWAY	277.98	22.4%
GARDEN BED	25.90	2%
PAVING	46.95	4%
TOTAL	614.06 m²	

NET AREA SCHEDULE	
AREA	METRE SQ.
CARWASH AUTO	48.00
CARWASH BAYS & PLANT ROOM	203.23
DOG WASH	14.00
VAC BAYS	79.05
TOTAL	344.28 m²



SITE PLAN
1:200

PROJECT NAME
PROPOSED CAR WASH

DRAWING TITLE
SITE PLAN

PROJECT ADDRESS
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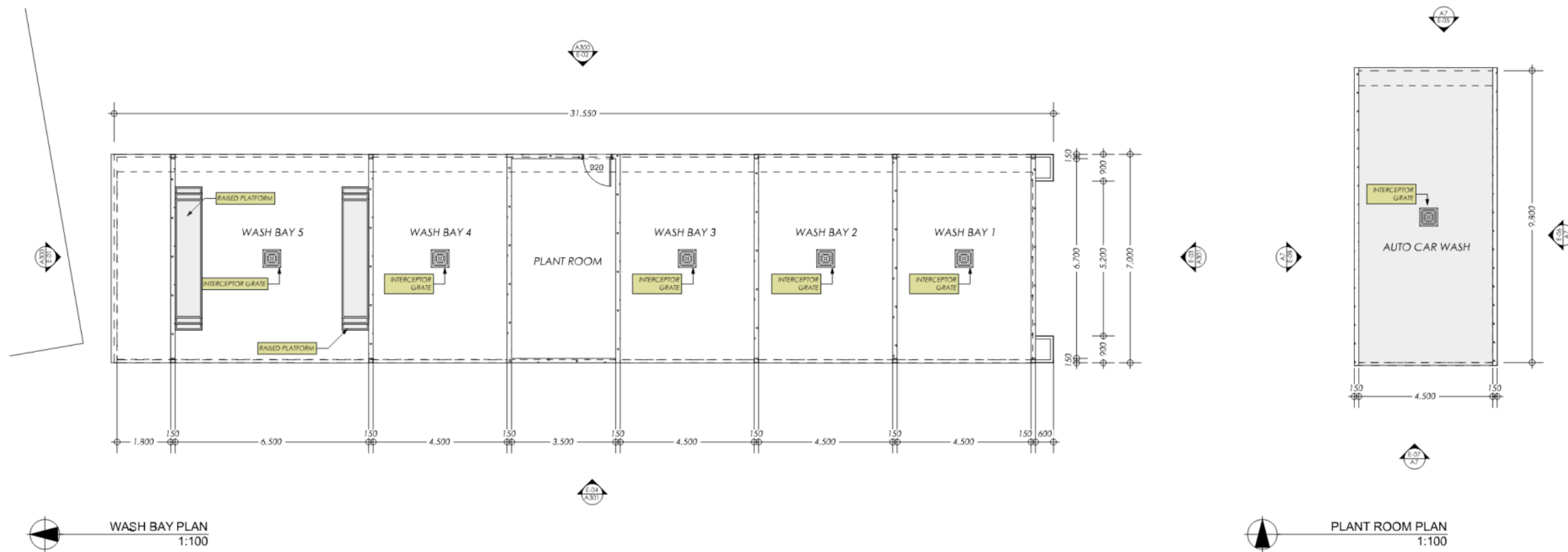
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PROJECT NO.
20198

DRAWING NO.
A2

SCALE SHOWN A2 DO NOT SCALE DRAWINGS UNLESS PRINTED ON A2



WASH BAY PLAN
1:100

PLANT ROOM PLAN
1:100

PROJECT NAME
PROPOSED CAR WASH

DRAWING TITLE
FLOOR PLAN

PROJECT ADDRESS
NO. 12 SHAKESPEARE STREET & 43 QUEENS PARADE TRARALGON VIC 3844

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NORTH

PROJECT NO.
20198

DRAWING NO.
A3

SCALE
AS SHOWN IN A2

SCALE SHOWN A2 DO NOT SCALE DRAWINGS UNLESS PRINTED ON A2

SITE COVERAGE SCHEDULE		
AREA	M ²	COVERAGE AS %
CARWASH AUTO	49.00	4%
CARWASH BAYS & PLANT ROOM	203.23	16%
DOG WASH	14.00	1%
DRIVEWAY	277.99	22.4%
GARDEN BED	25.90	2%
PAVING	46.95	4%
TOTAL	616.06 m²	



SITE LANDSCAPING
1:200

LANDSCAPING SCHEDULE					
Key	BOTANICAL NAME	COMMON NAME	SIZE H x W (m)	POT SIZE	INSTALL HEIGHT
●	DIETES GRANDIFLOA	LARGE WILD IRIS, FAIRY IRIS	0.75 x 0.75	200mm	300mm
⊗	PENNISSETUM SETACEUM 'RUBRUM'	RED FOUNTAIN GRASS	1.5 x 1.3	300mm	450mm

LANDSCAPING TO BE PLANTED WITHIN MULCHED GARDEN BEDS

PROJECT NAME
PROPOSED CAR WASH

DRAWING TITLE
LANDSCAPE PLAN

PROJECT ADDRESS
NO. 12 SHAKESPEARE STREET & 43 QUEENS PARADE TRARALGON VIC 3844

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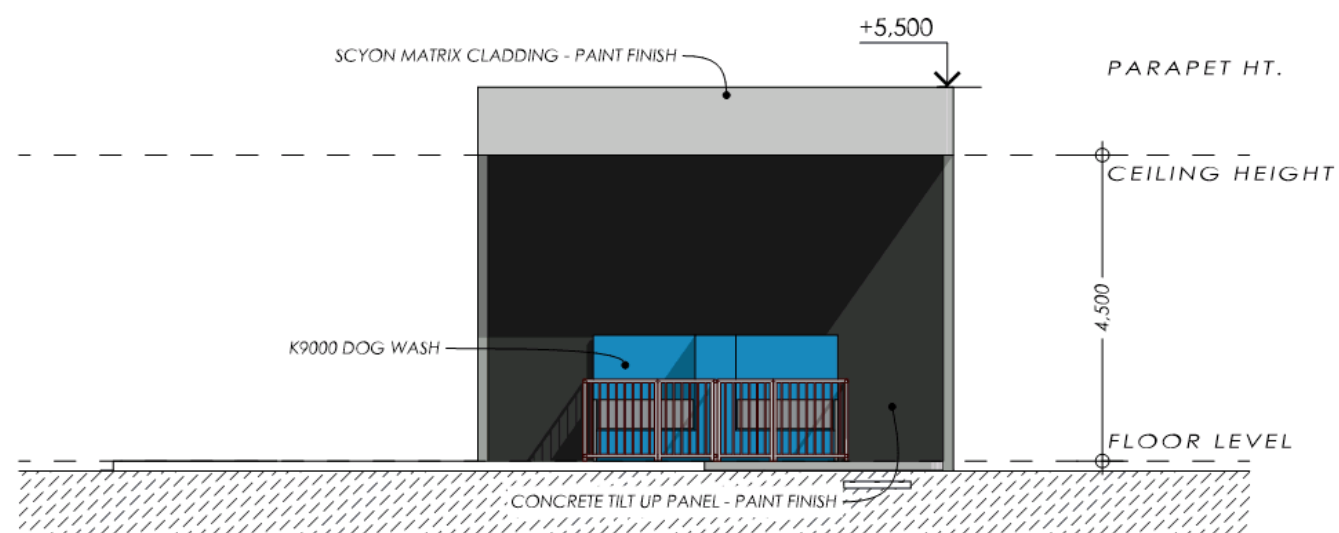
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NORTH
SCALE AS SHOWN IN A2

PROJECT NO.
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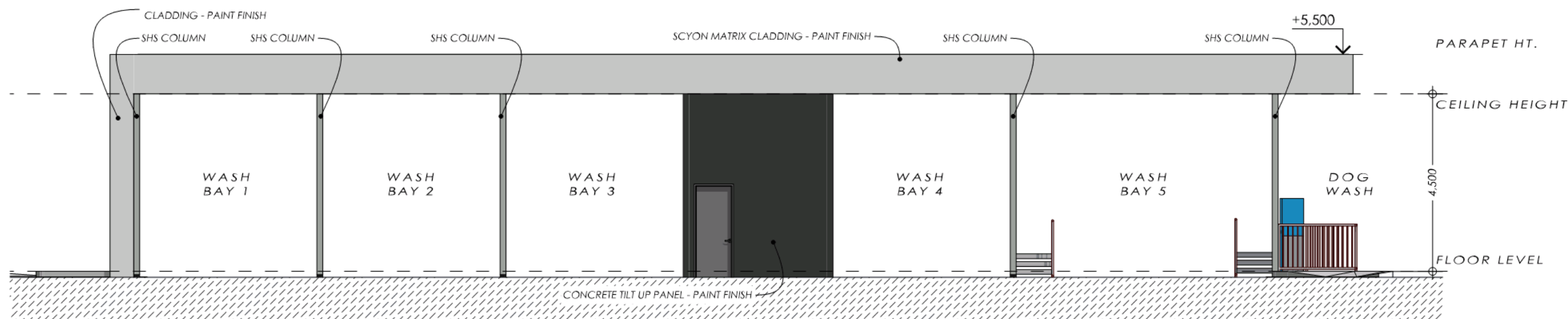
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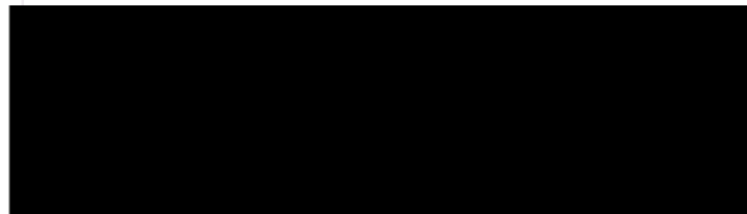


CAR WASH - NORTH
1:100

MATERIAL SCHEDULE	
	COLORBOND ROOF MONUMENT
	PRECAST CONCRETE PANEL MONUMENT PAINT FINISH OR SIMILAR
	SHS COLUMNS MONUMENT POWDER COAT OR SIMILAR
	SCYON MATRIX CLADDING WHITE PAINT FINISH OR SIMILAR



CAR WASH - EAST
1:100



PROJECT NAME
PROPOSED CAR WASH

DRAWING TITLE
ELEVATIONS - SHEET 1

REVISION NO.
'P-2'

PROJECT ADDRESS
NO. 12 SHAKESPEARE STREET & 43 QUEENS PARADE TRARALGON VIC 3844

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BUILDERS SIGNATURE: / /2020

CLIENT SIGNATURE: / /2020

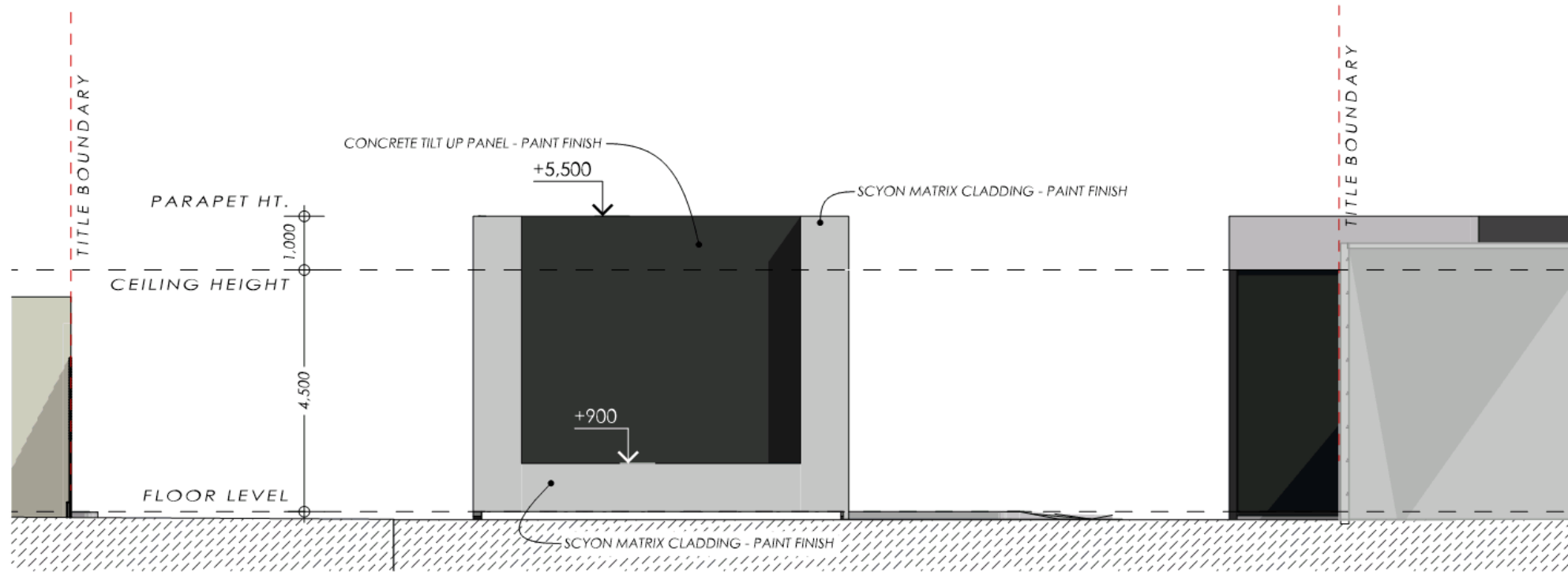
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SCALE: AS SHOWN @ A3

PROJECT NO.
20198

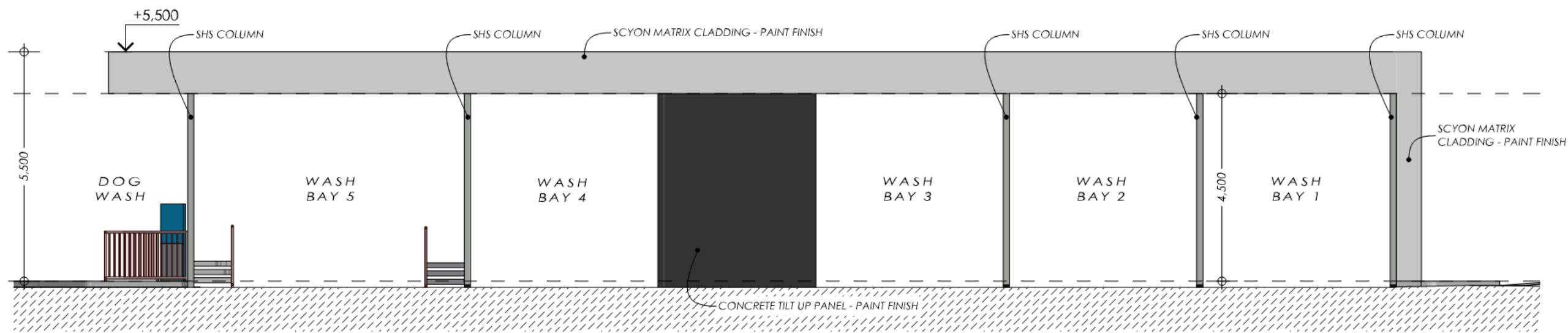
DRAWING NO.
A5

ENERGY STAMP



CAR WASH - SOUTH
1:100

MATERIAL SCHEDULE	
	COLORBOND ROOF MONUMENT
	PRECAST CONCRETE PANEL MONUMENT PAINT FINISH OR SIMILAR
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	SCYON MATRIX CLADDING WHITE PAINT FINISH OR SIMILAR



CAR WASH - WEST
1:100



CLIENT
NC PROPERTY GROUP

PROJECT STATUS
PRELIMINARY PLANS

PLOT DATE
10/06/2021

DRAWN BY
R MARCHETTI

Domestic Builder -
Unimproved No: L48113
Master Builders Association
No: 88875
ABN: 78 107 165 588

PROJECT NAME
PROPOSED CAR WASH

DRAWING TITLE
ELEVATIONS - SHEET 2

REVISION NO.
'P-2'

PROJECT ADDRESS
NO. 12 SHAKESPEARE STREET & 43 QUEENS PARADE TRARALGON VIC 3844

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BUILDERS SIGNATURE: / / 2020

CLIENT SIGNATURE: / / 2020

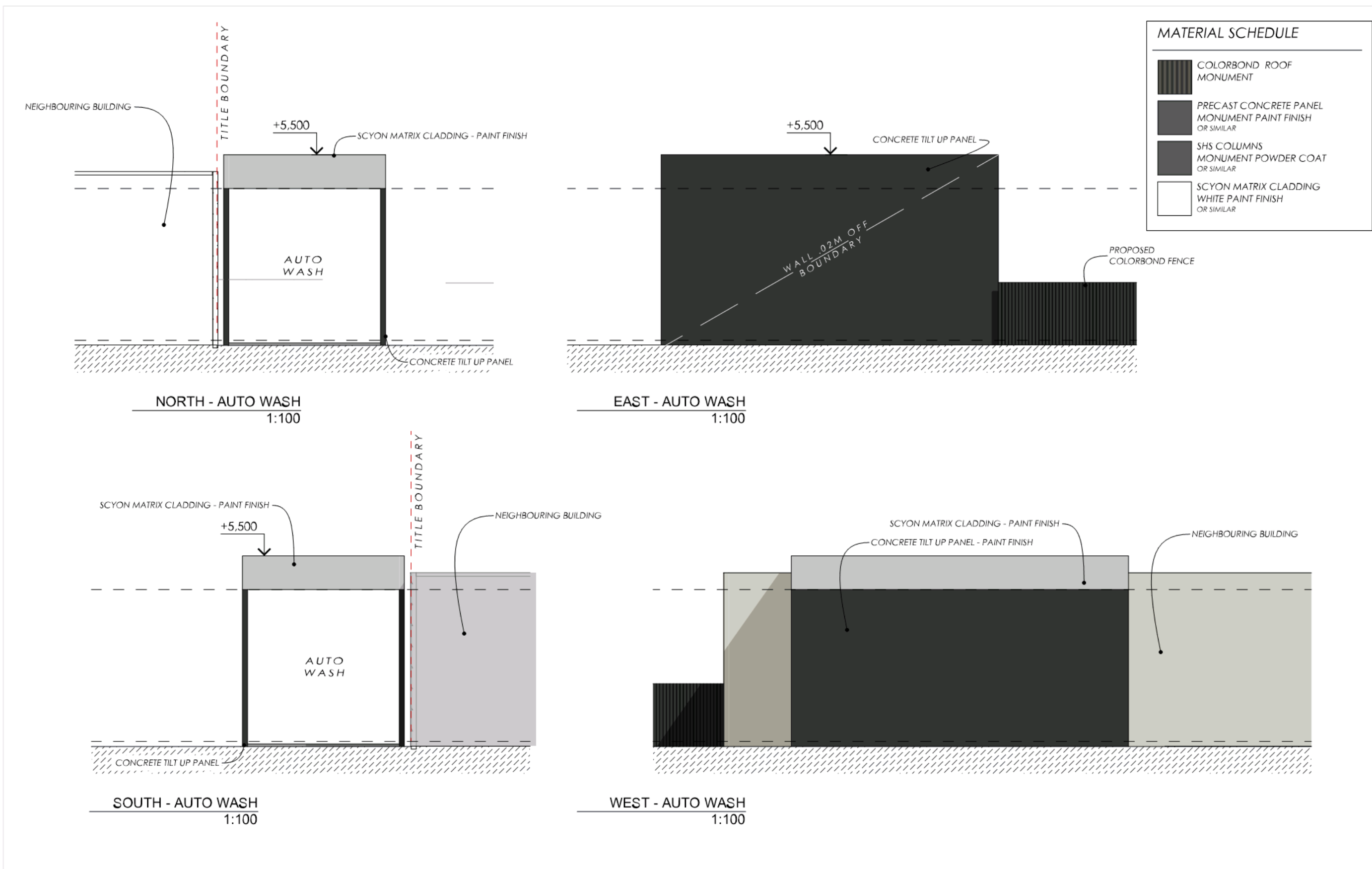
Virtue Homes Pty. Ltd.
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PROJECT NO.
20198

DRAWING NO.
A6

ENERGY STAMP



MATERIAL SCHEDULE	
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	CLIENT NC PROPERTY GROUP	PROJECT NAME PROPOSED CAR WASH	DRAWING TITLE ELEVATIONS - SHEET 3	REVISION NO. 'P-2'	ALL RIGHTS RESERVED - THIS PLAN IS THE PROPERTY OF VIRTUE HOMES Pty. Ltd. THESE DRAWINGS ARE SUBJECT TO COPYRIGHT © ANY UNAUTHORISED COPYING OR REPRODUCTION, WITH OR WITHOUT MODIFICATIONS IS CONSIDERED AN INFRINGEMENT OF COPYRIGHT LAWS. BUILDERS SIGNATURE: / / 2020	Virtue Homes Pty. Ltd. P.O. BOX 1589 Traralgon VIC 3844 Phone: (03) 3174 5997 E: admin@virtuehomes.com.au W: www.virtuehomes.com.au	NORTH SCALE: AS SHOWN @ A3	PROJECT NO. 20198	ENERGY STAMP
	PROJECT STATUS PRELIMINARY PLANS	PROJECT ADDRESS NO. 12 SHAKESPEARE STREET & 43 QUEENS PARADE TRARALGON VIC 3844	DRAWING NO. A7						

Document Set ID: 2219329
 Version: 1, Version Date: 17/06/2021



PROJECT NAME
PROPOSED CAR WASH

DRAWING TITLE
3D PERSPECTIVES - SHEET 1 'P-2'

REVISION NO.

PROJECT ADDRESS
NO. 12 SHAKESPEARE STREET & 43 QUEENS PARADE TRARALGON VIC 3844

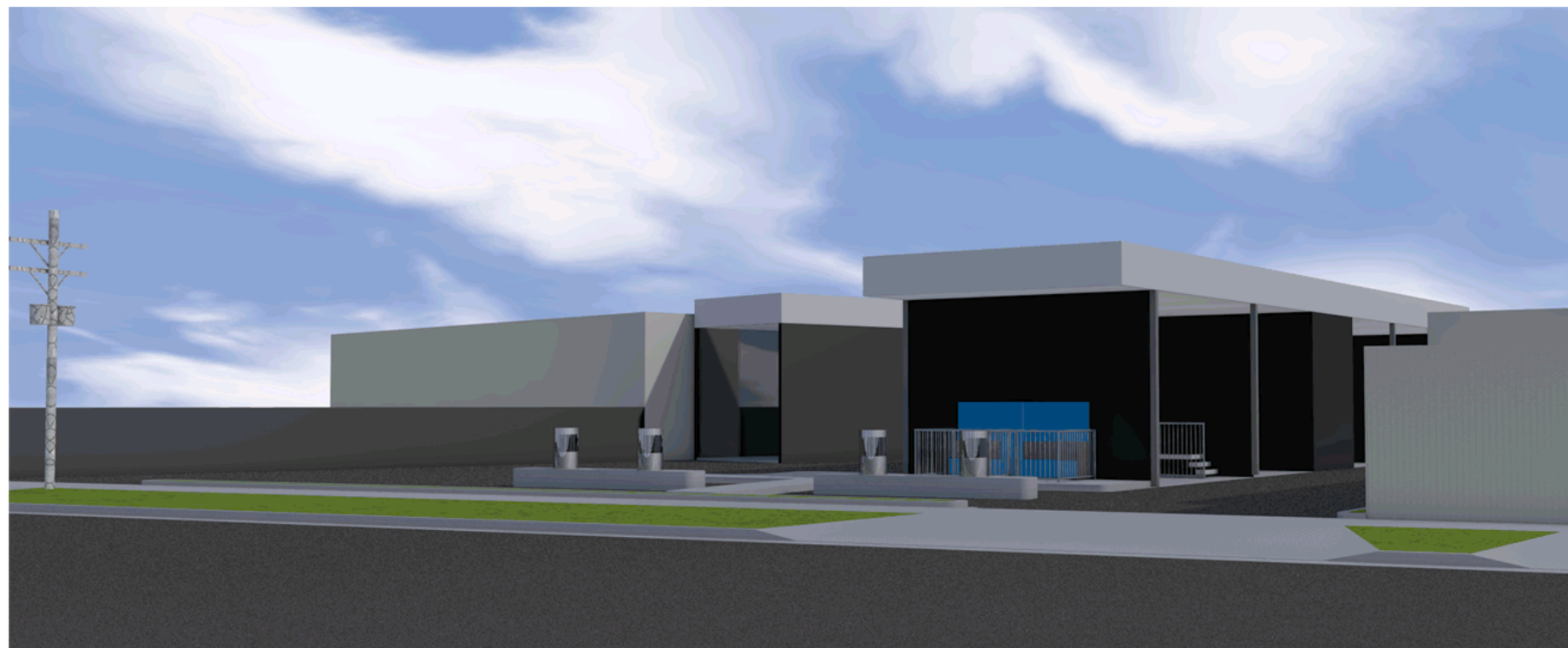
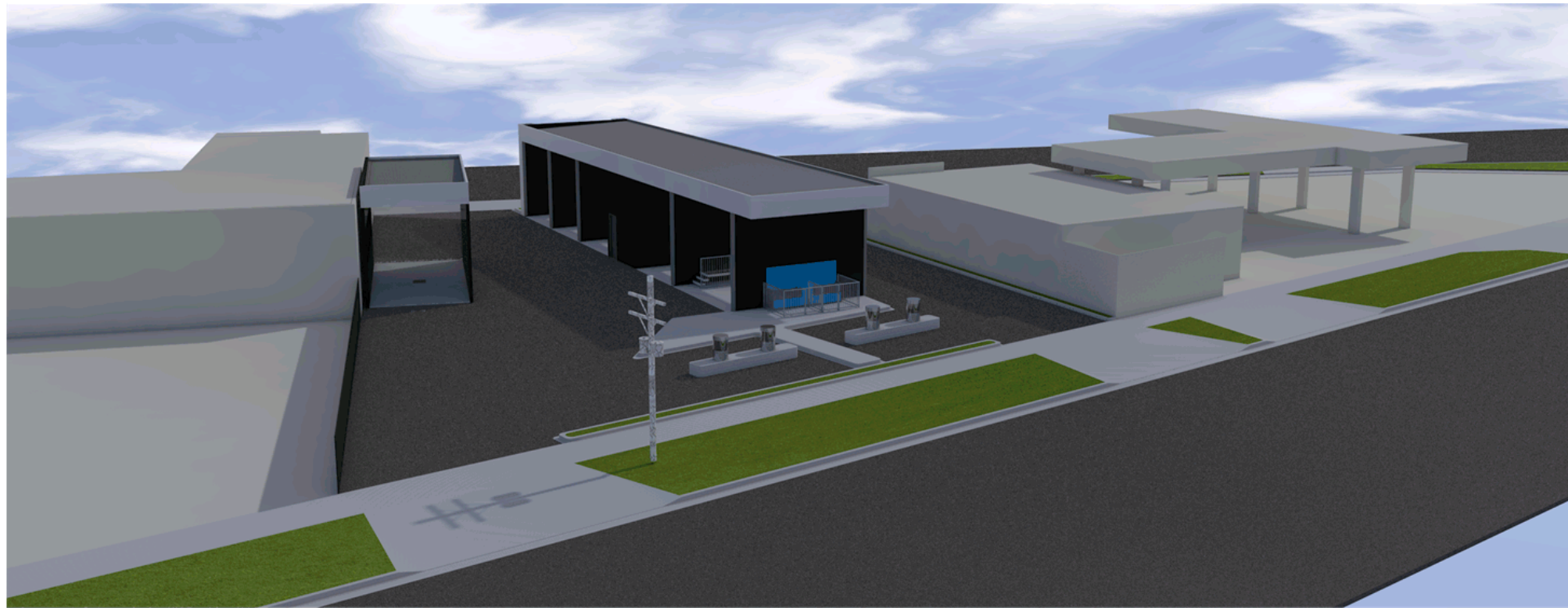
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PROJECT NO.
20198
DRAWING NO.
A8

ENERGY STAMP



PROJECT NAME
PROPOSED CAR WASH

DRAWING TITLE
3D PERSPECTIVES - SHEET 2 'P-2'

REVISION NO.

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PROJECT NO.
20198
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Note
The information shown on this map is derived from a variety of sources including, but not limited to, Vicmap Data, other State and Local Government Agencies data and Latrobe City Data.

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Site Context

15/09/2021

Scale 1:1250



Agenda Item: 14.4

Agenda Item: Policy Position on Social & Affordable Housing Applications

Sponsor: General Manager, Assets and Presentation

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

Status: For Decision

Proposed Resolution:

That Council:

- 1. Adopts the Interim Latrobe City Social & Affordable Housing Policy at Attachment 2; and**
- 2. Makes the interim Policy available on Council's website.**

Executive Summary:

- At the 2 August 2021 Council Meeting it was resolved that Council defers consideration of the previous report on a policy position subject to:
 1. *“Further analysis and options being investigated in relation to the assessment criteria contained in the draft interim Social and Affordable Housing Policy that identifies suitable locations for social and affordable housing; and*
 2. *The analysis and options being presented to Council at the Council Meeting on 6 September 2021.”*
- At the 6 September 2021 Council Meeting it was resolved *“That Council requests that an updated draft Interim Social & Affordable Housing Policy is presented to Council at the Ordinary Council Meeting on 4 October 2021.”*

This report provides analysis and options as requested.

- Three options have been considered following workshops with Council officers and Councillors in August. Option 1 is Council officers preference and would adopt a policy position that encourages the development of social and affordable housing within a 2.5 minute (200m) walk of performing Neighbourhood and Local Activity Centres, a 5 minute (400m) walk of

regularly serviced bus stops, or a 10 minute (800m) walk of train stations or Primary Activity Centres.

Background:

At the 3 May 2021 Council Meeting it was resolved:

That Council:

1. *Commence the staged development of a Latrobe City Social and Affordable Housing Strategy; and*
2. *Allocate \$100,000 from the Accumulated Unallocated Cash Reserve to fund the commencement of the strategy.*

At the 6 September 2021 Council Meeting it was resolved “*That Council requests that an updated draft Interim Social & Affordable Housing Policy is presented to Council at the Council Meeting on 4 October 2021.*”

The \$100,000 budget has been utilised to engage SGS Economics and Planning to assist Council in the development of the staged Social & Affordable Housing Strategy.

Stage 2 of the staged development of the Social & Affordable Housing Strategy comprises of the creation of an assessment criteria for social housing applications that require Council approval. This assessment criteria can also be used to advocate for other social housing developments on state government land in our municipality. A component of stage 2 also includes the formation of a policy position that is external to the Planning Scheme.

In line with the Council resolution of 2 August 2021, three options for an Interim Social & Affordable Housing Policy have been considered. A comparison of the 3 options is provided in table 1 below:

Table 1 – Comparison Table for the 3 Options

	Option 1 (Preference)	Option 2	Option 3
Mapped Outcomes	<p>The area mapped for the four main towns shows the following criteria:</p> <ul style="list-style-type: none"> • 800m Walkable Distance from a Primary Activity Centre; • 200m from a Local Activity Centre/Neighbourhood 	<p>The area mapped for the four main towns shows the following criteria:</p> <ul style="list-style-type: none"> • 800m Walkable Distance from a Primary Activity Centre; • 400m from a 	<p>The area mapped for the four main town shows the following criteria:</p> <ul style="list-style-type: none"> • 800m Walkable Distance from a Primary Activity Centre and train station

	Option 1 (Preference)	Option 2	Option 3
	<p>Activity Centre where a supermarket and selection of small speciality shops is present;</p> <ul style="list-style-type: none"> • 400m from a bus stop which provides a regular service into the Primary Activity Centre. <p>A proposal for social and affordable housing only has to meet 1 of these criteria.</p>	<p>bus stop which provides a regular service into the Primary Activity Centre.</p> <p>A proposal for social and affordable housing only has to meet 1 of these criteria.</p>	
Key Differences	N/A	<p>Does not show 200m from a performing Local Activity Centre/ Neighbourhood Activity Centre.</p> <p>This has minimal and in some instances (Churchill) no changes to the mapped area.</p>	<p>Does not show:</p> <ul style="list-style-type: none"> • 200m from a performing Local Activity Centre/ Neighbourhood Activity Centre. • 400m from bus stop <p>This has a significant change to the mapped area, the area mapped is much smaller. This will cluster Social and Affordable Housing within a small area of the main towns.</p>

A copy of the mapped area for each option and each town is provided at Attachment 1.

All 3 policy options have the following additional criteria to be considered:

- *Housing for the aged and persons with disabilities will be supported where contours of the walkable routes identified to satisfy point 1 above do not rely on*

paths with a crossfall exceeding 1:40 (as per the Disability Discrimination Act 1992 standards and guidelines).

- *Will be supported outside of the preferred social and affordable housing areas but within the extent of urban area shown on Figures 1 to 4 where it is demonstrated to the Responsible Authority that:*
 - *accessibility by walking or public transport will be satisfactory either now or in the future by reference to known or proposed plans for infrastructure and service expansion and delivery, and/or*
 - *the proposal will have a significant impact on addressing identified local housing stress and acute housing needs.*
- *Will not be supported outside of the preferred social and affordable housing areas and the urban areas shown on Figures 1 to 4.*

Adoption of an interim policy by Council will cement it as a policy position until such time that a Latrobe City Social & Affordable Housing Strategy is adopted.

This policy could also be used as an advocacy tool to encourage the development of a set criteria for State government owned land and all other social and affordable housing developments for which Council is not the responsible authority. Council officer preference for the Interim Social and Affordable Housing Policy is for option 1, which is provided at Attachment 2.

The Department of Families, Fairness and Housing (DFFH) and Homes Victoria have reviewed the proposed assessment criteria and are satisfied that it is appropriate for Latrobe City.

The draft Interim Social & Affordable Housing Policies have been drafted with consideration of the Live Work Latrobe Housing Strategy which details the following:

- Substantial Change Areas allow for housing growth and diversity at increased densities to maximise access to existing services, transport and infrastructure. Encouraged are low scale apartments, townhouses & units at a 5 minute walk (400m) to activity centres.
- Incremental Change Areas encourage moderate housing growth and change in a manner which responds to the surrounding character. Encouraged are detached houses, townhouses, units & dual occupancies at a 10 minute walk (800m) to activity centres.

Social and affordable housing would be encouraged in incremental and substantial change areas, with the underlying zone guiding the type of housing developed as implemented through Live Work Latrobe. SGS Economics and Planning has confirmed that the proposed catchment distances are generally consistent with:

- Federal and state government policy relating to transport and structure planning in and around centres which focusses on intensification as per the substantial and incremental change areas outlined above;

- Other strategies/policies which have identified access criteria for preferred locations for social and affordable housing that refer to between 400m and 800m or 'an easy walking distance' from key transport nodes, employment centres and community services and activities (for example, City of Moreland and Mount Alexander Shire Council's internal site evaluation criteria for social and affordable housing); and
- Criteria considered for site selection by Community Housing Providers (for example, in consultation undertaken by SGS Economics and Planning for this study the representative from Community Housing Limited indicated their 'internal' criteria for purchasing sites for social and affordable housing development closely aligned with the criteria in the proposed draft policy).

SGS Economics and Planning has also confirmed that limiting the Preferred Social and Affordable Housing Area to a 400 metre catchment from Primary Activity Centres and Train Stations would not be their recommendation as it is too limiting, particularly in a regional context, and could result in a proliferation of social and affordable housing. A comparison of other Councils has also been undertaken and provided at Attachment 3.

All distances specified in the Option 1 draft Interim Social & Affordable Housing Policy are consistent with the directions for substantial and incremental change areas in Live Work Latrobe.

Provided at Attachment 4 is a snap-shot of the members of the community that are in need of social and affordable housing. This attachment demonstrates the vast array of people that are in need of assistance in regards to housing stress. These are people with varying backgrounds, lifestyles and abilities.

The private market is also playing a role in social and affordable housing with 26.4% of properties in Latrobe City being rented. The private market will continue to play a role in the delivery of social and affordable housing, therefore providing clear policy on Councils expectations is important.

Risks associated with applying the draft interim policy

Under the current Planning Scheme, Council remains the responsible authority for social and affordable housing applications that comprise up to 9 dwellings. Applications for 10 or more dwellings to which Clause 53.20 applies sit with the Minister for Energy, Environment and Climate Change.

This policy position would see Council using a policy that is external to the Planning Scheme to assist in making a planning decision. However, this would be an interim measure until such time that a Latrobe City Social & Affordable Housing Policy is adopted (anticipated to be December 2021) and associated recommendations accepted by the Minister for Planning, which is at the Minister's discretion.

As detailed in previous Council reports, as this interim policy would sit external to the Planning Scheme and Clauses 52.20 (Victoria's Big Housing Build) and 53.20 (Housing by or on Behalf of the Director of Housing) exempt applications from being

required to give consideration to local policy. Therefore, this interim policy will have limited weight before the Victorian Civil and Administrative Tribunal. However, it does give the community, including DFFH, Homes Victoria, the development community and Latrobe City residents an understanding of what it is that Council wants to see when locating these social and affordable housing projects. It can be used as a positive advocacy tool to try and encourage these developments to areas that are considered most appropriate.

During the introduction of Clause 52.20 and 53.20 into the Victorian Planning schemes, officers were advised that these provisions would have expiry dates. It is noted that no dates for expiry have been specified in the Planning Scheme, however Clause 52.20 will logically end when the Big Housing Build funding has been exhausted by December 2024. Local policy will hold heavier weight once these expiries occur. Council will have greater control over large-scale projects (i.e. 9 or more dwellings on a lot) in approximately 4 years' time when Clause 52.20 expires.

It is recognised that few applications received that are subject to this policy position would likely progress to a merits hearing at the Victorian Civil and Administrative Tribunal (VCAT) prior to a strategy being in place. It generally takes 3-6 months to be provided with a hearing date after lodging an appeal. It then generally takes a further 6 to 12 weeks to receive the final decision of VCAT.

Benefits of adopting an interim policy

Placing social and affordable housing in locations that are within reasonable distances of employment, education, services and public transport reduces travel time and costs to households, which also releases time for work and education and increases the labour supply. Therefore, providing accessibility to Primary Activity Centres and public transport that is regularly serviced and travels to these Primary Activity Centres is essential as these areas contain a vast array of services.

Though the interim policy may hold limited weight before VCAT, as detailed previously, it can be used as a positive advocacy tool to try and direct social and affordable housing projects to the most appropriate areas in our four main towns, in the interim. Challenges at VCAT are considered low risk in the short term. However, it is noted that Council is beginning to be contacted regarding potential projects.

Though the interim policy will sit external to the Planning Scheme, undertaking this work now will ensure that the appropriate policy is in place when Clauses 52.20 and 53.20 expire.

Issues:

Strategy Implications

Strategy 9 – Implement a town planning regime which facilitates appropriate urban growth, industry diversification, liveability and connectivity of Latrobe City.

Though the policy position will sit external to the Planning Scheme, it will serve as an interim measure and positive advocacy tool to encourage social and affordable

housing developments, for which Council is the assessing authority, to be appropriately located. Developing policy now will ensure that we do have policy in place once Clauses 52.20 and 53.20 expire.

Strategy 14 – Provide services, infrastructure and advocacy to support the health, wellbeing and safety of our community.

The policy position seeks to positively advocate to ensure that social and affordable housing projects are being located in the best areas, providing access to vital services and facilities for tenants.

Health Implications

The development of an interim policy will result in the best outcomes for users of social and affordable housing, encouraging appropriate locations to be utilised so that tenants have adequate access to healthcare, services, employment and public transport options. Locating disadvantaged people in locations that have access to services, employment and transportation supports the physical and mental health of tenants.

Communication

Engagement and consultation will be undertaken with the community, key stakeholders, agencies and authorities during the development of the Latrobe City Social and Affordable Housing Strategy, where a long-term assessment criteria will be set. This consultation will be ensured by a Project Assurance Group (PAG) that has been created to ensure the effective delivery of the Social and Affordable Housing Strategy project.

The adoption of this interim policy will be communicated to the community via media release and Council's social media accounts. Direct notification will also be provided to Homes Victoria, the Department of Families, Fairness and Housing and local Registered Housing Associations.

Financial Implications

A peer review of this interim policy was conducted by SGS Economics and Planning, which formed a component of a \$18,937 (inc. GST) invoice that also covered working on the assessment of potentially surplus Council sites (stage 1). This cost has been covered by the funding allocated at the 3 May 2021 Ordinary Council Meeting.

Other costs or financial impacts that may be imposed on Council will depend on whether or not the proposed assessment criteria within the draft Interim Social & Affordable Housing Policy is to change and whether any VCAT appeals are received in relation to decisions made on planning permit applications under the interim policy.

Risk Analysis

Identified risk	Risk likelihood*	Controls to manage risk
<p>Reputational and Strategic Risk</p> <p>Decisions made in relation to location of social and affordable housing applications without a suitable planning strategy in place.</p>	<p>5 – almost certain</p>	<p>Adopt a policy position that provides an interim assessment criteria to assist in the appropriate locating of social and affordable housing. This interim policy can be superseded or amended once a Latrobe City Social & Affordable Housing Strategy is adopted and implemented.</p>
<p>Reputational and Strategic Risk</p> <p>Adoption of an assessment criteria that is too limiting and results in a proliferation of social and affordable housing projects in certain areas due to limited land availability.</p>	<p>3 – possible</p>	<p>Adopt a policy position that encourages the development of social and affordable housing within a 2.5 minute (200m) walk of performing Neighbourhood and Local Activity Centres, a 5 minute (400m) walk of regularly serviced bus stops, or a 10 minute (800m) walk of train stations or Primary Activity Centres (i.e. option 1 at Attachment 1).</p>
<p>Reputational and Legal/Regulatory Risk</p> <p>The policy position does not form part of the Planning Scheme and will not be given sufficient weight if challenged at the Victorian Civil and Administrative Tribunal.</p>	<p>5 – almost certain</p>	<p>It is acknowledged that this policy position will not be given a lot of weight before the Victorian Civil and Administrative Tribunal if an application for review of a planning permit application decision were lodged. However, with timeframes for Council decisions, hearings and decisions from the Tribunal, it is somewhat unlikely that an application would appear</p>

Identified risk	Risk likelihood*	Controls to manage risk
		before a Tribunal prior to the anticipated December 2021 delivery date for the Latrobe City Social and Affordable Housing Strategy.
<p>Financial Risk</p> <p>Relying on policy external to the Planning Scheme may result in an increase in planning permit application appeals before the Victorian Civil and Administrative Tribunal. This will impact Council's resources (officer time and financial implications).</p>	3 - possible	As mentioned previously, given timeframes for Council decisions, hearings and a decision from the Tribunal, it is unlikely that an application would appear before a Tribunal prior to the anticipated December 2021 delivery date for the Latrobe City Social & Affordable Housing Strategy. Timeframes are to be managed as tightly as possible.

* Inherent likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

Legal and Compliance

It is acknowledged that the policy position is a position of Council and sits external to the Planning Scheme. Decisions on planning permit applications made in line with this policy position may be challenged before the Victorian Civil and Administrative Tribunal (VCAT). It is noted that VCAT will give limited weight to Council's policy position in their decision making, however Council wish to proceed with a positive advocacy tool to actively participate in the appropriate location of social and affordable housing projects. Furthermore, development of policy now will ensure that Council has something in place when Clauses 52.20 and 53.20 expire.

Community Implications

The adoption of this policy position will act as a positive advocacy tool that aims to encourage social and affordable housing applications for which Council is the Responsible Authority to be appropriately located, to the benefit of tenants, and the wider community.

Environmental Implications

No environmental implications are anticipated as a result of the adoption of this policy position.

Consultation

SGS Economics and Planning have held discussions with Homes Victoria, Registered Housing Associations and Officers from other Councils who have been involved in the preparation of similar policy guidance in their respective municipality. The criteria recommended for the interim policy is consistent with other Council's policies and strategies (discussed previously in this report) that have been through community consultation processes.

The assessment criteria was also reviewed by DFFH and Homes Victoria who were both pleased with the criteria developed.

Engagement and consultation will be undertaken with the community, key stakeholders, agencies and authorities during the development of the Latrobe City Social and Affordable Housing Strategy, where a long-term assessment criteria will be set.

Declaration of Interests:









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

Supporting Documents:

Council Meeting Minutes 03 May 2021 (CM562), Agenda Item 14.2, Development of a Social and Affordable Housing Strategy.

Council Meeting Minutes 02 August 2021 (CM566), Agenda Item 14.2, Policy Position on Social and Affordable Housing Applications.

Attachments

1.   Maps for Options 1, 2 and 3 - Churchill, Moe/Newborough, Morwell and Traralgon
2.   Interim Social & Affordable Housing Policy
3.   Policies of Other Victorian Councils
4.   Members of the Latrobe Community in Housing Stress

14.4

Policy Position on Social & Affordable Housing Applications

- 1 Maps for Options 1, 2 and 3 - Churchill, Moe/Newborough, Morwell and Traralgon 145**
- 2 Interim Social & Affordable Housing Policy 157**
- 3 Policies of Other Victorian Councils 167**
- 4 Members of the Latrobe Community in Housing Stress 169**

Churchill Option 1 - 800m from the Primary Activity Centre or 400m from a bus stop or 200m from a performing LAC or NAC



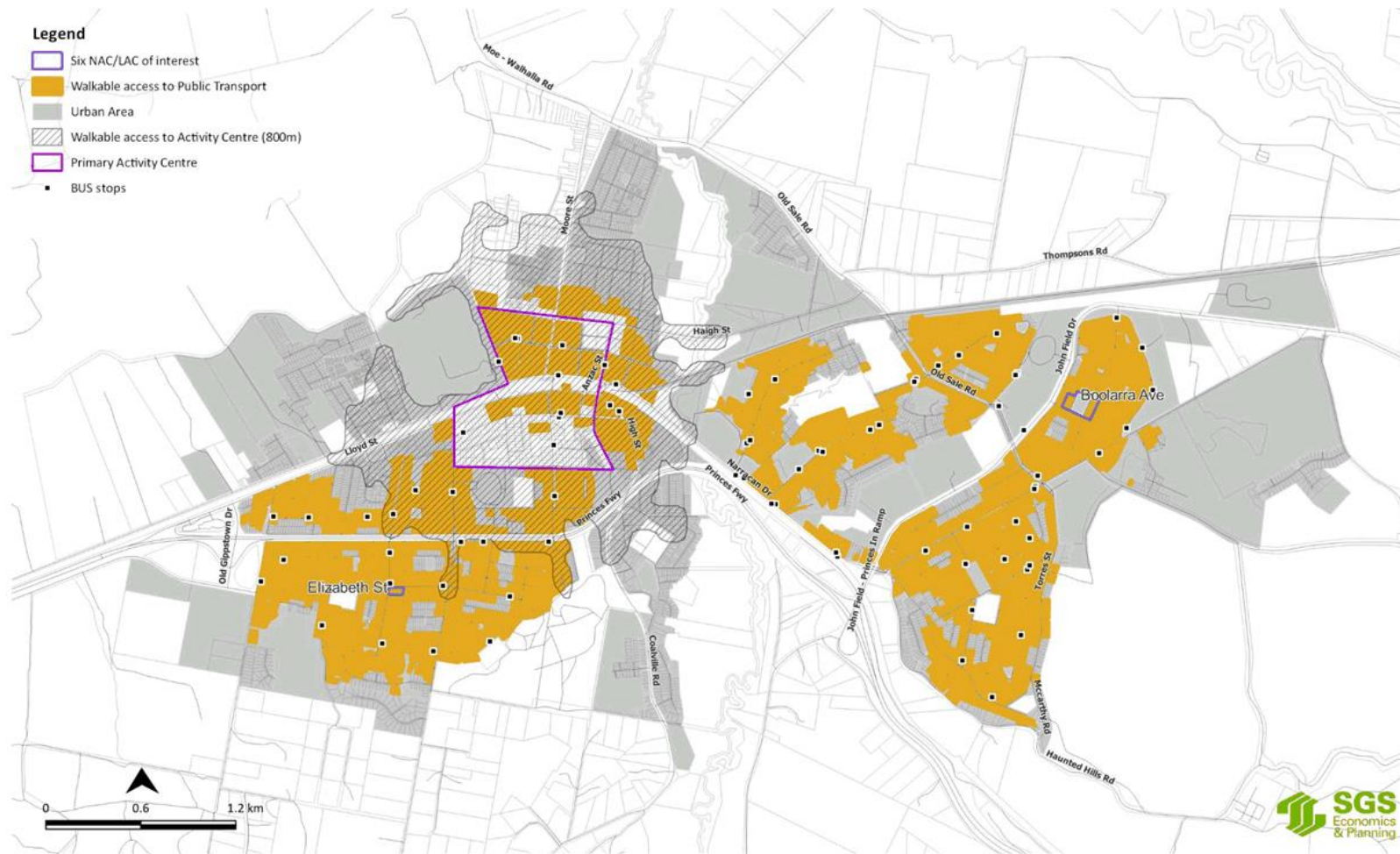
Churchill Option 2 - 800m from the Primary Activity Centre or 400m from a bus stop (no LACs or NACs)



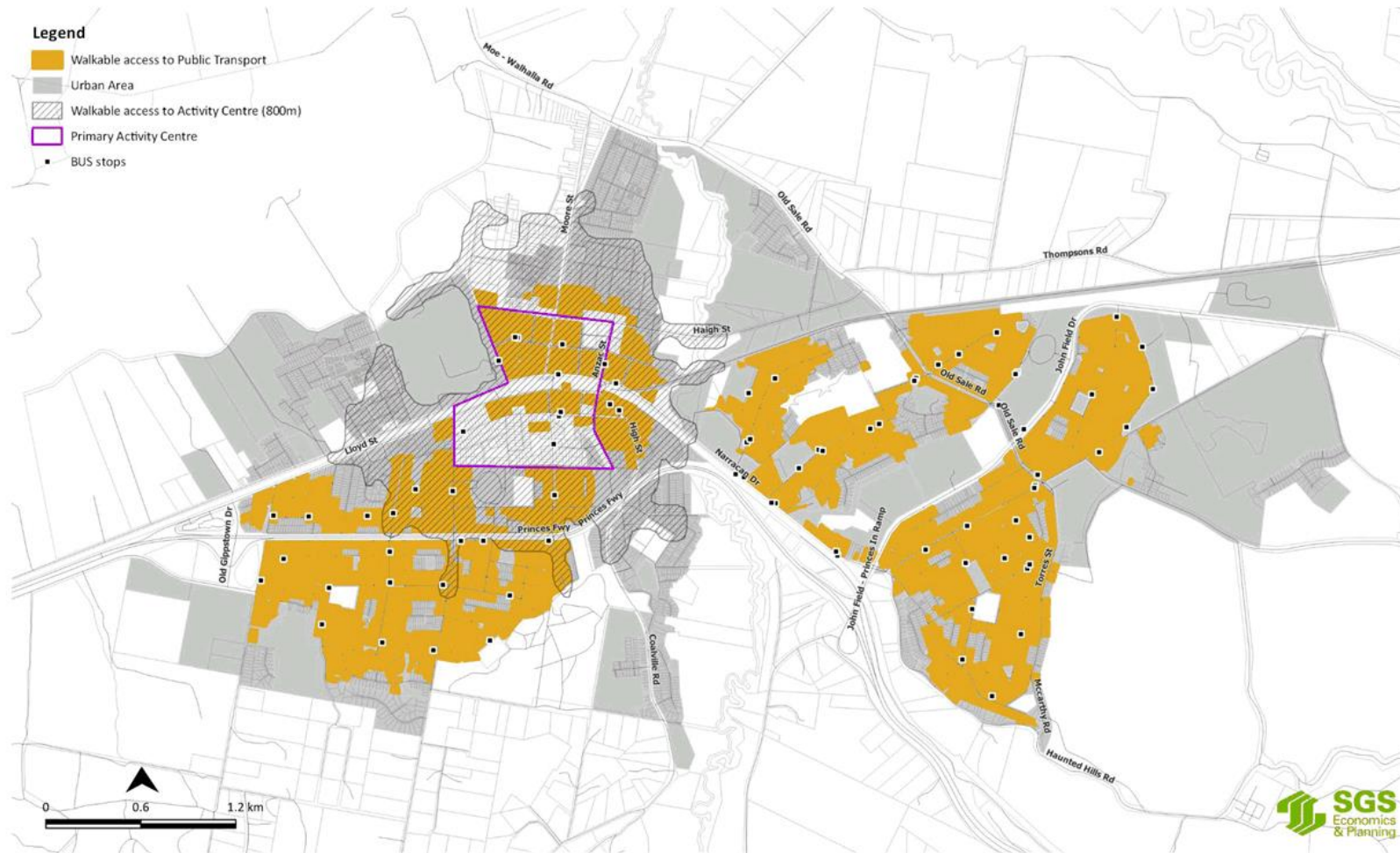
Churchill Option 3 - 800m from the Primary Activity Centre (no LACs or NACs, no bus stops)



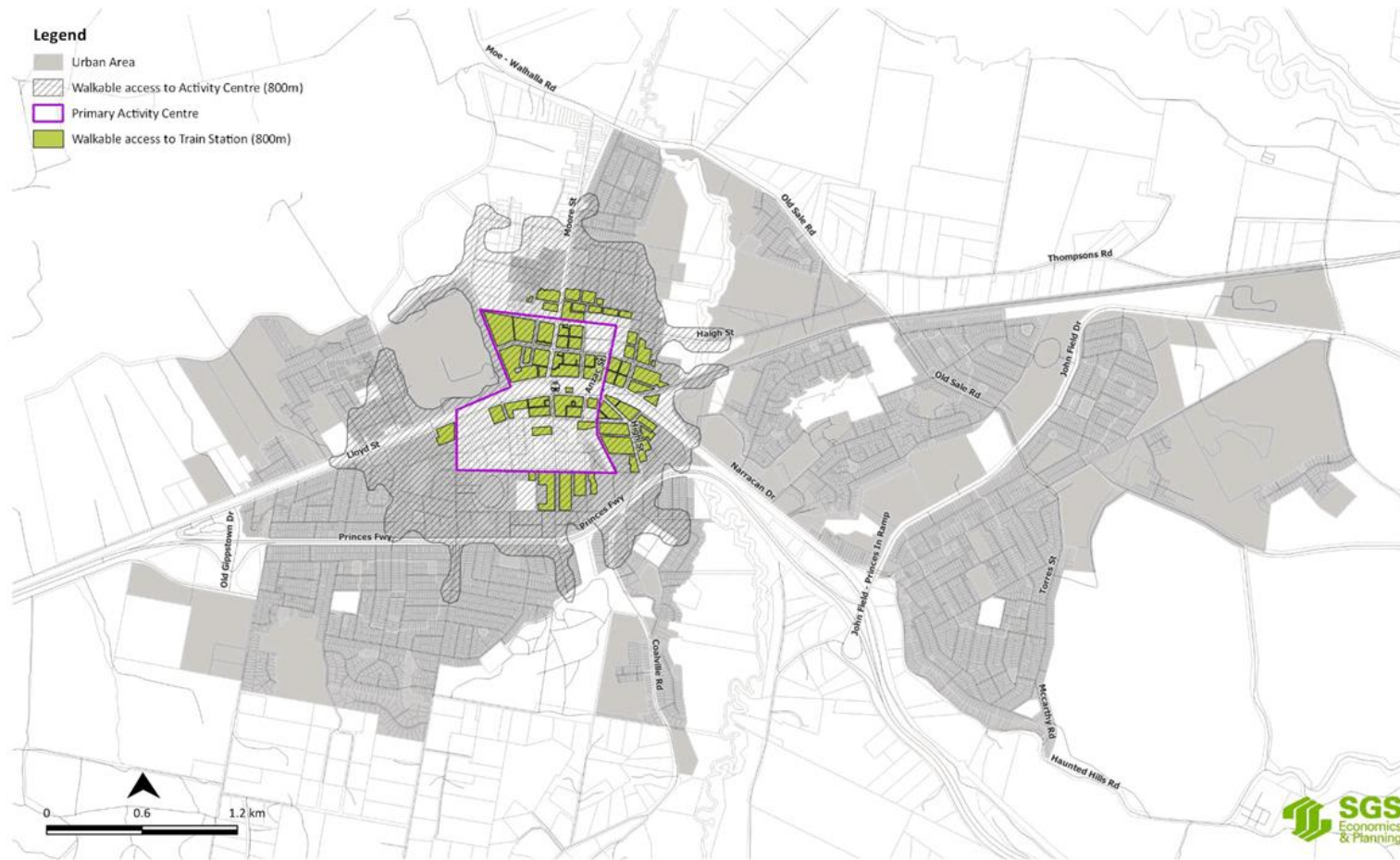
Moe / Newborough Option 1 - 800m from the Primary Activity Centre or 400m from a bus stop or 200m from a performing LAC or NAC



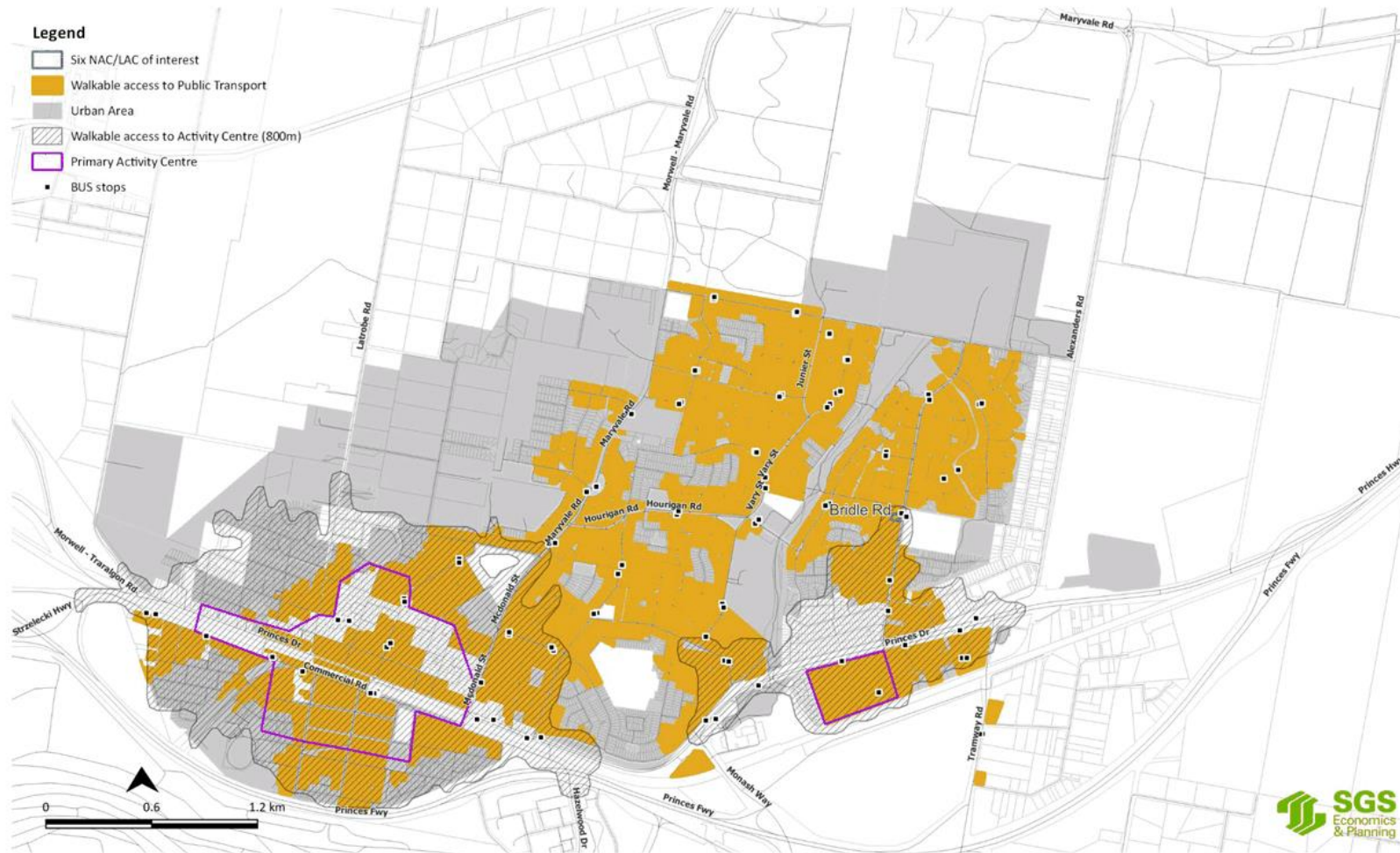
Moe / Newborough Option 2 - 800m from the Primary Activity Centre or 400m from a bus stop (no LACs or NACs)



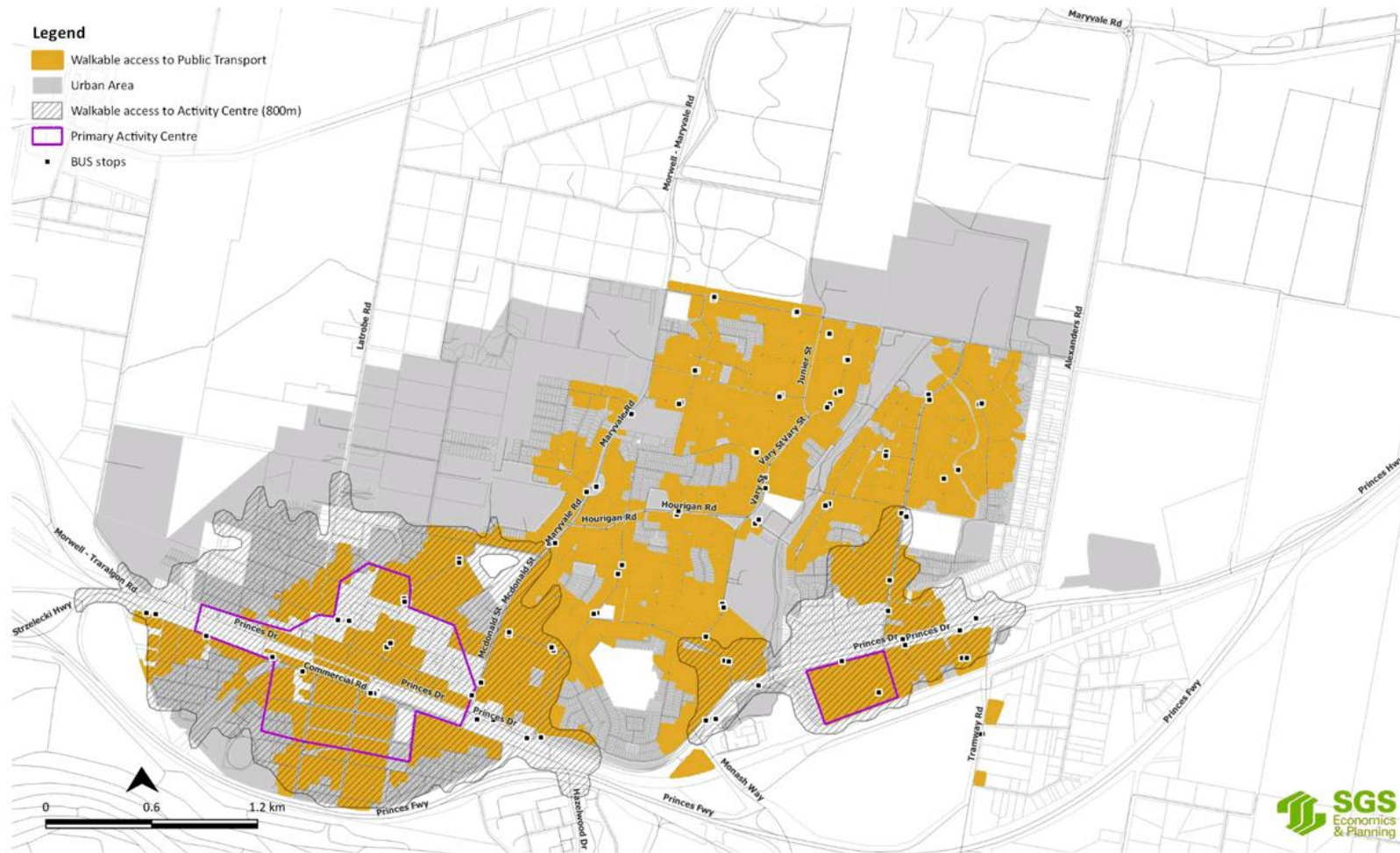
Moe / Newborough Option 3 - 800m from the Primary Activity Centre (no LACs or NACs, no bus stops)



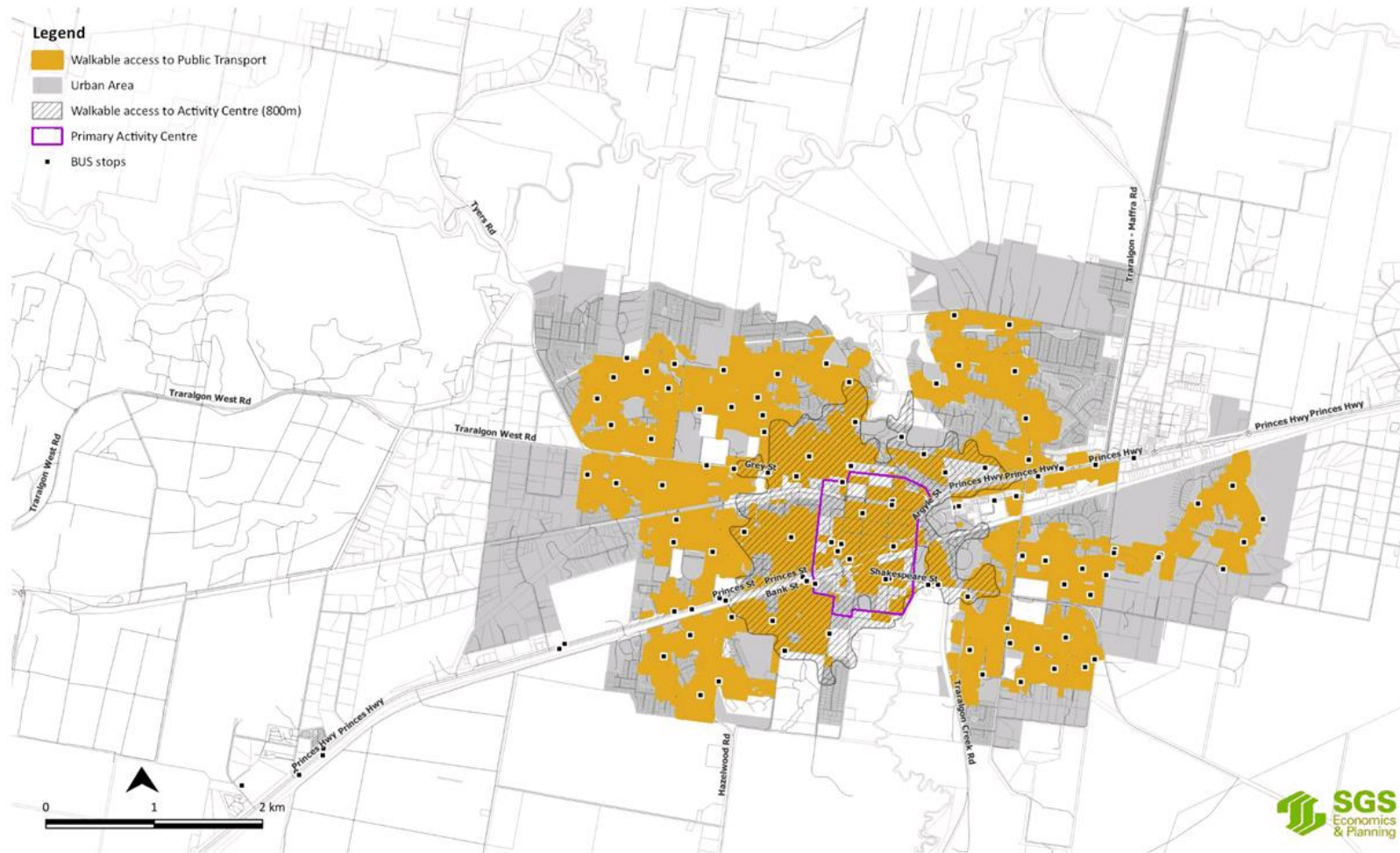
Morwell Option 1 - 800m from the Primary Activity Centre or 400m from a bus stop or 200m from a performing LAC or NAC



Morwell Option 2 - 800m from the Primary Activity Centre or 400m from a bus stop (no LACs or NACs)



Traralgon Option 2 - 800m from the Primary Activity Centre or 400m from a bus stop (no LACs or NACs)



Traralgon Option 3 - 800m from the Primary Activity Centre (no LACs or NACs, no bus stops)





Interim Social & Affordable Housing Policy



Interim Social & Affordable Housing Policy

Version 1

Approval Date: xx/xx/xxxx

Review Date: xx/xx/xxxx

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Page 1 of 10

Responsible Division	Regional City Growth & Investment	Approved Date	xx/xx/xxxx	Review Date	xx/xx/xxxx
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Interim Social & Affordable Housing Policy

DOCUMENT CONTROL

Responsible GM	Gail Gatt	
Division	Regional City Growth and Investment	
Last Updated (who & when)	Coordinator Strategic Planning	2021
DOCUMENT HISTORY		
Authority	Date	Description of change
Council	xx/xx/xxxx	Adoption of Policy
Council		
References	Refer to Section 8 and 9 of this policy	
Next Review Date	Two years from approved date	
Published on website	Yes	
Document Reference	No	

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Responsible Division	Regional City Growth & Investment	Approved Date	xx/xx/xxxx	Review Date	xx/xx/xxxx
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Interim Social & Affordable Housing Policy

1. Background

Following the release of significant funding for social and affordable housing under Victoria's Big Housing Build, there is a need for a Latrobe City Social and Affordable Housing Strategy to give appropriate direction regarding preferred locations for social and affordable housing to guide the assessment of planning permit applications. This policy is relevant to social and affordable housing applications that are received by Council prior to the adoption and implementation of the Latrobe City Social & Affordable Housing Strategy.

2. Objectives

To provide a suitable assessment criteria for social and affordable housing planning permit applications made under Clause 53.20 of the Planning Scheme where Council is the identified Responsible Authority, and which are received prior to the adoption of the Latrobe City Social & Affordable Housing Strategy and subsequent Planning Scheme Amendment(s).

3. Scope

This policy applies to all planning permit applications made to Council for social and affordable housing which are submitted pursuant to Clause 53.20 of the Latrobe Planning Scheme.

4. Principles of Management

4.1. Application Assessment Criteria

Applications lodged for social and/or affordable housing under Clause 53.20 of the Latrobe Planning Scheme:

1. Will be supported by the responsible authority where they are within the preferred social and affordable housing areas as shown on Figures 1, 2, 3 and 4 (covering Traralgon, Moe-Newborough, Morwell and Churchill).

These preferred social and affordable housing areas have been defined by application of the following two criteria:

- a. Locations within 400 metres walking distance of a bus stop that is serviced, at minimum, every hour or within 800 metres walking distance of a train station.
 - b. Locations within 200 metres walking distance of an identified performing Neighbourhood or Local Activity Centre, or within 800 metres to a Primary Activity Centre (containing public open space, education facilities, employment opportunities and healthcare services).
2. Housing for the aged and persons with disabilities will be supported where contours of the walkable routes identified to satisfy point 1 above do not rely

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Responsible Division	Regional City Growth & Investment	Approved Date	xx/xx/xxxx	Review Date	xx/xx/xxxx
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Interim Social & Affordable Housing Policy

on paths with a crossfall exceeding 1:40 (as per the Disability Discrimination Act 1992 standards and guidelines).

3. Will be supported outside of the preferred social and affordable housing areas but within the extent of urban area shown on Figures 1 to 4 where it is demonstrated to the Responsible Authority that:
 - a. accessibility by walking or public transport will be satisfactory either now or in the future by reference to known or proposed plans for infrastructure and service expansion and delivery, and/or
 - b. the proposal will have a significant impact on addressing identified local housing stress and acute housing needs.
4. Will not be supported outside of the preferred social and affordable housing areas and the urban areas shown on Figures 1 to 4.

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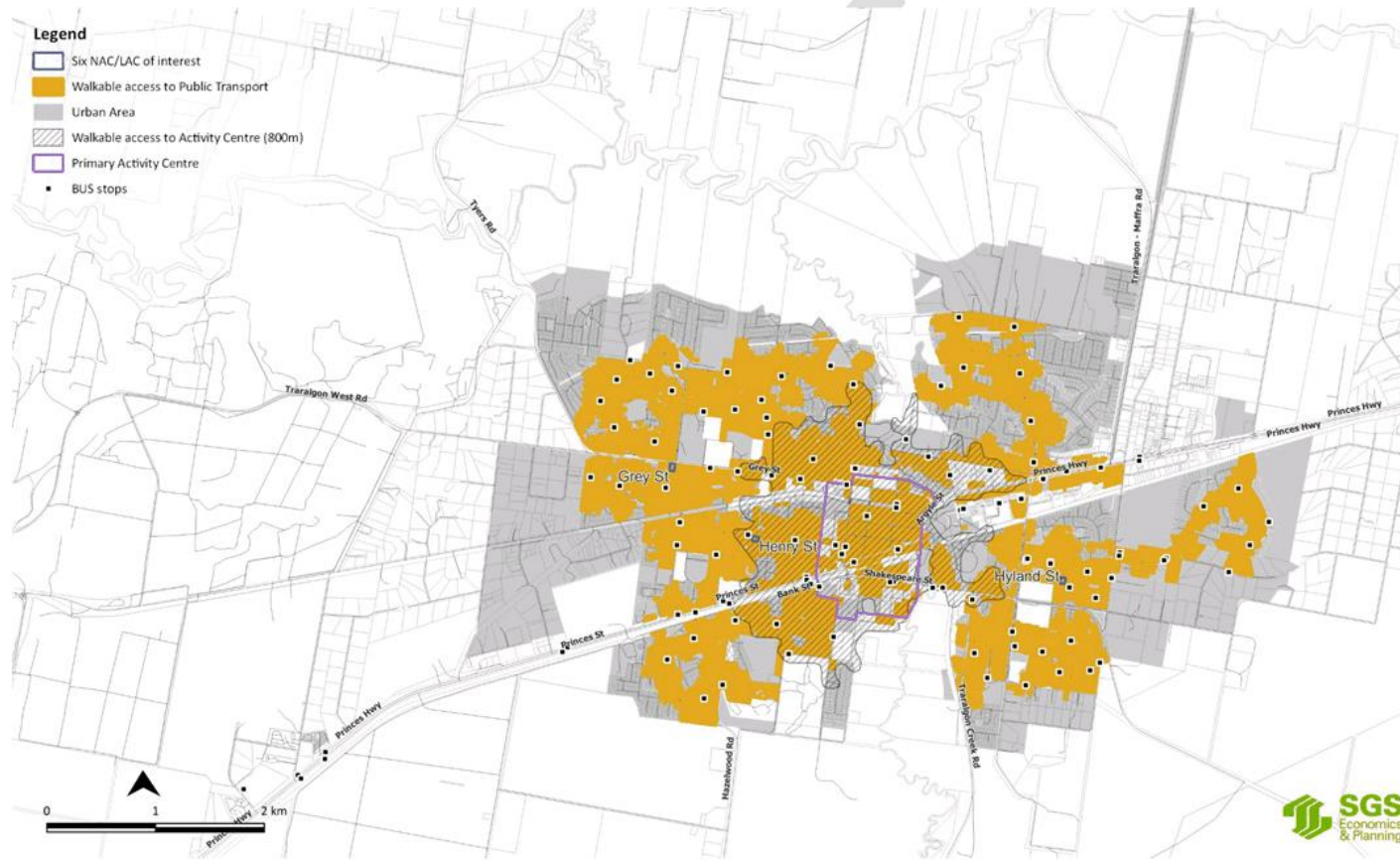
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Responsible Division	Regional City Growth & Investment	Approved Date	xx/xx/xxxx	Review Date	xx/xx/xxxx
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Interim Social & Affordable Housing Policy

Figure 1: Preferred locations for social and affordable housing – Traralgon



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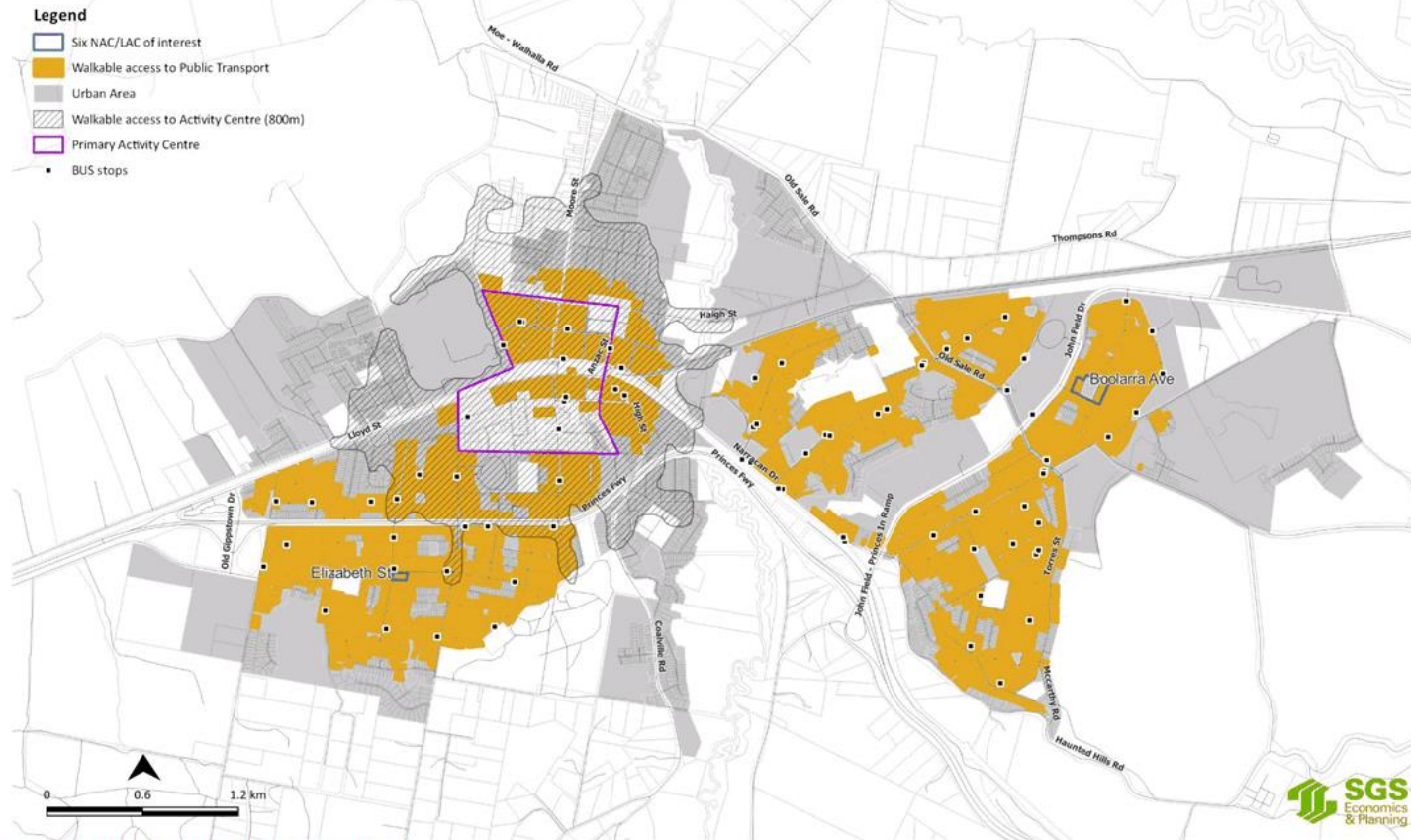
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Interim Social & Affordable Housing Policy

Figure 2: Preferred locations for social and affordable housing – Moe-Newborough



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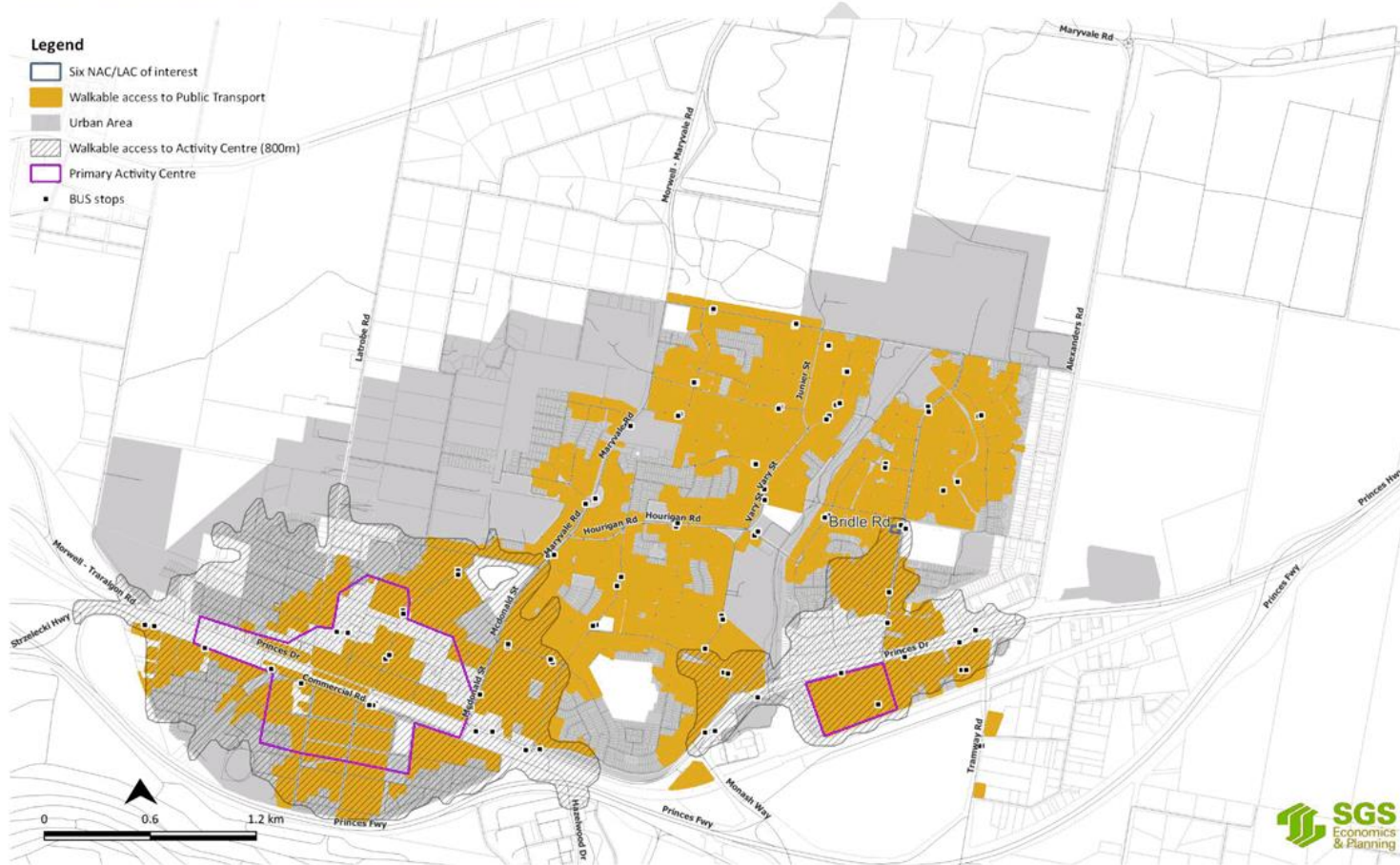
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Interim Social & Affordable Housing Policy

Figure 3: Preferred locations for social and affordable housing – Morwell



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Responsible Division	Regional City Growth & Investment	Approved Date	xx/xx/xxxx	Review Date	xx/xx/xxxx
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Interim Social & Affordable Housing Policy

Figure 4: Preferred locations for social and affordable housing – Churchill



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Responsible Division	Regional City Growth & Investment	Approved Date	xx/xx/xxxx	Review Date	xx/xx/xxxx
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Interim Social & Affordable Housing Policy

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

5.2. Chief Executive Officer

- Overall responsibility for compliance with this policy

5.3. General Manager

- Responsibility for compliance with this policy

5.4. Manager

- Develop procedures in compliance with this policy
- Enforce responsibilities to achieve compliance with procedures
- Provide appropriate resources for the execution of the procedures

5.5. Employees, Contractors and Volunteers

- Participate where required in the development of procedures in compliance with this policy.
- Comply with procedures developed to achieve compliance with this policy.

6. Evaluation and Review

This policy will be reviewed on request of Council, once a Latrobe City Social and Affordable Housing Strategy has been adopted and associated planning scheme amendment completed, 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, every two years.

7. Definitions

- Affordable Housing – housing, including social housing, that is appropriate for the housing needs of very low, low and moderate income households.
- Primary Activity Centre – provides services and functions such as commercial, retail, personal services, education, government and tourism. Boundaries of primary activity centres are identified on town structure plans in the Planning Scheme.
- Local Activity Centre – provides limited convenience retailing, including general store/supermarket (small), takeaway food/café, and personal

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Interim Social & Affordable Housing Policy

services. Typically containing up to 10 shopfronts. Retail floor space is typically less than 1,500m². Local centres may co-locate to provide community and/or education facilities, and may provide limited commercial services.

- Neighbourhood Activity Centre – provides access to day-to-day and weekly convenience shopping facilities for the surrounding community. Neighbourhood activity centres can vary in size and typically include at least one supermarket. Retail floor space ranges from approximately 2,500m² to 10,000m². Limited role in providing local community, civic and health services to the surrounding communities.
- Social Housing – housing that is owned by the Director of Housing (public housing) as well as housing that is owned or managed by registered housing agencies (community housing) that is provided to eligible households, with rents subsidised to ensure that households pay an affordable rent.

8. Related Documents

- Nil

9. Reference Resources

- Latrobe Planning Scheme
- *Planning and Environment Act 1987*

10. Appendices

- Nil

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Mornington Peninsula Shire Social and Affordable Housing Strategy 2020 and Social and Affordable Housing Policy 2020

That Council supports social and affordable housing being integrated into residential areas inside the Urban Growth Boundary, ideally within twenty minutes walk of Rosebud, Mornington or Hastings town centres or public transport stops but not rejected in other locations if other reasonable transport options are available for the proposed residents.

Kingston Social and Affordable Housing Discussion paper

The concept of 20-minute walkable neighbourhoods, where development is encouraged around Activity Centres and train stations. Preferable locations in Kingston may include: train routes and transport corridors; major activity centres; sites or precincts with access to schools, a broad range of services including medical and Centrelink, shops and amenity.

City of Casey Housing Strategy 2019

The adopted MSS seeks high-density housing on well-located sites within easy walking distance of higher order activity centres and public transport, as well as a balanced provision of well-located affordable housing to meet a diversity of housing needs, including aged care, student housing, low-cost housing, social housing and public housing.

Accessibility to activity centres, public transport and services will also assist affordability because it will offer cost savings to residents of these dwellings in terms of lower transport costs and servicing costs.

Moreland Affordable Housing Toolkit

Social and affordable housing is best located in areas within Activity Centres and close to services and public transport, however, as an inner city municipality it considers all residential areas to be suitable locations for social and affordable housing.

Moreland do have a similar assessment criteria to what is proposed within Attachment 1, however, this work has not been released publicly. This has been confirmed by SGS Economics and Planning who consulted with planning officers at Moreland in preparing this work.

Hobsons Bay Affordable Housing Strategy

Encourages dwelling design that:

- Supports ageing in place
- Supports the needs of older people and people with a disability
- Incorporates Environmentally Sustainable Design (ESD) principles to minimise energy costs indistinguishable from surrounding dwellings (tenure blind)
- Minimises communal services and body corporate fees
- Minimises future maintenance costs to the owner
- Has convenient access to public transport
- Has convenient access to services, employment, schools and shops

- Contains dwellings suitable for a range of tenants of all ages and abilities and from individuals to families
- Designed to incorporate the principles of Universal Design

Mount Alexander Shire Council

Mount Alexander Shire is also currently working with SGS Economics and Planning, utilising the same style of assessment criteria proposed in the draft assessment criteria at Attachment 1.

Mount Alexander do have a similar assessment criteria to what is proposed within Attachment 1, however, this work has not been released publicly. This has been confirmed by SGS Economics and Planning who have been involved in the preparation of this work for Mount Alexander.

Very low-income households

Many very-low incomes earners are part-time and casual workers



Café workers
\$22,000



Aged pensioner
\$22,000



Checkout operators:
\$23,000

Income Ranges
Single adult: Up to \$25,220
Couple, no dependents: Up to \$37,820
Family with dependents (one or two parents): Up to \$52,940

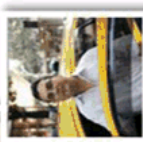
65% in housing stress
4,127 households in stress

Low-income households

Minimum wage \$37,500



Commercial cleaners + Delivery drivers
\$40,000 = \$68,000



Music professionals
\$32,000



Child carers
\$34,000



Income Ranges
Single adult: \$25,221 to \$40,340
Couple, no dependents: \$37,821 to \$60,520
Family with dependents (one or two parents): \$52,941 to \$84,720

15% in housing stress
653 households in stress

Moderate-income households



Handypersons
\$48,000 +
Occupational therapist
\$46,000 = \$94,000



Counsellors
\$58,000



Chefs
\$52,000



Income Ranges
Single adult: \$40,341 to 60,510
Couple, no dependents: \$60, 521 to \$90,770
Family with dependents (one or two parents): \$84,721 to \$127,080

1.2% in housing stress
102 households in stress

Agenda Item: 14.5

Agenda Item: Kernot Hall Upgrade

Sponsor: General Manager, Assets and Presentation

Council Plan Objective: Improve the amenity and accessibility of Council services.

Status: For Decision

Proposed Resolution:

That Council:

- 1. Endorses the following projects to be delivered as part of the stage one works to upgrade Kernot Hall:**
 - **Project 2 – Internal general upgrading works;**
 - **Project 3 – Internal Electrical works;**
 - **Project 4 – Internal Mechanical Services works;**
 - **Project 5 - Internal Fire Services;**
 - **Project 6 – New disabled access to Stage;**
 - **Project 7 – New Kitchen Access to connect to foyer;**
 - **Project 8 – Works to existing toilets;**
 - **Project 9 – New extension to women’s toilet; and**
 - **Project 10 – New fire escape door to chair store.**
- 2. Defers commencement of the following projects until such time as sufficient funding is secured to deliver them in their entirety:**
 - **Project 1 - Upgrade of the north and western facades and rendering of the building;**
 - **Project 11;**
 - **Project 12; and**
 - **Project 13.**
- 3. Receives a further report following the finalisation of the detailed design for the proposed upgrades.**

Executive Summary:

On 23 September 2020, Latrobe City Council entered into an agreement with the Victorian government to borrow \$2.5 million through the Community Infrastructure Loans Scheme to finance upgrades to Kernot Hall.

The funding agreement with the Victorian government requires Council to commence repayments for this loan once the loan has been drawn down on. The funding also requires Council to have completed the project by the 23 September 2023.

Latrobe City Council has two years to finalise the scope of this project, engage an architect and sub-consultants to develop the construction drawings, advertise a tender for the construction activities and finalise the project prior to the 23 September 2023.

The *Latrobe Convention Centre Business Case Final report* was noted by Council at its Council Meeting on 5 November 2018. Council resolved at this meeting to support an upgrade to Kernot Hall to improve its functionality and assist with the attraction of user groups.

Subsequent to Council's decision, AEC Group Ltd were engaged by Council to complete the business case and functional concept design for Kernot Hall. The final AEC report recommends that alterations, additions and modifications indicated in a two-staged approach are recommended as those that would best benefit future usage.

Stage One:

Primarily essential functionality upgrades including internal refurbishments, access and amenity provision, as well as façade improvements.

Stage Two:

Creation of a new northern entry point facing the lake and addition of a drop-off bay, covered canopy and paved plaza entrance to the new main entry, as well as construction of new meeting rooms and breakout areas.

There are 13 separate projects identified in the two (2) stages of the Kernot Hall master plan. The estimated cost of delivering both stages is \$5,670,369 based on a revised cost plan for the project.

The revised cost plan (Attached) for Stage 1 and Stage 2 identifies an increase of 21% or \$906,738 (Excl GST) compared to the original cost plan developed by AEC in 2019.

The total cost of delivering all the stage one recommendations is now \$2,574,761 (compared to \$1,887,040 based on 2019 cost estimates) and \$3,095,609 for the total cost for all stage two recommendations (compared to \$2,361,103 based on

2019 cost estimates).

Following a review of all the individual projects, it is recommended that the following projects are delivered with the current funding of \$2.5 million:

- Project 2 – Internal general upgrading works - \$956,549
- Project 3 – Internal Electrical works - \$410,458
- Project 4 – Internal Mechanical Services works - \$72,540
- Project 5 - Internal Fire Services - \$21,762
- Project 6 – New disabled access to Stage - \$285,515
- Project 7 – New Kitchen Access to connect to foyer - \$203,473
- Project 8 – Works to existing toilets - \$161,038
- Project 9 – New extension to women’s toilet - \$241,411
- Project 10 – New fire escape door to chair store - \$14,508

The projects that have been nominated represent the most cost-effective way to improve the usability of Kernot Hall for users of the facilities.

Project one, although originally identified for construction in the original planning for stage one of the Kernot Hall project is being deferred because of scheduling order. If project one is undertaken now, it will be affected by the future construction of the northern entry planned for stage two. This is not ideal and could be perceived to be a waste of funds.

The total estimated value of projects identified for stage one is approximately \$2,367,254. The review of costs includes design and construction contingency and cost escalation to tender.

The remaining four (4) projects currently valued at \$3,303,115 are proposed to be deferred until sufficient funding is obtained. The projects are:

- Project 1 - Upgrade of the north and western facades and rendering of the building - \$207,506
- Project 11 – New Northern entry - \$914,346
- Project 12 – New Meetings and Breakout rooms - \$1,818,565
- Project 13 – External works, including roads, paths and landscaping \$362,698

Background:

At its Ordinary Council Meeting on 5 November 2018, Council resolved the following:

That Council:

1. *Notes the Latrobe Convention Centre Business Case Final Report;*
2. *Adopts the recommendations, in principle, made by the Latrobe Convention Centre Business Case Project Reference Group to:*
 - a) *Provide Kernot Hall with an upgrade, so as to improve its functionality and assist with the attraction of user groups; and*
 - b) *Undertake a program to market the venue; and target and track meeting, conference and exhibition business won and lost over the next 3-5 years, so as to more accurately determine the demand for such activity;*
3. *Requests concept designs and associated costings be developed utilising unspent funds from the project brief, so as to facilitate a range of upgrade options for Kernot Hall;*
4. *Provides costed concept designs to Council at a future meeting; and*
5. *Writes to each member of the Latrobe Convention Centre Business Case Project Reference Group, advising them of the resolution and thanking them for their contribution to the project.*

Following this resolution of Council, AEC Group Ltd was engaged to develop a business case and functional concept design for Kernot Hall.

The final report recommended that Council upgrade Kernot Hall with refurbishments that ensure compliance of amenities which improve its functionality and assist in attracting user groups utilising a targeted marketing program.

Following an on-site assessment by AEC of the current fit for purpose status of Kernot Hall and in consideration of both required and future potential upgrades that would positively impact upon useability and potential attraction of both new and returned functions and events.

The final AEC report recommends that alterations, additions and modifications indicated in a two-staged approach are undertaken as those that would best benefit future usage.

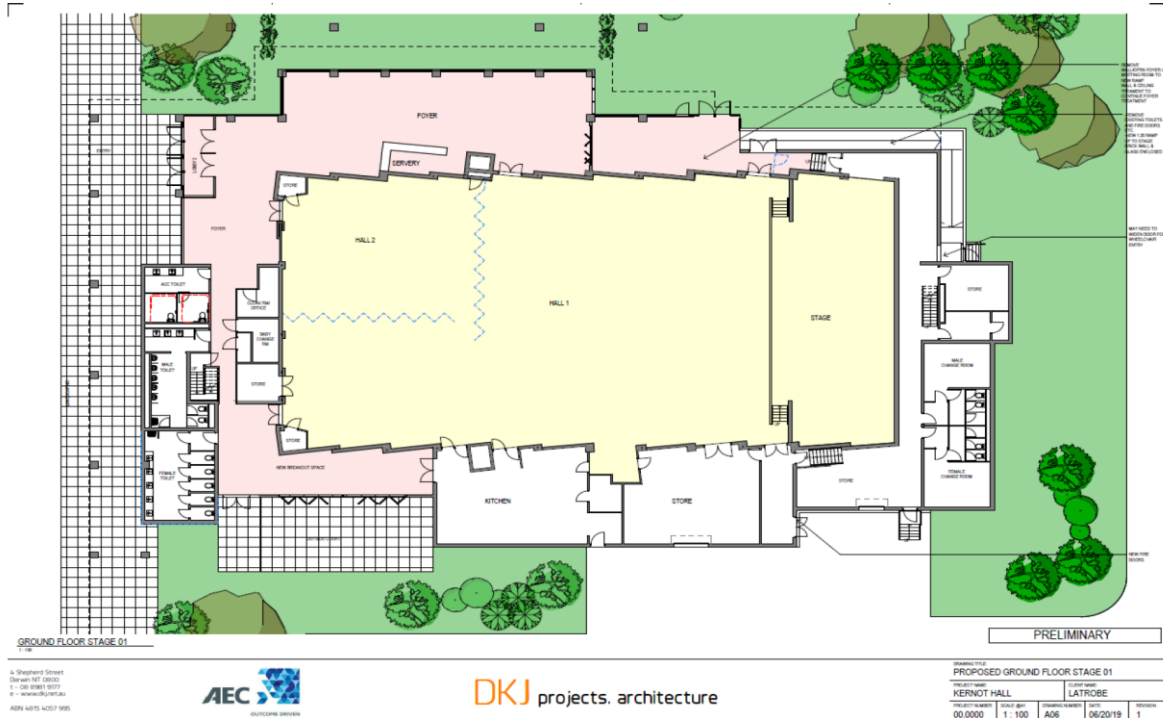
Stage One:

Primarily essential functionality upgrades including internal refurbishments, access and amenity provision, as well as façade improvements.

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



3.2 STAGE ONE FLOOR PLAN



A revised cost plan for Stage 1 and Stage 2 of the projects has been obtained (Attached) and identifies an increase of 21% or \$906,738 (Excl GST) compared to the original cost plan developed by AEC in 2018.

The total cost of delivering all the Stage One recommendations is now \$2,574,761 (compared to \$1,887,040 on 2019 cost estimates) and \$3,095,609 for the total cost for all Stage 2 recommendations (compared to \$2,361,103 based on 2019 cost estimates).

The table below provides a detailed description of all 10, stage one projects, their original 2019 cost and the revised 2021 cost estimates.

Table 1. Stage one projects

No.	Recommendation	Detail	Est Cost (2019)	Est. Cost (2021)
1.	Upgrade Existing North and Western Facades	<ul style="list-style-type: none"> • Rendering and painting of existing external brick walls • New metal colorbond cladding to existing brickwork 	\$162,674	\$207,506

No.	Recommendation	Detail	Est Cost (2019)	Est. Cost (2021)
2.	Internal general upgrading works	<ul style="list-style-type: none"> • Removal of existing main entry airlock, tiled flooring, ceiling and glazing • Replacement of foyer carpet • Replacement of ceilings through foyer and hall areas • Covering of internal brick walls • New dividing partition folding wall for secondary space 	\$795,124	\$956,549
3.	Internal Electrical works	<ul style="list-style-type: none"> • New lighting to hall and foyer areas • General upgrading works 	\$376,347	\$410,458
4.	Internal Mechanical Services works	<ul style="list-style-type: none"> • Alterations to ductwork and air register work 	\$54,837	\$72,540
5.	Internal Fire Services	<ul style="list-style-type: none"> • Alterations to thermal and smoke detection systems due to room alterations 	\$20,563	\$21,762
6.	New disabled access to stage	<ul style="list-style-type: none"> • Demolition of existing external access toilets and wall to allow of construction of • new disabled access ramp, providing access to Foyer and Stage area. Also • allows and improvements to fire escape 	\$227,588	\$285,515
7.	New Kitchen access	<ul style="list-style-type: none"> • Cut new access doorway in the existing wall, extend roof and enclose to create • walkway linking the kitchen to the northern Foyer area to allow direct • accessibility and servicing to Foyer functions 	\$158,938	\$203,473

No.	Recommendation	Detail	Est Cost (2019)	Est. Cost (2021)
8.	Works to existing toilets and corridor	<ul style="list-style-type: none"> • Conversion of existing Female WCs to disabled accessible • Conversion of existing Disabled WC to Baby Change facility • Refurbishment of Male WCs 	\$90,481	\$161,038
9.	New women's toilet extension	<ul style="list-style-type: none"> • Construction of new Female WCs in extension, adjacent to current Male WCs 	\$178,220	\$241,411
10.	New fire escape door to chair store	<ul style="list-style-type: none"> • New fire escape door 	\$10,967	\$14,508
Total				\$2,367,254

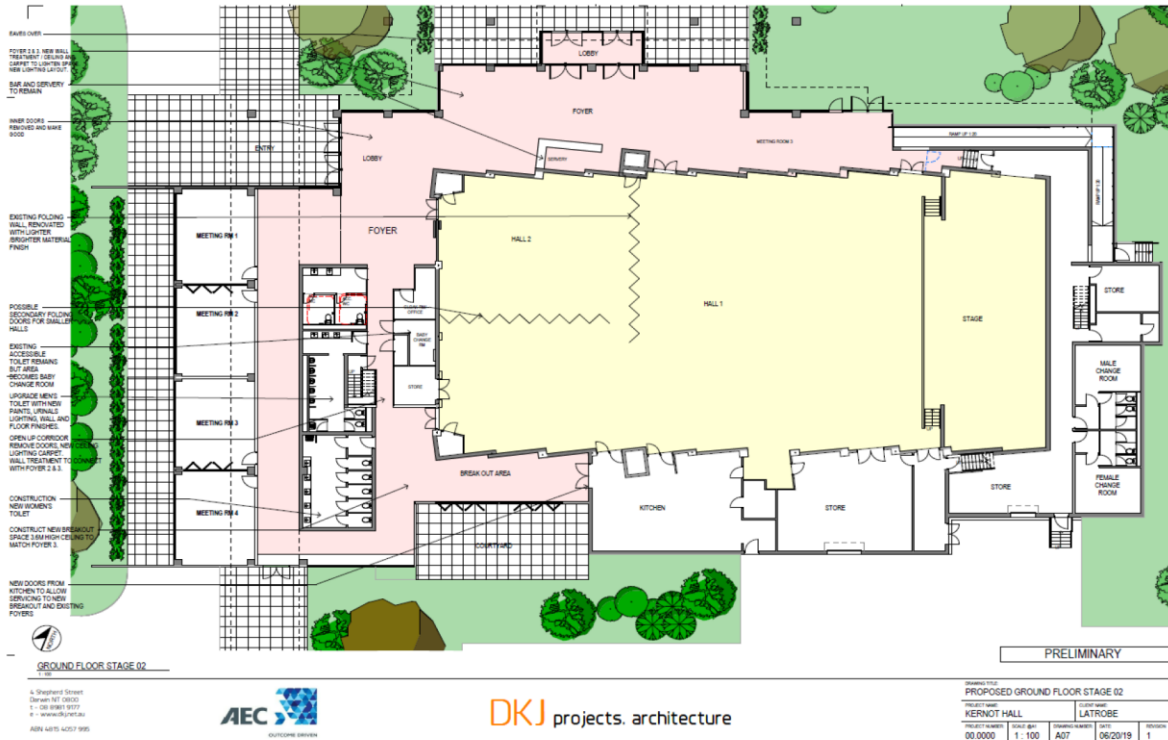
Stage Two:

Creation of a new northern entry point facing the lake and addition of a drop-off bay, covered canopy and paved plaza entrance to the new main entry, as well as construction of new meeting rooms and breakout areas.

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



3.4 STAGE TWO FLOOR PLAN



aecgrouppltd.com

11

The table below provides a detailed description of all stage two projects, their original 2019 cost and the revised 2021 cost estimates.

Table 2. Stage two projects

No.	Recommendation	Detail	Est. Cost (2019)	Est Cost (2021)
11.	New Northern entry	<ul style="list-style-type: none"> Demolish brick piers and level facias and beams in pergola type structure Remove existing eaves and fascia for new entry lock Remove brick paving Construction of new air lock glass entry, including automatic doors Construction of new drop off by to road including footpath, tactiles and make good of landscaping 	\$814,799	\$914,346

No.	Recommendation	Detail	Est. Cost (2019)	Est Cost (2021)
		<ul style="list-style-type: none"> Construction of new covered canopy with split-level roof design to paved drop off bay 		
12.	New meeting rooms and breakout areas to western side	<ul style="list-style-type: none"> Construction of new meeting rooms with stand-alone A/C Construction of breakout areas with stand-alone A/C Construction of new external courtyard 	\$1,439,750	\$1,818,565
13.	External works	<ul style="list-style-type: none"> Road and pathway alterations and landscaping changes required to facilitate new access road entry to drop off areas New Kernot Hall sign New external lighting 	\$342,732	\$362,698
Total			\$2,597,213*	\$3,303,115

*Exclusions

1. Repairs and maintenance to existing roads
2. Works to kitchen and chairs store
3. Works to back of house change rooms and toilets
4. Works to stage
5. Alterations or upgrades to air conditioning plant
6. furniture, loose fittings and equipment

Based upon the above functional concept plans completed by AEC Group LTD, the revised cost plan and the current budget of \$2.5 million, the proposed scope of works for Kernot Hall is recommended to include the following individual projects:

Table 3. Recommended projects

Project No.	Recommendation	Detail	Est. Cost (2019)	Est. Cost (2021)
2.	Internal general upgrading works	<ul style="list-style-type: none"> Removal of existing main entry airlock, tiled flooring, ceiling and glazing Replacement of foyer carpet Replacement of ceilings through foyer and hall areas Covering of internal brick walls New dividing partition folding wall for secondary space 	\$795,124	\$956,549
3.	Internal Electrical works	<ul style="list-style-type: none"> New lighting to hall and foyer areas General upgrading works 	\$376,347	\$410,458
4.	Internal Mechanical Services works	<ul style="list-style-type: none"> Alterations to ductwork and air register work 	\$54,837	\$72,540
5.	Internal Fire Services	<ul style="list-style-type: none"> Alterations to thermal and smoke detection systems due to room alterations 	\$20,563	\$21,762
6.	New disabled access to stage	<ul style="list-style-type: none"> Demolition of existing external access toilets and wall to allow of construction of new disabled access ramp, providing access to Foyer and Stage area. Also allows and improvements to fire escape 	\$227,588	\$285,515
7..	New Kitchen access	<ul style="list-style-type: none"> Cut new access doorway in the existing wall, extend roof and enclose to create walkway linking the kitchen to the northern Foyer area to allow direct accessibility and servicing to Foyer functions 	\$158,938	\$203,473

Project No.	Recommendation	Detail	Est. Cost (2019)	Est. Cost (2021)
8.	Works to existing toilets and corridor	<ul style="list-style-type: none"> • Conversion of existing Female WCs to disabled accessible • Conversion of existing Disabled WC to Baby Change facility • Refurbishment of Male WCs 	\$90,481	\$161,038
9.	New women's toilet extension	<ul style="list-style-type: none"> • Construction of new Female WCs in extension, adjacent to current Male WCs 	\$178,220	\$241,411
10.	New fire escape door to chair store	<ul style="list-style-type: none"> • New fire escape door 	\$10,967	\$14,508
Total			\$1,913,070	\$2,367,254

The remaining four (4) projects currently valued at \$3,303,115 are proposed to be deferred until sufficient funding is obtained. The projects are:

Table 4. Deferred projects

Project No.	Recommendation	Detail	Est. Cost (2019)	Est Cost (2021)
1.	Upgrade Existing North and Western Facades	<ul style="list-style-type: none"> • Rendering and painting of existing external brick walls • New metal colorbond cladding to existing brickwork 	\$162,674	\$207,506

Project No.	Recommendation	Detail	Est. Cost (2019)	Est Cost (2021)
11.	New Northern entry	<ul style="list-style-type: none"> Demolish brick piers and level facias and beams in pergola type structure Remove existing eaves and fascia for new entry lock Remove brick paving Construction of new air lock glass entry, including automatic doors Construction of new drop off by to road including footpath, tactiles and make good of landscaping Construction of new covered canopy with split-level roof design to paved drop off bay 	\$814,799	\$914,346
12.	New meeting rooms and breakout areas to western side	<ul style="list-style-type: none"> Construction of new meeting rooms with stand-alone A/C Construction of breakout areas with stand-alone A/C Construction of new external courtyard 	\$1,439,750	\$1,818,565
13.	External works	<ul style="list-style-type: none"> Road and pathway alterations and landscaping changes required to facilitate new access road entry to drop off areas New Kernot Hall sign New external lighting 	\$342,732	\$362,698

A project plan (Attachment 2) for this project is attached for your review.

Issues:

Strategy Implications

This briefing aligns with the following elements of the Council Plan 2017-2021:

OBJECTIVE 3: Improve the liveability and connectedness of Latrobe City

OBJECTIVE 4: Improve the amenity and accessibility of Council services

OBJECTIVE 7: Grow the civic pride of our municipality and solidify Latrobe City's image as a key regional city

Health Implications

There are no health implications as a result of this report.

Communication

Development of the original business case activity and resultant concept designs was overseen by a Project Reference Group comprising two Councillors and a variety of local community members and subject-matter experts. This group has since been disbanded in accordance with their terms of reference.

Council has decided to forego a Project Reference Group for this phase of the project, instead considering all Councillors as stakeholders requiring to be kept informed.

Financial Implications

Funding of \$2.5 million has been received via the Community Infrastructure Loans Scheme to fund this project.

Council has an additional \$236,300 which is an approved carry forward from 2020/21 for the Kernot Hall project. These funds will be utilised for the cost of the detailed design and construction drawings.

Risk Analysis

Identified risk	Risk likelihood*	Controls to manage risk
<p>Service Delivery Risk</p> <p>Not meeting timelines to acquit the funds on time</p>	Possible (3)	<ul style="list-style-type: none"> Complete the project utilising a clear Project Management approach
<p>Financial Risk</p> <p>Inadequate funds to complete the project</p>	Possible (3)	<ul style="list-style-type: none"> Work within clear budget requirements Value manage the project as required
<p>Reputational Risk</p> <p>The community won't find the changes acceptable</p>	Unlikely (2)	<ul style="list-style-type: none"> Provision of regular project updates to the community Provision of regular

Identified risk	Risk likelihood*	Controls to manage risk
		project updates to Councillors as stakeholders

* Inherent likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

Legal and Compliance

There are no legal or compliance matters relating to this report.

Community Implications

The local community maintain an interest in the future of the Kernot Hall. Based on feedback from the original Project Reference Group, an upgrade of the facility will be welcomed by the community.

Environmental Implications

There are no environmental matters relating to this report.

Consultation

No further consultation is planned in relation to this project.




Declaration of Interests:

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

Supporting Documents:

Nil

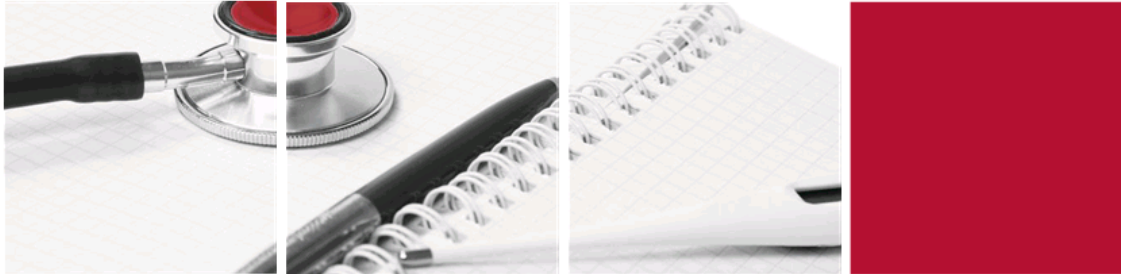
Attachments

1.  2021 Cost Plan
2.  AEC Report
3.  Kernot Hall project plan

14.5

Kernot Hall Upgrade

1	2021 Cost Plan	185
2	AEC Report.....	201
3	Kernot Hall project plan	228



LaTrobe City Council

LaTrobe Convention Centre – Kernot Hall

Audit of AEC Cost Estimate

Due Diligence Report

15 September 2021

CB Currie & Brown

LaTrobe City Council
LaTrobe Convention Centre – Kernot Hall
15 September 2021 (Revision 0)

Contents

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2.0 Currie & Brown Overview	3
3.0 Concise Summary of Findings	4
Appendices – Section 4.0	5

1.0 Preamble

1.1 Purpose of report

This Due Diligence Report has been prepared by Currie and Brown Limited for LaTrobe City Council in relation to their Kernot Hall scheme and is for reference by the Client only.

This report summarises our independent view of the likely total development cost based upon the design information made available, at the same time a commentary is provided from the viewpoint of identifying any financial or completion risks.

1.2 Quality Assurance

This report and the information within it is confidential and may be privileged. If you have received the Report in error please notify Currie and Brown immediately. You should not copy it for any purpose, or disclose its contents to any other person.

Information upon which this report has been based is considered COMMERCIAL IN CONFIDENCE and as such this document should not be disclosed to individuals outside the Client organisation without written consent of the originator

2.0 Currie & Brown Overview

2.1 Currie & Brown review process

This report will form the basis of the Currie & Brown assessment and findings in relation to an initial due diligence check at Q4 2021. If required this process or an update on this report could be undertaken periodically to suit the Clients ongoing requirements.

The following key areas of work have been undertaken by Currie & Brown:

- Review and measure of quantities in relation to the proposed works nominated for stage 1 and Stage 2 and associated site wide works;
- Cross reference of the measured items against similar schemes, updated rates to todays rates with similar pricing of items accordingly;
- Review of Contingency allowances;
- Review and comment on Other Project Cost allowances;
- Review of Escalation allowances;

3.0 Concise Summary of Findings

High Level Overview

For information the tables below identify as an overview, our due diligence cost assessment against the allowances included by AEC Group. Further commentary around the observations made regarding the AEC quantities and rate allowances are noted within Section 4 of this Report.

In terms of a high level review, we believe the total development cost as submitted by AEC Group for this project has increased in cost by **\$906,738 (Excl GST)** (an increase of approx.21% overall), further details around the areas of discrepancy are noted in the tables below:-

ITEM	AEC	C&B	VARIANCE	% INCREASE
Total End Cost (Excl GST)				
Stage 1 (Excl GST)	\$ 1,887,040	\$ 2,340,691	\$ 453,651	24%
Stage 2 (Excl GST)	\$ 2,361,103	\$ 2,814,190	\$ 453,087	19%
Total (Excl GST)	\$ 4,248,143	\$ 5,154,881	\$ 906,738	21%
Total End Cost (Incl GST)				
Stage 1 (Incl GST)	\$ 2,075,744	\$ 2,574,761	\$ 499,016	24%
Stage 2 (Incl GST)	\$ 2,597,213	\$ 3,095,609	\$ 498,395	19%
Total (Incl GST)	\$ 4,672,957	\$ 5,670,369	\$ 997,412	21%

Stage 1 & 2 – Overview

Building rates and quantities have been reviewed and updated from the original cost estimate produced in 2019. We have considered the rates from the original estimate to bring them up to today's rates for 2021.

- For Other Project Cost we have reviewed and make the following comments;
- Design Contingency (10%) – we agreed with 10% applied at this stage of the project
- Construction Contingency (3%) – We suggest an increase to 5% for this project and its complexities
- Consultant Fees (10%) – We agree with the 10% applied to the project
- Escalation – We note there didn't appear to be any escalation applied to the original estimate, we suggest a nominal allowance of 4% for this project.

Please refer to Section 4.0 for further details.

Appendices – Section 4.0

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STAGE 1 WORKS



REF	ITEM	AEC				C&B					
		UNIT	QTY	RATE	TOTAL	UNIT	QTY	RATE	TOTAL	VARIANCE	COMMENTS
1	UPGRADE EXISTING NORTH AND WESTERN FACADES										
1.01	Render and paint existing external brick walls	m2	165	\$ 100.00	\$ 16,500	m2	165	\$ 100.00	\$ 16,500	\$ -	
1.02	Render and paint existing brickwork in columns at windows	m2	66	\$ 150.00	\$ 9,900	m2	104	\$ 150.00	\$ 15,600	\$ 5,700	Quantity changed
1.03	Render and paint existing walkway brick columns	m2	72	\$ 125.00	\$ 9,000	m2	140	\$ 150.00	\$ 21,000	\$ 12,000	Quantity and rate changed
1.04	Prepare and paint existing AC fascias	m2	140	\$ 40.00	\$ 5,600	m2	185	\$ 40.00	\$ 7,400	\$ 1,800	Quantity changed
1.05	New metal colorbond cladding to existing brickwork at high level incl. metal furring channels	m2	327	\$ 150.00	\$ 49,050	m2	327	\$ 150.00	\$ 49,050	\$ -	
1.06	Repaint existing AC soffit to walkways	m2	287	\$ 30.00	\$ 8,610	m2	287	\$ 40.00	\$ 11,480	\$ 2,870	Rate changed
1.07	General repair work	Item	1	\$ 20,000.00	\$ 20,000	Item	1	\$ 22,000.00	\$ 22,000	\$ 2,000	Rate changed
1.08	Subtotal				\$ 118,660				\$ 143,030	\$ 24,370	
1.09	Add design contingency (10%)		10%	\$ 118,660.00	\$ 11,866	10%	\$ 143,030.00	\$ 14,303	\$ 2,437		
1.10	Subtotal				\$ 130,526				\$ 157,333	\$ 26,807	
1.11	Add consultant fees (10%)		10%	\$ 130,526.00	\$ 13,053	10%	\$ 157,333.00	\$ 15,733	\$ 2,681		
1.12	Subtotal				\$ 143,579				\$ 173,066	\$ 29,488	
1.13	Add 12 months construction contingency (3%)		3%	\$ 143,578.60	\$ 4,307	5%	\$ 173,066.30	\$ 8,653	\$ 4,346	Construction Contingency	
1.14	Escalation - (4%)					4%	\$ 173,066.30	\$ 6,923	\$ 6,923	Escalation	
1.15	Subtotal				\$ 147,886				\$ 188,642	\$ 40,756	
1.16	Add GST		10%	\$ 147,885.96	\$ 14,789	10%	\$ 188,642.27	\$ 18,864	\$ 4,076		
1.17	Total Incl. GST				\$ 162,675				\$ 207,506	\$ 44,832	
2	INTERNAL GENERAL UPGRADING WORKS										
	DEMOLITION WORK										
2.01	Remove airlock at entry incl. tiled flooring, ceiling and glazing	m2	14	\$ 125.00	\$ 1,750	m2	14	\$ 150.00	\$ 2,100	\$ 350	Rate changed
2.02	Remove foyer carpet	m2	288	\$ 8.00	\$ 2,304	m2	288	\$ 15.00	\$ 4,320	\$ 2,016	Rate changed
2.03	Remove ceilings 2.7m above floor level (Foyer)	m2	88	\$ 30.00	\$ 2,640	m2	88	\$ 30.00	\$ 2,640	\$ -	
2.04	Remove ceilings 4m above floor level (Foyer)	m2	214	\$ 35.00	\$ 7,490	m2	214	\$ 35.00	\$ 7,490	\$ -	
2.05	Remove ceilings 7m above floor level (Hall areas)	m2	777	\$ 75.00	\$ 58,275	m2	840	\$ 75.00	\$ 63,000	\$ 4,725	Quantity changed
2.06	Protect existing timber floors (Hall areas)	m2	777	\$ 25.00	\$ 19,425	m2	840	\$ 25.00	\$ 21,000	\$ 1,575	Quantity changed
	NEW CEILINGS INCL. PAINTING										
2.07	New suspended ceiling 2.7m above floor level (Foyer Areas)	m2	88	\$ 125.00	\$ 11,000	m2	88	\$ 135.00	\$ 11,880	\$ 880	Rate changed
2.08	New suspended ceiling 4m above floor level (Foyer Areas)	m2	214	\$ 155.00	\$ 33,170	m2	214	\$ 165.00	\$ 35,310	\$ 2,140	Rate changed
2.09	New suspended ceiling 7m above floor level (Foyer Areas)	m2	777	\$ 250.00	\$ 194,250	m2	840	\$ 250.00	\$ 210,000	\$ 15,750	Quantity changed

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STAGE 1 WORKS



REF	ITEM	AEC				C&B						
		UNIT	QTY	RATE	TOTAL	UNIT	QTY	RATE	TOTAL	VARIANCE	COMMENTS	
	NEW CARPET											
2.10	New carpet to foyer areas	m2	314	\$ 85.00	\$ 26,690	m2	314	\$ 100.00	\$ 31,400	\$ 4,710	Rate changed	
2.11	Allow for floor levelling	Item	1	\$ 5,000.00	\$ 5,000	Item	1	\$ 5,000.00	\$ 5,000	\$ -		
	NEW WALL LININGS INCL. PAINTING											
2.12	New impact resistant board to brick walls incl. furring supports (bottom 1.50m)	m2	195	\$ 95.00	\$ 18,525	m2	209	\$ 200.00	\$ 41,800	\$ 23,275	Quantity and rate changed	
2.13	New impact resistant board to brick walls incl. furring supports (Column at windows) (bottom 1.50m)	m2	24	\$ 105.00	\$ 2,520	m2	30	\$ 200.00	\$ 6,000	\$ 3,480	Quantity and rate changed	
2.14	New acoustic board to brick walls at high level incl. furring supports (Halls)	m2	472	\$ 200.00	\$ 94,400	m2	472	\$ 210.00	\$ 99,120	\$ 4,720	Rate changed	
2.15	Plasterboard to high level incl. furring supports (Foyer areas)	m2	102	\$ 75.00	\$ 7,650	m2	133	\$ 110.00	\$ 14,630	\$ 6,980	Quantity and rate changed	
2.16	Plasterboard to high level to columns at windows (Foyer areas)	m2	34	\$ 100.00	\$ 3,400	m2	49	\$ 110.00	\$ 5,390	\$ 1,990	Quantity and rate changed	
	DOORS AND FOLDING WALLS											
2.17	Allowance for renovating existing hall motorised wall	m2	175	\$ 150.00	\$ 26,250	m2	175	\$ 150.00	\$ 26,250	\$ -		
2.18	New dividing partition folding wall for secondary space	m2	87	\$ 750.00	\$ 65,250	m2	96	\$ 750.00	\$ 72,000	\$ 6,750	Quantity changed	
2.19	Subtotal				\$ 579,989				\$ 659,330	\$ 79,341		
2.20	Add design contingency (10%)		10%	\$ 579,989.00	\$ 57,999		10%	\$ 659,330.00	\$ 65,933	\$ 7,934		
2.21	Subtotal				\$ 637,988				\$ 725,263	\$ 87,275		
2.22	Add consultant fees (10%)		10%	\$ 637,987.90	\$ 63,799		10%	\$ 725,263.00	\$ 72,526	\$ 8,728		
2.23	Subtotal				\$ 701,787				\$ 797,789	\$ 96,003		
2.24	Add 12 months construction contingency (3%)		3%	\$ 701,786.69	\$ 21,054		5%	\$ 797,789.30	\$ 39,889	\$ 18,836	Construction Contingency	
2.25	Escalation - (4%)						4%	\$ 797,789.30	\$ 31,912	\$ 31,912	Escalation	
2.26	Subtotal				\$ 722,840				\$ 869,590	\$ 146,750		
2.27	Add GST		10%	\$ 722,840.29	\$ 72,284		10%	\$ 869,590.34	\$ 86,959	\$ 14,675		
2.28	Total incl. GST				\$ 795,124				\$ 956,549	\$ 161,425		
	3 INTERNAL ELECTRICAL WORKS											
	GENERAL ALLOWANCES											
3.01	New lighting to hall areas incl power outlet alterations	m2	800	\$ 210.00	\$ 168,000	m2	840	\$ 210.00	\$ 176,400	\$ 8,400	Quantity changed	
3.02	New lighting to foyer areas incl power outlet alterations	m2	314	\$ 180.00	\$ 56,520	m2	314	\$ 180.00	\$ 56,520	\$ -	Appears ok	
3.03	General upgrading works (Switchboard assumes existing supply is adequate)	Item	1	\$ 50,000.00	\$ 50,000	Item	1	\$ 50,000.00	\$ 50,000	\$ -	Appears ok	
3.04	Subtotal				\$ 274,520				\$ 282,920	\$ 8,400		

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STAGE 1 WORKS



REF	ITEM	AEC				C&B					
		UNIT	QTY	RATE	TOTAL	UNIT	QTY	RATE	TOTAL	VARIANCE	COMMENTS
3.05	Add design contingency (10%)		10%	\$ 274,520.00	\$ 27,452		10%	\$ 282,920.00	\$ 28,292	\$ 840	
3.06	Subtotal				\$ 301,972				\$ 311,212	\$ 9,240	
3.07	Add consultant fees (10%)		10%	\$ 301,972.00	\$ 30,197		10%	\$ 311,212.00	\$ 31,121	\$ 924	
3.08	Subtotal				\$ 332,169				\$ 342,333	\$ 10,164	
3.09	Add 12 months construction contingency (3%)		3%	\$ 332,169.20	\$ 9,965		5%	\$ 342,333.20	\$ 17,117	\$ 7,152	Construction Contingency
3.1	Escalation - (4%)						4%	\$ 342,333.20	\$ 13,693	\$ 13,693	Escalation
3.11	Subtotal				\$ 342,134				\$ 373,143	\$ 31,009	
3.12	Add GST		10%	\$ 342,134.28	\$ 34,213		10%	\$ 373,143.19	\$ 37,314	\$ 3,101	
3.13	Total Incl. GST				\$ 376,348				\$ 410,458	\$ 34,110	
4	INTERNAL MECHANICAL SERVICES WORK										
4.01	General allowance for alterations to ductwork and air register work (Assumes current system is adequate and working satisfactorily)	Item	1	\$ 40,000.00	\$ 40,000	Item	1	\$ 50,000.00	\$ 50,000	\$ 10,000	Suggest a \$10k increase
4.02	Subtotal				\$ 40,000				\$ 50,000	\$ 10,000	
4.03	Add design contingency (10%)		10%	\$ 40,000.00	\$ 4,000		10%	\$ 50,000.00	\$ 5,000	\$ 1,000	
4.04	Subtotal				\$ 44,000				\$ 55,000	\$ 11,000	
4.05	Add consultant fees (10%)		10%	\$ 44,000.00	\$ 4,400		10%	\$ 55,000.00	\$ 5,500	\$ 1,100	
4.06	Subtotal				\$ 48,400				\$ 60,500	\$ 12,100	
4.07	Add 12 months construction contingency (3%)		3%	\$ 48,400.00	\$ 1,452		5%	\$ 60,500.00	\$ 3,025	\$ 1,573	Construction Contingency
4.08	Escalation - (4%)						4%	\$ 60,500.00	\$ 2,420	\$ 2,420	Escalation
4.09	Subtotal				\$ 49,852				\$ 65,945	\$ 16,093	
4.10	Add GST		10%	\$ 49,852.00	\$ 4,985		10%	\$ 65,945.00	\$ 6,595	\$ 1,609	
4.11	Total Incl. GST				\$ 54,837				\$ 72,540	\$ 17,702	
5	INTERNAL FIRE SERVICES										
5.01	General allowance for alterations to thermal and smoke detection system due to room changes	Item	1	\$ 15,000.00	\$ 15,000	Item	1	\$ 15,000.00	\$ 15,000	\$ -	Appears ok
5.02	Subtotal				\$ 15,000				\$ 15,000	\$ -	
5.03	Add design contingency (10%)		10%	\$ 15,000.00	\$ 1,500		10%	\$ 15,000.00	\$ 1,500	\$ -	
5.04	Subtotal				\$ 16,500				\$ 16,500	\$ -	
5.05	Add consultant fees (10%)		10%	\$ 16,500.00	\$ 1,650		10%	\$ 16,500.00	\$ 1,650	\$ -	
5.06	Subtotal				\$ 18,150				\$ 18,150	\$ -	
5.07	Add 12 months construction contingency (3%)		3%	\$ 18,150.00	\$ 545		5%	\$ 18,150.00	\$ 908	\$ 363	Construction Contingency
5.08	Escalation - (4%)						4%	\$ 18,150.00	\$ 726	\$ 726	Escalation
5.09	Subtotal				\$ 18,695				\$ 19,784	\$ 1,089	
5.10	Add GST		10%	\$ 18,694.50	\$ 1,869		10%	\$ 19,783.50	\$ 1,978	\$ 109	
5.11	Total Incl. GST				\$ 20,564				\$ 21,762	\$ 1,198	

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STAGE 1 WORKS



REF	ITEM	AEC				C&B					
		UNIT	QTY	RATE	TOTAL	UNIT	QTY	RATE	TOTAL	VARIANCE	COMMENTS
6	NEW DISABLED ACCESS TO STAGE WELL										
	DEMOLITION WORK										
6.01	Demolish existing toilets	m2	42	\$ 180.00	\$ 7,560	m2	42	\$ 200.00	\$ 8,400	\$ 840	Rate changed
6.02	Remove external brick walling	m2	14	\$ 55.00	\$ 770	m2	18	\$ 85.00	\$ 1,530	\$ 760	Quantity and rate changed
	EXTERNAL WALLING AND FOOTING										
6.03	Footing	m	24	\$ 650.00	\$ 15,600	m	26	\$ 650.00	\$ 16,900	\$ 1,300	Quantity changed
6.04	Walling av 1700 high	m2	40	\$ 500.00	\$ 20,000	m2	44	\$ 500.00	\$ 22,000	\$ 2,000	Quantity changed
6.05	Finish to walling internal and external	m2	40	\$ 100.00	\$ 4,000	m2	44	\$ 100.00	\$ 4,400	\$ 400	Quantity changed
	RAMP SLAB										
6.06	Concrete Suspended	m2	36	\$ 550.00	\$ 19,800	m2	36	\$ 650.00	\$ 23,400	\$ 3,600	Rate changed
	NEW EXTERNAL GLASS WALLING										
6.07	North facing glass walling and doors 3m high	m2	14	\$ 1,000.00	\$ 14,000	m2	18	\$ 1,200.00	\$ 21,600	\$ 7,600	Quantity and rate changed
6.08	1.5m high glazing to new ramp	m2	37	\$ 500.00	\$ 18,500	m2	39	\$ 650.00	\$ 25,350	\$ 6,850	Quantity and rate changed
6.09	Hand rails	m	24	\$ 400.00	\$ 9,600	m	26	\$ 400.00	\$ 10,400	\$ 800	Quantity changed
	ROOF										
6.10	Metal deck on steel framing	m2	36	\$ 300.00	\$ 10,800	m2	36	\$ 400.00	\$ 14,400	\$ 3,600	Rate changed
	CEILINGS										
6.11	Plasterboard and furring channels	m2	36	\$ 95.00	\$ 3,420	m2	36	\$ 110.00	\$ 3,960	\$ 540	Rate changed
	FLOORING										
6.12	Carpet and skirting	m2	36	\$ 110.00	\$ 3,960	m2	36	\$ 110.00	\$ 3,960	\$ -	
6.13	Tactiles	Item	1	\$ 3,000.00	\$ 3,000	Item	1	\$ 3,000.00	\$ 3,000	\$ -	
	ELECTRICAL WORKS										
6.14	Allowance	Item	1	\$ 6,000.00	\$ 6,000	Item	1	\$ 6,000.00	\$ 6,000	\$ -	appears ok
	FIRE SERVICES										
6.15	Allowance	Item	1	\$ 2,000.00	\$ 2,000	Item	1	\$ 2,000.00	\$ 2,000	\$ -	
	MECHANICAL SERVICES										
6.16	Allowance	Item	1	\$ 8,000.00	\$ 8,000	Item	1	\$ 8,000.00	\$ 8,000	\$ -	
	JOINING UP AT STAGE LEVEL										
6.17	Alterations including new door for wheelchair access	Item	1	\$ 4,000.00	\$ 4,000	Item	1	\$ 6,500.00	\$ 6,500	\$ 2,500	Rate changed
	NEW ENTRY CEILINGS AND FLOORS										
6.18	Allowance	m2	30	\$ 500.00	\$ 15,000	m2	30	\$ 500.00	\$ 15,000	\$ -	appears ok

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STAGE 1 WORKS



REF	ITEM	AEC				C&B					
		UNIT	QTY	RATE	TOTAL	UNIT	QTY	RATE	TOTAL	VARIANCE	COMMENTS
6.19	Subtotal				\$ 166,010				\$ 196,800	\$ 30,790	
6.20	Add design contingency (10%)		10%	\$ 166,010.00	\$ 16,601		10%	\$ 196,800.00	\$ 19,680	\$ 3,079	
6.21	Subtotal				\$ 182,611				\$ 216,480	\$ 33,869	
6.22	Add consultant fees (10%)		10%	\$ 182,611.00	\$ 18,261		10%	\$ 216,480.00	\$ 21,648	\$ 3,387	
6.23	Subtotal				\$ 200,872				\$ 238,128	\$ 37,256	
6.24	Add 12 months construction contingency (3%)		3%	\$ 200,872.10	\$ 6,026		5%	\$ 238,128.00	\$ 11,906	\$ 5,880	Construction Contingency
6.25	Escalation - (4%)						4%	\$ 238,128.00	\$ 9,525	\$ 9,525	Escalation
6.26	Subtotal				\$ 206,898				\$ 259,560	\$ 52,661	
6.27	Add GST		10%	\$ 206,898.26	\$ 20,690		10%	\$ 259,559.52	\$ 25,956	\$ 5,266	
6.28	Total incl. GST				\$ 227,588				\$ 285,515	\$ 57,927	
7	NEW KITCHEN ACCESS TO FOYER										
	DEMOLITION WORK										
7.01	Cut new door opening in existing wall	No	1	\$ 3,000.00	\$ 3,000	No	1	\$ 3,000.00	\$ 3,000	\$ -	
7.02	Remove asbestos cement ceiling lining	m2	9	\$ 250.00	\$ 2,250	m2	9	\$ 250.00	\$ 2,250	\$ -	
	FOOTINGS AND GROUND SLAB										
7.03	New ground slab and footings	m2	59	\$ 160.00	\$ 9,440	m2	59	\$ 160.00	\$ 9,440	\$ -	
	WALLING INCL. PAINTING										
7.04	Glass wall 2700 high	m2	40	\$ 500.00	\$ 20,000	m2	42	\$ 650.00	\$ 27,300	\$ 7,300	Quantity and rate changed
7.05	Extra for pair of escape doors	No	1	\$ 3,200.00	\$ 3,200	No	1	\$ 4,500.00	\$ 4,500	\$ 1,300	Rate changed
7.06	Plasterboard impact resistant to brick wall incl. furring channels (Bottom 1.5m)	m2	46	\$ 95.00	\$ 4,370	m2	46	\$ 115.00	\$ 5,290	\$ 920	Rate changed
7.07	Plasterboard to brick wall incl. furring channels (above 1.50m)	m2	37	\$ 75.00	\$ 2,775	m2	37	\$ 110.00	\$ 4,070	\$ 1,295	Rate changed
	NEW DOUBLE DOOR WITH AUTO SWING TO KITCHEN										
7.08	Allowance incl. all making good and repair work to kitchen walls	No	1	\$ 8,500.00	\$ 8,500	No	1	\$ 8,500.00	\$ 8,500	\$ -	
	ROOF DECKING AND FRAMING										
7.09	Allowance for new roof extension including alterations to existing	m2	60	\$ 250.00	\$ 15,000	m2	60	\$ 400.00	\$ 24,000	\$ 9,000	Rate changed
	CEILINGS INCL PAINTING										
7.10	New suspended ceiling 2.7m above floor level	m2	68	\$ 95.00	\$ 6,460	m2	68	\$ 110.00	\$ 7,480	\$ 1,020	Rate changed
	FLOOR COVERINGS										
7.11	Screed	m2	68	\$ 45.00	\$ 3,060	m2	68	\$ 45.00	\$ 3,060	\$ -	
7.12	Carpet and skirting	m2	68	\$ 95.00	\$ 6,460	m2	68	\$ 100.00	\$ 6,800	\$ 340	Rate changed
	ELECTRICAL SERVICES										
7.13	Allowance for power and lighting	m2	68	\$ 130.00	\$ 8,840	m2	68	\$ 130.00	\$ 8,840	\$ -	appears ok

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REF	ITEM	AEC				C&B						
		UNIT	QTY	RATE	TOTAL	UNIT	QTY	RATE	TOTAL	VARIANCE	COMMENTS	
	MECHANICAL SERVICES											
7.14	Allowance for split air conditioning	m2	68	\$ 95.00	\$ 6,460	m2	68	\$ 95.00	\$ 6,460	\$ -	appears ok	
	FIRE SERVICES											
7.15	Allowance for smoke and thermal detection	m2	68	\$ 30.00	\$ 2,040	m2	68	\$ 30.00	\$ 2,040	\$ -	appears ok	
	SIGNAGE											
7.16	Allowance	Item	1	\$ 1,500.00	\$ 1,500	Item	1	\$ 1,500.00	\$ 1,500	\$ -	appears ok	
	WORKS TO EXISTING TOILET CORRIDOR											
7.17	Plasterboard impact resistant to brickwall incl. furring channels (Bottom 1.5m)	m2	44	\$ 95.00	\$ 4,180	m2	44	\$ 115.00	\$ 5,060	\$ 880	Rate changed	
7.18	Plasterboard to brickwall incl. furring channels (Bottom 1.5m)	m2	36	\$ 75.00	\$ 2,700	m2	36	\$ 110.00	\$ 3,960	\$ 1,260	Rate changed	
7.19	New carpet including removal of existing	m2	17	\$ 100.00	\$ 1,700	m2	17	\$ 100.00	\$ 1,700	\$ -		
7.20	New lighting	Item	1	\$ 2,000.00	\$ 2,000	Item	1	\$ 2,000.00	\$ 2,000	\$ -		
7.21	General making good and signage	Item	1	\$ 2,000.00	\$ 2,000	Item	1	\$ 3,000.00	\$ 3,000	\$ 1,000	Rate changed	
7.22	Subtotal				\$ 115,935				\$ 140,250	\$ 24,315		
7.23	Add design contingency (10%)		10%	\$ 115,935.00	\$ 11,594		10%	\$ 140,250.00	\$ 14,025	\$ 2,432		
7.24	Subtotal				\$ 127,529				\$ 154,275	\$ 26,747		
7.25	Add consultant fees (10%)		10%	\$ 127,528.50	\$ 12,753		10%	\$ 154,275.00	\$ 15,428	\$ 2,675		
7.26	Subtotal				\$ 140,281				\$ 169,703	\$ 29,421		
7.27	Add 12 months construction contingency (3%)		3%	\$ 140,281.35	\$ 4,208		5%	\$ 169,702.50	\$ 8,485	\$ 4,277	Construction Contingency	
7.28	Escalation - (4%)						4%	\$ 169,702.50	\$ 6,788	\$ 6,788	Escalation	
7.29	Subtotal				\$ 144,490				\$ 184,976	\$ 40,486		
7.30	Add GST		10%	\$ 144,489.79	\$ 14,449		10%	\$ 184,975.73	\$ 18,498	\$ 4,049		
7.31	Total Incl. GST				\$ 158,939				\$ 203,473	\$ 44,535		

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STAGE 1 WORKS



REF	ITEM	AEC				C&B					
		UNIT	QTY	RATE	TOTAL	UNIT	QTY	RATE	TOTAL	VARIANCE	COMMENTS
8	WORK TO EXISTING TOILETS										
8.01	Reconfigure existing womens toilets to include 2 No handicap toilets	m2	20	\$ 1,500.00	\$ 30,000	m2	20	\$ 2,000.00	\$ 40,000	\$ 10,000	Rate changed
8.02	Reconfigure existing mens toilets with new fittings	m2	24	\$ 1,500.00	\$ 36,000	m2	28	\$ 2,000.00	\$ 56,000	\$ 20,000	Quantity and rate changed
8.03	Convert disabled WC to baby change facility					m2	10	\$ 1,500.00	\$ 15,000	\$ 15,000	New item
8.04	Subtotal				\$ 66,000				\$ 111,000	\$ 45,000	
8.05	Add design contingency (10%)		10%	\$ 66,000.00	\$ 6,600		10%	\$ 111,000.00	\$ 11,100	\$ 4,500	
8.06	Subtotal				\$ 72,600				\$ 122,100	\$ 49,500	
8.07	Add consultant fees (10%)		10%	\$ 72,600.00	\$ 7,260		10%	\$ 122,100.00	\$ 12,210	\$ 4,950	
8.08	Subtotal				\$ 79,860				\$ 134,310	\$ 54,450	
8.09	Add 12 months construction contingency (3%)		3%	\$ 79,860.00	\$ 2,396		5%	\$ 134,310.00	\$ 6,716	\$ 4,320	Construction Contingency
8.1	Escalation - (4%)						4%	\$ 134,310.00	\$ 5,372	\$ 5,372	Escalation
8.11	Subtotal				\$ 82,256				\$ 146,398	\$ 64,142	
8.12	Add GST		10%	\$ 82,255.80	\$ 8,226		10%	\$ 146,397.90	\$ 14,640	\$ 6,414	
8.13	Total Incl. GST				\$ 90,481				\$ 161,038	\$ 70,556	
9	NEW WOMENS TOILET EXTENSION										
9.01	Construct new toilets in extension including brick external walls, concrete footings, roof framing and cladding, ceilings, floor tiling, wall tiling, 10No. Cubicles, vanities with basins and mirrors and all plumbing, fixtures, electrical and mechanical services	m2	25	\$ 5,200.00	\$ 130,000	m2	32	\$ 5,200.00	\$ 166,400	\$ 36,400	Quantity changed. Appears to have 5No. Cubicles.
9.02	Subtotal				\$ 130,000				\$ 166,400	\$ 36,400	
9.03	Add design contingency (10%)		10%	\$ 130,000.00	\$ 13,000		10%	\$ 166,400.00	\$ 16,640	\$ 3,640	
9.04	Subtotal				\$ 143,000				\$ 183,040	\$ 40,040	
9.05	Add consultant fees (10%)		10%	\$ 143,000.00	\$ 14,300		10%	\$ 183,040.00	\$ 18,304	\$ 4,004	
9.06	Subtotal				\$ 157,300				\$ 201,344	\$ 44,044	
9.07	Add 12 months construction contingency (3%)		3%	\$ 157,300.00	\$ 4,719		5%	\$ 201,344.00	\$ 10,067	\$ 5,348	Construction Contingency
9.08	Escalation - (4%)						4%	\$ 201,344.00	\$ 8,054	\$ 8,054	Escalation
9.09	Subtotal				\$ 162,019				\$ 219,465	\$ 57,446	
9.10	Add GST		10%	\$ 162,019.00	\$ 16,202		10%	\$ 219,464.96	\$ 21,946	\$ 5,745	
9.11	Total Incl. GST				\$ 178,221				\$ 241,411	\$ 63,191	

500204 CM LaTrobe CC Kernot Hall - Audit Review
STAGE 1 WORKS



REF	ITEM	AEC				C&B					
		UNIT	QTY	RATE	TOTAL	UNIT	QTY	RATE	TOTAL	VARIANCE	COMMENTS
10	NEW FIRE ESCAPE DOORS TO CHAIR STORE										
10.01	Allowance	Item	1	\$ 8,000.00	\$ 8,000	Item	1	\$ 10,000.00	\$ 10,000	\$ 2,000	Rate changed
10.02	Subtotal				\$ 8,000				\$ 10,000	\$ 2,000	
10.03	Add design contingency (10%)		10%	\$ 8,000.00	\$ 800		10%	\$ 10,000.00	\$ 1,000	\$ 200	
10.04	Subtotal				\$ 8,800				\$ 11,000	\$ 2,200	
10.05	Add consultant fees (10%)		10%	\$ 8,800.00	\$ 880		10%	\$ 11,000.00	\$ 1,100	\$ 220	
10.06	Subtotal				\$ 9,680				\$ 12,100	\$ 2,420	
10.07	Add 12 months construction contingency (3%)		3%	\$ 9,680.00	\$ 290		5%	\$ 12,100.00	\$ 605	\$ 315	Construction Contingency
10.08	Escalation - (4%)						4%	\$ 12,100.00	\$ 484	\$ 484	Escalation
10.09	Subtotal				\$ 9,970				\$ 13,189	\$ 3,219	
10.10	Add GST		10%	\$ 9,970.40	\$ 997		10%	\$ 13,189.00	\$ 1,319	\$ 322	
10.11	Total Incl. GST				\$ 10,967				\$ 14,508	\$ 3,540	
	TOTAL - STAGE 1				\$ 2,075,744				\$ 2,574,761		

500204 CM LaTrobe CC Kernot Hall - Audit Review



STAGE 2 WORKS

REF	ITEM	AEC				C&B					
		UNIT	QTY	RATE	TOTAL	UNIT	QTY	RATE	TOTAL	VARIANCE	COMMENTS
1	NEW NORTHERN ENTRY										
1.01	Demolish 5No. brick piers and level fascias and beams in pergola type structure	Item	1	\$ 35,000.00	\$ 35,000	Item	1	\$ 35,000.00	\$ 35,000	\$ -	
1.02	Remove existing eaves and fascias for new entry lock	Item	1	\$ 2,000.00	\$ 2,000	Item	1	\$ 2,000.00	\$ 2,000	\$ -	
1.03	Remove brick paving	m2	98	\$ 30.00	\$ 2,940	m2	98	\$ 30.00	\$ 2,940	\$ -	
1.04	New airlock glass entry incl. auto doors	m2	18	\$ 8,000.00	\$ 144,000	m2	18	\$ 8,000.00	\$ 144,000	\$ -	
1.05	New covered canopy to drop off bay including paving (Split level roof design)	m2	150	\$ 2,500.00	\$ 375,000	m2	150	\$ 2,500.00	\$ 375,000	\$ -	
1.06	New drop off pull in area to road including footpath, tactiles and making good landscaping	m2	101	\$ 350.00	\$ 35,350	m2	166	\$ 350.00	\$ 58,100	\$ 22,750	Quantity changed
1.07	Remove escape door to courtyard and reinstall to breakout area (assumed)					No	1	\$ 2,000.00	\$ 2,000	\$ 2,000	New Item
1.08	Demolish part of 2700 high glass wall to enable works to breakout area					m2	8	\$ 150.00	\$ 1,200	\$ 1,200	New Item
1.09	Allowance for relocation of Lobby doors (2No.)					Item	1	\$ 10,000.00	\$ 10,000	\$ 10,000	New Item
1.11	Subtotal				\$ 594,290				\$ 630,240	\$ 35,950	
1.11	Add design contingency (10%)		10%	\$ 594,290.00	\$ 59,429		10%	\$ 630,240.00	\$ 63,024	\$ 3,595	
1.12	Subtotal				\$ 653,719				\$ 693,264	\$ 39,545	
1.13	Add consultant fees (10%)		10%	\$ 653,719.00	\$ 65,372		10%	\$ 693,264.00	\$ 69,326	\$ 3,955	
1.14	Subtotal				\$ 719,091				\$ 762,590	\$ 43,500	
1.15	Add 12 months construction contingency (3%)		3%	\$ 719,090.90	\$ 21,573		5%	\$ 762,590.40	\$ 38,130	\$ 16,557	Construction Contingency
1.16	Escalation (4%)						4%	\$ 762,590.40	\$ 30,504	\$ 30,504	Escalation
1.17	Subtotal				\$ 740,664				\$ 831,224	\$ 90,560	
1.18	Add GST		10%	\$ 740,663.63	\$ 74,066		10%	\$ 831,223.54	\$ 83,122	\$ 9,056	
1.19	Total incl. GST				\$ 814,730				\$ 914,346	\$ 99,616	

500204 CM LaTrobe CC Kernot Hall - Audit Review



STAGE 2 WORKS

REF	ITEM	AEC				C&B					
		UNIT	QTY	RATE	TOTAL	UNIT	QTY	RATE	TOTAL	VARIANCE	COMMENTS
2	NEW MEETING ROOMS AND BREAKOUT AREAS TO WESTERN SIDE										
2.01	Meeting rooms with Stand alone AC	m2	208	\$ 3,200.00	\$ 665,600	m2	208	\$ 3,500.00	\$ 728,000	\$ 62,400	Rate changed
2.02	Breakout Areas with Stand alone AC	m2	105	\$ 3,200.00	\$ 336,000	m2	127	\$ 3,500.00	\$ 444,500	\$ 108,500	Quantity and rate changed
2.03	Outside courtyard	m2	81	\$ 600.00	\$ 48,600	m2	81	\$ 1,000.00	\$ 81,000	\$ 32,400	Rate changed
2.04	Subtotal				\$ 1,050,200				\$ 1,253,500	\$ 203,300	
2.05	Add design contingency (10%)		10%	\$ 1,050,200.00	\$ 105,020		10%	\$ 1,253,500.00	\$ 125,350	\$ 20,330	
2.06	Subtotal				\$ 1,155,220				\$ 1,378,850	\$ 223,630	
2.07	Add consultant fees (10%)		10%	\$ 1,155,220.00	\$ 115,522		10%	\$ 1,378,850.00	\$ 137,885	\$ 22,363	
2.08	Subtotal				\$ 1,270,742				\$ 1,516,735	\$ 245,993	
2.09	Add 12 months construction contingency (3%)		3%	\$ 1,270,742.00	\$ 38,122		5%	\$ 1,516,735.00	\$ 75,837	\$ 37,714	Construction Contingency
2.11	Subtotal				\$ 1,308,864		4%	\$ 1,516,735.00	\$ 60,669	\$ 60,669	Escalation update
2.12	Add GST		10%	\$ 1,308,864.26	\$ 130,886		10%	\$ 1,653,241.15	\$ 165,324	\$ 34,438	
2.13	Total Incl. GST				\$ 1,439,751				\$ 1,818,565	\$ 378,815	
3	EXTERNAL WORKS										
3.01	Allowance for external road and pathway alterations and landscaping changes	Item	1	\$ 200,000.00	\$ 200,000	Item	1	\$ 200,000.00	\$ 200,000	\$ -	Appears sufficient
3.02	Allowance for signage	Item	1	\$ 20,000.00	\$ 20,000	Item	1	\$ 20,000.00	\$ 20,000	\$ -	
3.03	Allowance for external lighting	Item	1	\$ 30,000.00	\$ 30,000	Item	1	\$ 30,000.00	\$ 30,000	\$ -	
3.04	Subtotal				\$ 250,000				\$ 250,000	\$ -	
3.05	Add design contingency (10%)		10%	\$ 250,000.00	\$ 25,000		10%	\$ 250,000.00	\$ 25,000	\$ -	
3.06	Subtotal				\$ 275,000				\$ 275,000	\$ -	
3.07	Add consultant fees (10%)		10%	\$ 275,000.00	\$ 27,500		10%	\$ 275,000.00	\$ 27,500	\$ -	
3.08	Subtotal				\$ 302,500				\$ 302,500	\$ -	
3.09	Add 12 months construction contingency (3%)		3%	\$ 302,500.00	\$ 9,075		5%	\$ 302,500.00	\$ 15,125	\$ 6,050	Construction Contingency
3.11	Subtotal				\$ 311,575		4%	\$ 302,500.00	\$ 12,100	\$ 12,100	Escalation update
3.12	Add GST		10%	\$ 311,575.00	\$ 31,158		10%	\$ 329,725.00	\$ 32,973	\$ 1,815	
3.13	Total Incl. GST				\$ 342,733				\$ 362,698	\$ 19,965	
	TOTAL - STAGE 2				\$ 2,597,213				\$ 3,095,609		

LATROBE CONVENTION CENTRE BUSINESS CASE PHASE TWO – KERNOT HALL OPTIONS

LATROBE CITY COUNCIL
AUGUST 2019



LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



DOCUMENT CONTROL

Job ID: J001306
Job Name: Latrobe Convention Centre Business Case – Phase Two
Client: Latrobe City council
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Project Manager: Darren Harrison
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Document Name: AEC Report_Latrobe Convention Centre Business Case_Phase Two
Last Saved: 23/8/2019 7:03 AM

Version	Date	Reviewed	Approved
V1	19 August 2018	DH	DH

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



SUMMARY

BACKGROUND (PHASE ONE)

In January 2018 Latrobe City Council let a tender (LCC-450) seeking a company to develop the Latrobe Convention Centre Business Case. AEC Group was awarded the contract and, following extensive consultation with a variety of stakeholders, including a Council-appointed Project Reference Group, produced a report outlining a number of potential options for consideration.

Recommendations in the report were presented to Council on 5 November 2018, with Council adopting the recommendations, in principle, made by the Latrobe Convention Centre Business Case Project Reference Group to:

- a) Provide Kernot Hall with an upgrade, so as to improve its functionality and assist with the attraction of user groups; and
- b) Undertake a program to market the venue; and target and track meeting, conference and exhibition business won and lost over the next 3-5 years, so as to more accurately determine the demand for such activity;

Council also requested that concept designs and associated costings be developed utilising unspent funds from the project brief, so as to facilitate a range of upgrade options for Kernot Hall and that those costed concept designs be presented to Council at a future meeting.

aecgroup.com

PHASE TWO FOCUS

The Phase Two project deals with adopted recommendation a) and also addresses the further requirement to develop additional concept designs and associated costings for future consideration.

Specifically, the deliverables of the project are:

1. Provision of concept drawings and identification of an itemised and costed list of base case upgrade works; and
2. Provision of concept drawings and identification of an itemised and costed list of mid-level upgrade works; and
3. Provision of concept drawings and identification of an itemised and costed list of full level upgrade works; and
4. Submission of finalised drawings and summary reporting of options, following review and (if required) editing of initial concept drawings

RECOMMENDATIONS

Following on-site assessment of the current fit for purpose status of Kernot Hall and in consideration of both required and future potential upgrades that would positively impact upon useability and potential attraction of both new and returned functions and events.

Precinct limitations and a strong desire to retain the intrinsic nature, history and heritage of Kernot Hall do not indicate a benefit for comprehensive alterations, therefore a final stage 'full level upgrade' is not recommended.

The alterations, additions and modifications indicated in a two-staged approach are recommended as those that would best benefit future usage.

Stage One:

Primarily essential functionality upgrades including internal refurbishments, access and amenity provision, as well as façade improvements.

Stage Two:

Creation of a new northern entry point facing the lake and addition of a drop-off bay, covered canopy and paved plaza entrance to the new main entry, as well as construction of new meeting rooms and breakout areas.

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



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LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



1. INTRODUCTION

1.1 BACKGROUND

In January 2018 Latrobe City Council let a tender (LCC-450) seeking a company to develop the *Latrobe Convention Centre Business Case*. AEC Group was awarded the contract and, following extensive consultation with a variety of stakeholders, including a Council-appointed Project Reference Group, produced a report outlining a number of potential options for consideration.

Early stages of the assessment and consultation process concluded that fulfillment of the entire project brief was unlikely to yield a positive short term outcome and subsequently agreed with the Project Reference Group to forego design and financial business case review, instead focussing on potential interim options.

Recommendations in the report were presented to Council on 5 November 2018, with Council adopting the recommendations, in principle, made by the Latrobe Convention Centre Business Case Project Reference Group to:

- a) Provide Kernot Hall with an upgrade, so as to improve its functionality and assist with the attraction of user groups; and
- b) Undertake a program to market the venue; and target and track meeting, conference and exhibition business won and lost over the next 3-5 years, so as to more accurately determine the demand for such activity.

Council also requested that concept designs and associated costings be developed utilising unspent funds from the project brief, so as to facilitate a range of upgrade options for Kernot Hall and that those costed concept designs be presented to Council at a future meeting.

Council's request was subsequently expressed in a secondary Request for Quote, *Latrobe Convention Centre Phase Two: Indicative Design and Costings*.

In line with Council's decision (a) to provide Kernot Hall with a range of upgrade options so as to improve functionality and better attract user groups, the Phase Two project scope required the following:

1. Provision of concept drawings and identification of an itemised and costed list of base case upgrade works; and
2. Provision of concept drawings and identification of an itemised and costed list of mid-level upgrade works; and
3. Provision of concept drawings and identification of an itemised and costed list of full level upgrade works

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



1.2 APPROACH

AEC, in conjunction with initial team partners DKJ Architects conducted a two day site inspection for the purpose of assessing current building design and operational status, as well as engage in on-site consultation meetings with Latrobe City Council representatives.

The primary considerations in imagining positive alterations to Kernot Hall were drawn from Phase One, closer assessment (in Phase Two) of the structure and subsequent on site meetings.

Listed as 'Strengths' within the initial report were the following attributes and commentary:

- Kernot Hall seats 864.
- Historical Community Events Centre (Deb Balls, Gem Show, Caravan Show, Eisteddfod).
- Handles large community and social events well around 1000 pax.
- Large Funerals.
- Suited to large Association type events (where attendees find their own accommodation).
- Strong Community passion for Kernot Hall.
- A lot of use of Kernot Hall is provided at no charge as a community benefit.
- Kernot Hall structure is sound



LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



1.3 GUIDING PRINCIPLES

Kernot Hall holds a considerable place of history and endearment within the Community. Whilst it is broadly acknowledged that it is a highly underutilised facility, the modifications required for full conversion to a modernised centre capable of hosting multiple types of events would not only be at substantial financial cost but would also intrinsically alter some of the key characteristics of the building.

Elements such as the extensive wooden flooring would be potentially be lost, due to unsuitability for conversion to current convention and exhibition centre requirements such as underfloor accessible plumbing, water feeds and electrical outlets. The wooden flooring is an intrinsic part of the charm of Kernot Hall and unlikely to be accepted as an outcome of redevelopment.

Kernot Hall certainly has a role to play within the Community events sector and has the capacity to attract more substantial and more frequent events with required enhancements to facilities, accessibility, updating of façade and presentation of appearance.



The capability to host smaller, more intimate events and meetings through the addition of smaller, more flexible spaces is a key element to increasing general usage, increasing exposure and attracting potential new users to enjoy the facility.

In assessing potential upgrades to Kernot Hall, the following considerations were employed to guide the functionality and design upgrade process:

- Strong consideration given to Kernot Hall heritage and place in the community;
- Both internal and external appearance, as well as core functionality needs to be improved to assist in attracting new events;
- Consideration given to surrounding precinct and potential impacts (as yet unknown), but particularly on western face;
- Large expanse of hall to remain intact, whilst consideration given to the creation of smaller, more flexible spaces;
- Basic amenities and accessibility (particularly disabled) need to be brought up to current standard;
- Protection of (no alteration to) main hall wooden flooring.

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



2. EVALUATION

2.1 SITE COMMENTARY

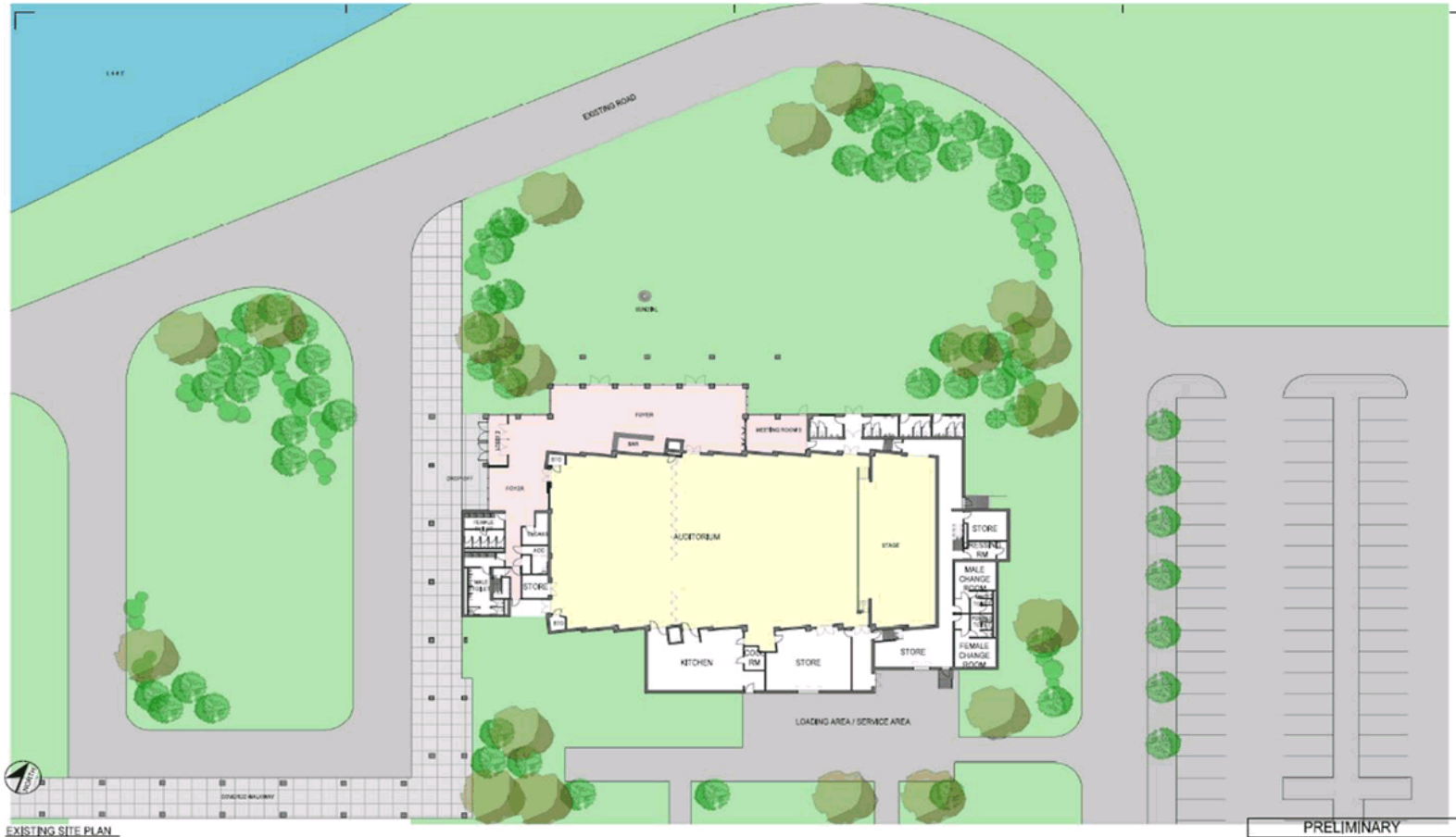
The following notes and comments were recorded on-site and in preparation for consideration of proposed recommended building alterations and embellishments, which would further inform descriptions for subsequent drawings and associated cost estimates:

- 1) Kernot Hall is generally good condition, but dark interior (halls) and dated in appearance, both externally and internally
- 2) Main entrance to the hall not prominent and may be compromised by future development plans of Federation Training / Gippsland TAFE
- 3) Existing kitchen in very good serviceable condition, but overly substantial and under-utilised.
- 4) There is no direct access from the kitchen to the more utilised foyer areas without crossing through the halls
- 5) Existing WCs are serviceable, but tired in appearance and require refurbishing to improve standard.
- 6) Improved accessibility / space within Female WCs is required – may be achieved by relocating current wall
- 7) Disabled accessibility in general is poor and there is no accessibility to the stage area
- 8) Conversion of current Female WCs to unisex disabled accessible WCs would allow existing disabled WC to become dedicated baby change facility
- 9) Public spaces (foyer) to benefit from upgraded lighting and lighting layout, lighter wall treatment and new carpet
- 10) Halls would benefit from acoustic treatment to walls and ceiling to lighten spaces, as well as upgraded lighting and lighting layout
- 11) Possibility to further subdivide smaller hall area to increase function size space flexibility
- 12) Stage and backstage areas required to be refurbished and lightened
- 13) Improvement to external appearance could be achieved through render, paint and metal clad to northern and western elevations externally, with potential visual connection to new TAFE extensions
- 14) Appearance and functionality would greatly benefit from the construction of a significant new entry statement on the northern elevation, with entry forecourt, covered walkway and drop-off area
- 15) Newly created frontage can potentially be utilised as an external exhibition space displaying structural / sculptural items relevant to the history of Morwell and Kernot Hall
- 16) Western (current entry) could accommodate construction of new rooms and breakout spaces to be utilised can be used for smaller functions and meetings
- 17) Maintain connecting walkway to TAFE, allowing for accessibility to the kitchens in the event that an agreement to utilise facilities for training purposes TAFE usage may be possible

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



2.2 EXISTING SITE PLAN



EXISTING SITE PLAN

4 Shephard Street
 Darwin NT 0800
 t - 08 8981 9177
 e - www.aecgroup.com.au
 ABN 4815 4257 995



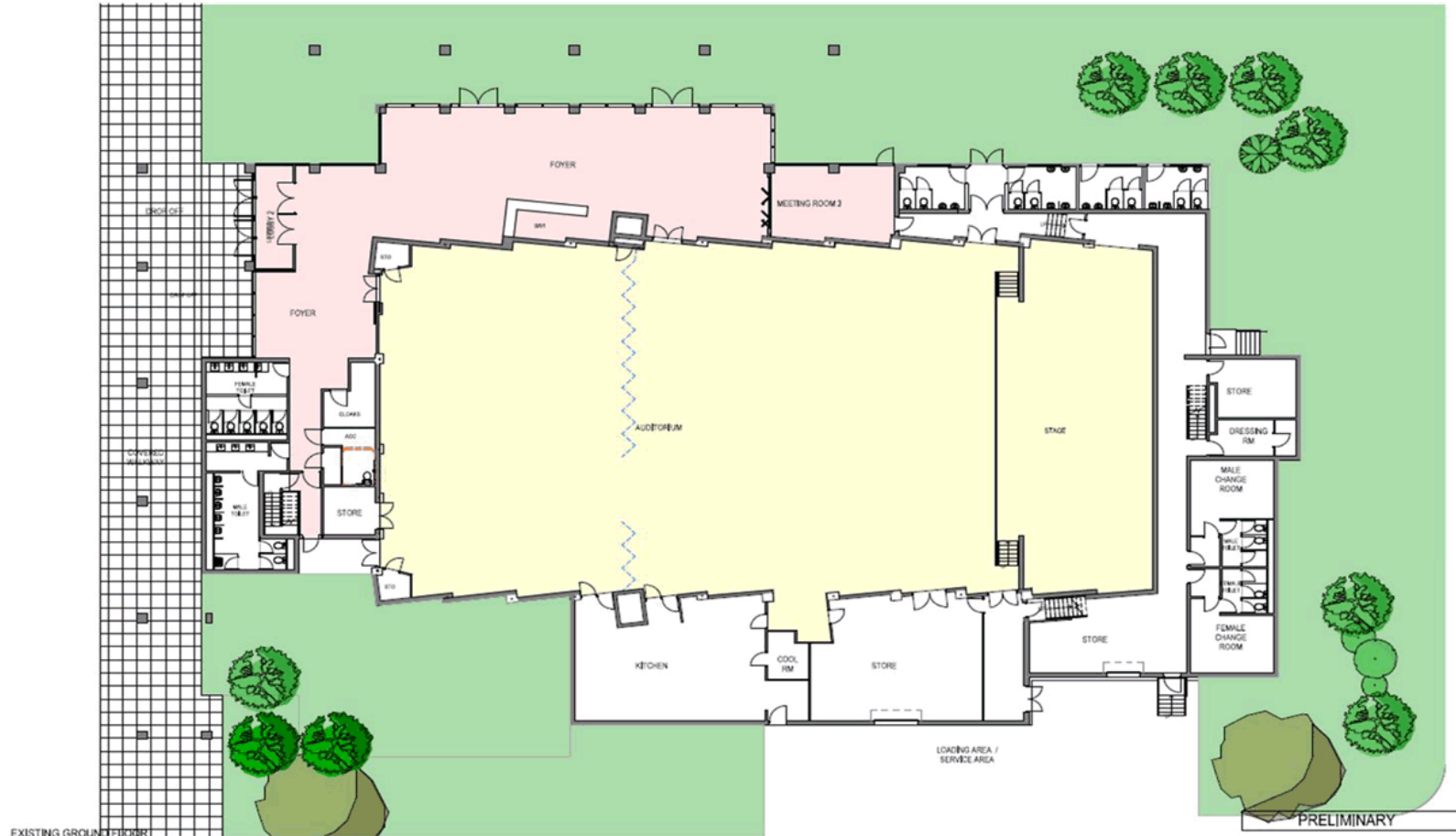
DKJ projects. architecture

DRAWING TITLE: EXISTING GROUND / SITE PLAN			
PROJECT NAME: KEROT HALL		CLIENT NAME: LATROBE	
PROJECT NUMBER: 00.0000	SCALE: ARCH: 1:200	DRAWING NUMBER: A01	DATE: 21/06/19
			REVISION: 1

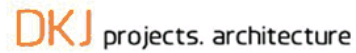
LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



2.3 EXISTING GROUND PLAN



4. Shepherd Street
Darwin NT 0800
t - 08 8981 9177
e - www.dkj.net.au
ABN 4875 4257 995



DRAWING TITLE:
EXISTING GROUND PLAN

PROJECT NAME: KEROT HALL	CLIENT NAME: LATROBE
PROJECT NUMBER: 00,0000	SCALE (M): 1 : 100
DRAWING NUMBER: A02	DATE: 21/06/19
	REVISION: 1

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



3. RECOMMENDED UPGRADES

3.1 STAGE ONE

The recommended Stage One works deal primarily with essential functionality upgrades including refurbishment of toilet facilities and enhancements for disabled access provision which do not meet current standards. In addition, provision of new access from kitchen direct to foyer area, external northern and western façade improvements, internal improvements including new ceiling, carpets and wall treatments to lighten the current dark interior space. A brief description of works is included under each heading, with the full works breakdown and cost estimates contained in Cost Estimates.

UPGRADE EXISTING NORTH AND WESTERN FACADES

- Rendering and painting of existing external brick walls, window columns and walkway columns, painting of existing AC fascias and soffit to walkways
- New metal Colorbond cladding to existing brickwork at high level for protection and aesthetic improvements – possibility to mirror precinct appearance, or separate complimentary design

INTERNAL GENERAL UPGRADING WORKS

- Removal of existing main entry airlock, tiled flooring, ceiling and glazing
- Replacement of Foyer Carpet
- Replacement of ceilings throughout Foyer and Hall areas
- Covering of internal brick walls with impact resistant board - acoustic where required – to update and lighten internal appearance
- New dividing partition folding wall for secondary space (tba)

INTERNAL ELECTRICAL WORKS

- New Lighting to Hall and Foyer areas, including power outlet alterations
- General upgrading works (assume switchboard and supply is adequate)

INTERNAL MECHANICAL SERVICES WORK

- Alterations to ductwork and air register work (assume current system is adequate and working satisfactorily)

INTERNAL FIRE SERVICES

- Alterations to thermal and smoke detection system due to room changes

NEW DISABLED ACCESS TO STAGE LEVEL

- Demolition of existing external access toilets and wall to allow of construction of new disabled access ramp, providing access to Foyer and Stage area. Also allows and improvements to fire escape

NEW KITCHEN ACCESS TO FOYER

- Cut new access doorway in the existing wall, extend roof and enclose to create walkway linking the kitchen to the northern Foyer area to allow direct accessibility and servicing to Foyer functions

WORK TO EXISTING TOILETS AND CORRIDOR

- Conversion of existing Female WCs to disabled accessible
- Conversion of existing Disabled WC to Baby Change facility
- Refurbishment of Male WCs

NEW WOMENS TOILETS EXTENSION

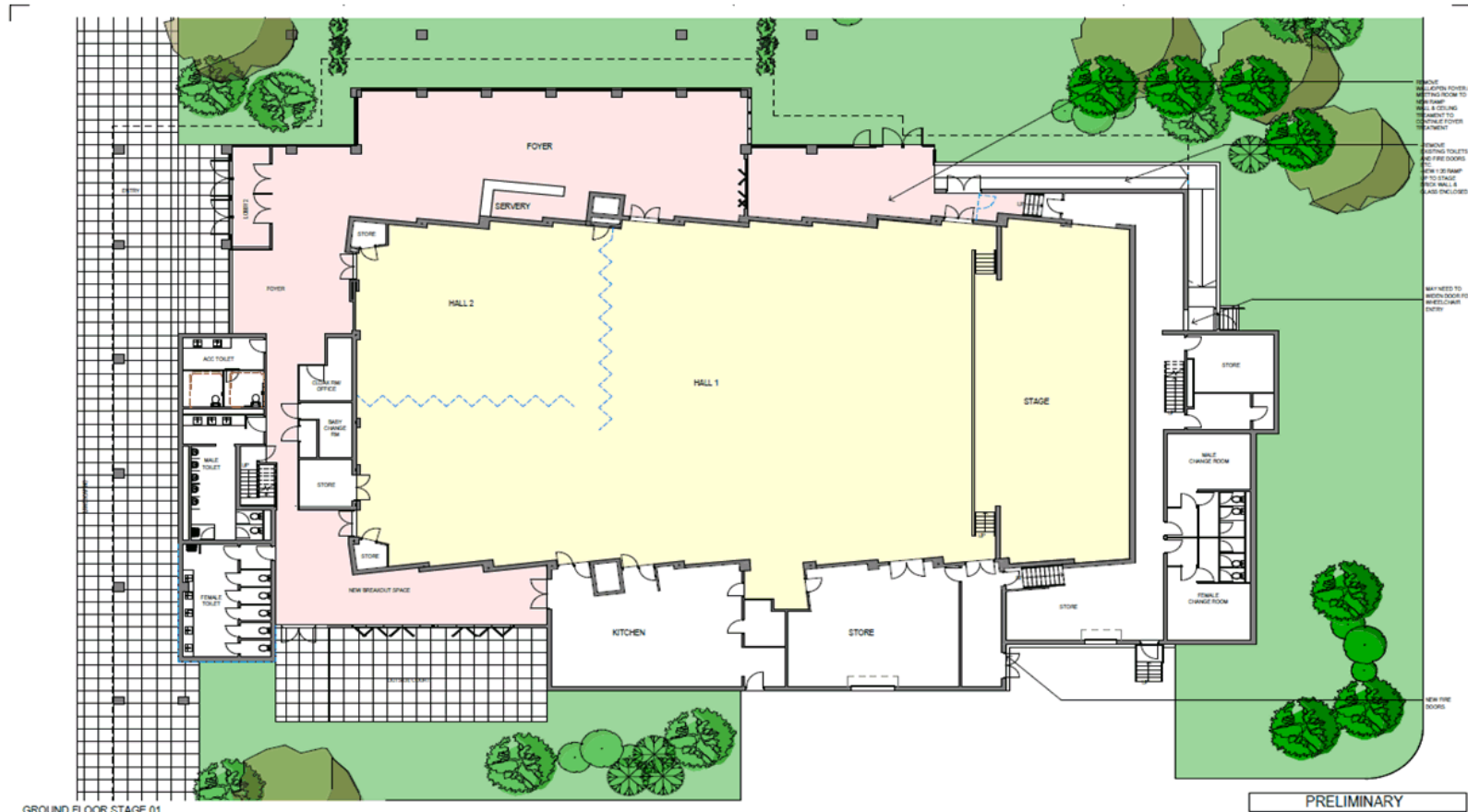
- Construction of new Female WCs in extension, adjacent to current Male WCs

NEW FIRE ESCAPE DOORS TO CHAIR STORE

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



3.2 STAGE ONE FLOOR PLAN



GROUND FLOOR STAGE 01
1:100

4 Shepherd Street
Darwin NT 0800
t - 08 9961 9177
e - www.aecjntau
ABN 4815 4057 995



DKJ projects. architecture

DRAWING TITLE PROPOSED GROUND FLOOR STAGE 01			
PROJECT NAME KEROT HALL		CLIENT NAME LATROBE	
PROJECT NUMBER 00.0000	SCALE (MM) 1:100	DRAWING NUMBER A06	DATE 06/20/19
			REVISION 1

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



3.3 STAGE TWO

The recommended Stage Two works involve the creation of a new northern entry point facing the lake and main road as a more logical focal point. Addition of a drop-off bay accessed from the existing precinct roadway, leading to a covered canopy and paved plaza entrance to the new frontage access doors. Additionally, construction of new meeting rooms and breakout areas along the former western entry area and external corridors. A brief description of works is included under each heading, with the full works breakdown and cost estimates contained in Cost Estimates

NEW NORTHERN ENTRY

- Demolish Brick piers and level facias and beams in pergola type structure
- Remove existing eaves and fascia for new entry lock
- Remove brick paving
- Construction of new air lock glass entry, including automatic doors
- Construction of new drop off bay to road including footpath, tactiles and make good of landscaping
- Construction of new covered canopy with split-level roof design to paved drop off bay

NEW MEETING ROOMS AND BREAKOUT AREAS TO WESTERN SIDE

- Construction of new meeting rooms with stand-alone AC
- Construction of breakout areas with stand-alone AC
- Construction of new external courtyard

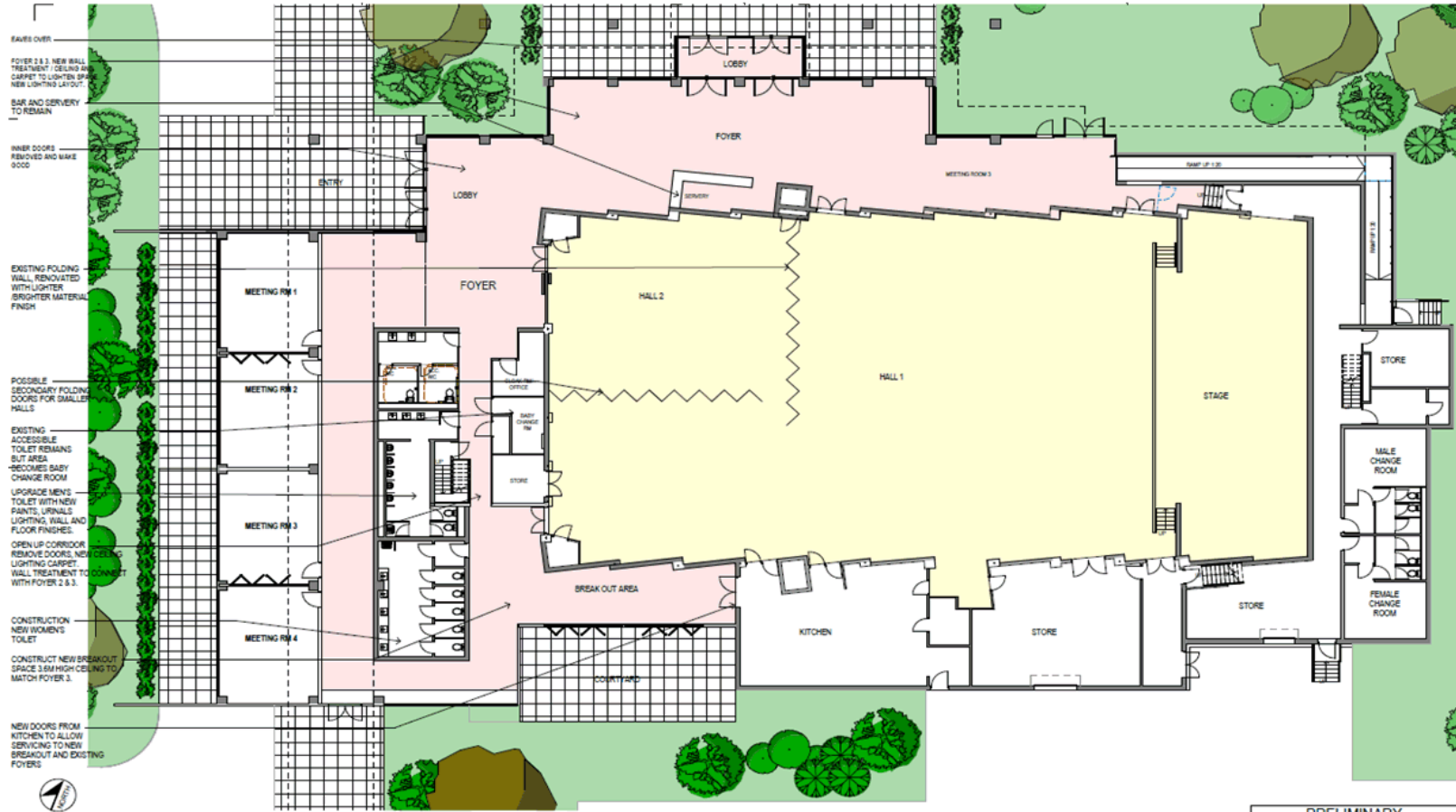
EXTERNAL WORKS

- Road and pathway alterations and landscaping changes required to facilitate new access road entry to drop off area
- New Kernot Hall signage
- New external lighting

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



3.4 STAGE TWO FLOOR PLAN



- EAVERS OVER
- FOYER 2 & 3: NEW WALL TREATMENT / CEILING AND CARPET TO LIGHTEN UP NEW LIGHTING LAYOUT.
- BAR AND SERVICRY TO REMAIN
- INNER DOORS REMOVED AND MAKE GOOD
- EXISTING FOLDING WALL, RENOVATED WITH LIGHTER BRIGHTER MATERIAL FINISH
- POSSIBLE SECONDARY FOLDING DOORS FOR SMALLER HALLS
- EXISTING ACCESSIBLE TOILET REMAINS BUT AREA BECOMES BABY CHANGE ROOM
- UPGRADE MENS TOILET WITH NEW PAINTS, URINALS, LIGHTING, WALL AND FLOOR FINISHES.
- OPEN UP CORRIDOR REMOVE DOORS, NEW LIGHTING CARPET, WALL TREATMENT TO CORRESPOND WITH FOYER 2 & 3.
- CONSTRUCTION NEW WOMENS TOILET
- CONSTRUCT NEW BREAKOUT SPACE 3.6M HIGH CEILING TO MATCH FOYER 3.
- NEW DOORS FROM KITCHEN TO ALLOW SERVICING TO NEW BREAKOUT AND EXISTING FOYERS

GROUND FLOOR STAGE 02
1:100

PRELIMINARY

4 Shepherd Street
Darwin NT 0800
t - 08 1981 9177
e - www.dkj.net.au
ABN 4815 4057 995



DKJ projects. architecture

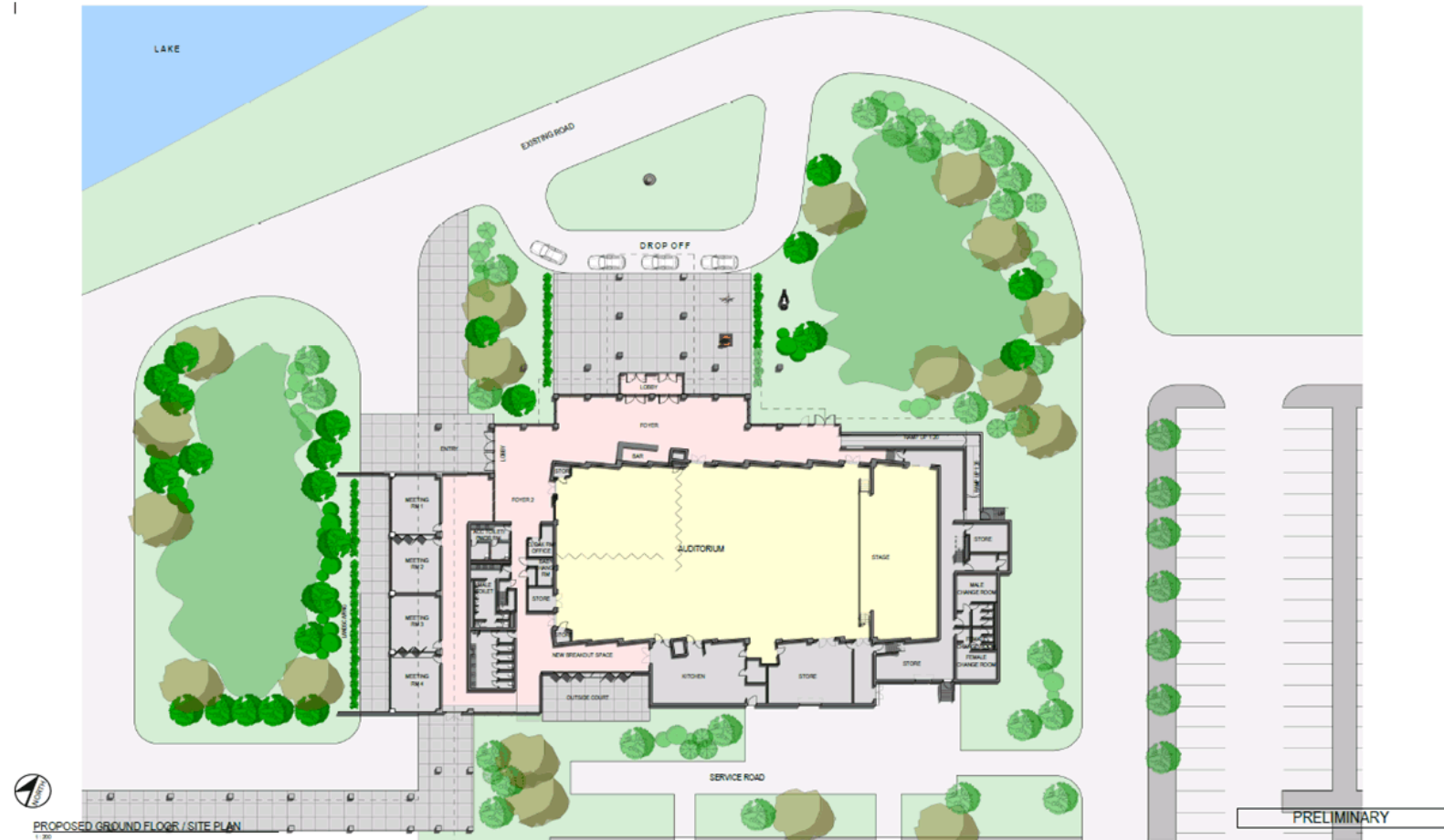
DRAWING TITLE: PROPOSED GROUND FLOOR STAGE 02		CLIENT NAME: LATROBE	
PROJECT NAME: KERNOT HALL		DRAWING NUMBER: A07	
PROJECT NUMBER: 00.0000	SCALE @A1: 1:100	DATE: 06/20/19	REVISION: 1

aecgroup Ltd.com

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO

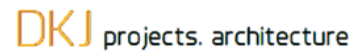


3.5 PROPOSED SITE PLAN



PROPOSED GROUND FLOOR / SITE PLAN
1:300

4 Shepherd Street
Darwin NT 0800
t + 08 8981 9177
e - www.dkj.net.au
ABN 48 15 4057 995

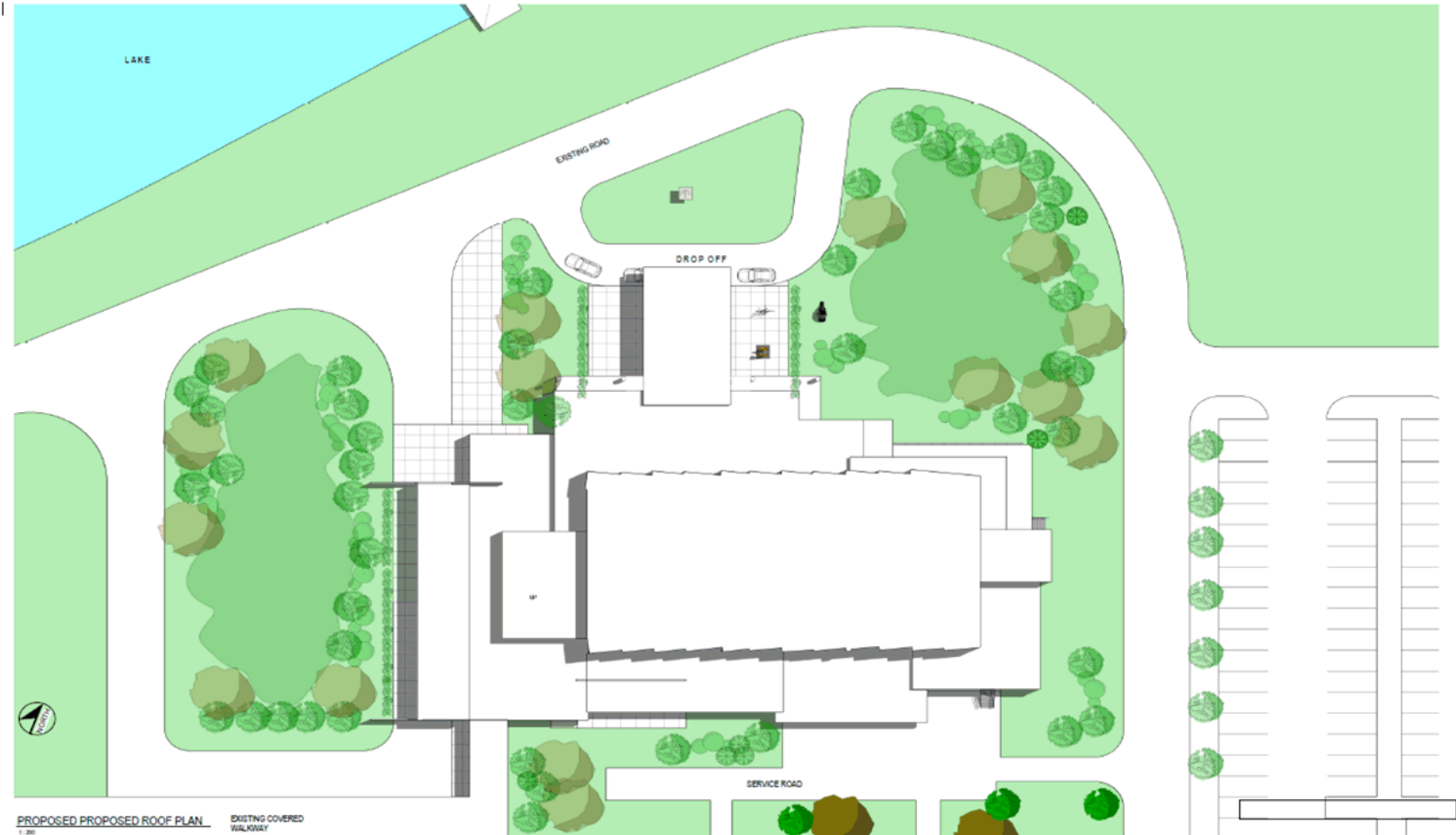


DRAWING TITLE PROPOSED SITE PLAN			
PROJECT NAME KEROT HALL		CLIENT NAME LATROBE	
PROJECT NUMBER 00.0000	SCALE (B1) 1:200	DRAWING NUMBER A05	DATE 21/06/19
			REVISION 1

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



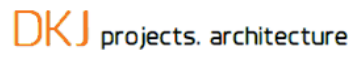
3.6 PROPOSED ROOF PLAN



PROPOSED PROPOSED ROOF PLAN
1:300

EXISTING COVERED WALKWAY

4 Shepherd Street
Darwin NT 0800
t +61 8981 9377
e - www.dkj.net.au
ABN 4815 4257 995



DRAWING TITLE		PROPOSED ROOF PLAN			
PROJECT NAME		KERNOT HALL			
CLIENT NAME		LATROBE			
PROJECT NUMBER	SCALE	DRAWING NUMBER	DATE	REVISION	
00.0000	1:200	A08	21/06/19	1	

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



3.7 PERSPECTIVE A



4 Shepherd Street
 Darwin NT 0800
 t - 06 8961 9177
 e - www.dkj.net.au
 ABN 4815 4057 995

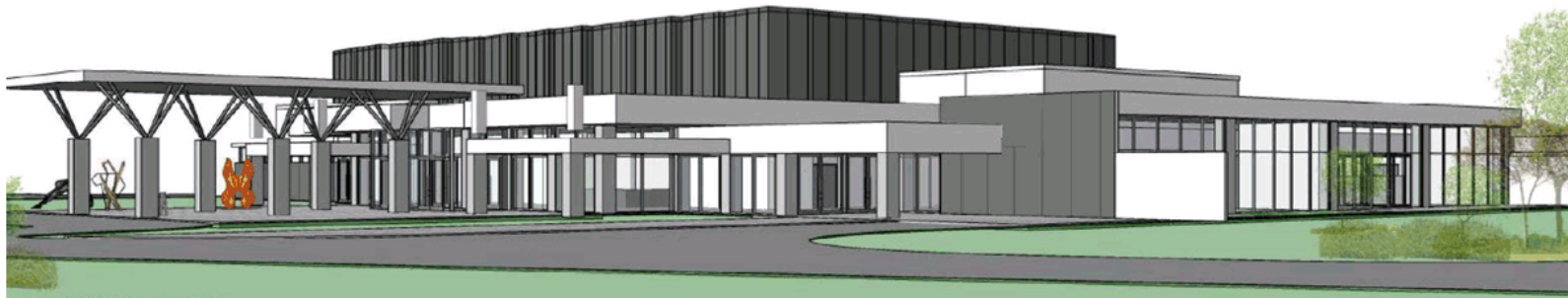
DKJ projects. architecture

DRAWING TITLE: PERSPECTIVE 01				
PROJECT NAME: KERNOT HALL			CLIENT NAME: LATROBE	
PROJECT NUMBER: 00.0000	SCALE:@A3	DRAWING NUMBER: A10	DATE: 20/06/19	REVISION

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



3.8 PERSPECTIVE B



PERSPECTIVE 02



4 Shepherd Street
Darwin NT 08100
t - 08 8981 9177
e - www.dkjnet.au

ABN 4815 4057 995



DRAWING TITLE: PERSPECTIVE 02				CLIENT NAME: LATROBE	
PROJECT NAME: KERNOT HALL				DATE: 20/08/2019	
PROJECT NUMBER: 00 0000	SCALE: @A3	DRAWING NUMBER: A11	REVISION		

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LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



4. COST ESTIMATES

STAGE 1 WORKS	UNIT	QTY	RATE	TOTAL	
1 UPGRADE EXISTING NORTH AND WESTERN FACADES					
Render and paint existing external brick walls	m2	165.00	100.00	16,500.00	
Render and paint existing brickwork in columns at windows	m2	66.00	150.00	9,900.00	
Render and paint existing walkway brick columns	m2	72.00	125.00	9,000.00	
Prepare and paint existing AC Fascias	m2	140.00	40.00	5,600.00	
New Metal Colorbond cladding to existing brickwork at high level incl. metal furring channels	m2	327.00	150.00	49,050.00	
Repaint existing AC soffit to Walkways	m2	287.00	30.00	8,610.00	
General repair work	1.00 Item		20,000.00	20,000.00	
Sub Total				118,660.00	
Add Design Contingency (10%)	1.00	0.10		11,866.00	
Sub Total				130,526.00	
Add Consultant Fees (10%)	1.00	0.10		13,052.60	
Sub Total				143,578.60	
Add 12 months construction contingency (3%)	1.00	0.03		4,307.36	
Sub Total				147,885.96	
Add GST	1.00	0.10		14,788.60	
TOTAL INCL GST				162,674.55	162,674.55
2 INTERNAL GENERAL UPGRADING WORKS					
Demolition Work					
Remove Airlock at Entry incl. tiled flooring ,ceiling and glazing	m2	14.00	125.00	1,750.00	
Remove Foyer Carpet	m2	288.00	8.00	2,304.00	
Remove Ceilings 2.7m above floor level (Foyer)	m2	88.00	30.00	2,640.00	
Remove Ceilings 4m above floor level (Foyer)	m2	214.00	35.00	7,490.00	
Remove Ceilings 7m above floor level (Hall areas)	m2	777.00	75.00	58,275.00	
Protect existing timber floors (Hall areas)	m2	777.00	25.00	19,425.00	
New Ceilings incl Painting					
New suspended ceiling 2.7m above floor level (Foyer Areas)	m2	88.00	125.00	11,000.00	
New suspended ceiling 4.0m above floor level (Foyer Areas)	m2	214.00	155.00	33,170.00	
New suspended ceiling 7.0m above floor level (Hall Areas)	m2	777.00	250.00	194,250.00	
New Carpet					
New Carpet to Foyer Areas	m2	314.00	85.00	26,690.00	
Allowance for floor levelling	Item	1.00	5,000.00	5,000.00	
New Wall Linings incl Painting					
New Impact resistant board to brick walls incl. furring supports (bottom 1.50m)	m2	195.00	95.00	18,525.00	

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



4.1 STAGE ONE

New Impact resistant board to brick walls incl. furring supports (columns at windows)(bottom 1.50m)	m2	24.00	105.00	2,520.00	
New Acoustic board to brick walls at high level incl furring supports (Halls)	m2	472.00	200.00	94,400.00	
Plasterboard to high level incl furring supports (Foyer Areas)	m2	102.00	75.00	7,650.00	
Plasterboard to high level to columns at windows (Foyer Areas)	m2	34.00	100.00	3,400.00	
Doors and Folding Walls					
Allowance for renovating existing hall motorised wall	m2	175.00	150.00	26,250.00	
New dividing partition folding wall for secondary space	m2	87.00	750.00	65,250.00	
Sub Total				579,989.00	
Add Design Contingency (10%)	1.00	0.10		57,998.90	
Sub Total				637,987.90	
Add Consultant Fees (10%)	1.00	0.10		63,798.79	
Sub Total				701,786.69	
Add 12 months construction contingency (3%)	1.00	0.03		21,053.60	
Sub Total				722,840.29	
Add GST	1.00	0.10		72,284.03	
TOTAL INCL GST				795,124.32	795,124.32
3 INTERNAL ELECTRICAL WORKS					
General Allowances					
New Lighting to Hall areas incl power outlet alterations	m2	800.00	210.00	168,000.00	
New Lighting to Foyer areas incl power outlet alterations	m2	314.00	180.00	56,520.00	
General upgrading works (Switchboard assumes existing supply is adequate)	Item	1.00	50,000.00	50,000.00	
Sub Total				274,520.00	
Add Design Contingency (10%)	1.00	0.10		27,452.00	
Sub Total				301,972.00	
Add Consultant Fees (10%)	1.00	0.10		30,197.20	
Sub Total				332,169.20	
Add 12 months construction contingency (3%)	1.00	0.03		9,965.08	
Sub Total				342,134.28	
Add GST	1.00	0.10		34,213.43	
TOTAL INCL GST				376,347.70	376,347.70
4 INTERNAL MECHANICAL SERVICES WORK					
General allowance for alterations to ductwork and air register work (Assumes current system is adequate and working satisfactorily)	1.00 item		40,000.00	40,000.00	
Sub Total				40,000.00	
Add Design Contingency (10%)	1.00	0.10		4,000.00	
Sub Total				44,000.00	
Add Consultant Fees (10%)	1.00	0.10		4,400.00	
Sub Total				48,400.00	
Add 12 months construction contingency (3%)	1.00	0.03		1,452.00	

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



Sub Total				49,852.00	
Add GST		1.00	0.10	4,985.20	
TOTAL INCL GST				54,837.20	54,837.20
5 INTERNAL FIRE SERVICES					
General allowance for alterations to thermal and smoke detection system due to room changes	Item	1.00	15,000.00	15,000.00	
Sub Total				15,000.00	
Add Design Contingency (10%)		1.00	0.10	1,500.00	
Sub Total				16,500.00	
Add Consultant Fees (10%)		1.00	0.10	1,650.00	
Sub Total				18,150.00	
Add 12 months construction contingency (3%)		1.00	0.03	544.50	
Sub Total				18,694.50	
Add GST		1.00	0.10	1,869.45	
TOTAL INCL GST				20,563.95	20,563.95
6 NEW DISABLED ACCESS TO STAGE LEVEL					
Demolition Work					
Demolish existing toilets	m2	42.00	180.00	7,560.00	
Remove external brick walling	m2	14.00	55.00	770.00	
External Walling and Footings					
Footing	m	24.00	650.00	15,600.00	
Walling av 1700 high	m2	40.00	500.00	20,000.00	
Finish to walling internal and external	m2	40.00	100.00	4,000.00	
Ramp Slab					
Concrete suspended	m2	36.00	550.00	19,800.00	
New External Glass Walling					
North facing glass walling and doors 3m high	m2	14.00	1,000.00	14,000.00	
1.5m High glazing to new ramp	m2	37.00	500.00	18,500.00	
Hand rails	m	24.00	400.00	9,600.00	
Roof					
Metal deck on steel framing	m2	36.00	300.00	10,800.00	
Ceilings					
Plasterboard and furring channels	m2	36.00	95.00	3,420.00	
Flooring					
Carpet and skirting	m2	36.00	110.00	3,960.00	
Tactiles	Item	1.00	3,000.00	3,000.00	
Electrical Works					
Allowance	Item	1.00	6,000.00	6,000.00	
Fire Services					
Allowance	Item	1.00	2,000.00	2,000.00	

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



Mechanical Services					
Allowance	Item	1.00	8,000.00	8,000.00	
Joining Up at Stage Level					
Alterations including new door for wheelchair access	Item	1.00	4,000.00	4,000.00	
New entry ceilings and Floors					
Allowance	m2	30.00	500.00	15,000.00	
Sub Total				166,010.00	
Add Design Contingency (10%)	1.00	0.10		16,601.00	
Sub Total				182,611.00	
Add Consultant Fees (10%)	1.00	0.10		18,261.10	
Sub Total				200,872.10	
Add 12 months construction contingency (3%)	1.00	0.03		6,026.16	
Sub Total				206,898.26	
Add GST	1.00	0.10		20,689.83	
TOTAL INCL GST				227,588.09	227,588.09
7 NEW KITCHEN ACCESS TO FOYER					
Demolition Work					
Cut new door opening in existing wall	No	1.00	3,000.00	3,000.00	
Remove asbestos cement ceiling lining	m2	9.00	250.00	2,250.00	
Footings and Ground Slab					
New ground slab and footings	m2	59.00	160.00	9,440.00	
Walling incl painting					
Glass wall 2700 high	m2	40.00	500.00	20,000.00	
Extra for pair of escape doors	No	1.00	3,200.00	3,200.00	
Plasterboard impact resistant to brick wall incl furring channels (Bottom 1.50m)	m2	46.00	95.00	4,370.00	
Plasterboard to brick wall incl furring channels (Above 1.50m)	m2	37.00	75.00	2,775.00	
New Double Door with auto swing to Kitchen					
Allowance incl all making good and repair work to Kitchen walls	No	1.00	8,500.00	8,500.00	
Roof Decking and Framing					
Allowance for new roof extension including alteration to existing	m2	60.00	250.00	15,000.00	
Ceilings incl Painting					
New suspended ceiling 2.7m above floor level	m2	68.00	95.00	6,460.00	
Floor Coverings					
Screed	m2	68.00	45.00	3,060.00	
Carpet and skirting	m2	68.00	95.00	6,460.00	
Electrical Services					
Allowance for power and lighting	m2	68.00	130.00	8,840.00	
Mechanical Services					
Allowance for split air conditioning	m2	68.00	95.00	6,460.00	
Fire Services					

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



Allowance for smoke and thermal detection	m2	68.00	30.00	2,040.00	
Signage					
Allowance	1.00 Item		1,500.00	1,500.00	
Works to Existing Toilets Corridor					
Plasterboard impact resistant to brick wall incl furring channels (Bottom 1.50m)	m2	44.00	95.00	4,180.00	
Plasterboard to brick wall incl furring channels (Above 1.50m)	m2	36.00	75.00	2,700.00	
New Carpet including removal of existing	m2	17.00	100.00	1,700.00	
New Lighting	Item	1.00	2,000.00	2,000.00	
General making good and signage	Item	1.00	2,000.00	2,000.00	
Sub Total				115,935.00	
Add Design Contingency (10%)	1.00	0.10		11,593.50	
Sub Total				127,528.50	
Add Consultant Fees (10%)	1.00	0.10		12,752.85	
Sub Total				140,281.35	
Add 12 months construction contingency (3%)	1.00	0.03		4,208.44	
Sub Total				144,489.79	
Add GST	1.00	0.10		14,448.98	
TOTAL INCL GST				158,938.77	158,938.77
8 WORK TO EXISTING TOILETS					
Reconfigure existing Womens Toilets to include 2No Handicap Toilets	m2	20.00	1,500.00	30,000.00	
Refurbish existing Mens Toilets with new fittings	m2	24.00	1,500.00	36,000.00	
Sub Total				66,000.00	
Add Design Contingency (10%)	1.00	0.10		6,600.00	
Sub Total				72,600.00	
Add Consultant Fees (10%)	1.00	0.10		7,260.00	
Sub Total				79,860.00	
Add 12 months construction contingency (3%)	1.00	0.03		2,395.80	
Sub Total				82,255.80	
Add GST	1.00	0.10		8,225.58	
TOTAL INCL GST				90,481.38	90,481.38
9 NEW WOMENS TOILETS EXTENSION					
Construct new toilets in extension including brick external walls, concrete footings, roof framing and cladding, ceilings, floor tiling, wall tiling, 10No cubicles, vanities with basins and mirrors and all plumbing, fixtures, electrical and mechanical services	m2	25.00	5,200.00	130,000.00	
Sub Total				130,000.00	
Add Design Contingency (10%)	1.00	0.10		13,000.00	
Sub Total				143,000.00	
Add Consultant Fees (10%)	1.00	0.10		14,300.00	
Sub Total				157,300.00	

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



Add 12 months construction contingency (3%)	1.00	0.03	4,719.00	
Sub Total			162,019.00	
Add GST	1.00	0.10	16,201.90	
TOTAL INCL GST			178,220.90	178,220.90
10 NEW FIRE ESCAPE DOORS TO CHAIR STORE				
Allowance	1.00	Item	8,000.00	8,000.00
Sub Total			8,000.00	
Add Design Contingency (10%)	1.00	0.10	800.00	
Sub Total			8,800.00	
Add Consultant Fees (10%)	1.00	0.10	880.00	
Sub Total			9,680.00	
Add 12 months construction contingency (3%)	1.00	0.03	290.40	
Sub Total			9,970.40	
Add GST	1.00	0.10	997.04	
TOTAL INCL GST			10,967.44	10,967.44
TOTAL STAGE 1				2,075,744.31

Notes

The Rates include for Builders Preliminaries, Overheads and Margin

Clive Towell MRICS
Quantity Surveyor
Mobile 0439818025

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



4.2 STAGE TWO

STAGE 2 WORKS	UNIT	QTY	RATE	TOTAL	
1 NEW NORTHERN ENTRY					
Demolish 5 No Brick piers and level fascias and beams in pergola type structure	Item	1	35,000.00	35,000.00	
Remove existing eaves and fascia for new entry lock	Item	1	2,000.00	2,000.00	
Remove brick paving	m2	98	30	2,940.00	
New Air Lock glass entry incl auto doors	m2	18	8,000.00	144,000.00	
New Covered canopy to drop off bay including paving (Split level roof design)	m2	150	2,500.00	375,000.00	
New Drop off pull in area to road including footpath , tactiles and making good landscaping	m2	101	350	35,350.00	
Sub Total				594,290.00	
Add Design Contingency (10%)		1	0.1	59,429.00	
Sub Total				653,719.00	
Add Consultant Fees (10%)		1	0.1	65,371.90	
Sub Total				719,090.90	
Add 12 months construction contingency (3%)		1	0.03	21,572.73	
Sub Total				740,663.63	
Add GST		1	0.1	74,066.36	
TOTAL INCL GST				814,729.99	814,729.99
2 NEW MEETING ROOMS AND BREAKOUT AREAS TO WESTERN SIDE					
Meeting Rooms with Stand alone AC	m2	208	3,200.00	665,600.00	
Breakout Areas with Stand alone AC	m2	105	3,200.00	336,000.00	
Outside Court yard	m2	81	600	48,600.00	
Sub Total				1,050,200.00	
Add Design Contingency (10%)		1	0.1	105,020.00	
Sub Total				1,155,220.00	
Add Consultant Fees (10%)		1	0.1	115,522.00	
Sub Total				1,270,742.00	
Add 12 months construction contingency (3%)		1	0.03	38,122.26	
Sub Total				1,308,864.26	
Add GST		1	0.1	130,886.43	
TOTAL INCL GST				1,439,750.69	1,439,750.69
3 EXTERNAL WORKS					
Allowance for external road and pathway alterations and landscaping changes	Item	1	#####	200,000.00	
Allowance for signage	Item	1	20,000.00	20,000.00	
Allowance for External Lighting	Item	1	30,000.00	30,000.00	
Sub Total				250,000.00	
Add Design Contingency (10%)		1	0.1	25,000.00	
Sub Total				275,000.00	

LATROBE CONVENTION CENTRE: BUSINESS CASE – PHASE TWO



Add Consultant Fees (10%)	1	0.1	27,500.00	
Sub Total			302,500.00	
Add 12 months construction contingency (3%)	1	0.03	9,075.00	
Sub Total			311,575.00	
Add GST	1	0.1	31,157.50	
TOTAL INCL GST			342,732.50	342,732.50
TOTAL STAGE 2				2,597,213.18

Exclusions

1. Repairs and Maintenance to existing Roofs
2. Work to Kitchen, Chair Stores,
3. Work to Back of House change Rooms and Toilets
4. Work to Stage
5. Alterations and up grades to existing air conditioning plant
6. Furniture and Loose fittings and equipment

Notes

The Rates include for Builders Preliminaries, Overheads and Margin

Clive Towell MRICS
Quantity Surveyor
Mobile 0439818025

**BRISBANE**

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SHANGHAI

46F Hongkong New World Tower
300 Huahai Road Central
200021 China
T: +8621 6135 2310

Schedule Kernot Hall Stage 1 Rev 2.2 KT's edits 5_8_21											
ID	Task Mode	Task Name	Duration	Start	Jun '20	5 Jul '20	12 Jul '20	19 Jul '20	26 Jul '20	2 Aug '20	9 Aug '20
					M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S
0		Schedule Kernot Hall Stage 1 Rev 2	748 days	Wed 30/09/20							
1		Project start	0 days	Wed 30/09/20							
2		Drawdowns	270 days	Fri 29/07/22							
3		Drawdown 1 - Contractor Appoint	0 days	Fri 29/07/22							
4		Drawdown 2 - Site Preparation	0 days	Fri 2/12/22							
5		Drawdown 3	0 days	Fri 7/04/23							
6		Drawdown 4	0 days	Fri 11/08/23							
7		Drawdown 5 - Final	0 days	Wed 12/07/23							
8		Design Development	244 days	Mon 27/09/21							
9		Internal review design cost, plans	10 days	Mon 27/09/21							
10		Procure architect	15 days	Mon 11/10/21							
11		Detailed designs and specification	45 days	Mon 1/11/21							
12		Design complete	0 days	Fri 31/12/21							
13		Building Permit	54 days	Mon 3/01/22							
14		BCA review and report	5 days	Mon 3/01/22							
15		CFA Lodgement and approval	9 days	Mon 10/01/22							
16		Prepare permit docs	15 days	Fri 21/01/22							
17		Permit assessment	20 days	Fri 11/02/22							
18		Permit assessment float	5 days	Fri 11/03/22							
19		Issue building permit	0 days	Thu 17/03/22							
20		Tender	96 days	Fri 18/03/22							
21		EOI process	21 days	Fri 18/03/22							
22		Select RFT process	30 days	Mon 18/04/22							
23		Tender award	45 days	Mon 30/05/22							
24		Construction	238 days	Mon 15/08/22							
25		Start construction	0 days	Fri 26/08/22							
26		Construction	200 days	Mon 29/08/22							
27		Float for delay	28 days	Mon 5/06/23							
28		Construction complete	0 days	Wed 12/07/23							

Critical		Split		Finish-only		Baseline Milestone		Manual Summary		Inactive Task	
Critical Split		Task Progress		Duration-only		Milestone		Project Summary		Inactive Milestone	
Critical Progress		Manual Task		Baseline		Summary Progress		External Tasks		Inactive Summary	
Task		Start-only		Baseline Split		Summary		External Milestone		Deadline	

Agenda Item: 14.6

Agenda Item: Amendment C121 - Buffer Area Overlay - Major Pipeline Infrastructure

Sponsor: General Manager, Assets and Presentation

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

Status: For Decision

Proposed Resolution:

That Council

- 1. Endorse the draft Latrobe City Council Design and Development Overlay Schedule 1 Major Pipeline Infrastructure Review (May 2020), provided at Attachment 1 for public exhibition as part of Amendment C121;**
- 2. Request authorisation from the Minister for Planning to prepare and exhibit Amendment C121 to the Latrobe Planning Scheme, in accordance with section 8A of the *Planning and Environment Act 1987*;**
- 3. Prepare Amendment C121 to the Latrobe Planning Scheme to introduce the Buffer Area Overlay, make minor policy changes, delete the Design and Development Overlay Schedule 1, generally in accordance with the documentation provided at Attachment 2, 5 and 6, subject to Ministerial Authorisation; and**
- 4. Place Amendment C121 on exhibition in accordance with the requirements of section 19 of the *Planning and Environment Act 1987*, subject to Ministerial Authorisation.**

Executive Summary:

- Latrobe City Council was invited by Energy Safe Victoria (ESV), acting on behalf of Pipeline Licensees and Department of Environment, Land, Water and Planning (DELWP) to be part of a pilot project on the review of planning scheme controls for major pipelines.
- The findings of the review resulted in the Latrobe City Council Design and Development Overlay Schedule 1 Major Pipeline Infrastructure Review (May 2020) (Attachment 1) (Pipelines Report) which recommended that the Latrobe Planning Scheme be amended to remove the Design and Development

Overlay (DDO) from the Latrobe Planning Scheme and replace it with a more appropriate planning overlay.

- On 9 June 2021 the Buffer Area Overlay (BAO) was introduced into the Victoria Planning Provisions (VPPs) and is recommended to be applied to major pipelines.
- Amendment C121 seeks to implement the findings of the Pipelines Report and the previous Planning Scheme reviews through the replacement of the DDO1 with the BAO1. A draft schedule of the proposed control (Attachment 2) has been prepared and currently being developed in conjunction with ESV.
- The DDO1 covers 2486 hectares of land and affects 514 properties. Of these 30 properties would no longer be affected under the BAO1. (Attachment 3).
- The BAO1 covers 2893 hectares of land and affects 602 properties. Of these, 117 are newly affect by the BAO1 having not previously been affected by the DDO1 (Attachment 4).
- Though the BAO will increase the number of landowners affected, it is expected to significantly reduce planning permit triggers in relation to the pipeline, only capturing what is required for health and safety in close proximity to the pipeline, protecting people, property and the environment, in addition to the integrity of the pipelines.
- It is proposed that exhibition of the proposed Amendment would proceed following Authorisation and finalisation of all amendment documents. Exhibition would include the Pipelines Report (Attachment 1), the draft Buffer Area Overlay – Schedule 1 and related amendment documents. It is likely to commence in November or December 2021.

Background:

Project Finding Report: Latrobe City Council DDO1 Major Pipeline Infrastructure Review (May 2020) (Pipelines Report)

In July 2016 the findings from the State Government's review of Major Hazards Facilities was published. Though Pipelines were not part of the original terms of reference, they were included as it was found there were similar issues with land use controls and how they could effectively deal with risk and safety in the vicinity of high pressure pipelines. This led to the creation of the 'Land Development around Pipelines Working Group'.

As a result, in 2018 Latrobe City Council were asked by Auld Planning on behalf of Energy Safe Victoria (ESV), to participate in a pilot project which sought to review planning scheme controls for major pipelines.

A workshop was held on the 21 May 2019. Present were:

- Representatives of Council's Statutory and Strategic Planning Departments
- Department of Environment, Land, Water and Planning (DELWP)
- ESV
- Pipeline Licensees, APA and Esso

Following the workshop, a draft report was prepared being the *Pipelines Report* (May 2020) (is provided as Attachment 1). The key outcomes of which are as follows:

- The existing Design and Development Overlay (DDO1) was proposed to be replaced with an alternative planning control in the form of the Environmental Significance Overlay (ESO).
- The extent of the area covered by the DDO1 was revised from a standard 100 metres either side of a pipeline to a width based on the calculated distance that a pipeline failure would radiate. As such it is particular to each pipeline based on the characteristics and contents of the pipeline. It would also apply to previously 'uncovered' licensed pipelines.
- Only trigger planning permits for uses and development that are required to be referred and would have a higher consequence if approved in proximity to the pipeline.
- Referral of all permit applications would be to ESV who would co-ordinate with Pipeline Licensees to ensure timely and consistent responses.

At the same time as the pilot project was occurring, another outcome of the review of Major Hazards Facilities was underway. It saw the introduction of the Buffer Area Overlay (BAO) into the Victorian Planning Provisions, and subsequently available for use in all Victorian Planning Schemes, by DELWP through Amendment V10 by 9 June 2021. The BAO was designed specifically to manage the interface between industries and sensitive uses. It was also seen by DELWP as suitable for applying to pipelines. It can control a change in land use, in addition to development – which is not possible under either the DDO or ESO.

Buffer Area Overlay – Schedule 1 Major Pipeline Infrastructure Amendment

As the Buffer Area Overlay tool is now available, Amendment C121 proposes to implement the findings of the Pipelines Report, through the replacement of the DDO1 with the BAO1. Schedule 1 to Clause 44.08 is particular to Major Pipeline Infrastructure and is provided in Attachment 2. The Buffer Area Overlay tool allows permits to be triggered for particular uses where there is the potential for greater risk if the pipeline fails.

An overview of the extent of the BAO1 compared with the DDO1 is shown in Attachment 3. The proposed width of the Buffer Area Overlay has been calculated to cover the expected distance of a pipeline failure – most likely through puncture. This is known as the 'notification area'. This is particular to each pipeline and is based on a number of factors including the size of the pipeline, method of construction,

properties of the contents, age etc. As a result, the width of the BAO1 varies ranging from 80m to 360m for different pipelines.

- The BAO1 also covers two pipelines that are not subject to the DDO1: the Flynn to Loy Yang B pipeline (180m wide overlay) and the Morwell to Tramway Road pipeline (80m wide overlay).
- The only pipeline currently covered by the DDO1 where the BAO1 is actually wider than the current 200m (all others are less), is the Longford to Long Island Gas Pipeline that runs the width of the municipality north of Yallourn, south of Tyers and past Traralgon to the north. It is 360m wide and also covers two other existing pipelines.
- 30 properties currently impacted by the DDO1 will no longer be impacted under the BAO1. Attachment 3 provides an overview of these.
- 117 properties not currently impacted by the DDO1 will be impacted by the BAO1. These are shown in Attachment 4.

Whilst there is an increase in properties covered by an overlay in relation to major pipelines, the removal of the Design and Development Overlay will remove a significant amount of planning permit triggers from the planning scheme and will reduce the number of planning permit applications received. Therefore, it is expected that there will be less of an impact on properties in the Overlay.

There is a particular area in Traralgon North shown in Attachment 4 (segment 4-13E) which is a residential area the Overlay will now affect. However, as the overlay has been designed to only trigger planning permits for particular high impact vulnerable uses (i.e. child care, large group accommodation etc) it will not trigger planning permits for a single dwelling on a lot, alterations to dwellings etc. Therefore, it will not have an impact on the current properties within the area.

The Amendment proposes to:

- Delete Schedule 1 to Clause 43.02 (Design and Development Overlay)
- Insert Schedule 1 to Clause 44.08 (Buffer Area Overlay) Major Pipeline Infrastructure
- Amend Morwell Town Structure Plan under Clause 11.01L to show the Morwell-Tramway Road licensed pipeline.
- Amend Clause 19.01-3L Pipeline Infrastructure by replacing 'measurement length' with 'notification area'.
- Amend Schedule to Clause 66.04 (Referral of Permit Applications Under Local Provisions) to list Energy Safe Victoria as a recommending referral authority.
- Amend the Schedule to Clause 72.03 (Schedule to Clause 72.03 What Does This Planning Scheme Consist Of) to reflect the new BAO1 mapping and deleted DDO1 mapping.

- Amend the Schedule to Clause 72.08 (Background documents) by adding the Pipelines Report into the schedule.
- Amend the Schedule to Clause 74.01 (Schedule to Clause 74.01 Application of zones, Overlays and Provisions) to include the Buffer Area Overlay.

A copy of the Amendment documents is provided at Attachment 2, 5 and 6.

Issues:

Strategy Implications

Objective 3 – Improve liveability and connectedness of Latrobe City

Amendment C121 supports the liveability of Latrobe City by ensuring appropriate and safe development near pipeline assets. It will ensure that human life, property and the environment are prioritised while protecting important infrastructure assets.

Health Implications

The Planning Scheme Amendment seeks to protect the lives of people. It seeks to prevent the possibility of a Pipeline failure and the devastating impacts that this can have on people's health, including fatalities.

Communication

The Pipelines Report has been produced by consultants on behalf of ESV and Council, as part of a pilot project to review planning controls for major pipelines in Latrobe. The report extensively reviewed the DDO1 and made recommendations for legislative change. It is proposed the report will become a Background Document under the Latrobe Planning Scheme, as part of the Amendment.

Further engagement and consultation will be undertaken with community, key stakeholders, agencies and authorities during the Planning Scheme Amendment process.

Amendment C121 is subject to the prescribed process in accordance with the public notice and consultation requirements of section 19 of the *Planning and Environment Act 1987* (Act).

An engagement plan will be developed to ensure appropriate engagement activities are undertaken for Amendment C121. This will include:

- Exhibition of Amendment C121 for a minimum of 1 calendar month;
- Documents available on Latrobe City Council's website
- Have Your Say page created;

- Letters / emails notifying affected owners and occupiers, agencies, public authorities and Ministers believed to be materially affected by Amendment C121 or prescribed under the Act;
- Notices in the Latrobe Valley Express
- Notice in the Government Gazette
- Drop in sessions to have 1:1 meetings with a planning officer to be offered to all landowners (as appropriate with COVID-19 restrictions).

Financial Implications

Amendment C121 will be undertaken with the Strategic Planning BAU budget for the 2021-2022 financial year. This includes costs associated with the Planning Panel (if required); this could be around \$12 000 - \$18 000 based on similar size amendments. The Planning Scheme Approval fee is increased annually but will be approximately \$500.

Risk Analysis

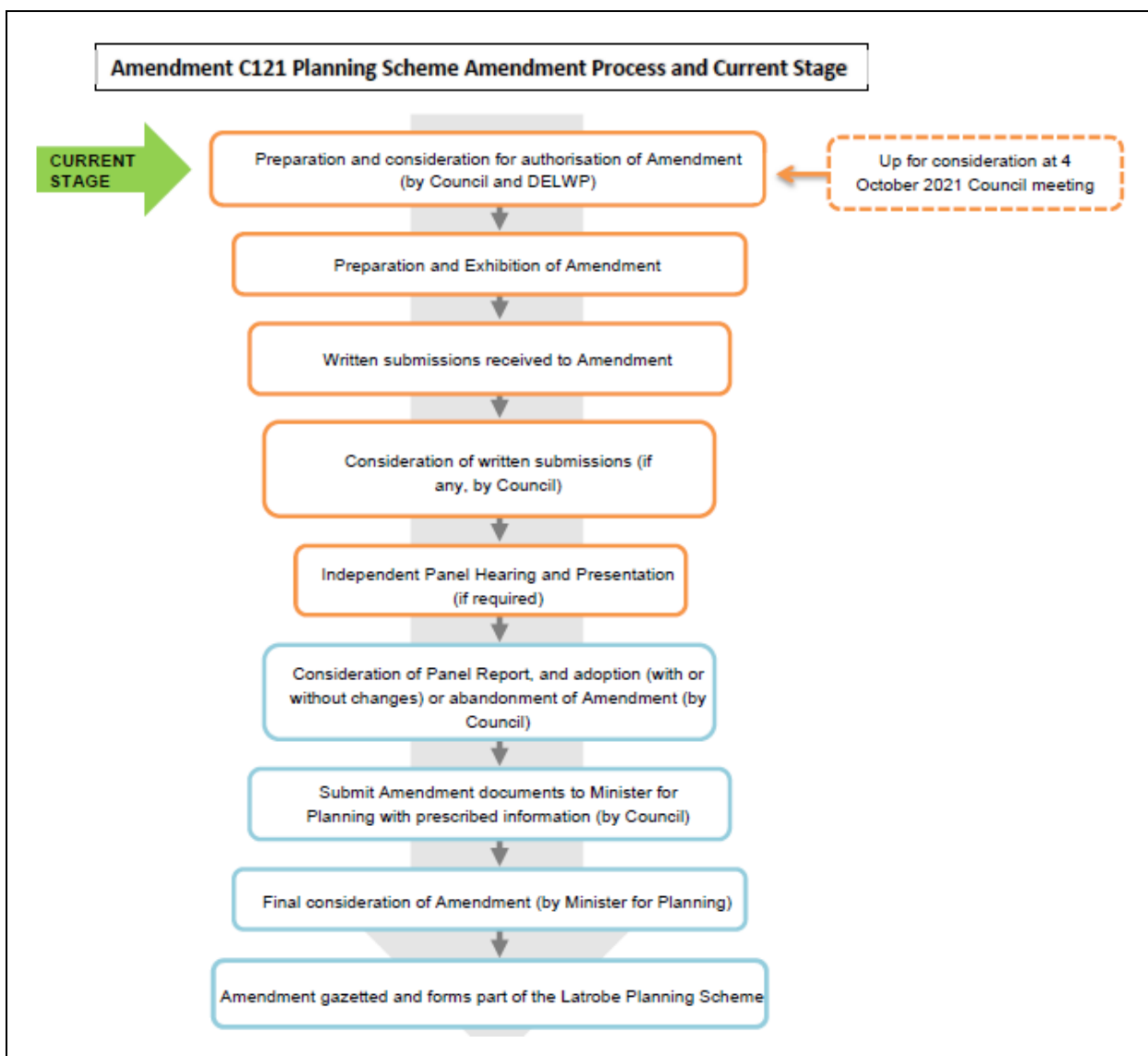
Identified risk	Risk likelihood*	Controls to manage risk
<p>Service Delivery Risk</p> <p>Extraneous planning permit triggers will continue for development within DDO1.</p>	4 (Likely)	Approval of Amendment process.
<p>Reputational Risk</p> <p>Negative perception of Council from Statewide Stakeholders by not acting on Amendment. This Amendment is in part driven by agencies (primarily ESV) which have been actively seeking more appropriate planning controls around licensed pipelines to improve safety measures.</p>	(3) Possible	Continue communication with ESV and other major stakeholders to finalise Amendment documents for submission to DELWP

* Inherent likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

Legal and Compliance

The planning scheme amendment process is shown in the figure below and provides an indication of the current stage.

Figure 1- Amendment C121 Planning Scheme Amendment Process



In accordance with section 8A of the Act, the Minister for Planning may authorise Council to prepare an amendment to State and local provisions of the Latrobe Planning Scheme.

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

- The Minister's directions;
- The Victoria Planning Provisions;
- Any strategic plan, policy statement, code or guideline which forms part of the Latrobe Planning Scheme;
- Any significant effects which it considers a planning scheme amendment might have on the environment or which it considers the environment might have on any use or development envisaged in the planning scheme amendment.
- Any social and economic effects.

Council has had regard to section 12(2) of the Act and considers Amendment C121 to be consistent with these requirements.

In addition, Council is required to address the Department of Environment, Land, Water and Planning publication *Strategic Assessment Guidelines for Preparing and Evaluating Planning Scheme Amendments, and the Planning Policy Framework*. A response to these requirements is outlined in the attached Explanatory Report, (see Attachment 5)

Community Implications

This Planning Scheme Amendment seeks to ensure that the community is appropriately aware of the location of major pipelines and the area where severe risk from a pipeline failure is greatest. It seeks to do this from a land use planning perspective. There are no other known community implications at this point in time. It is proposed that the Planning Scheme Amendment will be placed on exhibition to gauge feedback regarding the proposed changes.

Environmental Implications

This Planning Scheme Amendment seeks to protect major pipelines from damage and thereby protect the environment from severe damage and contamination.

Other

In addition to the above implications, the Amendment reduces the economic impacts of a pipeline failure. These are the costs associated with disaster relief and emergency services that may be required, the health costs of injuries and fatalities, the clean-up costs for the environment, the costs associated with the destruction of property, and the costs involved in repair of a pipeline and the economic impacts of a disruption in provision of resources.







Declaration of Interests:

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

Supporting Documents:

Latrobe Shire New Format Planning Scheme – Report of the Panel and Advisory Committee

Attachments

1.  Pipelines Report
2.  Schedule 1 to Clause 44.08 Major Pipeline Infrastructure
3.  Properties currently impacted by the DDO1 but not the BAO1
4.  Properties impacted by the BAO1 but not by DDO1
5.  C121 Explanatory Report
6.  Amendment Documents

14.6

Amendment C121 - Buffer Area Overlay - Major Pipeline Infrastructure

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PROJECT FINDINGS REPORT: LATROBE CITY COUNCIL DDO1 MAJOR PIPELINE INFRASTRUCTURE REVIEW



MAY 2020



For: Energy Safe Victoria

Authors: GPA Engineering / Auld Planning & Projects

GPA Document No: 18836-REP-002

Rev	Date	By	Checked	QA	Description
0A	07-Oct-2019	RMcD / SA	NPK	AS	Draft for Stakeholder Review
0	26-05-2020	RMcD / SA	NPK	AS	Issued

RMCD *NPK* *AS*



EXECUTIVE SUMMARY

Latrobe City Council (LCC) is seeking to review the existing Design and Development Overlay, Schedule 1 (DDO1) that applies to high pressure oil and gas pipelines that traverse the municipality. Energy Safe Victoria (ESV) is assisting with the review by working with relevant stakeholders and experts to develop a useful and robust planning tool that could be considered by LCC to replace the DDO1.

The review of the DDO1 provides an opportunity for industry, ESV and local government to work together to develop a methodology and draft a control that is useful, robust and reasonable. The outputs of the project may be a useful tool in rolling out a planning control for licensed pipelines across Victoria more broadly.

A number of key stakeholders have been involved in the development of this report, including Energy Safe Victoria (ESV), Latrobe City Council, APA Group / Australian Gas Infrastructure Group, and ExxonMobil (Esso).

The project has:

1. Developed the principles and a methodology to determine a "notification zone" that is specific to the characteristics of each pipeline and specified the "notification zone" for each pipeline.
2. Developed the principles that determine whether a development is a "notifiable development" that takes into account the Pipeline Licensee's obligations under AS(/NZS) 2885 *Pipelines-gas and liquids petroleum* and identified "notifiable developments" within the context of land use terms in the Latrobe Planning Scheme (the Scheme).
3. Recommended an appropriate overlay to replace the DDO1.

REQUIREMENT FOR PIPELINE NOTIFICATION ZONES

High pressure oil and gas pipelines in Australia are required to comply with AS(/NZS) 2885 *Pipelines - gas and liquid petroleum*, which establishes the requirements that are necessary for the protection of the general public and operating personnel, security of supply, and protection of the environment, as well as protection of the pipelines against accidental damage.

In combination with a robust legislative framework, AS(/NZS) 2885 provides the foundation for the Australian and New Zealand transmission pipeline industry's safety performance.

A key component of the AS(/NZS) 2885 is the safety management process which requires that multiple independent defensive layers are applied to control all threats that could cause product to escape from the pipeline. This provides "defence in depth" against potential safety incidents.

The pipeline safety management study is a live document that is subject to ongoing and regular reviews over the life of the pipeline so that its currency is maintained. In particular, a review is required if land use changes in the vicinity of the pipeline. This is because land use change may alter the consequence of a product escape from the pipeline, or the threats that could cause product to escape.

An effective review of the potential impacts of a proposed land use change requires the pipeline licence holder to obtain and assess detailed information of the changes early in the life of the project. Defensive layers by which pipeline licence holders obtain "early warning" of such projects include a monitoring and engagement regime with key stakeholders, and notification processes initiated by local government decision makers. However, there is long standing recognition that there is a gap in the process to alert Pipeline Licensees of developments that result in land use change around the pipeline.

It is proposed that a planning control be implemented to fill this critical gap in risk management.



The administration of notifications requires the determination of a suitable "notification distance" either side of the pipeline that is efficient and effective for all concerned parties. If the distance is too large it runs the risk of generating a high volume of notifications that require no action, thus negating its effectiveness (like the Boy Who Cried Wolf). If the distance is too small, real safety concerns may be overlooked. (Just like Goldilocks, we need to find a notification distance that is "just right").

Experience in Australia and overseas is that the predominant type of damage that results in product escape is a hole rather than a rupture (which is where the escape is from the full-bore diameter of the pipe). The worst-case holes are generally produced as a result of contact with the pipeline by mechanical equipment (such as excavators or augers). For this reason, it is proposed that the "notification distance" is based on the safety impacts associated with product escape from holes produced by such equipment.

The damage that can be inflicted on any given pipeline depends on the type of equipment that operates in the local area, and also the particular physical features of the pipeline itself (for example, the thickness of the pipeline steel). The safety impacts associated with a product escape are then dependent on the properties of the product in the pipeline and the pressure in the pipeline. For this reason, the "notification distance" for a particular pipeline is unique to that pipeline and is determined by AS(/NZS) 2885 pipeline safety management process.

Adopting this approach to determining the "notification distance" provides a sound basis for notifications that strike a balance that is efficient and effective for all concerned parties.

The principles and methodologies for pipeline notifications zones are summarized in Section 4.1.

NOTIFIABLE DEVELOPMENTS

"Notifiable developments" are typically those that are permitted by the current zone of the land, but result in a change from the current prevailing land use of the site (for example, a residential dwelling being developed for a child care centre). This in turn may change the obligations of the Pipeline Licensee under the requirements of AS(/NZS) 2885, particularly with respect to the provisions for "high consequence areas". This depends on AS(/NZS) 2885 "location classification" of the particular pipeline at the location of the proposed development¹. This is discussed in detail in Section 3.7, and the identified "notifiable developments" within the context of the Victorian Planning Scheme Nesting Diagrams are included in Appendix 4C.

REVISED PLANNING CONTROL

'A Practitioner's Guide to Victorian Planning Schemes' sets out the 'rules' that should be applied to the preparation of all new planning scheme provisions. Whilst there is an existing overlay in place in LCC, the methodology set out in this report has been established to support a control in all locations across Victoria. It is therefore important that the purpose of such a control is understood and justified.

Any new provision must, amongst other things:

- be within the scope of the objectives and power of the *Planning and Environment Act 1987*;
- not conflict with or duplicate other legislation, instruments or planning scheme provisions; and,
- be necessary and proportional to the intended planning outcome.

The Design and Development Overlay, which is the overlay currently in place in LCC, is effectively a tool to influence built form outcomes. It is commonly used in locations where there is a need to control building heights, setbacks, etc., such as activity centres. The DDO is not considered to be the most appropriate

¹ Terminology used in AS(/NZS) 2885 including high consequence areas and location classification is explained in Appendix 5



tool to manage potential risk and safety issues associated with land use in proximity to pipelines.

The Environmental Significance Overlay: 'seeks to address areas where the development of land may be affected by environmental constraints such as effects from noise or industrial buffer areas, as well as issues related to the natural environment, and is applied if vegetation protection is part of a wider objective to protect the environmental significance of the area'.

The ESO is already widely used in Victoria to not only protect environmental assets, flora and fauna, but to also protect areas surrounding treatment plants, landfills and other industrial facilities from the offsite amenity and safety issues presented by those activities.

It is recommended that the existing Design and Development Overlay, Schedule 1 be deleted and replaced with a new schedule 4 to the Environmental Significance Overlay.

Application triggers

The primary concern for Pipeline Licensees is the siting of developments that potentially result in a significant increase in the consequence of a product release in proximity to pipelines. In the terminology of AS(/NZS) 2885, these are typically developments which result in either "Sensitive Use (S)", "Crowd (C)" or "Heavy Industrial (HI)" location classification. It is noted that the terms applied for location classification in AS(/NZS) 2885 do not correspond directly with terminology used in the Victorian Planning Scheme. The 12 uses/use groups of interest have been identified as 'notifiable developments' are:

Accommodation Group:

- Residential aged care facility
- Retirement village
- Corrective institution

Education Centre Group:

- Child care centre
- Primary school
- Secondary school

Earth and Energy Resources Industry

Leisure and Recreation Group:

- Major sports and recreation facility
- Motor racing track

Place of Assembly Group

Warehouse Group:

- Fuel depot

Other uses not nested:

- Hospital

The ESO should be drafted to trigger a planning permit for buildings and works associated with these uses.



Referral Authority Status

The *Planning and Environment Act 1987* (the Act) confers a special status on referral authorities in the planning regime. It creates two types of referral authorities: recommending and determining referral authorities. As their titles suggest, a recommending referral authority assumes an advisory role only in respect of a planning application while a determining referral authority may direct the outcome of an application. It is considered that a recommending referral authority status is appropriate for applications triggered by a control for licensed pipelines.

It would be inappropriate to include a decision guideline in a planning control requiring a responsible authority to consider the impact of a proposed use or development on a licensed pipeline and vice-versa absent any referral or notice requirements to ESV or a Pipeline Licensee. Primarily, this is because a responsible authority is unlikely to be appropriately skilled or resourced to properly consider public safety risks from licensed pipeline operations.

ESV, as the technical regulator for pipeline safety in Victoria, has the requisite specialist expertise and knowledge in the area to assist in this regard. Notifying or referring such applications to ESV would also ensure ESV can appropriately coordinate referrals to relevant Pipeline Licensees and ensure a consistent standard of responses in line with the relevant planning control.

It is recommended that ESV be identified as a recommending referral authority associated with the introduction of a new planning control to licensed pipelines in LCC.

Planning Scheme Amendment

To implement the recommendations of this report, the following amendments to the Latrobe Planning Scheme will be required:

- The existing DDO1 be deleted and replaced with a new schedule 4 to the ESO (ESO4).
- The ESO4 should trigger a planning permit for buildings and works associated with a notifiable development.
- Clause 66.04 be amended to require all planning applications triggered by the ESO4 to be referred to Energy Safe Victoria (ESV). Identify ESV as a recommending referral authority.



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1 INTRODUCTION

1.1 BACKGROUND

Latrobe City Council is a local government area in the Gippsland region in eastern Victoria, located approximately 150 kms east of Melbourne. It covers an area of 1,426 square kilometres. The region is made up of four central towns: Churchill, Moe-Newborough, Morwell, Traralgon, and smaller rural townships of Boolarra, Glengarry, Toongabbie, Tyers, Traralgon South, Yallourn North and Yinnar.

The municipality is traversed by a number of high pressure oil and gas pipelines (Appendix 2). These pipelines are required to be operated and maintained in accordance with the requirements of AS(/NZS) 2885 *Pipelines-gas and liquids petroleum* and the *Pipelines Act 2005*.

The Latrobe City Council currently has a Design and Development Overlay, (Schedule 1) (DDO1) that applies to most of the pipelines in the municipality. The DDO1 was introduced into the Latrobe Planning Scheme when the New Format Planning Schemes were introduced in Victoria in 1996.

The DDO1 currently applies to 100 m on either side of the majority of licensed pipelines within the municipality. The DDO1 effectively provides a high level of pipeline awareness in the areas in which it applies. There are, however, numerous issues in the drafting of the DDO1. There is opportunity to refine and improve the control so it is considered a useful planning control for licensed pipelines. DDO1 is included in Appendix 3.

Latrobe City Council has embarked on a review of the DDO1 and plans to progress a Planning Scheme Amendment to introduce changes in the 2019/20 financial year. The advice and assistance of Energy Safe Victoria (ESV) was requested as a key input into the review. ESV has engaged GPA Engineering and Auld Planning & Projects to coordinate the review.

The review of the DDO1 provides an opportunity for industry, ESV and local government to work together to develop a methodology and draft a control that is robust and reasonable. The outputs of the project may be a useful tool in rolling out a planning control for licensed pipelines across Victoria more broadly.

1.2 PURPOSE OF PAPER

The purpose of this paper is to set out:

- a methodology for the identification of an appropriate geographical area that any planning control should apply in the vicinity of a pipeline; and
- a summary of the matters that should be considered in a revised planning control.

1.3 SUMMARY OF ISSUES

Latrobe City Council is the Responsible Authority for deciding planning permit applications triggered under the DDO1. Council has raised concerns that the DDO1 is not the most appropriate tool for pipeline protection, is poorly worded, has unclear decision guidelines and is too expansive. The effect of the DDO1 on signage in the overlay has also been raised as anomalous, as the DDO1 applies the most restrictive signage categories that prohibit many types of signs regardless of impact to the pipeline.

Pipeline Licensees are responsible for operating licensed pipelines in accordance with the *Pipelines Act 2005*, the relevant pipeline license and AS/NZS 2885: *Pipelines – Gas and liquid petroleum*. Pipeline Licensees note that the DDO1 does not apply to all licensed pipelines in Latrobe and does not provide for an effective mechanism for the Licensees to be consulted and provide input to the processes for development approvals, which in turn impacts on their ability to minimise potential public safety risks



associated with new development.

In recent years, ESV and Pipeline Licensees have made submissions to various forums about how pipelines can be better identified and protected by the planning system. The most comprehensive response to ways in which the Victorian planning system could respond to pipelines to date has been the recommendations of the Major Hazards Facility Advisory Committee, which recommended investigating the application of an Environmental Significance Overlay (ESO) over licensed pipelines.



2 PROCESS

2.1 PRELIMINARY MEETINGS

Preliminary meetings with representatives of both APA Group and ExxonMobil (Esso)² were held in Melbourne on Thursday 18 April 2019. The primary purpose of the meetings was to discuss the assets they have in Latrobe, their views on what the planning process is intended to achieve, and how it could be implemented. These were incorporated into a Draft Position Paper that formed the basis of a subsequent workshop.

2.2 DRAFT POSITION PAPER

The draft position paper was prepared and circulated prior to the stakeholder workshop. Key themes covered by the position paper were:

- 1) Perspectives and objectives of the Pipeline Licensees / Operators, including:
 - a. Factors to be considered when determining the extent of a notification zone;
 - b. The Licensees response when they are notified;
 - c. Notification requirements for different location classes;
 - d. Issues related to fluids other than sales gas (e.g. LPG and crude oil);
 - e. Issues related to above ground facilities;
 - f. Consideration for operations and maintenance of pipelines; and
 - g. Special considerations for above ground facilities.
- 2) General discussion of the objectives of a planning regime for pipelines.

2.3 WORKSHOP

The stakeholder workshop held at APA's Melbourne Southbank Office on Tuesday 21st May 2019. The agenda for the workshop was structured around the draft position paper. The workshop agenda is included in Appendix 4. Representatives of the following stakeholders were invited to the workshop:

- APA Group (representing both APA and AGIG assets)
- Department of Environment, Land, Water and Planning (DELWP)
- Energy Safe Victoria (ESV)
- ExxonMobil (Esso)
- Latrobe City Council (LCC)
- Loy Yang B
- GPA Engineering
- Auld Planning & Projects

² Meetings were held with APA Group and ExxonMobil. APA Group personnel also represented Australian Gas Infrastructure Group (AGIG). Loy Yang B was invited to meet but was not available.



The following people attended the workshop:

NAME	POSITION	COMPANY
Zubair Cheema	Senior Technical Engineer	ESV
Chris Liew (*)	Asset Integrity Manager	APA Networks
Daniel Tucci	Asset Manager	APA Transmission
David Levy	Pipeline Engineer	ESSO Australia
Farrah Tan-Savva	Pipelines Supervisor	ESSO Australia
Glenn Ogilvie	Senior Risk Engineer	APA Transmission
Ian Stewart	Technical & Regulatory Compliance	APA Networks
Jarrod Dunn	Manager Planning and Integrity	APA Networks
Karen Egan	Coordinator Statutory Planning	LCC
Lorrae Dukes	Coordinator Strategic Planning	LCC
Michael Mielczarek	Senior Urban Planner	APA Transmission
Nick Kastelein	Technical Secretary	GPA
Richard McDonough	Workshop Facilitator (Principal Risk Engineer)	GPA
Sarah Auld	Director	Auld Planning & Projects
(*) teleconference		

The attendance sheet is included in Appendix 4B.

2.4 POST-WORKSHOP ACTIONS AND DISCUSSIONS

Draft minutes were circulated after the workshop. The minutes included a number of actions on the Pipeline Licensees in particular, with respect to nominating notifications zones around the individual pipelines, and clarifying a number of issues identified during the workshop. This resulted in further discussions with the individual Pipeline Licensees / Operators. The conclusions of these discussions are incorporated in this report.



3 DISCUSSION

3.1 OBJECTIVES OF PLANNING REGIME FOR PIPELINES

The following objectives for a future planning regime that respond to licensed pipelines were discussed at the workshop and in post-workshop discussions.

- 1) Identify the presence of a licensed pipeline.
- 2) Avoid restricting use and development that do not pose a threat or increase the consequence of a pipeline failure.
- 3) Ensure the Pipeline Licensee is notified of use or development that could change the AS(/NZS) 2885 location classification or increase or alter risks to the pipeline.
- 4) Provide clear decision guidelines to Council and development proponents that identify how decisions should be made.
- 5) Encourage development proponents to liaise with the Pipeline Licensee at the pre-application stage of a proposal so that risks to the pipeline can be clearly understood early in the project lifecycle.
- 6) Establish a regime that enables a Pipeline Licensee to consider a "Planning Notification Zone" procedural control as an applicable layer of protection for the pipeline in AS(/NZS) 2885 Safety Management Studies.

3.2 CONTEXT OF LICENSED PIPELINES IN LATROBE CITY COUNCIL

The locations of the licensed pipelines within the LCC local government area are shown in Appendix 2. Most pipelines traverse open farmland primarily used for cropping and grazing. Some pipelines traverse a Special Use Zone, which apply to coal mining leases. There are also a number of growth areas in proximity to licensed pipelines (refer "Latrobe Growth Areas and DDO1" presentation, Appendix 4C1).

The Tyers to Morwell gas pipeline (and associated laterals) traverses an industrial zone southeast of Morwell. Much of this land is still to be developed. In addition, this pipeline also traverses land earmarked for future industrial and commercial developments in the Employment Corridor in the vicinity of the Latrobe Regional Airport (between Traralgon and Morwell). An expansion of the Moe Water Treatment Plant south of Moe is in the planning phase.

3.3 EXISTING DESIGN AND DEVELOPMENT OVERLAY (SCHEDULE 1)

Planning Schemes in Victoria are structured such that **zones** generally zone land for particular uses, and **overlays** generally identify that the land has a feature that requires particular consideration, such as heritage, vegetation or flooding.

The Design and Development Overlay, Schedule 1 (DDO1), that applies to pipeline infrastructure in the Latrobe Planning Scheme is triggered for **development** activity within 100m of a pipeline. This is distinct from **use**, which means that a change in use does not fall under the provisions of the DDO1.

Use of land refers to using land for a particular purpose (such as a shop or child care centre).

Development includes the construction, alteration or demolition of a building or works and the subdivision or consolidation of land.

The Design and Development Overlay (the parent clause to the schedule) sets out the planning permit triggers for development. The DDO states:



A permit is required to:

- Construct a building or construct or carry out works. This does not apply:
 - If a schedule to this overlay specifically states that a permit is not required.
 - To the construction of an outdoor swimming pool associated with a dwelling unless a specific requirement for this matter is specified in a schedule to this overlay.
- Construct a fence if specified in a schedule to this overlay.

Schedule 1 to the DDO specifically details that a permit is required to construct a pool and construct a fence. Therefore, in its current form, DDO1:

- Applies to land 100m either side of a pipeline;
- Requires a planning permit for all buildings and works,
- Requires a planning permit to construct a swimming pool associated with a dwelling;
- Requires a planning permit to construct a fence within 3m of the pipeline;
- Places restrictions on advertising signs, locating all land subject to the DDO1 as category 4 at Clause 52.05;
- Requires the LCC to consider the appropriateness of buildings or fences within 3m of a pipeline;
- Requires the LCC to consider the appropriateness of constructing dwellings or buildings designed to accommodate 20 or more people within 200m of a "Type C Pipeline";
- Requires the LCC to consider the views of the Secretary of the Department administering the *Pipelines Act 1967*.

There are a number of issues with the content of the existing DDO1, including:

- Whilst the DDO1 is expansive in its scope (all buildings and works are subject to a planning permit), the decision guidelines only reflect particular types of buildings;
- The rationale for expansive triggers is not clear;
- There is no real guidance to the LCC with regard to determining "appropriateness" of applications, other than considering the views of the Secretary of the Department administering the *Pipelines Act 1967* (now the *Pipelines Act 2005*). There is no related referral mechanism to the Secretary pursuant to Clause 66.04 of the Latrobe Planning Scheme;
- There is no known definition of a "Type C Pipeline";
- The requirement to consider the appropriateness of constructing dwellings or buildings designed to accommodate 20 or more people within 200 m of a "Type C Pipeline" is inconsistent with the extent of the overlay, which is a corridor 100m either side of the pipeline;
- DDO1 provides no mechanism to require LCC to notify or refer applications to ESV or the Pipeline Licensee.

In addition, the following are noted:

- There are other mechanisms and administrative processes in place to notify and engage the Pipeline Licensee for activities, such as:
 - activities within 3 m of the pipeline (i.e. s118 and s120 of the *Pipelines Act 2005*);



- works on the easement (via the easement agreement);
- subdivision of land crossed by a gas transmission pipeline or a gas transmission pipeline easement must be referred to the relevant gas supply authority pursuant to Clause 66.01 of the Victoria Planning Provisions; and
- any changes to the zoning of land via a Planning Scheme Amendment must be notified to the Minister Administering the Pipelines Act pursuant to the *Planning and Environment Act 1987*³.

It is not intended that a revised overlay overlap or duplicate these processes.

- LCC is required to consider every planning permit application triggered by the DDO1 in accordance with the decision guidelines. In considering a revised and improved control, the scope of the control, its purpose, corresponding application requirements and decision guidelines need to be defined so that the administrative overhead that is incurred by all stakeholders (landowners, developers, LCC, Pipeline Licensees, ESV etc.) is restricted to activities where notification is “necessary” (i.e. real input and recommendations from ESV or Pipeline Licensees is required, and not “for information only”; other mechanisms and administrative process currently in place).
- Where items for information only are useful to Pipeline Licensees, an alternative process can be employed (for example, reviewing the public planning application register).

3.4 AS/NZS 2885 SAFETY MANAGEMENT PROCESS AND REQUIREMENTS

Pipeline Licensees are responsible for operating their pipelines in accordance with AS(/NZS) 2885: *Pipelines – Gas and liquid petroleum*. AS(/NZS) 2885 provides requirements that “are necessary for the protection of the general public and operating personnel, security of supply, and protection of the environment as well as protection of the pipeline system against accidental damage.”⁴ It requires that a pipeline is designed (and operated and maintained) to “safely withstand all reasonably predicted influences to which it may be exposed during the whole of its design life.”⁵ In other words, the primary objective is to keep the pipeline products (e.g. sales gas, LPG or liquid petroleum) contained in the pipe.

AS(/NZS) 2885 provides the foundation for the Australian and New Zealand transmission pipeline industry’s strong safety record. Incident rates in Australia and Zealand are significantly lower than for Europe and North America. To date, there has not been a fatality associated with a pipeline release incident for pipelines operating under AS(/NZS) 2885.⁶

A key component of the AS(/NZS) 2885 requirements is the safety management process which is the process by which threats to the safety and integrity to of the pipeline system are identified and controls are applied so that risks are reduced to a level that is As Low As Reasonably Practicable (ALARP).

AS(/NZS) 2885 requires that, where a change of land use adjacent to a pipeline occurs, a Safety Management Study (SMS) be undertaken to review whether or not additional protection measures are required.

³ Major land use changes (when changing from one zone to another, for example farming zone to residential zone) are required to go through a Planning Scheme Amendment process (as opposed to the planning permit application process). There is already a trigger in the *Planning and Environment Act 1987* for all Planning Scheme Amendments to be notified to the Minister administering the *Pipelines Act 2005*. The majority of Planning Scheme Amendments are advertised to the public.

⁴ Introduction to AS 2885.0:2018, Part 0: General Requirements.

⁵ Clause 4.1, AS/NZS 2885.1:2018, Part 1: Design and Construction.

⁶ Tuft, P. & Cunha, S. “Comparing International Pipeline Failure Rates”, *The Australian Pipeliner*, April 2014, pg 124 – 134; McDonough, R. “Frequency Estimating Guidelines, presentation to the APGA AS 2885 Parts 1 & 6 Launch Seminar, 19-20 July 2017.



AS 2885.0 Clause 1.5.34 defines land use change as “any change outside the pipeline corridor but within the measurement length, such that there is either a change of location class, or an increase in the likelihood of the consequences of failure event without change in location class”⁷.

Therefore, when developments are proposed within the pipeline measurement length, the Pipeline Licensee needs to determine: 1) whether the location class has changed; and 2) whether the development materially increases the risk (the likelihood or frequency of a defined consequence) of a hydrocarbon release.

Similar provisions apply for encroachment, which is defined by AS 2885.0 Clause 1.5.16 as “work by third parties within the pipeline corridor or activities in close proximity that could affect the pipeline system (e.g. blasting or earthworks)”.

3.5 OVERVIEW OF LICENSED PIPELINES

A table of the licensed high pressure oil and gas pipelines that traverse the Latrobe City Council local government area and location maps are included in Appendix 2.

3.5.1 Sales Gas Pipelines

The sales gas pipelines are owned by either: APA Group, the Australian Gas Infrastructure Group (AGIG), or Alinta. Day-to-day operation of the pipelines is by APA Group. The majority of the sales gas is delivered to domestic, commercial and industrial customers in metropolitan Melbourne, primarily via the Longford to Dandenong Pipeline (which typically supplies ~65% to ~75% of Victoria’s gas demand⁸). A number of lateral pipelines deliver sales gas to local domestic, commercial and industrial customers:

- The Morwell to Dandenong (T1) Pipeline (DN450, MAOP = 2,780 kPa) was constructed in 1959 to deliver “town gas” (manufactured from coal using the Lurgi Process) to Melbourne. Following the construction of the Longford to Dandenong Pipeline and Tyers to Morwell (T63) Pipeline, this pipeline has delivered “natural gas”.
- Longford to Dandenong (T60) Pipeline (DN700, MAOP = 6,890 kPa) was constructed in 1969 to deliver “natural gas” from Bass Strait to Melbourne.
- Longford to Rosedale to Tyers (T60) Pipeline (DN750, MAOP = 7,070 kPa) is a loop of the original Longford to Dandenong (T60) pipeline (i.e. is installed in the same easement) and provides additional capacity to the Melbourne market.
- Tyers to Morwell (T63) connects the Longford to Dandenong (T60) to the Morwell to Dandenong (T1) Pipeline.
- The remaining APA pipelines provide gas to local markets.

The sales gas pipelines vary in terms of their diameter, maximum allowable operating pressure (MAOP) and wall thickness. The largest pipeline is the Longford to Rosedale to Tyers Pipeline (T60) which has a nominal diameter of 750 mm, an MAOP of 7,070 kPag, and a standard wall thickness of 10.31 mm. At the other end of the scale, the Morwell to Tramway Road Pipeline (T005) has a nominal diameter of 100 mm, an MAOP of 2,760 kPag, and a standard wall thickness of 5.5 mm. The measurement length is primarily determined by the diameter and MAOP of the pipeline. The measurement length for the T60 and T005 pipeline is 708 m and 74 m respectively. The fact that there is such large variation in these parameters indicates that the existing “one-size-fits-all” approach to planning notifications for these

⁷ Terminology used in AS/(NZS) 2885 including pipeline corridor, measurement length, location class and failure event is explained in Appendix 5.

⁸ Based on AEMO 2019 Victorian Gas Planning Report data.



pipelines is problematic.

The sales gas transported by a gas pipeline is lighter than air, so if it is released through a hole in the pipeline, it will vent to atmosphere at the leak site. In general, the release can only impact people or property if it finds an ignition source and ignites. In this case the result is a jet fire, from which the radiant heat has the potential to cause property damage, injury or fatality⁹.

3.5.2 LPG and Crude Oil Pipelines

Esso Australia own and operate the LPG and crude oil pipelines that deliver these products from the Longford Gas Plant near Sale to the Long Island Point Fractionation Plant near Hastings. The Long Island Point Plant carries out the final stage in the processing of the gas liquids (ethane, propane and butane) and stores crude oil prior to distribution to refineries in Australia and overseas.

While there are four pipelines in total, two of these have been taken out of service. The remaining pipelines are the Longford DN250 to Long Island Point LPG Pipeline (DN250 mm, MAOP 8,275 kPag, standard wall thickness = 5.56 mm, measurement length = 920 m) which was installed in 1969, and the Longford DN350 to Long Island Point Oil Pipeline (DN350 mm, MAOP 9,530 kPag, standard wall thickness = 9.53 mm, measurement length = 500 m) which was commissioned in 2017.

Both LPG and crude oil have different properties to sales gas that determine how they behave if released from the pipeline, and the energy released if ignited:

- Crude oil is a liquid which spills to the ground and will either pool at the release site or flow to a low point, depending on the local topography. If the oil does flow, it may find its way into a watercourse, resulting in environmental impacts. In either case, if the oil finds an ignition source and ignites, the radiant heat from the fire has the potential to cause property damage, injury or fatality.
- LPG is in liquid form in the pipeline, but when released to atmosphere it vaporizes, expands in volume by 270 times and forms a heavier-than-air gas (sales gas is lighter than air so vents directly to atmosphere). The energy contained in the released gas is over twice that of sales gas for the equivalent volume, so the heat radiation contours from an ignited LPG release are greater than from a sales gas release. If the gas does not ignite immediately, this gas cloud can drift, following local topography, until it finds an ignition source remote from the release site. For this reason, an LPG release presents greater potential risk than a natural gas release.
- For these reasons, the consequences of a release from either the crude oil pipeline or the LPG pipeline are more difficult to predict than a sales gas release, and are highly dependent on the topography at the location site, and, in the case of LPG, the prevailing weather conditions at the time of the release.
- The fact that the LPG pipeline has a relatively thin wall (5.56 mm) means that it is more susceptible to penetration by excavators and other equipment (when compared to majority of the APA gas pipelines, and the Longford 350 to Long Island Point Oil Pipeline).

It should also be noted that in November 2000 an incident occurred on the LPG pipeline near Tyers, which resulted in Leak / Loss of containment. The incident was caused by an excavator performing trenching operations. The excavator was installing telecoms cabling when there was a sudden eruption of gas. Fortunately, the operator turned off the excavator and escaped without serious injury. The pipeline leak detection system registered the event and triggered an automatic shutdown of nearby mainline isolation

⁹ A method for calculating heat radiation contours for ignited gas releases is provided in AS/NZS 2885.6, Appendix B3.



valves, limiting the total volume of gas released. Fortunately, there was no ignition event. However, the event resulted in a 5 km exclusion zone and evacuation of nearby townspeople. Energy production from Bass Strait was disrupted for an extended period.

3.6 CONSIDERATIONS FOR NOTIFICATION REQUIREMENTS

The objective of notifying the Pipeline Licensee of any planned activity near the pipeline, by any mechanism, is to provide the Pipeline Licensee with information regarding the activity as early in the process as possible, so that the Pipeline Licensee can take appropriate actions to manage risks to public safety, security of supply and the environment in accordance with the requirements of AS(NZS) 2885.

For the purposes of this discussion a 'planned activity' is termed a 'development'. 'Development' may include a change in use of the land or buildings and works.

The factors that determine whether a Pipeline Licensee should be notified of a development by any mechanism are:

- Factor 1. Does the development change the location classification?
- Factor 2. Does the development significantly increase the risk (the frequency of a defined consequence) of a pipeline release?
- Factor 3. Does the development affect the ability of the Pipeline Licensee to safely operate and maintain the pipeline or facilities?
- Factor 4. Does the development affect the pipeline corridor (easement or equivalent)?

One of these mechanisms is notification pursuant to an overlay. The benefits of notification vs referral is discussed at 3.8.6. The Factors that are best addressed by an overlay is discussed below.

3.6.1 Factor 1 – Change of Location Classification?

Use of an overlay as the mechanism to advise Pipeline Licensees of a potential change in location classification is problematic for the following reasons:

- 1) For the overlay to be effective, the overlay corridor needs to be the measurement length, which is based on full bore rupture of the pipeline and may be many hundreds of metres. However, this will result in notification of a large number of activities that will result in a "no action" or "no objection" response simply because in practice they are too far away from the pipeline to significantly increase the risk associated of a pipeline release (Factor 2). Firstly, in general, people and property located closest to an ignited release are more likely to be impacted, as the heat radiation is greatest at the release site. Secondly, based on Australian and overseas experience, releases from holes are far more likely than ruptures. There are a number of reasons that contribute to this:
 - In many cases it is not physically possible to rupture the pipe (i.e. rupture is a not credible failure mode); or
 - Where rupture is a credible failure mode, the actual damage caused is not sufficient to result in rupture (i.e. even in the worst case the damage does not exceed the critical defect length); or
 - Even if, in the worst case, the damage can exceed the critical defect length, in most cases the actual geometry and orientation of the damage is likely to be such that damage in the axial direction does not exceed the critical defect length and therefore rupture does not occur (this is discussed further in Appendix 7).



- (i) There are other processes in place (or that can be put in place) for licensees to monitor development activity that triggers a change in location class but are too far away to significantly increase the risk associated with a pipeline release (Factor 2). These include: 1) 5-yearly operational SMS review under AS/NZS 2885.6; 2) review of the Planning Permit Register maintained by Latrobe City Council.

Where the Pipeline Licensee is aware of proposed developments that trigger a change in location class but are too far away to significantly increase the consequence of a pipeline release, the Licensee will review the details of the proposal to assess whether there are any actions that need to be implemented by the Licensee before the development is completed (e.g. increased signage to comply with AS/NZS 2885, review patrolling regime, review pipeline awareness activities, review compliance with requirements for High Consequence Areas).

3.6.2 Factor 2 – Increase the Consequence of a Pipeline Release?

An overlay is an appropriate mechanism to advise Pipeline Licensees of developments that may significantly increase the risk (the frequency of a defined consequence) of a pipeline release:

- (i) Developments that significantly increase the consequence of a pipeline release include those that significantly increase the number of people in the vicinity of the pipeline (refer item (iv) below). They may also include industrial developments that could create “knock-on / escalation effects” if exposed to heat radiation (e.g. chemical storage facility).
- (ii) In general, the closer the development is to the pipeline, the more likely that the consequence of a pipeline release will significantly increase.
- (iii) Developments within the distance affected by the maximum credible hole size (but assuming that rupture is not the failure mode), need to be reviewed. As discussed in Appendix 7, even if rupture is credible, it is generally a lower frequency event than a hole, and also it is more likely that those closer to the pipeline will be affected than those further away.
- (iv) In most cases, developments permitted by the current Zone will not constitute “notifiable developments” because the pipeline has been designed and/or assessed (via the 5-yearly operational SMS) for such developments and they do not significantly increase the consequence of a pipeline release. However, specific types of developments that may be “permit required” under the Zone may be of interest.
- (v) The rationale for referring “notifiable developments” includes providing the Pipeline Licensee the opportunity to influence design decisions early in the life of the project, which further reduce risks in the event of a pipeline release.

Where the Pipeline Licensee is notified of developments that may significantly increase the risk of a pipeline release, the Licensee will determine whether to convene a Land Use Change SMS workshop with the proponent to:

- 1) Provide input into design decisions for the proposed development to provide additional risk reduction (e.g. move facilities such as schools further away from the pipeline, increase open space around the pipeline easement, minimize buried service crossings of the pipeline, direct emergency egress away from the pipeline).
- 2) Determine whether additional pipeline protections need to be installed (e.g. slabs, signage) or implemented (e.g. increased patrols, awareness) to reduce risks to the pipeline and thereby reduce the risk of release). Since the Pipeline Licensee is required to comply with AS(/NZS) 2885, the onus to implement any additional protections is on the Licensee.
- 3) Assess / advise on any potential impacts that pipeline operations may have on the development



(e.g. noise from vents), and vice versa (discussed in the following sections).

3.6.3 Factor 3 – Ability to Safely Operate and Maintain the Pipeline?

An overlay is an appropriate mechanism to advise Pipeline Licensees of developments that may affect the ability of the Pipeline Licensee to safely operate and maintain the pipeline or facilities:

- (i) Development that does not directly impact the pipeline easement may nevertheless:
 - Impact on pipeline operations / maintenance activities (e.g. if there is insufficient room for maintenance dig ups at particularly locations; or ignition sources are introduced near venting operations);
 - Impact on access to above ground facilities for both normal operations and emergency response; or
 - Be impacted by normal pipeline operations (e.g. high noise levels during to venting operations may impact nearby residents).
- (ii) Construction activities:
 - Construction activities away from the easement may still have the potential to impact the pipeline (e.g. blasting, vibration due to compacting rollers or pile driving).
 - Construction activities need to provide for maintaining access to above ground facilities for both normal operations and emergency response.
 - In addition, advice on construction activities also provides for early engagement on potential pipeline crossings for development access or infrastructure such as buried utilities.

Where the Pipeline Licensee is notified of developments that may that affect the ability of the Pipeline Licensee to safely operate and maintain the pipeline or facilities the Licensee will determine whether to convene an Encroachment SMS workshop¹⁰ with the proponent to:

- 1) Provide input into design decisions for the proposed development to minimise impacts on pipeline operations / maintenance activities, (including access).
- 2) Assess / advise on any potential impacts that pipeline operations may have on the development (e.g. noise from vents).
- 3) Document construction activities and advise on methodologies required to minimise risks to pipeline integrity during construction.

3.6.4 Factor 4 – Impacts to the Pipeline Corridor?

An overlay is not a mechanism required to advise Pipeline Licensees of developments that affect the pipeline corridor (easement or equivalent). There are alternative processes in place to notify the Pipeline Licensee of activities on the pipeline easement (or “corridor” where the pipeline is located in a road/rail reserve), including easement agreements and other legislative instruments as discussed in Section 3.2.

Where the Pipeline Licensee is notified of developments that affect the pipeline corridor (easement or equivalent), the Licensee will determine whether to convene an Encroachment SMS workshop with the proponent to review crossings designs and develop plans to manage the construction activities on the easement so that the pipeline is protected from damage.

¹⁰ This is normally done in conjunction with the Land Use Change SMS if required for the development.



3.6.5 Maximum Credible Hole Size

The discussion above concludes that the “maximum credible hole size” (but assuming that rupture is not the failure mode) should be used to determine notification zone for each pipeline. If the “maximum credible threat” determined by the SMS can rupture the pipeline then the notification zone should be the largest hole size produced by that threat, excluding the rupture case, (refer to discussion in Appendix 7)¹¹.

The maximum credible hole size is documented in the SMS report. Threats fall into the following broad categories:

- Excavators and backhoes.
- Vertical bores (typically augers to install fences or powerpoles).
- Horizontal bores (e.g. horizontal directional drills, thrust bores).
- Other threats (including dozers rippers, graders, ploughs).

AS/(NZS) 2885 provides formulas that can be used to assess whether excavators can penetrate a pipeline, based on the wall thickness, pipe strength, the weight of the excavator and the type of teeth used on the excavator bucket. The methodology also provides typical hole sizes for specific excavation equipment that can be used to determine the energy release rate and energy radiation contours around a release. For thicker wall pipelines (e.g. the Longford 350 to Long Island Point Oil Pipeline) it can be demonstrated that the maximum credible excavator cannot penetrate the pipeline.

However, for other types of threats (e.g. augers or HDD) no calculation method is available, so it is more difficult to determine whether a pipeline can resist penetration for these threats. Prior to 2016, experimental data from Vic Gas & Fuel in the 1980s and APIA/RSC in the early 2000s indicated that it was very unlikely that auger equipment could penetrate 6.4 mm pipeline. However, an incident on the Dromana to Rye Pipeline in 2016 demonstrated that a 6.4 mm pipeline could be penetrated by an auger fitted to a 33 t excavator. The hole was created by the pilot of the auger and was 50 mm in diameter. While it is reasonable to argue that as the wall thickness increases, it is less likely that the pipeline will be penetrated, the actual wall thickness for which a pipeline cannot be penetrated cannot currently be calculated. For this reason it is suggested that, for pipelines which cannot be penetrated by the maximum credible excavator threat, the maximum credible hole size for an auger (50 mm diameter, based on the Dromana to Rye Pipeline incident) be adopted to determine the notification zone.

The notification zone for any pipeline is a function of a number of factors including: maximum allowable operating pressure; and the properties of the gas or liquid contained in the pipeline, the capacity of the pipeline wall thickness to resist penetration by any equipment that strikes it. Notwithstanding this, an example of how this approach can be applied for sales gas pipelines based on the equations provided in AS/(NZS) 2885 is included in Appendix 8. These calculations assume typical sales gas properties, so calculations for specific pipelines may vary slightly.

3.6.5.1 MAXIMUM CREDIBLE HOLE SIZE APPLIED TO SALES GAS AND LPG PIPELINES

The only significant safety issue arising from a release from a sales gas or LPG pipeline is death or injury resulting from exposure to heat radiation from an ignited gas release.

¹¹ The Draft LCC Report proposed “The discussion above concludes that the “maximum credible hole size” (other than the rupture case) should be used to determine notification zone for each pipeline. If the “maximum credible threat” determined by the SMS can rupture the pipeline then the notification zone should be based on the threat that produces the largest hole size but does not result in rupture.” Following feedback on the Draft LCC Report the proposed approach has been revised in this summary report, and the discussion in Appendix 7 has been added.



The notification zone for a sales gas or LPG pipeline is the 4.7 kW/m² radiation distance¹² from an ignited release.

3.6.5.2 MAXIMUM CREDIBLE HOLE SIZE APPLIED TO CRUDE OIL PIPELINES

For crude oil pipelines there are potentially two significant safety issue arising from a release:

- (i) Fatality or injury due to thermal radiation resulting from an ignited fire, normally located at the leak site. For this case the notification zone is the 4.7 kW/m² radiation distance from an ignited release.
- (ii) If the released crude does not ignite, it can flow away from the leak site. As the distance / time that the oil mixture flows from the leak site, the lighter components evaporate and the risk of ignition significantly reduces. However, the liquid oil spill may contain toxic compounds (e.g. aromatics, volatile organic compounds (VOC), carcinogens, etc), which may be harmful if there is people are exposed for an extended period time (either due to direct exposure or contaminated soil). This is a particular issue at "sensitive use" locations, where it may be difficult to quickly evacuate people a safe distance from the spill. While this may not present an immediate fatality risk, it could require hospital treatment or result in longer term health issues. For this case the notification zone is based on an estimate of the distance that an unignited oil spill will travel from the leak site.

3.6.6 "Procedural Control" for "External Interference Threats"

Section 5.4.6 of AS/NZS 2885.1:2018 allows a Planning Notification Zone to be counted as a "procedural control" for a pipeline when:

- *The external interference threat is part of a project that is required by law to be notified to the pipeline operator at the planning stage; and*
- *The pipeline operator has systems in place to ensure that the progress of the project is monitored regularly following notification.*

A suitably designed planning regime (overlay, policy and referral provisions) will provide a basis for Pipeline Licensees to count this as an effective Planning Notification Zone procedural control in Safety Management Studies, and account for the additional protection to the pipeline afforded by the overlay in risk assessments.

3.7 DEFINING "NOTIFIABLE DEVELOPMENT"

Notifiable developments are typically those which are permitted by the current zone, but may result in a change of location class as described in AS2885.

In defining notifiable developments, the following context should be considered:

- In existing locations where either *Rural R1* or *Rural Residential R2* location classes apply, the relevant AS(/NZS) 2885 requirements for "high consequence areas" ("no rupture" and "maximum energy release rate") will need to be addressed. "Notifiable developments" are those which are likely to trigger this requirement, and include new industrial developments, developments for facilities where unusually high numbers of people are expected to congregate, and developments which result in the application of a *Sensitive Use (S)* location classification (e.g. schools, hospitals,

¹² AS 2885.6-2018 Appendix B1 - A thermal radiation level of 4.7 kW/m² will cause injury, at least second degree burns, after 30 seconds exposure. A thermal radiation level of 12.6 kW/m² represents the threshold of fatality, for normally clothed people, resulting in third degree burns after 30 seconds exposure.



aged care facilities and prisons). For the case where the notification zone is assigned on the basis of an unignited crude oil release that may contain toxic compounds (e.g. aromatics, volatile organic compounds (VOC), carcinogens, etc), only developments which result in the application of a *Sensitive Use (S)* location classification need to be considered.

- In existing locations where either *Residential T1* and/or *Industrial I* locations apply, AS(/NZS) 2885 requires that the most stringent provisions for “no rupture” applies, but that the “maximum energy release rate” (10 GJ/s) is less stringent than for *High Density T2* and/or *Sensitive Use S* locations. In this case, a primary consideration is whether the development introduces a more stringent requirement for “maximum energy release rate”, and review whether controls are in place so that risks are reduced to as low as reasonably practicable (ALARP). “Notifiable developments” are expected to include developments for facilities where unusually high numbers of people are expected to congregate, and developments which result in the application of a *Sensitive Use (S)* location classification (e.g. schools, hospitals, aged care facilities and prisons). It may also include industrial plants processing dangerous chemicals.
- There are no existing locations in the LCC are where either *High Density T2* and/or *Sensitive Use S* locations apply, and so this situation was not addressed as part of this project.

The 12 uses/use groups that are considered to be “notifiable developments” are outlined below. The uses are grouped as per the nesting diagrams at Clause 73.04 of the Victoria Planning Provisions (Appendix 4C3). Each use is defined at Clause 73.04 of the Victoria Planning Provisions (Appendix 4C2).

Accommodation Group:

- Residential aged care facility
- Retirement village
- Corrective institution

Education Centre Group:

- Child care centre
- Primary school
- Secondary school

Earth and Energy Resources Industry

Leisure and Recreation Group:

- Major sports and recreation facility
- Motor racing track

Place of Assembly Group

Warehouse Group:

- Fuel depot

Other uses not nested:

- Hospital

Note: Childcare centre, major sports and recreation facility and place of assembly all contain ‘sub-uses’ which would also be captured as nested uses. This is shown in the nesting diagrams included in Appendix 4C3.



3.8 A REVISED PLANNING CONTROL

The following section outlines the considerations in determining the most appropriate planning control to apply to licensed pipelines in LCC, including:

- What is the purpose of any control?
- Which tool within the Victoria Planning Provisions is most appropriate?
- What would the triggers be for an application?
- What decision guidelines are required?
- Should a referral authority be nominated?

These questions are considered in turn below.

3.8.1 The purpose of a planning control

'A Practitioner's Guide to Victorian Planning Schemes' sets out the 'rules' that should be applied to the preparation of all new planning scheme provisions. Whilst there is an existing overlay in place in LCC, the methodology set out in this report has been established to support a control in all locations across Victoria. It is therefore important that the purpose of such a control is understood and justified.

A summary of the rules to be applied to new planning scheme provisions and a response to each are outlined below:

A provision must be within the scope of the objectives and power of the Planning and Environment Act

Planning in Victoria expresses a vision for a particular landscape, and balances development opportunities with community expectations and needs within those landscapes. Planning also deals with risks and hazards, such as flooding, inundation, bushfire and erosion. By appropriately considering risk in the planning system we are increasing community resilience.

One of the objectives of the Act is *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.*

A planning control that aims to protect critical infrastructure and the safety of the community is entirely consistent with the objectives of the Act.

A provision must implement the objectives of planning and be supported by a sound strategic planning and policy basis

Clause 19.01-3S of the Planning Policy Framework relates to Pipeline infrastructure and states:

Objective

To ensure that gas, oil and other substances are safely delivered to users and to and from port terminals at minimal risk to people, other critical infrastructure and the environment.

Strategies

Plan for the development of pipeline infrastructure subject to the Pipelines Act 2005.

Recognise existing transmission-pressure gas pipelines in planning schemes and protect from further encroachment by residential development or other sensitive land uses, unless suitable additional protection of pipelines is provided.

Plan new pipelines along routes with adequate buffers to residences, zoned residential land and



other sensitive land uses and with minimal impacts on waterways, wetlands, flora and fauna, erosion prone areas and other environmentally sensitive sites.

Provide for environmental management during construction and on-going operation of pipeline easements.

There is a clear policy basis for the recognition and protection of pipelines in planning schemes.

A provision must not conflict with or duplicate other legislation, instruments or planning scheme provisions

The recommendations for a new control to pipelines in LCC have been developed to ensure there is no duplication or conflict with other legislation.

The application of a provision must be necessary and proportional to the intended planning outcome

A provision must be necessary to achieve the intended planning outcomes, having regard to other possible means of implementation, including non-statutory initiatives. It must impose a level of regulatory burden that is the minimum necessary to satisfactorily address the planning and environmental risks.

This report sets out a recommended methodology for establishing an area either side of a pipeline where a legitimate risk exists, and the application of a planning control is considered necessary and proportional to the issue.

It is intended that the minimum possible area is affected by any control, and the control only capture those uses or development that are likely to change the risk profile of the pipeline.

A provision must be consistent with the operational provisions of the scheme, any parent provision and any relevant Ministerial Direction

The provision should be drafted to be consistent with the parent provision and relevant Ministerial Directions.

The application of a provision must be clear

A clear, evidence-based methodology has been established to identify the scope of its application.

The requirements of a provision must be clear and unambiguous

A provision must be structured to be clear and unambiguous

A provision must be written to be clear and unambiguous

The draft ESO should be drafted to be as clear and unambiguous as possible.

3.8.2 The most appropriate planning tool

'A Practitioners Guide to Victorian Planning Schemes' (the Practitioners Guide) describes the Design and Development Overlay (DDO) as '*principally intended to implement requirements based on a demonstrated need to control built form and the built environment, using performance-based rather than prescriptive controls*'.

The DDO is effectively a tool to influence built form outcomes. It is commonly used in locations where there is a need to control building heights, setbacks, etc, such as activity centres. The DDO is not considered to be the most appropriate tool to manage potential risk and safety issues associated with land use in proximity to pipelines.

The Practitioners Guide describes the Environmental Significance Overlay (ESO) as: '*seeks to address areas where the development of land may be affected by environmental constraints such as effects from*



noise or industrial buffer areas, as well as issues related to the natural environment, and is applied if vegetation protection is part of a wider objective to protect the environmental significance of the area'.

The ESO is already widely used in Victoria to not only protect environmental assets, flora and fauna, but to also protect areas surrounding treatment plants, landfills and other industrial facilities from the offsite amenity and safety issues presented by those activities. The Major Hazards Advisory Committee Final Report, July 2016, also recommended that, in the absence of any other suitable control, the ESO be considered for application to pipelines and that it captures sensitive uses as the permit trigger. We generally support the thinking and recommendations outlined in the Advisory Committee Report.

It is recommended that the existing Design and Development Overlay, Schedule 1 be deleted and replaced with a new schedule 4 to the Environmental Significance Overlay. Ministerial Direction 1 requires that an ESO includes the following:

- A statement of environmental significance.
- An environmental objective.
- Permit requirements.
- Application requirements.
- Decision guidelines.

3.8.3 Statement of Environmental Significance and Environmental Objective

A schedule to the ESO must include a statement of environmental significance and the environmental objectives to be achieved by the ESO. The purpose of the statement and objectives is to provide context to decision makers and proponents for the basis of the overlay and what it is seeking to achieve. The following statement of environmental significance and environmental objective are proposed to be included within the new ESO:

Statement of environmental significance

Pipelines licensed under the Pipelines Act 2005 carry a range of high pressure and volatile substances, such as gas, petroleum and other industrial products, throughout Victoria. A pipeline failure, such as a hole or rupture, can impact an area hundreds of metres from a pipeline.

Pipelines are constructed in locations where threats to the pipeline, including damage caused by third parties, and the consequences of pipeline failure have been assessed and reduced to as low as reasonably practicable. Over time, as land uses change and new construction activity is undertaken near pipelines, new threats to the pipeline and increased consequences of pipeline failure can arise.

Although pipelines are one of the safest methods and most efficient methods of transporting liquid and gaseous substances, the risks of pipeline failure must be carefully managed to protect human life and the environment.

Environmental objective to be achieved

To protect human life and the environment by ensuring any increases to the risk of pipeline failure resulting from a development are mitigated to acceptable levels.



3.8.4 Application triggers and requirements

The primary concern for Pipeline Licensees is the siting of developments that potentially result in a significant increase in the consequence of a product release in proximity to pipelines. In the terminology of AS(/NZS) 2885, these are typically developments which result in either “Sensitive Use (S)”, “Crowd (C)” or “Heavy Industrial (HI)” location classification. It is noted that the terms applied for location classification in AS(/NZS) 2885 do not correspond directly with terminology used in the Victorian Planning Scheme.

The 12 uses of interest have been identified as ‘notifiable developments’ are listed in Section 3.7.

The ESO cannot be tailored to trigger use applications, so instead the trigger must be drafted to capture buildings and works applications associated with the uses listed above. Such a trigger is commonplace in the planning system. An example of the draft that could be adopted is below:

A permit is not required to construct a building or construct or carry out works, except where associated with the following land uses (list uses). This does not apply if the new buildings and works are associated with an existing use and do not result in the gross floor area of all buildings associated with the use increasing by more than 25% of the existing gross floor area.

3.8.5 Decision Guidelines

The decision guidelines in any overlay must be sufficient to enable clear, consistent decision making.

Before deciding on an application triggered by the ESO, the Responsible Authority must consider:

- *The Municipal Planning Strategy and Planning Policy Framework.*
- *The statement of environmental significance and the environmental objective contained in the relevant schedule to the ESO*
- *The need to remove, destroy or lop vegetation to create a defensible space to reduce the risk of bushfire to life and property.*
- *Any other matters specified in a schedule to this overlay.*

Decision guidelines contained within the schedule to the ESO should also be clearly aligned with the should also be aligned with the statement of environmental significance and the environmental objectives provided in that schedule. To manage the risks of land development near pipelines, decision guidelines should consider potential treats to the pipeline (including from construction activity), any increases in the consequences of pipeline failure, and also whether the design has addressed pipeline risks where practicable. As such, it is proposed to identify the following decision guidelines within the schedule to the ESO:

- The views of Energy Safe Victoria.
- Whether the buildings or works, including associated construction activities, will result in any additional threats to a licensed pipeline and how these threats will be mitigated.
- The extent to which the buildings or works will increase the consequence of a pipeline failure.
- Whether the buildings or works have been designed to reduce risks to human life in the event of a pipeline failure, where practicable, including:
 - Opportunities to locate the development further away from the pipeline.
 - Locating emergency exits away from the pipeline.
 - Siting external gathering spaces, such as playgrounds, away from the pipeline.



In reviewing these decision guidelines, the Responsible Authority will need to determine whether a proposal has achieved the environmental objective of the overlay.

3.8.6 Should a referral authority be nominated?

This section outlines the purpose and status of a referral authority in the planning system and whether it is appropriate to include a referral mechanism in any new planning control. The authors wish to acknowledge Harwood Andrews lawyers in providing input to this section.

The *Planning and Environment Act 1987* (the Act) confers a special status on referral authorities in the planning regime. It creates two types of referral authorities: recommending and determining referral authorities. The role of a referral authority in a planning application varies significantly depending on whether it is identified as a recommending or determining referral authority in clause 66 of a planning scheme.

As their titles suggest, a recommending referral authority assumes an advisory role in respect of a planning application while a determining referral authority may direct the outcome of an application. The process of referring an application is the same for both types of referral authority.

A referral authority can provide specialist or technical advice to the responsible authority that assists them in making an informed decision on an application. In the case of licensed pipelines, the responsible authority will be considering a number of other scheme requirements in addition to the requirements of the overlay for a licensed pipeline.

Given the need for the responsible authority to balance the considerations of different scheme requirements to achieve a net community benefit or product acceptable policy outcomes, it is considered that a recommending referral authority status is appropriate for licensed pipelines.

It would be inappropriate to include a decision guideline in a planning control requiring a responsible authority to consider the impact of a proposed use or development on a licensed pipeline and vice-versa absent any referral or notice requirements to ESV or a Pipeline Licensee.

Primarily, this is because a responsible authority is unlikely to be appropriately skilled or resourced to consider public safety risks from licensed pipeline operations.

ESV has the requisite specialist expertise and knowledge in the area to assist in this regard. Notifying or referring such applications to ESV would also ensure ESV can appropriately coordinate referrals to relevant Pipeline Licensees and ensure a consistent standard of responses in line with the relevant planning control.

It is recommended that ESV be identified as a recommending referral authority associated with the introduction of a new planning control to licensed pipelines in LCC.



3.9 NOMINATED NOTIFICATION ZONES

The notification zones nominated by the Pipeline Licensees is summarised in the table below:

Name	Product	Owner / (Operator)	MAOP (kPa)	Notification distance (m)
Morwell – Tramway Rd (T005)	Sales Gas	AGIG / (APA)	2,760	40
Morwell (T082)	Sales Gas	AGIG / (APA)	2,760	40
<i>Longford 700 to Long Island Point Oil – (out of service)</i>	<i>Nitrogen</i>	<i>Esso</i>	<i>4,500</i>	<i>n/a</i>
Longford 250 to Long Island Point LPG	LPG	Esso	8,275	180
Morwell – Dandenong (T1)	Sales Gas	APA Group	2,760	50
Supply to Maryvale (37)	Sales Gas	APA Group	6,890	85
Supply to Jeeralung (T1)	Sales Gas	APA Group	2,760	50
Longford – Dandenong (inc. Longford – Rosedale, Longford – Tyers) (T60)	Sales Gas	APA Group	6,890	85
Rosedale – Tyers (T60)	Sales Gas	APA Group	7,070	85
Longford – Rosedale (T60)	Sales Gas	APA Group	7,070	85
Tyers – Morwell (T63)	Sales Gas	APA Group	7,070	85
<i>Longford 700 to Westbury Oil – (out of service)</i>	<i>Water</i>	<i>Esso</i>	<i>4,500</i>	<i>n/a</i>
Longford 350 to Long Island Point Oil	Oil	Esso	9,530	70/100
Loy Yang B Gas Pipeline	Sales Gas	Alinta / (APA)	10,210	90

The basis for the nominated notification zones (which defines a corridor that extends either side of the pipeline by that distance, so that the total corridor width is double the notification distance) is included in the notes to the Pipeline Summary (Appendix 2A). For the Longford 350 to Long Island Point Oil two distances are nominated. The 70 m notification zone is based on the 4.7 kW/m² radiation distance from an ignited release. The 100 m is based on Esso's estimate of the distance that an unignited oil spill will travel from the leak site (refer to the discussion in Section 3.6.5.2).



4 SUMMARY

A project to develop an effective planning overlay for the high pressure oil and gas pipelines that traverse the Latrobe City Council (LCC) local government area has been undertaken in consultation with key stakeholders including APA Group / Australian Gas Infrastructure Group, Energy Safe Victoria (ESV), ExxonMobil (Esso), Latrobe City Council (LCC), Department of Environment, Land, Water and Planning (DELWP), and Loy Yang B (Alinta).

The review of the DDO1 provides an opportunity for industry, ESV and local government to work together to develop a methodology and draft a control that is useful, robust and reasonable. The outputs of the project may be a useful tool in rolling out a planning control for licensed pipelines across Victoria more broadly.

The project has:

1. Developed the principles and a methodology to determine a "notification zone" that is specific to the characteristics of each pipeline and specified the "notification zone" for each pipeline.
2. Developed the principles that determine whether a development is a "notifiable development" that takes into account the Pipeline Licensee's obligations under AS(/NZS) 2885 *Pipelines-gas and liquids petroleum*, and identified "notifiable developments" within the context of the Victorian Planning Scheme Nesting Diagrams.
3. Recommended the most appropriate planning overlay for the purposes of notification, provided draft decision guidelines for the overlay, and provided a recommendation as to whether "referral" or "notification" is the most appropriate mechanism.

4.1 PRINCIPLES AND METHODOLOGY FOR PIPELINE NOTIFICATION ZONES

- 1) The factors that determine whether notification via an overlay is required are:
 - a) "Does the development significantly increase the consequence of a pipeline release?"; and
 - b) "Does the development affect the ability of the Pipeline Licensee to safely operate and maintain the pipeline or facilities?"
 - i) There are other mechanisms in place to alert the pipeline operator with respect to developments that can change the location class or directly affect the pipeline easement.
- 2) The purpose of the notification via an overlay is to provide an opportunity for the Pipeline Licensee to be involved in the development approvals process as early as possible, so that it can take appropriate actions to manage risks to public safety, security of supply and the environment in accordance with the requirements of AS(/NZS) 2885.
- 3) Developments closest to the pipeline are of the greatest interest, because, the closer they are to the pipeline, the greater the risk (regardless of the size of the release, radiation zones are greatest closest to the pipeline).
- 4) The pipeline notification zone as identified by an overlay should not be based on the measurement length (which assumes that the failure mode is a rupture), which, in general, is many hundreds of metres. The issues are:
 - a) Based on Australian and overseas experience, gas releases from holes are far more likely than ruptures. Even if rupture is credible, it is generally a lower frequency event than a hole. In the event of a rupture it is more likely that those closer to the pipeline will be affected than those further away.



- b) If notification zones are based on the measurement length then this will generate a disproportionate number of notifications that do not require any action or input from the Pipeline Licensee, while creating significant overheads for developers, councils and the Licensee.
- 5) Given this, the “maximum credible hole size” (but assuming that rupture is not the failure mode) should be used to determine the notification zone for each pipeline. If the “maximum credible threat” determined by the SMS can rupture the pipeline then the notification zone should be based on the largest hole size produced by that threat excluding the rupture case (refer to discussion in Appendix 7).
- 6) The notification zone for each pipeline needs to be determined on a basis that is consistent, transparent and understandable to all stakeholders (council, developers, ESV and Pipeline Licensees). Therefore, the nominated notification zone should describe and reference the maximum credible threat / hole size / radiation zone as determined by the current SMS. This is typically a hole created by an excavator. Where a pipeline has sufficient wall thickness to resist penetration by an excavator, it is suggested that the maximum credible hole size for an auger (50 mm diameter, based on the Dromana to Rye Pipeline incident) be adopted to determine the notification zone.
- 7) The notification zone for any pipeline is a function of a number of factors including: maximum allowable operating pressure; and the properties of the gas or liquid contained in the pipeline and the capacity of the pipeline wall thickness to resist penetration by any equipment that strikes it. For this reason, notification zones may vary for different pipelines.
- a) For a sales gas or LPG pipeline the notification zone is the 4.7 kW/m² radiation distance from an ignited release.
- b) For crude oil pipelines there are potentially two significant safety issues arising from a release, so two notification zones may need to be nominated: (1) The 4.7 kW/m² radiation distance from an ignited release; and (2) The estimated distance which an unignited release that may contain toxic compounds (e.g. aromatics, volatile organic compounds (VOC), carcinogens, etc), may travel. This is a particular issue at “sensitive use” locations, where it may be difficult to quickly evacuate people a safe distance from the spill.
- 8) The pipeline safety management study is subject to a “periodic operational review” at intervals not exceeding 5 years. There is the possibility that a subsequent review may identify a change to the threat profile that may result in an increase (or decrease) in the notification zone for a particular pipeline.
- 9) The proposed “notification zone” for each pipeline is summarised in Section 0.

4.2 NOTIFIABLE DEVELOPMENTS

“Notifiable developments” are typically those which are permitted by the current zone of the land, but result in a change from the current prevailing land use. This in turn may change the obligations of the Pipeline Licensee under the requirements of AS(/NZS) 2885, particularly with respect to the provisions for “high consequence areas”. This depends on AS(/NZS) 2885 “location classification” of the particular pipeline at the location of the proposed development. This is discussed in detail in Section 3.7, and the identified “notifiable developments” within the context of the Victorian Planning Scheme Nesting Diagrams are provided in Appendix 4C.



4.3 REVISED PLANNING CONTROL

It is recommended that:

- The existing DDO1 be deleted and replaced with a new schedule 4 to the ESO.
- Clause 66.04 is amended to require all planning applications triggered by the ESO4 to be referred to Energy Safe Victoria (ESV). Identify ESV as a recommending referral authority.
- The ESO4 should trigger a planning permit for buildings and works associated with the following 12 notifiable developments:
 - Child care centre
 - Corrective institution
 - Earth and Energy Resources Industry
 - Fuel depot
 - Hospital
 - Major sports and recreation facility
 - Motor racing track
 - Place of assembly
 - Primary school
 - Residential aged care facility
 - Retirement village
 - Secondary school.



Appendix 1 REFERENCE DOCUMENTS AND ABBREVIATIONS

Appendix 1A List of Standards and Other References

REFERENCE	DOCUMENT TITLE
AS/NZS 2885.0-2018	Pipelines – Gas and liquid petroleum – General Requirements
AS/NZS 2885.1-2018	Pipelines – Gas and liquid petroleum – Design and construction
AS 2885.3-2012	Pipelines – Gas and liquid petroleum – Operations and Maintenance
AS/NZS 2885.6-2018	Pipelines – Gas and liquid petroleum – Pipeline Safety Management
	<i>Planning and Environment Act 1987</i>
	<i>Pipelines Act 2005.</i>

Appendix 1B List of Abbreviations

ABBREVIATION	DESCRIPTION
AGIG	Australian Gas Infrastructure Group
ALARP	As Low As Reasonably Practicable
APA	APA Group
APGA	Australian Pipeline and Gas Association
AS	Australian Standard
CDL	Critical Defect Length
DDO	Design and Development Overlay
DELWP	Department of Environment, Land, Water and Planning
DN	Nominal Diameter
ESV	Energy Safe Victoria
FBE	Fusion Bonded Epoxy
GIS	Geographic Information System
GJ/s	Gigajoules per second (energy release rate)
GP	General Purpose
HDD	Horizontal Directional Drill
HI	Heavy Industrial location classification
I	Industrial location classification
kW/m ²	Kilowatts per metre squared (heat radiation flux)
LCC	Latrobe City Council
LPG	Liquefied Petroleum Gas



ABBREVIATION	DESCRIPTION
MAOP	Maximum Allowable Operating Pressure
R1	Rural location classification
R2	Rural Residential Use location classification
ROW	Right of Way
RTP	Resistance to Penetration
S	Sensitive Use location classification
SMS	Safety Management Study
T1	Residential location classification
T2	High Density location classification
WT	Wall Thickness



**Appendix 2 HIGH PRESSURE OIL AND GAS PIPELINES IN
LATROBE CITY COUNCIL LGA**

Appendix 2A PIPELINES SUMMARY

18836 Loderbe City Council 0001 Workshop

PIPELINES SUMMARY

Name	Product	Owner	Operator	License	Nominal Diameter (mm)	Length (km)	MAOP (kPa)	MOP (kPa)	Measurement Length (m)	Notification Distance	Depth of Cover (mm)	Wall Thickness (mm)	Critical Defect Length (mm)	Resistance to Penetration	
1	Morewell – Tramway Rd (T005)	Sales Gas	AGIG	APA Group	PL215	80/100	4.1	2,750	n/a	74	40m ^(Note 1)	1,200 (min)	5.5, 6.0	hoop stress = 30% SMYS TT ->25T (2-teeth) SPTT, PT ->10T (B=1)	
2	Morewell (T02)	Sales Gas	AGIG	APA Group	n/a	100	0.8	2,750	n/a	74	40m ^(Note 1)	1,200 (min)	5.5	hoop stress = 30% SMYS TT - no penetration (2-teeth) SPTT, PT ->40T (B=0.75)	
3	Longford 700 to Long Island Point Oil – (out of service)	Nitrogen	Esso	Esso	PL35	700	156	4,600	0	0	n/a	900 - 1,200	9.63, 11.63, 12.7	280 (9.63)	GP - No penetration TT - no penetration (2-teeth) SPTT, PT ->40T (B=0.75)
4	Longford 250 to Long Island Point LPG	LPG	Esso	Esso	PL27, PL34	250	185	8,275	4,500	920	180m ^(Note 4)	900 - 1,200	5.56, 6.35	90	GP - No penetration SPTT, PT ->15T (B=0.75)
5	Morewell – Dandenong (T1)	Sales Gas	APA Group	APA Group	PL50	450	127	2,750	n/a	272	50m ^(Note 2)	800 (min)	7.9, 9.53	268	GP - No penetration TT - no penetration (2-teeth) SPTT, PT ->20T (B=0.75)
6	Supply to Maryvale (37)	Sales Gas	APA Group	APA Group	PL67	150	5.4	6,890	n/a	154	85m ^(Note 2)	1,200 (min)	10.31, 12.7	141	GP - No penetration TT - no penetration (2-teeth) SPTT, PT ->16 (B=0.75)
7	Supply to Jeeralung (T1)	Sales Gas	APA Group	APA Group	PL50	300	0.76	2,750	n/a	194	50m ^(Note 2)	800 (min)	6.35	274	GP - No penetration TT - no penetration (2-teeth) SPTT, PT ->15T (B=0.75)
8	Longford – Dandenong (inc. Longford – Rosedale, Longford – Tyers) (T60)	Sales Gas	APA Group	APA Group	PL75	700	174.2	6,890	n/a	700	85m ^(Note 2)	1,200 (min)	10.31, 12.7	182	GP - No penetration SPTT, PT - no penetration (B=0.75)
9	Rosedale – Tyers (T60)	Sales Gas	APA Group	APA Group	PL117	750	34.3	7,070	n/a	708	85m ^(Note 2)	1,200 (min)	10.31, 12.7	196	GP - No penetration TT - no penetration (2-teeth) SPTT, PT ->60T (B=0.75)
10	Longford – Rosedale (T60)	Sales Gas	APA Group	APA Group	PL117	750		7,070	n/a	708	85m ^(Note 2)	1,200 (min)	10.31, 12.7	196	GP - No penetration TT - no penetration (2-teeth) SPTT, PT ->60T (B=0.75)
11	Tyers – Morewell (T63)	Sales Gas	APA Group	APA Group	PL121	500	15.7	7,070	n/a	475	65m ^(Note 2)	1,200 (min)	8.72, 10.89	182	GP - No penetration TT - no penetration (2-teeth) SPTT, PT ->60T (B=0.75)
12	Longford 700 to Westbury Oil – (out of service)	Water	Esso	Esso	PL126	700	88	4,600	0	0	n/a	900 - 1,200	9.63, 11.63, 12.7	280 (9.63)	TT - no penetration (2-teeth) SPTT, PT ->40T (B=0.75)
13	Longford 350 to Long Island Point Oil	Oil	Esso	Esso	PL282	350	165	9,530	5,000	430	70m ^(Note 5) / 100m ^(Note 4)	800 - 1,200	9.63, 12.7	120 (9.63) 283 (12.7)	GP - No penetration TT - no penetration (2-teeth) SPTT, PT ->35T (B=0.75)
14	Loy Yang B Gas Pipeline	Sales Gas	Alinta	APA Group	PL234	300	12.96	10,210	n/a	-300	50m ^(Note 5)	750 (min)	4.77, 5.72	TBA	TBA

NOTES

- (1) refer Jarrod Dunn e-mail dated 1 August 2019. Maximum hole equivalent diameter is 50mm (based on pilot hole of an auger, based on Bromana to Rye Pipeline Incident)
- (2) Refer Glenn Ogilvie e-mail dated 22 July 2019. Maximum hole diameter is 65mm (based on 25T excavator fitted with penetration teeth)
- (3) Extrapolated estimate by GPA based on maximum hole diameter for APA pipelines, and using the calculation method from A23863.9-2018, Appendix B.
- (4) refer David Levy e-mail dated 27 August 2019. Maximum hole diameter is 60mm (based on 30T excavator fitted with tiger teeth - twin point penetration).
- (5) refer David Levy e-mail dated 16 August 2019. Maximum hole equivalent diameter is 50mm. 70m is the 4.7 kW/m² thermal radiation distance for an ignited pool fire at the leak location.
- (6) refer David Levy e-mail dated 16 August 2019. Maximum hole equivalent diameter is 50mm. 100m is the maximum distance that an unignited leak can flow, exposing the public to toxic compounds in the crude oil.



Appendix 2B PIPELINE MAPS

LICENSED PIPELINES PASSAGE THROUGH PLANNING SCHEME ZONES



Pipeline data currency date 24 November 2018 sourced from the Australian Pipelines & Gas Association. Planning scheme data currency 3 May sourced from Victorian Government. Map designed to be printed at A3 paper size. GD494/Vicg18/94.

Legend

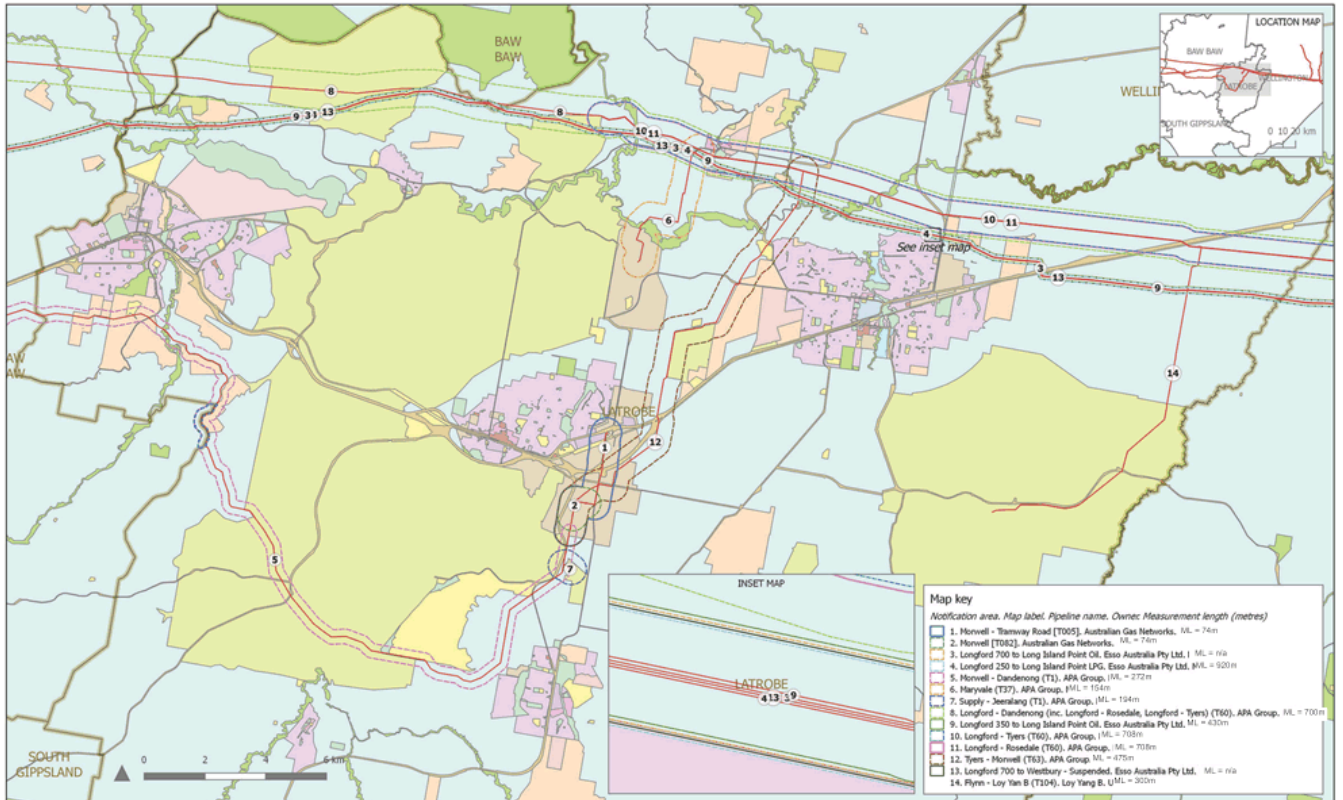
- Licensed pipeline
- Design and Development Overlay - Schedule 1
- Latrobe local government area
- Local government area boundary

Map key

Map label: Pipeline name, Owner, Measurement (length (metres))

- | | | |
|--|---|--|
| 1. Morwell - Tramway Road [T005], Australian Gas Networks. ML = 7447 | 5. Morwell - Dandenong (T1), APA Group. ML = 27207 | 11. Longford - Rosedale (T60), APA Group. ML = 70077 |
| 2. Morwell [T032], Australian Gas Networks. ML = 7447 | 6. Maryvale (T37), APA Group. ML = 15441 | 12. Tyers - Morwell (T63), APA Group. ML = 47507 |
| 3. Longford 700 to Long Island Point Oil, Esso Australia Pty Ltd. ML = 870 | 7. Supply - Jeeralang (T1), APA Group. ML = 10907 | 13. Longford 700 to Westbury - Suspended, Esso Australia Pty Ltd. ML = 000 |
| 4. Longford 250 to Long Island Point UFG, Esso Australia Pty Ltd. ML = 62307 | 8. Longford - Dandenong (inc. Longford - Rosedale, Longford - Tyers) (T60), APA Group. ML = 70077 | 14. Flynn - Loy Yang B (T104), Loy Yang B. ML = 00007 |
| | 9. Longford 350 to Long Island Point Oil, Esso Australia Pty Ltd. ML = 4707 | |
| | 10. Longford - Tyers (T60), APA Group. ML = 70077 | |

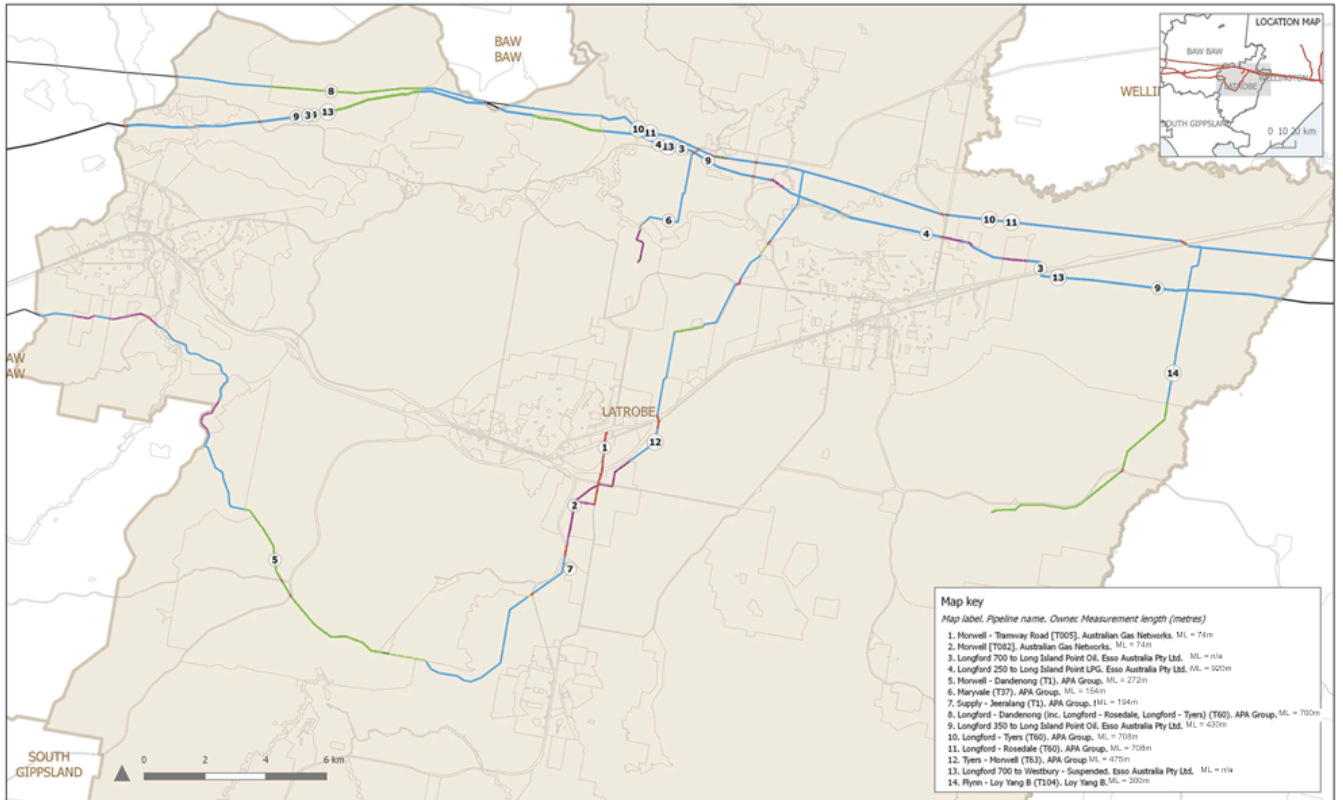
LICENSED PIPELINES PASSAGE THROUGH PLANNING SCHEME ZONES



Pipeline data currency date 24 November 2018 sourced from the Australian Pipelines & Gas Association. Planning scheme data currency 3 May sourced from Victorian Government. Map designed to be printed at A3 paper size. GD494/Vic0194.

<p>Legend</p> <ul style="list-style-type: none"> Licensed pipeline Notification area of interest Local government area boundary <p>Planning scheme zones</p> <ul style="list-style-type: none"> ACTIVITY CENTRE ZONE - SCHEDULE 1 COMMERCIAL 1 ZONE COMMERCIAL 2 ZONE FARMING ZONE GENERAL RESIDENTIAL ZONE - SCHEDULE 1 INDUSTRIAL 1 ZONE INDUSTRIAL 2 ZONE INDUSTRIAL 3 ZONE LOW DENSITY RESIDENTIAL ZONE MIXED USE ZONE NEIGHBOURHOOD RESIDENTIAL ZONE - SCHEDULE 1 PUBLIC CONSERVATION AND RESOURCE ZONE PUBLIC PARK AND RECREATION ZONE PUBLIC USE ZONE - CEMETERY/CREMATORIUM PUBLIC USE ZONE - EDUCATION PUBLIC USE ZONE - HEALTH AND COMMUNITY PUBLIC USE ZONE - LOCAL GOVERNMENT PUBLIC USE ZONE - OTHER PUBLIC USE PUBLIC USE ZONE - SERVICE AND UTILITY PUBLIC USE ZONE - TRANSPORT RESIDENTIAL GROWTH ZONE - SCHEDULE 1 RESIDENTIAL GROWTH ZONE - SCHEDULE 2 ROAD ZONE - CATEGORY 1 ROAD ZONE - CATEGORY 2 RURAL CONSERVATION ZONE RURAL LIVING ZONE - SCHEDULE 1 RURAL LIVING ZONE - SCHEDULE 2 RURAL LIVING ZONE - SCHEDULE 3 RURAL LIVING ZONE - SCHEDULE 4 RURAL LIVING ZONE - SCHEDULE 5 RURAL LIVING ZONE - SCHEDULE 6 SPECIAL USE ZONE - SCHEDULE 1 SPECIAL USE ZONE - SCHEDULE 2 SPECIAL USE ZONE - SCHEDULE 3 SPECIAL USE ZONE - SCHEDULE 4 SPECIAL USE ZONE - SCHEDULE 6 SPECIAL USE ZONE - SCHEDULE 7 TOWNSHIP ZONE URBAN FLOODWAY ZONE URBAN GROWTH ZONE - SCHEDULE 1 	<p>Map key</p> <p>Notification area, Map label, Pipeline name, Owner, Measurement length (metres)</p> <ul style="list-style-type: none"> 1. Morwell - Banyan Road (T005), Australian Gas Networks, ML = 74m 2. Morwell (T002), Australian Gas Networks, ML = 75m 3. Longford 700 to Long Island Point Oil, Esso Australia Pty Ltd, ML = n/a 4. Longford 250 to Long Island Point LPG, Esso Australia Pty Ltd, ML = 920m 5. Morwell - Dandenong (T1), APA Group, ML = 272m 6. Maryvale (T37), APA Group, ML = 151m 7. Supply - Jeeralang (T1), APA Group, ML = 154m 8. Longford - Dandenong (inc. Longford - Rosedale, Longford - Tyers) (T60), APA Group, ML = 700m 9. Longford 350 to Long Island Point Oil, Esso Australia Pty Ltd, ML = 430m 10. Longford - Tyers (T60), APA Group, ML = 700m 11. Longford - Rosedale (T60), APA Group, ML = 700m 12. Tyers - Morwell (T63), APA Group, ML = 470m 13. Longford 700 to Warrnaby - Suspended, Esso Australia Pty Ltd, ML = n/a 14. Plyn - Loy Yan B (T104), Loy Yan B, U/ML = 300m
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LICENSED PIPELINES PASSAGE THROUGH PLANNING SCHEME ZONES



Legend

Licensed pipeline within Latrobe

Passage through planning scheme zone

Licensed pipeline not within Latrobe

Planning scheme zone boundary

Latrobe local government area

INZ, LDRZ, FZ, INIZ, PUZ1, LDRZ, PUZ4, PUZ5, RDZ1, RDZ2, RDZ3, RDZ4, RDZ5, SUZ1, SUZ7

Pipeline data currency date 24 November 2018 sourced from the Australian Pipelines & Gas Association. Planning scheme data currency 3 May sourced from Victorian Government. Map designed to be printed at A3 paper size. GD454/Vicgr1894.



Appendix 3

**SCHEDULE 1 TO THE DESIGN AND DEVELOPMENT
OVERLAY**

LATROBE PLANNING SCHEME

19/01/2006
VC37**SCHEDULE 1 TO THE DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO1**.

MAJOR PIPELINE INFRASTRUCTURE**1.0**19/01/2006
VC37**Design objectives**

To ensure that all buildings and works and in particular buildings designed to accommodate people are sufficiently separated from high pressure pipelines to avoid a safety hazard.

2.019/01/2006
VC37**Buildings and works**

A permit is required to:

- Construct an outdoor swimming pool associated with a dwelling.
- Construct a fence within 3 metres of any pipeline.

3.019/01/2006
VC37**Advertising signs**

Advertising sign requirements are at Clause 52.05. This Schedule is in Category 4.

4.019/01/2006
VC37**Decision guidelines**

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider:

- The appropriateness of constructing any buildings or fences within 3 metres of any pipeline.
- The appropriateness of constructing any dwelling or building designed to accommodate 20 or more people within 200 metres of a Type C Pipeline.
- The views of the Secretary of the Department administering the *Pipelines Act 1967*.



Appendix 4 WORKSHOP MATERIALS

Appendix 4A WORKSHOP AGENDA



Memorandum

To: Auld Planning & Projects

Pages: 1

Attn: Sarah Auld

Reference: 18836-MEMO-002

CC: N/A

Project Number: 18836

Subject: Revised Agenda – Latrobe CC DDO1 Workshop

Date: 20/05/2019

TIME	ITEM	RESP.
09:00 – 09:15	Introductions and Welcome	GPA
09:15 – 09:30	Purpose of Project	APP
09:30 – 09:45	Objectives – What are we trying to achieve?	GPA / APP
09:45 – 10:15	Overview of DDO1 and Planning Scheme Zones	LCC
10:15 – 10:30	MORNING TEA	Everyone
10:15 – 10:45	Overview of growth and settlement patterns and forecast projects for the region	LCC
10:45 – 11:00	Overview of AS/NZS 2885 requirements	GPA
11:00 – 11:30	APA Pipelines Overview	APA
11:30 – 12:00	Esso Pipelines Overview	ExxonMobil
12:00 – 12:30	Review of Model for Notifiable Developments (Section 3 of this Report)	GPA
12:30 – 13:00	LUNCH	Everyone
13:00 – 13:30	Discussion of Objectives <ul style="list-style-type: none"> • Do we agree / disagree? • Have we missed anything? 	GPA
13:30 – 15:00	Discussion of Model for Notifiable Developments <ul style="list-style-type: none"> • Factors that determine “notifiable developments” • <i>Rural (R1) and Rural Residential (R2)</i> locations: • <i>Residential (T1) and Industrial (I)</i> locations: • <i>High Density (T2) and/or Sensitive Use (S)</i> locations: • <i>Other Questions to be addressed</i> 	GPA
15:00 – 15:15	BREAK	Everyone
15:15 – 16:30	Discussion (Continued) <ul style="list-style-type: none"> • What is the nature of the overlay, taking into account measure length, location class, etc. • What types of uses and development do Pipeline Licensees <u>need</u> to know about? • Why do they need to know? • What will be the things that are considered as these will feed into decision guidelines? 	GPA
16:30 – 17:00	Summary and Next Steps	GPA / APP

Richard McDonough



Appendix 4B

ATTENDANCE SHEET

DDO1 Major Pipelines Infrastructure Review Workshop, APA Melbourne Office, 21 May 2019
 LATROBE CITY COUNCIL

Name	Position	Organization
Richard McDonough	Facilitator	GPA
Nick Kastelein	Minute-taker	GPA
Karen Egan	COORDINATOR SPATIAL PLANNING coordinator strategic Planning	LCC Latrobe City Council
Lorrae Dukes		
JARROD DUNN	MANAGER PLANNING + INTEREST	APA
Michael Mielczarek	Senior Urban Planner	APA
SARAH AULD	DIRECTOR	AULD PLANNING & PROJECTS
FARUKH TAN-SAVVA	PIPELINES SUPERVISOR	ESSO AUSTRALIA
Glenn Ogilvie	Senior Risk Engineer	APA
DANIEL TUCCI	ASSET MANAGER (UTS)	APA
LAW STEWART	TECH & REG COMPLIANCE	APA
Chris Liew*	Asset Integrity Manager Senior Tech Engineer	APA
Zubair Cheema	Energy Safety Vics	ESSV
DAVID LEVY	PIPELINE ENGINEER	ESSO

TELECONF

* teleconference

note DOWLP - apology



Appendix 4C LATROBE CITY COUNCIL PRESENTATION & PLANNING DOCUMENTS

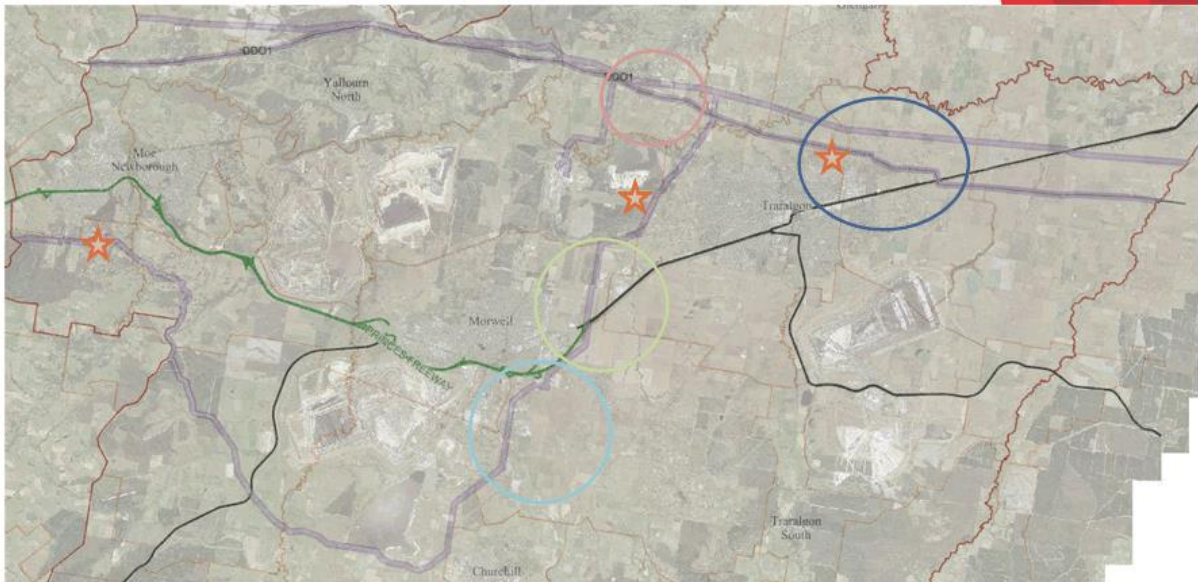
1. Latrobe City Council Workshop Presentation
2. Victoria Planning Provisions – Land Use Terms
3. Victoria Planning Provisions – Nesting Diagrams



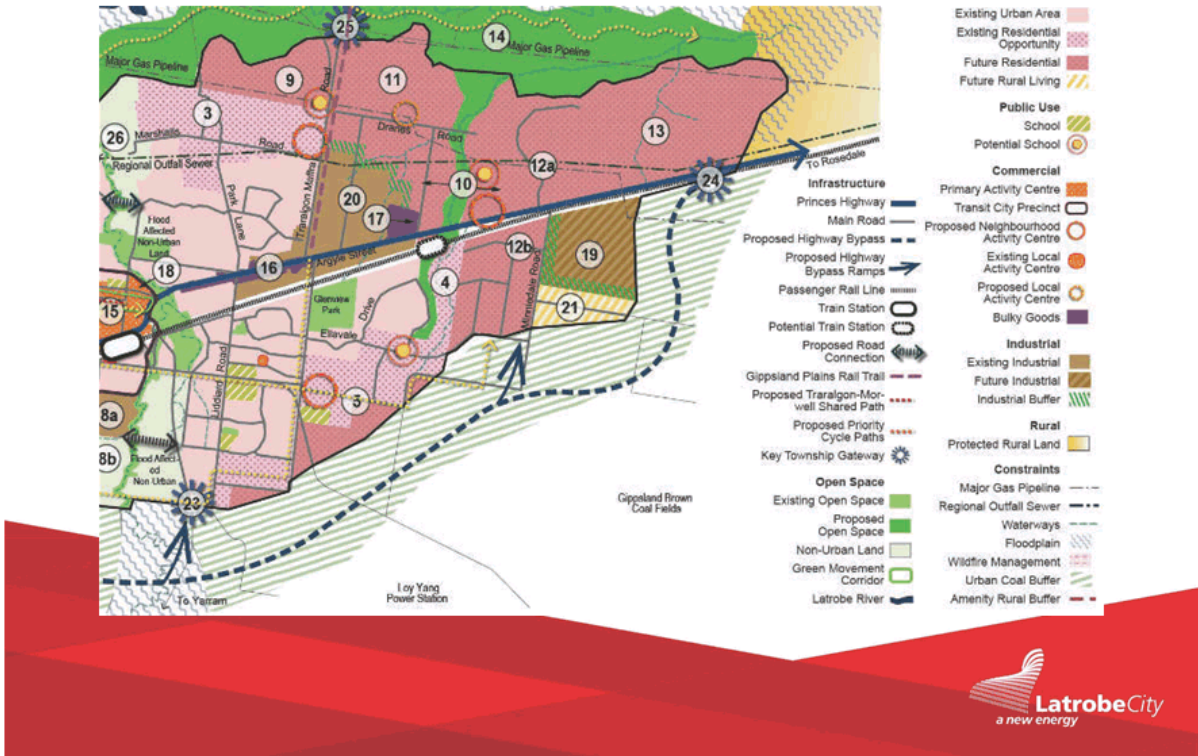
Latrobe Growth Areas and DDO1



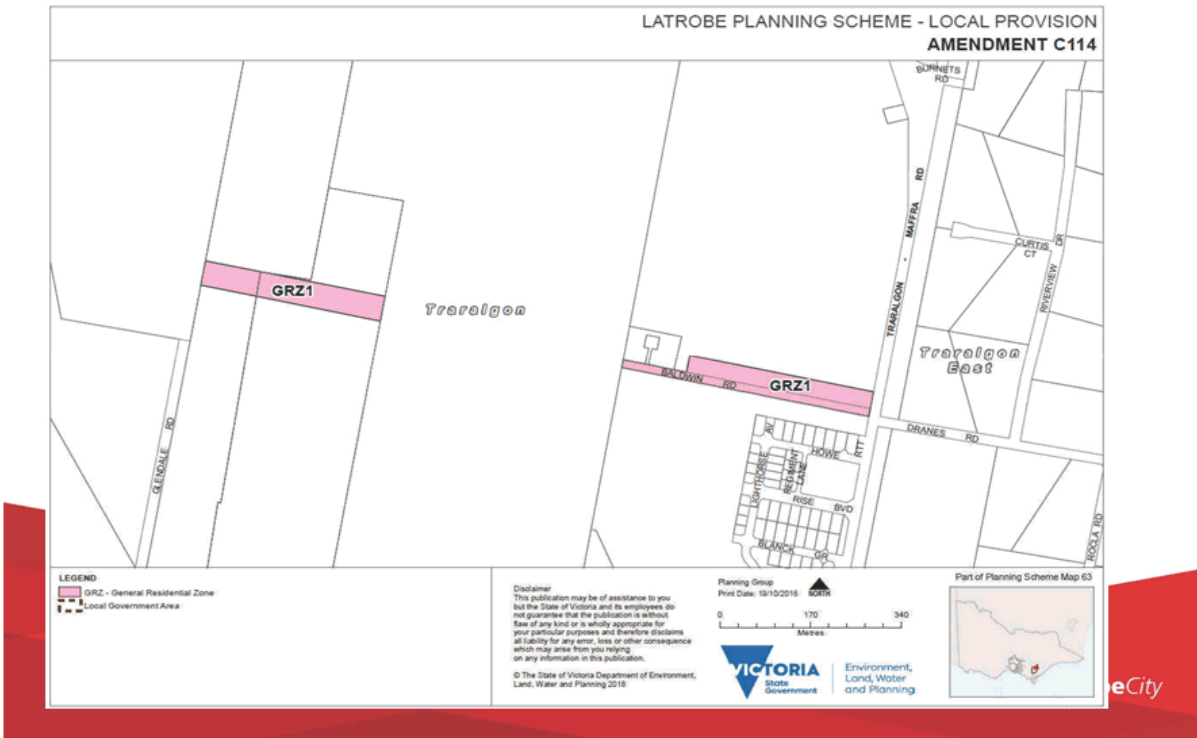
Extent of DDO1



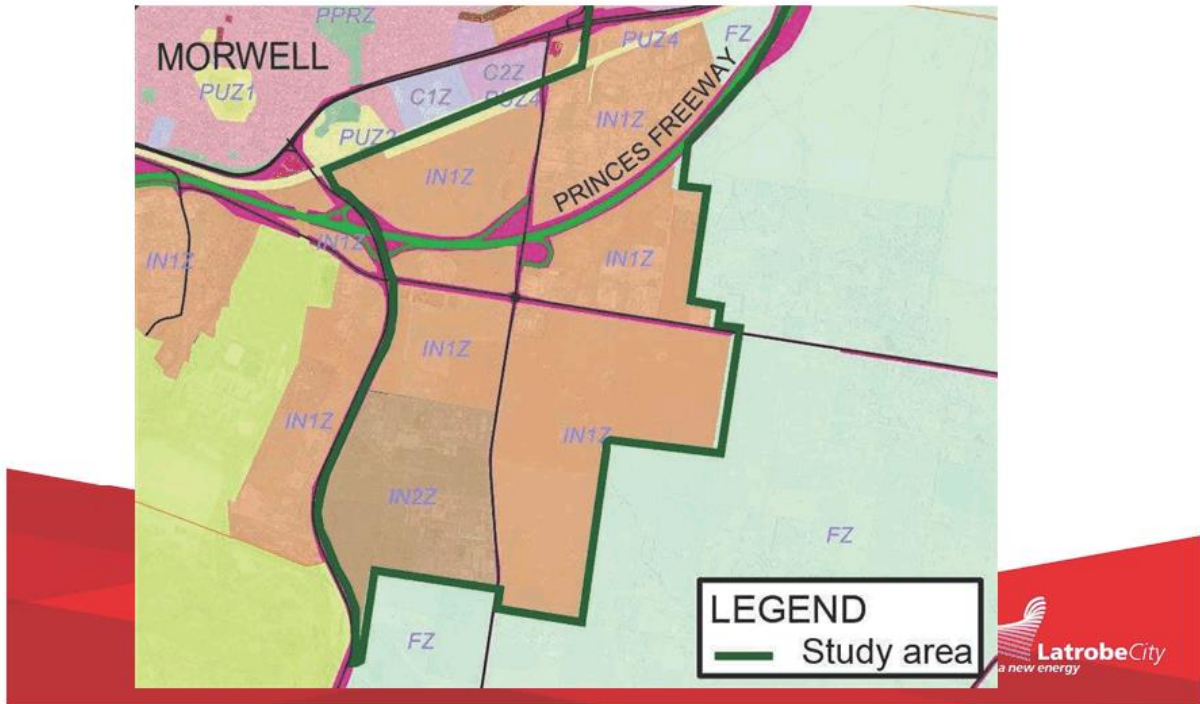
Traralgon



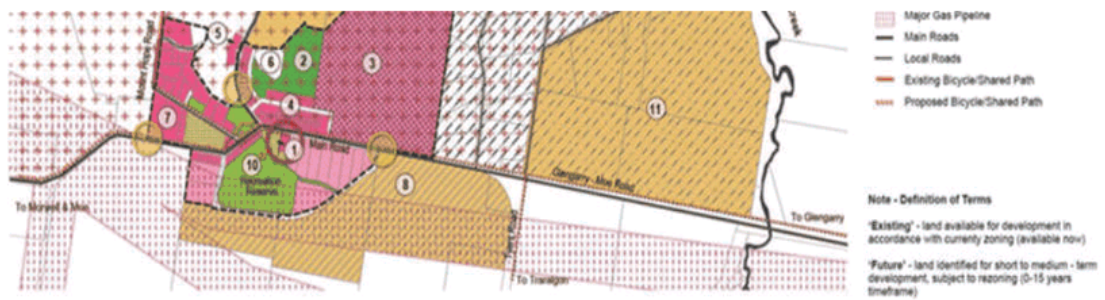
Traralgon North



Morwell Heavy Industrial Precinct



Tyers



Moe Water Treatment Plant

Moe WTP Land



roboCity

VICTORIA PLANNING PROVISIONS

73.03

17/09/2019
VC161**LAND USE TERMS**

The table to this clause lists terms which may be used in this planning scheme in relation to the use of land. A term describing a use or activity in relation to land which is not listed in the table must not be characterised as a separate use of land if the term is obviously or commonly included within one or more of the terms listed in the table.

Meaning of terms

A term listed in the first column, under the heading "Land use term", has the meaning set out beside that term in the second column, under the heading "Definition".

No definition of listed term indicates ordinary meaning

A term listed in the first column, under the heading "Land use term", which does not have a meaning set out beside that term in the second column, under the heading "Definition", has its ordinary meaning.

Terms which specifically include other listed terms

A term listed in the first column, under the heading "Land use term", which has other terms listed beside it in the third column, under the heading "Includes", includes any term so listed in the third column and any term included within that term in the third column, but does not include any other term listed in the first column.

A term listed in the first column which has other terms listed beside it in the third column may also include other terms which are not listed in the first column.

All terms listed in the third column are also listed in the first column.

Terms which do not specifically include other listed terms

If a term listed in the first column, under the heading "Land use term", does not have any term listed beside it in the third column, under the heading "Includes", that term does not include any term listed in the first column.

However, a term listed in the first column which does not have any term listed beside it in the third column may include other terms which are not listed in the first column.

Terms which are included within other listed terms

A term listed in the first column, under the heading "Land use term", which has a term listed beside it in the fourth column, under the heading "Included in", is included within the term so listed in the fourth column and any term which includes that term in the fourth column.

All terms listed in the fourth column are also listed in the first column.

Terms which are not included within other listed terms

If a term listed in the first column, under the heading "Land use term", does not have a term listed beside it in the fourth column, under the heading "Included in", that term is not included within any other term listed in the first column.

Table to Clause 73.03

Land use term	Definition	Includes	Included in
Abattoir	Land used to slaughter animals, including birds. It may include the processing of animal products.		Rural industry
Accommodation	Land used to accommodate persons.	Camping and caravan park	

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
		Corrective institution Dependent person's unit Dwelling Group accommodation Host farm Residential aged care facility Residential building Residential village Retirement village	
Adult sex product shop	Land used to sell or hire sexually explicit material, including: a) publications classified as restricted under the <i>Classification (Publications, Films and Computer Games) (Enforcement) Act 1995</i> ; and b) materials and devices (other than contraceptives and medical treatments) used in conjunction with sexual behaviour.		Shop
Agriculture	Land used to: a) propagate, cultivate or harvest plants, including cereals, flowers, fruit, seeds, trees, turf, and vegetables; b) keep, breed, board, or train animals, including livestock, and birds; or c) propagate, cultivate, rear, or harvest living resources of the sea or inland waters.	Animal husbandry Aquaculture Crop raising	
Airport			Transport terminal
Amusement park			Outdoor recreation facility
Amusement parlour	A building that contains: a) three or more coin, card, or token operated amusement machines;		Place of assembly

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
	<p>b) one or more coin, card, or token operated amusement machines with more than one screen or console that can be played by three or more people simultaneously; or</p> <p>c) two or more coin, card, or token operated billiard, snooker, or pool tables.</p> <p>It does not include coin, card, or token operated children's rides, amusement machines if there is the ability to receive a monetary reward, or premises used for a Bar or Hotel.</p>		
Animal husbandry	Land used to keep, breed, board, or train animals, including birds.	Animal production Animal training Apiculture Domestic animal husbandry Horse husbandry Racing dog husbandry	Agriculture
Animal production	Land used to keep or breed farm animals for the production of livestock, eggs, fibre, meat, milk or other animal products.	Grazing animal production Intensive animal production Pig farm Poultry farm Poultry hatchery	Animal husbandry
Animal training	Land used to train animals, other than domestic animals, horses, or racing dogs.		Animal husbandry
Apiculture	Land used to keep honeybee hives and to extract honey or other bee hive products.		Animal husbandry
Aquaculture	Land used to keep or breed aquatic animals, or cultivate or propagate aquatic plants.		Agriculture
Art and craft centre	Land used to manufacture, display, and sell, works of art or craft, such as handicrafts, paintings, and sculptures.		

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
Art gallery	Land used to display works of art, including ceramics, furniture, glass, paintings, screen based art, sculptures, and textiles.		Exhibition centre
Bank			Office
Bar	Land used to sell liquor for consumption on the premises. It may include accommodation, food for consumption on the premises, entertainment, dancing, amusement machines, and gambling.		Food and drink premises
Beauty salon			Shop
Bed and breakfast	A dwelling used, by a resident of the dwelling, to provide accommodation for persons away from their normal place of residence.		Dwelling
Betting agency	Land used for gambling by wagering, and where there is the ability to receive a monetary reward.		Gambling premises
Boat and caravan storage	Land used to store boats, caravans, or vehicle-towed boat trailers.		Store
Boat launching facility	Land used to launch boats into the water and to retrieve boats from the water.	Boat ramp slipway	Recreational boat facility
Boat ramp			Boat launching facility
Bottle shop	Land used to sell packaged liquor for consumption off the premises.		Shop
Broiler farm	Land used to keep broiler chickens for the production of meat.		Poultry farm
Brothel	Land made available for prostitution by a person carrying on the business of providing prostitution services at the business's premises.		
Bus terminal			Transport terminal
Camping and caravan park	Land used to allow accommodation in caravans, cabins, tents, or the like.		Accommodation

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
Caretaker's house	A dwelling on the same site as a building, operation, or plant, and occupied by a supervisor of that building, operation, or plant.		Dwelling
Carnival	Land, other than an Exhibition centre or trade fair, used for a temporary fair or amusements which provide entertainment such as side shows, merry-go-rounds, and stalls for games or snacks.		Place of assembly
Car park	Land used to park motor vehicles. It may include charging of electric vehicles.		
Car sales			Motor vehicle, boat, or caravan sales
Car wash			Service industry
Cattle feedlot	Land used for a cattle feedlot as defined by the Victorian Code for Cattle Feedlots 1995.		Intensive animal production
Cemetery	Land used to dispose of human remains by burial. It may include funeral chapels or the like.		
Child care centre	Land used to care for five or more children who are not permanently resident on the land.	Kindergarten	Education centre
Cinema	Land used to provide screen based entertainment or information to the public.		Place of assembly
Cinema based entertainment facility	Land used to provide screen based entertainment or information to the public, in association with the provision of meals or sporting, amusement, entertainment, leisure or retail facilities.		Place of assembly
Circus	Land used, by performers, to provide entertainment such as acrobatic feats, tricks of skill, and exhibiting animals.		Place of assembly
Commercial display area	Land used only to display goods.		Warehouse
Community care accommodation	Land used to provide accommodation and care services. It includes permanent, temporary		Residential building

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
	and emergency accommodation. It may include supervisory staff and support services for residents and visitors.		
Conference centre			Function centre
Convenience restaurant	Land used to prepare and sell food and drink for immediate consumption, where substantial provision is made for consumption both on and off the premises.		Food and drink premises
Convenience shop	A building with a leasable floor area of no more than 240 square metres, used to sell food, drinks, and other convenience goods. It may also be used to hire convenience goods.		Shop
Corrective institution	Land used to hold and reform persons committed to it by the courts, such as a prison, remand centre, and other type of detention facility.		Accommodation
Crematorium	Land used to cremate human remains. It may include funeral chapels or the like.		
Crop raising	Land used to propagate, cultivate or harvest plants, including cereals, flowers, fruit, seeds, trees, turf, and vegetables.	Horticulture Rice growing Timber production	Agriculture
Dance studio			Indoor recreation facility
Data centre			Utility installation
Department store			Shop
Dependent person's unit	A movable building on the same lot as an existing dwelling and used to provide accommodation for a person dependent on a resident of the existing dwelling.		Accommodation
Display home centre	One or more buildings constructed as a dwelling, but used for display, to encourage people to buy or construct similar dwellings. It may include a sales office.		
Dog breeding			Domestic animal husbandry

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
Domestic animal boarding	Land used to board domestic animals, such as boarding kennels and a cattery. It includes domestic animal day care.		Domestic animal husbandry
Domestic animal husbandry	Land used to keep, breed, board or train domestic animals.	Dog breeding Domestic animal boarding	Animal husbandry
Drive-in theatre			Place of assembly
Dry cleaner	Land used to professionally clean or launder clothing or household articles. It may include the use of dry cleaning processes.		Service industry
Dry cleaning agent	Land used to arrange for professional cleaning or laundering of clothing or household articles predominantly at another location. It does not include the use of dry cleaning processes on the land.		Shop
Dwelling	A building used as a self-contained residence which must include: a) a kitchen sink; b) food preparation facilities; c) a bath or shower; and d) a toilet and wash basin. It includes outbuildings and works normal to a dwelling.	Bed and breakfast Caretaker's house	Accommodation
Education centre	Land used for education.	Child care centre Employment training centre Primary school Secondary school Tertiary institution	
Earth and energy resources industry	Land used for the exploration, removal or processing of natural earth or energy resources. It includes any activity incidental to this purpose including the construction and use of temporary accommodation.	Greenhouse gas sequestration Greenhouse gas sequestration exploration Geothermal energy exploration Geothermal energy extraction	

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
		Mineral exploration Mineral extraction Petroleum exploration Petroleum extraction Stone exploration Stone extraction	
Electoral office	An office used for electioneering by a candidate in a local, State, or Federal Government election.		Office
Emergency services facility	Land used to provide facilities for emergency services, such as fire prevention and ambulance services. It may include administrative, operational or storage facilities associated with the provision of emergency services.		
Employment training centre			Education centre
Energy generation facility	Land used to generate energy for use off site other than geothermal energy extraction. It includes any building or other structure or thing used in or in connection with the generation of energy.	Renewable energy facility Waste-to-energy facility	
Equestrian supplies			Restricted retail premises
Exhibition centre	Land used to display works of art, artefacts, or historical, cultural, or other like works or artefacts.	Art gallery Museum	Place of assembly
Food and drink premises	Land used to prepare and sell food and drink for immediate consumption on, or off, the premises.	Bar Convenience restaurant Hotel Restaurant Take away food premises	Retail premises
Freeway service centre	Land which has direct access to a freeway and is used to provide essential services and facilities which encourage drivers to stop and take an effective break in the interests of driver safety.		

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
Freezing and cool storage			Store
Fuel depot	Land used to store, sell, and distribute fuel.	Liquid fuel depot Solid fuel depot	Warehouse
Function centre	Land used, by arrangement, to cater for conferences, private functions, and in which food and drink may be served. It may include entertainment and dancing.	Conference centre Reception centre	Place of assembly
Funeral parlour	Land used to organise and conduct funerals, memorial services, or the like. It includes the storage and preparation of bodies for burial or cremation.		
Gambling premises	Land used for gambling by gaming or wagering, and where there is the ability to receive a monetary reward.	Betting agency Gaming premises	Retail premises
Gaming premises	Land used for gambling by gaming, and where there is the ability to receive a monetary reward.		Gambling premises
Garden supplies	Land used to sell and distribute garden supplies such as sand, soil, railway sleepers, screenings, rock, and the like.		Landscape gardening supplies
Geothermal energy exploration	Land used for geothermal energy exploration in accordance with the <i>Geothermal Energy Resources Act 2005</i> .		Earth and energy resources industry
Geothermal energy extraction	Land used for geothermal energy extraction in accordance with the <i>Geothermal Energy Resources Act 2005</i> .		Earth and energy resources industry
Golf course			Outdoor recreation facility
Golf driving range			Outdoor recreation facility
Grazing animal production	Land used for animal production where the animals' food is obtained by directly grazing, browsing or foraging plants growing on the land. It includes:		Animal production

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
	<ul style="list-style-type: none"> emergency, seasonal and supplementary feeding; the incidental penning, feeding and housing of animals for weaning or other husbandry purposes. <p>In this definition:</p> <p><i>Emergency feeding</i> means providing feed to animals when an emergency event such as a flood, bushfire or biosecurity event, restricts or prevents the animals from grazing, browsing or foraging plants growing on the land;</p> <p><i>Seasonal feeding</i> means providing feed to animals when seasonal conditions, including drought, restrict or prevent the animals from grazing, browsing or foraging plants growing on the land;</p> <p><i>Supplementary feeding</i> means providing feed to animals to supplement the food the animals obtain by directly grazing, browsing or foraging plants growing on the land.</p>		
Greenhouse gas sequestration	Land used for greenhouse gas substance injection and monitoring in accordance with the <i>Greenhouse Gas Geological Sequestration Act 2008</i> .		Earth and energy resources industry
Greenhouse gas sequestration exploration	Land used for the exploration of greenhouse gas sequestration formations in accordance with the <i>Greenhouse Gas Geological Sequestration Act 2008</i> .		Earth and energy resources industry
Group accommodation	Land, in one ownership, containing a number of dwellings used to accommodate persons away from their normal place of residence.		Accommodation
Hairdresser			Shop
Hall			Place of assembly
Helicopter landing site	Land used for the take-off and landing of a helicopter, with or without a permanent landing pad,		

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
	but without permanent facilities for the assembly and distribution of goods or passengers.		
Heliport			Transport terminal
Home based business	An occupation carried on in a dwelling, or on the land around a dwelling, by a resident of the dwelling. It may include a use defined elsewhere, but not a Brothel.		
Horse husbandry	Land used to keep, breed, board or train horses.	Horse riding school Horse stables	Animal husbandry
Horse riding school			Horse husbandry
Horse stables			Horse husbandry
Horticulture	Land used to propagate, cultivate, or harvest flowers, fruit, vegetables, vines, or the like.	Market garden	Crop raising
Hospital	Land used to provide health services (including preventative care, diagnosis, medical and surgical treatment, and counselling) to persons admitted as in-patients. It may include the care or treatment of out-patients.		
Host farm	An agricultural property used to provide accommodation for persons, away from their normal place of residence, to experience living on land used for agricultural purposes.		Accommodation
Hotel	Land used to sell liquor for consumption on and off the premises. It may include accommodation, food for consumption on the premises, entertainment, dancing, amusement machines, and gambling.		Food and drink premises
Indoor recreation facility	A building used for indoor leisure, recreation, or sport.	Dancing studio	Minor sports and recreation facility
Industry	Land used for any of the following operations: a) any process of manufacture;	Materials recycling Refuse disposal Transfer station	

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
	<p>b) dismantling or breaking up of any article;</p> <p>c) treating waste materials;</p> <p>d) winning clay, gravel, rock, sand, soil, stone, or other materials (other than Mineral, stone, or soil extraction);</p> <p>e) laundering, repairing, servicing or washing any article, machinery, or vehicle, other than on-site work on a building, works, or land; or</p> <p>f) any process of testing or analysis.</p> <p>If on the same land as any of these operations, it also includes:</p> <p>a) storing goods used in the operation or resulting from it;</p> <p>b) providing amenities for people engaged in the operation;</p> <p>c) selling by wholesale, goods resulting from the operation; and</p> <p>d) accounting or administration in connection with the operation.</p> <p>If Materials recycling, goods resulting from the operation may be sold by retail.</p>	<p>Research and development centre</p> <p>Rural industry</p> <p>Service industry</p>	
Informal outdoor recreation	Land open to the public and used by non-paying persons for leisure or recreation, such as a cycle track, park, picnic or barbecue area, playground, plaza, and walking or jogging track.		Minor sports and recreation facility
Intensive animal production	<p>Land used for animal production where the animals' food is imported from outside the immediate building, enclosure, paddock or pen.</p> <p>It does not include:</p> <ul style="list-style-type: none"> ▪ an abattoir or sale yard; or ▪ grazing animal production, pig farm, poultry farm or poultry hatchery. 	<p>Cattle feedlot</p> <p>Intensive dairy farm</p>	Animal production
Intensive dairy farm	Land used for intensive animal production where cattle are kept or bred for the production of milk.		Intensive animal production
Jetty			Marina

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
Kindergarten			Child care centre
Landscape gardening supplies	Land used to propagate, grow, and sell plants, or sell and distribute garden supplies.	Garden supplies Plant nursery	Retail premises
Laundromat	Land used to clean or launder clothing or household items using self-service machines.		Shop
Leisure and recreation	Land used for leisure, recreation, or sport.	Major sports and recreation facility Minor sports and recreation facility Motor racing track	
Library			Place of assembly
Liquid fuel depot	Land used to store, sell by wholesale, and distribute fuel.		Fuel depot
Mail centre	Land used to sort mail for distribution.		Warehouse
Major sports and recreation facility	Land used for leisure, recreation or sport, and where there is substantial provision made for spectators, such as a grandstand, and to which spectators are usually charged admission.	Race course	Leisure and recreation
Manufacturing sales	Land used, as an incidental part of an industry, to retail goods made materially different on the land by that industry.		Retail premises
Marina	Land used to moor boats, or store boats above or adjacent to the water. It may include boat recovery facilities, and facilities to repair, fuel, and maintain boats and boat accessories.	Jetty Mooring pole Pier Pontoon	Recreational boat facility
Market	Land used to sell goods, including foodstuffs, from stalls.		Retail premises
Market garden			Horticulture
Materials recycling	Land used to dismantle, treat, process, store, recycle, or sell refuse, used or surplus materials.		Industry

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
Medical centre	Land used to provide health or surgical services (including preventative care, diagnosis, medical and surgical treatment, pathology services, and counselling) to out-patients only.		Office
Milk depot	Land used to receive milk and milk products for distribution to consumers, but where milk is not processed or pasteurised.		Warehouse
Mineral exploration	Land used for the exploration of minerals in accordance with the <i>Mineral Resources (Sustainable Development) Act 1990</i> .		Earth and energy resources industry
Mineral extraction	Land used for extraction of minerals in accordance with the <i>Mineral Resources (Sustainable Development) Act 1990</i> .		Earth and energy resources industry
Minor sports and recreation facility	Land used for leisure, recreation, or sport, without substantial provision for spectators, and which is usually open to non-paying spectators.	Indoor recreation facility Informal outdoor recreation Open sports ground Outdoor recreation facility Restricted recreation facility	Leisure and recreation
Minor utility installation	Land used for a utility installation comprising any of the following: a) sewerage or water mains; b) storm or flood water drains or retarding basins; c) flow measurement device or a structure to gauge waterway flow; d) siphons, water storage tanks, disinfection booster stations and channels; e) gas mains providing gas directly to consumers; f) a sewerage treatment plant, and any associated disposal works, required to serve a neighbourhood; g) a pumping station required to serve a neighbourhood;	Water retarding basin	Utility installation

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
	<p>h) power lines designed to operate at less than 220,000 volts but excluding any power lines directly associated with an Energy generation facility or Geothermal energy extraction; or</p> <p>i) an electrical sub-station designed to operate at no more than 66,000 volts but excluding any sub-station directly associated with an Energy generation facility or Geothermal energy extraction.</p>		
Mooring pole			Marina
Motel	Land used to provide accommodation in serviced rooms for persons away from their normal place of residence, and where provision is made for parking guests' vehicles convenient to the rooms.		Residential hotel
Motor racing track	Land used to race, rally, scramble, or test, vehicles, including go-karts, motor boats, and motorcycles, and includes other competitive motor sports. It may include training.		Leisure and recreation
Motor repairs	Land used to repair or service motor vehicles, and includes the fitting of accessories.	Panel beating	Service industry
Motor vehicle, boat, or caravan sales	Land used to sell or hire motor vehicles, boats, or caravans. It may include the minor repair or servicing of motor vehicles, boats, or caravans, and the sale or fitting of accessories.	Car sales	Retail premises
Museum	Land used to display archaeological, biological, cultural, geographical, geological, historical, scientific, or other like works or artefacts.		Exhibition centre
Natural systems	Land in substantially its natural state which is used to maintain ecological systems, or to preserve an area of historic, scientific, aesthetic, or cultural significance.		
Nightclub	A building used to provide entertainment and dancing. It may include the provision of food and		Place of assembly

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
	drink for consumption on the premises. It does not include the sale of packaged liquor, or gaming.		
Office	Land used for administration, or clerical, technical, professional or other like business activity. No goods or materials intended for manufacture, sale, or hire may be stored on the land. Other than electoral office and medical centre, it does not include any other defined use.	Bank Electoral office Medical centre Real estate agency Travel agency	
Open sports ground	Land used for organised games of sport, but which is available for informal outdoor leisure or recreation when not being used or prepared for an organised game. It may include lights, change rooms, pavilions, and shelters.		Minor sports and recreation facility
Outdoor recreation facility	Land used for outdoor leisure, recreation, or sport. It does not include an Open sports ground or Informal outdoor recreation.	Amusement park Golf course Golf driving range Paintball games facility Zoo	Minor sports and recreation facility
Paintball games facility			Outdoor recreation facility
Panel beating	Land used to repair or replace damaged motor vehicle bodies and panels, and carry out any associated mechanical work or spray painting.		Motor repairs
Party supplies			Restricted retail premises
Petroleum exploration	Land used for petroleum exploration in accordance with the <i>Petroleum Act 1998</i> .		Earth and energy resources industry
Petroleum extraction	Land used for petroleum extraction in accordance with the <i>Petroleum Act 1998</i> .		Earth and energy resources industry
Pier			Marina
Pig farm	Land used to keep or breed pigs.		Animal production

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
Place of assembly	Land where people congregate for religious, spiritual or cultural activities, entertainment, or meetings.	Amusement parlour Carnival Cinema Cinema-based entertainment facility Circus Drive-in theatre Exhibition centre Function centre Hall Library Nightclub Place of worship Restricted place of assembly	
Place of worship	Land used for religious activities, such as a church, chapel, mosque, synagogue, and temple.		Place of assembly
Plant nursery	Land used to propagate, grow, and sell plants. It may include the sale of gardening equipment and horticultural products.		Landscape gardening supplies
Pontoon			Marina
Postal agency			Retail premises
Poultry farm	Land used to keep or breed poultry.	Broiler farm	Animal production
Poultry hatchery	Land used to incubate and hatch poultry eggs.		Animal production
Primary produce sales	Land used to display and sell primary produce, grown on the land or adjacent land. It may include processed goods made substantially from the primary produce.		Retail premises
Primary school			Education centre
Race course			Major sports and recreation facility
Racing dog husbandry	Land used to keep, breed, board or train racing dogs.	Racing dog training	Animal husbandry

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
Racing dog training			Racing dog husbandry
Railway station	Land used to assemble and distribute goods and passengers and includes facilities to park and manoeuvre vehicles. It may include the selling of food, drinks and other convenience goods and services.		Transport terminal
Real estate agency			Office
Reception centre			Function centre
Recreational boat facility	Land used to provide facilities for boats operated primarily for pleasure or recreation, including boats operated commercially for pleasure or recreation.	Boat launching facility Marina	
Refuse disposal	Land used to dispose of refuse, by landfill, incineration, or other means.		Industry
Renewable energy facility	Land used to generate energy using resources that can be rapidly replaced by an ongoing natural process. Renewable energy resources include the sun, wind, the ocean, water flows, organic matter and the earth's heat. It includes any building or other structure or thing used in or in connection with the generation of energy by a renewable resource. It does not include a renewable energy facility principally used to supply energy for an existing use of the land.	Wind energy facility	Energy generation facility
Research and development centre	Land used to develop or test electronic technology, biotechnology, or any other scientific discipline. It may include administration, promotion, conference, display, laboratory, assembly, and manufacturing areas.		Industry
Research centre	Land used only for scientific research.		
Reservoir	A natural or artificial lake used as a source of water supply that is owned or managed by a public authority.		Utility installation

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
Residential aged care facility	Land used to provide accommodation and personal or nursing care for the aged. It may include recreational, health or laundry facilities and services for residents of the facility.		Accommodation
Residential building	Land used to accommodate persons, but does not include camping and caravan park, corrective institution, dependent person's unit, dwelling, group accommodation, host farm, residential village or retirement village.	Community care accommodation Residential hotel Rooming house	Accommodation
Residential hotel	Land used to provide accommodation in serviced rooms for persons away from their normal place of residence. If it has at least 20 bedrooms, it may include the sale of liquor for consumption on, or off, the premises, function or conference rooms, entertainment, dancing, amusement machines, and gambling.	Motel	Residential building
Residential village	Land, in one ownership, containing a number of dwellings, used to provide permanent accommodation and which includes communal, recreation, or medical facilities for residents of the village.		Accommodation
Restaurant	Land used to prepare and sell food and drink, for consumption on the premises. It may include: a) entertainment and dancing; and b) the supply of liquor other than in association with the serving of meals, provided that tables and chairs are set out for at least 75% of patrons present on the premises at any one time. It does not include the sale of packaged liquor.		Food and drink premises
Restricted place of assembly	Land used by members of a club or group, or by members' guests, for religious or cultural activities, entertainment, or meetings. It may		Place of assembly

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
	include food and drink for consumption on the premises, and gaming.		
Restricted recreation facility	Land used by members of a club or group for leisure, recreation, or sport, such as a bowling or tennis club, gymnasium and fitness centre. It may include food and drink for consumption on the premises, and gaming. It may also include use by members' guests, or by the public on payment of a fee.		Minor sports and recreation facility
Restricted retail premises	Land used to sell or hire: <ul style="list-style-type: none"> a) automotive parts and accessories; b) camping, outdoor and recreation goods c) electric light fittings; d) animal supplies including equestrian and pet goods; e) floor and window coverings; f) furniture, bedding, furnishings, fabric and manchester and homewares; g) household appliances, household electrical goods and home entertainment goods; h) party supplies; i) swimming pools; j) office equipment and supplies; k) baby and children's goods, children's play equipment and accessories; l) sporting, cycling, leisure, fitness goods and accessories; or m) goods and accessories which: <ul style="list-style-type: none"> ▪ Require a large area for handling, display and storage of goods; or ▪ Require direct vehicle access to the building by customers for the purpose of loading or unloading goods into or from their vehicles after purchase or hire. 	Equestrian supplies Party supplies	Shop

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
	It does not include the sale of food, clothing and footwear unless ancillary to the primary use.		
Retail premises	Land used to: a) sell goods by retail, or by retail and wholesale; b) sell services; or c) hire goods.	Food and drink premises Gambling premises Landscape gardening supplies Manufacturing sales Market Motor vehicle, boat, or caravan sales Postal agency Primary produce sales Shop Trade supplies	
Retirement village	Land used to provide permanent accommodation for retired people or the aged and may include communal recreational or medical facilities for residents of the village.		Accommodation
Rice growing			Crop raising
Road freight terminal			Transport terminal
Rooming house	Land used for a rooming house as defined in the <i>Residential Tenancies Act 1997</i> .		Residential building
Rural industry	Land used to: a) handle, treat, process, or pack agricultural produce; b) service or repair plant, or equipment, used in agriculture; or c) manufacture mud bricks.	Abattoir Sawmill	Industry
Rural store	Land used to store unprocessed agricultural produce, or products used in agriculture.		Store
Saleyard	Land used to hold, sell, and buy farm animals.		
Sawmill	Land used to handle, cut, and process timber from logs.		Rural industry

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
Secondary school			Education centre
Service industry	Land used to launder, repair, service or wash articles, machinery, or vehicles.	Car wash Dry cleaner Motor repairs	Industry
Service station	Land used to sell motor vehicle fuel from bowsers, and lubricants. It may include the: <ul style="list-style-type: none"> a) selling of motor vehicle accessories or parts; b) selling of food, drinks and other convenience goods; c) hiring of trailers; d) servicing or washing of motor vehicles; and e) installing of motor vehicle accessories or parts. 		
Shipping container storage	Land used to store shipping containers. It may include the cleaning, repair, servicing, painting or fumigation of the shipping containers.		Store
Shop	Land used to sell goods or services, or to hire goods. It includes: <ul style="list-style-type: none"> ▪ the selling of bread, pastries, cakes or other products baked on the premises; ▪ demonstrations of products including music performances in shops selling recorded music. It does not include: <ul style="list-style-type: none"> ▪ food and drink premises; ▪ gambling premises; ▪ landscape gardening supplies; ▪ manufacturing sales; ▪ market; ▪ motor vehicle, boat, or caravan sales; ▪ postal agency; ▪ primary produce sales; or ▪ trade supplies. 	Adult sex product shop Beauty salon Bottle shop Convenience shop Dry cleaning agent Department store Hairdresser Laundromat Restricted retail premises Supermarket	Retail premises
Sign			

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
Slipway			Boat launching facility
Solar energy facility	<p>Land used to generate electricity from solar energy using ground-mounted photovoltaic and thermal technology, where the primary role is to export power to the electricity network.</p> <p>It does not include the generation of electricity principally used for an existing use of land.</p>		Renewable energy facility
Solid fuel depot	Land used to sell solid fuel, such as briquettes, coal, and fire wood.		Fuel depot
Stone exploration	<p>Land used to search for stone, including:</p> <p>a) conducting geological, geophysical, and geochemical surveys;</p> <p>b) costeaming and bulk sampling;</p> <p>c) drilling; and</p> <p>d) taking samples for chemical, physical, or other testing.</p>		Earth and energy resources industry
Stone extraction	Land used for the extraction or removal of stone in accordance with the <i>Mineral Resources (Sustainable Development) Act 1990</i> .		Earth and energy resources industry
Store	Land used to store goods, machinery, or vehicles.	Boat and caravan storage Freezing and cool storage Rural store Shipping container storage Vehicle store	Warehouse
Supermarket			Shop
Take away food premises	Land used to prepare and sell food and drink for immediate consumption off the premises. It may include up to 10 seats available for consumption on the premises.		Food and drink premises
Telecommunications facility	Land used to accommodate any part of the infrastructure of a Telecommunications network. It		Utility installation

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
	includes any telecommunications line, equipment, apparatus, telecommunications tower, mast, antenna, tunnel, duct, hole, pit, pole, or other structure or thing used, or for use in or in connection with a Telecommunications network.		
Tertiary institution			Education centre
Timber production	Land used to propagate, cultivate, manage and harvest timber.		Crop raising
Timber yard	Land used to sell sawn, dressed, and treated timber, wood fibre boards, and the like. It includes cutting the timber and boards to order, and selling hardware, paints, tools, and materials used in conjunction with the use and treatment of timber.		Trade supplies
Trade supplies	Land used to sell by both retail and wholesale, or to hire, materials, tools, equipment, machinery or other goods for use in: <ul style="list-style-type: none"> a) automotive repairs and servicing; b) building; c) commerce; d) industry; e) landscape gardening; f) the medical profession; g) primary production; or h) local government, government departments or public institutions. 	Timber yard	Retail premises
Tramway	Land used to provide a system of transport in vehicles connected to a network of tracks, and includes tram stops, shunting areas and associated passenger facilities.		
Transfer station	Land used to collect, consolidate, temporarily store, sort or recover refuse, used or surplus materials before transfer for disposal, recycling or use elsewhere.		Industry

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
Transport terminal	Land used to assemble and distribute goods or passengers. It includes facilities to park and manoeuvre vehicles. It does not include a Tramway.	Airport Bus terminal Heliport Railway station Road freight terminal Wharf	
Travel agency			Office
Utility installation	Land used: <ul style="list-style-type: none"> a) for telecommunications; b) to transmit or distribute gas or oil; c) to transmit, distribute or store power, including battery storage; d) to collect, treat, transmit, store, or distribute water; or e) to collect, treat, or dispose of storm or flood water, sewage, or sullage. It includes any associated flow measurement device or a structure to gauge waterway flow.	Data centre Minor utility installation Reservoir Telecommunications facility	
Vehicle store	Land used to park or store vehicles in connection with a goods or passenger transport business.		Store
Veterinary centre	Land used to: <ul style="list-style-type: none"> a) diagnose animal diseases or disorders; b) surgically or medically treat animals; or c) prevent animal diseases or disorders. It may include keeping the animals on the premises for treatment.		
Warehouse	Land used to store or display goods. It may include the storage and distribution of goods for wholesale and the storage and distribution of goods for online retail. It does not include premises allowing in-person retail or display of goods for retail, or allowing persons to collect goods that have been purchased online.	Commercial display area Fuel depot Mail centre Milk depot Store	

VICTORIA PLANNING PROVISIONS

Land use term	Definition	Includes	Included in
Waste-to-energy facility	Land used for the combustion, treatment or bio-reaction of waste to produce energy for use off site. It includes the activities to collect, temporarily store, process, or transfer waste materials for energy production.		Energy generation facility
Water retarding basin	Land used to store storm or flood water on a temporary basis.		Minor utility installation
Wharf	Land used to provide facilities for ships, such as bulk and container ships, passenger ships, and defence force marine craft.		Transport terminal
Wind energy facility	Land used to generate electricity by wind force. It includes land used for: a) any turbine, building or other structure or thing used in or in connection with the generation of electricity by wind force b) an anemometer. It does not include turbines principally used to supply electricity for domestic or rural use of the land.		Renewable energy facility
Winery	Land used to display, and sell by retail, vineyard products, in association with the growing of grape vines and the manufacture of the vineyard products. It may include the preparation and sale of food and drink for consumption on the premises.		
Zoo			Outdoor recreation facility

VICTORIA PLANNING PROVISIONS

73.04
08/08/2019
VC159

NESTING DIAGRAMS

The information in the table to Clause 73.03 is set out in the following diagrams as a means of indicating the nesting of land use terms.

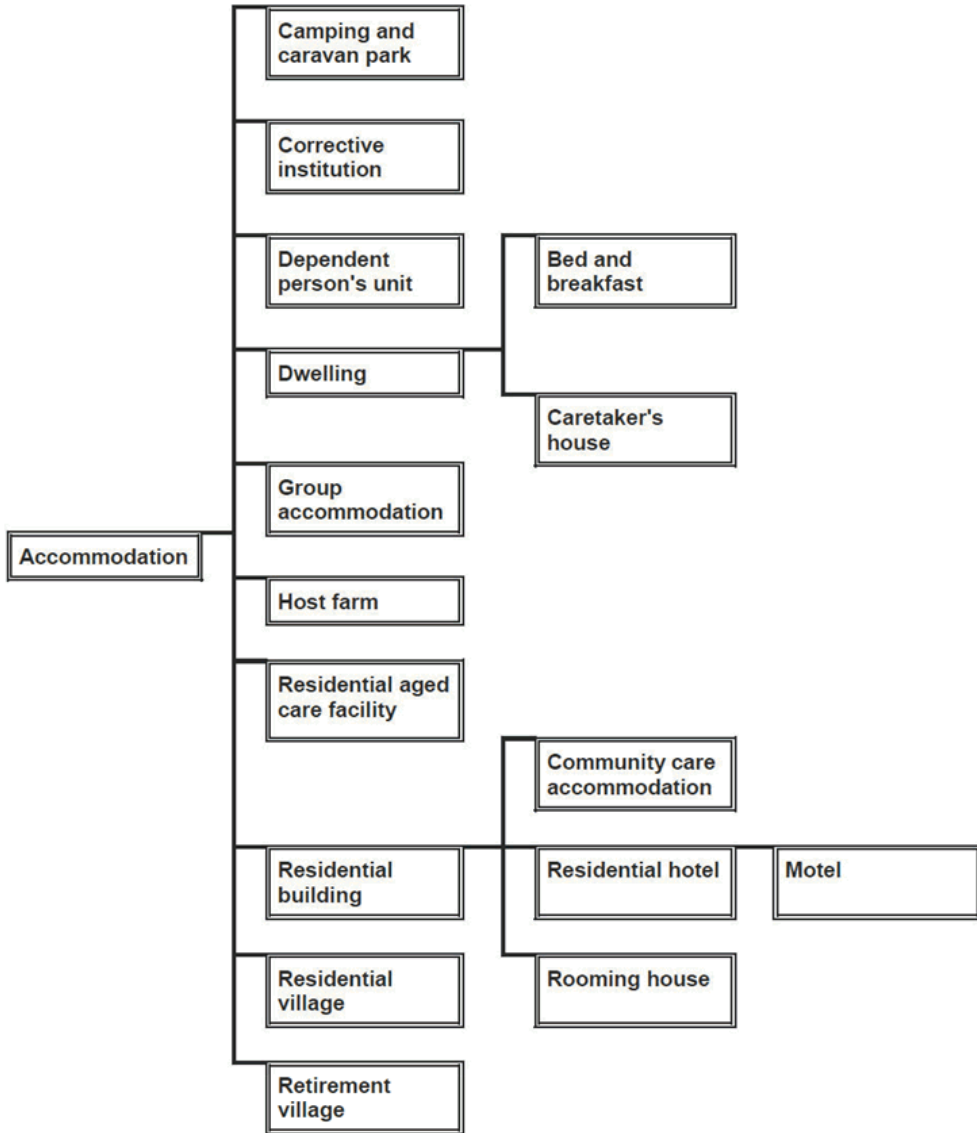
The table to Clause 73.03 prevails if there is any inconsistency between the table and the diagrams or list.

Land use terms that are not nested are listed at Clause 73.04-17.

Land use terms in bold font are defined in Clause 73.03.

73.04-1
08/08/2019
VC159

Accommodation group

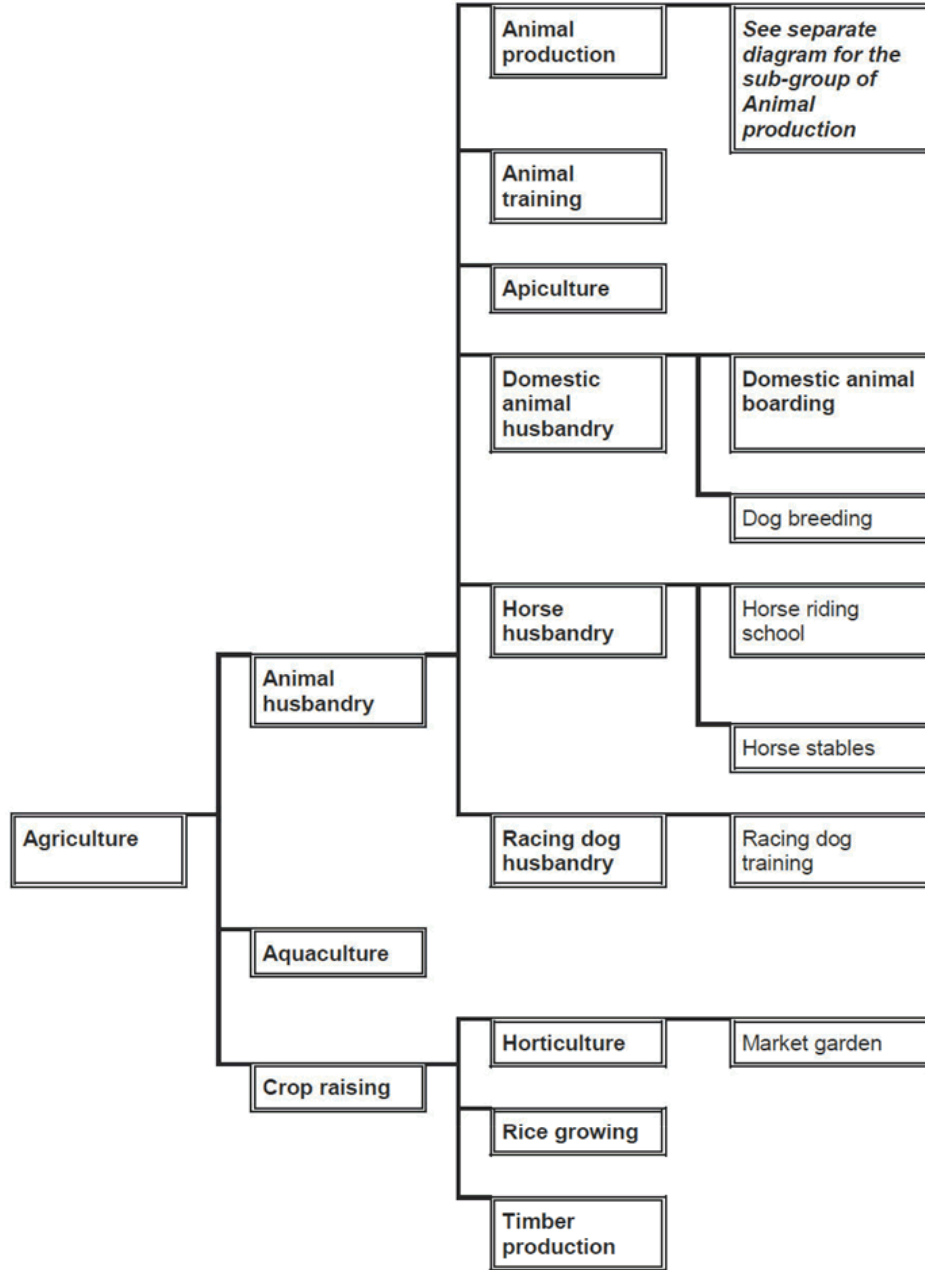


VICTORIA PLANNING PROVISIONS

73.04-2

Agriculture group

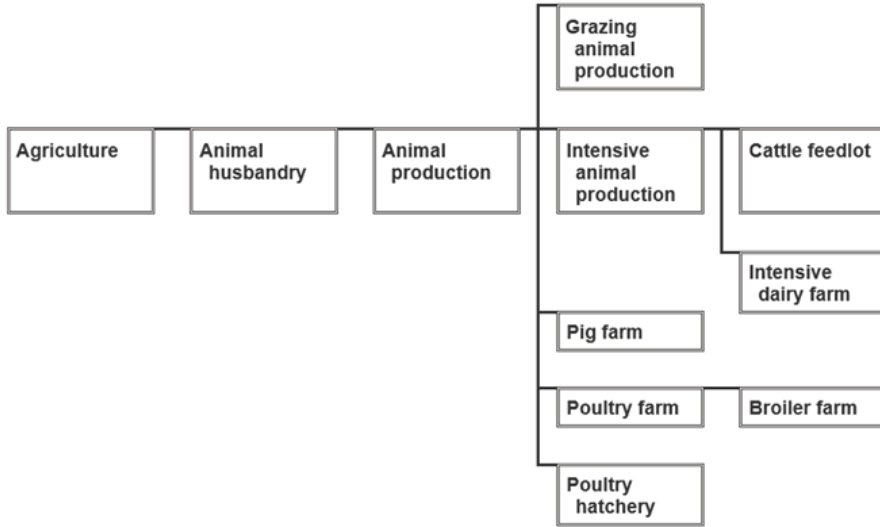
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VC159



VICTORIA PLANNING PROVISIONS

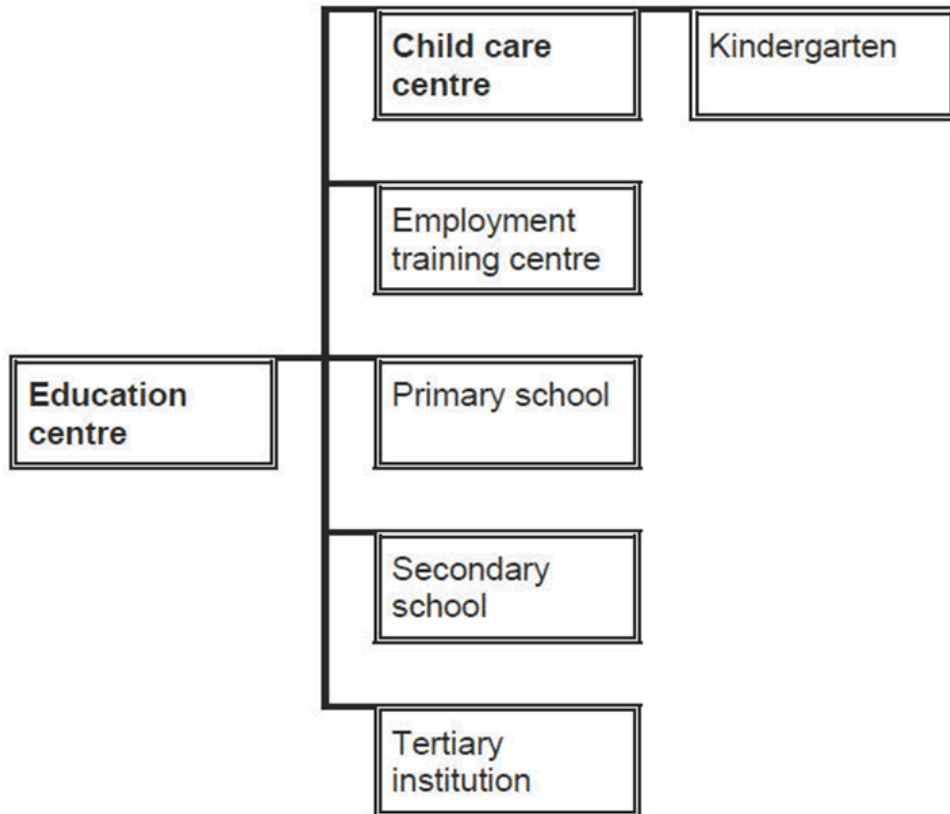
73.04-3
21/09/2018
VC150

Agriculture group (sub-group of Animal production)



73.04-4
08/08/2019
VC159

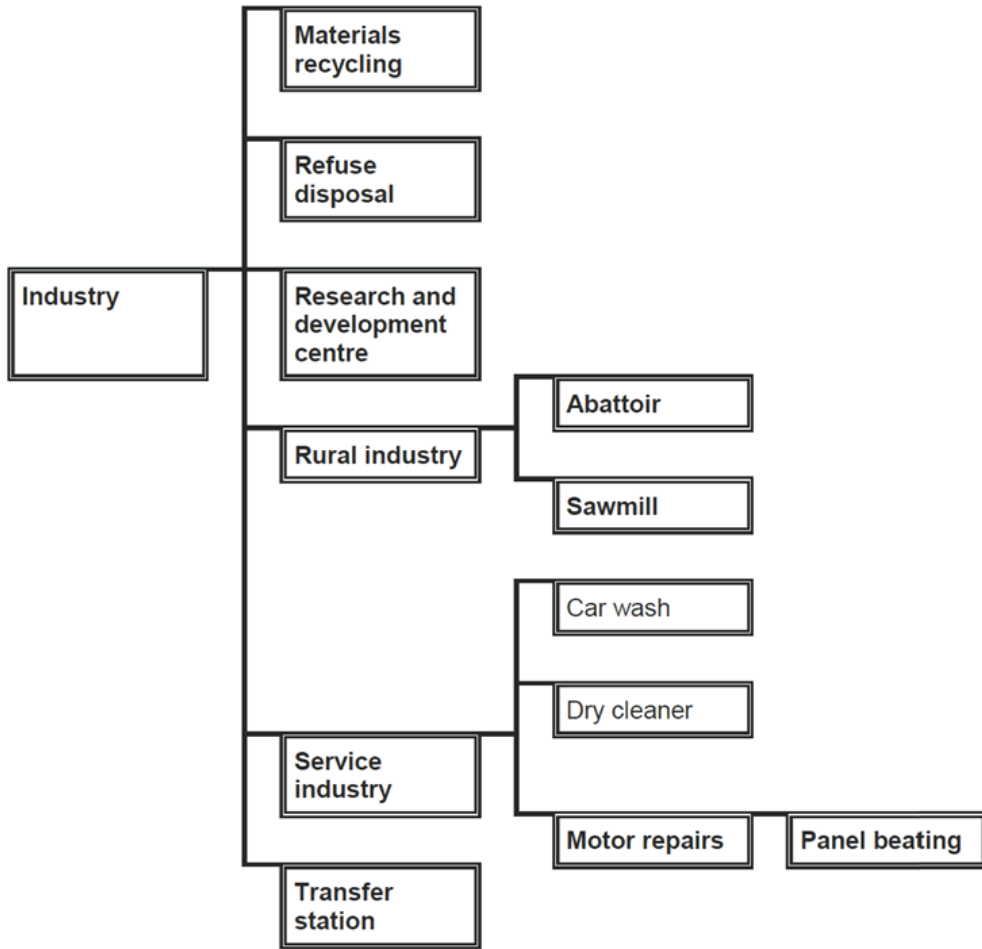
Education centre group



VICTORIA PLANNING PROVISIONS

73.04-5
08/08/2019
VC159

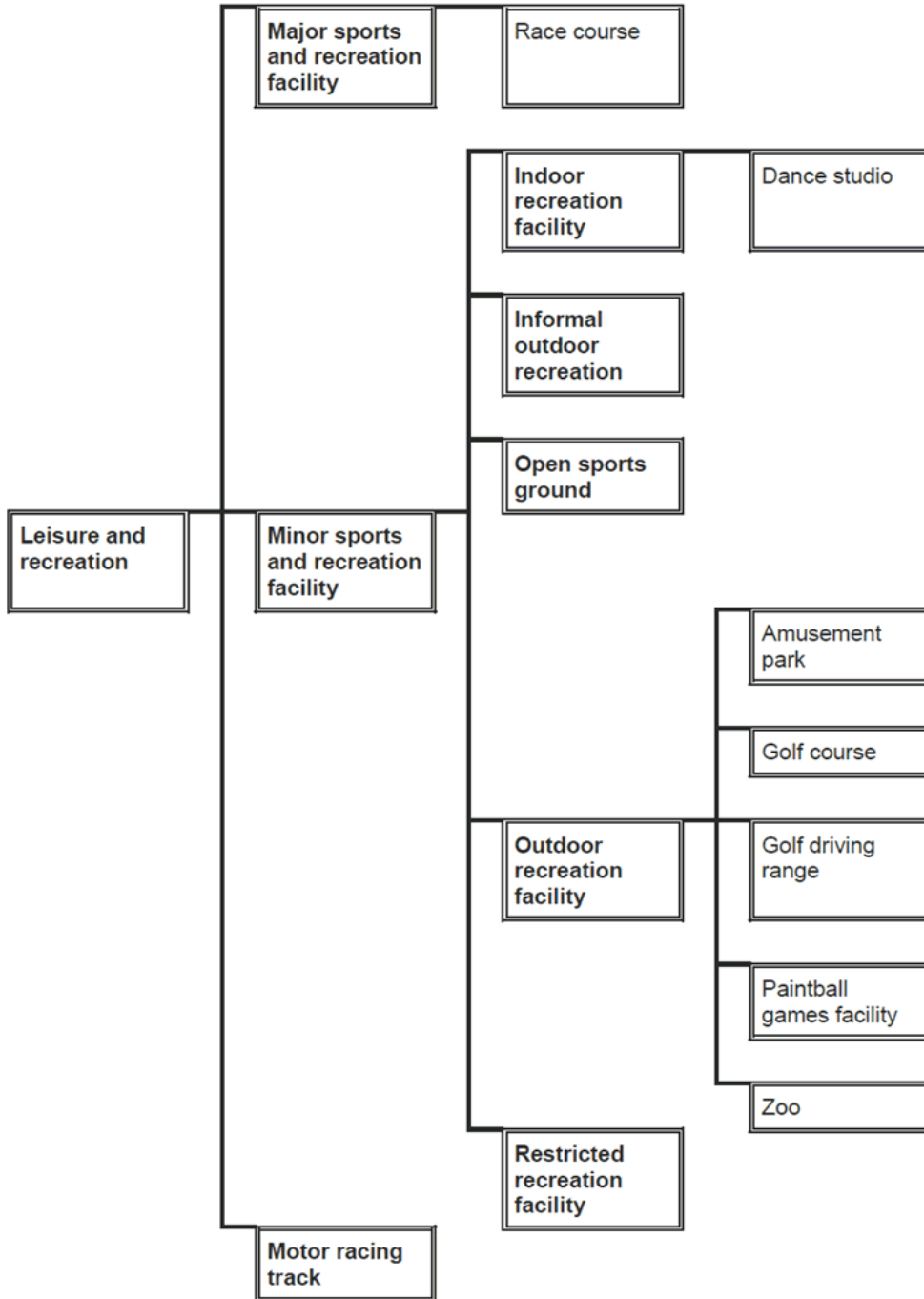
Industry group



VICTORIA PLANNING PROVISIONS

73.04-6
16/08/2019
VC163

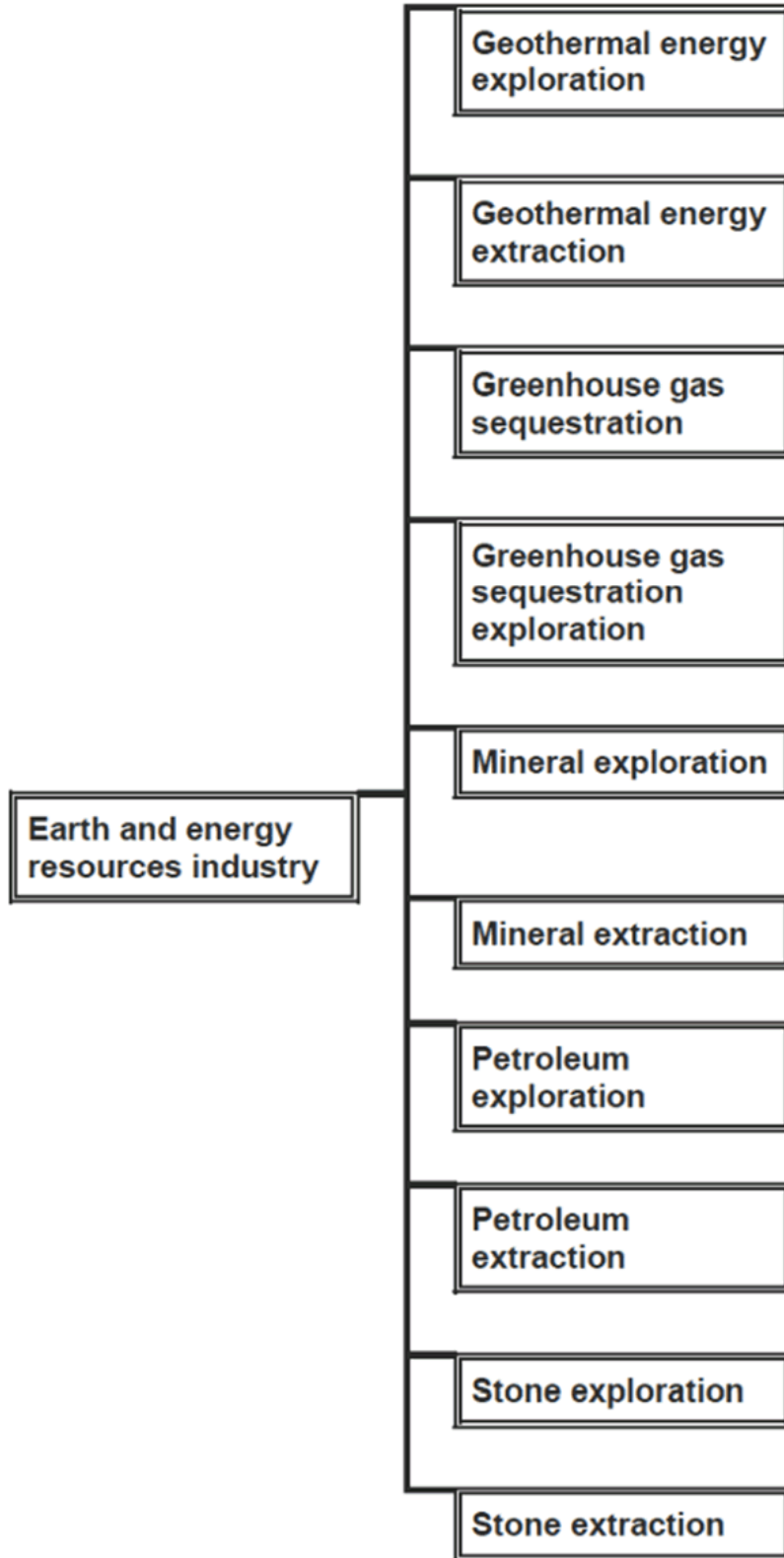
Leisure and recreation group



VICTORIA PLANNING PROVISIONS

73.04-7
16/08/2019
VC163

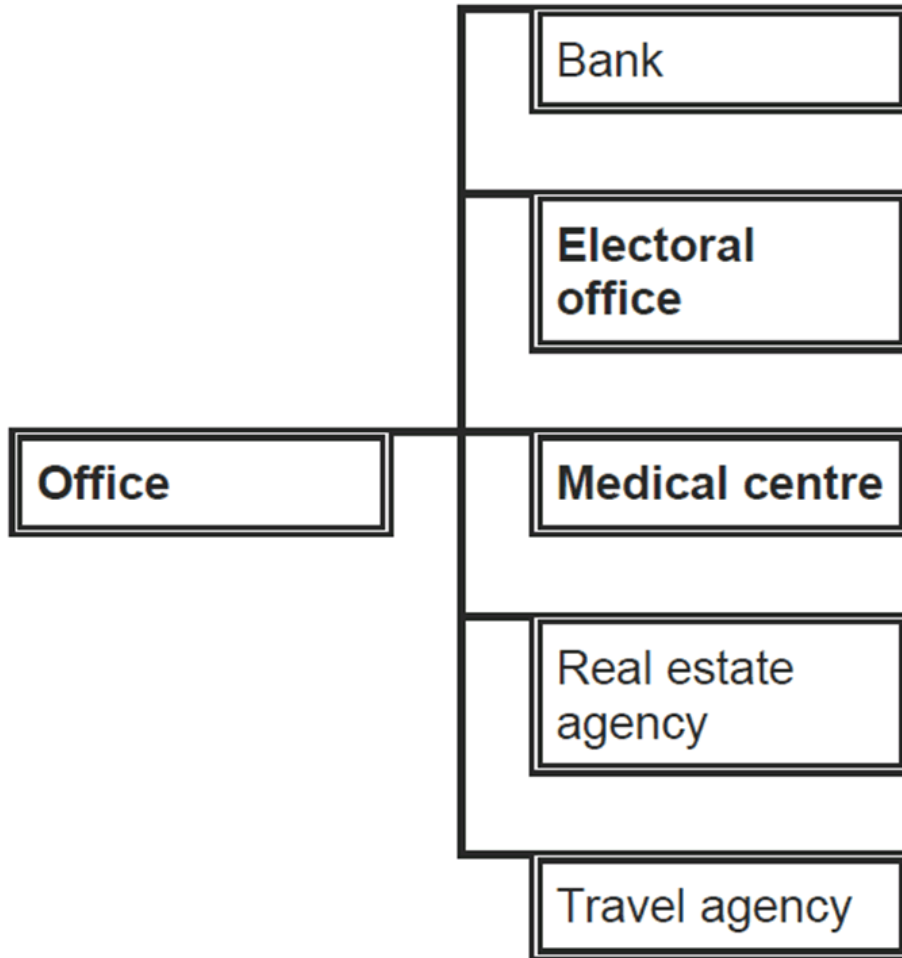
Earth and energy resources group



VICTORIA PLANNING PROVISIONS

73.04-8
08/08/2019
VC159

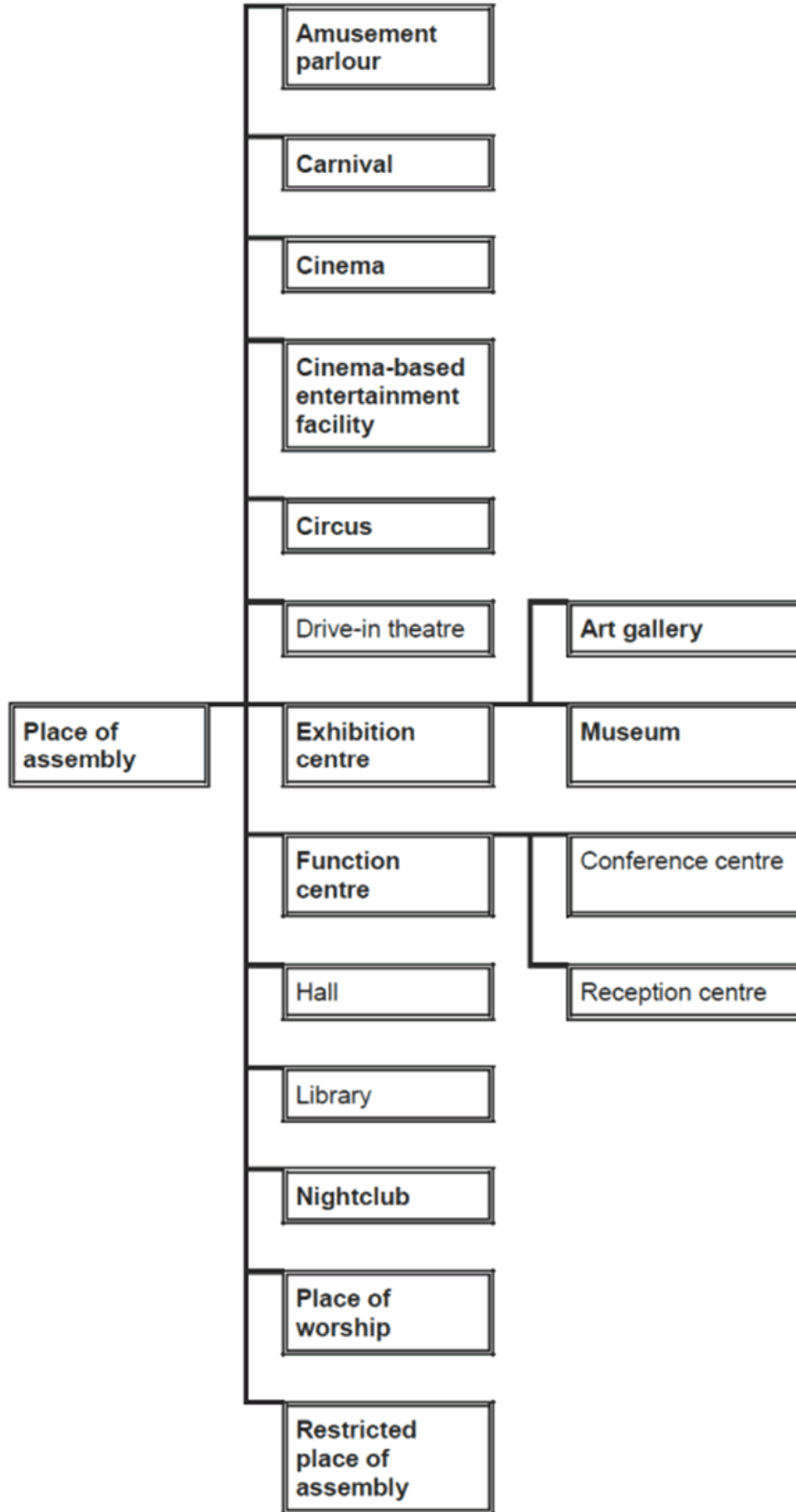
Office group



VICTORIA PLANNING PROVISIONS

73.04-9
16/08/2019
VC163

Place of assembly group

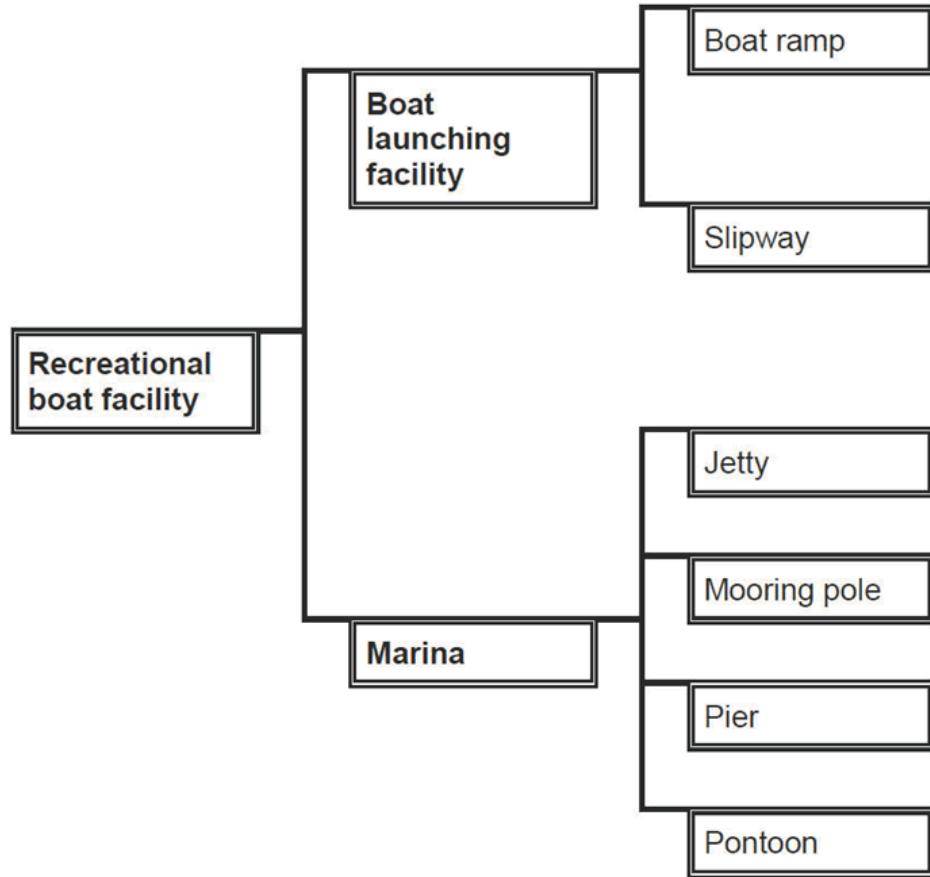


VICTORIA PLANNING PROVISIONS

73.04-10

08/08/2019
VC159

Recreational boat facility group

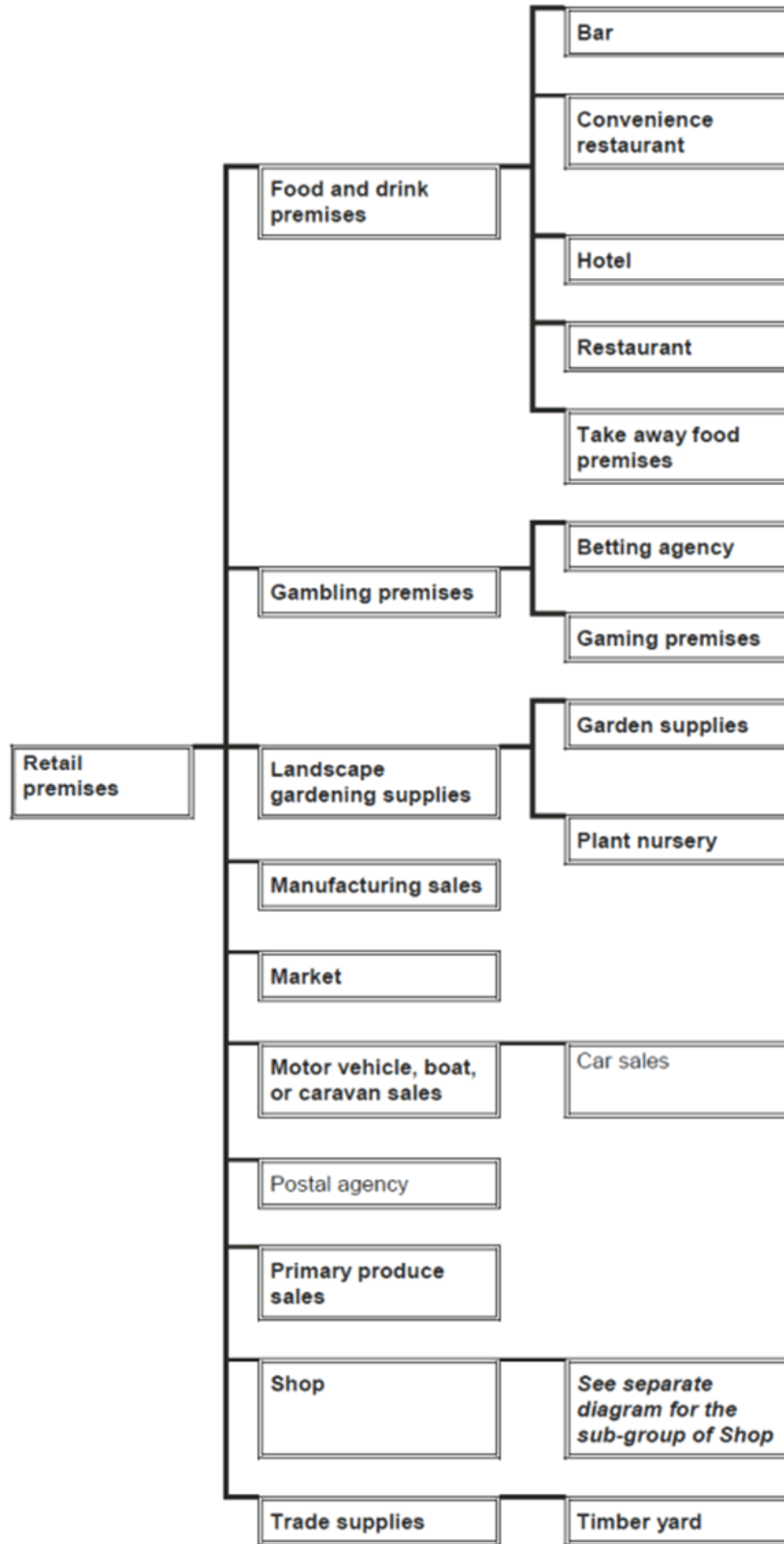


VICTORIA PLANNING PROVISIONS

73.04-11

Retail premises group

16/08/2019
VC163

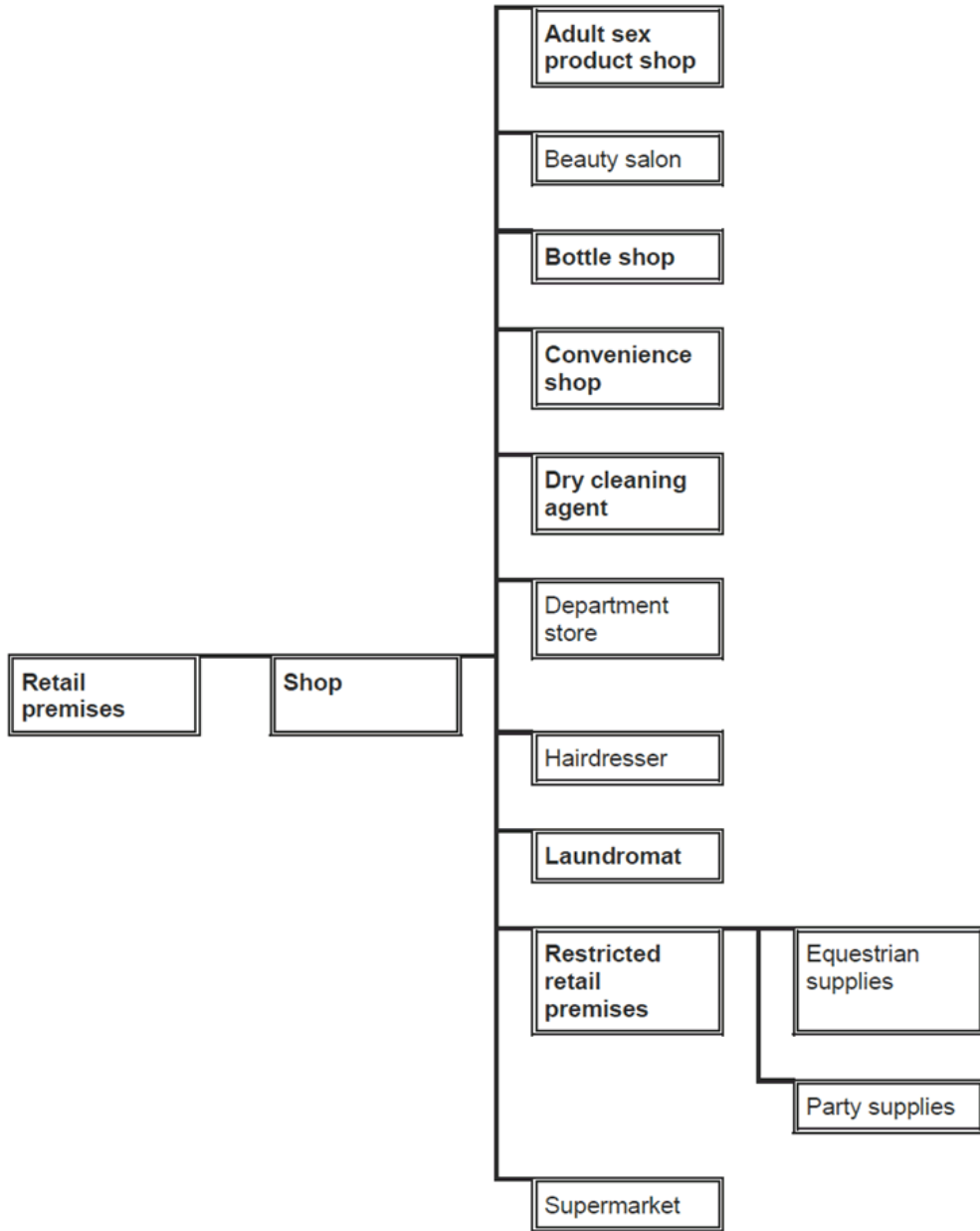


VICTORIA PLANNING PROVISIONS

73.04-12

08/08/2019
VC159

Retail premises group (sub-group of Shop)

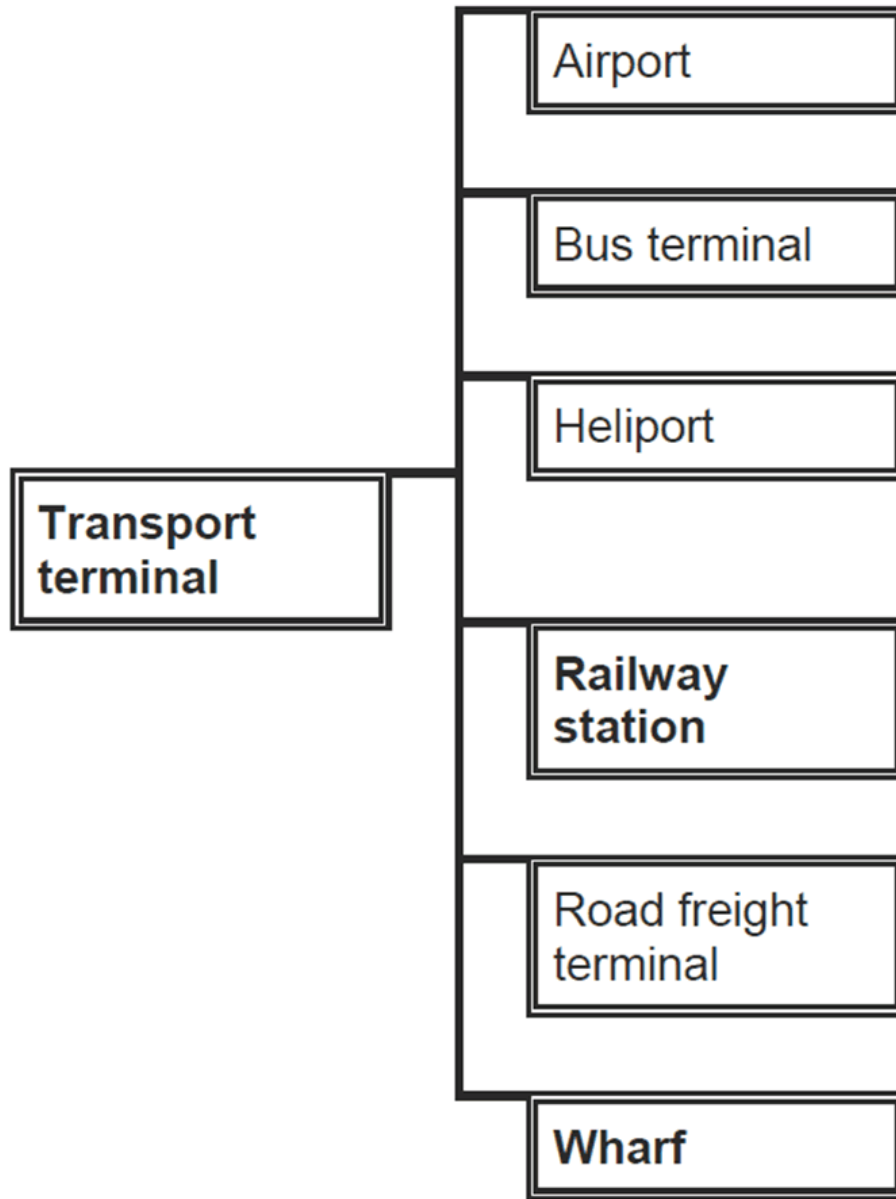


VICTORIA PLANNING PROVISIONS

73.04-13

08/08/2019
VC159

Transport terminal group

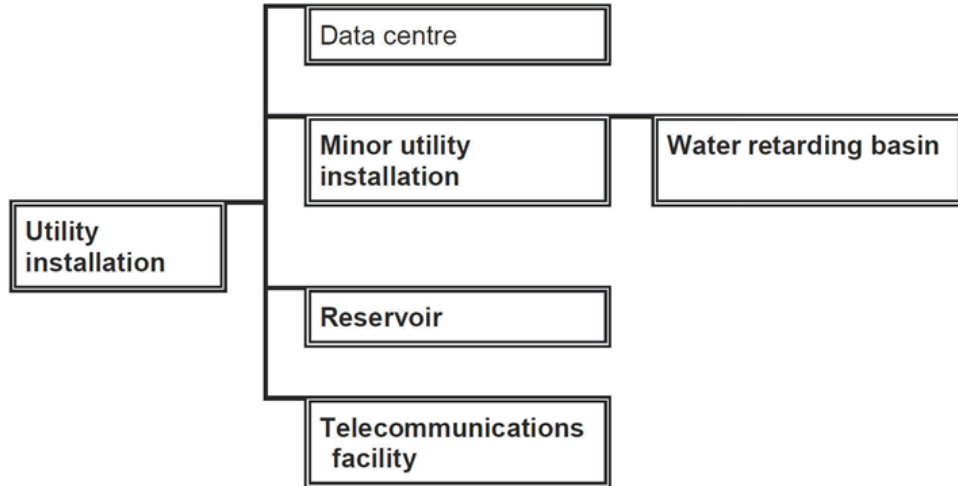


VICTORIA PLANNING PROVISIONS

73.04-14

08/08/2019
VC159

Utility installation group

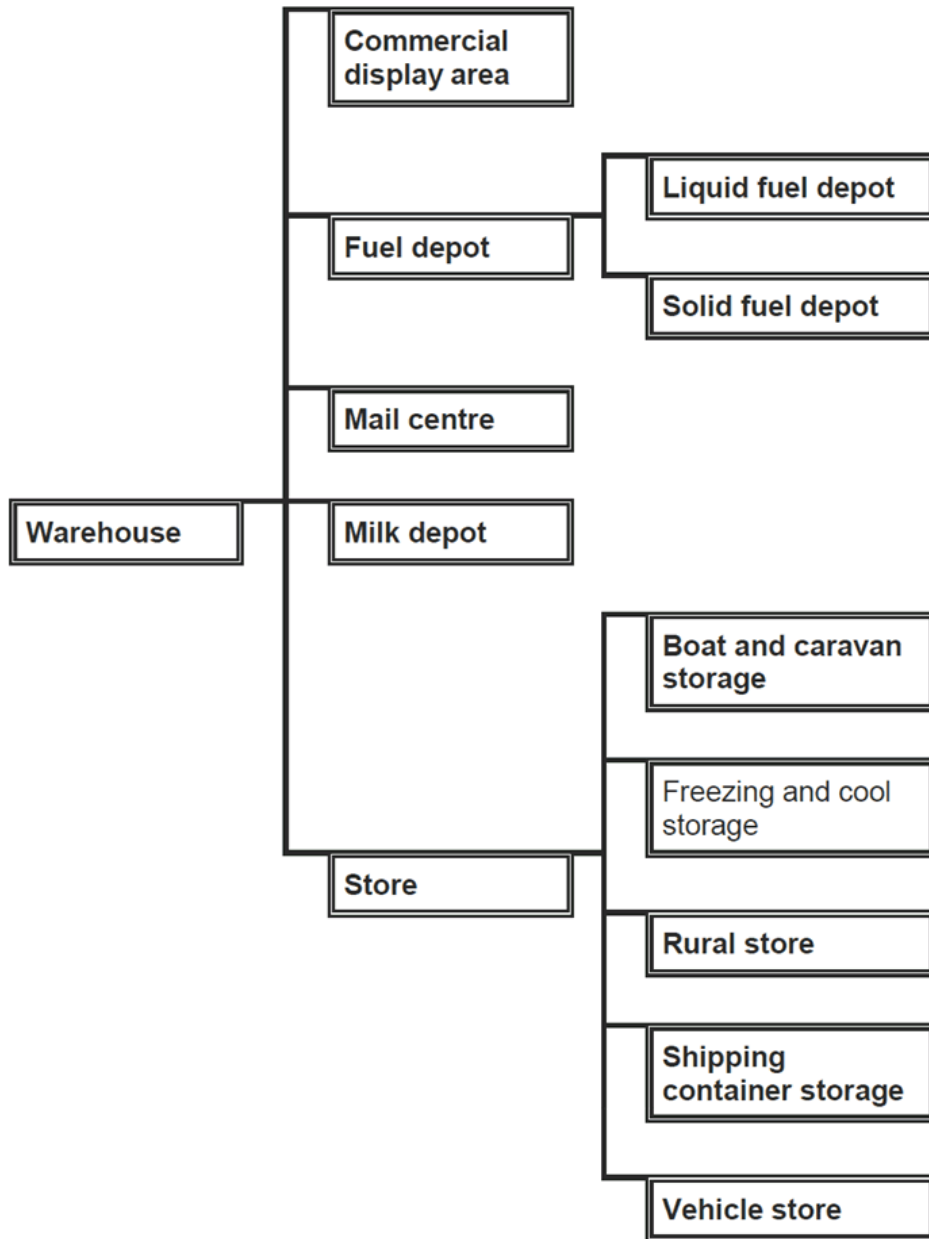


VICTORIA PLANNING PROVISIONS

73.04-15

08/08/2019
VC159

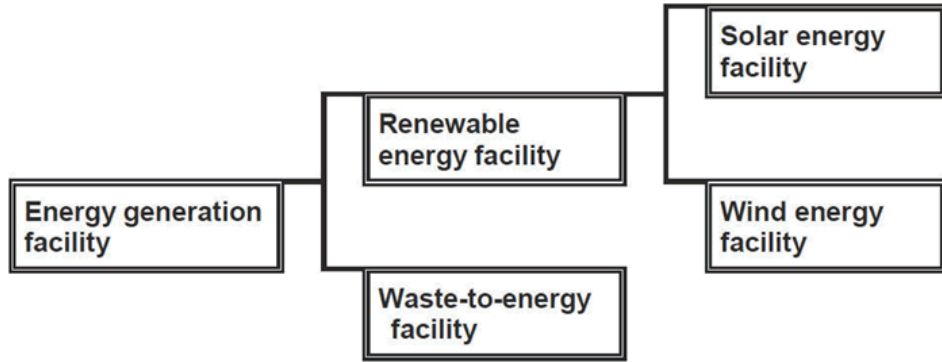
Warehouse group



VICTORIA PLANNING PROVISIONS

73.04-17
17/09/2019
VC161

Energy Group



VICTORIA PLANNING PROVISIONS

73.04-1708/08/2019
VC159**Land use terms that are not nested**

Art and craft centre
Brothel
Car park
Cemetery
Crematorium
Display home centre
Emergency services facility
Freeway service centre
Funeral parlour
Helicopter landing site
Home based business
Hospital
Natural systems
Research centre
Saleyard
Service station
Sign
Tramway
Veterinary centre
Winery

Appendix 5 KEY TERMS IN AS(/NZS) 2885

The following provides a summary and explanatory notes on key terms from AS(NZS) 2885 that are used in this report, and is provided for information only. AS 2885.0 Clause 1.5 lists all the definitions that are applicable to the AS(NZS) 2885 series and should be consulted for the formal definition of any term discussed below.

Term	AS 2885.0 Clause	Comment
Critical defect length	1.5.10	The critical defect length (CDL) is the length of a through-wall defect in the axial direction of the pipe that, if exceeded, will result in a rupture. In other words, if a defect is shorter than the CDL, then the pipe will leak, whereas if the pipe has a defect larger than the CDL then the pipe will burst, resulting in "full-bore" release of the contents..
Encroachment	1.5.16	AS 2885.0 Clause 1.5.16 defines encroachment as "work by third parties within the pipeline corridor or activities in close proximity that could affect the pipeline system (e.g. blasting or earthworks)".
Failure event	1.5.18	In the context of this report a failure event is an event that results in product escaping from the pipeline in an uncontrolled or unplanned manner.
High consequence area	1.5.24	AS 2885.0 Clause 1.5.24 defines a high consequence area as a "location where a failure event can be expected to result in multiple fatalities or significant environmental damage, including as a minimum location classes T1, T2, I, S and E." Location classes are summarised in the Appendix 6.
Land use change	1.5.34	AS 2885.0 Clause 1.5.34 defines land use change as "any change outside the pipeline corridor but within the measurement length, such that there is either a change of location class, or an increase in the likelihood of the consequences of failure event without change in location class".
Location class	1.5.37	The location classification is determined on the basis of a number of factors including population density and predominant activities within the measurement length. This in turn defines the design and operational requirements of AS(/NZS) 2885. In broad terms, as the consequence of a hydrocarbon release increase, the requirements of AS(/NZS) 2885 become more stringent. AS/NZS 2885.6 Section 2 describes the principles applied to location classification and defines both primary and secondary location classes. These are summarised in the Appendix 6.
Measurement length	1.5.41	The measurement length is the distance at which heat radiation from an ignited hydrocarbon release in the event of a pipeline rupture can cause hospitalizing injuries. All land use within the measurement length determines the location class, regardless of whether rupture is, or is not, a credible failure mode.



Term	AS 2885.0 Clause	Comment
Physical control	1.5.46	Physical controls are measures that either prevent mechanical equipment from contacting the pipeline (e.g. depth of cover greater than excavation depth), or that prevent the mechanical equipment from penetrating the pipeline wall (e.g. sufficient wall thickness so that equipment cannot penetrate).
Pipeline corridor	1.5.49	The pipeline corridor is the pipeline easement or equivalent (e.g. where the pipeline is installed in a road reserve).
Procedural control	1.5.57	Procedural controls are measures that alert personnel who plan activities or operate equipment to the presence of the pipeline (e.g. signs, dial-before-you-dig) so that the pipeline operator is informed and is able to safely manage the proposed activity.
Rupture	1.5.61	Rupture describes when a pipeline is damaged sufficiently that it bursts due to internal pressure. This results in a "full bore" release of the pipeline contents. Rupture is also used to describe a release from any hole that is larger than the pipeline diameter. A failure event that does not result in rupture is a hole, a release from which is called a leak.



APPENDIX 6 LOCATION CLASS IN AS(/NZS) 2885

The following provides a summary and explanatory notes on key terms from AS(NZS) 2885 that are used in this report, and is provided for information only. AS/NZS 2885.6 Section 2 describes the principles applied to location classification and defines both primary and secondary location classes and should be consulted for the formal definition of any term discussed below.

PRIMARY LOCATION CLASS OVERVIEW

The following primary location classes are used to broadly characterise land use in terms of the safety consequence of a pipeline failure:

- **Rural (R1)** – broad acre agricultural, sparse population
- **Rural Residential (R2)** – small farm allotments, increased population (as typically occur on the outskirts of towns and cities)
- **Residential (T1)** – community living / suburban areas with associated public utilities
- **High Density (T2)** – high rise development, town and city centre, high population areas, high people concentration

SECONDARY LOCATION CLASS OVERVIEW

Secondary locations classes are subclasses that may occur within any primary location class:

- **Sensitive Use (S)** – Land use developed for sectors of the community who may be unable to protect themselves if a pipeline failure event occurs. In this case the consequence of a failure event may be greater than if the for a similar primary location class where Sensitive Use (S) does not apply. Sensitive uses include schools, hospitals, aged care facilities, and prisons. Design requirements for **High Density (T2)** applies.
- **Industrial (I)** – light or general industrial areas (e.g. factories, warehouses), which are generally has a population density similar to **Residential (T1)**. Design requirements for **Residential (T1)** applies.
- **Heavy Industrial (HI)** – heavy industry / toxic industrial use with unusual threats or considerable escalation consequents. Design requirements for **Rural Residential (R2)**, **Residential (T1)**, or **High Density (T2)** depending on circumstances.
- **Common Infrastructure Corridor (CIC)** – multiple infrastructure within a common reserve. Location class is a per surrounding area, but special threats are to be considered.
- **Crowd (C)** – intermittent high population locations (e.g. sports grounds, race tracks, high traffic congestion areas). Design requirements determined by circumstances at that location.
- **Environmental (E)** – locations of high environmental sensitivity to pipeline failure, including particularly areas where pipeline failure may impact on threatened ecological communities or species or where rectification of environmental damage may be difficult. Design requirements for **Rural Residential (R2)**, **Residential (T1)**, or **High Density (T2)** depending on circumstances.



Appendix 7 DISCUSSION OF FACTORS THAT INFLUENCE FAILURE MODE

As discussed in Section 3.4, based on Australian and overseas experience, releases from holes are far more likely than ruptures. There are a number of reasons that contribute to this:

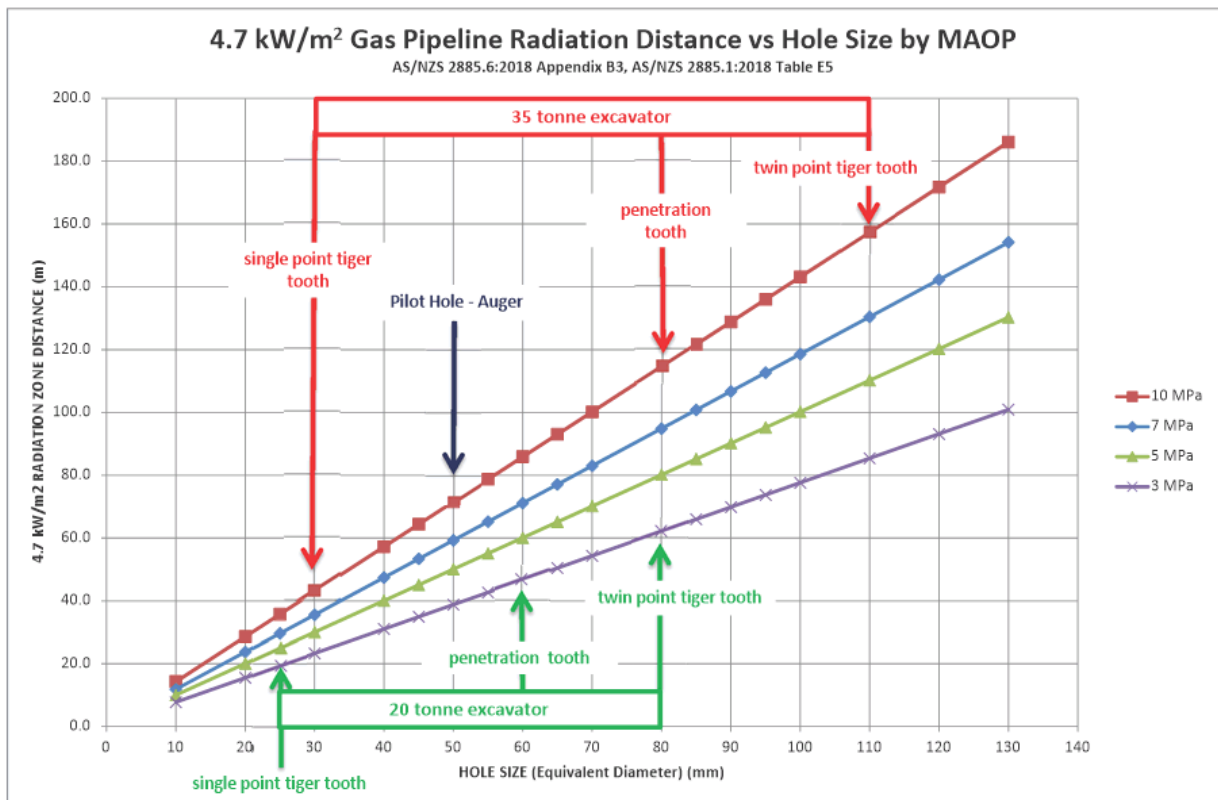
- 1) In many cases it is not physically possible to rupture the pipe (i.e. rupture is a not credible failure mode); or
- 2) Where rupture is a credible failure mode, the actual damage caused is not likely to be sufficient to result in rupture (i.e. even in the worst case the damage does not exceed the critical defect length); or
- 3) Even if, in the worst case, the damage can exceed the critical defect length, in most cases the actual geometry and orientation of the damage is likely to be such that damage in the axial direction does not exceed the critical defect length and therefore rupture does not occur.

To further expand on item (3) above, pipeline rupture can only occur when the defect length in the axial direction exceeds the critical defect length (CDL). The following discussion uses damage by excavators as an example to illustrate the general points.

While it may be theoretically possible for a single excavator tooth to create a defect in the axial direction that exceeds the CDL, in practice this is difficult to achieve, as the actual damage caused is influenced by the angle of attack and whether one or more teeth contact the pipeline:

- When the excavator bucket is aligned parallel to the pipeline axis, a number of teeth strike the pipeline more or less simultaneously. This distributes the weight of the bucket across a number of teeth, thus reducing the force available for a single tooth to penetrate the pipeline.
- Penetration by one tooth is more likely if the bucket is aligned perpendicular to the pipeline, since in this case weight of the excavator is more likely to be concentrated on a single tooth. However, in this case the maximum hole length caused by the tooth is oriented perpendicular to the axis of the pipeline, while the damage in the axial direction does not exceed the CDL. In this case the failure mode is a hole.

The point is that while rupture cannot be discounted, it does not follow that damage by equipment that has the potential to cause rupture will indeed result in rupture.



18836 Radiation Contours Rev 1.xlsx

4.7 kW/m² Gas Pipeline Radiation Distance vs Hole Size by MAOP

AS/NZS 2885.6:2018 Appendix B3, AS/NZS 2885.1:2018 Table E5

					NOTIFICATION ZONE FOR MAXIMUM CREDIBLE THREAT							
Pipeline MAOP	Weight	Equipment	Hole Size	4.7 kW/m ² distance (m)	Single Point of Tiger Tooth	Auger (50mm)	Penetration Tooth	Twin Point Tiger Tooth				
10 MPa	10T	Single Point of Tiger Tooth	20	29	30m	70m	70m	90m				
		Auger	50	72								
		Penetration Tooth	45	64								
		Twin Point Tiger Tooth	60	88								
	15T	Single Point of Tiger Tooth	20	29								
		Auger	50	72								
		Penetration Tooth	55	79								
	20T	Single Point of Tiger Tooth	25	36					35m	70m	90m	120m
		Auger	50	72								
		Penetration Tooth	60	86								
		Twin Point Tiger Tooth	80	115								
	25T	Single Point of Tiger Tooth	25	36								
Auger		50	72									
Penetration Tooth		65	93									
Twin Point Tiger Tooth		85	122									
30T	Single Point of Tiger Tooth	30	43	45m	70m	105m	150m					
	Auger	50	72									
	Penetration Tooth	70	100									
	Twin Point Tiger Tooth	95	138									
35T	Single Point of Tiger Tooth	30	43									
	Auger	50	72									
	Penetration Tooth	80	115									
	Twin Point Tiger Tooth	110	157									
7 MPa	10T	Single Point of Tiger Tooth	20					24	25m	60m	50m	80m
		Auger	50					59				
		Penetration Tooth	45					53				
		Twin Point Tiger Tooth	60					71				
	15T	Single Point of Tiger Tooth	20	24								
		Auger	50	59								
		Penetration Tooth	55	65								
	20T	Single Point of Tiger Tooth	25	30	30m	60m	75m	100m				
		Auger	50	59								
		Penetration Tooth	60	71								
		Twin Point Tiger Tooth	80	95								
	25T	Single Point of Tiger Tooth	25	30								
Auger		50	59									
Penetration Tooth		65	77									
Twin Point Tiger Tooth		85	101									
30T	Single Point of Tiger Tooth	30	36	35m					60m	90m	120m	
	Auger	50	59									
	Penetration Tooth	70	83									
	Twin Point Tiger Tooth	95	113									
35T	Single Point of Tiger Tooth	30	36									
	Auger	50	59									
	Penetration Tooth	80	95									
	Twin Point Tiger Tooth	110	130									
5 MPa	10T	Single Point of Tiger Tooth	20		20	20m	50m	50m				70m
		Auger	50		50							
		Penetration Tooth	45		45							
		Twin Point Tiger Tooth	60		60							
	15T	Single Point of Tiger Tooth	20	20								
		Auger	50	50								
		Penetration Tooth	55	55								
	20T	Single Point of Tiger Tooth	25	25	25m				50m	65m	80m	
		Auger	50	50								
		Penetration Tooth	60	60								
		Twin Point Tiger Tooth	80	80								
	25T	Single Point of Tiger Tooth	25	25								
Auger		50	50									
Penetration Tooth		65	65									
Twin Point Tiger Tooth		85	85									
30T	Single Point of Tiger Tooth	30	30	30m		50m	75m	100m				
	Auger	50	50									
	Penetration Tooth	70	70									
	Twin Point Tiger Tooth	95	95									
35T	Single Point of Tiger Tooth	30	30									
	Auger	50	50									
	Penetration Tooth	80	80									
	Twin Point Tiger Tooth	110	110									

4.7 kW/m² Gas Pipeline Radiation Distance vs Hole Size by MAOP

AS/NZS 2885.6:2018 Appendix B3, AS/NZS 2885.1:2018 Table E5

					NOTIFICATION ZONE FOR MAXIMUM CREDIBLE THREAT			
Pipeline MAOP	Weight	Equipment	Hole Size	4.7 kW/m ² distance (m)	Single Point of Tiger Tooth	Auger (50mm)	Penetration Tooth	Twin Point Tiger Tooth
3 MPa	10T	Single Point of Tiger Tooth	20	16	15m	40m	30m	50m
		Auger	50	39				
		Penetration Tooth	45	35				
		Twin Point Tiger Tooth	60	47				
	15T	Single Point of Tiger Tooth	20	16	15m	40m	30m	50m
		Auger	50	39				
		Penetration Tooth	55	43				
	20T	Single Point of Tiger Tooth	25	19	20m	40m	50m	65m
		Auger	50	39				
		Penetration Tooth	60	47				
		Twin Point Tiger Tooth	80	62				
	25T	Single Point of Tiger Tooth	25	19	20m	40m	50m	65m
		Auger	50	39				
		Penetration Tooth	65	50				
		Twin Point Tiger Tooth	85	66				
	30T	Single Point of Tiger Tooth	30	23	25m	40m	60m	80m
		Auger	50	39				
		Penetration Tooth	70	54				
Twin Point Tiger Tooth		95	74					
35T	Single Point of Tiger Tooth	30	23	25m	40m	60m	80m	
	Auger	50	39					
	Penetration Tooth	80	62					
	Twin Point Tiger Tooth	110	85					



Appendix 8 EXAMPLE APPROACH FOR GAS PIPELINES

The notification zone for any pipeline is a function of a number of factors including: maximum allowable operating pressure; and the properties of the gas or liquid contained in the pipeline, the capacity of the pipeline wall thickness to resist penetration by any equipment that strikes it. Notwithstanding this, an example of how this approach can be applied for sales gas pipelines based on the equations provided in AS(NZS) 2885 below. These calculations assume typical sales gas properties, so calculations for the pipelines that are the subject of this report may vary slightly.

The analysis is based on the information presented in AS/NZS 2885.6:2018 Appendix B3 (Radiation distances from pipeline leaks), AS/NZS 2885.1:2018 Table E5 (Excavator tooth dimensions). In the charts / tables attached:

- The chart shows the 4.7 kW/m² radiation distance for a leak in a gas pipeline at MAOPs of 10 MPa, 7 MPa, 5 MPa, and 3 MPa.
- The chart also highlights the hole sizes for 20t and 35t excavators fitted with tiger teeth or penetration teeth. The single point tiger teeth hole is based on a single point penetration (the likely case). The twin point tiger tooth hole is based on both points penetrating the pipeline (the absolute worst case – considered to be theoretically possible, and can occur in the lab, but is highly unlikely in field conditions). However, as per AS/NZS 2885.1, Appendix E5, this needs to be assessed on a case-by-case basis.
- Also shown is a 50 mm hole (the pilot hole of an auger, which is the damage that occurred on the Dromana to Rye pipeline).
- The table shows a more complete set of data for holes produced by excavators and augers for gas pipelines at MAOPs of 10 MPa, 7 MPa, 5 MPa, and 3 MPa.
- The final four columns provide a simplified list of choices for notification zones based on the maximum credible threat identified by the Pipeline Licensee in the most current SMS.

While distances for: 1) the Single Point of a Tiger Tooth; 2) Auger; 3) Penetration Tooth; and 4) Twin Points of Tiger Teeth are presented, the key threats are either the auger or penetration tooth, based on:

- While use of tiger teeth is common, as discussed above, twin point penetration is a very unlikely outcome - it is more likely that single point penetration will penetrate and gas release will alert the operator before additional damage is done (this is discussed in AS/NZS 2885.1, Appendix E5 (the last paragraph discusses existing pipelines)).
- If use of a penetration tooth is credible then this creates the next largest hole.
- If use of a penetration tooth is not credible then a hole caused by an auger is the next largest hole that can be created. The hole caused by an auger is always greater than the hole caused by the single point of a tiger tooth. In addition, more often than not, penetration by vertical boring (or HDD) resulting in a 50mm hole is assessed to be a credible threat.
- If vertical boring (or HDD) cannot penetrate the pipeline, then the single point of a tiger tooth creates the smallest hole.
- If other threats (e.g. rippers) are credible, then these will have to be addressed on a case-by-case basis.



It is important to note that the hole sizes and radiation zones are not precise calculations and are subject to uncertainty. The numbers presented in AS/NZS 2885 include a degree of conservatism to recognise this uncertainty.

The table provides a summarised / simplified list of notification distances to choose from (recognising that none of this is an exact science) based on the maximum credible threat identified by the Pipeline Licensee in the most current SMS. Excavator sizes are grouped into ranges of 10T-15T, 20T-25T and 30T-35T for simplicity.

Examples:

- a) Maximum excavator size is 25t, however penetration teeth or tiger teeth are not used in the area. Auger can penetrate the pipeline. For a 7 MPa pipeline, the notification zone is 50 m.
- b) Maximum excavator size is 30t. Penetration teeth are not used in the area, but tiger teeth are used in the area. Auger cannot penetrate the pipeline. Given that the most twin point penetration of tiger teeth is not expected, the worst case penetration is by the single point of a tiger tooth. For a 5 MPa pipeline, the notification zone is 30 m.
- c) Maximum excavator size is 30t. Penetration teeth and tiger teeth are used in the area. Auger cannot penetrate the pipeline. Given that the most twin point penetration of tiger teeth is not expected, the worst case penetration is by the penetration tooth. For a 10 MPa pipeline, the notification zone is 105 m.



Appendix 9 DRAFT PLANNING SCHEME ORDINANCES

LATROBE PLANNING SCHEME**SCHEDULE 4 TO THE ENVIRONMENTAL SIGNIFICANCE OVERLAY**

Shown on the planning scheme maps as ESO4

MAJOR PIPELINE INFRASTRUCTURE**1.0 Statement of environmental significance**

Pipelines licensed under the *Pipelines Act 2005* carry a range of high pressure and volatile substances, such as natural gas, LPG, liquid petroleum and other industrial products throughout Victoria. A pipeline failure that results in a release of the contents of the pipeline can impact an area many hundreds of metres from the pipeline

Licensed pipelines are required to be designed, constructed, operated and maintained so that threats to the pipeline, including damage caused by third parties and the consequences of pipeline failure are assessed and risks are reduced to as low as reasonably practicable. Over time, as land uses change and new construction activity is undertaken near pipelines, new threats to the pipeline and increased consequences of pipeline failure can arise.

Although pipelines are one of the safest and most efficient methods of transporting liquid and gaseous substances, the risks of pipeline failure must be carefully managed to protect human life and the environment.

2.0 Environmental objective to be achieved

To protect human life and the environment for risks resulting from developments near pipeline licensed under the *Pipelines Act 2005*.

3.0 Permit requirement

A permit is not required to:

- Construct a building or construct or carry out works, unless the buildings or works are associated with the following uses:
 - Child care centre
 - Corrective institute
 - Earth and energy resources industry
 - Fuel depot
 - Hospital
 - Major sports and recreation facility
 - Motor racing track
 - Place of assembly
 - Primary school
 - Residential aged care facility
 - Retirement village
 - Secondary school.
- Construct a fence.
- Subdivide land.
- Remove, destroy or lop any vegetation, including dead vegetation.

LATROBE PLANNING SCHEME

This does not apply if the new buildings or works are associated with an existing use and do not result in the gross floor area associated with the use increasing by more than 25%.

4.0 Application requirements

None specified.

5.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 42.01, in addition to those specified in Clause 42.01 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The views of Energy Safe Victoria.
- Whether the buildings or works, including associated construction activities, will result in any additional threats to a licensed pipeline and how these threats will be controlled.
- The extent to which the buildings or works will increase the consequence of a pipeline failure.
- Whether the buildings or works have been designed to reduce risks to human life in the event of a pipeline failure, where practicable, including:
 - Opportunities to locate the development further away from the pipeline
 - Directing emergency exit routes away from the pipeline
 - Opportunities for siting external gathering spaces further away from the pipeline.

DRAFT

LATROBE PLANNING SCHEME

SCHEDULE TO CLAUSE 66.04 REFERRAL OF PERMIT APPLICATIONS UNDER LOCAL PROVISIONS

Clause	Kind of application	Referral authority	Referral authority type
<i>[Existing referral requirements for local provisions to be retained]</i>			
Clause 3.0 to Schedule 4 of Clause 42.01 (ESO)	All applications	Energy Safe Victoria	Recommending referral authority

DRAFT

LATROBE PLANNING SCHEME

--/--/----
Proposed
C121latr

SCHEDULE 1 TO CLAUSE 44.08 BUFFER AREA OVERLAY

Shown on the planning scheme map as **BAO1**

MAJOR PIPELINE INFRASTRUCTURE**1.0**

--/--/----
Proposed
C121latr

Statement of risk

Latrobe City is traversed by a number of licensed, high pressure pipelines that carry a range of volatile substances throughout Victoria. Pipeline failure resulting in the release of the pipeline contents can cause serious harm to people, property and the environment.

Licensed pipelines are required to be designed, constructed, operated and maintained so that threats to the pipeline, including damage caused by third parties and the consequences of pipeline failure are assessed and risks are reduced to as low as reasonably practicable.

Changes in land use and increases in development activity may pose threats to the pipeline, through penetration or puncture, and increase the consequences of pipeline failure.

Pipeline failure can impact human health through skin irritation, respiratory problems, severe internal and external injuries, burns, long term damage and fatalities. The impacts on property can result in severe damage to complete destruction through fire and explosions. The impacts on the environment can result in toxic pollution of water, soil and air, damaging flora and injuring fauna and causing fatalities. Natural gas is a potent greenhouse gas and its release contributes to climate change.

2.0

--/--/----
Proposed
C121latr

Objectives

To protect human life, property, and the environment from the impacts of pipeline failure.

To identify the location of licensed pipelines and the region where impacts from pipeline failure are greatest.

To ensure that land use and development around pipelines is appropriately designed and sited to minimise risks.

To protect the integrity of licensed pipelines.

3.0

--/--/----
Proposed
C121latr

Use of land

A permit is required to use land for a:

- Accommodation (other than Dependent person's unit and Dwelling)
- Earth and energy resource industry where clause 62.01 is not met
- Education centre
- Freeway service centre

LATROBE PLANNING SCHEME

- Hospital
- Industry where any of the following applies:
 - A fire protection quantity is exceeded under the Dangerous Goods (Storage and Handling) Regulations 2012.
 - A notification is required under the Occupational Health and Safety Regulations 2017.
 - A licence is required under the Dangerous Goods (Explosives) Regulations 2011.
 - A licence is required under Dangerous Goods (HCDG) Regulations 2016
- Leisure and Recreation Facility (excluding Informal outdoor recreation, Open sports ground)
- Place of assembly
- Service station
- Warehouse (excluding Commercial display area, Milk depot, Mail centre)

4.0 Subdivision

--/--/----
Proposed
C121latr

None specified.

5.0 Buildings and works

--/--/----
Proposed
C121latr

A permit is required to:

- construct a building or construct or carry out works associated with a use listed in Clause 3.0.
- construct two or more dwellings on a lot.

6.0 Application requirements

--/--/----
Proposed
C121latr

The following application requirements apply to an application for a permit under Clause 44.08, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A Safety Management Study addressing the following, where applicable:
 - How activities associated with the use of land, and buildings or works, may result in any additional threats to the integrity of licensed pipelines and how these threats will be controlled and minimised.
 - Emergency exit routes and external gathering spaces.
 - How the activities associated with the use of land, and buildings or works have been designed to reduce risks to human life in the event of pipeline failure.

LATROBE PLANNING SCHEME

- How the location and storage of dangerous or explosive goods or chemicals reduces the risk of contributing to the escalation of a pipeline failure.

7.0 Exemption from notice and review

--/--/----
Proposed
C121latr

An application under this overlay is exempt from the notice requirements of section 52(1)(a), (b) and (d) and the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

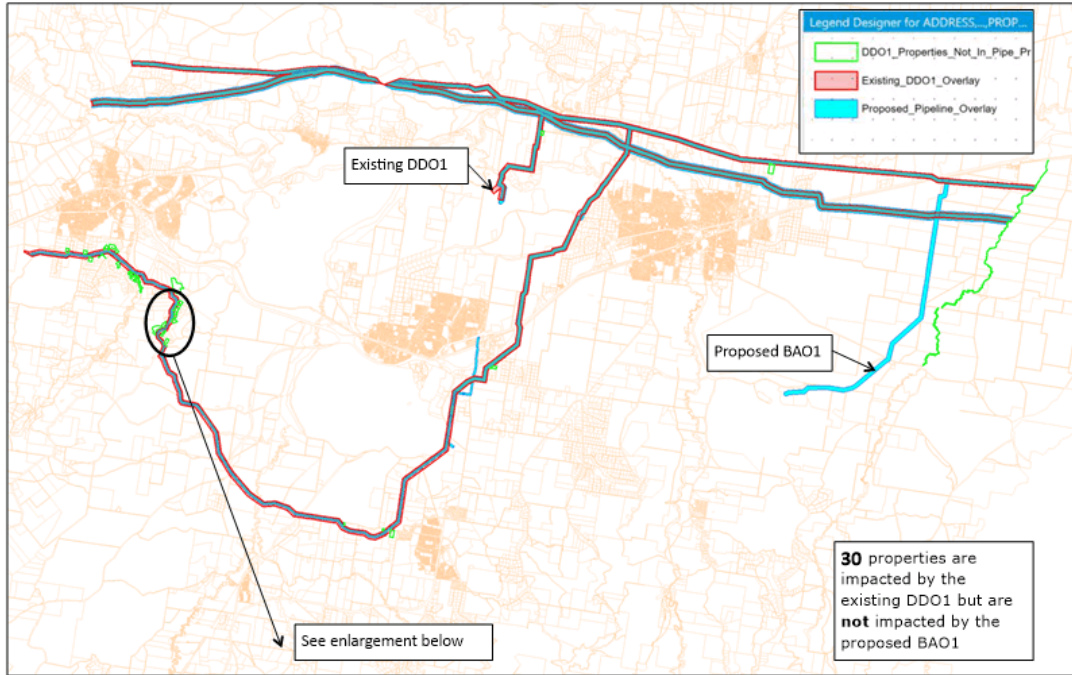
8.0 Decision guidelines

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Proposed
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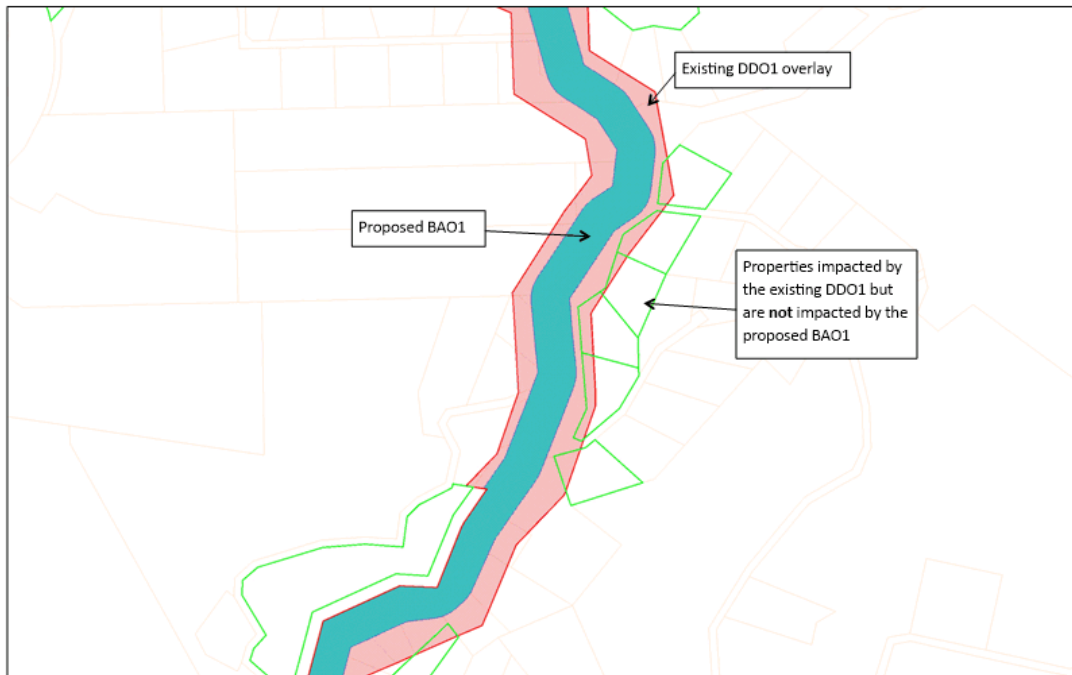
The following decision guidelines apply to an application for a permit under Clause 44.08, in addition to those specified in Clause 44.08 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The views of Energy Safe Victoria.
- The extent to which the proposal will increase the consequence of a pipeline failure.
- Whether the proposal has been designed to reduce risks to human life in the event of pipeline failure, where practicable, including:
 - Opportunities to locate the development or activities associated with the land use away from the pipeline.
 - Directing emergency exit routes away from the pipeline.
 - Opportunities for siting external gathering spaces further away from the pipeline.

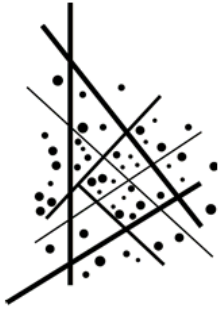
Properties intersecting existing DDO1 but not intersecting the proposed BAO1



Properties intersecting existing DDO1 but not intersecting the proposed BAO1



ATTACHMENT 1: PROPERTIES IMPACTED BY THE DDO1 ONLY



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Proposed Pipeline Overlay Analysis

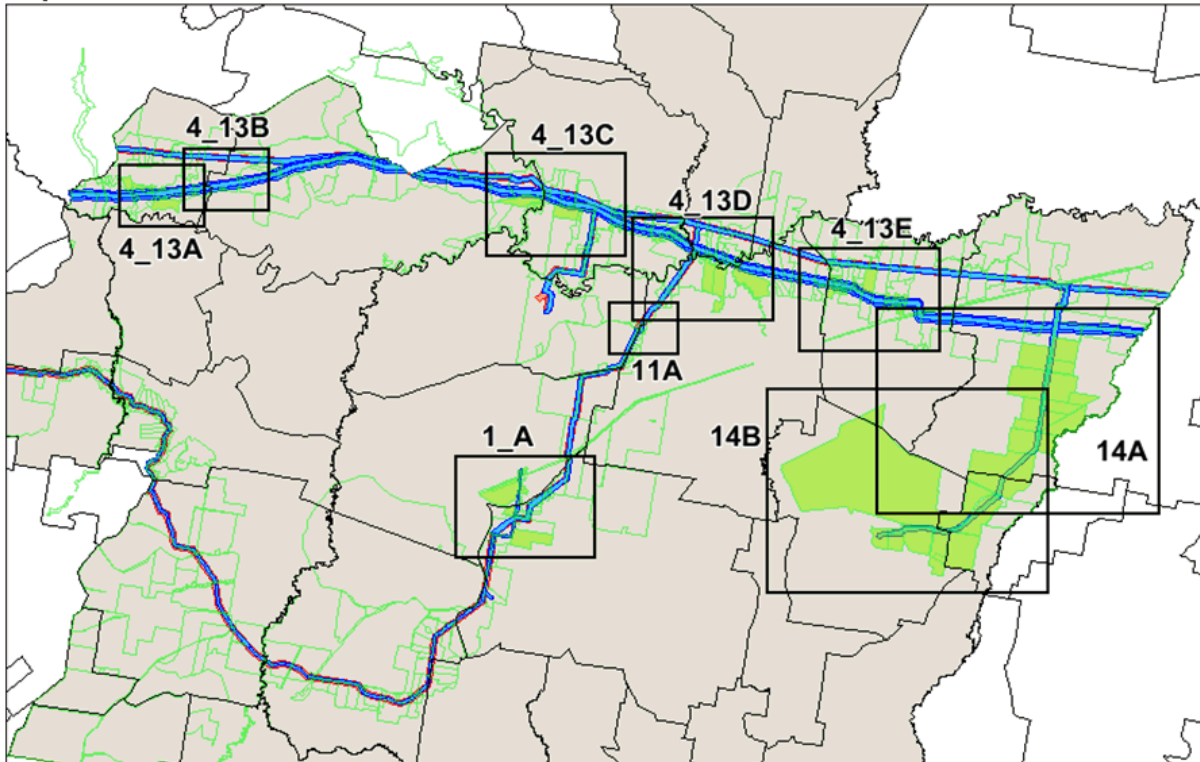
Map of Affected Properties

BAO1 Only

Key

- Proposed Pipeline Overlay (BAO1)
- Current DDO1
- Properties Affected by BAO1 Only

Map Index

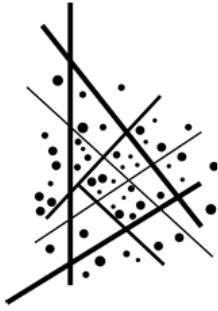


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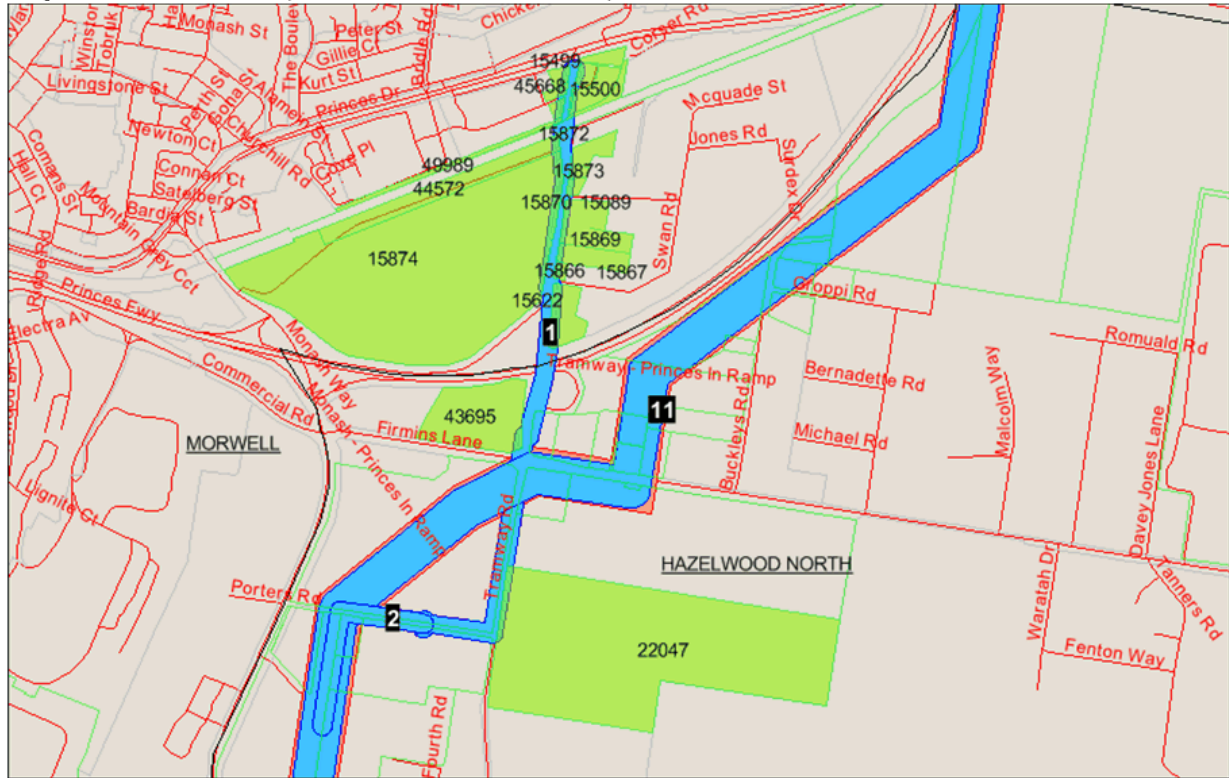
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Pipeline ID: 1 (Morwell/Hazelwood)

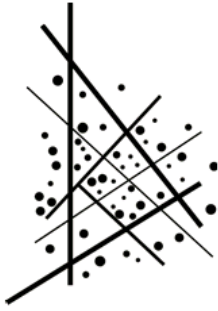


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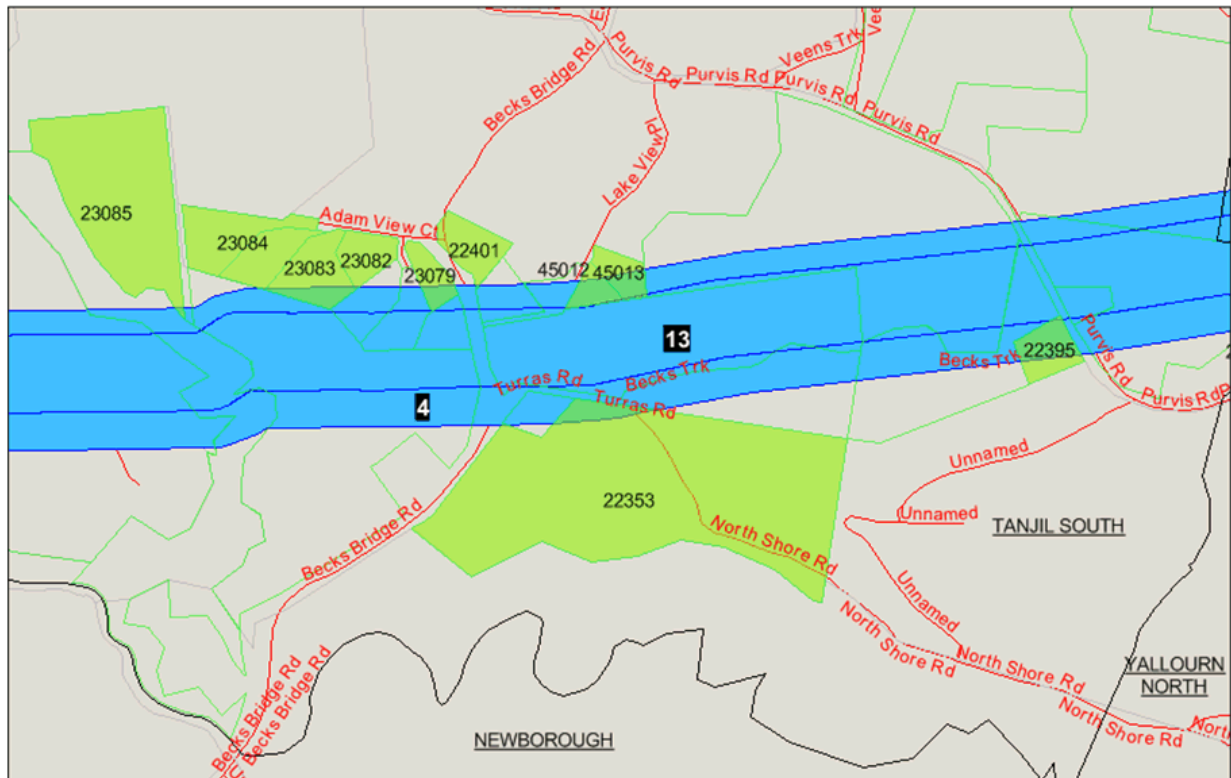
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Pipeline ID: 4, 13

Tanjil South

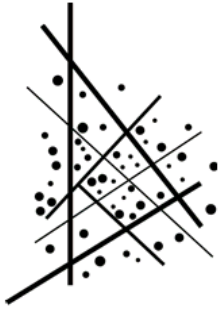


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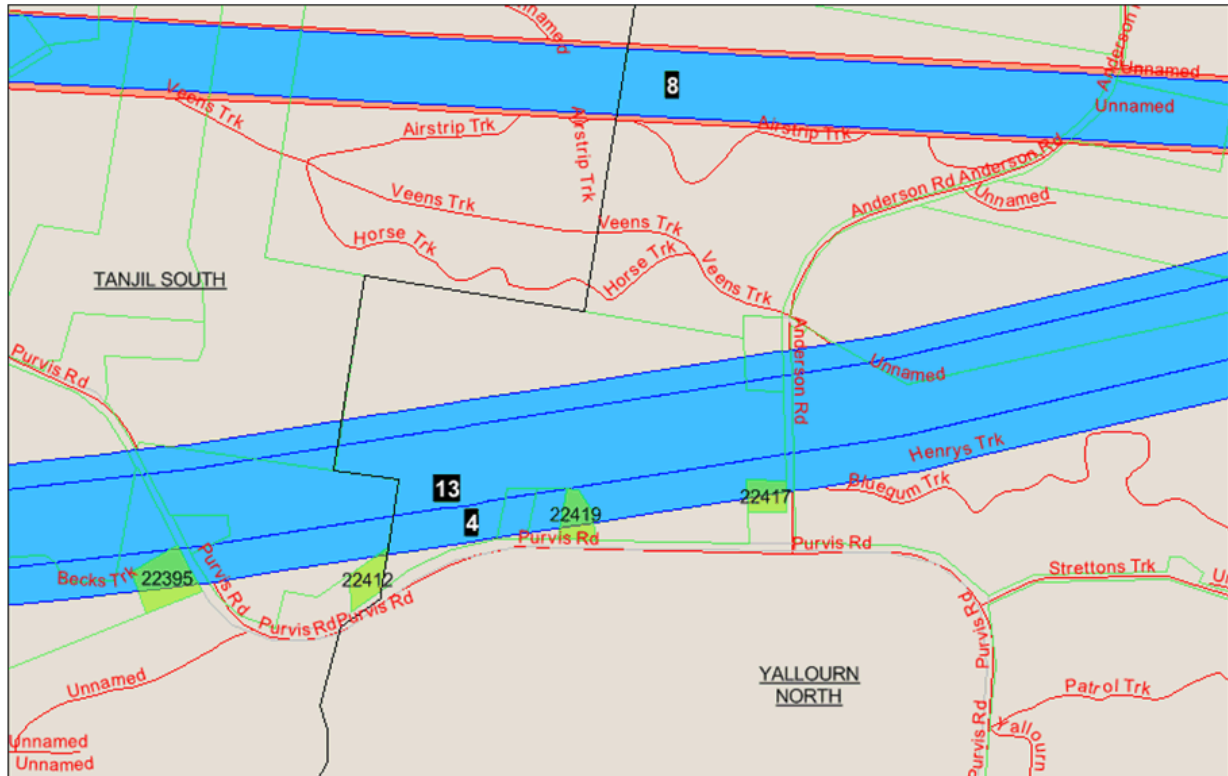
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Tanjil South/Yallourn North

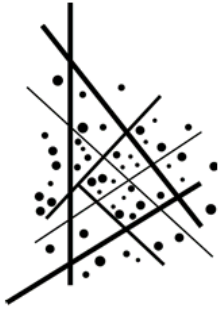


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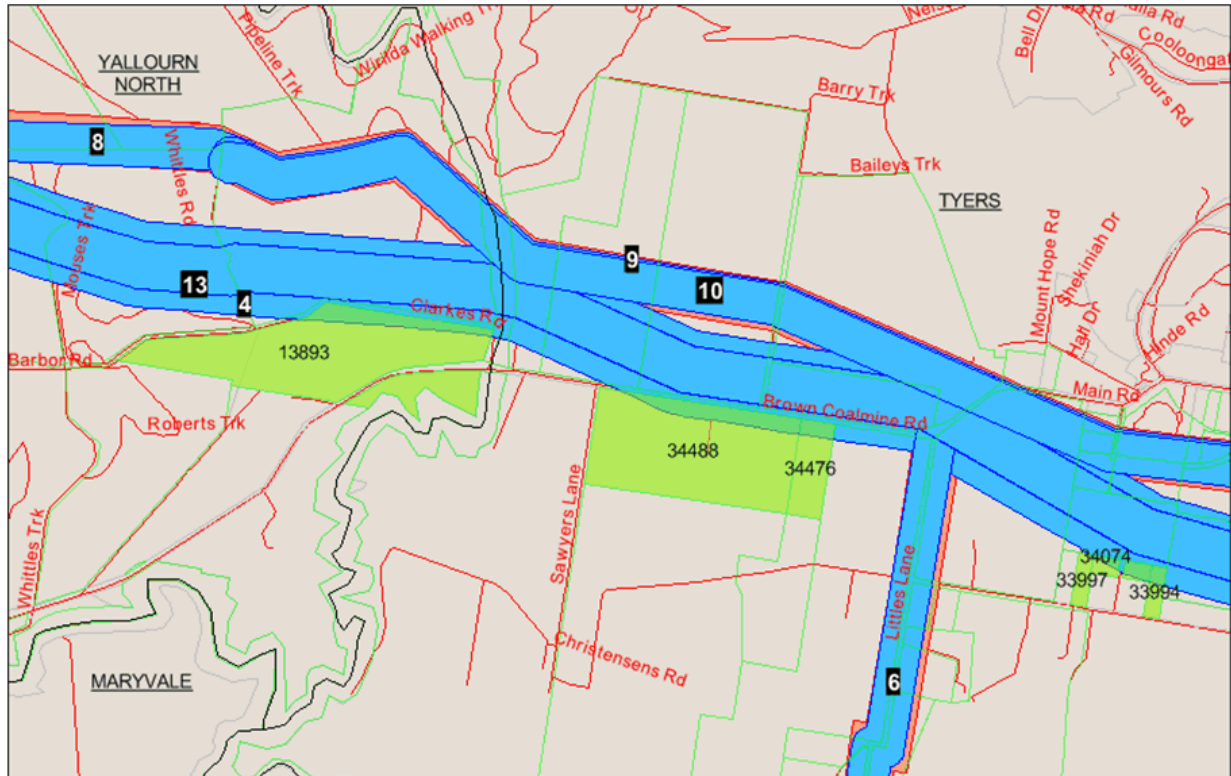
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Yallourn North/Tyers

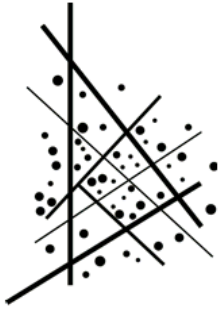


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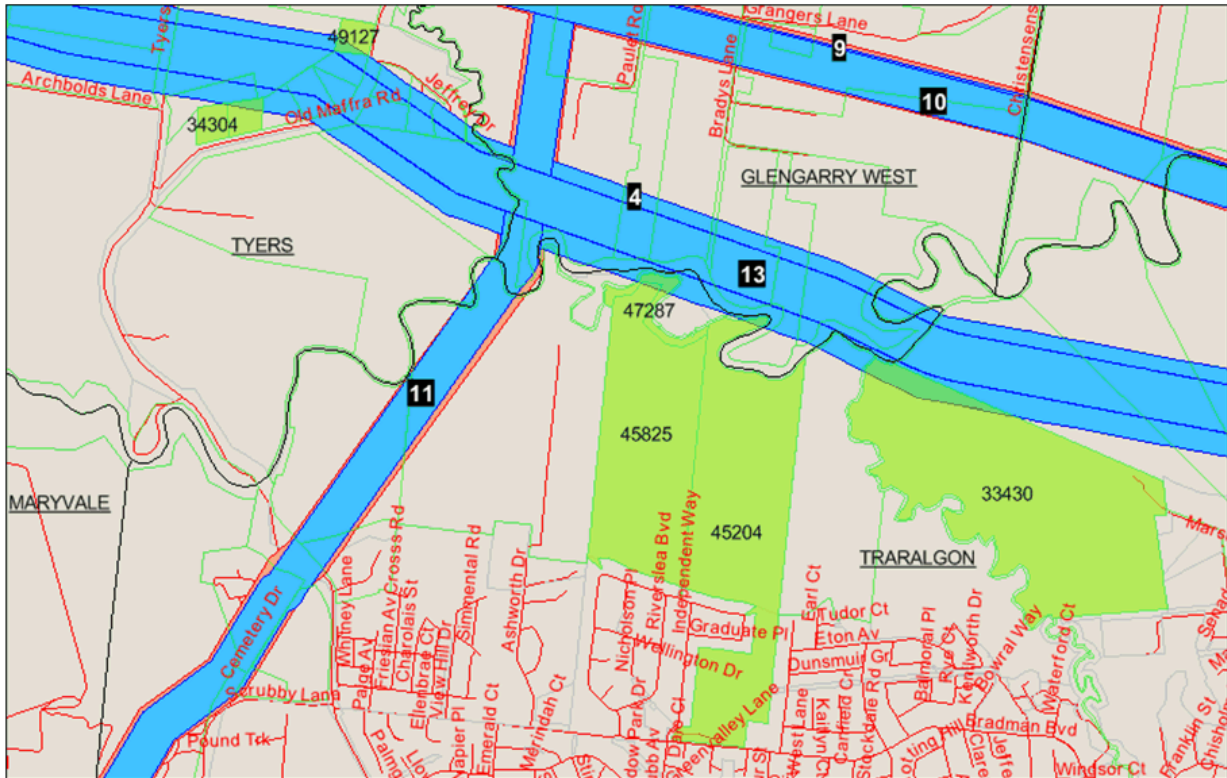
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Tyers/Traralgon

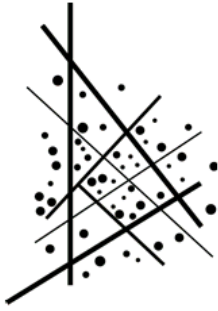


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Traralgon East

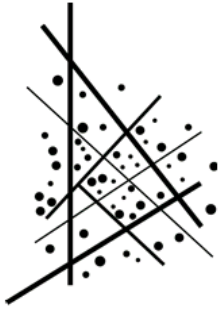


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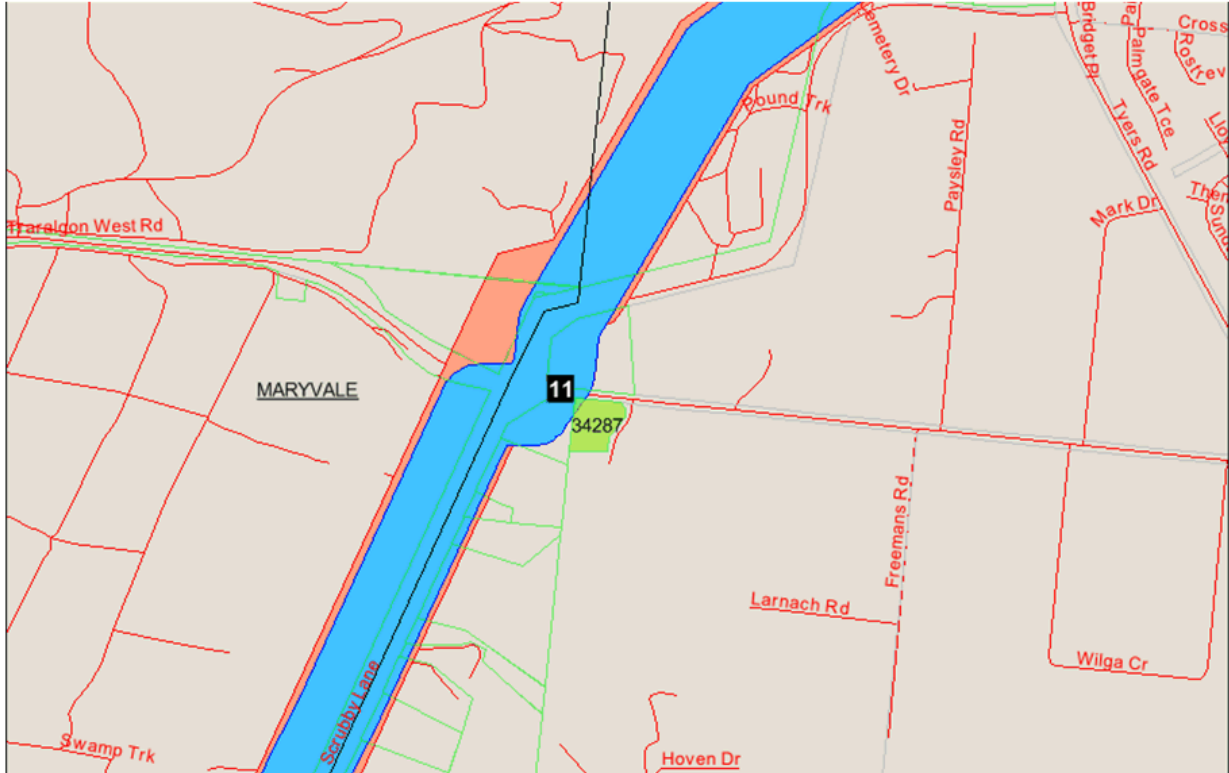
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Pipeline ID: 11 (Maryvale)

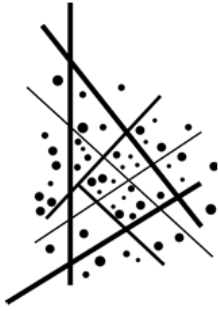


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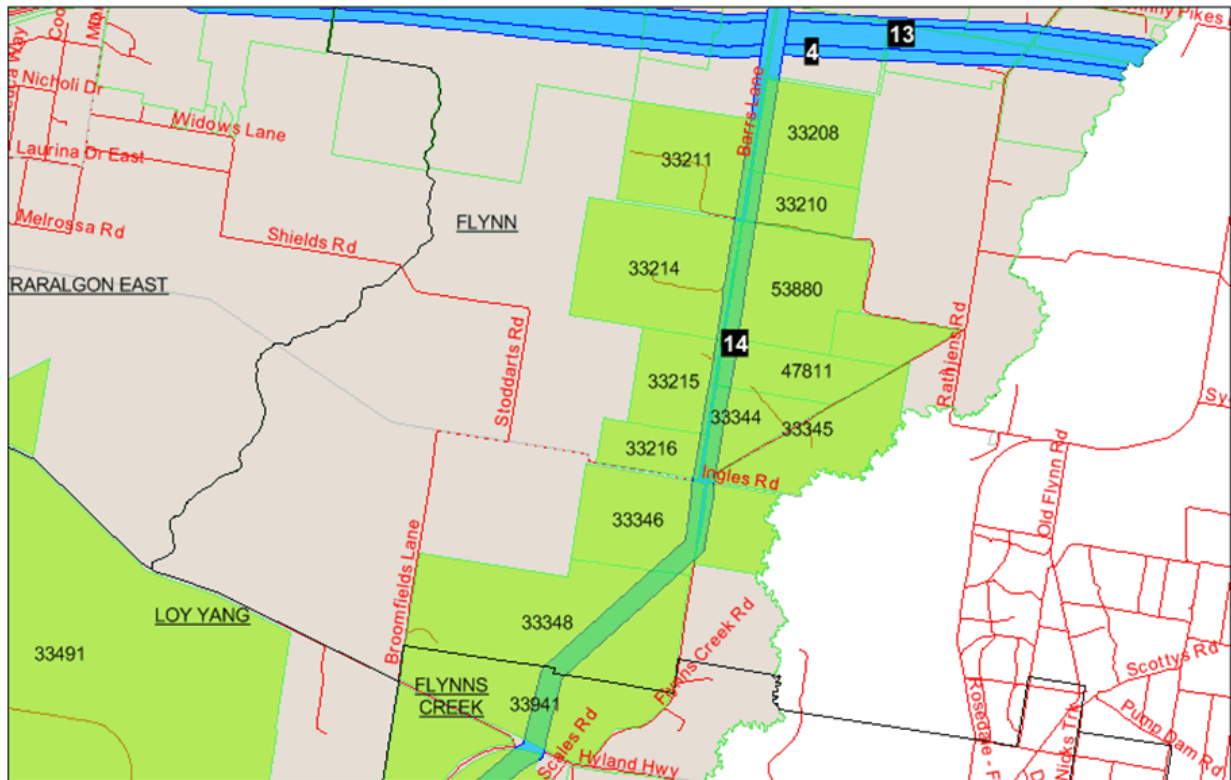
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Pipeline ID: 14

Flynn

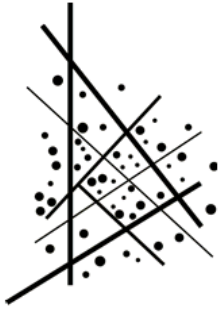


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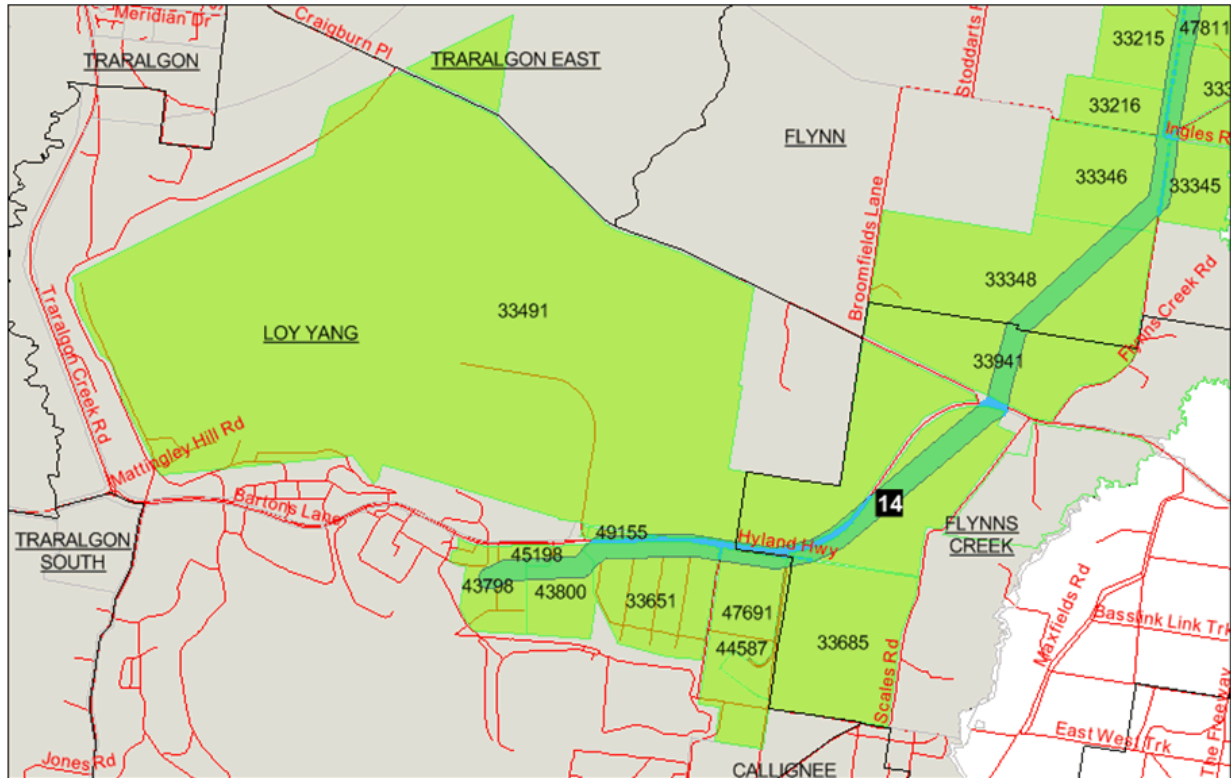
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Flynns Creek/Loy Yang



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Planning and Environment Act 1987

LATROBE PLANNING SCHEME

AMENDMENT C121

EXPLANATORY REPORT

Who is the planning authority?

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

The amendment has been made at the request of Latrobe City Council.

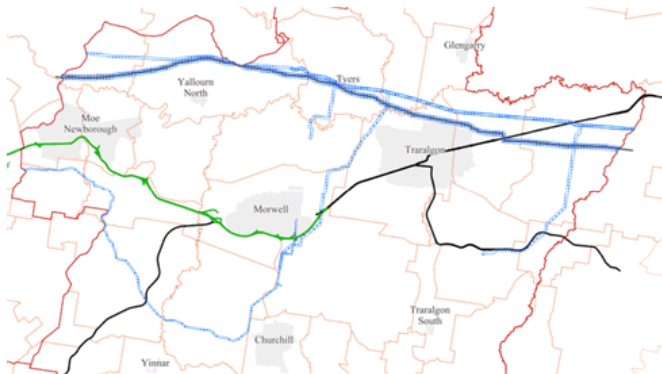
Land affected by the amendment

The Amendment applies to all land within the municipality which is affected by a major licensed pipeline.

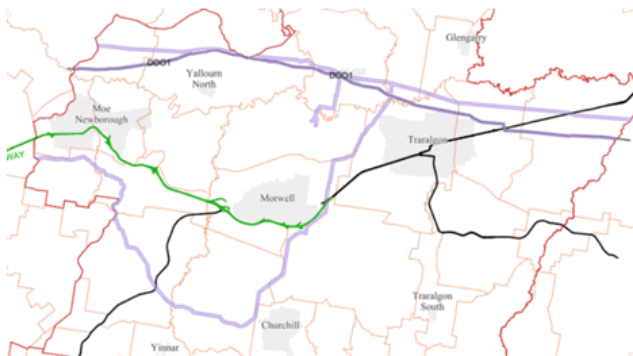
Currently, most of the licensed pipelines which traverse the Latrobe City municipality are protected by the Design and Development Overlay Schedule 1 (DDO1).

The proposal is to remove the existing DDO1 and replace it with a Buffer Amenity Overlay (BAO1). While the Overlay area decreases over most pipelines, there is an increase over the LPG pipeline that runs from Longford to Long Island Point. Two additional pipelines are also proposed to be included, the Morwell-Tramway Road pipeline and the Loy Yang B Gas Pipeline

Within the DDO1, 2,486ha of land is covered, and under the proposed BAO, 2,893ha of land will be impacted by the overlay. The differences translates to a total of 30 properties currently impacted by the DDO1 that will no longer be impacted by the BAO1, and 117 properties impacted by the BAO1 that are currently not impacted by the DDO1,



Above: The pipeline proposed to be covered by the BAO is shown in the hatched blue line traversing the municipality.



Above: The pipeline currently covered by the DDO1 is shown in the purple line traversing the municipality.

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

What the amendment does

The Amendment seeks to implement the findings and recommendations of the *Pipelines Report (May 2020)*. In particular it adjusts the extent of the Overlay coverage and permit requirements for use and development within this area.

The Amendment proposes the following:

- Delete Schedule 1 to Clause 43.02 (Design and Development Overlay).
Insert Schedule 1 to Clause 44.08 (Buffer Area Overlay) Major Pipeline Infrastructure.
- Amends Clause 11.01-1L Morwell so the Morwell Town Structure Plan shows the Morwell to Tramway Road Pipeline.
- Amends Clause 19.01-3L Pipeline Infrastructure by replacing 'measurement length' with 'notification area'.
- Amends the Schedule to Clause 66.04 (Schedule to Clause 66.04 Referral of Permit Applications Under Local Provisions) to list Energy Safe Victoria (ESV) as recommending referral authority.
- Amends the Schedule to Clause 72.03 (Schedule to Clause 72.03 What Does This Planning Scheme Consist Of?) to reflect the new BAO1 mapping and deleted DDO1 mapping.
- Amends the Schedule to Clause 72.08 (Schedule to Clause 72.08 Background Documents) by adding the *Pipelines Report (May 2020)* into the schedule.
- Amends the Schedule to Clause 74.01 (Schedule to Clause 74.01 Application of Zones, Overlays and Provisions) to include the Buffer Area Overlay – Schedule 1.

Maps

- Delete Planning Scheme Map Nos. 11DDO, 12DDO, 13DDO, 21DDO, 32DDO, 33DDO, 34DDO, 37DDO, 38DDO, 45DDO, 46DDO, 63DDO, 65DDO, 66DDO, 67DDO, 68DDO, 90DDO, 91DDO, 92DDO.
- Amend Planning Scheme Map Nos. 43DDO, 44DDO, 47DDO, 52DDO, 64DDO, 70DDO, 79DDO, 82DDO, 83DDO, 84DDO, 85DDO.
- Insert new Planning Scheme Map Nos. 11BAO, 12BAO, 13BAO, 21BAO, 34BAO, 37BAO, 38BAO, 43BAO, 44BAO, 45BAO, 46BAO, 47BAO, 51BAO, 52BAO, 63BAO, 64BAO, 65BAO, 66BAO, 67BAO, 68BAO, 70BAO, 78BAO, 79BAO, 82BAO, 83BAO, 84BAO, 85BAO, 87BAO, 88BAO, 90BAO, 91BAO, 92BAO.

Strategic assessment of the Amendment

Why is the Amendment required?

The Design and Development Overlay – Schedule 1 was introduced into the Latrobe Planning Scheme on the 2 March 2000 following the recommendations in the *Report of the Panel and Advisory Committee on the Latrobe New Format Planning Scheme*. Previously, the Planning Scheme had only contained local and State policy statements regarding pipelines.

Amendment C121 seeks to replace the Design and Development Overlay – Schedule 1 (DDO1) with the Buffer Area Overlay – Schedule 1 (BAO1) as a means of ensuring safe and appropriate land use and development around licensed pipelines, in order to protect human life, property and the environment from the impacts of pipeline failure. It also seeks to prevent damage to licensed pipelines from development activities.

This is to be achieved by triggering a permit requirement for both use and development where:

- High numbers of people are expected to congregate (e.g. Sports and Recreation facilities, Places of Assembly).
- Sectors of the community have limited ability to protect themselves from the consequences of pipeline failure (e.g. Child care, schools, aged persons facilities, hospitals and corrective institutions).
- Storage of dangerous chemicals and energy production that have the potential to escalate the impacts of pipeline failure through ignition of pipeline contents (e.g. Fuel Depots, Earth and Energy Resources Industry).

The extent of the Overlay is also revised. The DDO1 currently covers land within 100m of all licensed pipelines. The *Project Findings Report: Latrobe City Council DDO Major Pipeline Infrastructure (May 2020) (Pipelines Report)* carried out on behalf of Energy Safe Victoria (ESV) determines the width of the Overlay be based on the calculated radiation distance of a pipeline failure – most likely through puncture, known as the 'notification area'. This is particular to each pipeline and is based on a number of factors including the size of the pipeline, method of construction, properties of the contents, age etc. As a result, the width of the BAO1 varies, in some instances being less wide, or wider than the current DDO1. The BAO1 also covers two pipelines that are not subject to the DDO1: the Flynn to Loy Yang B pipeline and the Morwell to Tramway Road pipeline.

The Amendment will involve referral of all permit applications to Energy Safe Victoria (ESV) who will be a recommending authority.

The Amendment also removes extraneous permit requirements that exist under the current DDO1. This includes permit requirements for development such as fences, pools, signs and subdivision.

In order for the new overlay to have statutory weight in the consideration of planning permit applications, it is necessary for the *Pipelines Report* to be included in the Latrobe Planning Scheme. The Amendment therefore gives effect to the recommendations contained within the *Pipelines Report*.

The evaluation and replacement of DDO1 with a more appropriate planning control came about from the comprehensive review of the Latrobe Planning Scheme as detailed in the *Latrobe Planning Scheme Review Report (October 2014)*. This review 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, many of which have been incorporated into other Planning Scheme Amendments as appropriate.

Amendment C121 proposes to implement an outstanding item from the Planning Scheme Review in relation to the Design and Development Overlay, Schedule 1 (DDO1) 'Major Pipeline Infrastructure'.

The Planning Scheme Review Report identified:

- The DDO1 is poorly worded as through the parent clause and the schedule, it triggers a permit for almost all development and subdivision.
- There is no real referral mechanism as at present it reads to "seek the views of the Secretary of the Department administering the *Pipelines Act 1967*."
- The decision guideline which requires consideration of the appropriateness of constructing any buildings within 3 metres of any pipeline conflicts with, and therefore brings into question the width of the Overlay.
- The DDO1 specifies that sign requirements are 'Category 4' within Clause 52.05 (signs). Category 4 signs are for sensitive areas and the purpose is to '*provide for unobtrusive signs in areas requiring strong amenity control*'. This is not considered applicable to land covered by the DDO1.

The change from the DDO1 is further supported through *Amendment C122 – Planning Policy Framework Translation*. A Zones and Overlays report was produced as part of the review of the Latrobe Planning Scheme and its findings recommended the implementation of the *Pipelines Report*.

The BAO1 is sought as a replacement for the DDO1 as:

- The BAO can control both use and development. The Pipelines Report originally identified the DDO1 be replaced with an Environmental Significance Overlay Schedule (ESO). Neither can control 'use'.
- According to Planning Practise Note 92, the BAO is suitable to be applied to licensed pipelines. The BAO was included in Victorian Planning Schemes through Amendment V10, which occurred after the publication of the Pipelines report.

The Amendment will have a net community benefit whereby it will clearly identify, through mapping, the extent of risk posed by underground licensed pipelines. This will provide transparency to potential land owners when purchasing land within such areas due to the Overlay being reported in the Planning Certificate contained within the Section 32 Vendor Statement. Where there is a change of use to one listed under the BAO1, it will be clear for the applicant where the extent of risk lies, and to plan accordingly.

It will remove permit requirements for development considered to be low risk, and allow for one referral agency to co-ordinate assessment with Pipeline Licensees. It also removes permit requirements where there are mechanisms and administrative processes in place to notify and engage the Pipeline Licensee for activities within 3 metres of pipeline and within the easement, subdivision and rezoning.

The amendment does not repeat provisions already in the scheme.

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

The Amendment implements the following objectives in Section 4(1) of the *Planning and Environment Act 1987* by:

- *Providing for the fair, orderly, economic and sustainable uses and development of land*

The amendment clearly identifies the location of licensed pipelines and the extent of the area surrounding which is most at risk from a pipeline failure. This allows for the safe, orderly and appropriate use and development of land within these areas. It protects

- *Securing a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;*

The Amendment aims to ensure that land use and development that are at risk of severe impact if a pipeline should fail, are sited and designed appropriately for the protection of human health and safety. This also minimises risk of damage to property and the environment.

- *Protecting public utilities and other assets and enabling the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.*

The Amendment ensures ESV is aware of all relevant development and activities within the 'notification area' of pipelines. They in turn, with Pipeline Licensees, can take steps to ensure licensed pipelines are protected from potential damage from construction activities. This will ensure a continued safe supply of gas and oil to the community and Victoria.

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

The Amendment is expected to have positive environmental, social and economic impacts by providing clearer direction to council officers, pipeline operators and land owners on land use and development in proximity to pipelines. The Overlay will clearly identify land parcels which contain major pipelines and assist in ensuring safety and management of these assets which assist in ensuring that they operate in cohesion with above ground land use and development. It is also a

protective measure, with the overarching aim of preventing negative and severely damaging environmental, social and economic effects.

Does the Amendment address relevant bushfire risk?

The amendment will not result in any increase in bushfire risk. As per Clause 13.02-1S Bushfire planning

'Directing population growth development to low risk locations and ensuring the availability of, and safe access to, areas where human life can be better protected from the effects of bushfire.'

The areas affected by the Overlay cover existing pipelines. The land is largely cleared of vegetation or covered by urban forms. Further, as the overlay controls seek to minimise risk to life as a priority, property, community infrastructure and the natural environment, the amendment is consistent with Clause 13.02-1S.

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.
- Ministerial Direction No.11 Strategic Assessment of Amendments.
- Ministerial Direction No.15 The Planning Scheme Amendment Process.
- Ministerial Direction No. 19 (MD19) The Preparation and Contents of Amendments That May Significantly Impact the Environment, Amenity and Human Health. Advice was sought from the EPA on 15 July 2021.

EPA's response (email received 29 July 2021) states that it does not consider MD19 is relevant to a proposal to apply the BAO as it considers its application *would not result in significant impacts on the environment, amenity and human health due to pollution and waste*. However, the EPA does note that Council is required to provide the written views of the EPA or any 'other relevant authority' for authorisation of an amendment, under section 81A of the Planning and Environment Act 1987 (PEA).

The EPA understands that ESV are reviewing the draft BAO1 and considers they are the more appropriate authority to assess the BAO under s8A as they hold the experience relevant to pipeline safety.

Notwithstanding this, EPA has determined the proposal presents a low risk to the environment, amenity, and human health as a result of pollution or waste. Therefore they do not have any specific advice for consideration and do not need to be consulted further.

- Ministerial Direction No. 20 Major Hazard Facilities. Advice was sought from both Worksafe Victoria and the Minister for Economic Development on 16 July 2021.

The Major Hazards Unit of Worksafe Victoria has made contact (phone conversation 20 July 2021) and advised that a representative of their land use planning department would be in contact. Correspondence dated 15 September advised Council that based on the information provided, Worksafe Victoria had no objection to the proposed Amendment C121 at this time.

Invest Victoria have made contact on behalf of the Minister for Economic Development (email received 21 July 2021) and have been interested in how this impacts Australian Paper in Maryvale as this is the only Major Hazard Facility in the Municipality. Further information has been provided in the form of maps and meeting on the 19 August 2021 discussed the impacts of the BAO1 for the

only Major Hazard Facility in Latrobe City – Australian Paper. Invest Victoria had no comments as of yet on the amendment and dialogue is ongoing.

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

The amendment directly supports the following objectives and strategies of the Planning Policy Framework and State policy:

- Clause 11 (Settlement)

Clause 11.01-1S and 11.01-1R outline strategies to promote regional development, in particular by:

- *Balancing strategic objectives to achieve improved land use and development outcomes at a regional, catchment and local level.*
- *Support urban growth in Latrobe City as Gippsland's regional city, at Bairnsdale, Leongatha, Sale, Warragul/Drouin and Wonthaggi as regional centres, and in sub-regional networks of towns.*

The amendment supports urban growth as it seeks to ensure the security of supply of resources such as gas, and oil, which are critical to local, Regional and State-wide communities. The amendment balances this protection of pipelines with development needs by seeking safely and appropriately sited land use and development within the Overlay area. Permit triggers are removed from use and development that do not pose a threat or increase the consequence of a pipeline failure, or which are subject to existing provisions that provide notification of Pipeline Licensees

- Clause 12 (Environmental and Landscape Values)

Clause 12.01-1S seeks to protect and conserve Victoria's biodiversity and native vegetation. Impacts from land use and development should be avoided or minimised where possible. Clause 12.03-1S seeks to protect and enhance river corridors, waterway, lakes and wetlands. Clause 12.01L seeks to adopt the precautionary principle where there are threats of environmental damage, such as damage or destruction of habitat.

Licensed pipelines traverse the municipality through identified important areas of biodiversity, in particular, the Strzelecki – Alpine Biolink which conserves and restores habitat connections and benefits the movement of wildlife. Pipelines cross designated water catchment areas and waterways. Pipeline failure and the release of contents can have devastating impacts on the environment, including toxic pollution of the water, soil and air, damaging and killing both flora and fauna. The amendment supports the precautionary principle approach as the Overlay clearly defines the calculated extent of pipeline failure and applies controls to ensure that due assessment is given to development and use within to prevent such occurrences.

- Clause 13 (Environmental Risks and Amenity)

Clause 13 states that planning should identify, prevent and minimise the risk of harm to the environment, human health and amenity through: land use compatibility and effective controls to prevent or mitigate significant impacts. Clause 13.07-1S *Land Use Compatibility* seeks to protect community amenity, human health and safety while facilitating appropriate infrastructure with potential adverse off-site impacts.

The overarching aim of the amendment is to protect against pipeline failure and minimise risks to human health, the environment and property. The Overlay clearly identifies the area around pipelines where failure is most likely to impact and provides directions to minimise risks for those most susceptible land uses. Through permit triggers and subsequent notification, Pipeline licensees, through ESV, are able to be involved in the early stages of planning to assist in appropriate site design and management and in turn adjust safety management procedures for pipelines, accordingly.

- Clause 19 (Infrastructure)

Clause 19 seeks to minimise the impact of use and development on the operation of major infrastructure of national, State and regional significance. Clause 19.01-3S relates to *Pipeline Infrastructure* and directly applies to the purpose of Licensed Pipelines. The clause seeks to ensure that gas, oil and other substances are safely delivered to users at minimal risk to people, other critical infrastructure and the environment.

Relevant Strategies under the policy include:

- *Recognise existing transmission-pressure gas pipelines in planning schemes and protect from further encroachment by residential development or other sensitive land uses, unless suitable additional protection of pipelines is provided.*
- *Provide for environmental management during construction and on-going operation of pipeline easements.*

The Amendment is a direct result of a study undertaken by GPA Engineering on behalf of Energy Safe Victoria and in consultation with Council for the review of planning controls (DDO1) for major pipelines in Latrobe City. This builds upon the ongoing call by Pipeline Licensees for more effective planning controls around major pipelines to ensure for continued safe and efficient operation.

Clause 19-01-3L *Pipeline Infrastructure* seeks to minimise risks associated with land use and subdivision within the measurement length of high pressure gas transmission pipelines and encourages risk sensitive development to be located outside of the pipeline measurement length.

The Amendment will specifically updates this clause by replacing 'pipeline measurement length' with 'notification area' as this represents the revised extent of the Overlay. This has been derived from a technical assessment by the Industry of the extent of a pipeline failure. Calculations are based on previous incidents, in conjunction with construction methods and materials, age of pipeline and contents. As a result, the width of the notification area is now particular to each pipeline rather than a one-size-fits-all width.

How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

Not applicable.

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

The amendment is strategically supported by the following objectives and strategies of the Municipal Planning Strategy:

- Clause 02.03-7 (Economic Development),

Clause 2.03-7 *Industry* recognises that land use conflicts may arise between industry and sensitive land uses and needs to be managed.

The amendment supports this policy as it seeks to ensure sensitive uses located within the notification area of licensed pipelines are designed to ensure the risk to human life is minimised. Sensitive uses are considered to be those where groups of people have limited capacity to protect themselves, or require assistance for evacuation. The land uses that fall into this category under Victorian Planning Scheme land use definitions in Clause 73.03 are an interpretation and extrapolation of 'Sensitive Uses' under Australian Standards 2885 (Pipelines – gas and liquid petroleum).

- Clause 02.03-9 (Infrastructure)

Clause 02.03-9 *Infrastructure assets*, recognises that several high-pressure gas transmission pipelines run through Latrobe and that development near these can pose risk to human life. Planning for infrastructure assets seeks to:

- *Protect infrastructure assets from encroachment of development that would compromise their efficient functioning and safety.*
- *Manage land use and development in the vicinity of the pipelines to minimise risks to human life and the functional operation of the pipelines.*

The amendment directly supports this policy as it designates land uses, and associated development, within the notification area of a pipeline, where there is a severe risk of impact in the event of a pipeline failure. In addition to sensitive uses, this includes uses where large groups of people are likely to congregate and where there are quantities of combustible substances and energy production that would escalate the impacts of escaped pipeline contents. These land uses are an interpretation and extrapolation of 'Crowd' and 'Heavy Industrial' uses under AS 2885. Referral of applications allow for Pipeline licensees, co-ordinated by ESV, to be consulted and provide input into the process for development approvals and provide design input at an early stage.

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

The Amendment makes proper use of the Victorian Planning Provisions, in particular through the use of the BAO. The BAO improves and simplifies the planning around licensed pipelines by removing and replacing an inappropriate planning tool (DDO1) with one which is designed to clearly define safe land management around such assets. It specifically allows for controls over use and development.

The amendment is generally consistent with the following relevant Planning Practice Notes and Planning Advisory Notes:

- A Practitioner's Guide to Victorian Planning Schemes
- PPN13: Incorporated and Background Documents
- PPN55: Referral and Notice Provisions
- PPN92: Managing buffers for land use compatibility
- AN48: Ministerial Direction No. 15 – The Planning Scheme Amendment Process

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

Relevant agencies and authorities were invited to participate in an information and ideas workshop during the development of the Pipelines Report. Attendees were from:

- APA Group (Networks and Transmission);
- Energy Safe Victoria (ESV);
- Esso Australia;
- Latrobe City Council;
- GPA Engineering;
- Auld Planning & Projects. Note:

The Amendment will again be referred to relevant agencies and authorities as part of the statutory exhibition process.

Does the Amendment address relevant requirements of the Transport Integration Act 2010?

The purpose of the Transport Integration Act 2010 is to create a framework for the provision of an integrated and sustainable transport system in Victoria. The vision statement recognises the aspirations of Victorians for an integrated and sustainable transport system that contributes to an inclusive, prosperous and environmentally responsible state.

The amendment will have negligible impact on the requirements of the Transport Integration Act 2010. Its main concern will be with safe construction in the vicinity of licensed pipelines.

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 have negligible impact on the City's resource and administrative costs. Even though there is an increase in the number of properties that are affected by the BAO1, it is expected to reduce the number of permit applications. The current DDO1 triggers permits for all development and subdivision, whereas the BAO1 triggers permits for a limited number of land uses, and development associated with such. The BAO1 removes permit requirements for low risk development such as fences, pools and signage. .

Where you may inspect this Amendment

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

- The service centres of the planning authority Latrobe City Council located at:
 - 141 Commercial Road, Morwell Vic 3840;
 - 34-38 Kay Street, Traralgon Vic 3844;
 - 9-11 Philip Parade, Churchill Vic 3842; and
 - 1-29 George Street, Moe Vic 3825.
- Latrobe City's website: www.latrobe.vic.gov.au/C121-

The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.planning.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 *TBA*.

A submission must be sent to:
Latrobe City Council
Strategic Planning Department
PO Box 264
Morwell VIC 3840

Or online at www.latrobe.vic.gov.au/C121 – Attention: Strategic Planning Department.



Panel hearing dates



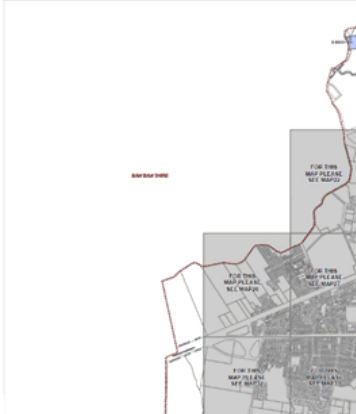
In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:




- directions hearing: *TBA*
- panel hearing: *TBA*


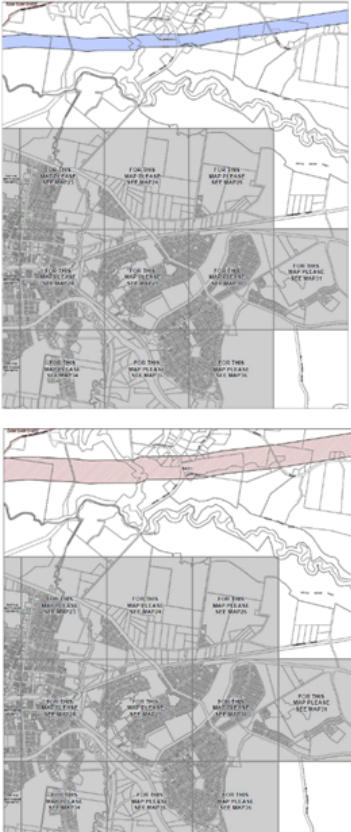
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ATTACHMENT 1 - Mapping reference table

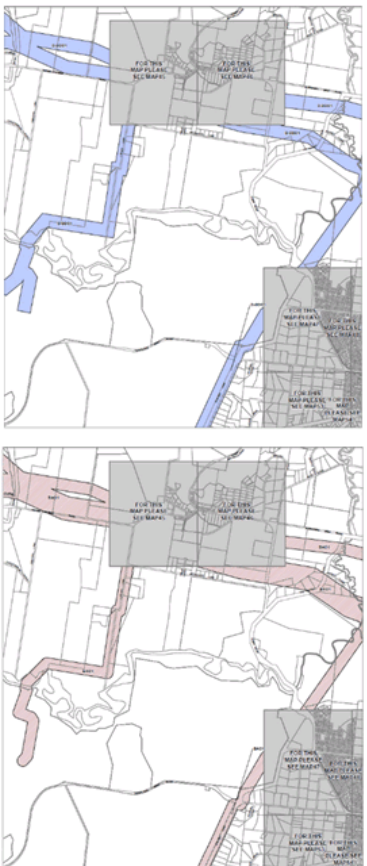

Location	Land /Area Affected	Mapping Reference
<p>Tanjil South & surrounds</p> <p>Municipal boundary to south of Brock Road and north of Purvis Road traversing mainly through Farming Zone Lane as per map provided</p>		<p>Latrobe C121 d-ddo Map11 Exhibition</p> <p>Latrobe C121 bao Map11 Exhibition</p>
<p>Yallourn North & surrounds</p> <p>North of Purvis Road and south of Kaye Road to Quarry Road/Manuells Blair Road intersection and Municipal boundary, traversing mainly through Farming zone land as per map provided</p>		<p>Latrobe C121 d-ddo Map12 Exhibition</p> <p>Latrobe C121 bao Map12 Exhibition</p>


		
<p>Yallourn North & surrounds</p> <p>South of Manuels Road, Blairs Road/Municipal boundary traversing mainly Farming Zone land as per map provided</p>		<p>Latrobe C121 d-ddo Map13 Exhibition</p> <p>Latrobe C121 bao Map13 Exhibition</p>
<p>Tanjil South</p> <p>Municipal boundary, south of Moe-Walhalla Road, north of Latrobe River traversing mainly through Farming zone land as per map provided</p>		<p>Latrobe C121 d-ddo Map21 Exhibition</p> <p>Latrobe C121 bao Map21 Exhibition</p>



		
<p>Moe South South of Tambo Road traversing through Farming zone land as per map provided</p>		<p>Latrobe C121 d-ddo Map32 Exhibition</p>
<p>Moe South South of Bormans Street and east of Pindari Road. Traversing Public Use and Rural Living Zone land as per map provided</p>		<p>Latrobe C121 d-ddo Map33 Exhibition</p>



<p>Moe South</p> <p>South of Bormans Street traversing Wattle Tree Road, traversing through Rural Living Zone land as per map provided</p>		<p>Latrobe C121 d-ddo Map34 Exhibition</p> <p>Latrobe C121 bao Map34 Exhibition</p>
<p>Tanjil South & surrounds</p> <p>South of Moe-Walhalla Road and Purvis Road, traversing mainly through Farming zone land north of Latrobe River as per map provided</p>		<p>Latrobe C121 d-ddo Map37 Exhibition</p> <p>Latrobe C121 bao Map37 Exhibition</p>



<p>Yallourn North Traversing Anderson Road, north of Purvis Road Traversing through Farming and Special Use Zone land as per map provided</p>		<p>Latrobe C121 d-ddo Map38 Exhibition Latrobe C121 bao Map38 Exhibition</p>
<p>Yallourn North Traversing Whittles Track, north of Barbor Road and Clarkes Road. Traversing through Special Use and Farming Zone land as per map provided</p> <p>Traversing Whittles Track, north of Barbor Road and Clarkes Road and traversing south of Clarkes Road to the eas. Traversing through Special Use and Farming Zone land as per map provided</p>		<p>Latrobe C121 d-ddo Map43 Exhibition Latrobe C121 bao Map43 Exhibition</p>




<p>Tyers & surrounds</p> <p>Traversing north of Brown-Coalmine Road, Archibolds Lane, crossing Tyers Road. Traversing Littles Lane crossing the Latrobe River east of Tanjil-East Road and west of Traralgon-West Road. East of Tyers Road, crossing the Latrobe River and Traralgon West Road, traversing Scrubby Lane. Traversing mainly through Farming Zone land as per map provided</p>		<p>Latrobe C121 d-ddo Map44 Exhibition</p> <p>Latrobe C121 bao Map44 Exhibition</p>
<p>Tyers</p> <p>Crossing Main Road, south of Glengarry West Road, north of Brown Coalmine Road. Traversing Littles Lane and mainly through Farming Zone land as per map provided</p> <p>Crossing Main Road, south of Glengarry West Road, traversing Brown Coalmine Road. Traversing Littles Lane and mainly through Farming Zone land as per map provided</p>		<p>Latrobe C121 d-ddo Map45 Exhibition</p> <p>Latrobe C121 bao Map45 Exhibition</p>



<p>Tyers South of Glengarry West road crossing Tyers Road, traversing mainly through Farming Zone land as per map provided</p>	 <p>The image contains two maps of the same geographic area, showing land parcels and a road. The top map features a blue shaded area representing a buffer zone, while the bottom map features a red shaded area representing a different buffer zone. Both maps show a road crossing a larger parcel, with various smaller parcels to the north and west.</p>	<p>Latrobe C121 d-ddo Map46 Exhibition Latrobe C121 bao Map46 Exhibition</p>
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<p>Traralgon Crossing north west Mary Claire Street, traversing Cemertary Drive and west of Scrubby Lane. Traversing mainly through Farming Zone and Public Use Zone land as per map provided</p>		<p>Latrobe C121 d-ddo Map47 Exhibition Latrobe C121 bao Map47 Exhibition</p>
<p>Traralgon West of Traralgon Maffra Road and north of Eastern Road traversing Rural Living Zone land as per map provided</p>		<p>Latrobe C121 bao Map51 Exhibition</p>



<p>Traralgon East</p> <p>Crossing Dranes Road and Stammers Road, north of Princes Highway, traversing through mainly Farming Zone land as per map provided</p> <p>Crossing Rocla Road, Dranes Road and Stammers Road, north of Princes Highway, traversing through mainly Farming Zone and Rural Living Zone land as per map provided</p>		<p>Latrobe C121 d-ddo Map52 Exhibition</p> <p>Latrobe C121 bao Map52 Exhibition</p>
<p>Traralgon & surrounds</p> <p>South of Glengarry West Road, traversing and crossing the Latrobe River. Crossing Traralgon Maffra Road south of the Latrobe River, traversing Burnetts Road, Baldwin Road and Dranes Road. Traversing through mainly Farming Zone land and per map provided</p>		<p>Latrobe C121 d-ddo Map63 Exhibition</p> <p>Latrobe C121 bao Map63 Exhibition</p>



<p>Traralgon East & surrounds</p> <p>South of Municipal boundary, traversing Burnetts Road, crossing Kenyons Lane north of Princes Drive. Traversing Dranes Road, crossing Turnbull Drive, Varney Crescent and Kings Way north of Princes Highway. Crossing Princess Highway and Kenyons Lane south of Princes Highway, north of Widows Lane. Traversing mainly through Farming Zone and Rural Living Zone as per map provided</p>		<p>Latrobe C121 d-ddo Map64 Exhibition</p> <p>Latrobe C121 bao Map64 Exhibition</p>
<p>Flynn</p> <p>South of Municipal boundary crossing Princes Highway and north of Green Road. Traversing through mainly Farming Zone land per map provided</p>		<p>Latrobe C121 d-ddo Map65 Exhibition</p> <p>Latrobe C121 bao Map65 Exhibition</p>



<p>South of Municipal boundary crossing Princes Highway and north of Green Road. Traversing Barns Lane and mainly through Farming Zone land per map provided</p>		
<p>Flynn South of Pikes Lane and west of Municipal boundary, traversing mainly through Farming Zone land as per map provided</p>		<p>Latrobe C121 d-ddo Map66 Exhibition Latrobe C121 bao Map66 Exhibition</p>
<p>Moe South South of Tambo Road, east and north of Municipal boundary, traversing Tambo Road east of Pineridge Road and mainly through Farming Zone and Rural Living Zone</p>		<p>Latrobe C121 d-ddo Map67 Exhibition Latrobe C121 bao Map67 Exhibition</p>




<p>land as per map provided</p>		
<p>Hernes Oak & surrounds South of Princes Freeway, west of Vanys Track, north and east of Municipal boundary, traversing Coalville Road. Traversing through mainly Farming Zone and Rural Living Zone land as per map provided</p>		<p>Latrobe C121 d-ddo Map68 Exhibition Latrobe C121 bao Map68 Exhibition</p>


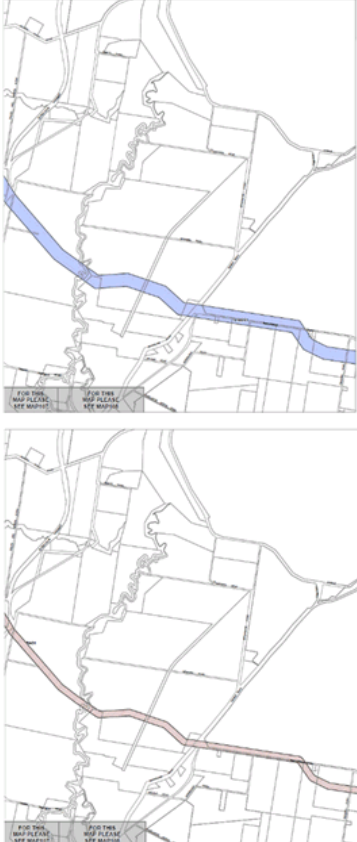

<p>Hazelwood North</p> <p>South of Firmins Lane, west of Monash Way, traversing through Industrial Zone land as per map provided</p>		<p>Latrobe C121 d-ddo Map70 Exhibition</p> <p>Latrobe C121 bao Map70 Exhibition</p>
<p>Morwell</p> <p>Traversing Tramway Road south from Princes Drive and mainly through Industrial Zone and Road Zone land as per map provided</p>		<p>Latrobe C121 bao Map78 Exhibition</p>

<p>Morwell</p> <p>East of National Road, crossing and south of Princes Freeway traversing through mainly Farming Zone land as per map provided</p>		<p>Latrobe C121 d-ddo Map79 Exhibition</p> <p>Latrobe C121 bao Map79 Exhibition</p>
<p>Hazelwood North</p> <p>East of Monash Way traversing through Industrial Zone land as per map provided</p>		<p>Latrobe C121 d-ddo Map82 Exhibition</p> <p>Latrobe C121 bao Map82 Exhibition</p>

		
<p>Hazelwood North</p> <p>South of Princes Freeway crossing Firmins Lane and west of Tramway Road. Traversing through Industrial Zone and Road Zone land as per map provided</p> <p>South of Princes Freeway crossing Firmins Lane and west of Tramway Road. Traversing Tramway Road. Traversing through Industrial Zone and Road Zone land as per map provided</p>		<p>Latrobe C121 d-ddo Map83 Exhibition</p> <p>Latrobe C121 bao Map83 Exhibition</p>

<p>Hazelwood North</p> <p>South of Princes Freeway, west of Ambrose Road, crossing Groppi Road, Buckleys Road and Firmins Lane.</p> <p>Traversing through mainly Industrial Zone and Farming Zone land as per map provided</p>		<p>Latrobe C121 d-ddo Map84 Exhibition</p> <p>Latrobe C121 bao Map84 Exhibition</p>
<p>Morwell</p> <p>Traversing Scrubby Lane, Old Melbourne Road, and west boundary of Latrobe Regional Airport, crossing Princes Freeway.</p> <p>Traversing mainly through Farming Zone land as per map provided</p>		<p>Latrobe C121 d-ddo Map85 Exhibition</p> <p>Latrobe C121 bao Map85 Exhibition</p>

<p>Loy Yang Traversing Hyland Highway south and east of Broomfield Lane and mainly through Special Use Zone and Road Zone land as per map provided</p>		<p>Latrobe C121 bao Map87 Exhibition</p>
<p>Flynn West of Municipal Boundary traversing Barrs Lane and and Flynns Creek Road, north of Hyland Highway and through Farming Zone and Special Use Zone land as per map provided</p>		<p>Latrobe C121 bao Map88 Exhibition</p>
<p>Driffield East of McDonalds Track, north of Strzelecki Highway, crossing Varys Track, Golden Gully Road and Wilderness Creek. Traversing through mainly Special Use Zone lane as per map provided</p>		<p>Latrobe C121 d-ddo Map90 Exhibition Latrobe C121 bao1Map90 Exhibition</p>

		
<p>Hazelwood South of Golden Gully Road and Hazelwood Mine, crossing Strzelecki Highway, Morwell River, Yinnar Road, traversing Switchback Road and mainly through Special Use Zone land per map provided</p>		<p>Latrobe C121 d-ddo Map91 Exhibition Latrobe C121 bao Map91 Exhibition</p>
<p>Hazelwood North and surrounds East of Monash Way and Nadenbouschs Road, south of Switchback Road. West of Tramway Road and Birch Drive. Traversing mainly through Farming Zone</p>		<p>Latrobe C121 d-ddo Map92 Exhibition Latrobe C121 bao Map92 Exhibition</p>

land as per
map provided



*Planning and Environment Act 1987***LATROBE PLANNING SCHEME****AMENDMENT C121****INSTRUCTION SHEET**

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

The Latrobe Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 62 attached map sheet.

Overlay Maps

1. Amend Planning Scheme Map Nos 43DDO, 44DDO, 47DDO, 52DDO, 64DDO, 70DDO, 79DDO, 82DDO, 83DDO, 84DDO, 85DDO in the manner shown on 11 attached maps marked "Planning Scheme, Amendment C121".
2. Insert new Planning Scheme Map Nos 11BAO, 12BAO, 13BAO, 21BAO, 34BAO, 37BAO, 38BAO, 43BAO, 44BAO, 45BAO, 46BAO, 47BAO, 51BAO, 52BAO, 63BAO, 64BAO, 65BAO, 66BAO, 67BAO, 68BAO, 70BAO, 78BAO, 79BAO, 82BAO, 83BAO, 84BAO, 85BAO, 87BAO, 88BAO, 90BAO, 91BAO, 92BAO in the manner shown on the 32 attached maps marked "Latrobe Planning Scheme, Amendment C121".
3. Delete Planning Scheme Map Nos 11DDO, 12DDO, 13DDO, 21DDO, 32DDO, 33DDO, 34DDO, 37DDO, 38DDO, 45DDO, 46DDO, 63DDO, 65DDO, 66DDO, 67DDO, 68DDO, 90DDO, 91DDO, 92DDO in the manner shown on the 19 attached maps marked "Latrobe Planning Scheme, Amendment C121".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

4. In **Planning Policy Framework** – replace Morwell Town Structure Map under Clause 11.01-L in the form of the attached document.
5. In **Planning Policy Framework** – replace Clause 19.01-3L with a new Clause 19.01-3L in the form of the attached document.
6. In **Overlays** – Clause 43.02, delete Schedule 1.
7. In **Overlays** – Clause 44.08, insert a new Schedule 1 in the form of the attached document
8. In **General Provisions** – Clause 66.04, replace the Schedule with a new Schedule in the form of the attached document.
9. In **Operational Provisions** – Clause 72.03, replace the Schedule with a new Schedule in the form of the attached document
10. In **Operational Provisions** – Clause 72.08, replace the Schedule with a new Schedule in the form of the attached document.

11. In **Operational Provisions** – Clause 74.01, replace the Schedule with a new Schedule in the form of the attached document.

End of document

LATROBE PLANNING SCHEME - LOCAL PROVISION AMENDMENT C121latr

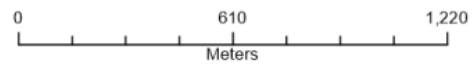


LEGEND

- D-DDO - Area to be deleted from a Design and Development Overlay
- Municipal Boundary

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Australian Map Grid Zone 55

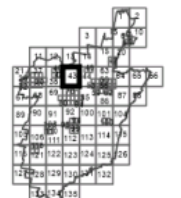


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MAP No 43DDO

LATROBE PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C121latr

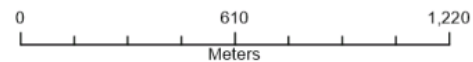


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Australian Map Grid Zone 55

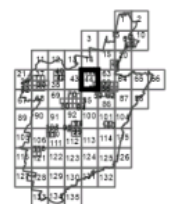
NORTH

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MAP No 44DDO

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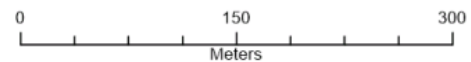


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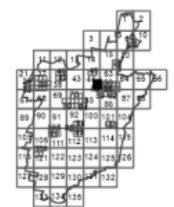


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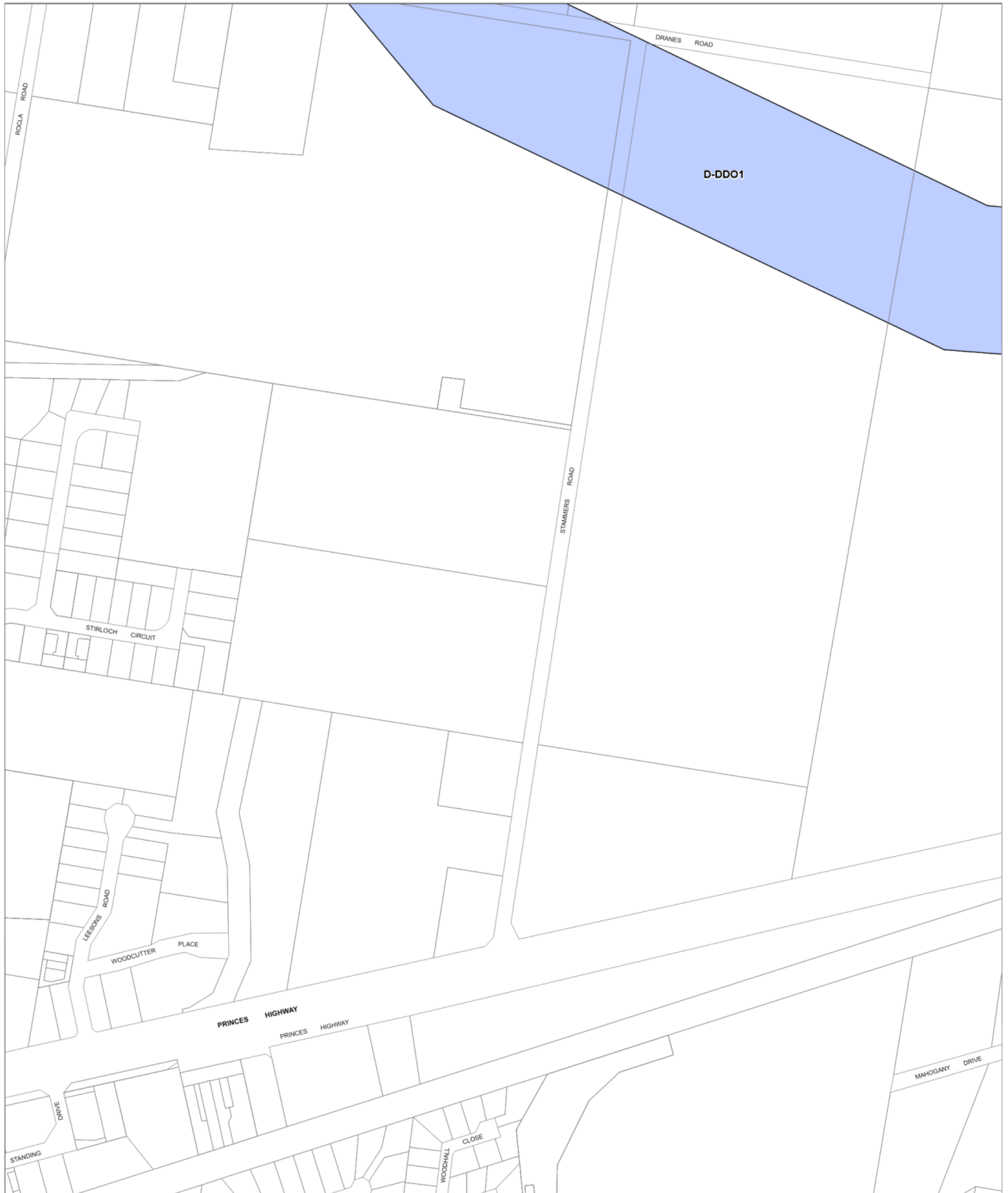
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MAP No 47DDO

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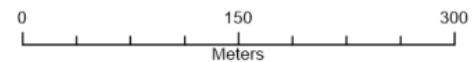


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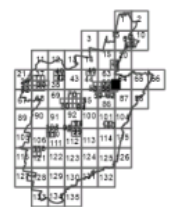


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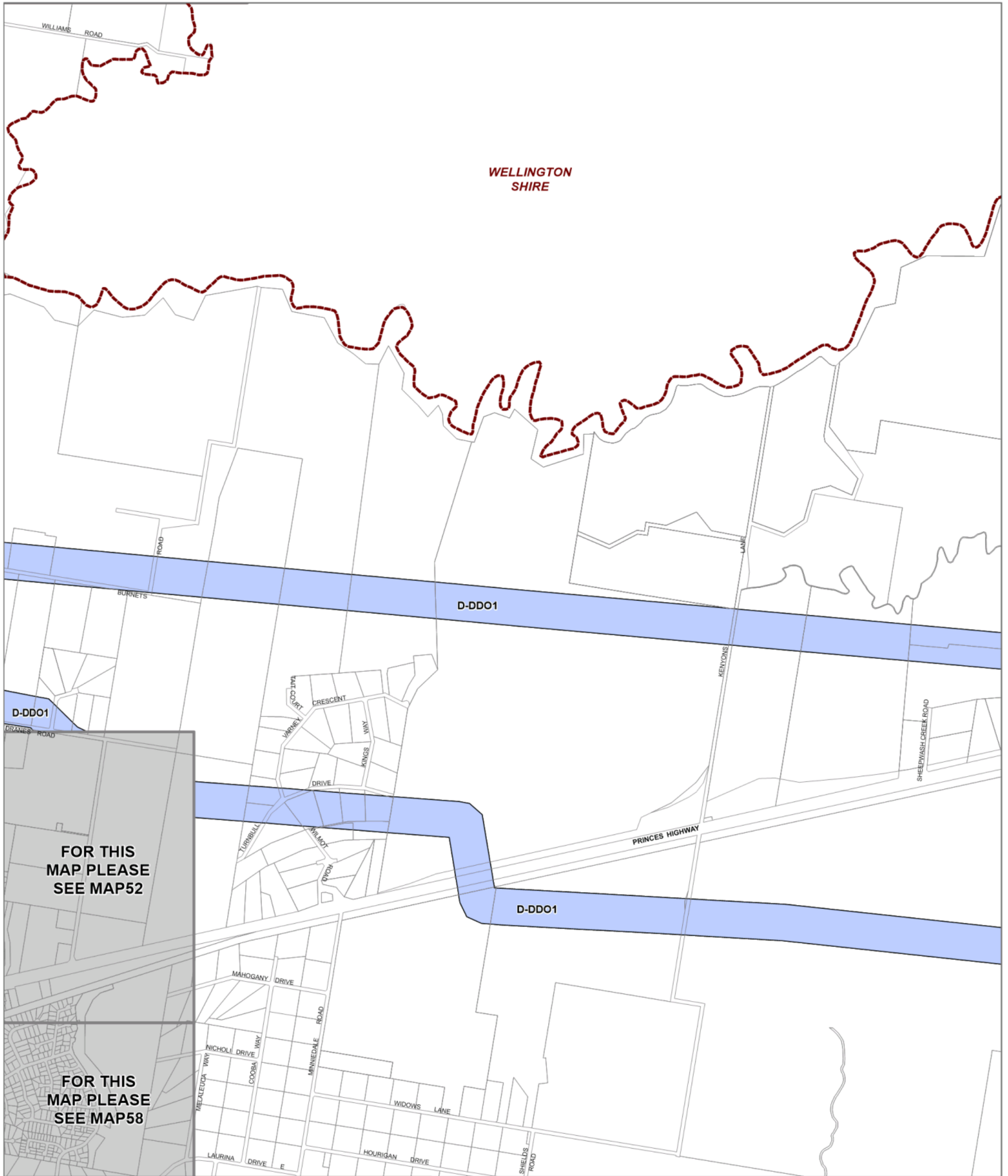
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MAP No 52DDO

LATROBE PLANNING SCHEME - LOCAL PROVISION
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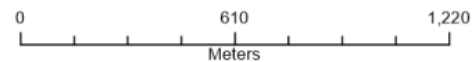


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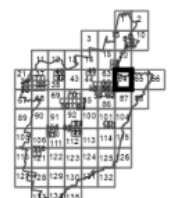


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AREA TO BE DELETED FROM A DESIGN AND DEVELOPMENT OVERLAY

MAP No 64DDO

LATROBE PLANNING SCHEME - LOCAL PROVISION AMENDMENT C121latr



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		<p> NORTH</p>	<p>Australian Map Grid Zone 55</p>	
		<p>Planning Group Printed: 26/04/2021 Amendment Version: 2</p>	<p>Environment, Land, Water and Planning</p>	

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MAP No 70DDO

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AMENDMENT C121latr

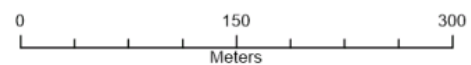


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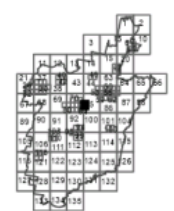


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MAP No 79DDO

LATROBE PLANNING SCHEME - LOCAL PROVISION AMENDMENT C121latr

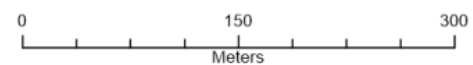


LEGEND

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- Municipal Boundary

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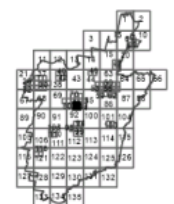


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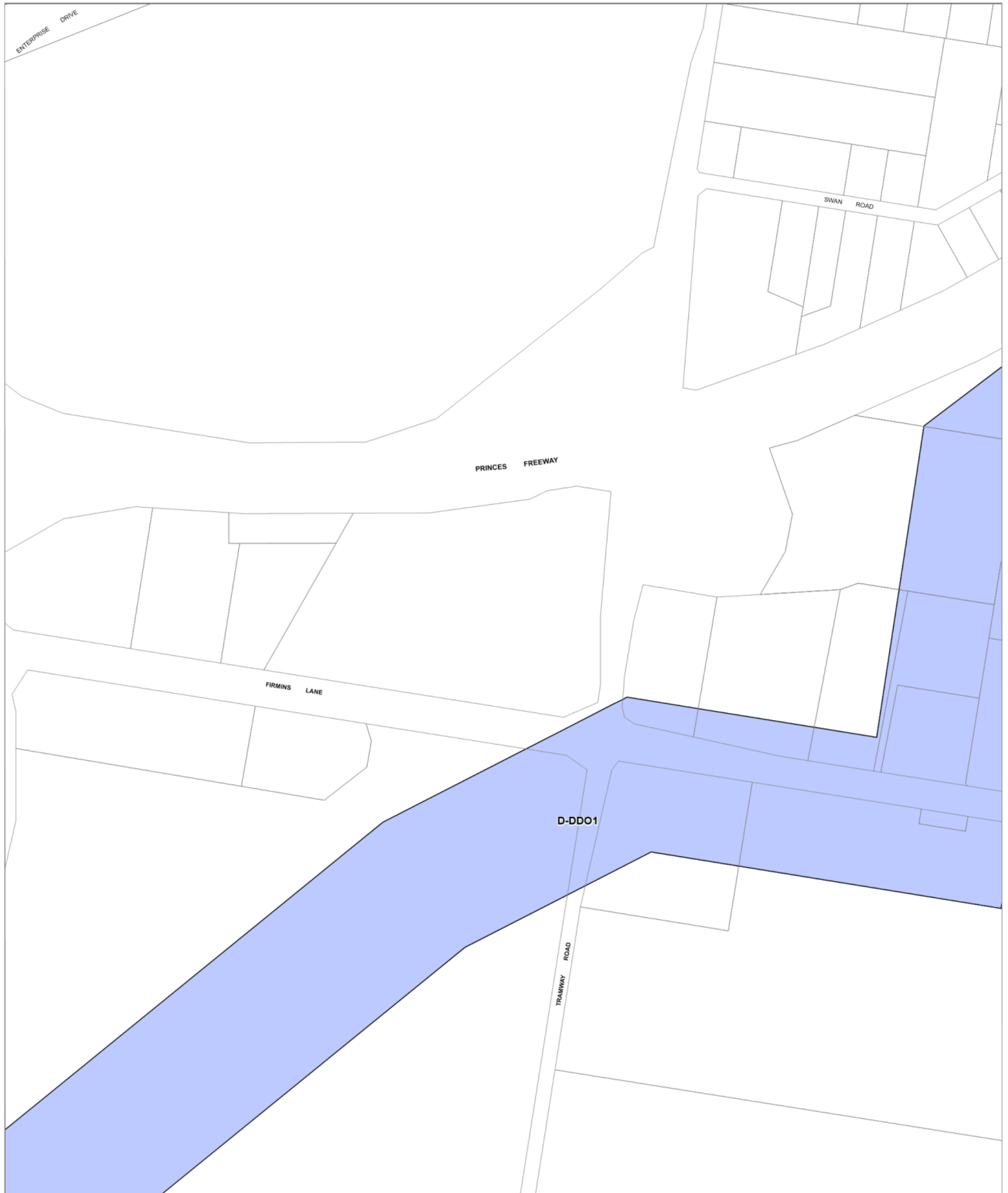
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AREA TO BE DELETED FROM A DESIGN AND DEVELOPMENT OVERLAY

MAP No 82DDO

LATROBE PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C121latr



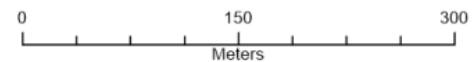
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D-DDO - Area to be deleted from a Design and Development Overlay

Municipal Boundary

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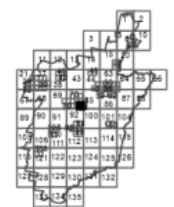


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AREA TO BE DELETED FROM A DESIGN AND DEVELOPMENT OVERLAY

MAP No 83DDO

LATROBE PLANNING SCHEME - LOCAL PROVISION AMENDMENT C121latr



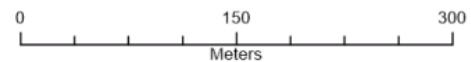
LEGEND

D-DDO - Area to be deleted from a Design and Development Overlay

Municipal Boundary

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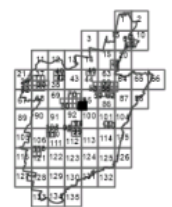


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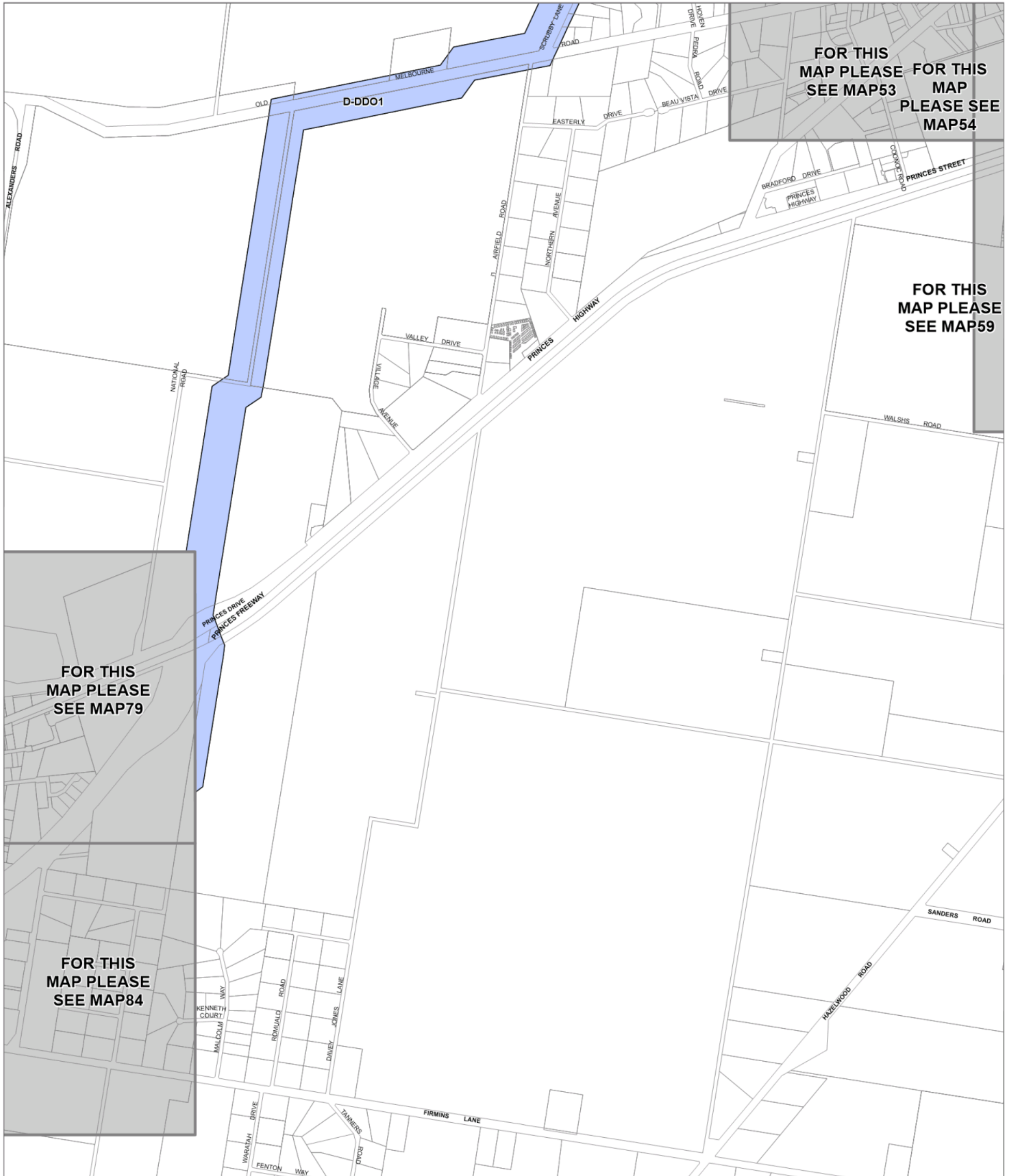
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AREA TO BE DELETED FROM A DESIGN AND DEVELOPMENT OVERLAY

MAP No 84DDO

LATROBE PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C121latr



FOR THIS MAP PLEASE SEE MAP53
FOR THIS MAP PLEASE SEE MAP54

FOR THIS MAP PLEASE SEE MAP59

FOR THIS MAP PLEASE SEE MAP79

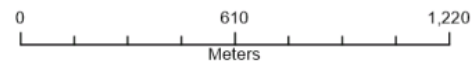
FOR THIS MAP PLEASE SEE MAP84

LEGEND

- D-DDO - Area to be deleted from a Design and Development Overlay
- Municipal Boundary

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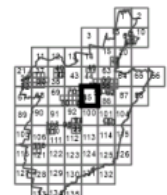


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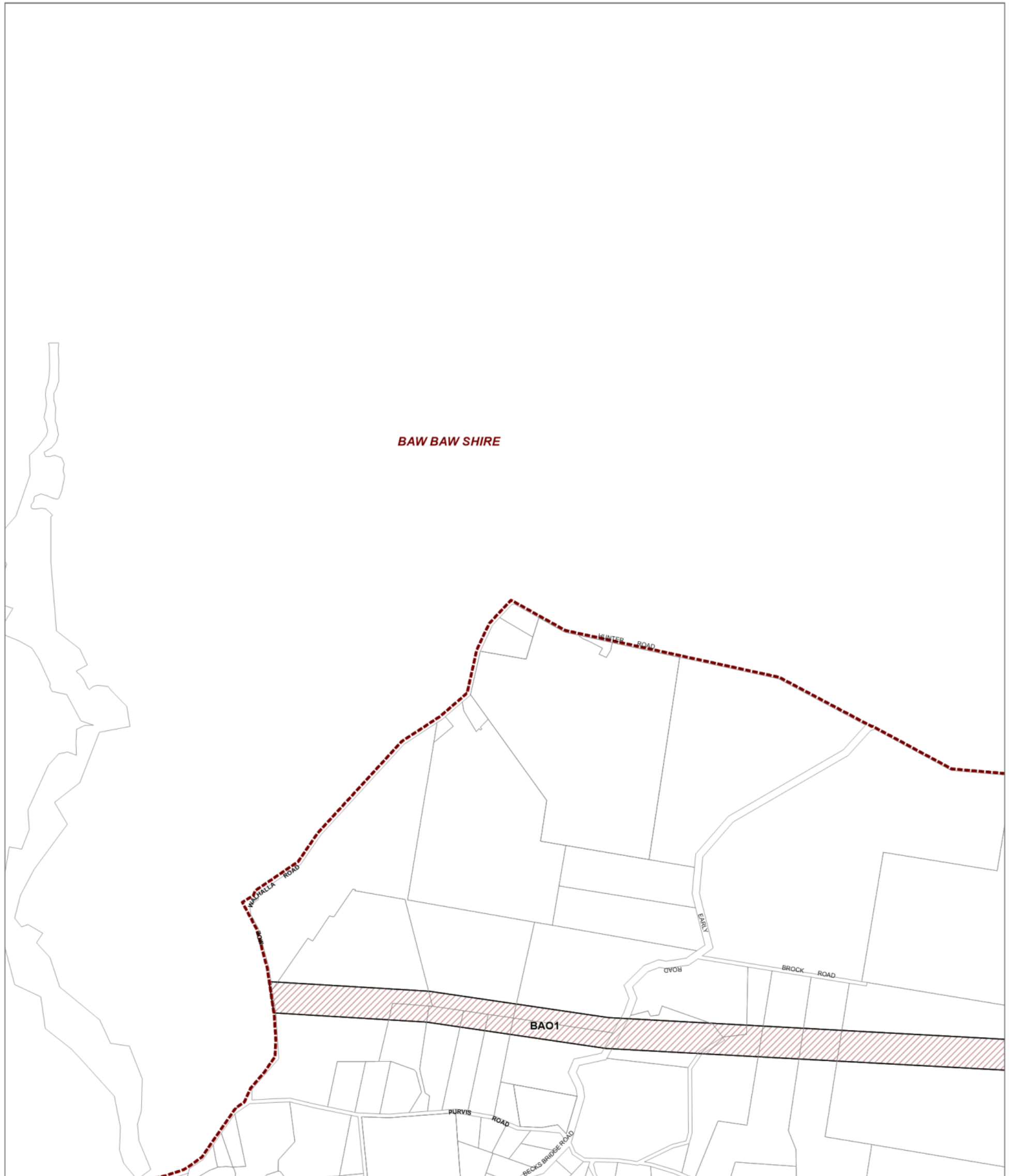
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AREA TO BE DELETED FROM A DESIGN AND DEVELOPMENT OVERLAY

MAP No 85DDO

LATROBE PLANNING SCHEME - LOCAL PROVISION AMENDMENT C121latr

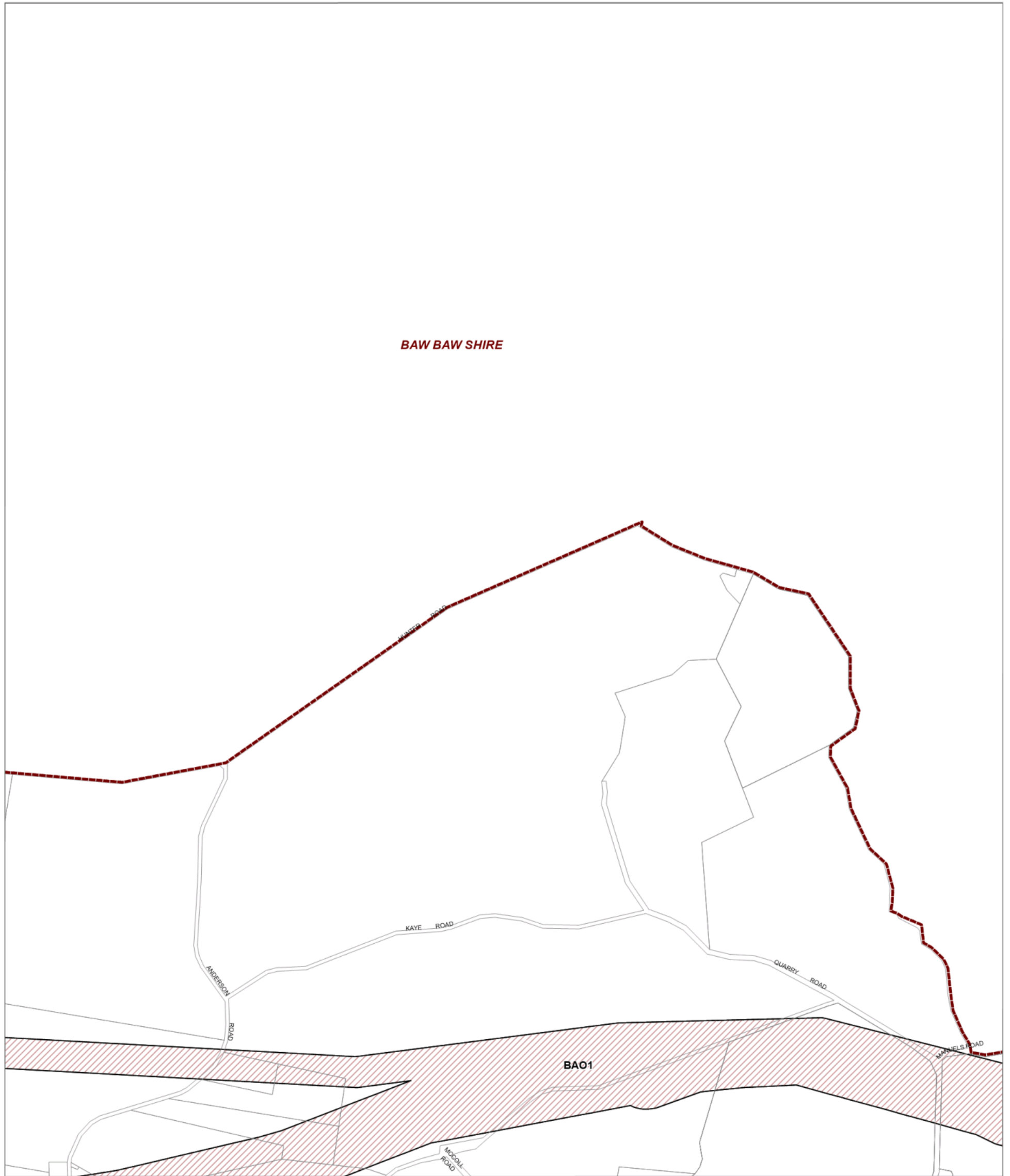


<p>LEGEND</p> <p> BAO1 - Buffer Area Overlay - Schedule 1</p>	<p> Municipal Boundary</p>	<p><small>Disclaimer</small> This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.</p> <p><small>© The State of Victoria Department of Environment, Land, Water and Planning 2021</small></p>	<p>0 610 1,220 Meters</p> <p>Australian Map Grid Zone 55</p>	<p>INDEX TO ADJOINING SCHEME MAPS</p>
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BUFFER AREA OVERLAY

MAP No 11BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C121latr

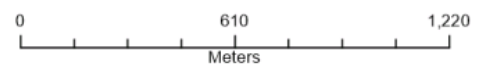


LEGEND
 BAO1 - Buffer Area Overlay - Schedule 1

Municipal Boundary

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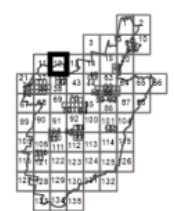


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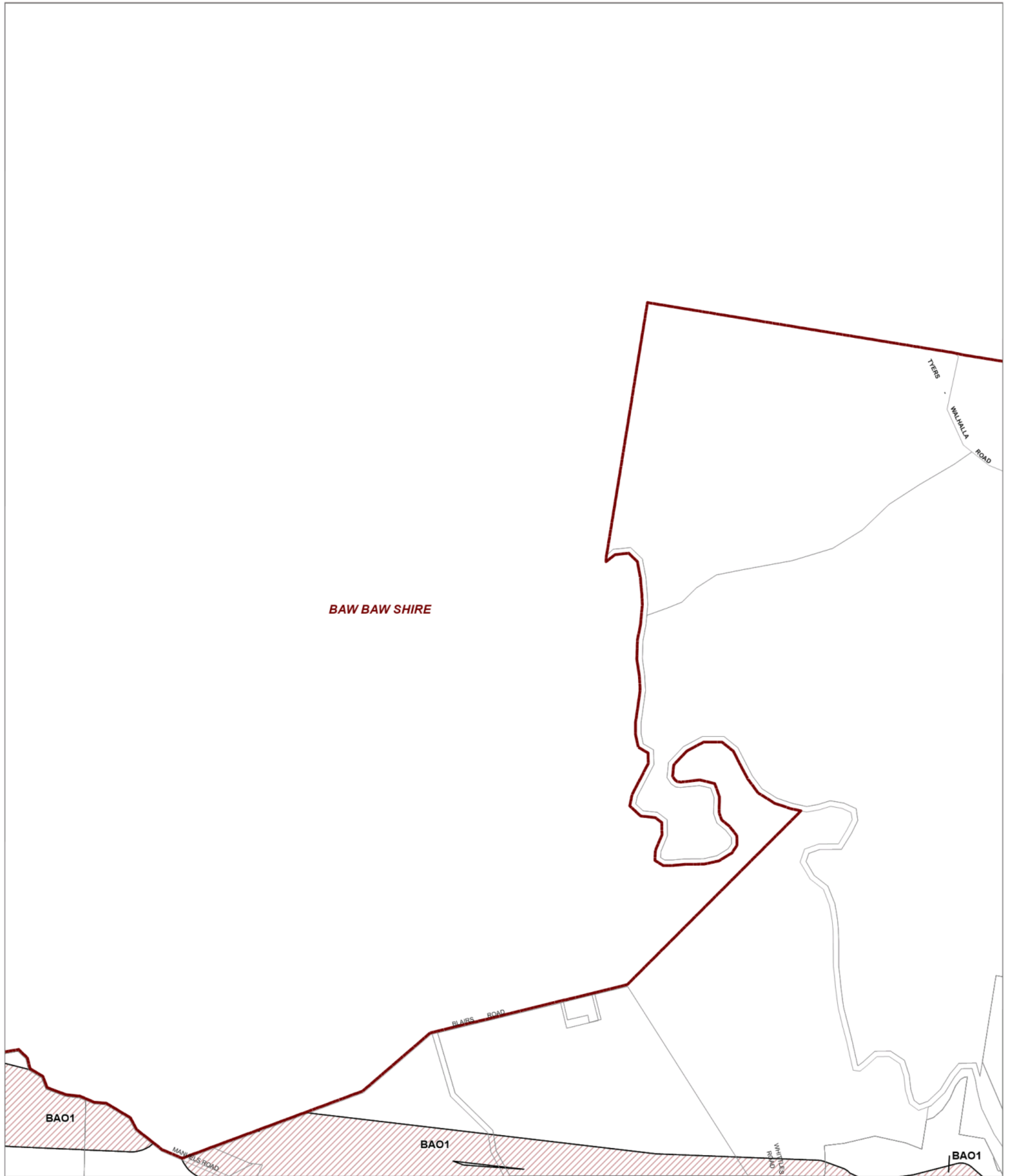
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BUFFER AREA OVERLAY

MAP No 12BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C121latr



LEGEND
 [Hatched Box] BAO1 - Buffer Area Overlay - Schedule 1
 [Dashed Box] Municipal Boundary

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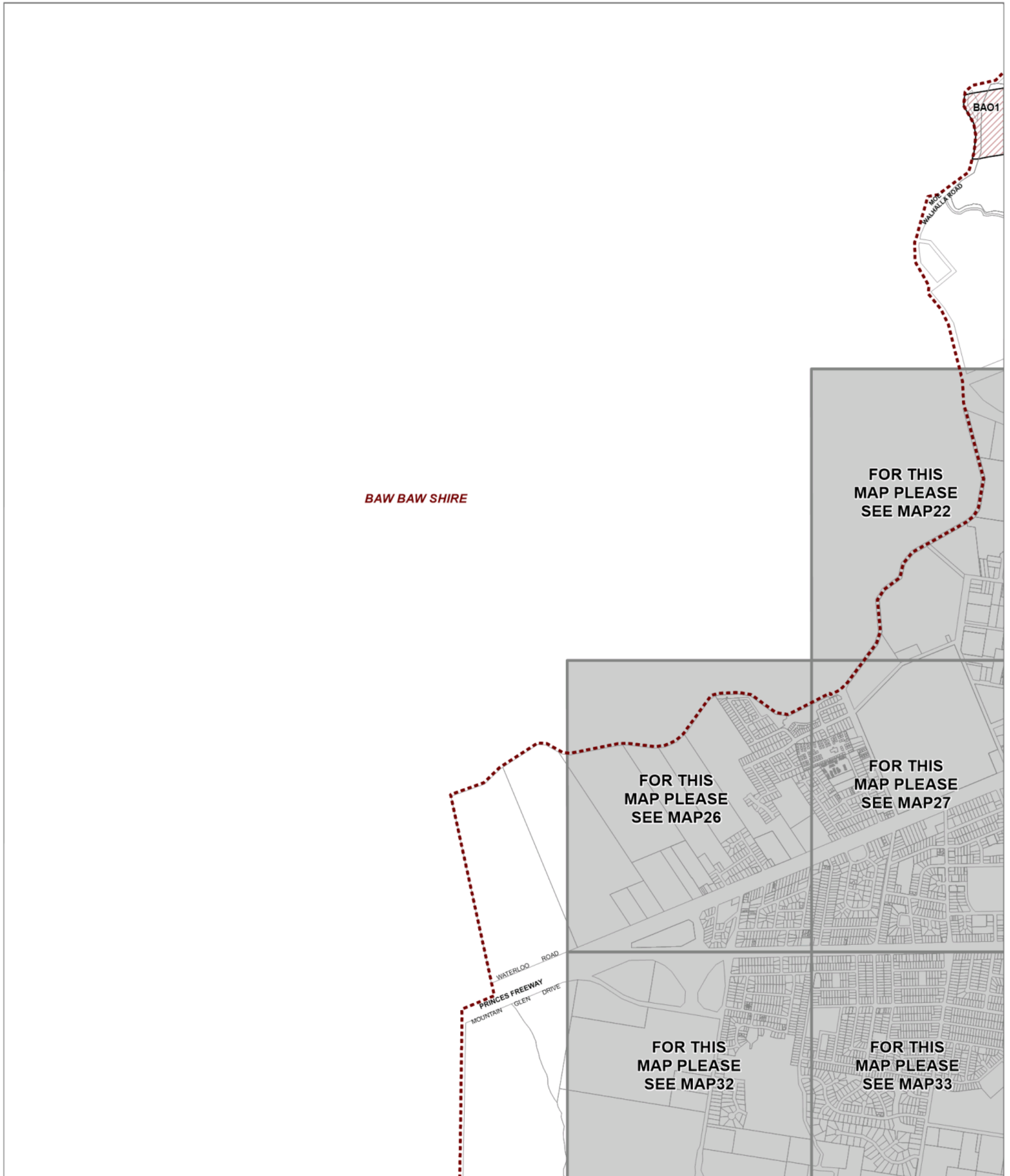
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BUFFER AREA OVERLAY

MAP No 13BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION AMENDMENT C121latr



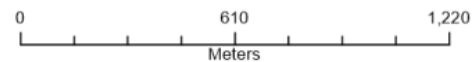
LEGEND

BAO1 - Buffer Area Overlay - Schedule 1

Municipal Boundary

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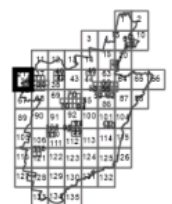


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BUFFER AREA OVERLAY

MAP No 21BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C121latr

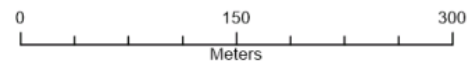


LEGEND
 BAO1 - Buffer Area Overlay - Schedule 1

Municipal Boundary

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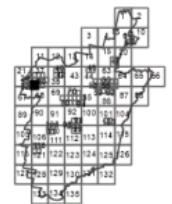
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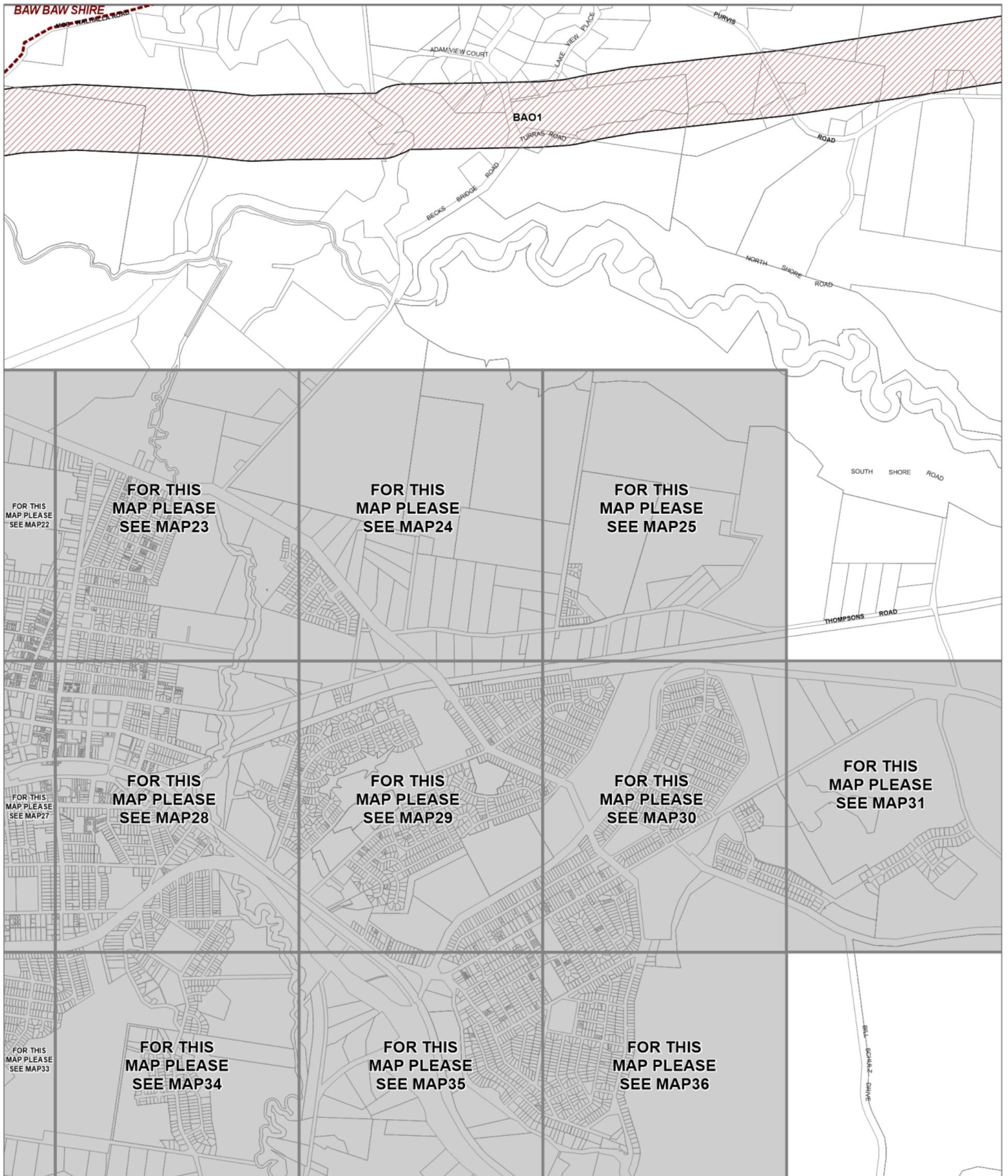
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BUFFER AREA OVERLAY

MAP No 34BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION AMENDMENT C121latr



LEGEND
 BAO1 - Buffer Area Overlay - Schedule 1
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BUFFER AREA OVERLAY

MAP No 37BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION AMENDMENT C121latr



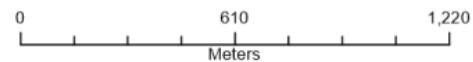
LEGEND

BAO1 - Buffer Area Overlay - Schedule 1

Municipal Boundary

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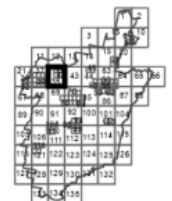


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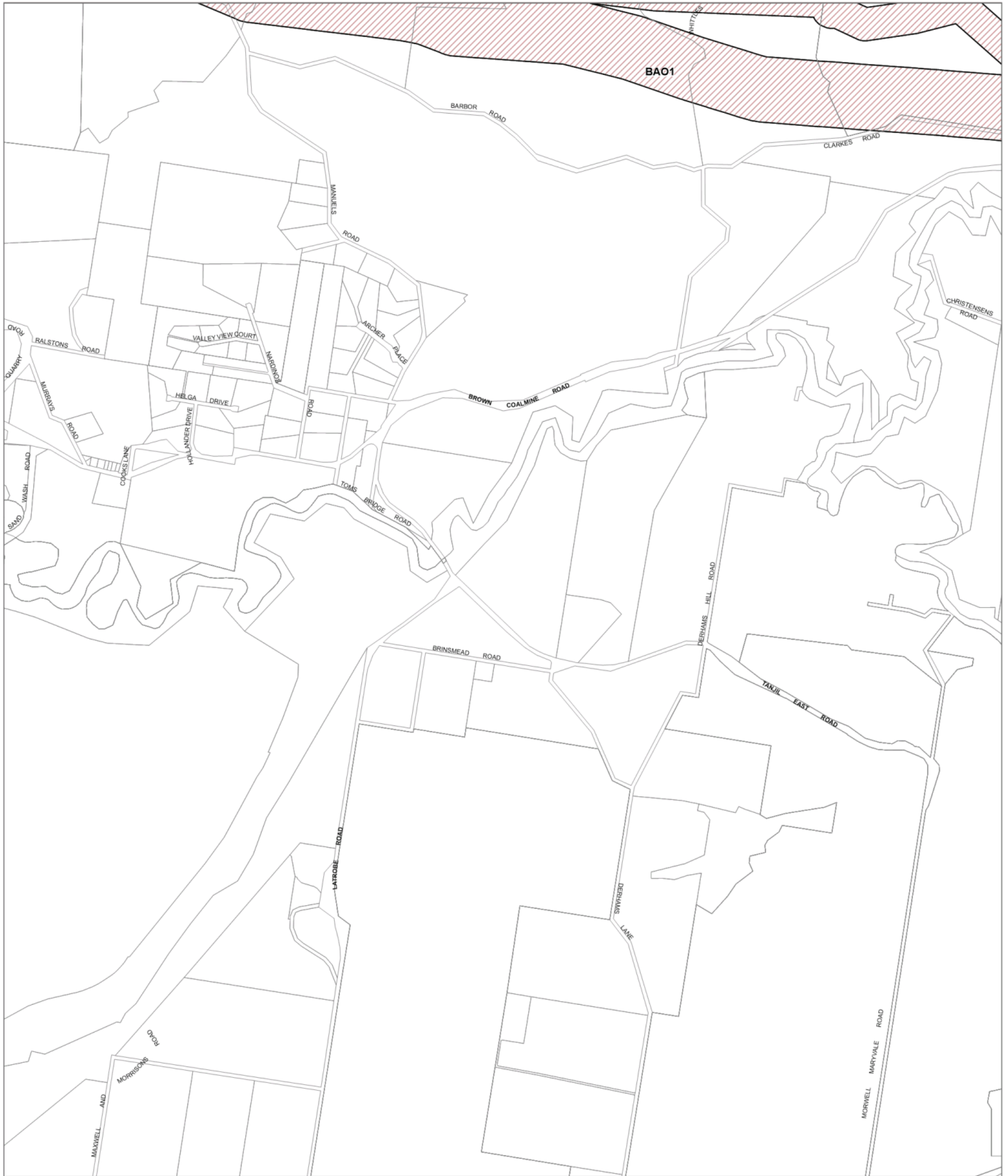
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BUFFER AREA OVERLAY

MAP No 38BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION AMENDMENT C121latr



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BUFFER AREA OVERLAY

MAP No 43BAO

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LEGEND
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 Municipal Boundary

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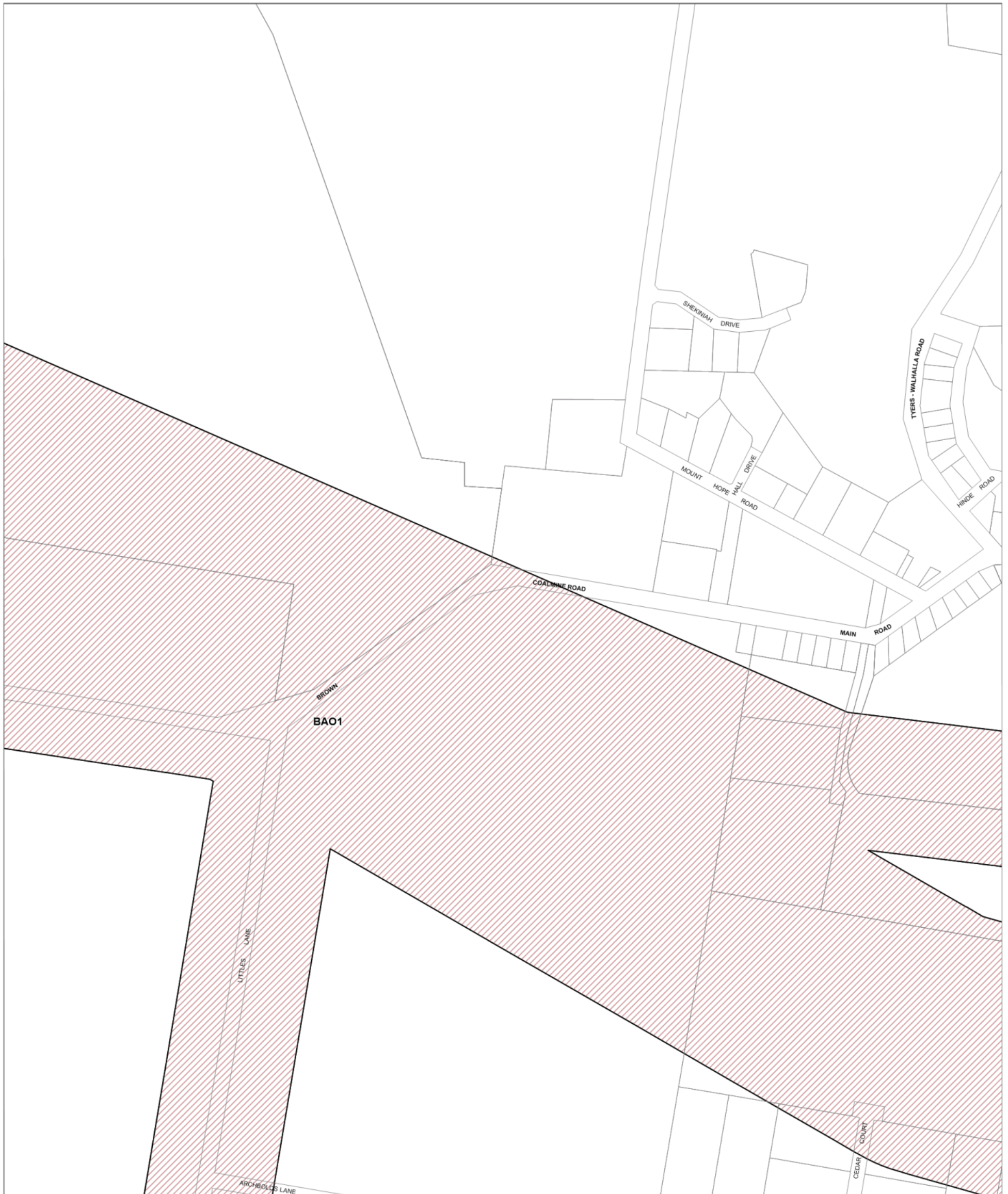
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BUFFER AREA OVERLAY

MAP No 44BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION AMENDMENT C121latr



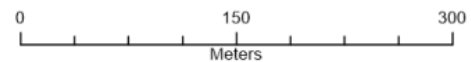
LEGEND

BAO1 - Buffer Area Overlay - Schedule 1

Municipal Boundary

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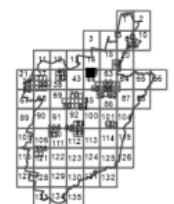


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BUFFER AREA OVERLAY

MAP No 45BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION AMENDMENT C121latr



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BUFFER AREA OVERLAY

MAP No 46BAO

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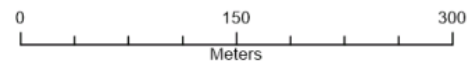
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BAO1 - Buffer Area Overlay - Schedule 1

Municipal Boundary

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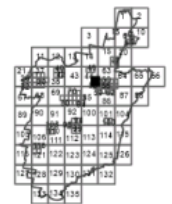
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BUFFER AREA OVERLAY

MAP No 47BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION AMENDMENT C121latr



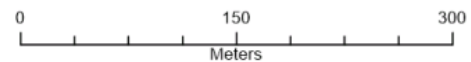
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BAO1 - Buffer Area Overlay - Schedule 1

Municipal Boundary

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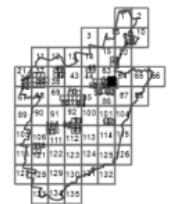


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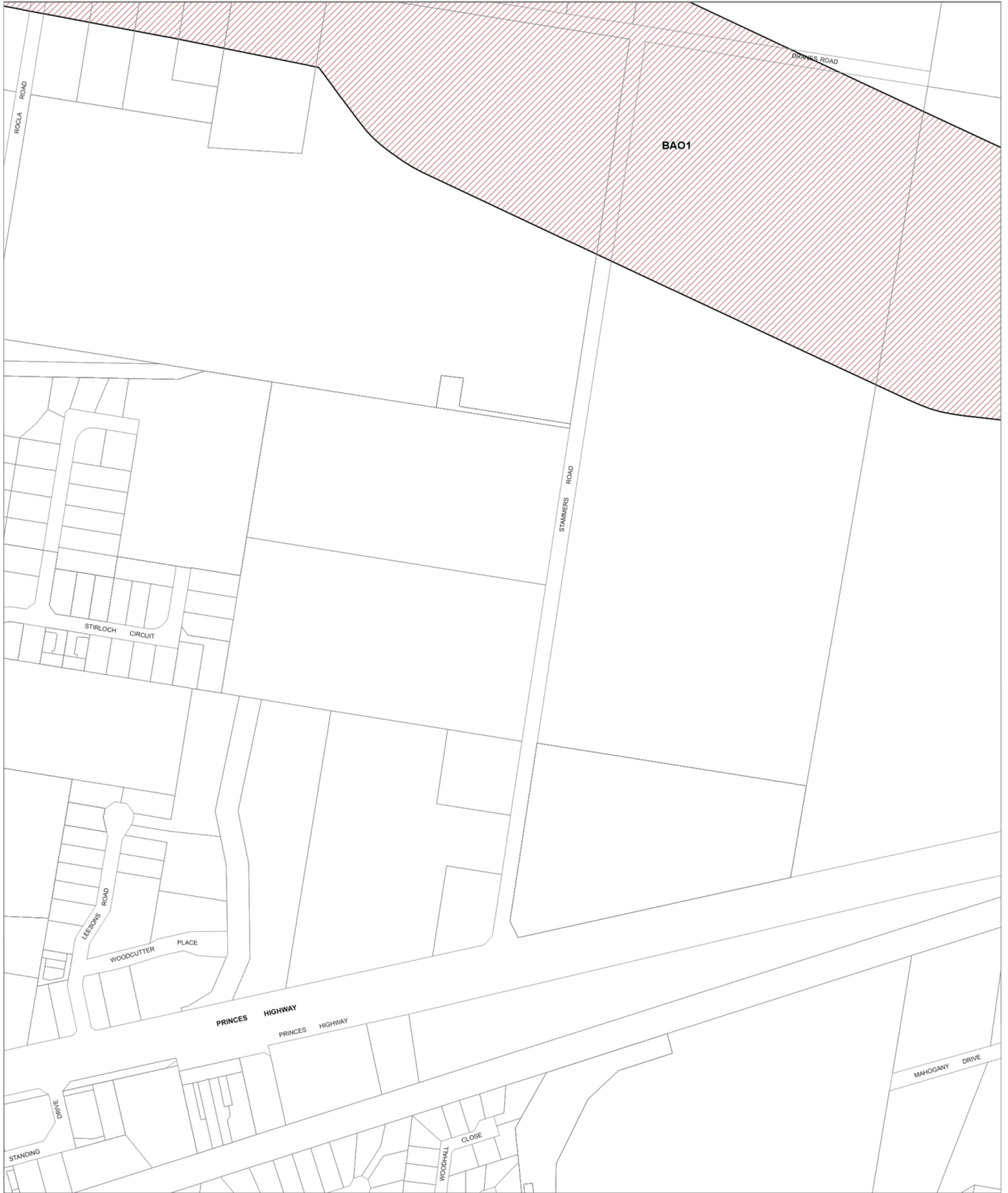
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BUFFER AREA OVERLAY

MAP No 51BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C121latr



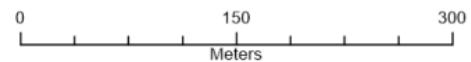
LEGEND

BAO1 - Buffer Area Overlay - Schedule 1

Municipal Boundary

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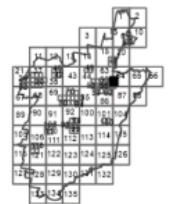


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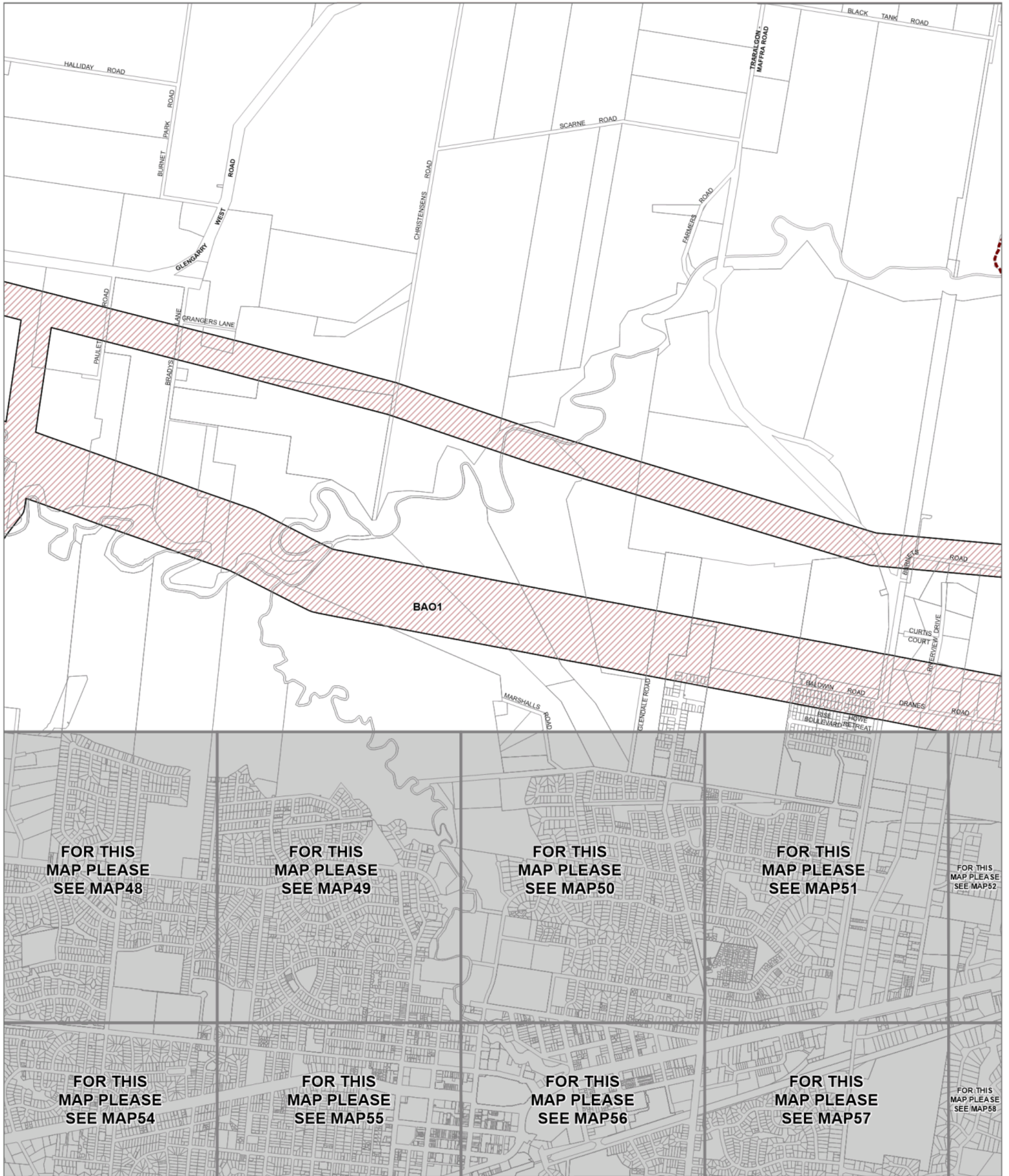
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BUFFER AREA OVERLAY

MAP No 52BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION AMENDMENT C121latr



LEGEND
 BAO1 - Buffer Area Overlay - Schedule 1
 Municipal Boundary

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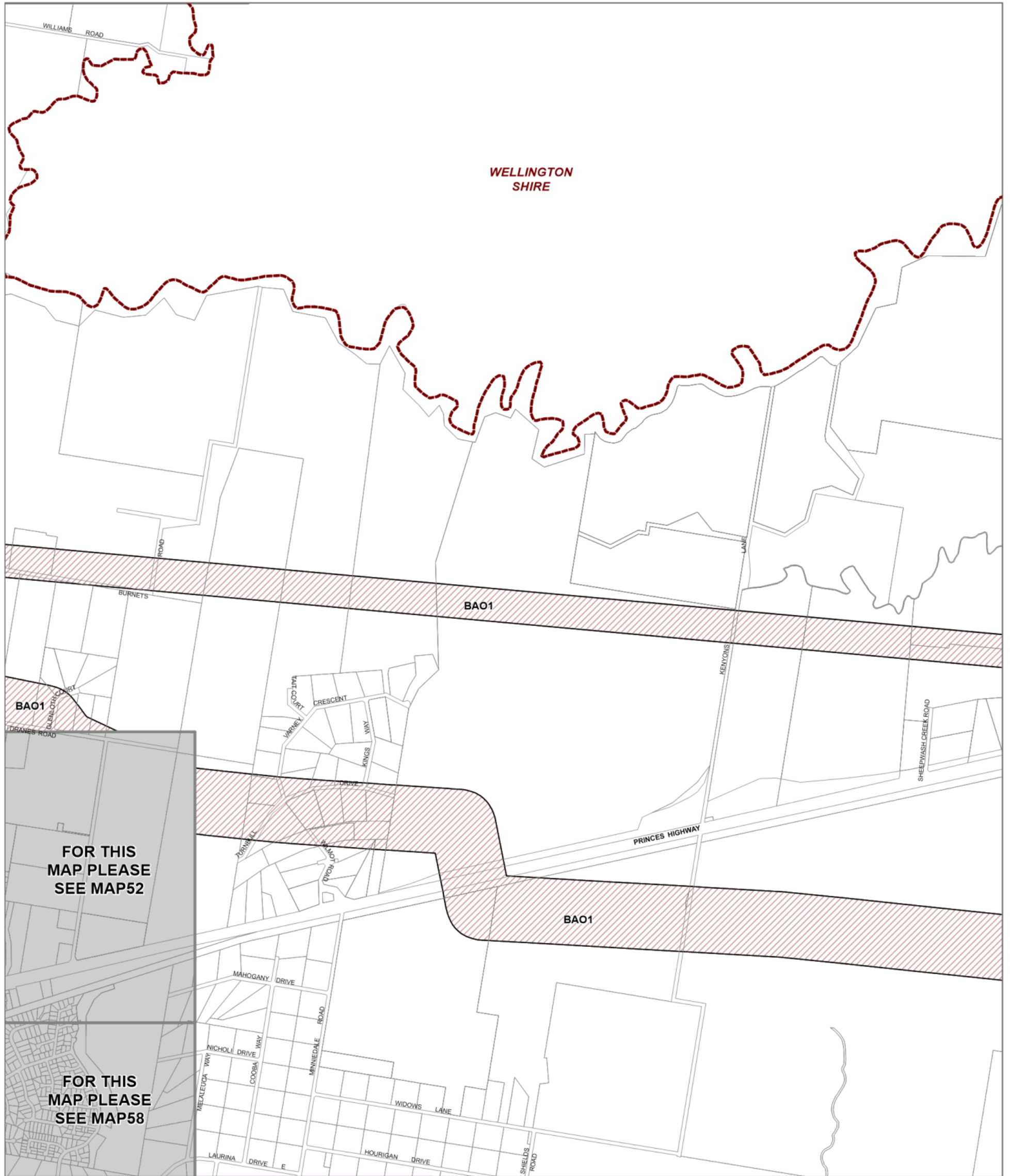
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BUFFER AREA OVERLAY

MAP No 63BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION AMENDMENT C121latr



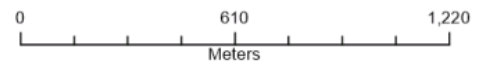
LEGEND

BAO1 - Buffer Area Overlay - Schedule 1

Municipal Boundary

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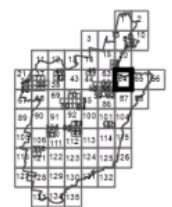


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BUFFER AREA OVERLAY

MAP No 64BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C121latr



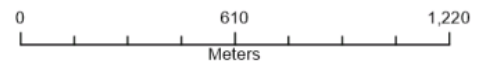
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BAO1 - Buffer Area Overlay - Schedule 1

Municipal Boundary

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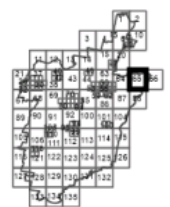


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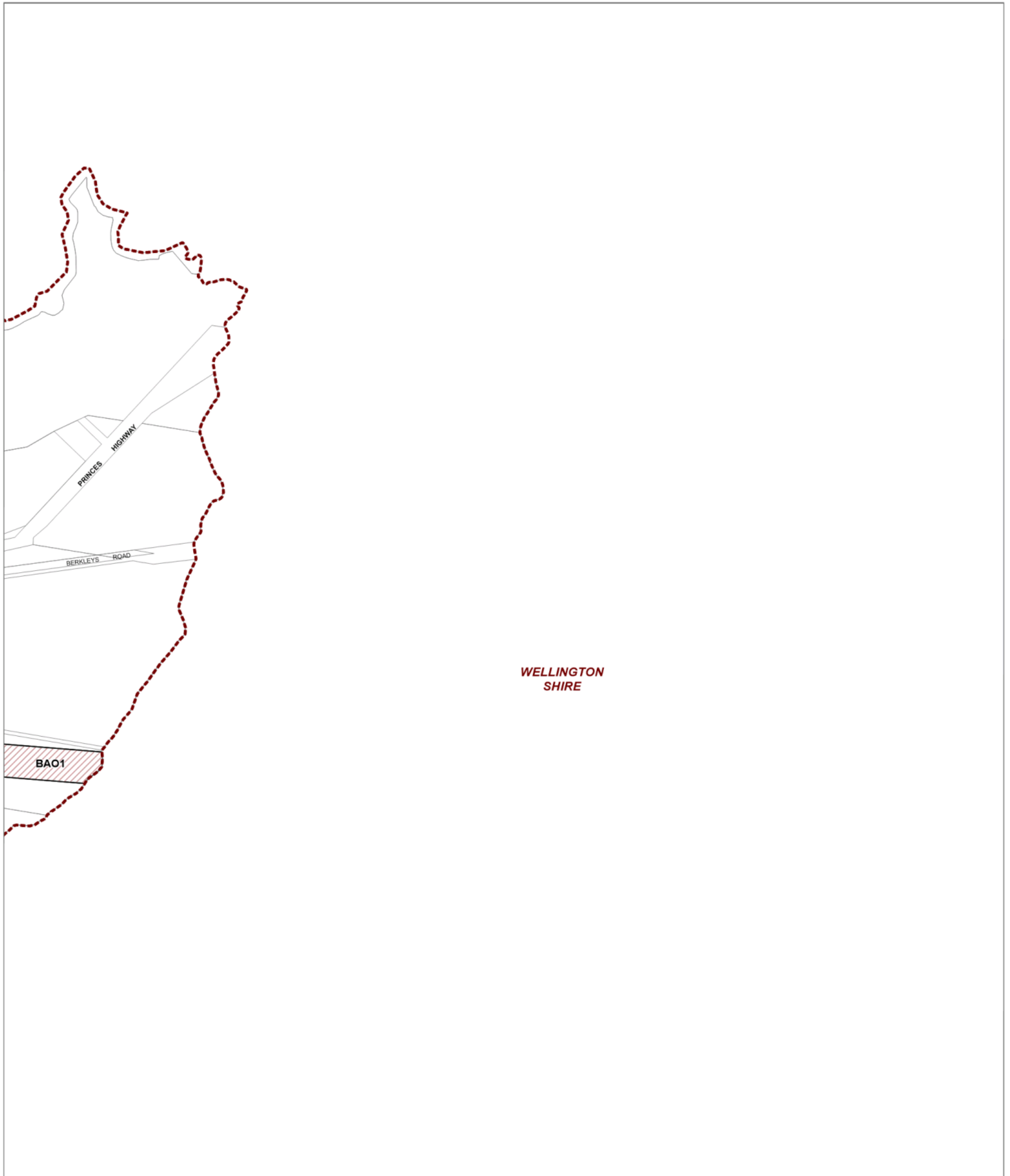
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BUFFER AREA OVERLAY

MAP No 65BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION
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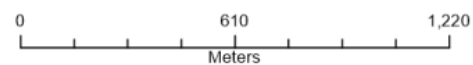


LEGEND
 BAO1 - Buffer Area Overlay - Schedule 1

 Municipal Boundary

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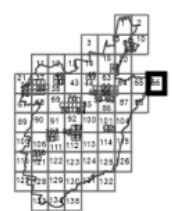


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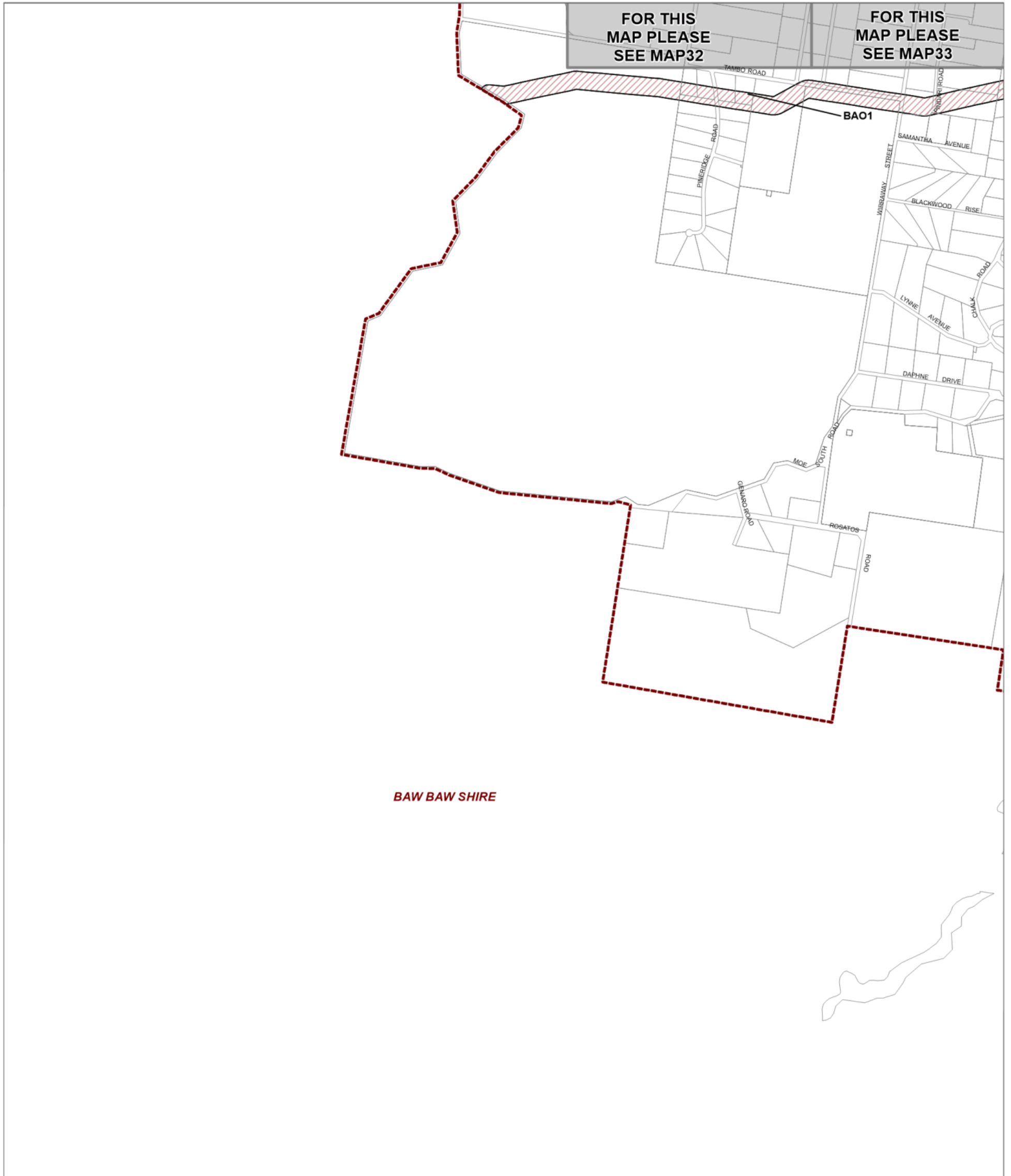
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BUFFER AREA OVERLAY

MAP No 66BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION AMENDMENT C121latr

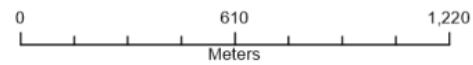


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 BAO1 - Buffer Area Overlay - Schedule 1

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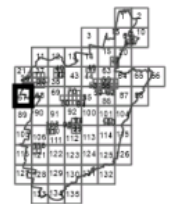


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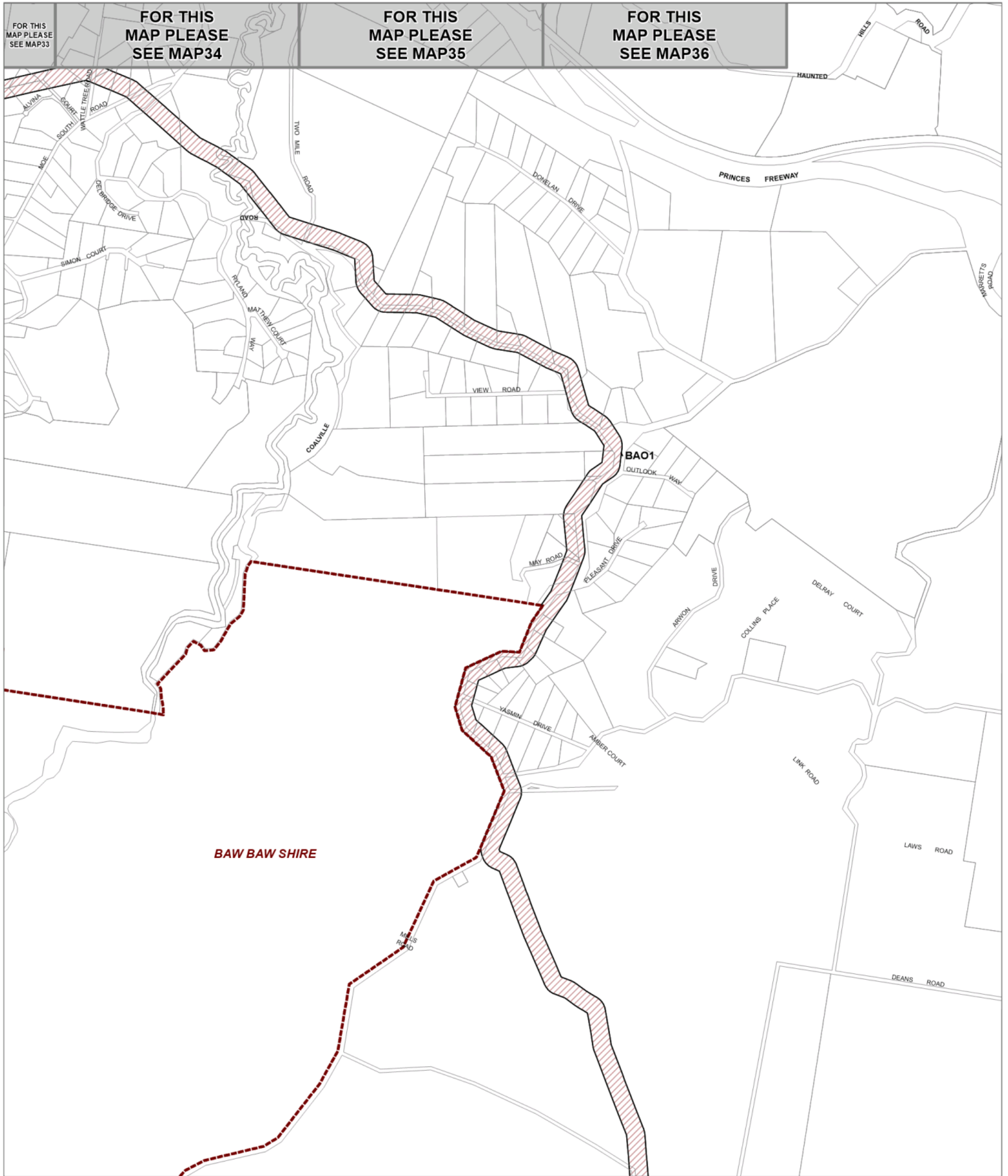
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BUFFER AREA OVERLAY

MAP No 67BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION AMENDMENT C121latr

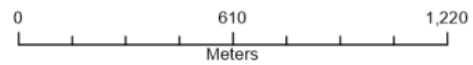


LEGEND
 BAO1 - Buffer Area Overlay - Schedule 1

Municipal Boundary

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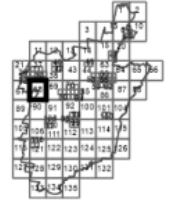
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BUFFER AREA OVERLAY

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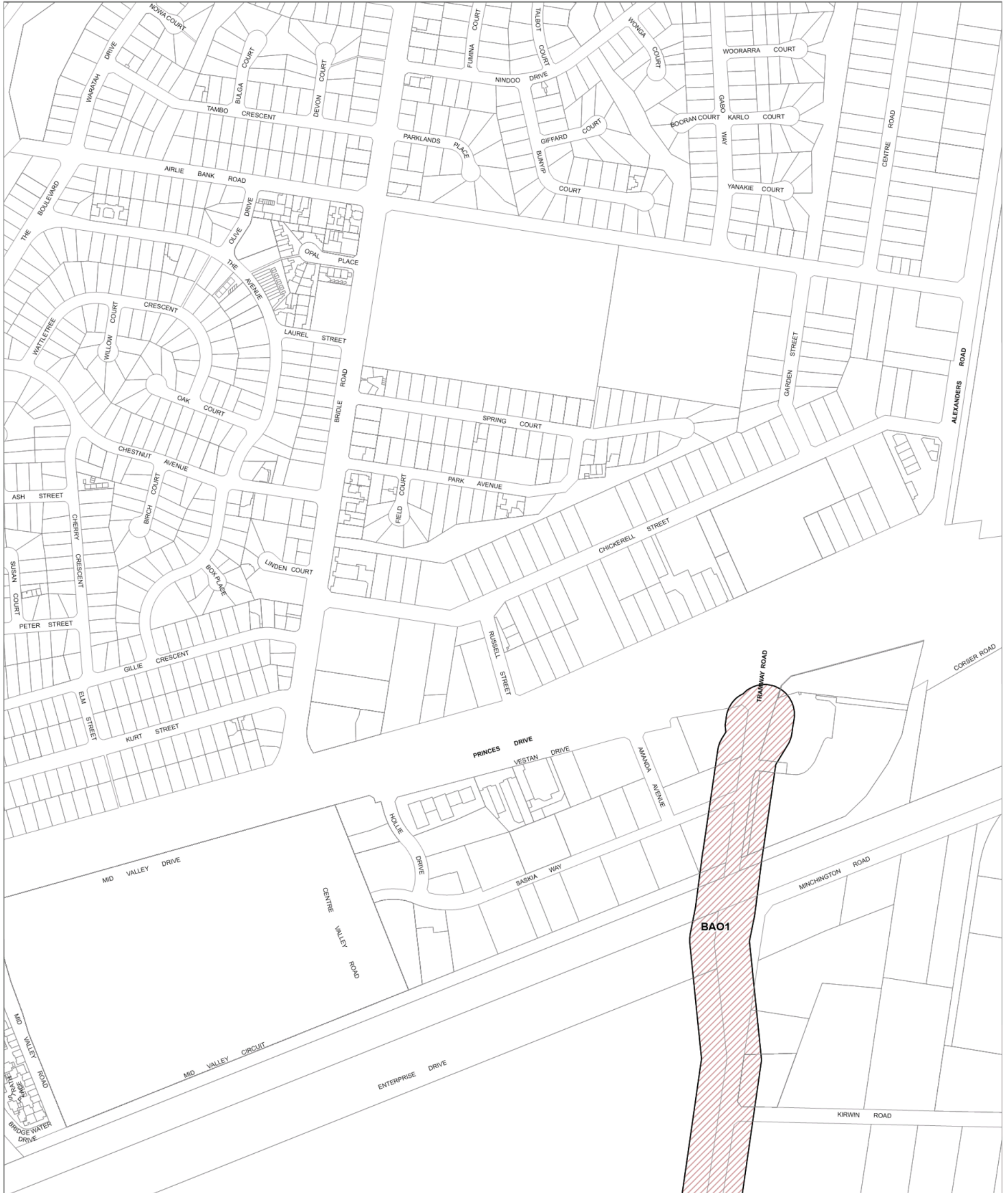
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BUFFER AREA OVERLAY

MAP No 70BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION AMENDMENT C121latr



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BUFFER AREA OVERLAY

MAP No 78BA0

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BUFFER AREA OVERLAY

MAP No 79BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C121latr

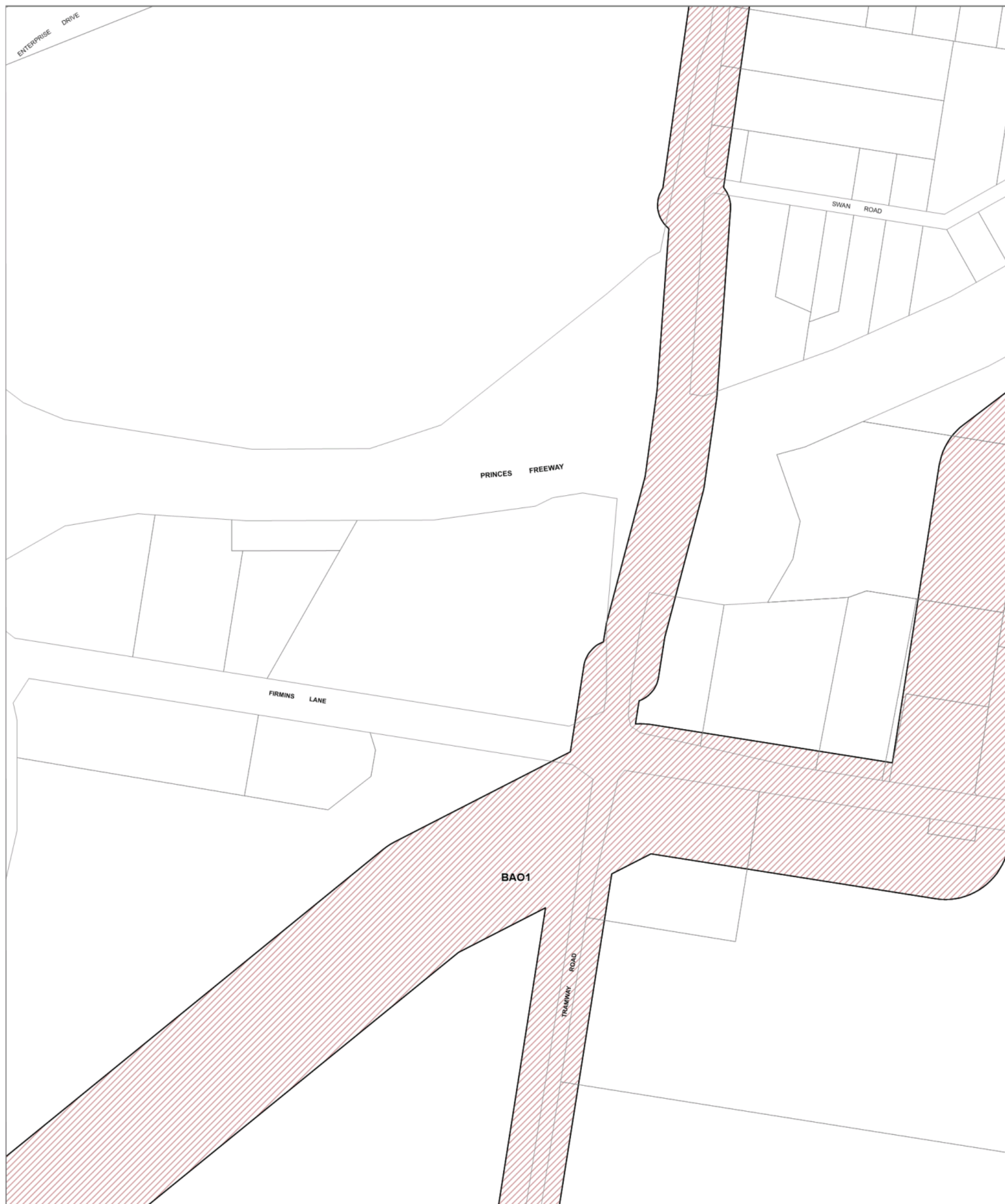


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BUFFER AREA OVERLAY

MAP No 82BAO

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BUFFER AREA OVERLAY

MAP No 83BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION
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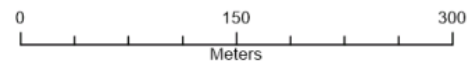
LEGEND

BAO1 - Buffer Area Overlay - Schedule 1

Municipal Boundary

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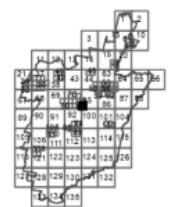
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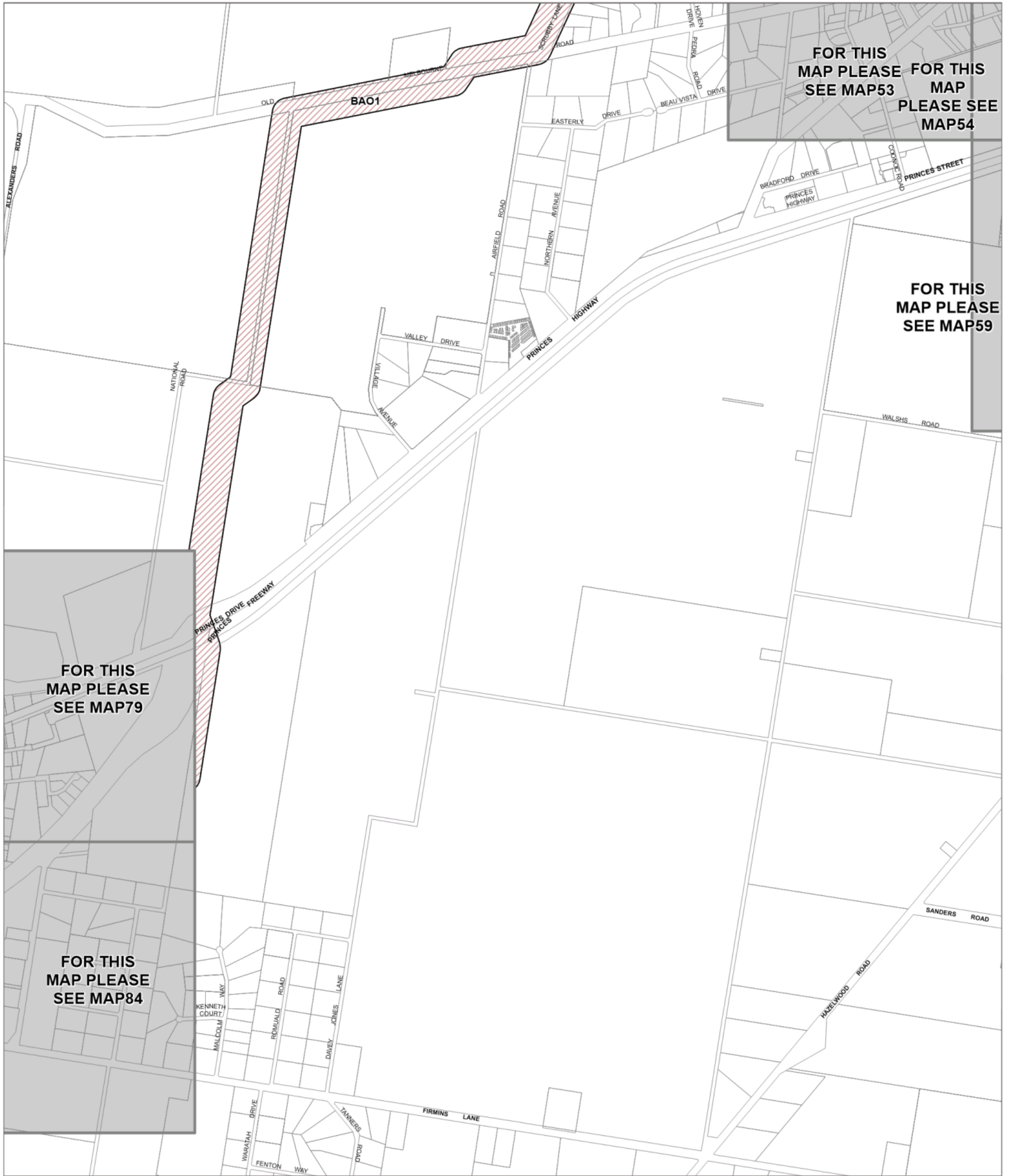
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BUFFER AREA OVERLAY

MAP No 84BAO

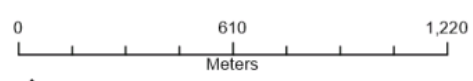
LATROBE PLANNING SCHEME - LOCAL PROVISION AMENDMENT C121latr



LEGEND
 BAO1 - Buffer Area Overlay - Schedule 1

Municipal Boundary

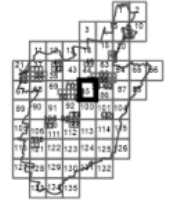
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BUFFER AREA OVERLAY

MAP No 85BAO

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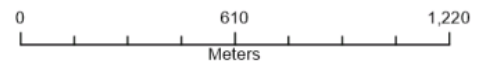


LEGEND
 BAO1 - Buffer Area Overlay - Schedule 1

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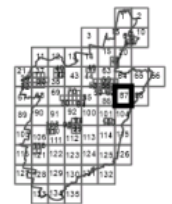


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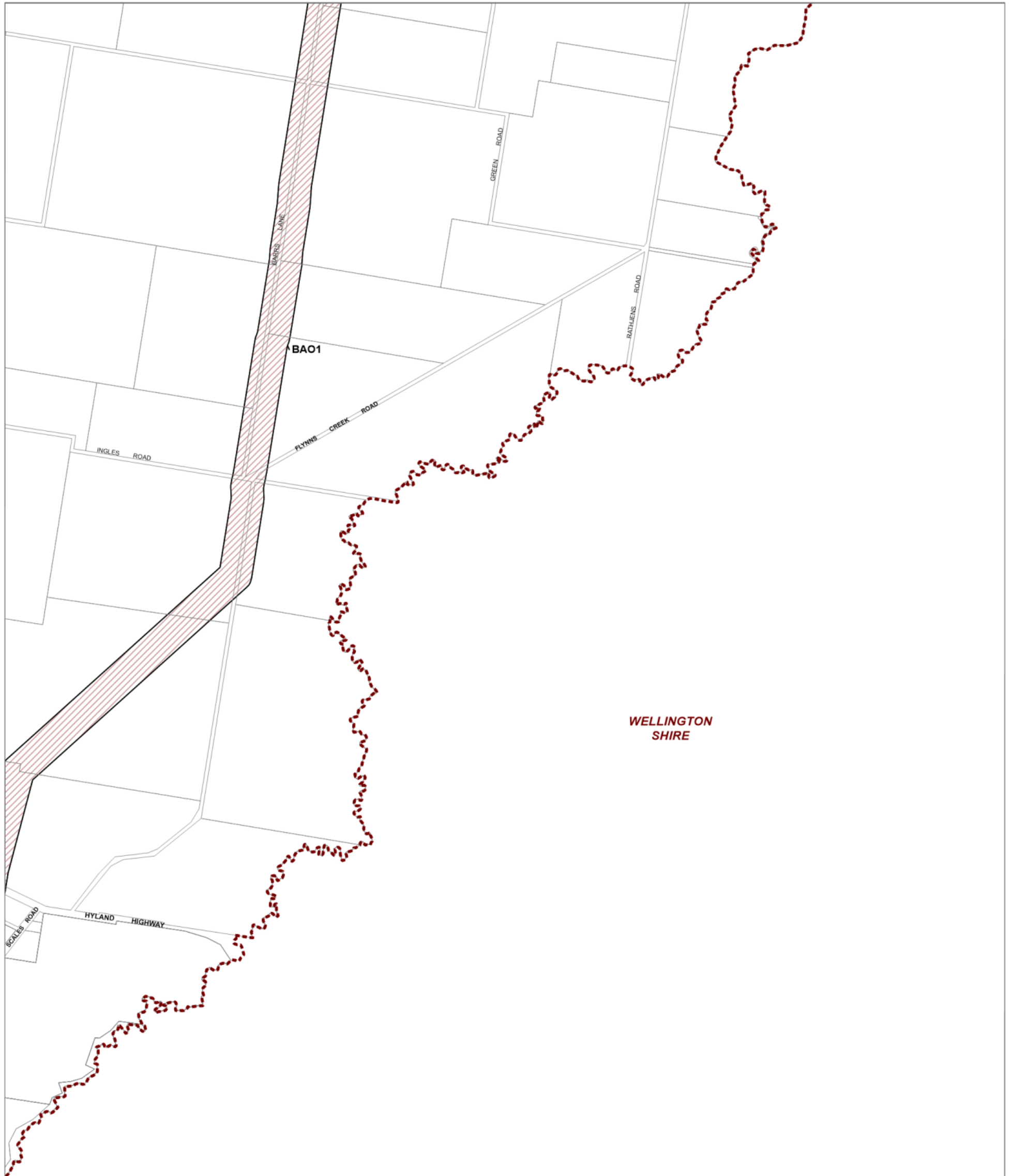
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BUFFER AREA OVERLAY

MAP No 87BAO

LATROBE PLANNING SCHEME - LOCAL PROVISION AMENDMENT C121latr



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MAP No 88BAO

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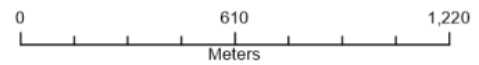
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BAO1 - Buffer Area Overlay - Schedule 1

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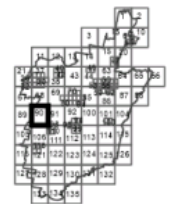


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BUFFER AREA OVERLAY

MAP No 90BAO

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FOR THIS MAP PLEASE SEE MAP107

FOR THIS MAP PLEASE SEE MAP108

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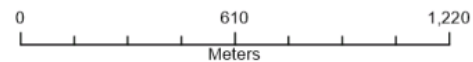
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BAO1 - Buffer Area Overlay - Schedule 1

Municipal Boundary

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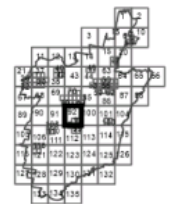


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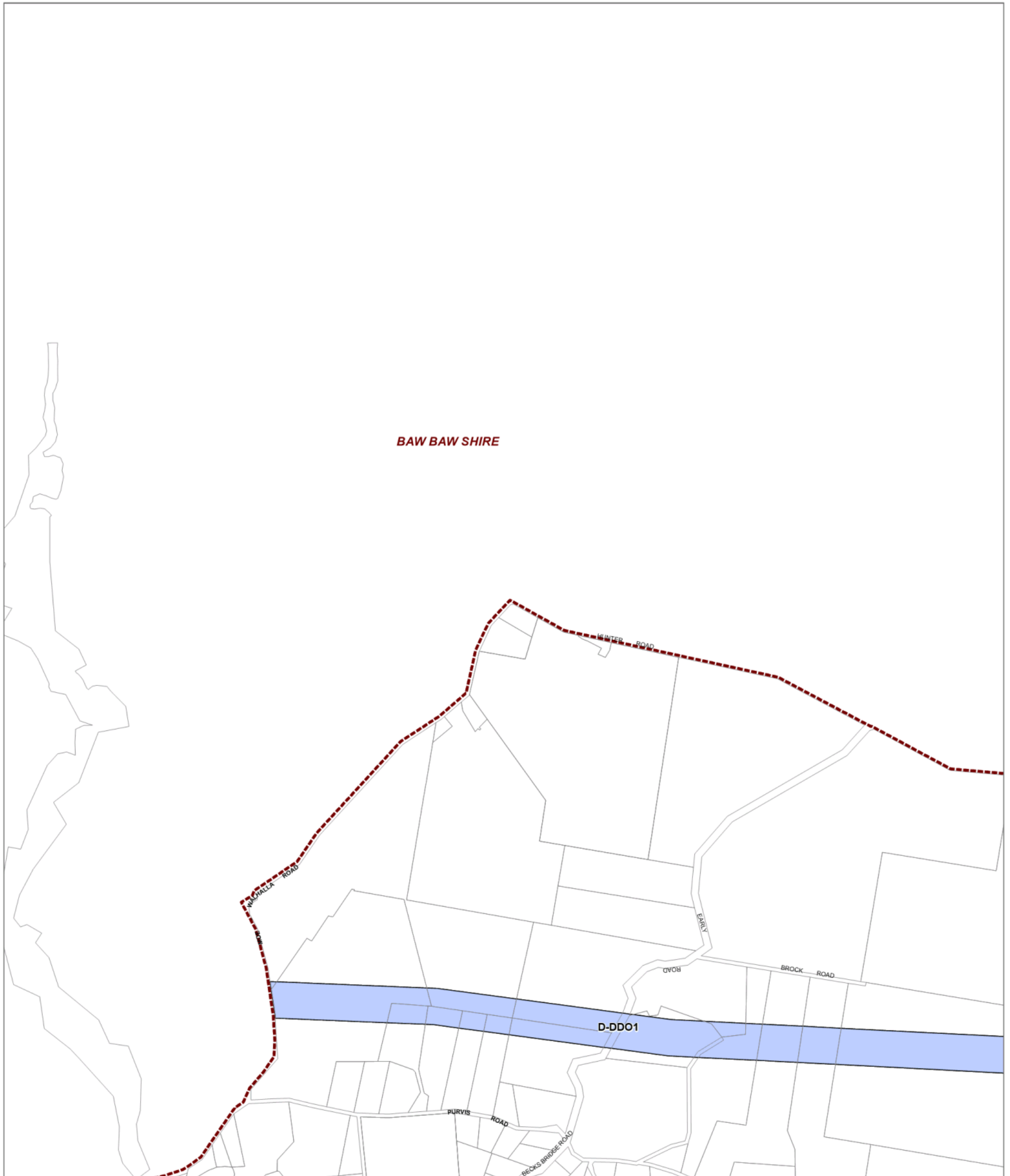
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BUFFER AREA OVERLAY

MAP No 92BAO

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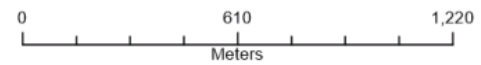


LEGEND

- D-DDO - Area to be deleted from a Design and Development Overlay
- Municipal Boundary

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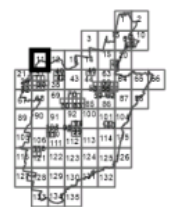


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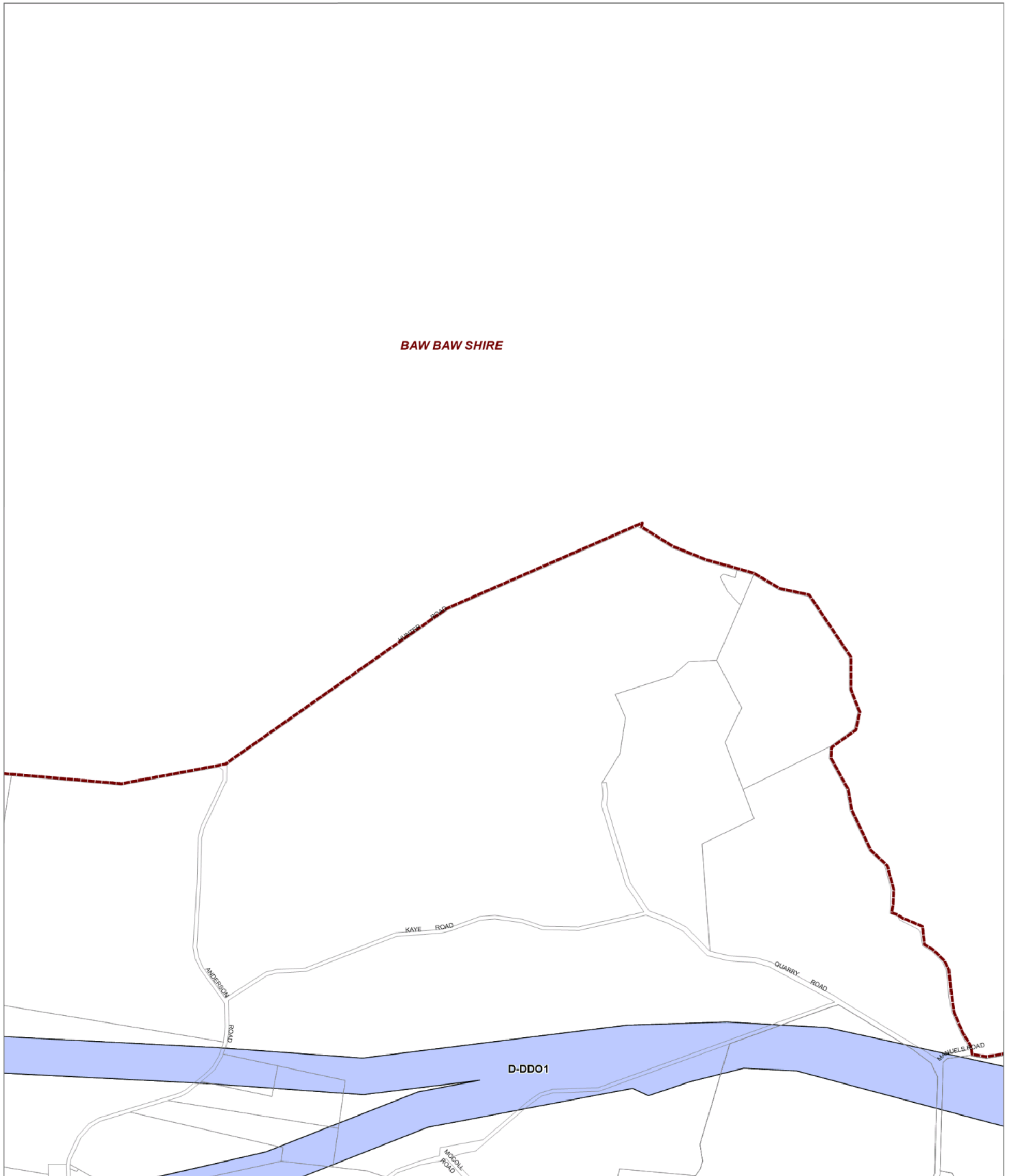


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MAP No 11DDO

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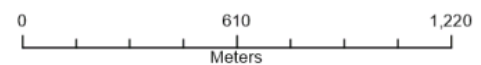


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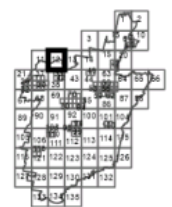


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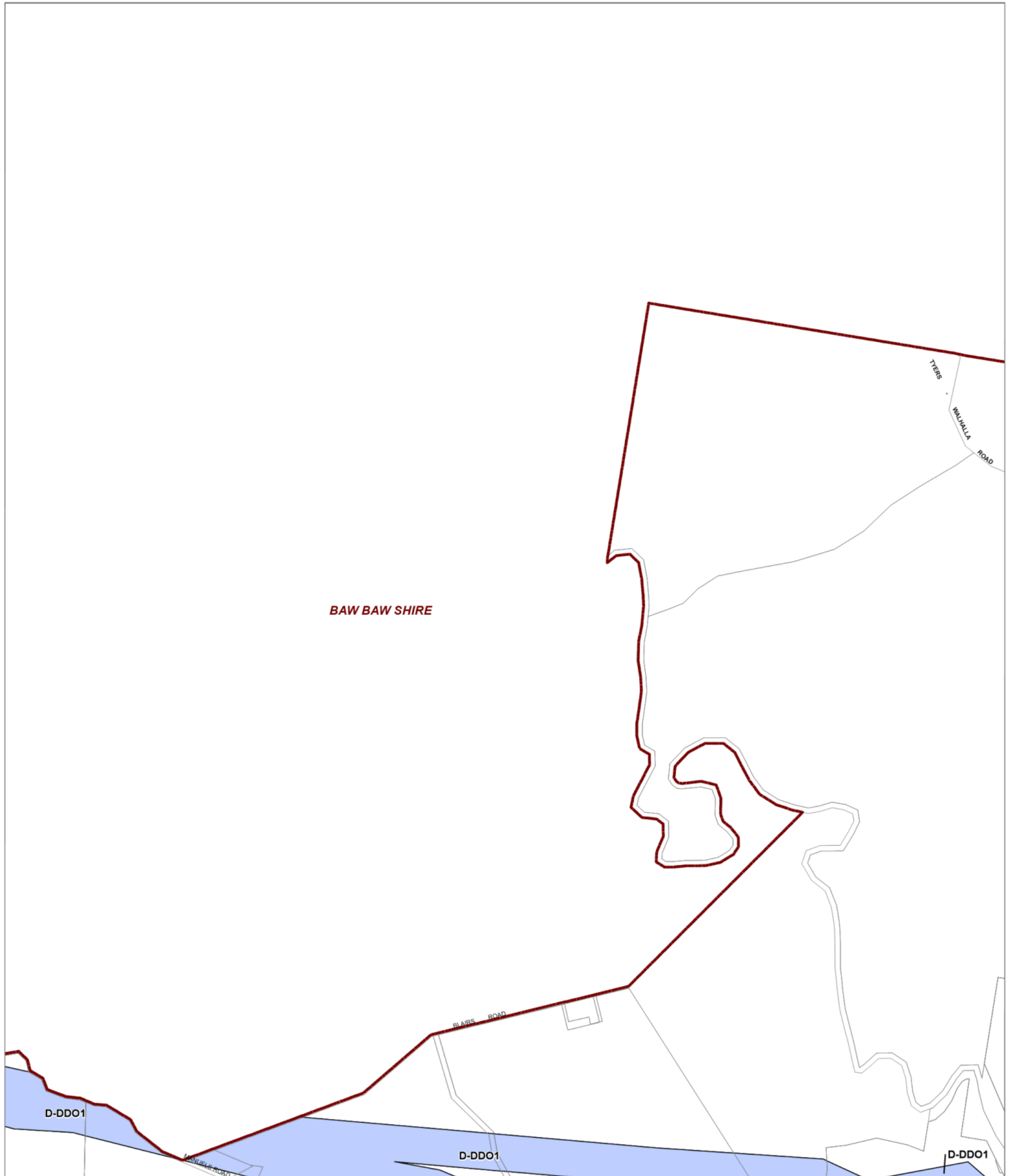
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MAP No 12DDO

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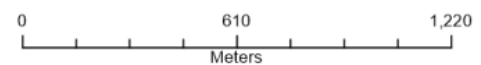
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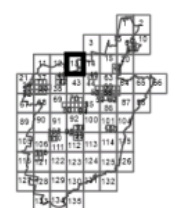


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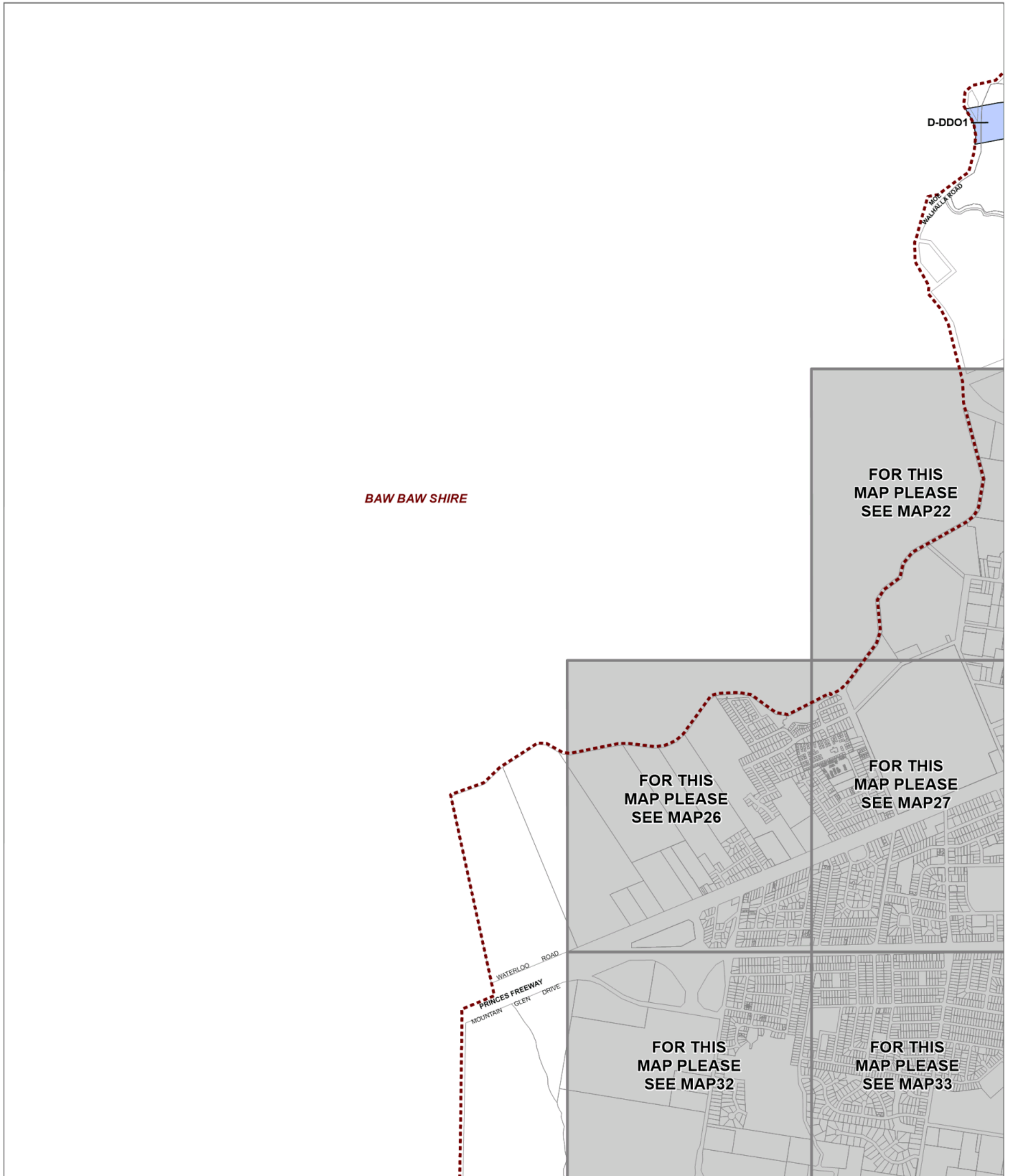
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MAP No 13DDO

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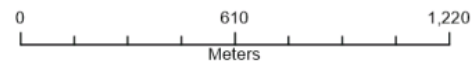
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Municipal Boundary

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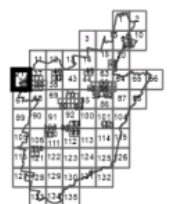


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MAP No 21DDO

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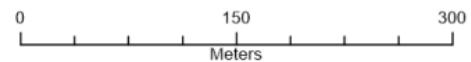
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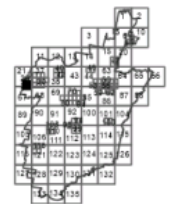


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AREA TO BE DELETED FROM A DESIGN AND DEVELOPMENT OVERLAY

MAP No 32DDO

LATROBE PLANNING SCHEME - LOCAL PROVISION AMENDMENT C121latr

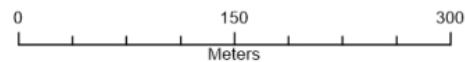


LEGEND

- D-DDO - Area to be deleted from a Design and Development Overlay
- Municipal Boundary

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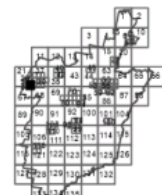


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AREA TO BE DELETED FROM A DESIGN AND DEVELOPMENT OVERLAY

MAP No 33DDO

LATROBE PLANNING SCHEME - LOCAL PROVISION
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AREA TO BE DELETED FROM A DESIGN AND DEVELOPMENT OVERLAY

MAP No 34DDO

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AREA TO BE DELETED FROM A DESIGN AND DEVELOPMENT OVERLAY

MAP No 37DDO

LATROBE PLANNING SCHEME - LOCAL PROVISION
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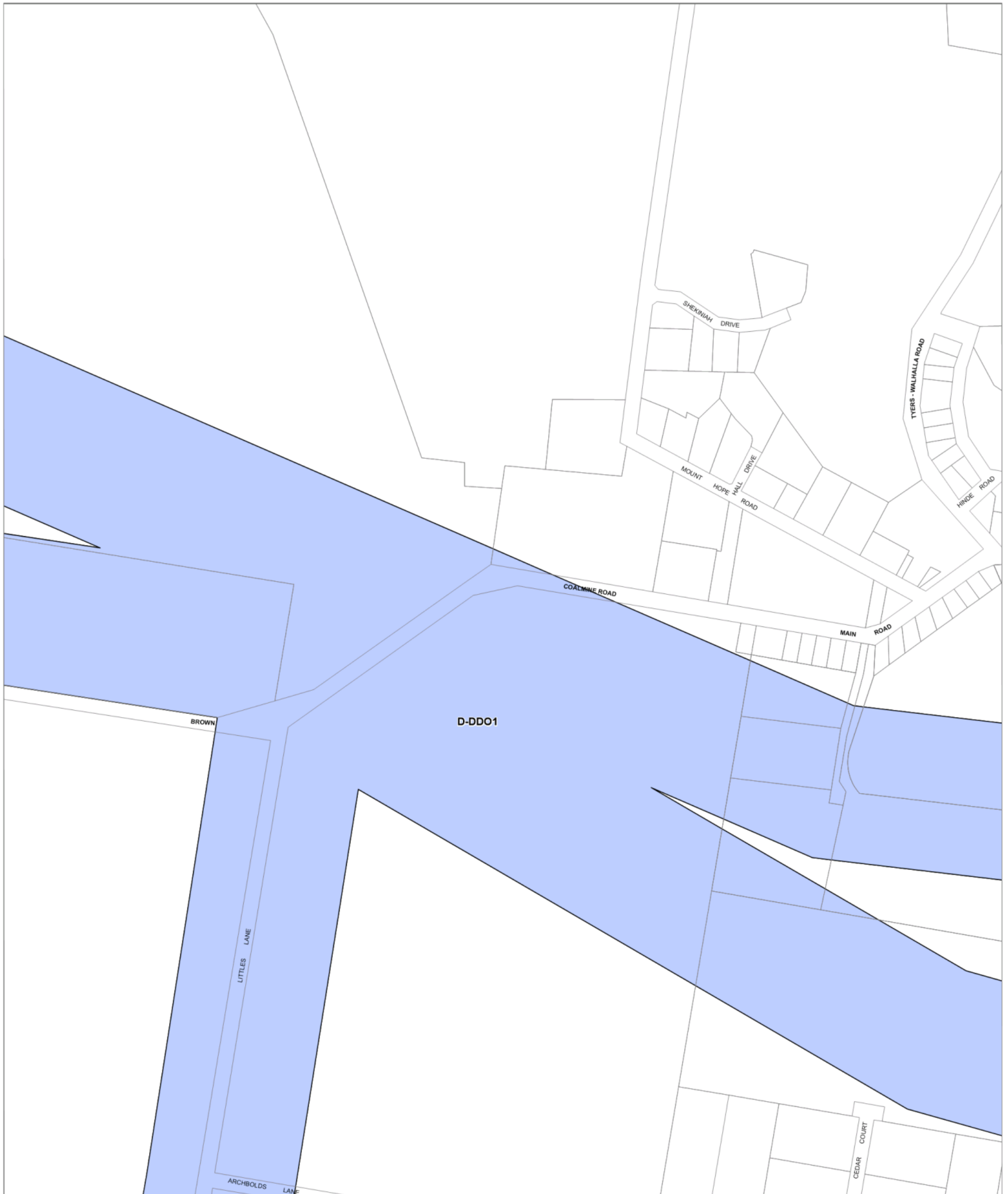


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LATROBE PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C121latr

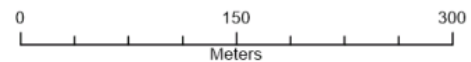


LEGEND

- D-DDO - Area to be deleted from a Design and Development Overlay
- Municipal Boundary

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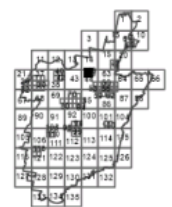


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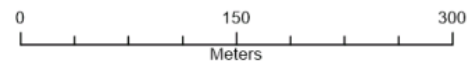


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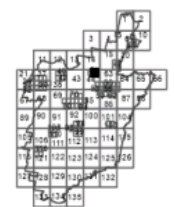


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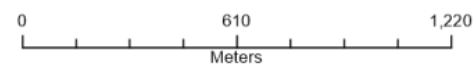


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Australian Map Grid Zone 55

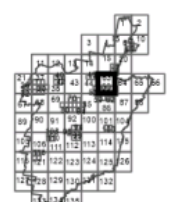


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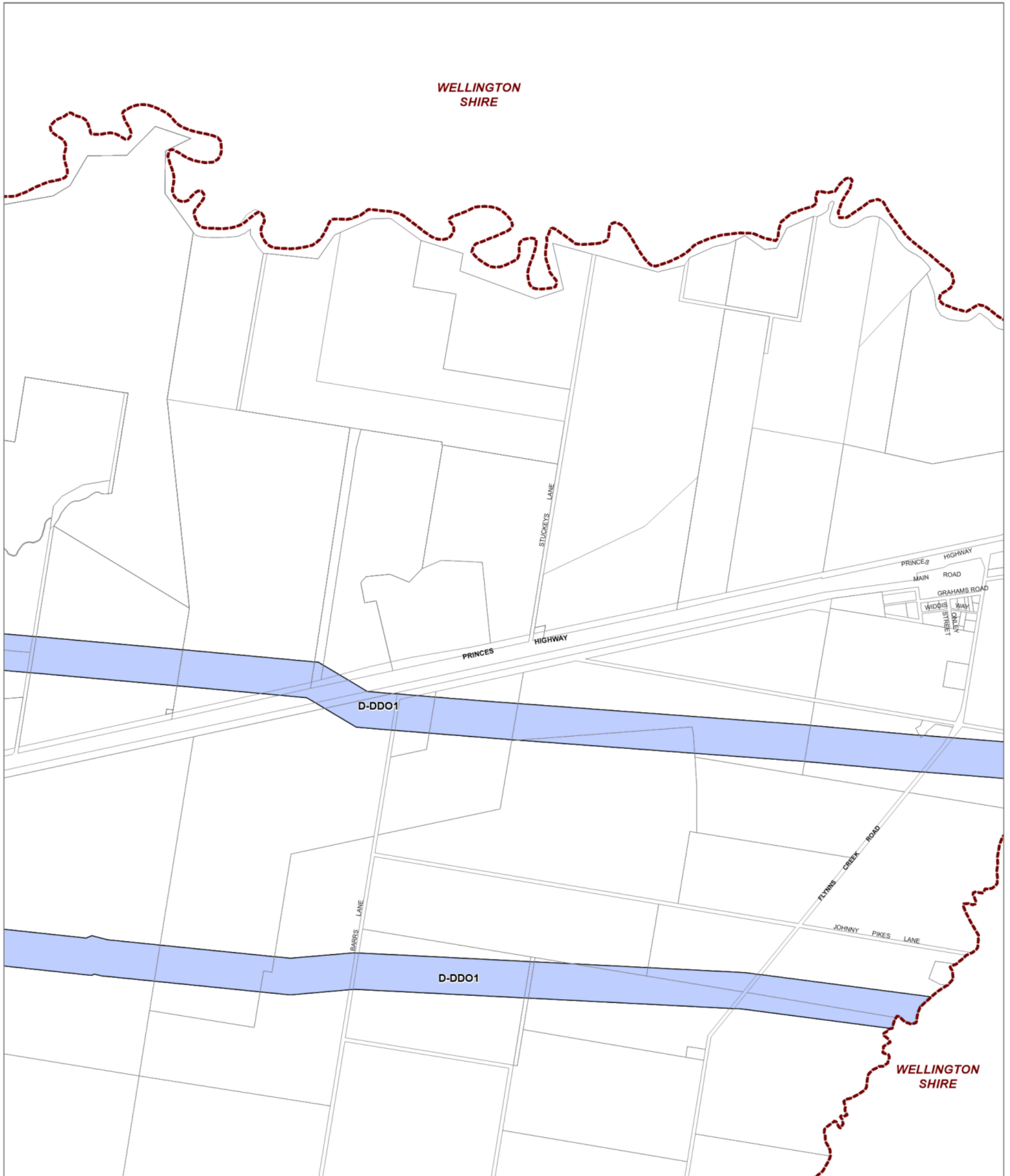
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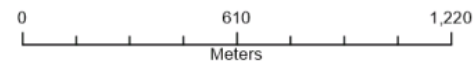
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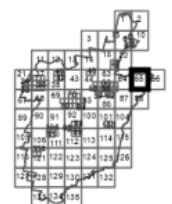


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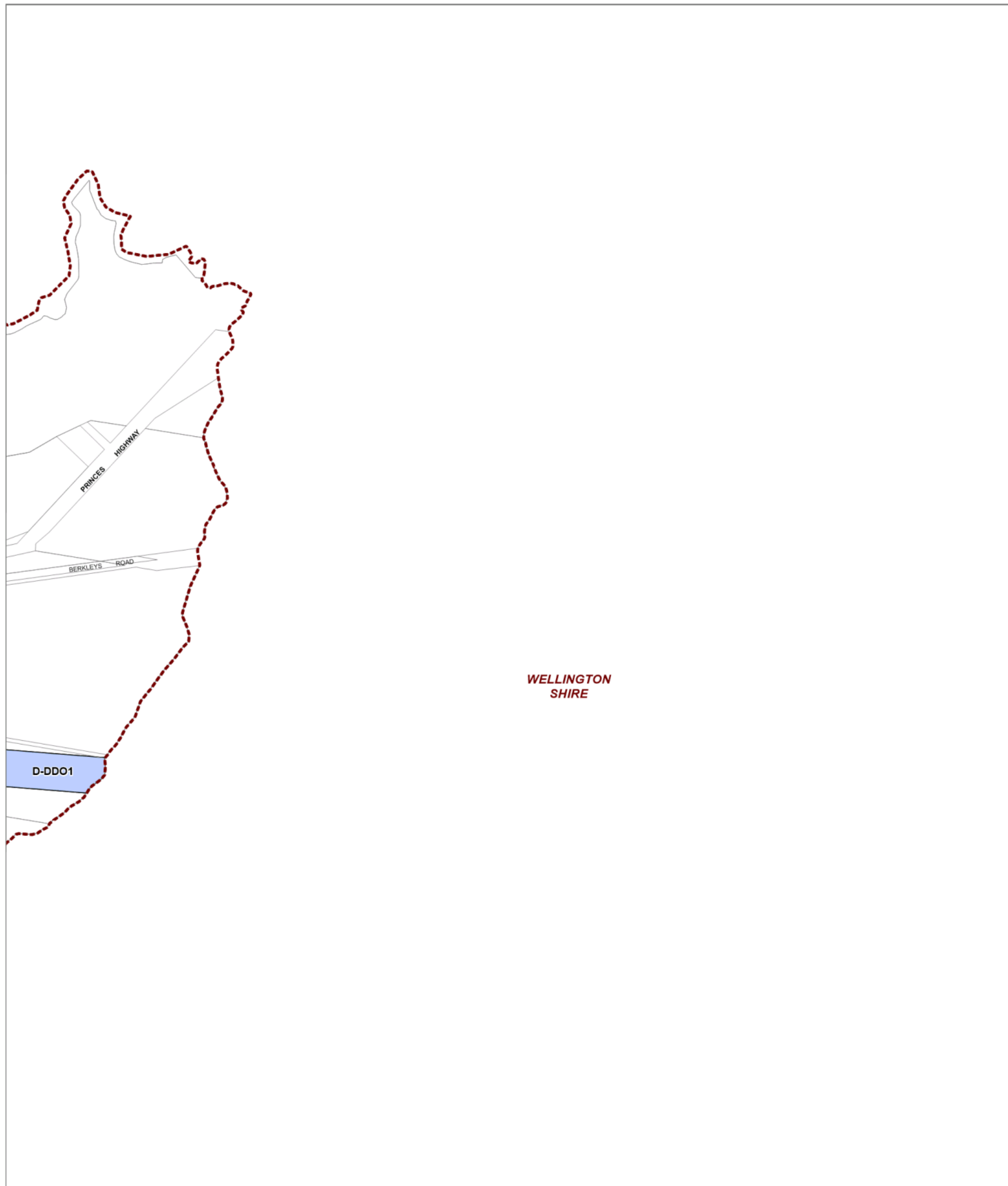
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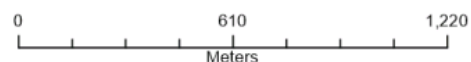
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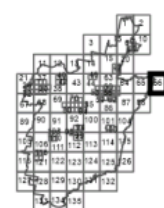


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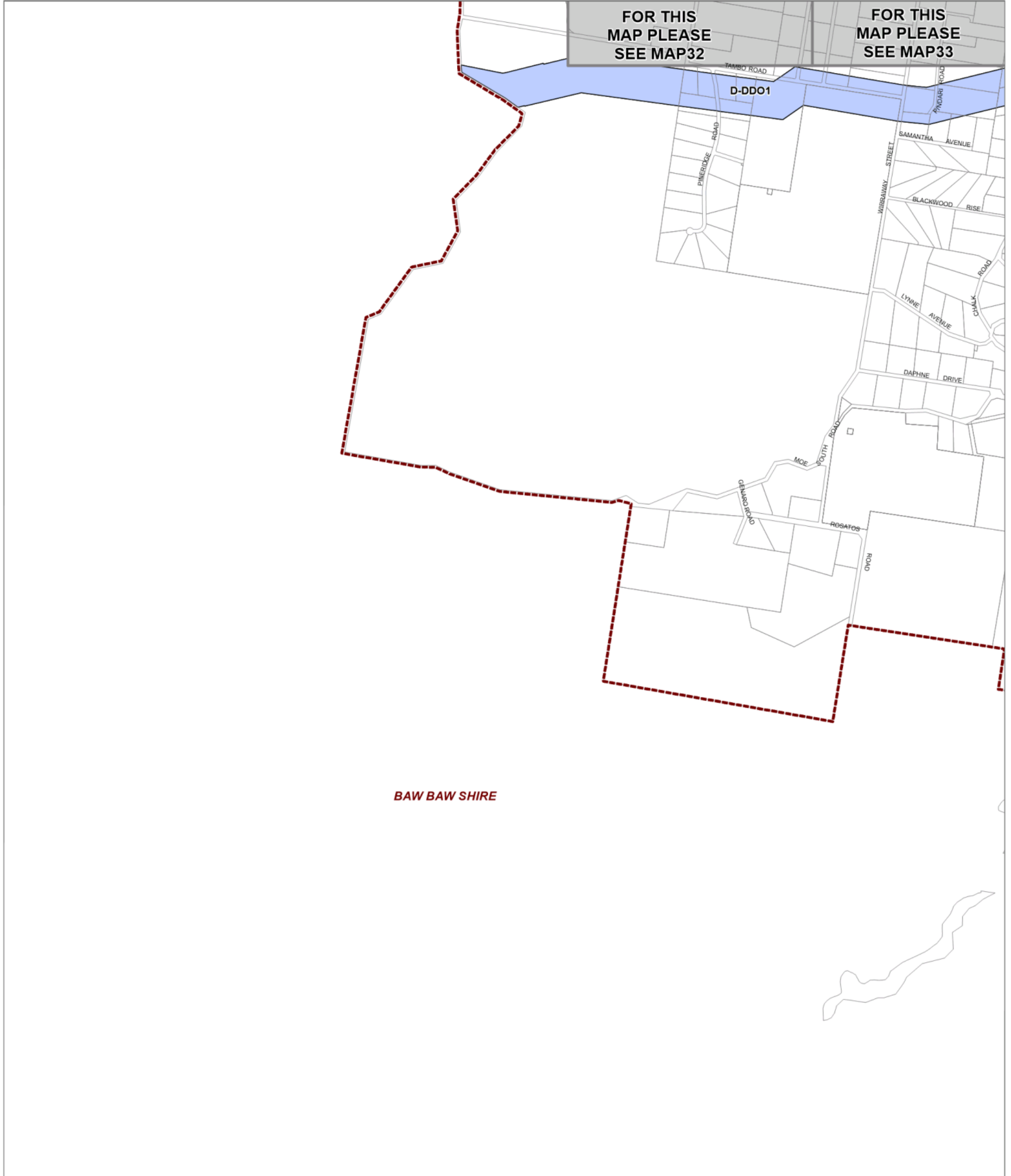
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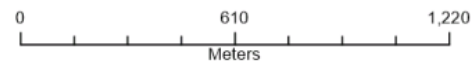
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Australian Map Grid Zone 55

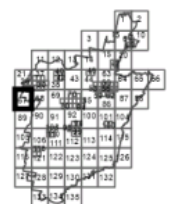


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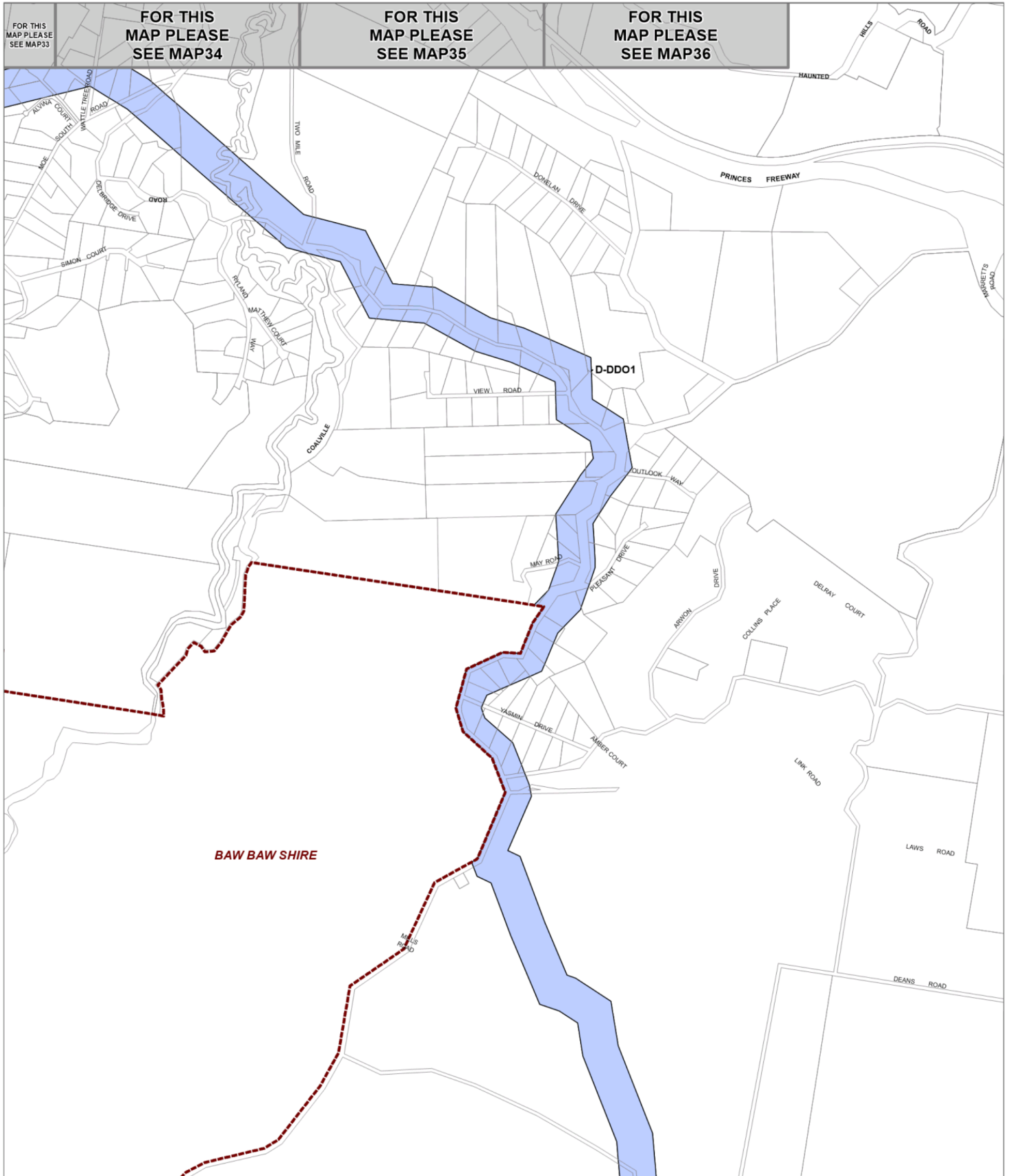
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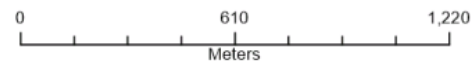


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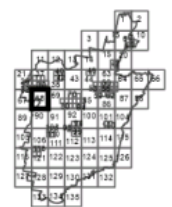


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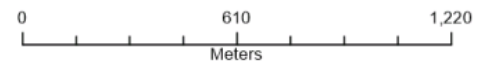


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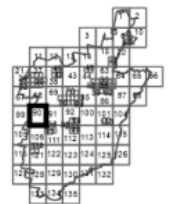


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AREA TO BE DELETED FROM A DESIGN AND DEVELOPMENT OVERLAY

MAP No 90DDO

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FOR THIS MAP PLEASE SEE MAP107

FOR THIS MAP PLEASE SEE MAP108

<p>LEGEND</p> <p> D-DDO - Area to be deleted from a Design and Development Overlay</p>	<p> Municipal Boundary</p>	<p>Disclaimer This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.</p> <p>© The State of Victoria Department of Environment, Land, Water and Planning 2021</p>	<p>0 610 1,220 Meters</p> <p>Australian Map Grid Zone 55</p>	<p>INDEX TO ADJOINING SCHEME MAPS</p>
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MAP No 91DDO

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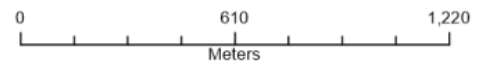


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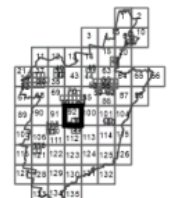


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MAP No 92DDO

LATROBE PLANNING SCHEME

11.01-1L27/08/2021
C130latr**Morwell****Policy application**

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

Strategies

Encourage residential development within MTSP Areas 1 and 2.

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

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

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

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

Encourage a Local Activity Centre at Heritage Boulevard, Morwell.

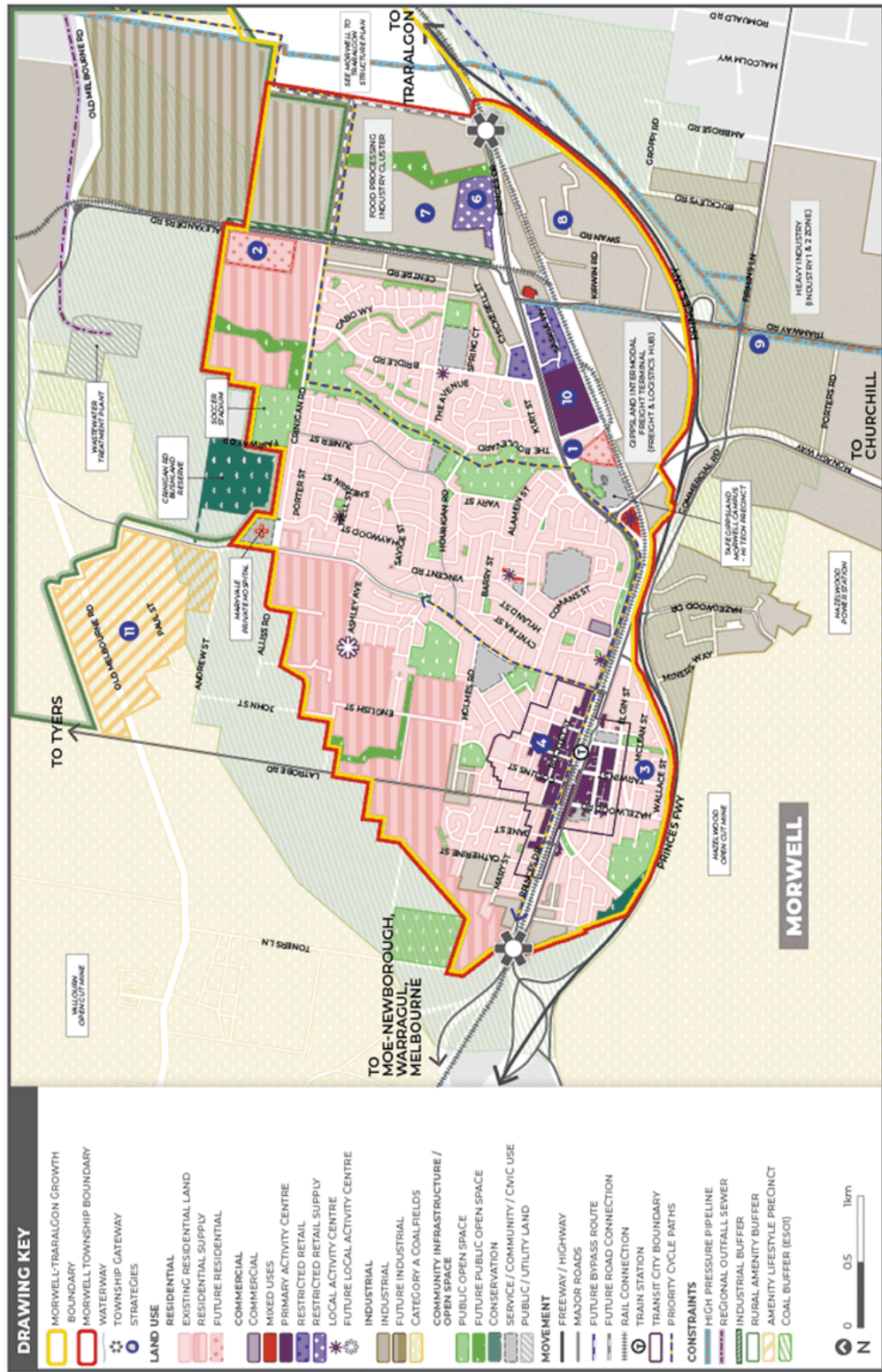
Policy documents

Consider as relevant:

- *Latrobe City Council Retail Strategy* (Essential Economic, 2019)
- *Latrobe Structure Plans - Morwell* (Beca Pty Ltd, 2007)

LATROBE PLANNING SCHEME

Morwell Town Structure Plan (MTSP)



LATROBE PLANNING SCHEME

19.01-3L Pipeline infrastructure

~~19.01-3L~~
Proposed C121latr

Strategies

Minimise risks associated with land use and subdivision within the notification area of high pressure licensed pipelines.

Encourage risk sensitive development to be located outside of the pipeline notification area.

LATROBE PLANNING SCHEME

--/--/----
Proposed
C121latr

SCHEDULE 1 TO CLAUSE 44.08 BUFFER AREA OVERLAY

Shown on the planning scheme map as **BAO1**

MAJOR PIPELINE INFRASTRUCTURE**1.0**

--/--/----
Proposed
C121latr

Statement of risk

Latrobe City is traversed by a number of licensed, high pressure pipelines that carry a range of volatile substances throughout Victoria. Pipeline failure resulting in the release of the pipeline contents can cause serious harm to people, property and the environment.

Licensed pipelines are required to be designed, constructed, operated and maintained so that threats to the pipeline, including damage caused by third parties and the consequences of pipeline failure are assessed and risks are reduced to as low as reasonably practicable.

Changes in land use and increases in development activity may pose threats to the pipeline, through penetration or puncture, and increase the consequences of pipeline failure.

Pipeline failure can impact human health through skin irritation, respiratory problems, severe internal and external injuries, burns, long term damage and fatalities. The impacts on property can result in severe damage to complete destruction through fire and explosions. The impacts on the environment can result in toxic pollution of water, soil and air, damaging flora and injuring fauna and causing fatalities. Natural gas is a potent greenhouse gas and its release contributes to climate change.

2.0

--/--/----
Proposed
C121latr

Objectives

To protect human life, property, and the environment from the impacts of pipeline failure.

To identify the location of licensed pipelines and the region where impacts from pipeline failure are greatest.

To ensure that land use and development around pipelines is appropriately designed and sited to minimise risks.

To protect the integrity of licensed pipelines.

3.0

--/--/----
Proposed
C121latr

Use of land

A permit is required to use land for a:

- Accommodation (other than Dependent person's unit and Dwelling)
- Earth and energy resource industry where clause 62.01 is not met
- Education centre
- Freeway service centre

LATROBE PLANNING SCHEME

- Hospital
- Industry where any of the following applies:
 - A fire protection quantity is exceeded under the Dangerous Goods (Storage and Handling) Regulations 2012.
 - A notification is required under the Occupational Health and Safety Regulations 2017.
 - A licence is required under the Dangerous Goods (Explosives) Regulations 2011.
 - A licence is required under Dangerous Goods (HCDG) Regulations 2016
- Leisure and Recreation Facility (excluding Informal outdoor recreation, Open sports ground)
- Place of assembly
- Service station
- Warehouse (excluding Commercial display area, Milk depot, Mail centre)

4.0 Subdivision

--/--/----
Proposed
C121latr

None specified.

5.0 Buildings and works

--/--/----
Proposed
C121latr

A permit is required to:

- construct a building or construct or carry out works associated with a use listed in Clause 3.0.
- construct two or more dwellings on a lot.

6.0 Application requirements

--/--/----
Proposed
C121latr

The following application requirements apply to an application for a permit under Clause 44.08, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A Safety Management Study addressing the following, where applicable:
 - How activities associated with the use of land, and buildings or works, may result in any additional threats to the integrity of licensed pipelines and how these threats will be controlled and minimised.
 - Emergency exit routes and external gathering spaces.
 - How the activities associated with the use of land, and buildings or works have been designed to reduce risks to human life in the event of pipeline failure.

LATROBE PLANNING SCHEME

- How the location and storage of dangerous or explosive goods or chemicals reduces the risk of contributing to the escalation of a pipeline failure.

7.0 Exemption from notice and review

--/--/----
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C121latr

An application under this overlay is exempt from the notice requirements of section 52(1)(a), (b) and (d) and the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

8.0 Decision guidelines

--/--/----
Proposed
C121latr

The following decision guidelines apply to an application for a permit under Clause 44.08, in addition to those specified in Clause 44.08 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The views of Energy Safe Victoria.
- The extent to which the proposal will increase the consequence of a pipeline failure.
- Whether the proposal has been designed to reduce risks to human life in the event of pipeline failure, where practicable, including:
 - Opportunities to locate the development or activities associated with the land use away from the pipeline.
 - Directing emergency exit routes away from the pipeline.
 - Opportunities for siting external gathering spaces further away from the pipeline.

LATROBE PLANNING SCHEME

--/--/---
Proposed C121latr

SCHEDULE TO CLAUSE 72.03 WHAT DOES THIS PLANNING SCHEME CONSIST OF?**1.0**

--/--/---
Proposed C121latr

Maps comprising part of this planning scheme:

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- 2, 2LSIO-FO, 2BMO
- 3, 3BMO
- 4, 4BMO
- 5, 5HO, 5LSIO-FO, 5BMO
- 6, 6HO, 6LSIO-FO
- 7, 7LSIO-FO
- 8, 8HO, 8LSIO-FO
- 9, 9LSIO-FO
- 10, 10LSIO-FO
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- 106, 106ESO, 106 LSIO-FO, 106SRO, 106BMO
- 107, 107ESO, 107HO, 107LSIO-FO, 107BMO
- 108, 108ESO, 108HO, 108LSIO-FO, 108SRO
- 109, 109ESO, 109LSIO-FO, 109SRO
- 110, 110ESO, 110LSIO-FO, 110SRO

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- 111, 111ESO, 111HO, 111LSIO-FO, 111SRO, 111BMO
- 112, 112DPO, 112ESO, 112HO, 112SRO, 112BMO
- 113, 113BMO
- 114, 114LSIO-FO, 114BMO
- 115, 115LSIO-FO, 115BMO
- 116, 116LSIO-FO, 116BMO
- 117, 117HO, 117LSIO-FO, 117BMO
- 118, 118EAO, 118ESO, 118HO, 118LSIO-FO, 118BMO
- 119, 119LSIO-FO, 119BMO
- 120, 120LSIO-FO, 120BMO
- 121, 121LSIO-FO, 121SRO, 121BMO
- 122, 122BMO
- 123, 123BMO
- 124, 124BMO
- 125, 125ESO, 125BMO
- 126, 126ESO, 126BMO
- 127, 127ESO, 127BMO
- 128, 128ESO, 128BMO
- 129, 129BMO
- 130, 130BMO
- 131, 131BMO
- 132, 132BMO
- 133, 133ESO, 133BMO
- 134, 134BMO
- 135, 135BMO

LATROBE PLANNING SCHEME

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Proposed C121latr

SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS**1.0**

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Proposed C121latr

Background documents

Name of background document	Amendment number - clause reference
<i>Assessment of Agricultural Quality of Land in Gippsland (Ian R Swan and Andrew G Volum, August 1984)</i>	C97 Clause 02 and 14
<i>Australian Paper: Maryvale Pulp Mill Buffer Requirements (GHD Pty Ltd, July 2011)</i>	C87pt1 Clause 02, 13 and 14
<i>Car Parking Framework Review Traralgon & Morwell (Traffix Group, August 2014)</i>	C105 Clause 45.09s 1 and 2
<i>Churchill East West Link: Master Plan and Urban Design Framework (Spiire Australia Pty Ltd, October 2013)</i>	C97 Clause 02 and 11
<i>Churchill Town Centre Plan (Beca Pty Ltd, July 2007)</i>	C62 Clause 02, 11, 19 and Schedule 9 to Clause 43.02
<i>Clifton Street Precinct Urban Design Guidelines (Tract Consultants, September 2008)</i>	C76 Clause 02, 11 and 15
<i>Cultural Diversity Action Plan 2020-2024 (Latrobe City Council, October, 2019)</i>	C97 Clause 02
<i>Economic Development Strategy 2016-2020 (Latrobe City Council, May 2016)</i>	C97 Clause 02 and 17
<i>Framework for the Future (Latrobe Region, October 1987)</i>	C97 Clause 02
<i>Gippsland Logistics Precinct Project (Latrobe City Council, April 2009)</i>	C97 Clause 02 and 18.05-1L
<i>Hazewood Mine Fire Inquiry Report (Hazelwood Mine Fire Inquiry, 2014)</i>	C105 Clause 02 and 14.03-1L
<i>Healthy Urban Design Good Practice Guideline (Latrobe City Council, June 2008)</i>	Clause 02, 11, 15 and Schedules 4, 5 and 6 to Clause 43.04
<i>Infrastructure Design Manual (Local Government Infrastructure Design Association, 2019)</i>	Clause 02 and 19
<i>Land Over Coal and Buffer Area Study (Ministry for Planning and Environment, February 1988)</i>	Clause 02 and 14.03-1L
<i>Latrobe City Bicycle Plan 2007-2010 (Latrobe City Council, December 2007)</i>	C97 Clause 02, 18.02-1L and Schedules 5, 6, 7 and 9 to Clause 43.04

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Name of background document	Amendment number - clause reference
<i>Latrobe City Council Bulky Good Retail Sustainability Assessment</i> (Macroplan Australia Pty Ltd, March 2009)	C39 Clause 02, 11, 17 and Schedules to Clause 43.04
<i>Latrobe City Council Disability Action Plan 2018-2020</i> (Latrobe City Council, 2018)	C97 Clause 02
<i>Latrobe City Council Residential and Rural Residential Land Assessment</i> (Essential Economics Pty Ltd, March 2009)	C97 Clause 02, 11 and 16
<i>Latrobe City Council Urban Design Guidelines</i> , (Hansen Pty Ltd in association with Latrobe City Council, May 2019)	C105 Clause 02, 11 and 15
<i>Latrobe City Council Waste Management Strategy (2010-2017)</i> (Meinhardt Infrastructure and Environment Pty Ltd, 2010)	C97 Clause 02, 13 and 19
<i>Latrobe City Council Retail Strategy Review Background Research and Analysis (2019)</i> <i>Latrobe City Council Retail Strategy - Strategy and Implementation Plan (2019)</i>	
<i>Latrobe City Evens and Tourism Strategy 2018-2022</i> (Latrobe City Council, 2018)	Clause 02 and 17
<i>Latrobe City Heritage Study</i> (Context Pty Ltd 2010)	C14 Clause 02, 15, Schedule 2 to Clause 32.07 and Schedule to Clause 43.01
<i>Latrobe City Municipal Fire Management Plan 2018</i> (Latrobe City Council, 2018)	C97 Clause 02 and 13.02-1L
<i>Latrobe City Older Persons Strategy 2007-2021</i> (Latrobe City Council, 2007)	C62 Clause 02, 16 and 19
<i>Latrobe City Play Space Improvement Plan 2016-2021</i> , (Latrobe City, 2016)	C91 Clause 02 and 19.02-6L
<i>Latrobe Regional Airport Master Plan 2015 (Updated 2019)</i> (Rehbein Airport Consulting, 2019)	C92 Clause 02, 11, 17 and 18
<i>Latrobe Structure Plans Background Report</i> (Beca Pty Ltd, August 2007)	C97 Clause 02, 11 to 19 and Schedules to Clause 43.04
<i>Latrobe Structure Plans - Churchill</i> (Beca Pty Ltd, August 2007)	C97 Clause 02, 11 to 19 and Schedules to Clause 43.04
<i>Latrobe Structure Plans - Moe and Newborough</i> (Beca Pty Ltd, August 2007)	C97

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Name of background document	Amendment number - clause reference
	Clause 02, 11 to 19 and Schedules to Clause 43.04
<i>Latrobe Structure Plans - Morwell</i> (Beca Pty Ltd, August 2007)	C97 Clause 02, 11 to 19 and Schedules to Clause 43.04
<i>Latrobe Structure Plans - Traralgon</i> (Beca Pty Ltd, August 2007)	C97 Clause 02, 11 to 19 and Schedules to Clause 43.04
<i>Latrobe Transit Centred Precincts</i> (David Lock Associates, SGS Economics and Planning PBAI Australia, December 2004)	C50 Clause 02 and 11
<i>Live Work Latrobe Housing Strategy</i> (Latrobe City Council, MacroPlan Dimasi, RMCG and Planisphere, May 2019)	C105 Clause 02, 11, 15 and 16
<i>Live Work Latrobe Industrial and Employment Strategy</i> (Latrobe City Council, MacroPlan Dimasi, RMCG and Planisphere, May 2019)	C105 Clause 02, 11 and 17
<i>Live Work Latrobe Rural Land Use Strategy</i> (Latrobe City Council, MacroPlan Dimasi, RMCG and Planisphere, May 2019)	C105 Clause 02, 14 and 16
<i>Moe Activity Centre Plan</i> (Tract Consultants, December 2007)	C62 Clause 02, 11 and 17
<i>Moe and Newborough Structure Plan</i> (Metropolitan Planning Authority, March 2015)	C62 Clause 02, 11 and 17
<i>Moe Rail Precinct Revitalisation Project Master Plan</i> (SJB Urban, SJB Architects, McCormick Rankin Cagney, Slattery Australia, November 2009)	C79 Clause 02, 11 and 36.01
<i>Morwell Logistics Precinct Master Plan</i> (Beca Pty Ltd, Meyrick and Associates, and Traffix Group, 2005)	Clause 02, 17 and 18
<i>Morwell to Traralgon Employment Corridor Precinct Masterplan</i> (Urban Enterprise, 2020)	C115 Clause 02, 11 and 17
<i>Municipal Domestic Waste Water Management Plan</i> (Infocus Management Group, WDMS Pty Ltd, Minicipal Domestic Wastewater Management & Latrobe City Council, December 2006)	C97 Clause 02, 19 and 42.01s5
<i>Municipal Emergency Management Plan 2019</i> (Latrobe City Council, 30 July 2019)	C97 Clause 02 and 13
<i>Natural Environment Sustainability Strategy 2014-2019</i> (Latrobe City Council, 2014)	C97 Clause 02, 12, 15 and 19
<i>Planning for Intensive Agriculture in Gippsland - Regional Development Australia Gippsland</i> (RMCG, 24 August 2016)	C105

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Name of background document	Amendment number - clause reference
	Clause 02, 14 and 16
<i>Positioning Latrobe City for a Low Carbon Emission Future</i> (MWH, 2010)	C97 Clause 02, 15, 17, 18 and 19
<i>Project Implementation Plan - Gippsland Logistics Precinct Project</i> (Latrobe City Council, April 2009)	C97 Clause 02, 15, 17, 18 and 19
<i>Project Findings Report: Latrobe City Council DDO1 Major Pipeline Infrastructure Review</i> (GPA Engineering/Auld Planning & Projects, May 2020)	C121 Clause 02, 19.01-3L and Schedule 1 to Clause 44.08
<i>Public Art Policy 2018</i> (Latrobe City Council - City Development Division, November 2018)	C91 Clause 02
<i>Public Open Space Strategy Volume 1: Strategy and Recommendations</i> (Latrobe City Council, Insight Leisure Planning, Davis Planning Solutions, FFLA, March 2013)	C91 Clause 02, 19.02-6L and Schedules 5, 6, 7 and 9 to Clause 43.04
<i>Public Toilet Plan 2010-2014</i> (Latrobe City Council, July 2010)	C91 Clause 02
<i>Retail Advice - Lake Narracan Structure Plan</i> (SGS Economics and Planning, July 2013)	C97 Clause 02, 11 and 17
<i>Review of Proposed Public Open Space Contributions Rates</i> (Urban Enterprise, October 2016)	C97 Clause 02 and 19
<i>Small Town Structure Plans: Boolarra, Glengarry and Tyers</i> (NBA Group Pty Ltd, April 2009)	C024pt2 Clause 02, 11 to 19
<i>Strategic Outlook for Moe - Newborough and Lake Narracan</i> (Growth Areas Authority, 2013)	Clause 02 and 11 to 19
<i>Tracks, Trails and Paths Strategy</i> (Planisphere, April 2016)	C91 Clause 02, 18 and 19
<i>Traralgon Activity Centre Plan</i> (Victorian Planning Authority and Latrobe City Council, September 2018)	C106pt1 Clause 02, 11 and Schedule 1 to Clause 37.08
<i>Traralgon Activity Centre Plan Background Reports</i> (Hansen Partnership Pty Ltd, July 2010)	C106pt1 Clause 02, 11 and Schedule 1 to Clause 37.08
<i>Traralgon Background Report: Traralgon Growth Areas Review</i> (Hansen Partnership and Parsons Brinkerhoff, August 2013)	C87pt2 Clause 02 and 11 to 19
<i>Traralgon Growth Area Framework Plan</i> (Hansen Partnership, August 2013)	C97 Clause 02 and 11 to 19

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Name of background document	Amendment number - clause reference
<i>Traralgon Station Precinct Master Plan</i> (Hansen Partnership and CPG Australia, April 2011)	C97 Clause 02, 11 and Schedule 2 to Clause 32.07
<i>Traralgon West Structure Plan</i> (Hansen Partnership, August 2013)	C97 Clause 02 and 11 to 19
<i>Wood Encouragement Policy</i> (Latrobe City Council, 2014)	C97 Clause 02 and 14

LATROBE PLANNING SCHEME

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SCHEDULE TO CLAUSE 74.01 APPLICATION OF ZONES, OVERLAYS AND PROVISIONS

1.0

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Proposed C121latr

Application of zones, overlays and provisions

This planning scheme applies the following zones, overlays and provisions to implement the Municipal Planning Strategy and the objectives and strategies in Clauses 11 to 19:

- Activity Centre Zone to the Traralgon Activity Centre.
- General Residential Zone, Neighbourhood Residential Zone or the Residential Growth Zone to existing residential areas as identified in the Housing Framework Plans.
- General Residential Zone – Schedule 1 in main towns.
- General Residential Zone – Schedule 4 in small/district towns to ‘Future Local Activity Centre or Neighbourhood Activity Centres’ when they have been established.
- Urban Growth Zone to land where a precinct structure plan has been prepared or where a strategy has been prepared which identifies that the land is suitable for future urban development.
- Mixed Use Zone to:
 - areas close to town centres with potential for complementary residential, commercial and industrial activities.
 - local and neighbourhood activity centres in the larger urban centres.
- Township Zone generally to small and district towns, particularly the town centres.
- Low Density Residential Zone to larger residential lots on the fringes of the towns that are not within urban growth corridors.
- Industrial 1 Zone to main industrial estates.
- Industrial 3 Zone to light industrial and service industrial areas, and as a buffer between residential areas and the Industrial 1 Zone areas.
- Commercial 1 Zone to principal shopping and principal office areas excluding the Traralgon Activity Centre.
- Commercial 2 Zone to the peripheral sales areas.
- Farming Zone Schedule 1 to commercial agricultural areas.
- Farming Zone Schedule 2 to mixed farming areas.
- Rural Living Zone to areas committed to rural residential type use, including areas in Jeeralang, Yinnar South, Toongabbie, Glengarry, Tyers, Hazelwood North, Hazelwood South, Callignee and Moe South.
- Public Park and Recreation Zone to public open space areas.
- Schedule to Public Park and Recreation Zone to provide sign requirements for public open space areas based on Latrobe’s open space hierarchy.
- Public Conservation and Resource Zone to scenic, natural feature and conservation reserves, State, Regional and National parks, public forest areas and the like.
- Special Use Zone – Schedule 1 over Category A coalfields.
- Special Use Zone – Schedule 2 over the car sales yards along the Princes Highway in Traralgon.
- Special Use Zone – Schedule 3 to the Gippsland Heritage Park in Moe.
- Special Use Zone - Schedule 7 to the Latrobe Regional Airport.

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- Development Plan Overlay and or Development Contribution Plan Overlay (including development contribution plans) to future urban growth areas and large undeveloped tracts of land requiring infrastructure, social services, recreation and open space coordination.
- Design and Development Overlays to:
 - areas requiring specific design solutions.
 - to ensure the safe operations of the Latrobe Regional Airport.
- Environmental Significance Overlay to:
 - areas where amenity buffers for coal, heavy industry or other identified uses are required to manage amenity issues and land use conflicts.
 - protect sites, areas and corridors of environmental significance.
- Heritage Overlay to heritage places and precincts.
- Land Subject to Inundation to floodprone areas as identified by the West Gippsland Catchment Management Authority.
- Floodway Overlay to floodprone areas as identified by the West Gippsland Catchment Management Authority.
- Bushfire Management Overlay to bushfire hazard level 2 areas where there is potential for extreme bushfire behaviour, consistent with state hazard criteria and mapping.
- Buffer Area Overlay to the notification area of licensed pipelines as identified by Energy Safe Victoria.
- Airport Environs Overlay - Schedule 1 and Schedule 2 to areas impacted by aircraft noise generated by the Latrobe Regional Airport.
- State Resource Overlay – Schedule 1 Gippsland Brown Coalfields to Category B and C areas to identify the balance of the Gippsland coalfields located within the municipality.
- Schedule to Public Open Space Contribution and Subdivision to fund the provision of open space through subdivision levy contributions that are proportionate to the needs of any intensified use resulting from subdivision.

COMMUNITY HEALTH AND WELLBEING

15. COMMUNITY HEALTH AND WELLBEING

Agenda Item: 15.1

Agenda Item: 2021/22 Community Grant and Sponsorship, Round One Recommendations

Sponsor: General Manager, Community Health and Wellbeing

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

Status: For Decision

Proposed Resolution 1:

That Council:

- 1. Approves 81 applications in the amounts stated as set out in the Attachment A and releases publicly a list of the successful applicants – 2021/22 Community Grants Program - Final Recommendations in the Community Wellbeing, Community Events Minor, Community Events Major, Minor Equipment and Minor Capital Works categories of the 2021/22 Community Grants Program, Round One;**
- 2. Approves two applications in the amount stated as set out in in the Attachment B and releases publicly a list of the successful applicants – 2021/22 Community Sponsorship Program – Final Recommendations – in the Community Sponsorship Major category of the Community Sponsorship Program, Round One;**
- 3. Notes the unsuccessful applications as set out in Attachment C – 2021/22 Community Grants Program – Unsuccessful Applications – in the Community Wellbeing, Community Events Minor, Community Events Major, Minor Equipment and Minor Capital Works categories of the 2021/22 Community Grants Program, Round One; and**
- 4. Notes the unsuccessful application as set out in Attachment D – 2021/22 Community Sponsorship Program – Unsuccessful Application – in the Community Sponsorship Major category of the Community Sponsorship Program, Round One.**

Proposed Resolution 2:

That Council:

- 1. Approves two applications in the amounts stated as set out in the Attachment E and releases publicly a list of the successful applicants – 2021/22 Community Grants Program - Final Recommendations – Conflict of Interest in the Community Events Minor and Community Events Major categories of the 2021/22 Community Grants Program, Round One.**

Proposed Resolution 3:

That Council:

- 1. Approves one application in the amount stated as set out in in the Attachment F and releases publicly the successful applicant – 2021/22 Community Sponsorship Program – Final Recommendations – Conflict of interest in the Community Sponsorship Major category of the Community Sponsorship Program, Round One.**

Proposed Resolution 4:

That Council:

- 1. Approves one application in the amount stated as set out in in the Attachment G and releases publicly the successful applicant – 2021/22 Community Sponsorship Program – Final Recommendations – Conflict of interest in the Community Sponsorship Major category of the Community Sponsorship Program, Round One.**

Proposed Resolution 5:

That Council:

- 1. Approves one application in the amount stated as set out in in the Attachment H and releases publicly the successful applicant – 2021/22 Community Grants Program – Final Recommendations – Conflict of interest in the Minor Equipment category of the Community Grant Program, Round One.**

Executive Summary:

- Applications for round one of the 2021/22 Community Grants and Sponsorship Programs were accepted from 5 July 2021 to 6 August 2021 for the following program categories: Minor Capital Works, Minor Equipment, Community Wellbeing, Community Events Minor, Community Events Significant and Community Sponsorship Major.
- Council received 122 applications. 84 applications have been recommended for funding. The total amount of funding applied for in the Community Grants Program was \$493,394.79. The total amount of funding applied for in the Community Sponsorship Program was \$59,379.00.
- Of the 38 unsuccessful applications that were not recommended for funding, 11 were assessed as ineligible and 27 were not recommended. Eight of the applications that were not recommended for funding were referred to the next round of funding and one was referred to another funding source.
- Applications have been reviewed for eligibility and have undergone assessment by staff Subject Matter Expert panels. Assessments were completed in line with the Grant Governance Policy and applications were reviewed using the assessment criteria for each grant program.
- Assessment meetings were held with Councillors, separated by Ward. The assessment panel comments were provided to Councillors to assist in making a final funding decision. Total funding recommended for the Community Grants Program is \$297,168.94 and the total amount of funding recommended for the Community Sponsorship program is \$43,500.

Background:

The Community Grants and Sponsorship Programs represent a significant contribution by Latrobe City Council to local projects. Grant funding is a way of acknowledging the contribution that individuals and groups make to the Latrobe City community life.

Applications for the 2021/22 Community Grants and Sponsorship Programs were accepted from 5 July 2021 to 6 August 2021 for the following program categories, Minor Capital Works, Minor Equipment, Community Wellbeing, Community Events Minor, Community Events Significant and Community Sponsorship Major.

The total annual budget for the Community Grants Program is \$550,490. The budget is divided into each program category:

- \$340,000– Minor Capital Works
- \$30,000 – Minor Equipment
- \$39,000 – Community Wellbeing

- \$40,000 - Community Events Minor
- \$65,000 - Community Events Significant

The total budget for round one of the Community Grants Program is \$305,000. The budget is divided into each program category:

- \$200,000 – Minor Capital Works
- \$20,000 – Minor Equipment
- \$20,000 – Community Wellbeing
- \$25,000 - Community Events Minor
- \$40,000 - Community Events Significant

The total annual budget for Community Sponsorship Program is \$105,000. The budget is divided into each program category:

- \$70,000 - Community Sponsorship Major
- \$35,000 - Community Sponsorship Minor

The round one budget for Community Sponsorship – Major is \$45,000. There were no applications for Community Sponsorship – Minor.

Round Two of the 2021/22 Community Grants and Sponsorship Programs is due to open on 31 January 2022 and close on 1 March 2022.

Applications were assessed against a list of criteria that was provided to the applicants in each of the Community Grants and Sponsorship Program Guidelines. The following criteria was used for each program:

- The applicant's capacity of delivering the project - This includes any quotes, budget information and plans in support of the application. (30%)
- The application addresses a community need and describes how the community will benefit from the project/activity. (30%)
- The application demonstrates other contributions e.g. monetary, voluntary services or in-kind support as part of the proposal. (25%)
- The application is consistent with the Council Plan, Municipal Public Health and Wellbeing plan and other strategic documents. (15%)

Using the assessment criteria, panel members completed an individual assessment. The individual assessment comments and scoring was collated to provide overall commentary and a total assessment score for each application. These comments and scores formed the basis for discussion and forming of a final recommendation for each application.

In some cases, applications have been recommended for Part Funding or had additional funding conditions applied. Funding conditions will be supplementary to the Funding Agreement and compliance will be required to achieve a successful acquittal. Some applications have been identified as Ineligible due to outstanding acquittals from previous funding rounds.

The panel recommendations were then reviewed by Councillors to develop a final recommendation. Ward Councillors attended an assessment meeting with Council Officers.

Minor Capital Works Grant

Financial assistance provided to community groups who wish to develop community facilities for accessibility improvements, renovations, repairs and built in or fixed equipment purchases.

There is \$200,000 available for round one of the Minor Capital Works Grant program in 2021/22.

Applications	Number of Applications	Total Funding
Received	41	\$243,033.99
Recommended (includes part funding)	32	\$185,018.19
Not Recommended	7	\$43,990.00
Ineligible	2	\$13,000.00

Minor Equipment

Financial assistance provided to community groups who wish to purchase non fixed equipment.

There is \$20,000 available for round one of the Minor Equipment Grant program in 2021/22.

Applications	Number of Applications	Total Funding
Received	43	\$79,633.80
Recommended (includes part funding)	26	\$39,950.75

Applications	Number of Applications	Total Funding
Not Recommended	14	\$26,502.05
Ineligible	3	\$5,972.00

Community Wellbeing

Community Wellbeing grants are to provide assistance to community groups for a broad range of community development programs, services, and activities.

There is \$20,000 available for round one of the Community Wellbeing Grant program in 2021/22. .

Applications	Number of Applications	Total Funding
Received	11	\$20,872.00
Recommended (includes part funding)	7	\$11,000.00
Not Recommended	4	\$7,972.00
Ineligible	0	\$0.00

Community Events Minor

Assistance to conduct conferences, deliver special events of significance or to develop an existing event. Events must include local and regional participation. This could include carnivals, festivals and cultural events.

There is \$25,000 available for round one of the Community Events Minor Grant program in 2021/22.

Applications	Number of Applications	Total Funding
Received	19	\$72,355.00
Recommended (includes part funding)	14	\$32,500.00
Not Recommended	1	\$5,000.00

Applications	Number of Applications	Total Funding
Ineligible	4	\$14,300.00

Community Events Significant

Assistance to conduct larger conferences, deliver special events of significance or to develop an existing event. Events must include local and regional participation. This could include carnivals, festivals and cultural events.

There is \$40,000 available for round one of the Community Events Significant Grant program in 2021/22.

Applications	Number of Applications	Total Funding
Received	8	\$77,500.00
Recommended (includes part funding)	5	\$29,700.00
Not Recommended	1	\$10,000.00
Ineligible	2	\$17,500.00

Community Sponsorship Major

Community Sponsorship provides assistance to community groups for a broad range of community programs, services, and activities.

There is \$45,000 available for round one of the Community Sponsorship Major program in 2021/22.

Applications	Number of Applications	Total Funding
Received	5	\$59,379.00
Recommended (includes part funding)	4	\$43,500.00
Not Recommended	1	\$3,069.00

Recommendations by Ward – Community Grants and Sponsorship

Ward	Recommended Amount
Central	\$70,989.00
East	\$119,146.94
South	\$68,468.00
West	\$53,065.00
All Wards	\$30,000.00
TOTAL	\$341,668.94

Issues:

Strategy Implications

Council strategic objective three of the Council Plan aims to improve the liveability and connectedness of Latrobe City.

Health Implications

The Community Grants and Sponsorship program supports community groups by providing funding for projects that increase social connection and physical and mental health.

Communication

Following a decision from Council, applicants will be notified of their grant outcome by Friday 15 October 2021. Successful applicants will be provided an offer of funding and will be asked to enter into a Funding Agreement. Funding Agreements will be required to be completed and returned by Friday 26 November 2021.

Unsuccessful applicants will be provided with feedback and supported to prepare future submissions where possible.

A media release will be developed, promoting Council's financial contribution to community projects, demonstrating community support.

Financial Implications

If the recommendations are endorsed, 84 Community Grant applications will be supported with a recommended total value of \$298,168.94 and four Community Sponsorship applications will be supported with a recommended total value of \$43,500.00.

The total recommended amount sits within the allocated budget for round one which ensures that there is sufficient funding in the annual budget for round two applications.

Risk Analysis

Identified risk	Risk likelihood*	Controls to manage risk
Financial Risk Misuse of Council Funding	Unlikely	Acquittal and accountability process as set out in the Grants Governance Policy.

* Inherent likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

The Grants Governance Policy (the Policy) addresses standardised governance arrangements for the conditions and management of Council’s outgoing grants.

The Policy assists Councillors and Council employees to achieve consistency in the governance of the grants when developing, assessing, monitoring, acquitting and evaluating applications. Applicants have been assessed in line with the Policy

Legal and Compliance

Applications received as part of the 2021/22 funding round have been received and assessed against the grant program guidelines and Grant Governance Policy.

Assessments were completed by Subject Matter Expert staff from across the organisation who have formed funding recommendations to be considered by Council.

Community Implications

The community implications will vary on whether an application is successful or not. Officers will endeavour to minimise the negative community implications by working with the unsuccessful applicants to amend their applications to resubmit in round two of the 2021/22 Community Grant and Sponsorship Programs.

Environmental Implications

There are no environmental implications expected as an outcome of providing funding. Some projects support improved environmental sustainability at a minor local level.

Consultation

Whilst the Community Grants and Sponsorships Programs were open, staff were available to provide one on one support to applicants to prepare a submission.

Public information sessions were held in online to provide applicants with an overview of the program and the requirements for completing a submission.

Declaration of Interests:

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

Supporting Documents:

2021/22 Community Grant Program Guidelines

2021/22 Community Sponsorship Program Guidelines

Attachments

1. Attachment A - 2021/22 Community Grants Program Round One Final Recommendations (Published Separately)

This attachment is designated as confidential under subsection (h) of the definition of confidential information contained in section 3(1) of the *Local Government Act 2020*, as it relates to confidential meeting information, being the records of meetings closed to the public under section 66(2)(a). Community Grant Recommendations

2. Attachment B - 2021/22 Community Sponsorship Program Round One Final Recommendations (Published Separately)

This attachment is designated as confidential under subsection (h) of the definition of confidential information contained in section 3(1) of the *Local Government Act 2020*, as it relates to confidential meeting information, being the records of meetings closed to the public under section 66(2)(a). Community Sponsorship Recommendations

3. Attachment C - 2021/22 Community Grant Programs Round One - Unsuccessful Applications (Published Separately)

This attachment is designated as confidential under subsection (h) of the definition of confidential information contained in section 3(1) of the *Local Government Act 2020*, as it relates to confidential meeting information, being the records of meetings closed to the public under section 66(2)(a). Community Grants Recommendations

4. Attachment D - 2021/22 Community Sponsorship Programs Round One - Unsuccessful Applications (Published Separately)

This attachment is designated as confidential under subsection (h) of the definition of confidential information contained in section 3(1) of the *Local Government Act 2020*, as it relates to confidential meeting information, being the records of meetings closed to the public under section 66(2)(a). Community Sponsorship Recommendations

5. Attachment E - 2021/22 Community Grants Program Round One Final Recommendations - Conflict of Interest (Published Separately)

This attachment is designated as confidential under subsection (h) of the definition of confidential information contained in section 3(1) of the *Local Government Act 2020*, as it relates to confidential meeting information, being the records of meetings closed

to the public under section 66(2)(a). Community Grant Recommendations

6. Attachment F - 2021/22 Community Sponsorship Program Round One Final Recommendations - Conflict of Interest (Published Separately)

This attachment is designated as confidential under subsection (h) of the definition of confidential information contained in section 3(1) of the *Local Government Act 2020*, as it relates to confidential meeting information, being the records of meetings closed to the public under section 66(2)(a). Community Sponsorship Recommendations

7.   Attachment G - 2021/22 Community Sponsorship Program Round One Final Recommendations - Conflict of Interest

8. Attachment H - 2021/22 Community Grants Program Round One Final Recommendations - Conflict of Interest (Published Separately)

This attachment is designated as confidential under subsection (h) of the definition of confidential information contained in section 3(1) of the *Local Government Act 2020*, as it relates to confidential meeting information, being the records of meetings closed to the public under section 66(2)(a). Community Grant Recommendations

15.1

2021/22 Community Grant and Sponsorship, Round One Recommendations

- 7 Attachment G - 2021/22 Community Sponsorship Program Round One Final Recommendations - Conflict of Interest 485**

South Ward

Assessment Recommendations

Community Sponsorship – Major

Application ID	Applicant organisation	Project Title	Project Description	Total Amount Requested	Final Recommendation <i>Ward Councillors</i>	Final Approved Amount
CSME202122R101	Boolarra Folk Festival Committee Inc	2022 Boolarra Folk Festival (online)	<p>The township of Boolarra is quite small. Our cricket club has a fantastic relationship with the Boolarra community. The club always does what it can to support the local businesses in the area. The aim for our club is to reach out to the entire Latrobe City area, not just the Boolarra community. We are trying to get the Boolarra brand out to the public further by the use of our playing uniforms and through various functions we hold at Boolarra. We encourage not just cricket players/ families and partners but anyone outside the club to attend the various events we hold to promote the Boolarra club and town.</p> <p>Our club is hoping to install a turf wicket set up (a must have in our league) as we have to play 'away' matches every week as we don't have the facilities to accommodate for this</p>	\$7,500.00	Recommended	\$7,500.00

Agenda Item: 15.2

Agenda Item: National Basketball League SEM Phoenix In Season Match

Sponsor: General Manager, Community Health and Wellbeing

Council Plan Objective: Support job creation and industry diversification to enable economic growth in Latrobe City.

Status: For Decision

Proposed Resolution:

That Council adopts the recommendation of the Tourism and Major Events Advisory Committee to fund the SEM Phoenix in-season National Basketball League match at Gippsland Regional Sports Stadium on 26 January 2022 providing \$50,000 in cash and \$5,000 Value in Kind.

Executive Summary:

- The Tourism and Major Events Advisory Committee (TAMEAC) have reviewed and considered assessments prepared outlining economic benefit, return on investment and benefit to the local community for a proposed SEM Phoenix in-season National Basketball League match at Gippsland Regional Sports Stadium (GRISS) on 26 January 2022 and have recommended this event to Council for funding support.
- SEM Phoenix are a professional basketball team competing in the National Basketball League (NBL), the highest level of basketball in Australia. The SEM in their name relates to South East Melbourne and they normally play home games at John Cain Arena at the State Basketball Centre in Melbourne.
- As part of the yearly Council Budget approval process selected major events and pre-committed obligations are endorsed. A figure for new event acquisition is also approved. The total allocated for these major events makes up the Major Events Attraction budget. In the 2021-22 financial year, Council approved \$314,000 for this purpose.
- The event recommendation in this report is a new opportunity not named during the 2021-22 budget process. In line with the Major Events Selection Framework, this event is required to be approved by Council. \$50,000 from the new acquisitions portion of the Major Events Attractions budget will be

allocated to fund this event.

- For several years Latrobe City Council, with the support of Latrobe Valley Authority, have cultivated a relationship with SEM Phoenix basketball team. This has seen pre-season matches in Latrobe City, together with community development activities through training clinics, umpires' clinics and other sport promotion.
- An in-season match hosted in Latrobe City presents a rare opportunity as the best players from each team will be playing and this provides extensive exposure for Latrobe City through the national television broadcast of the game. Economic benefit is estimated at over \$400,000 and the local community can experience the highest level of basketball in Australia.
- The COVID-19 pandemic has provided the opportunity for Latrobe City Council to attract an in-season match as NBL teams seek increased options for viable delivery of their games.
- Hosting this fixture has additional benefits to just staging the match in that the project supports a range of sport and community development initiatives some of which are focused around the event and others that are ongoing throughout the year. These include; coaching clinics, player visits, referee development and promotion of sport participation as well as showcasing Latrobe City's world class venues to other major sports and overall promotion of our region.
- The overall budget will require further funds made up from ticket sales (<\$5,000) and a contribution from the Events Gippsland Regional Event Acquisition Fund. Discussions have been held regarding a \$40,000 contribution and formal approval is pending.
- Under the recently released Victorian Road Map for indoor seated events, up to 150 can attend on match day. Whilst officers expect that a further softening in restrictions to possible density limits as opposed to capacity limits is likely by the end of January with much higher rates of vaccination, we will continue to monitor the situation. Officers will ensure that contingencies are built in to agreements which incorporate cancellation and return of funds where possible. If the event is cancelled, funds will be returned to the budget for allocation to other major event opportunities.

Background:

The Latrobe Tourism and Major Events Advisory Committee (TAMEAC) is a formally appointed Advisory Committee of Latrobe City Council for the purposes of the *Local Government Act 1989*.

The membership of this Committee and these Terms of Reference have been adopted by resolution of Latrobe City Council at an Ordinary Council Meeting.

The Committee's role is to report to the Council and provide appropriate advice, recommendations and feedback on matters relevant to their Terms of Reference in order to facilitate decision making by the Council in relation to the discharge of its responsibilities. The Committee meets bi-monthly. The Committee is an advisory committee only and has no delegated decision making authority.

The Committee is established to:

- Provide advice to Council on policies and strategies for furthering the development of tourism within Latrobe City and an avenue for consultation and exchange between Council and the tourism industry regarding issues and maximising tourism opportunities;
- Consider proposals for major event selection and funding applications received and make recommendations to Council in relation to the selection and funding of such events;
- Provide advice in relation to the development and submission of event funding applications; and
- Provide advice to Council in relation to the planning and development of major events and major event infrastructure in Latrobe City.

In line with the Council approved Major Events Selection Framework, the following criteria will be considered during assessment:

- The alignment of the event in meeting the strategic goals of the Events and Tourism Strategy 2018-2022;
- Potential for strong returns, be those deemed at any given time to be financial, artistic, or community wellbeing;
- Time of year of the event, with strong consideration given to proposals scheduled during gaps in Councils events calendar;
- Rationale or need for the event;
- Context of the event in the current events/presentation program;
- Likelihood of high numbers of participants and observers/attendees, preferably with a significant number of participants and visitors coming from outside the region;
- Potential for positive media coverage and exposure within and outside the region.

Issues:

Strategy Implications

These recommendations align with the following Council Plan objectives:

Identified risk	Risk likelihood*	Controls to manage risk
<p>Reputational Risk</p> <p>Major event negatively impacts on the reputation of LCC as an events city.</p>	1 (Rare)	TAMEAC consideration of event proposal and assessment. Oversight of operations and arrangements by Council officers.
<p>Legal/Regulatory Risk</p> <p>Major event doesn't meet safety or regulatory requirements.</p>	2 (Unlikely)	Event oversight by council officers. Event is held in a council owned venue with comprehensive safety procedures in place.

* Inherent likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

Legal and Compliance

All events supported by Council are required to submit, and have approved, an event permit.

Community Implications

Local community would be impacted by losing opportunities to experience major events.

Environmental Implications

Nil

Consultation

Consultation with both internal and external stakeholders and community organisations is ongoing. Major event proposal and assessment was presented to TAMEAC for consideration and recommendation.

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 2020*.

Supporting Documents:

Nil

Attachments

1 [↓](#).  SEM Phoenix In-season match 2022

15.2

National Basketball League SEM Phoenix In Season Match

- 1 SEM Phoenix In-season match 2022..... 493**



MAJOR EVENT ASSESSMENT FORM

Updated July 2019

To be used as part of the assessment process for major event attraction/funding.

DATE PROPOSAL RECEIVED: September 2021

ASSESSED BY: Michelle Tones

EVENT DETAILS			
Event name:		Event date / Proposed Date:	
SEM Phoenix - In season Game 2022		26 th January 2022 – Australia Day	
Event type: (please select)			
Arts/Culture <input type="checkbox"/> /Food & Wine <input type="checkbox"/> /Sponsorship <input type="checkbox"/> / Sport X /Business & Conference <input type="checkbox"/> /Community <input type="checkbox"/> /Other <input type="checkbox"/>			
Event Category: (please select) **		Funding - CASH	Funding – IN KIND
Hallmark	<input type="checkbox"/>	Yr 1 : \$50,000 + GST	Venue Hire \$5K
Major	X	Yr 2 :	
Significant	<input type="checkbox"/>	Yr 3 :	
Community	<input type="checkbox"/>	Other :	
Event description:			
<p>The South East Melbourne Phoenix wish to play an in-season game in Latrobe City at the Gippsland Regional Indoor Sports Stadium on Australia Day, 2022.</p> <p>The game would be broadcast on free to air TV showcasing the city's world class sporting facilities to a national audience.</p> <p>Opportunities exist for SEM Phoenix to conduct community activations and clinics subject to COVID restrictions.</p>			
Event Term in region - commitment to region hosting:			
1 year only X 2 years <input type="checkbox"/> 3 years <input type="checkbox"/> roll over rights i.e. 3 + 3 <input type="checkbox"/>			
Contact name: Anoop Singh		Email: anoop.singh@semphoenix.com.au	
Title/position: Chief Commercial Officer		Phone: 0457 804 327	

EVENT DELIVERABLES

Purpose / Aims / Objectives:

- To bring a National League Basketball game to Latrobe City for our community to experience.
- To showcase GRISS to a national audience



MAJOR EVENT ASSESSMENT FORM

Updated July 2019

Outcomes / Vision:	To assist in positioning Latrobe City as a major events and sporting destination.		
Budget estimate:	\$100,000 comprising: \$25K attraction fee, \$5k Venue Hire and \$70K operations & Marketing Likely Funding Sources: LCC Events - \$50,000 + 5,000 VIK Events Gippsland – \$40,000 Ticketing – \$5,000		
EVENT GRADING			
1. Estimated economic benefit to Latrobe Valley – has an assessment or forecast been completed by the event representative?	ROI	Rating (circle only 1)	
Explanation / justification (if less than \$5 please expand ie. new event) : 70 Intrastate players/officials 2000 local spectators 225 intrastate spectators (2225 – COVID seating capacity) Estimated Economic benefit of \$435,645	\$5 - \$10	1	
	\$11 - \$19	2	
	\$20 +	3	
2. Event commitment/ term to region			
1 year only where the event is a roving event or a once off event.		1	
2 year commercial deal		2	
3 year commercial deal		3	
3. Does the event have budget for promotion and marketing opportunities to showcase Latrobe City and beyond.		(Could be more than 1)	
A. None allocated		0	
B. Latrobe City only		1	
C. Latrobe City and the Latrobe Valley (inclusive of Baw Baw and Wellington Shires)		1	
D. Metro Melbourne		1	
E. Other Intrastate regions		1	
F. Nationally		1	
G. In addition to the above, does the event provide opportunity to market and promote Latrobe City as a tourist destination through the events existing and established marketing channels? i.e. membership data base, TV / live streaming digital media other.		1	
<ul style="list-style-type: none"> SEM Phoenix is one of two competitive Melbourne based National Basketball teams in the NBL with an average crowd attendance of 5,369 (2019/2020 figures). They have the potential to draw a capacity crowd, especially on a public holiday. This game will be a full broadcast on free to air TV TV exposure will showcase GRISS and the region and further enhances the City as a sporting destination. 			



MAJOR EVENT ASSESSMENT FORM

Updated July 2019

4. Proposed program of sport development and community engagement activities		(Could be more than 1)
A. Is there a proposed community engagement plan / content?	Y / N	1
B. If Yes, Is there any intent to engage / collaborate with schools, CALD community members, or outreach communities? Expand:	Y / N	1
C. Are there other activities /programs included in the proposal that have not been mentioned previously? If so please provide details:	Y / N	0
5. Calendar/Market fit for Latrobe City Calendar of Events		Rating (circle)
Rationale for rating:	Poor	1
Securing this event would be a major coup for the City and would assist positioning GRISS as one of the premier sporting venues in Australia.	Good	2
	Excellent	3

Grading guide: 0 – 6 = GOOD | 7 – 12 = V GOOD | 13 and above = EXCELLENT

Score

14 / 17

STRATEGIC GOALS / FOCUS

Does the event support the following strategic goals:

- | Does the event support the following strategic goals: | | |
|---|-------|--|
| • Adding to our region's Economic prosperity | Y / N | |
| • Being complementary to community members and groups | Y / N | |
| • Increasing the regions image and visibility | Y / N | |

IDENTIFY KEY ISSUES/BENEFITS

- This event builds on the partnership that Latrobe City has with SEM Phoenix.
- It will be the first time the team has played at GRISS
- The public holiday date during the Christmas holiday period will drive ticket sales
- A full TV broadcast will showcase GRISS to a national audience

RECOMMENDATION

Rationale:

The event complements the calendar of events being prepared to assist local businesses emerge from the COVID-19 restrictions. In addition to showcasing the GRISS venue, it also provides an opportunity, in conjunction with some of LCC's key stakeholders, to demonstrate the capacity of the City to coordinate the delivery of another major event and reinforces our standing as a centre for event tourism.

In addition, it is a progression of a long term strategy to transition pre-season matches into in-season matches by major professional sporting teams and national sports competitions.



MAJOR EVENT ASSESSMENT FORM

Updated July 2019

This event supports the **Latrobe City Events and Tourism Strategy 2018 – 2022** Objectives:

- 1 (Increase Visitation),
- 3 (Increase destination profile) and
- 4 (Promote community connectedness.

It also supports the **Latrobe City Council Plan 2017 -2021** Objectives:

- 1 (Support job creation and industry diversification to enable economic growth in Latrobe City) and
- 7 (Grow the civic pride of our municipality and solidify Latrobe City's image as a key regional city).

DEFINITIONS

** Event Category

Major:	Multiple overnight stays, Economic impact over \$1 million, generates significant immediate and long term economic, social and cultural benefits.
Community:	Local participants/audience
Significant Community:	Community events that attract regional/intra + national audience/participants and have an economic impact over \$50,000
Hallmark:	A reoccurring event that provides the community with an opportunity to secure high prominence in the tourism marketplace.

ORGANISATIONAL PERFORMANCE

16. ORGANISATIONAL PERFORMANCE

Agenda Item: 16.1

**Agenda Item: Latrobe City Council Submissions - State and Federal
2022-23 Budgets**

Sponsor: General Manager, Organisational Performance

**Council Plan Objective: Support job creation and industry diversification to
enable economic growth in Latrobe City.**

Status: For Decision

Proposed Resolution:

**That Council endorses the Latrobe City Council submissions for the State
and Federal 2022-23 Budgets.**

Executive Summary:

As COVID-19 impacts continue to be profoundly felt across Victoria and Australia, a strong focus of both levels of Government continues to be on job creation, and economic recovery and growth. This is also Council's priority as part of its economic transition.

It is therefore recommended that Latrobe City Council submits to the State and Federal 2022-23 Budget processes primarily projects that have the potential to generate short or long-term employment and economic opportunities for the region.

These projects have been derived from the Latrobe City priority project list that was supported by Councillors at July Councillor Briefing 2 to inform Government budget submissions, Latrobe City's campaigns for State and Federal elections and other Council's advocacy efforts.

The projects to be included in the budget submissions are as follows:

Federal Budget:

1. Latrobe Regional Airport – New Runway Feasibility
2. Gippsland Logistics Precinct (GLP)
3. Moe Revitalisation Project – Stage 3

4. Gippsland Material Recovery Facility (MRF)

State Budget:

1. Flood Recovery Projects – Traralgon Recreational Reserve
2. Gippsland Material Recovery Facility (MRF)
3. Inter-Township Trail Network
4. Latrobe City Infrastructure Fund

At this point, the projects for consideration in the 2022-23 government budget process do not include the Centre for Australian Automotive Futures (CAAF). This is due to the status of the CAAF project awaiting completion of the business case which, due to its size, would be a precursor to any proper consideration of CAAF in the imminent government budget process. The timing of the CAAF business case will be confirmed shortly and if possible will be included. If not included in the current government budget process, the CAAF project will be included in Council's campaign for funding from the upcoming State and Federal elections.

Next steps:

- The budget submissions will be lodged with the State and Federal Treasurers, relevant Government Ministers, Departments and local Members of Parliament.
- In support of budget submissions, engagement with the State and Federal Government will be conducted in accordance with the engagement plan.

Background:

This section provides further details on our investment proposals to the Government:

Federal Budget:

1. Latrobe Regional Airport – New Runway Feasibility

The Commonwealth Government to support further development of the Latrobe City Aerospace Precinct through an investment of \$60,000 to investigate the feasibility of a new runway at the Latrobe City Regional Airport (LRA).

2. Gippsland Logistics Precinct (GLP)

The Commonwealth Government to support further development of the Gippsland Logistics Precinct (GLP) in Latrobe City through an investment of \$11.5 million in Stage 2 (internal road and utility infrastructure); and an investment of \$7.5 million in Stage 3 (Gippsland Intermodal Freight Terminal - GIFT that includes new signalling and the upgrade of the rail siding). This is following the \$5 million previous investment from the Victorian Government.

3. Moe Revitalisation Project – Stage 3

The Commonwealth Government to support Stage 3 of the Moe Revitalisation Project (MRP) through an investment of \$7.56 million for the redevelopment of Moore Street and the construction of a commuter car park at the eastern end of George Street.

4. Gippsland Material Recovery Facility (MRF)

The Commonwealth Government to support a 50,000-tonne capacity Material Recovery Facility (MRF) to be located in the Morwell Heavy Industry Precinct in Latrobe City through the investment of \$10 million (total project cost of \$30 million).

State Budget:

1. Flood Recovery Projects – Traralgon Recreational Reserve

The Victorian Government to support flood recovery to the amount of \$10 million through the construction of a new pavilion within the Traralgon Recreation Reserve and new buildings in alternate locations where the user groups can relocate. The reserve was recently decimated by floods that resulted from a significant severe weather event in the area and across the state on 9 and 10 June 2021.

2. Gippsland Material Recovery Facility (MRF)

The Victorian Government to support a 50,000-tonne capacity Material Recovery Facility (MRF) to be located in the Morwell Heavy Industry Precinct in Latrobe City through the investment of \$10 million (total project cost of \$30 million).

3. Inter-Township Trail Network

The Victorian Government to support the Inter-Township Trail Network in Latrobe City through a \$40 million investment in construction and \$3 million for planning and detailed design. This project will connect all our towns via Rail Trails and Shared Paths as an opportunity to generate significant community connectivity, recreational, social, tourism and economic outcomes for the region.

4. Latrobe City Infrastructure Fund

The Victorian Government to support a \$35 million Infrastructure Fund to address the limited capacity and availability of enabling infrastructure and utility services to support industrial, commercial and residential growth within Latrobe City.

Issues:

Strategy Implications

This report aligns primarily with the Council Plan's Objective 1: *Support job creation and industry diversification to enable economic growth in Latrobe City* and Objective 3: *Improve the liveability and connectedness of Latrobe City*.

Health Implications

There are no direct health implications from this report.

Communication

In support of the budget submissions, communication to the State and Federal Government will be tailored to ensure that submissions are provided to the Treasurers, relevant Ministers, Departments and local Members of Parliament effectively and at the right time.

Financial Implications

There are no anticipated financial implications to the Council Budget resulting from this report. Implications may result should Government funding be secured and in the unlikely scenario that Council is required to provide a funding contribution.

Risk Analysis

Identified risk	Risk likelihood*	Controls to manage risk
<p>Service Delivery Risk</p> <p>Implications from the COVID-19 on the political and fiscally constrained environment might act as barriers for some priority asks getting traction with the Government</p>	4 (Likely)	Re-positioning of Council's priorities in the current circumstances to support the Government's agenda for economic stimulus and local jobs
<p>Financial Risk</p> <p>Requirement to match Government funding that is not forecast in Council Budget</p>	2 (Unlikely)	Negotiate with the Government

* Inherent likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

Legal and Compliance

No legal not compliance implications are anticipated from this report.

Community Implications

Positive community impact expected if Government funding is secured.

Environmental Implications

No environmental implications foreseen from this report.

Consultation

No external consultation associated with 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 2020*.

Supporting Documents:

Nil

Attachments

1.   Latrobe City Council Submission - Federal Budget 2022-23
2.   Latrobe City Council Submission - Victorian State Budget 2022-23

16.1

Latrobe City Council Submissions - State and Federal 2022-23 Budgets




- | | | |
|----------|---|------------|
| 1 | Latrobe City Council Submission - Federal Budget 2022-23..... | 504 |
| 2 | Latrobe City Council Submission - Victorian State Budget 2022-23 | 524 |

LatrobeCity Council Submission
Federal Budget
2022/23



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Introduction

Latrobe City is one of Victoria's major Regional Cities, located 135 km east of Melbourne, with a population of approximately 75,500. The municipality comprises several major urban centres, is the primary service and cultural centre for the Gippsland region, and hosts regional headquarters for government, private and education entities.

For decades, Latrobe City has been the epicentre of power generation in Victoria. The region's brown coal has been utilised for the provision of affordable electricity for the majority of Victoria (currently contributing in excess of 70 per cent of Victoria's energy requirements) originally by the State Electricity Commission of Victoria and subsequently by private mine operators via three large coal mines at Traralgon (AGL Loy Yang), and Newborough (Yalourn) and now closed Morwell (Hazelwood).

Overall, electricity, gas, water and waste services are the most valuable industries in Latrobe City, yielding over \$2.6 billion in regional output. Other important industries include manufacturing, construction, rental, hiring and real estate services, and healthcare and social assistance.¹ Latrobe City has also a large forestry industry which services Australian Paper's pulp and paper mill (the largest in Australia).

Currently, Latrobe City has a diverse economy of around 4,442 businesses, employing approximately 32,400 people. With a Gross Regional Product (GRP) is valued at \$5.614 billion, Latrobe City makes a significant contribution to the Victorian economy.²

The Latrobe Valley has been in transition for many years, following the Hazelwood Power Station and Mine closures in 2017, and the subsequent significant investment in the region by the Victorian and Commonwealth Governments. With further power station closures anticipated in the next 20-25 years, our region will continue to evolve as part of this ongoing economic transformation and seek investment in industries that contribute to the economic post-COVID-19 recovery of the region and the state.

As with the rest of the country, Latrobe City has been further challenged by the diverse and profound impacts from the COVID-19 pandemic. Our economy has been significantly impacted, with 50 per cent of the businesses in Latrobe City adversely impacted, particularly accommodation and hospitality, arts and recreation services, retail trade, and small private health and social services.

Pre-COVID-19 employment in Latrobe City was estimated to be 32,389 jobs. The impact of the pandemic on jobs reached a low point of 28,227 in June 2020, with a gradual recovery in line with the staggered temporary easing of restrictions occurring over the subsequent months. For Latrobe City the net loss of jobs over the 12 months from February 2020 to February 2021 is estimated at 1,536, representing a 4.74% reduction in employment.³

Council believes that major infrastructure investment continues to be critical to future-proof our economy, drive our economic and social step change and unlock this region's potential as a strong, progressive and fast growing Regional City.

Latrobe City Council welcomes the opportunity to provide its pre-budget submission to the Federal Budget 2022/23. This submission presents Latrobe City's economic development and innovation projects that are identified as high priority by Latrobe City Council due to their significant job creation and economic growth potential.

These proposed projects include:

- Latrobe City Gippsland Logistics Precinct (GLP);
- Moe Revitalisation Project - Stage 3;
- Latrobe Regional Airport - Runway; and
- Gippsland Material Recovery Facility.

¹ REMPLAN COVID-19 Economic Impact Analysis, June 2020

² REMPLAN COVID-19 Economic Impact Analysis, June 2020

³ REMPLAN COVID-19 Economic Impact Analysis, June 2020

LatrobeCity

GIPPSLAND LOGISTICS PRECINCT

Available industrial land
+ Intermodal Freight Terminal
+ Next to Freeway
= Opportunity for further growth



Budget Submission Summary

FEDERAL BUDGET 22/23 PROPOSAL #1:

GIPPSLAND LOGISTICS PRECINCT (GLP)

Latrobe City Council calls on the Commonwealth Government to support further development of the Gippsland Logistics Precinct (GLP) in Latrobe City through an investment of \$11.5 million in Stage 2 internal road and utility infrastructure; and an investment of \$7.5 million in Stage 3 Gippsland Intermodal Freight Terminal (GIFT) that includes new signalling and the upgrade of the rail siding.

Employment potential:

300-500 jobs ongoing

Commencement date:

July 2022

Proposed Commonwealth Government investment:

\$19 million

(GLP Stage 2: \$11.5 million & GIFT Stage 3: \$7.5 million)

The development of the Gippsland Logistics Precinct (GLP) presents a unique opportunity for Latrobe City Council to establish an 'open access' intermodal freight terminal (GIFT) to meet the logistic needs of the Gippsland region.

The purpose of this project is to facilitate economic development through the creation of a fully serviced intermodal industrial precinct, and provision of serviced industrial land with road and rail based connectivity; and to create construction jobs in the region through the development and promotion of enabling infrastructure, supporting industry growth and more new local jobs.

The following outlines what is needed for the further development of the GLP:

The GLP is a 69-hectare parcel of Council-owned land of which 40 hectares can be developed, directly adjacent to the GIFT (Gippsland Intermodal Freight Terminal) site, bounded to the south by Princes Freeway, to the west by Monash Way and in the east by Tramway Road. The GLP requires \$11.5million (Stage 2) for the remaining infrastructure to be completed to enable further private investment.

The GIFT (Gippsland Intermodal Freight Terminal) is a seven hectare site incorporating the rail siding at MidValley on the south side of the main Gippsland rail line. This parcel of land is currently leased by Council from VicTrack and requires new signalling (estimated cost \$6.3million) and upgrade of the rail siding (estimated cost \$1.2 million). The total estimated cost of the GIFT (Stage 3) is \$7.5 million.

In 2018 Council entered into an agreement with the Victorian Government for the GLP site activation project (Stage 1), supported by a State grant of \$5 million. Stage 1 is underway and delivering roads and utility infrastructure, the upgrade of the intersection of Enterprise Drive and Tramway Road, and entry signage, lighting and landscaping, which are due to be completed by December 2022.

The additional funding support of \$19 million would enable the activation of Stage 2 of this project, and Stage 3 would facilitate an open access intermodal freight terminal including rail siding and site development. This infrastructure would benefit and support Victoria's \$21 billion supply chain and logistics sector.



OUR ASK

INVESTMENT IN FURTHER DEVELOPMENT OF THE GIPPSLAND LOGISTICS PRECINCT

Gippsland Logistics Precinct Stage 2

Internal road and utility infrastructure and flood mitigation earthworks
\$11.5 million

Gippsland Intermodal Freight Terminal (GIFT) Stage 3

- New signalling - \$6.3 million
- Upgrade of the rail siding - \$1.2 million

Employment potential:

300-500 jobs ongoing

Commencement date:

July 2021

Proposed Commonwealth Government investment:

\$19 million

(Stage 2: \$11.5 million and Stage 3: \$7.5 million)

COMPETITIVE ADVANTAGES:



DIRECT RAIL TO PORT:

Home of Gippsland's Intermodal Freight Terminal with established significant rail siding, direct rail access to the Port of Melbourne.



HIGH QUALITY LAND:

High quality large scale industrial, appropriately zoned, fully serviced land.



SOUGHT AFTER SITE:

Close to existing industry, convenient access to the Princes Freeway (M1) and only 150 kms east of Melbourne.



COUNCIL OWNED LAND:

Potential for competitive lease arrangements for potential investors, reducing capital expenditure for start-up.



APPROPRIATELY ZONED AND INFRASTRUCTURE ESTABLISHED:

Site has appropriate zoning in place and over \$5m in infrastructure established.



GOVERNMENT SUPPORT:

The development of the site is supported by relevant authorities, and Victorian Government funding for Stage 1



EXISTING BUSINESS/WORKFORCE:

Co-locate and collaborate with other successful manufacturing businesses and access a workforce with strong manufacturing and engineering skills.

LATROBE CITY GIPPSLAND LOGISTICS PRECINCT

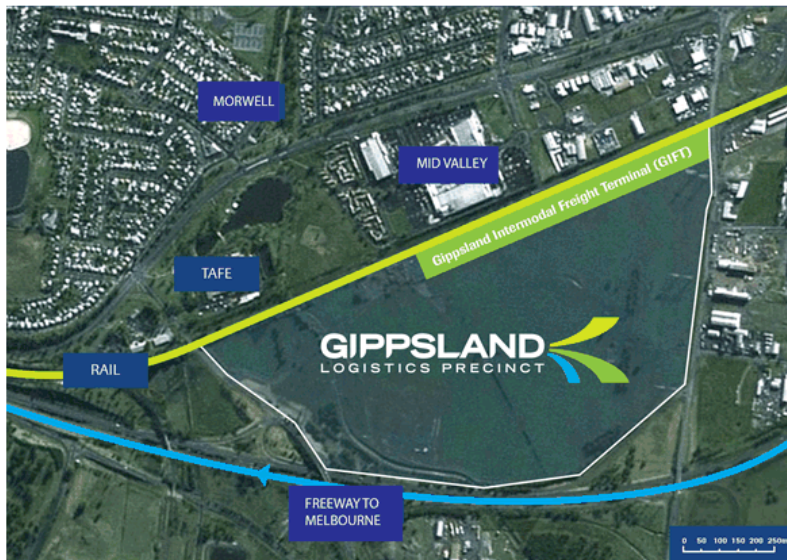
Opportunity for a 'Logistics and Freight Precinct' on new, undeveloped land in a highly sought after area.

Investment Opportunity: Tramway Road, Morwell

The Gippsland Logistics Precinct (GLP) is a unique industrial development opportunity in the heart of the Gippsland region that is designed to attract investment that will create new jobs and industry growth. The GLP will be the gateway to the world for businesses in the Gippsland region, with the Port of Melbourne in easy reach via rail.

In 2018 Council entered into an agreement with the State Government for the GLP site activation project (stage 1), with a grant of approx. \$5 million from the State Government to facilitate economic development by provision of serviced industrial land with road and rail based connectivity. The additional funding of \$11.5 million would enable the activation of stage 2 of this project and stage 3 would facilitate an open access intermodal freight terminal including rail siding and site development at the cost of \$7.5 million.

- STAGE 1** **\$5.36m** of works to be delivered by 2022
 - STAGE 2** **\$11.5m** Internal Road and Utility Infrastructure and Flood Mitigation Earthworks GLP
 - STAGE 3** **\$7.5m** Gippsland Intermodal Freight Terminal (GIFT)
- NEW SIGNALLING \$6.3 M**
UPGRADE OF RAIL SIDING \$1.2M



40ha of high quality vacant flat land ready for development.

Zoned industrial 1 zone/road zone 1 and efficient development approval process.

FREIGHT AND LOGISTICS SITE suited to investors with freight and logistics focus.

Planning overlay ASSESSMENT

Services connected including power, gas, water, telecommunications, stormwater and sewer

Buffers FOR INDUSTRIAL USES including noise/amenity buffers.

Road Access to the site established (B DOUBLE TURNING CIRCLE)

Proposed rail track and rail siding upgrades

Gippsland Logistics Precinct Objectives

The Gippsland Logistics Precinct is a centre for the efficient and cost effective movement of freight to and from the Gippsland region.

Our vision for the Gippsland Logistics Precinct includes:

- 1. Long Term Infrastructure Development**
Develop superior transport infrastructure in the form of a substantial upfront investment in facilities that allow the operations of the Gippsland Logistics Precinct.
- 2. Employment**
Facilitate economic and community development in the region by creating direct job opportunities on the Gippsland Logistics Precinct site.
- 3. Industry Attraction**
Be a new centre for freight which will act as a catalyst for the attraction of new industries to the region.
- 4. Efficiency**
Develop facilities that maximise efficiency and help to reduce freight and transport costs.
- 5. Safe and Sustainable**
Be a precinct that provides a safe environment for business to occur, whilst also encouraging environmentally and economically sustainable practices.
- 6. Leading Design**
Superior urban design that reflects a state-of-the-art intermodal hub.



EMPLOYMENT
POTENTIAL OF
THE PRECINCT



300-500
JOBS ONGOING



COMMENCEMENT DATE
JULY 2022

\$19m Stage 2: \$11.5m
PROPOSED INVESTMENT Stage 3: \$7.5m

LatrobeCity

MOE REVITALISATION PROJECT - STAGE 3

Moore Street Shared Zone and Car Park
= Population Growth / Economic / Third Party
Investment Opportunities
+ Social and Community Benefits



Budget Submission Summary

FEDERAL BUDGET 22/23 PROPOSAL #2:

MOE REVITALISATION PROJECT - STAGE 3 Moore Street Shared Zone and Construction of Car Park

Latrobe City Council calls on the Commonwealth Government to support Stage 3 of the Moe Revitalisation Project (MRP) through an investment of \$7.56 million for the redevelopment of Moore Street and the construction of a commuter car park at the eastern end of George Street.

Employment potential:

Construction phase: 55 direct and indirect jobs

Ongoing: 38 direct and indirect jobs

Commencement date:

July 2022

Proposed Commonwealth Government investment:

\$7.56 million

Stage 3 of the Moe Revitalisation Project (MRP) provides an opportunity to enhance Moe as a more attractive place to live through improvement of its city centre; to respond to the community need through connected mall area; to improve community connections and social inclusion by increasing safety of the city area; and to encourage city growth by improving overall amenity. This project will also address aspects of disadvantage and improve quality of life for Moe residents and round out the overall project by improving the appearance of the town centre.

This stage of Moe Revitalisation Project will include the redevelopment of Moore Street, between George Street and Albert Street, along with the construction of a commuter car park at the eastern end of George Street.

This stage is the third and final phase of the MRP. It will tie directly into Stage 2 which is currently funded by a Community Infrastructure Loan Scheme (CILS) to Council and will be delivered by September 2023.

The modification and beautification of Moore Street is considered a key inclusion to realise the opportunity of creating an appealing streetscape and street for businesses, commuters and pedestrians.

The commuter car park to be located at the eastern end of George Street will provide up to 67 car spaces; public lighting, landscaping and signage elements are also included.

The total employment from the project is expected to reach 93, and the increase in regional income generated by the project is estimated at \$7.334 million.



OUR ASK

INVESTMENT IN FURTHER DEVELOPMENT OF MOE RAIL PRECINCT

Stage 3 of the Moe Revitalisation Project (MRP)
\$7.56 million

Employment potential:

Construction phase: 55 direct and indirect jobs

Ongoing: 38 direct and indirect jobs

Commencement date:

July 2022

Proposed Commonwealth Government investment:

\$7.56 million

COMPETITIVE ADVANTAGES:



VICTORIAN GOVERNMENT SUPPORT:

Council has secured a \$7.5M CILS loan to develop and construct Stage 2 of the MRP.



GOVERNANCE STRUCTURES IN PLACE:

A project reference group consisting of Councillors and community members established.



SHOVEL READY:

Stage 1 delivered by Council, with stage 2 in progress and stage 3 is shovel ready with designs completed.

MOE REVITALISATION PROJECT STAGE 3

The Moore Street Shared Zone will be an extension of the plaza from the front of the Civic Hub building. It will provide an at grade transition from George Street into Moore Street, which is the retail heart of the town. The addition of street trees and furniture will also deliver a modern and welcoming entry to the town which will promote visitors to the town to spend more time in the town centre.

Further innovations and high quality urban design within the precinct are intended to be an attraction to all age groups to provide for a healthy, active and vibrant precinct in the heart of Moe.

The final piece of Stage 3 is the inclusion of the eastern commuter car park, which will be located on George Street and provide 67 car spaces which are will be lost as part of the Stage 2 works to develop the youth precinct on George Street, adjacent to the Civic Hub constructed in Stage 1 of the project. There are also public lighting, landscaping and signage elements included in the proposed car park.

Current designs for the Moore Street Shared Zone only cover an 80m section between George Street and Hasthorpe Place. To achieve the full intent of the MRP, the northern section of Moore Street from Hasthorpe Place to Albert Street is proposed to be included in the scope of the project so that:

- Parking lost as a result of the southern section of the Moore Street Shared Zone can be recovered in the northern section to work towards a goal of no net loss of parking.
- Construction of a u turn space so that vehicles can enter and exit the northern end of Moore Street during events that close the southern shared zone to traffic.
- The existing northern sections of Moore Street contain acid rain corroded brick paving, seating, and arched canopies which create an 'old, tired' impression or image.

For these reasons scope extension of Moore Street has been included as part of this submission and is considered a key inclusion to realise the opportunity of creating a great street scape for the entirety of Moore Street.

POTENTIAL ECONOMIC OUTPUT
\$39.9 million over 10 years



93 JOBS
POTENTIAL EMPLOYMENT

\$7.56m
PROPOSED INVESTMENT

COMMENCEMENT DATE:
July 2022

LatrobeCity

LATROBE REGIONAL AIRPORT – NEW RUNWAY

Existing Significant Asset

+ Long-Term Plan in Place

+ Ideally Located

= Economic, Social and Tourism Growth Opportunities for Latrobe City and the Whole of Gippsland



Budget Submission Summary

FEDERAL BUDGET 22/23 PROPOSAL #3:

LATROBE REGIONAL AIRPORT – NEW RUNWAY FEASIBILITY

Latrobe City Council calls on the Commonwealth Government to support further development of the Latrobe City Aerospace Precinct through an investment of \$60,000 to investigate the feasibility of a new runway at the Latrobe Regional Airport (LRA).

Employment potential:

Subject to feasibility study

Commencement date:

Immediate

Proposed Commonwealth Government investment:

\$60,000

Consistent with the recently adopted Airport Development Strategy, Latrobe City Council is seeking to undertake a feasibility study into a new runway at Latrobe Regional Airport.

The Airport Development Strategy promotes “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 transport services.”

As part of this Strategy and to assess the need for the new runway, Council has conducted extensive technical and stakeholder engagement studies in relation to the potential for Regular Passenger Transport (RPT) flights

at Latrobe Regional Airport. These studies have found that there are technical limitations of the existing infrastructure relative to the likely aircraft types that would feasibly operate at LRA to provide RPT services. It has been concluded that in its current condition, the current LRA runway 03R/21L and the associated infrastructure are not suitable for the chosen aircraft to operate within the remit of the current legislation.

Additionally, it should be noted that any changes the physical characteristics of the runway will result in any existing “grandfathering” rights to be abolished that were used for previous RPT services. These changes would have a significant impact on the existing above ground improvements on airport, with the need to demolish existing buildings to accommodate.

On that basis, it would be considered unviable and impractical to consider extending the existing infrastructure and a new runway should be considered.

This project will undertake the necessary feasibility studies to ascertain the viability of a new runway, and specifically the maximum length and width of the runway.

The proposed project will provide the following outputs:

- Drawings showing extent of proposed runways and taxiways.
- High level indicative costs
- Assessment of land requirement, including intent to design outcome to limit need to acquire land
- Final report outlining findings and including responses to stakeholder comments

Latrobe Regional Airport is primarily a General Aviation (GA) airport where RPT services have operated in the past.

The current primary uses are:

- Aviation businesses, including aircraft manufacturing, aircraft maintenance and repair and avionics.
- Private hangars
- Government and emergency services including Country Fire Authority (CFA) fire station; State Emergency Service (SES) base; Department of Environment, Land, Water and Planning (DELWP) aircraft base; Helicopter Emergency Medical Service (HEMS) facility, and Royal Australian Air Force (RAAF) Air cadets
- Gippsland Aero Club



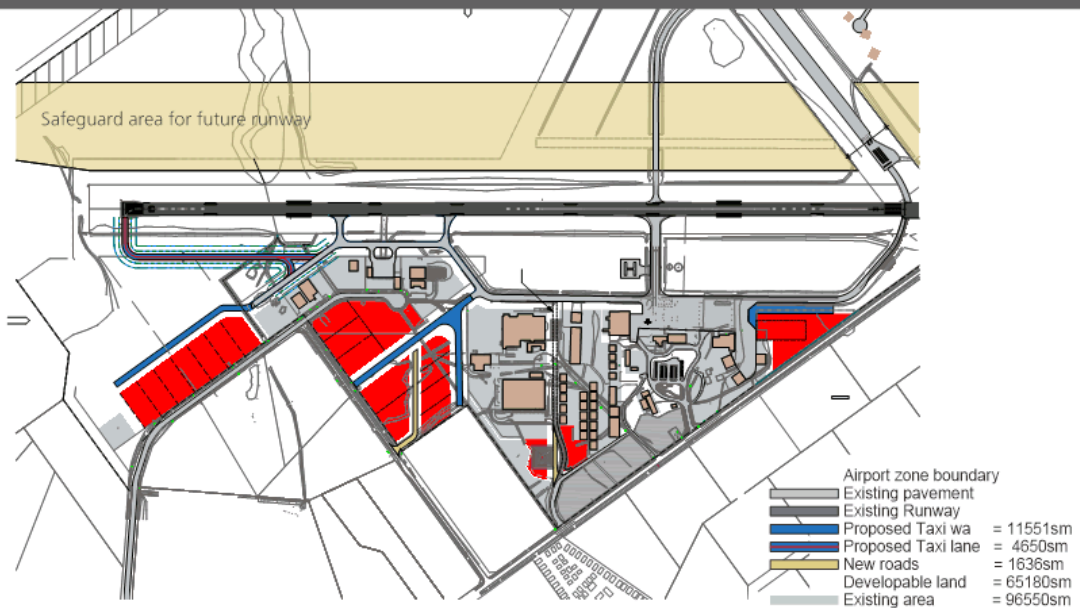
LATROBE REGIONAL AIPORT - NEW RUNWAY

Latrobe Regional Aiport - New Runway Feasibility
\$60,000

Employment potential:
Subject to the feasibility study.

Commencement date:
Immediate

Proposed Commonwealth Government investment:
\$60,000



COMPETITIVE ADVANTAGES:

IDEAL LOCATION AS A 'GATEWAY TO GIPPSLAND':

Latrobe Regional Airport enables inbound and outbound tourism opportunities for the whole of Gippsland.

POTENTIAL FOR ECONOMIC GROWTH:

The new runway has the potential to generate significant growth in freight services given the extensive export opportunities available from the immediate and wider region.

SIGNIFICANT ASSET SUPPORTED BY COUNCIL:

This project is consistent with Latrobe City Investment Roadmap and Latrobe Regional Airport Plan endorsed by Council.

ECONOMIC GROWTH BENEFITS

'GATEWAY TO GIPPSLAND' TOURISM OPPORTUNITIES

GROWING
OUR SIGNIFICANT ASSET

COMMENCEMENT DATE:
Immediate

\$60,000
PROPOSED INVESTMENT

LatrobeCity

GIPPSLAND MATERIAL RECOVERY FACILITY (MRF)

Available well located heavy industrial land

+ Tested markets

+ Existing skills and processing know how

= Economic growth and diversification opportunities for Latrobe City and the broader region.



Budget Submission Summary

FEDERAL BUDGET 22/23 PROPOSAL #4:

GIPPSLAND MATERIAL RECOVERY FACILITY (MRF)

Latrobe City Council calls on the Commonwealth Government to support a 50,000-tonne capacity Material Recovery Facility to be located in the Morwell Heavy Industry Precinct in Latrobe City through the investment of \$10 million.

Employment potential:

Construction phase: 100 direct jobs
Ongoing: 25 direct jobs

Commencement date:

Subject to business case

Proposed Commonwealth Government investment:

\$10 million
(total project costs \$30 million)

Gippsland requires the establishment of a Regional Material Recovery Facility to improve product quality and quantity; and attract new markets, job creation and investment in our region. The Morwell Heavy Industry Precinct in Latrobe City has been earmarked as an ideal location for such a facility.

This is a key opportunity for the Gippsland region to secure regional jobs within a future circular economy. Gippsland is well placed to be leaders of the circular economy; we have a high-skilled workforce and current expertise in reprocessing of green waste, plastics, cardboard and paper. The site will also improve recycling and local reprocessing of paper and cardboard, plastics and glass, and the quality of materials for reprocessing and re-manufacturing

Gippsland councils are working together to achieve greater recovery and re-use of waste products through the establishment of a Gippsland Material Recovery Facility. This will be achieved by leveraging partnerships established through One Gippsland that brings together education, industry and local government leaders to respond to challenges and advance opportunities to support the prosperity of our region.

In association with Gippsland Waste and Resource Recovery Group (GWRRG), One Gippsland has been testing the market through the facilitation of collaborative procurement opportunities for future kerbside collection and material processing contracts.

This process consistently identified the need for a Regional Material Recovery Facility, which aligns with independent recommendations provided to Government by Infrastructure Victoria and Deloitte as part of their review of state-wide recycling infrastructure needs.

The \$30 million facility could be funded jointly by the Victorian and Commonwealth Governments, alongside with private investment.



GIPPSLAND MATERIAL RECOVERY FACILITY (MRF)

Employment potential:

Construction phase: 100 direct jobs
Ongoing: 25 direct jobs

Commencement date:

Subject to business case

Proposed Commonwealth Government investment:

\$10 million
(total project cost \$30 million)

The Gippsland MRF will:



Increase the recovery and local reprocessing of materials including paper and cardboard, glass and plastics; through innovation in materials sorting.



Have a capacity of 50,000 tonnes and the ability to generate the quality and quantity of recycled products necessary to attract market demand of recovered materials and re-manufacturing;



Support service efficiencies, new investment and jobs creation opportunities to benefit the Latrobe City community and region;



Reduce waste to landfill.



Reduce service liability and cost to ratepayers



Maintain and create new re-manufacturing opportunities in the region

MARKET TESTING THROUGH JOINT PROCUREMENT

The joint procurement approach that is being undertaken by participating Councils is expected to increase the volume of materials made available to the resource recovery market through aggregation and consolidation of volumes to create viability in recovering valuable resources from waste, including opportunities for the local reprocessing of recovered materials.

MORWELL HEAVY INDUSTRY PRECINCT – AN IDEAL LOCATION FOR GIPPSLAND

Morwell is one of the few places in Victoria to have available large undeveloped Industrial 2 Zone (heavy industry) land. It also is centrally located within eastern Victoria, has buffers and access to national highways, rail networks, energy and water utilities. Additionally, the extent of large vacant land within the industry precinct provides the opportunity to co-locate symbiotic processors of recovered material.

Current policies supporting the establishment of the Gippsland Material Recovery Facility

- Recycling Victoria – A New Economy
- State-wide Waste and Resource Recovery Infrastructure Plan (SWIRRP)
- Gippsland Waste and Resource Recovery Implementation Plan 2017
- Infrastructure Victoria's 30-year strategy
- Gippsland Regional Plan (2020-2025)
- Latrobe Planning Scheme - Clause 21.07-8
- Industrial and Employment Strategy (2019) (Latrobe City Council)

COMPETITIVE ADVANTAGES:



REGIONAL FACILITY TO SERVICE ALL OF GIPPSLAND:

Economic and job creation benefits that have flow on effect for the whole of Gippsland.



SKILLED WORKFORCE AND PROCESSING CAPABILITY:

Latrobe City has world-class engineering capabilities and current expertise in reprocessing of green waste, plastics, cardboard and paper.



SUITABLE LAND IN PRIME LOCATION:

Latrobe City offers in excess of 400 hectares of zoned Industry 1 and 2 land - suitably located, well buffered and serviced by regional road and rail transport networks.



TESTED MARKETS:

Market testing occurring through the facilitation of the current collaborative procurement tender for future kerbside collection and material processing contracts.



PARTNERSHIPS AND STAKEHOLDER SUPPORT:

Established and formalised regional collaboration through One Gippsland.



**INCREASED
MATERIALS
RECOVERY**

**FEED
STOCK**
FOR QUALITY
RECYCLED PRODUCTS

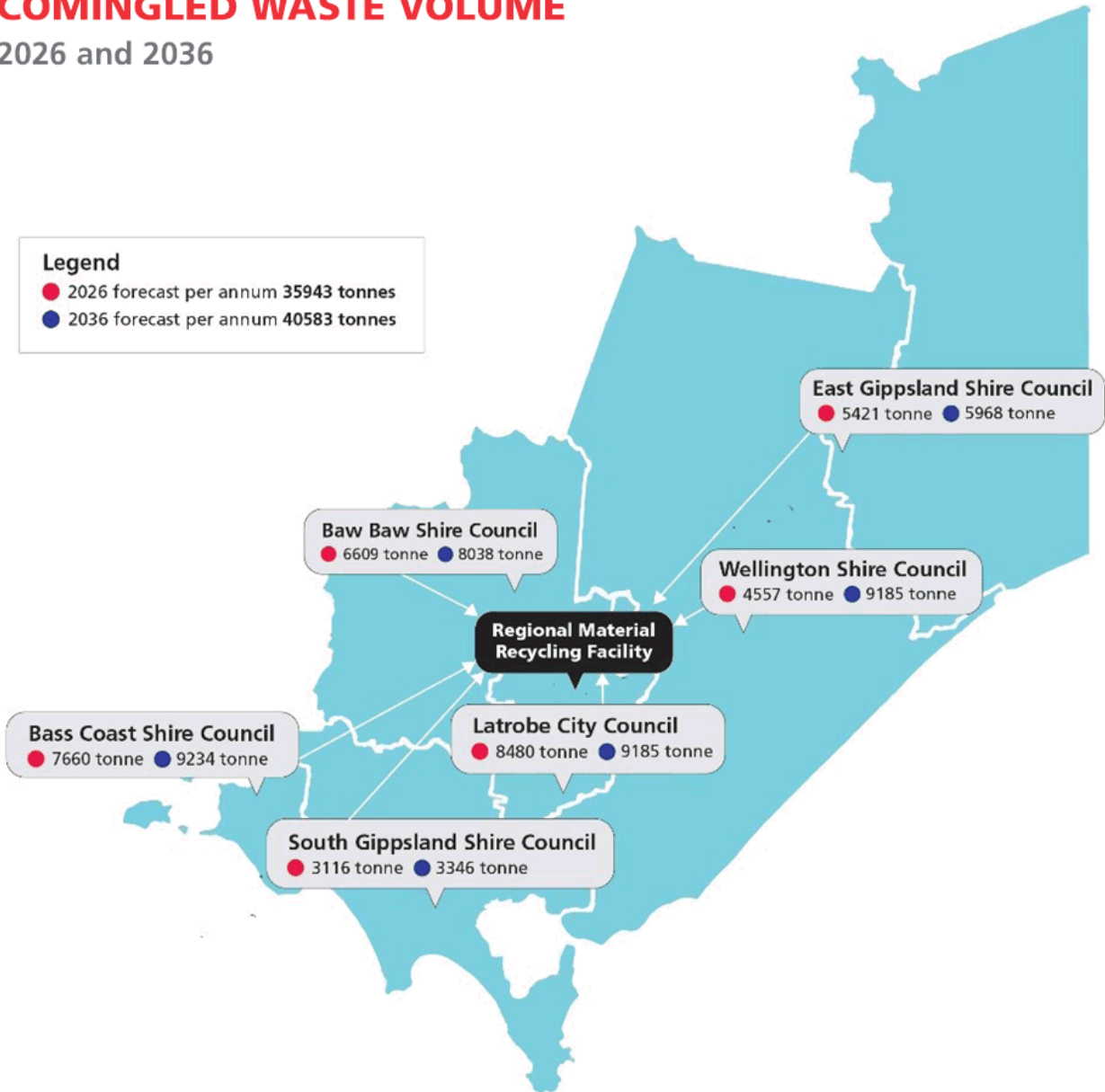


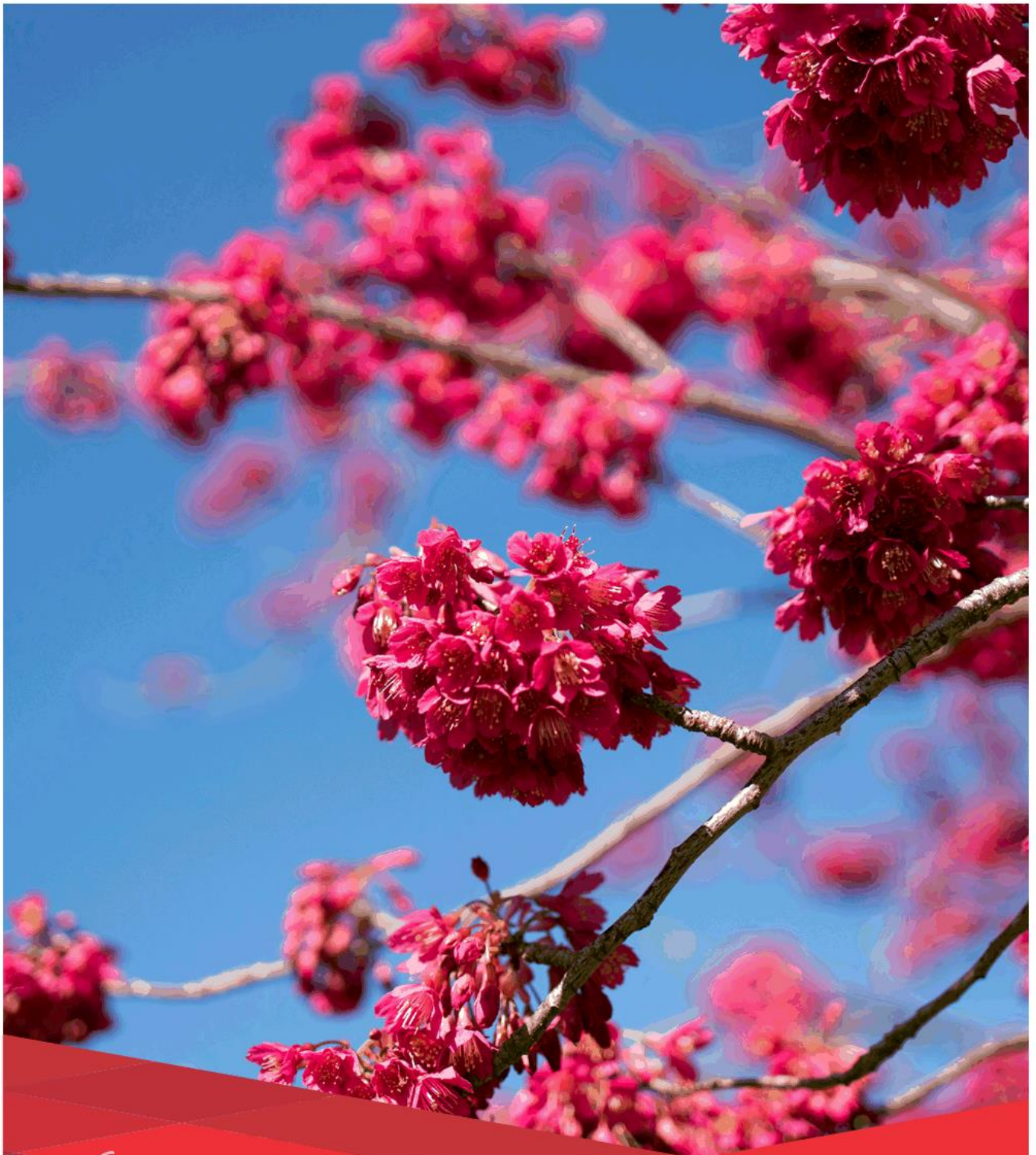
**100 construction &
25 ongoing jobs**
NEW PRIVATE
INVESTMENT AND
JOB CREATION
OPPORTUNITIES

\$30m
TOTAL PROJECT COST

\$10m
PROPOSED COMMONWEALTH
GOVERNMENT INVESTMENT

GIPPSLAND REGION COMINGLED WASTE VOLUME 2026 and 2036





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To obtain this information in languages other than English, or in other formats, please contact Latrobe City Council on 1300 367 700.

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Email: steven.piasente@latrobe.vic.gov.au







Latrobe City Council Submission
**Victorian State Budget
2022/23**



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Introduction

Latrobe City is one of Victoria's major Regional Cities, located 135 km east of Melbourne, with a population of approximately 75,500. The municipality comprises several major urban centres, is the primary service and cultural centre for the Gippsland region, and hosts regional headquarters for government, private and education entities.

For decades, Latrobe City has been the epicentre of power generation in Victoria. The region's brown coal has been utilised for the provision of affordable electricity for the majority of Victoria (currently contributing in excess of 70 per cent of Victoria's energy requirements) originally by the State Electricity Commission of Victoria and subsequently by private mine operators via three large coal mines at Traralgon (AGL Loy Yang), and Newborough (Yalourn) and now closed Morwell (Hazelwood).

Overall, electricity, gas, water and waste services are the most valuable industries in Latrobe City, yielding over \$2.6 billion in regional output. Other important industries include manufacturing, construction, rental, hiring and real estate services, and healthcare and social assistance.¹ Latrobe City has also a large forestry industry which services Australian Paper's pulp and paper mill (the largest in Australia).

Currently, Latrobe City has a diverse economy of around 4,442 businesses, employing approximately 32,400 people. With a Gross Regional Product (GRP) is valued at \$5.614 billion, Latrobe City makes a significant contribution to the Victorian economy.²

The Latrobe Valley has been in transition for many years, following the Hazelwood Power Station and Mine closures in 2017, and the subsequent significant investment in the region by the Victorian and Commonwealth Governments. With further power station closures anticipated in the next 20-25 years, our region will continue to evolve as part of this ongoing economic transformation and seek investment in industries that contribute to the economic post-COVID-19 recovery of the region and the state.

As with the rest of the country, Latrobe City has been further challenged by the diverse and profound impacts from the COVID-19 pandemic. Our economy has been significantly impacted, with 50 per cent of the businesses in Latrobe City adversely impacted, particularly accommodation and hospitality, arts and recreation services, retail trade, and small private health and social services.

Pre-COVID-19 employment in Latrobe City was estimated to be 32,389 jobs. The impact of the pandemic on jobs reached a low point of 28,227 in June 2020, with a gradual recovery in line with the staggered temporary easing of restrictions occurring over the subsequent months. For Latrobe City the net loss of jobs over the 12 months from February 2020 to February 2021 is estimated at 1,536, representing a 4.74% reduction in employment.³

Council believes that major infrastructure investment continues to be critical to future-proof our economy, drive our economic and social step change and unlock this region's potential as a strong, progressive and fast growing Regional City.

Latrobe City Council welcomes the opportunity to provide its pre-budget submission to the Victorian State Budget 2022/23. This submission presents Latrobe City's projects that are identified as high priority by Latrobe City Council due to their potential to create jobs, support economic growth and bring about social outcomes in the sustained COVID-19 environment.

These proposed projects include:

- Flood Recovery Project.
- Gippsland Material Recovery Facility (MRF).
- Inter-Township Trail Network.
- Latrobe City Infrastructure Fund.

1 REPLAN COVID-19 Economic Impact Analysis, June 2020

2 REPLAN COVID-19 Economic Impact Analysis, June 2020

3 REPLAN COVID-19 Economic Impact Analysis, June 2020

LatrobeCity

FLOOD RECOVERY PROJECT

Traralgon Recreation Reserve -
Multi-Use Pavilion And Alternate Facilities For User Groups
= Future-Proofing of Reserve
+ User Group Security
+ Large Sporting Events
+ Social and Community Benefits



Budget Submission Summary

VICTORIAN STATE BUDGET 22/23 PROPOSAL #1:

FLOOD RECOVERY PROJECT

Latrobe City Council calls on the Victorian Government to support flood recovery to the amount of \$10 million. The reserve was recently decimated by floods that resulted from a significant severe weather event that affected Latrobe City and the entire state on 9 and 10 June 2021.

Employment potential:

Construction phase: 50 jobs (estimate)

Commencement date:

Within 6 months of funding

Proposed Victorian

Government investment:

\$10 million

On 9 and 10 June 2021, parts of Victoria experienced a severe weather event that had widespread flood impacts across Latrobe City.

As a result of the significant floods in Traralgon and surrounds, many buildings and usergroups within the Traralgon Recreation Reserve were impacted and require re-location and/or re-construction.

Financial support of \$10 million is needed to future proof the reserve and user group activities.

Latrobe City Council acknowledges the Victorian Government for its support to Latrobe City through the Recovery Support Program for the June 2021 storm and flood event. These funds support the employment of Recovery Support Workers to assist individuals and families on their recovery from the storm and flood event impacts.

This project will include two primary developments:

- 1) Construct a new pavilion within the recreation reserve, above flood levels which incorporates facilities primarily for the sporting clubs/groups affected; and
- 2) Relocate the many community groups who do not rely on the sporting facilities within the reserve by constructing new buildings in alternate locations within Traralgon.



Supplied by Blake Bourne Photography



FLOOD RECOVERY
\$10 million

Employment potential:
Construction phase: 50 jobs (estimate)

Commencement date:
Within 6 months of funding

Proposed Victorian Government investment:
\$10 million

**Traralgon Recreation Reserve
Multi-Use Pavilion**



4 x Change rooms



1 x Gym



Public toilets



Office space



Spectator viewing areas



1 x Event space with kitchen



4 x Coaches, Media and Officials boxes

**Relocating To
Alternate Sites**



Buildings for 5+ usergroups (Sheds and pavilions)



Creating an outdoor event space to relocate the Agricultural Society, which facilitates the Traralgon Show and other events

COMPETITIVE ADVANTAGES:



INVESTMENT READY:

Redevelopment Plan in place.



COUNCIL OWNED LAND IN PRIME LOCATION:

Central location close to township, railway station and Princes Highway.



SIGNIFICANT COMMUNITY ASSET SUPPORTED BY COUNCIL AND COMMUNITY:

Established recreation reserve and existing user groups.



FUTURE - PROOFING OF RESERVE

SOCIAL & COMMUNITY BENEFITS



SECURITY FOR 19 USER GROUPS

\$10m
PROPOSED INVESTMENT

COMMENCEMENT DATE: Within 6 months of funding

LatrobeCity

GIPPSLAND MATERIAL RECOVERY FACILITY (MRF)

Available well located heavy industrial land
+ Tested markets
+ Existing skills and processing know how
= Economic growth and diversification opportunities for Latrobe City and the broader region.



Budget Submission Summary

VICTORIAN STATE BUDGET 22/23 PROPOSAL #2:

GIPPSLAND MATERIAL RECOVERY FACILITY (MRF)

Latrobe City Council calls on the Victorian Government to support a 50,000-tonne capacity Material Recovery Facility to be located in the Morwell Heavy Industry Precinct in Latrobe City through the investment of \$10 million.

Employment potential:

Construction phase: 100 direct jobs
Ongoing: 25 direct jobs

Commencement date:

Subject to business case

Proposed Victorian Government investment:

\$10 million
(total project costs \$30 million)

Gippsland requires the establishment of a Regional Material Recovery Facility to improve product quality and quantity; and attract new markets, job creation and investment in our region. The Morwell Heavy Industry Precinct in Latrobe City has been earmarked as an ideal location for such a facility.

This is a key opportunity for the Gippsland region to secure regional jobs within a future circular economy. Gippsland is well placed to be leaders of the circular economy; we have a high-skilled workforce and current expertise in reprocessing of green waste, plastics, cardboard and paper. The site will also improve recycling and local reprocessing of paper and cardboard, plastics and glass, and the quality of materials for reprocessing and re-manufacturing

Gippsland councils are working together to achieve greater recovery and re-use of waste products through the establishment of a Gippsland Material Recovery Facility. This will be achieved by leveraging partnerships established through One Gippsland that brings together education, industry and local government leaders to respond to challenges and advance opportunities to support the prosperity of our region.

In association with Gippsland Waste and Resource Recovery Group (GWRRG), One Gippsland has been testing the market through the facilitation of collaborative procurement opportunities for future kerbside collection and material processing contracts.

This process consistently identified the need for a Regional Material Recovery Facility, which aligns with independent recommendations provided to Government by Infrastructure Victoria and Deloitte as part of their review of state-wide recycling infrastructure needs.

The \$30 million facility could be funded jointly by the Victorian and Commonwealth Governments, alongside with private investment.



OUR ASK

GIPPSLAND MATERIAL RECOVERY FACILITY (MRF)

Employment potential:

Construction phase: 100 direct jobs

Ongoing: 25 direct jobs

Commencement date:

Subject to business case

Proposed Victorian Government investment:

\$10 million

(total project cost \$30 million)

The Gippsland MRF will:



Increase the recovery and local reprocessing of materials including paper and cardboard, glass and plastics; through innovation in materials sorting.



Have a capacity of 50,000 tonnes and the ability to generate the quality and quantity of recycled products necessary to attract market demand of recovered materials and re-manufacturing;



Support service efficiencies, new investment and jobs creation opportunities to benefit the Latrobe City community and region;



Reduce waste to landfill.



Reduce service liability and cost to ratepayers



Maintain and create new re-manufacturing opportunities in the region

MARKET TESTING THROUGH JOINT PROCUREMENT

The joint procurement approach that is being undertaken by participating Councils is expected to increase the volume of materials made available to the resource recovery market through aggregation and consolidation of volumes to create viability in recovering valuable resources from waste, including opportunities for the local reprocessing of recovered materials.

MORWELL HEAVY INDUSTRY PRECINCT – AN IDEAL LOCATION FOR GIPPSLAND

Morwell is one of the few places in Victoria to have available large undeveloped Industrial 2 Zone (heavy industry) land. It also is centrally located within eastern Victoria, has buffers and access to national highways, rail networks, energy and water utilities. Additionally, the extent of large vacant land within the industry precinct provides the opportunity to co-locate symbiotic processors of recovered material.

Current policies supporting the establishment of the Gippsland Material Recovery Facility

- Recycling Victoria – A New Economy
- State-wide Waste and Resource Recovery Infrastructure Plan (SWIRRP)
- Gippsland Waste and Resource Recovery Implementation Plan 2017
- Infrastructure Victoria's 30-year strategy
- Gippsland Regional Plan (2020-2025)
- Latrobe Planning Scheme - Clause 21.07-8
- Industrial and Employment Strategy (2019) (Latrobe City Council)

COMPETITIVE ADVANTAGES:



REGIONAL FACILITY TO SERVICE ALL OF GIPPSLAND:

Economic and job creation benefits that have flow on effect for the whole of Gippsland.



SKILLED WORKFORCE AND PROCESSING CAPABILITY:

Latrobe City has world-class engineering capabilities and current expertise in reprocessing of green waste, plastics, cardboard and paper.



SUITABLE LAND IN PRIME LOCATION:

Latrobe City offers in excess of 400 hectares of zoned Industry 1 and 2 land - suitably located, well buffered and serviced by regional road and rail transport networks.



TESTED MARKETS:

Market testing occurring through the facilitation of the current collaborative procurement tender for future kerbside collection and material processing contracts.



PARTNERSHIPS AND STAKEHOLDER SUPPORT:

Established and formalised regional collaboration through One Gippsland.



**INCREASED
MATERIALS
RECOVERY**

**FEED
STOCK**
FOR QUALITY
RECYCLED PRODUCTS

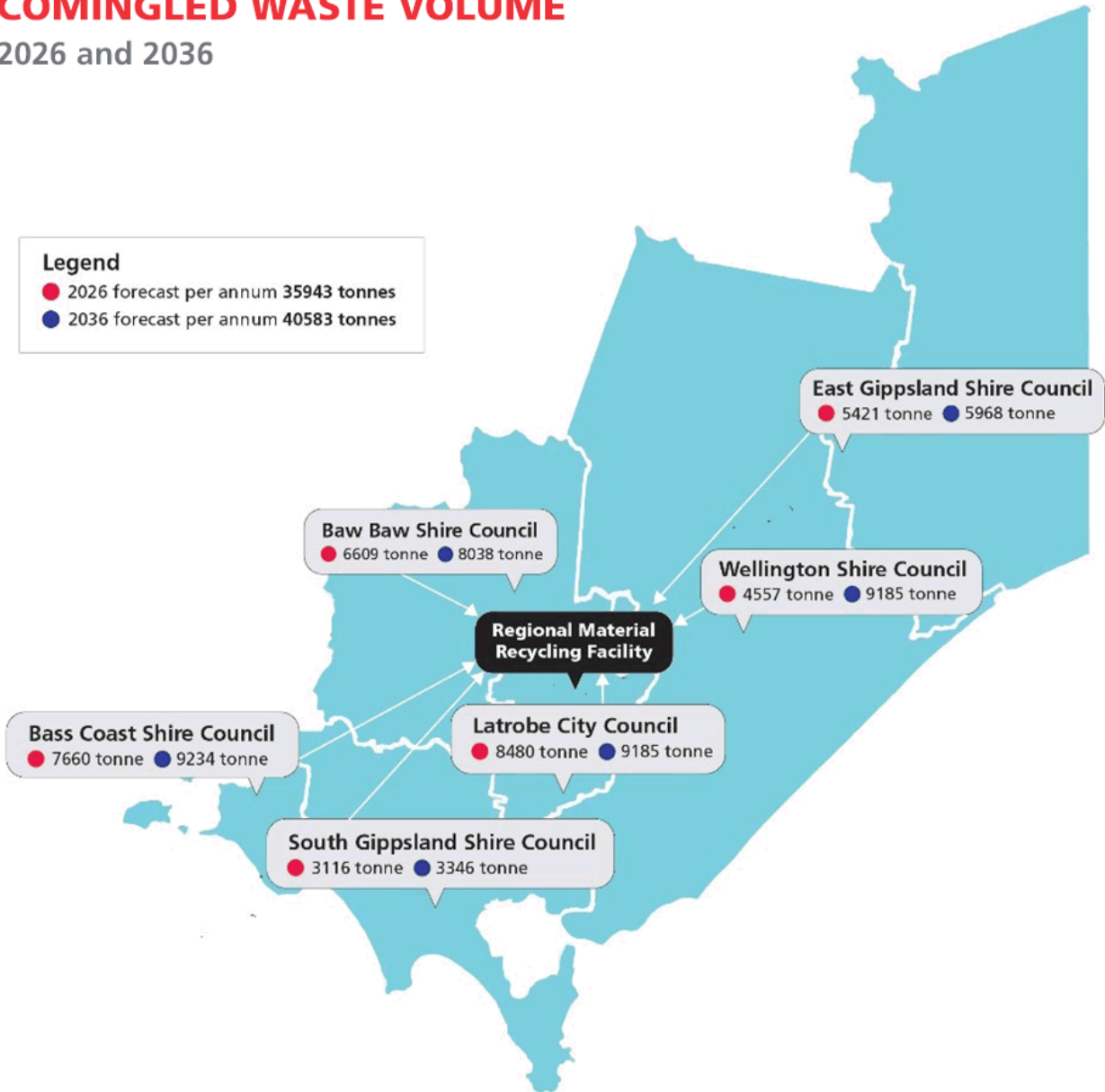


**100 construction &
25 ongoing jobs**
NEW PRIVATE
INVESTMENT AND
JOB CREATION
OPPORTUNITIES

\$30m
TOTAL PROJECT COST

\$10m
PROPOSED VICTORIAN
GOVERNMENT INVESTMENT

GIPPSLAND REGION COMINGLED WASTE VOLUME 2026 and 2036



LatrobeCity

INTER-TOWNSHIP TRAIL NETWORK

A structured process for planning and delivery
+ Community support
+ Multitude of social, economic and wellbeing benefits
= Opportunity for a connected Regional City



Budget Submission Summary

VICTORIAN STATE BUDGET 22/23 PROPOSAL #3:

LATROBE CITY INTER-TOWNSHIP TRAIL NETWORK

Latrobe City Council calls on the Victorian Government to support the Inter-Township Trail Network in Latrobe City through a \$40 million investment in construction and \$3 million for planning and detailed design. This project will connect all our towns via Rail Trails and Shared Paths as an opportunity to generate significant community connectivity, recreational, social, tourism and economic outcomes for the region.

Employment potential:

Construction phase: 25 jobs
Ongoing: 50 jobs

Commencement date:

Immediate

Proposed Victorian Government investment:

\$3 million for Planning and Detailed Design; and
\$40 million for Construction

Latrobe City community is calling for inter-township walking and cycling trails that link our major townships. Council has developed a draft inter-township trails network plan as a preliminary plan to guide strategy development. These trails would provide improved opportunities for various forms of exercise and movement through Latrobe City; enhance health and wellbeing outcomes for the community; improve the physical and sense of place connection within the community and boost the tourism offering and visitation numbers of Latrobe City by linking these main townships to the existing Gippsland Rail Trail and the Grand Ridge Rail Trail. Funding is needed to develop some of the primary routes into deliverable projects.

The Latrobe City community has voiced its collective support for the creation of attractive, well-serviced and connected communities. These are known core drivers for the growing community connectedness; a sense of belonging which is essential for good mental health outcomes; and for vitalising social and cultural life in a city.

Community connectivity is important factor for people considering a move to regional areas and when choosing a place to live and work. Liveable cities have attractive neighbourhoods that are accessible, make people feel comfortable and safe, combine a diverse and resilient local economy and have stimulating public spaces that transcend all demographic profiles, encourage outdoor activity and support community cohesion.

Connected Regional City - Latrobe City Inter-Township Trail Network

This project constructs the following trail connections:

- Boolarra (Grand Ridge Rail Trail) to Yinnar
- Yinnar to Churchill
- Churchill to Morwell
- Morwell to Yallourn North
- Traralgon CBD to Gippsland Plains Rail Trail
- Traralgon to Tyers
- Traralgon to Traralgon South



LATROBE CITY INTER-TOWNSHIP TRAIL NETWORK

Employment potential:
Construction phase: 25 jobs

Ongoing: 50 jobs

Commencement date:
Immediate

Proposed Victorian Government investment:
\$3 million for Planning and Detailed Design; and
\$40 million for Construction

COMPETITIVE ADVANTAGES:



INVESTMENT READY:

Council has recently completed the Traralgon to Morwell Shared Path and have refined a structured process to ensure success for future major shared path/trail construction projects.



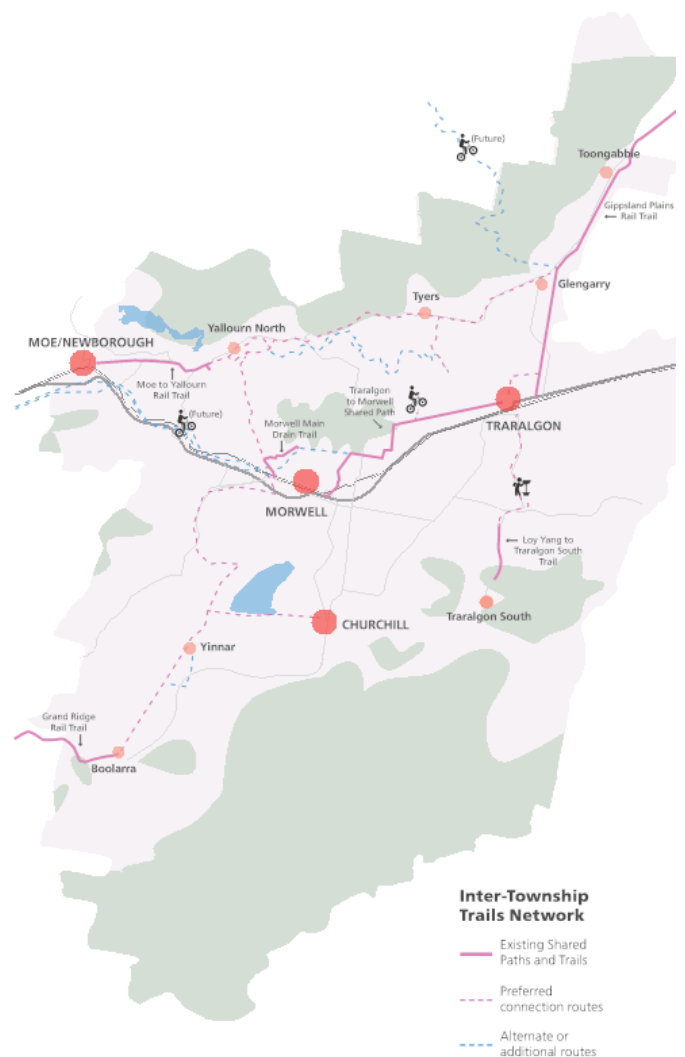
COUNCIL OWNED LAND IN PRIME LOCATION:

The Latrobe City community has voiced its collective support for enhanced liveability and the creation of attractive, well-serviced and connected communities.



OUTSTANDING COMMUNITY ASSET WITH A MULTITUDE OF BENEFITS:

These trails will bring about opportunities for various forms of exercise; enhance health and wellbeing outcomes for the community; improve the physical and sense of place connection within the community, and boost the tourism offering and visitation numbers of Latrobe City.



25 JOBS
Construction phase



50 JOBS
ONGOING

COMMENCEMENT DATE:
July 2022

\$43m
PROPOSED INVESTMENT

PROPOSED INVESTMENT:
\$3 million for Planning and Detailed Design; and \$40 million for Construction

LatrobeCity

UNBLOCKING LATROBE CITY INFRASTRUCTURE BARRIERS

- Latrobe City Infrastructure Fund
- = Future-Proofing of Our Precincts
- + Industry Investment
- + Social & Economic Benefits
- + Growth of Our Regional City



Budget Submission Summary

VICTORIAN STATE BUDGET 22/23 PROPOSAL #4:

LATROBE CITY INFRASTRUCTURE FUND

Latrobe City Council calls on the Victorian Government to establish an Infrastructure Fund to address the limited capacity and availability of enabling infrastructure and utility services to support industrial, commercial and residential growth within Latrobe City.

Commencement date:
Immediate

Proposed Victorian Government investment:
\$35 million

Since 2004 Latrobe City Council has undertaken significant urban growth area planning across large and small townships; completing Structure Plans and Development Plans which subsequently enabled 800ha of residential land releases across the municipality in the 2012/2013 financial year. An additional 600ha of land was later released in 2015 as part of the Lake Narracan Precinct Structure Plan.

Council has been active in the preparation of Development Plans, Development Contribution Plans, Precinct Structure Plans and associated planning permits to ensure land is available for growth and new investment. It is considered that there are sufficient zoned and approved planning permits to address current land supply demands for at least the next 10-15 years.

Despite Council undertaking the aforementioned land use planning activities, current and future growth opportunities across key precincts continue to be delayed, and in some instances prevented due to the absence or capacity of critical services (i.e. sewer, gas, electricity, arterial road connections etc.).

The realisation of residential and industry growth opportunities is therefore determined not by market demand, interest or opportunity, rather it is inadvertently being restrained by the capacity or extent of utility services and infrastructure.

It is acknowledged that the requirement for an individual developer or business to fund necessary infrastructure is common and accepted. However, within Latrobe City and many other regional areas there are a number of instances where the cost and benefit of infrastructure extend well beyond any reasonable nexus with an individual development.

Investment in priority utility services and infrastructure is considered paramount to Latrobe City's capacity to grow its economy, employment and population.

The necessary utility services could be most effectively delivered if a rolling Infrastructure Fund was in place, supported by State Government funding.

While the Victorian Government's contribution of \$10 million for the Latrobe City Food Manufacturing Precinct (Alexanders Road Food Precinct) is a welcome first step, further Government support is needed to enable a larger scale residential and industrial investment in Latrobe City across the region's greenfield development sites:

1. Lake Narracan Precinct Structure Plan;
2. Traralgon North Development Plan and Development Contribution Plan; and
3. Morwell North West Development Plan and Development Contribution Plan.



LATROBE CITY INFRASTRUCTURE FUND TO UNLOCK OUR REGIONAL CITY'S GROWTH POTENTIAL

Commencement date:
Immediate

Proposed Victorian Government investment:
\$35 million

Project Benefits:



Fund enabling infrastructure to support the residential and economic growth of Latrobe City's priority precincts.



Provide funding infrastructure to enable sites for industrial, residential and commercial land to be developed.



Assist with the timely delivery of additional/ improved community and recreational assets.



Develop projects that will 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.



Assist with the timely delivery of infrastructure for the provision of increased housing in a market that is increasingly becoming unaffordable for local community members both owner occupiers and renters.

COMPETITIVE ADVANTAGES:



INVESTMENT READY:

Development Plans, Development Contribution Plans, Precinct Structure Plans and associated Planning Permits in Place.



MARKET DEMAND:

Elevated demand for serviced industrial, residential and commercial land across Latrobe City.



SIGNIFICANT COUNCIL SUPPORT:

Long-standing advocacy by Council.



FUTURE-PROOFING
OF OUR PRECINCTS

SOCIAL & ECONOMIC BENEFITS

INDUSTRY INVESTMENT

\$35m
PROPOSED INVESTMENT

COMMENCEMENT DATE:
IMMEDIATE



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To obtain this information in languages other than English, or in other formats, please contact Latrobe City Council on 1300 367 700.

CONTACT

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Email: steven.piasente@latrobe.vic.gov.au

URGENT BUSINESS

17. URGENT BUSINESS

Business may be admitted to the meeting as urgent business in accordance with rule 17 of the Governance Rules, by resolution of the Council and only then if it:

- 17.1 Relates to or arises out of a matter which has arisen since distribution of the agenda; and
- 17.2 Cannot reasonably or conveniently be deferred until the next Council meeting.

**MEETING CLOSED TO
THE PUBLIC TO
CONSIDER
CONFIDENTIAL
INFORMATION**

18. MEETING CLOSED TO THE PUBLIC TO CONSIDER CONFIDENTIAL INFORMATION

The information in this section was declared to be confidential information under section 77 of the Local Government Act 1989 and as a result this information is also confidential information under the Local Government Act 2020.

For the avoidance of doubt, section 66 of the *Local Government Act 2020* (which came into effect on 01 May 2020) also enables the Council to close the meeting to the public to consider confidential information as this term is defined under the *Local Government Act 2020*.

Proposed Resolution:

That Council closes this Meeting of Council to the public to consider confidential information on the following grounds:

(a) the information to be considered has been declared to be confidential information under section 77 of the Local Government Act 1989 and as a result this information is also confidential information under the Local Government Act 2020; and

(b) pursuant to section 66 of the *Local Government Act 2020* on the following grounds:

- 18.1 LCC-724 Hazelwood South Reserve Change Pavilion**
Agenda item 18.1 *LCC-724 Hazelwood South Reserve Change Pavilion* is designated as confidential under subsection (g) of the definition of confidential information contained in section 3(1) of the *Local Government Act 2020*, as it relates to private commercial information, being information provided by a business, commercial or financial undertaking that—
(i) relates to trade secrets; or
(ii) if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage. Commercial inconfidence
- 18.2 LCC-721 Provision of Essential Safety Measures**
Agenda item 18.2 *LCC-721 Provision of Essential Safety Measures* is designated as confidential under subsection (g) of the definition of confidential information contained in section 3(1) of the *Local Government Act 2020*, as it relates to private commercial information, being information provided by a business, commercial or financial undertaking that—
(i) relates to trade secrets; or
(ii) if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage. Releasing

this information publicly and/or prematurely may prejudice the undertaking of this process.

18.3 Traralgon Creek Flood Mitigation

Agenda item 18.3 *Traralgon Creek Flood Mitigation* is designated as confidential under subsection (c) of the definition of confidential information contained in section 3(1) of the *Local Government Act 2020*, as it relates to land use planning information, being information that if prematurely released is likely to encourage speculation in land values. Value of properties within Flood and Land Subject to Inundation Overlays is discussed in this report

18.4 Lake Narracan Water Levels

Agenda item 18.4 *Lake Narracan Water Levels* is designated as confidential under subsection (a) and (c) of the definition of confidential information contained in section 3(1) of the *Local Government Act 2020*, as it relates to Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released; and land use planning information, being information that if prematurely released is likely to encourage speculation in land values. Land around Lake Narracan is currently being developed

18.5 New Early Learning Centre at Morwell Park Primary School

Agenda item 18.5 *New Early Learning Centre at Morwell Park Primary School* is designated as confidential under subsection (a) and (g) of the definition of confidential information contained in section 3(1) of the *Local Government Act 2020*, as it relates to Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released; and private commercial information, being information provided by a business, commercial or financial undertaking that—

(i) relates to trade secrets; or

(ii) if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage. This report contains information about a proposed lease agreement, which is confidential at this time and being released could negatively impact both parties to the agreement.