



# **LATROBE CITY COUNCIL**

**AGENDA FOR THE  
ORDINARY COUNCIL MEETING**

**TO BE HELD IN NAMBUR WARIGA MEETING ROOM  
CORPORATE HEADQUARTERS, MORWELL  
AT 6.00 PM ON  
05 NOVEMBER 2018**

**CM525**

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**1. OPENING PRAYER**

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

**2. ACKNOWLEDGEMENT OF THE TRADITIONAL OWNERS OF THE LAND**

*I would like to acknowledge that we are meeting here today on the traditional land of the Braiakaulung people of the Gunaikurnai nation and I pay respect to their elders past and present.*

*If there are other Elders present I would also like to acknowledge them.*

**3. APOLOGIES AND LEAVE OF ABSENCE**

**4. DECLARATION OF INTERESTS**

**5. ADOPTION OF MINUTES**

**RECOMMENDATION**

**That Council confirm the minutes of the Ordinary Council Meeting held on 1 October 2018, Special Council Meeting held on 22 October 2018 and Special Council Meeting held on 1 November 2018.**

**6. ACKNOWLEDGEMENTS**

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

**7. PUBLIC PARTICIPATION TIME**

**Public Questions on Notice**

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

**Public Speakers**

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

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

Date of Council Meeting	Item	Date of Future Council Meeting Report
<b>Chief Executive Office</b>		
13 November 2017	Memorandum of Understanding with the State of Victoria to develop a City Deal	<p><b>19 January 2018</b> A report will be scheduled in 2018</p> <p><b>06 April 2018</b> A further report is scheduled later in 2018.</p> <p><b>20 August 2018</b> No change</p> <p><b>24 October 2018</b> The consultant has been engaged and the report is due to be finalised by the end of 2018. The report to Council is expected in early 2019</p>
11 September 2017	2017/14 Morwell / Hazelwood Mine	<p><b>19 October 2017</b> A further report will be scheduled in 2018</p> <p><b>6 April 2018</b> Councillor workshop held 12/02/2018. External consultants to be engaged to provide advice on market opportunities for brown coal. This process has been initiated. A further report will be presented to Council once that advice is received.</p> <p><b>4 June 2018</b> A report was presented to Council Meeting.</p> <p><b>21 June 2018</b> A report, market opportunities for brown coal due at Councillor Briefing 17 September 2018 and a further report to Council Meeting 1 October 2018.</p>

Date of Council Meeting	Item	Date of Future Council Meeting Report
		<p><b>20 August 2018</b></p> <p>No change</p> <p><b>24 October 2018</b></p> <p>The request for quote for consultancy services was re-issued to comply with the procurement requirements. The consultant has been engaged and the report is due to be finalised by the end of 2018. The report to Council is expected in early 2019.</p>
<b>City Development</b>		
06 November 2013	Latrobe Regional Motorsport Complex	<p><b>2015</b></p> <p>A briefing report and Council report will be presented in April 2016.</p> <p><b>30 March 2016</b></p> <p>A briefing report will be presented in May 2016.</p> <p><b>26 May 2016</b></p> <p>A briefing report will be presented to Councillors at the 30 May 2016 Councillor Briefing.</p> <p><b>30 May 2016</b></p> <p>A report was presented to the Councillor Briefing on 30 May 2016, and a further report will follow in September.</p> <p><b>20 September 2016</b></p> <p>A tour of possible sites for the development of a Motorsport Complex will be organised for early in 2017.</p> <p><b>26 April 2017</b></p> <p>A report to Council is tentatively scheduled for</p>

Date of Council Meeting	Item	Date of Future Council Meeting Report
		<p>June 2017.</p> <p><b>05 June 2017</b></p> <p>The report to Council has been rescheduled while the Committee's Terms of Reference are drafted.</p> <p><b>04 October 2017</b></p> <p>New Terms of Reference have been adopted at the 2 October 2017 Council Meeting. A further report as required by this resolution is not expected to occur until March 2018.</p> <p><b>13 November 2017</b></p> <p>Two EOI's received to conduct feasibility study. Motorsport Complex committee will meet in next two weeks to assess the EOI's</p> <p><b>06 March 2018</b></p> <p>Consultant appointed and feasibility study underway. First report (Situational Analysis) presented on 6 March 2018</p> <p><b>20 July 2018</b></p> <p>A report is anticipated for Council Meeting 1 October 2018.</p> <p><b>18 October 2018</b></p> <p>Complete.</p> <p>A report was presented to the Council meeting held on 1 October 2018.</p>
31 July 2017	International Relations Advisory Committee Recruitment of Community Members	<p><b>09 August 2017</b></p> <p>A report will be prepared for Council by 30 September 2017.</p> <p><b>19 October 2017</b></p> <p>Report to be provided at Council Meeting 13</p>

Date of Council Meeting	Item	Date of Future Council Meeting Report
	<p><i>Confidential under section 89(2)(a) personnel matters</i></p>	<p>November 2017</p> <p><b>06 December 2017</b></p> <p>A further report will be presented to Council in 2018.</p> <p><b>09 March 2018</b></p> <p>The Community Members of the International Relations Advisory Committee were nominated and adopted in the August Council meeting. Successful and unsuccessful members have been advised.</p> <p><b>05 June 2018</b></p> <p>A report is anticipated in August 2018.</p> <p><b>20 July 2018</b></p> <p>A further report to be presented to Council later in 2018</p> <p><b>24 October 2018</b></p> <p>A proposed relationship with former members of the Committee will be contained in the International Relations Strategy. This is due for completion in February 2019</p>
<p>23 October 2017</p>	<p>Development Proposal - Expression of Interest</p> <p><i>Confidential under Section 89(2) (d) (e) of the Local Government Act 1989, as it deals with contractual matters; AND proposed developments.</i></p>	<p><b>19 January 2018</b></p> <p>A report will be scheduled as required.</p> <p><b>08 February 2018</b></p> <p>A report is anticipated at 05 March 2018 Council Meeting.</p> <p><b>09 March 2018</b></p> <p>Presentation to occur at a Councillor Briefing on 26 March 2018.</p> <p><b>24 May 2018</b></p>



Date of Council Meeting	Item	Date of Future Council Meeting Report
		<p>Workshop has been arranged for 1 June 2018.</p> <p><b>24 July 2018</b></p> <p>Briefing report has been prepared for 30 July 2018.</p>
05 February 2018	Signage on Overhead Bridges on Freeway	<p><b>08 February 2018</b></p> <p>A report is anticipated at 05 March 2018 Council Meeting.</p> <p><b>08 March 2018</b></p> <p>A report to Council will be prepared for a future Council meeting once a response is received from Vic Roads.</p> <p><b>06 June 2018</b></p> <p>A further report is due September 2018</p> <p><b>21 August 2018</b></p> <p>Anticipated report for the September 2018 is re-scheduled for November 2018.</p> <p><b>24 October 2018</b></p> <p>Report to Council potentially delayed until February 2019.</p>
3 April 2018	Future Use of the Visitor Information Centre Building	<p><b>04 April 2018</b></p> <p>The resolution is noted. A report outlining options for the future use of the existing Visitor Information Centre building in Traralgon will be presented to Council closer to the transition of the service to the foyer of the new performing arts centre (Latrobe Creative Precinct).</p> <p><b>20 July 2018</b></p> <p>No further updates - Update to be provided as the opening of the LCP approaches.</p>

Date of Council Meeting	Item	Date of Future Council Meeting Report
02 July 2018	Use and Development of Land for Industry (Private Asbestos Disposal)	<p><b>02 July 2018</b> A further report is scheduled for 2018</p> <p><b>25 July 2018</b> A report is scheduled for presentation to Council 6 August 2018</p> <p><b>08 August 2018</b> Council have deferred making a decision on this time to allow further time for all parties to fully consider using the asbestos cell at Hazelwood</p> <p><b>18 October 2018</b> Complete. A final report was tabled at the 01 October 2018 meeting.</p>
23 October 2017	<p>Gippsland Logistics Precinct Potential Business Opportunity</p> <p><i>Confidential under Section 89(2) (e) of the Local Government Act 1989, as it deals with proposed developments.</i></p>	<p><b>05 December 2017</b> A report will be presented to Council in 2018.</p> <p><b>20 July 2018</b> A report will be presented to Council later in 2018</p> <p><b>24 October 2018</b> Council Report to be presented on 5 November 2018.</p>
6 August 2018	2018/10 – Animal Management	<p><b>6 August 2018</b> A report will be presented to a Council Meeting later in 2018</p> <p><b>13 August 2018</b> As of today arrangements have been made for a staff member to prioritise the distribution of blankets to all animals within the pound facility</p>

Date of Council Meeting	Item	Date of Future Council Meeting Report
		<p>until new cleaning and staff arrangements are in place.</p> <p><b>18 October 2018</b></p> <p>Complete.</p> <p>A report has been prepared for the 05 November 2018 Council Meeting.</p>
3 September 2018	Amendment C105 to the Latrobe Planning Scheme – Consideration of submissions and request appointment of Planning panel	<p><b>3 September 2018</b></p> <p>A report will be presented to Council later in 2018</p> <p><b>6 September 2018</b></p> <p>A request to appoint a Planning Panel was submitted to the Minister for Planning 5 September 2018.</p> <p>Submitters were been notified of Councils decision 4 September 2018.</p> <p>A mid- year budget request is to prepared.</p> <p><b>24 October 2018</b></p> <p>Report to be tabled February 2019.</p>
3 September 2018	Latrobe Creative Precinct Design Options Update	<p><b>3 September 2018</b></p> <p>A report will be presented to Council later in 2018.</p> <p><b>24 October 2018</b></p> <p>Report was tabled at the meeting held on 01 October 2018.</p>
<b>Community Services</b>		
04 December 2017	Potential changes to Aged & Disability Services and their	<p><b>17 January 2018</b></p> <p>A future report is required in March 2018</p>

Date of Council Meeting	Item	Date of Future Council Meeting Report
	impact on Council	<p><b>20 June 2018</b></p> <p>Consultant undertaking review and consultation. A briefing will be provided to Council in August. Final report from consultant due December 2018</p>
02 July 2018	Moe and District Social Infrastructure Plan Draft Report	<p><b>02 July 2018</b></p> <p>A further report is scheduled for 2018</p> <p><b>16 August 2018</b></p> <p>Draft report for Councillors Briefing on 22 October being developed.</p> <p><b>18 October 2018</b></p> <p>Complete.</p> <p>The Moe and District Social Infrastructure Plan was adopted by Council at its meeting held on 01 October 2018.</p>
<b>Corporate Services</b>		
25 May 2015	<p>MAV Workcare Self Insurance</p> <p><i>Confidential under section 89(2)(d) contractual matters</i></p>	<p><b>14 March 2017</b></p> <p>A report to Council is scheduled for the end of the current financial year.</p> <p><b>18 July 2017</b></p> <p>A report will be presented to Council in 2020/2021 Financial Year.</p>
14 September 2015	Long Term Lease Renewal Agreement – Moe Racing Club	<p><b>19 January 2018</b></p> <p>Still pending finalisation of negotiations with the Moe Racing Club before a final agreement is provided to Council for ratification.</p> <p><b>25 June 2018</b></p> <p>A report is anticipated to be presented to Council</p>

Date of Council Meeting	Item	Date of Future Council Meeting Report
		<p>later in 2018.</p> <p><b>17 September 2018</b></p> <p>A report will be presented to the 03 December 2018 Council Meeting.</p>
<p>11 September 2017</p>	<p>Proposed Road Renaming - Ashley Avenue, Morwell</p>	<p><b>20 September 2017</b></p> <p>Pending further discussions before a report is rescheduled for decision.</p> <p><b>27 October 2017</b></p> <p>Councillor Middlemiss to discuss with resident the possibility of suggesting another name for the original Ashley Avenue, Morwell.</p> <p><b>9 August 2018</b></p> <p>A report for Council to consider the submissions received is being prepared for the September Meeting.</p> <p><b>17 September 2018</b></p> <p>A further report will be determined after Councillor speaks with property owner.</p>
<p>02 July 2018</p>	<p>Proposed Road Discontinuance- Verey Lane, Morwell</p>	<p><b>02 July 2018</b></p> <p>A further report is scheduled for 2018</p> <p><b>6 August 2018</b></p> <p>No change. Deadline for submissions is 13 August 2018.</p> <p><b>3 September 2018</b></p> <p>A report will be presented to the 03 December 2018 Council Meeting.</p>

Date of Council Meeting	Item	Date of Future Council Meeting Report
6 August 2018	Public Highway Declaration-Miners Way, Morwell	<p><b>6 August 2018</b></p> <p>A report will be presented to a Council Meeting later in 2018</p> <p><b>9 August 2018</b></p> <p>The deadline for submissions is 17 September 2018. If submissions are received a further report will be prepared for Council to consider on 3 December 2018.</p>
6 August 2018	Provision of Resources and Support to Councillors Policy Review	<p><b>6 August 2018</b></p> <p>A report will be presented to a Council Meeting later in 2018</p> <p><b>17 September 2018</b></p> <p>A further report is scheduled for 22 October 2018 Councillor Briefing.</p> <p><b>18 October 2018</b></p> <p>A report is being prepared for the 3 December 2018 Council Meeting.</p>
3 September 2018	Proposal to place barriers (gates) on Hagens Track at Hernes Oak and Newborough	<p><b>3 September 2018</b></p> <p>A further report is scheduled for 2018 if we receive submissions or a negative response from VicRoads.</p>
3 September 2018	Council Committee Review	<p><b>3 September 2018</b></p> <p>A further report is planned for the 5 November 2018 Council Meeting.</p> <p><b>18 October 2018</b></p> <p>A report is now being prepared for the 3 December 2018 Council Meeting.</p>

Date of Council Meeting	Item	Date of Future Council Meeting Report
3 September 2018	CEO employment contract renewal options	<p><b>3 September 2018</b></p> <p>A further report is scheduled for 24 September 2018.</p> <p><b>01 October 2018</b></p> <p>Complete.</p>
<b>Infrastructure &amp; Recreation</b>		
05 March 2018	Suitable Street Tree Planting List 2018	<p><b>05 March 2018</b></p> <p>A further report will be scheduled in 2018.</p> <p><b>23 April 2018</b></p> <p>A briefing report will be prepared for Councillor Briefing 20 August with a Council report for consideration at the 3 September 2018 Council Meeting.</p> <p><b>13 July 2018</b></p> <p>A report is scheduled for Council Meeting in November 2018</p> <p><b>18 October 2018</b></p> <p>Complete.</p> <p>A report has been prepared for the 5 November 2018 Council meeting.</p>
03 April 2018	Illegally Dumped Rubbish on HVP Plantations Land	<p><b>5 April 2018</b></p> <p>A further report will be prepared for 22 October 2018 Councillor Briefing.</p> <p><b>18 October 2018</b></p> <p>Complete.</p> <p>A report has been prepared for the 5 November 2018 Council meeting.</p>

Date of Council Meeting	Item	Date of Future Council Meeting Report
03 April 2018	2018/05 - MacPherson Road, Moe	<p><b>6 April 2018</b></p> <p>A briefing report will be prepared for 23 July Briefing 1 Session with a final report for decision presented to Council at the 6 August Council Meeting</p> <p><b>13 June 2018</b></p> <p>Report being reviewed after division check in</p> <p><b>05 July 2018</b></p> <p>A new report is being prepared for the 6 August Council meeting.</p> <p><b>30 July 2018</b></p> <p>A report will be presented at a Council Meeting in June 2019.</p>
03 April 2018	Petition For Change of Speed Limits on Latrobe Road and Old Melbourne Roads	<p><b>6 April 2018</b></p> <p>A briefing report will be prepared for 23 July Briefing 1 Session with a final report for decision presented to Council at the 6 August Council Meeting</p> <p><b>13 June 2018</b></p> <p>Survey period is now open until 30 June 2018</p> <p><b>24 July 2018</b></p> <p>The consultation period is complete and the results are being analysed the week of 23 July. Following the analysis we will prepare a Briefing report for Council, and then correspond directly with VicRoads for both our road (Old Sale Road) and their road (Latrobe Road) and advise the head petitioner.</p> <p><b>21 August 2018</b></p> <p>A report is being presented to Council 3</p>



Date of Council Meeting	Item	Date of Future Council Meeting Report
		<p>September 2018.</p> <p><b>18 October 2018</b></p> <p>Complete.</p> <p>A report was tabled at the 3 September 2018 Council Meeting.</p>
02 July 2018	Traralgon Skate Park Petition	<p><b>02 July 2018</b></p> <p>A further report is scheduled for 2018</p> <p><b>18 October 2018</b></p> <p>Complete.</p> <p>A report was tabled at the 6 August 2018 Council Meeting.</p>
02 July 2018	Draft Path Asset management Plan for Public Exhibition	<p><b>16 July 2018</b></p> <p>A further report is scheduled for November 2018</p> <p><b>18 October 2018</b></p> <p>Complete.</p> <p>A report has been prepared for the 5 November 2018 Council Meeting.</p>
6 August 2018	Inappropriate Street Tree Removal Replacement Program-Staff Street Moe	<p><b>6 August 2018</b></p> <p>A report will be presented to Council Meeting 3 September 2018.</p> <p><b>3 September 2018</b></p> <p>A further report is due in 2018</p> <p><b>18 October 2018</b></p> <p>Complete.</p> <p>A report was tabled at the 1 October 2018 Council meeting.</p>

Date of Council Meeting	Item	Date of Future Council Meeting Report
6 August 2018	Community Sporting Infrastructure Funding Scheme	<p><b>6 August 2018</b></p> <p>A report will be presented to a Council Meeting later in 2018.</p> <p><b>24 October 2018</b></p> <p>A report will be provided to Council at the December meeting.</p>
3 September 2018	2018/11 Explore alternate options available to replace the supply and use of single use water bottles	<p><b>3 September 2018</b></p> <p>A report will be presented to a Council Meeting later in 2018</p>
3 September 2018	Options to address dust and amenity issues-Black Tank Road, Glengarry, Railway Ave, Glengarry & McPherson Rd, Newborough	<p><b>3 September 2018</b></p> <p>A further report will be presented November 2018</p> <p><b>22 October 2018</b></p> <p>The report on the impact of the development on the traffic on Railway and Black Tank roads is still scheduled for the December 2018 Council meeting.</p>
1 October 2018	2018/17 Motorcycle Safety Initiative- Collapsible Chevron Alignment Markers (CAMs)	<p><b>22 October 2018</b></p> <p>A report is being prepared for the December Council Meeting.</p>
22 October 2018	Gippsland Regional Aquatic Centre & Traralgon Basketball Stadium update	<p><b>24 October 2018</b></p> <p>A report will be provided to Council at the December meeting.</p>

Any proposed timings of reports listed above advised up to 24 October 2018 have been included in the table. Items are removed only once a report has been tabled at Council and advised accordingly.

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

# **NOTICES OF MOTION**

**9. NOTICES OF MOTION**

**9.1 2018/20: NOTICE OF MOTION: ADVOCACY FOR A SINGLE ASBESTOS  
DISPOSAL FACILITY FOR THE POWER INDUSTRY IN THE LATROBE  
VALLEY**

**Cr Brad Law**

I, Cr Law, hereby give notice of my intention to move the following motion at the Council Meeting to be held on Monday, 5 November 2018:

**That Council writes to the State Government to advocate for them to take the lead in identifying a single asbestos disposal facility that is adequate to receive asbestos from the demolition or refurbishment of buildings associated with the power industry in the Latrobe Valley. Such a facility must be in a suitable location to protect public health, community safety and amenity, in perpetuity.**

(Signed)  
Cr Law  
30 October 2018

**Attachments**  
Nil

**9.2 2018/21: NOTICE OF MOTION: REVIEW OF PERSONAL OUTDOOR  
FITNESS PERMITS**

**Cr Darren Howe**

I, Cr Darren Howe, hereby give notice of my intention to move the following motion at the Council Meeting to be held on Monday 5 November 2018:

**That Council:**

- 1. Extend the Personal Trainers/Bootcamps permits, included in Councils annual fees and charges schedule, to provide access to three locations per licence fee paid.**
- 2. Add to the following charges to the Personal Trainers/Bootcamps permit in Councils annual fees and charges schedule:**
  - a. Six Month Winter Permit (April to September) - \$150.00**
  - b. Six Month Summer Permit (October to March) - \$350.00**
- 3. Not allow Personal Trainers/Bootcamps to operate in close vicinity of playgrounds and resident properties.**

(Signed)  
Cr Darren Howe  
31 October 2018

**Attachments**  
Nil

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

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

**Agenda Item: 10.1**

**Agenda Item: Review of Pound Facility and Animal Management  
Processes**

**Sponsor: General Manager, City Development**

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

**Status: For Decision**

**Proposed Resolution:**

**That Council:**

- 1. Supports working towards continuous improvement of the pound facility by implementing ongoing service improvements to establish a supervised volunteer program and increase education on the benefits of responsible pet ownership within the municipality;**
- 2. Allocate \$50,000 from the 2018/2019 mid-year budget process for the construction of four outdoor exercise yards to improve the enrichment of the impounded animals at its' current location;**
- 3. Advertise through an Expressions of Interest process for potential partners or animal welfare agencies to test the market for suitable candidates for a shared service model; and**
- 4. Requests that a further report be presented to Council on the establishment of a reference group to advise Council on animal welfare and management issues.**

**Executive Summary:**

This report provides Council with a response to the Notice of Motion endorsed by Council at the Ordinary Council Meeting 6 August 2018.

*That Council:*

*Requests a report be provided outlining options for alternative service models for the provision of animal management specifically related to impounded*



*animals and operations of the Latrobe City Council Pound to be tabled at the November 2018 Council Meeting, which includes, but is not limited to:*

1. *Options for a Pound operated by an external party, including exploration of services provided by Animal Aid & other rescue agencies at other Municipalities.*
2. *Options for a Latrobe City Council operated Pound with a model that pro-actively engages, includes & welcomes volunteer support and involvement.*
3. *Opportunities for Volunteers to be actively engaged at our current Pound.*
4. *Consultation with our current local key volunteer partner agencies including Forever Friends Animal Rescue Latrobe, Grounded Paws & Kayas Mission.*
5. *Consideration of the Animal Welfare Shelter proposal presented to Council by Mr Andrew Lewis.*
6. *An outline of available Latrobe City Council owned land where a new Pound facility could potentially be located.*
7. *Details of preliminary cost estimate for a range of options for the establishment of a new Pound facility that meets all of the legislative compliance guidelines, operates according to industry best practice; provides accommodation to meet future demand in the area; and provide shelter services in the most cost-effective way.*
8. *Options for changes to current Pound operating procedures that would ensure that animals in the care of Latrobe City Council are provided with appropriate bedding within enclosures including blankets & other measures ensuring comfort.*

Recommended service improvements for the ongoing management of the animal management service include:

<b>Action</b>	<b>Responsible Officer/s</b>	<b>Cost</b>	<b>Date</b>
Construction of four outdoor exercise yards at the current pound facility to improve the environment for both the animals	Senior Building Projects Officer  Team Leader Local Laws – Animal Management	Approx. \$50,000	Commence January 2019
Employment of a full-time pound keeper who will undertake all cleaning duties and provide enrichment activities for the animals	Manager Municipal Services	No additional cost to adopted annual budget	Commence November 2018  (12 month trial)
Implementation of Volunteer Induction	Team Leader Local Laws – Animal	No additional cost to	Induction Program

Program to initially induct up to 10 volunteers by June 2019	Management Pound Keeper	adopted annual budget	complete February 2019  Volunteers commence March 2019
Assessment of options to reduce the cost barriers for the registration of animals to improve registration rates and responsible pet ownership	Manager Municipal Services  Local Laws Leadership Team	No additional cost to adopted annual budget	Complete December 2018
Working with the Customer Services Business Advisor to implement a number of customer lead service improvements to Animal Management processes, priority processes: <ul style="list-style-type: none"> <li>• Animal adoption</li> <li>• Cat cage hire program</li> </ul>	Customer Services Business Advisor  Local Laws Leadership Team  Pound Keeper	No additional cost to adopted annual budget during assessment stage	Ongoing
Advertising for expressions of interest from potential partners or animal welfare agencies to test the market for suitable candidates for a shared service model	Manager Municipal Services	No additional cost to adopted annual budget	Commence December 2018
Establishing the Terms of Reference for a group to advise on animal management and welfare matters	Manager Municipal Services	No additional cost to adopted annual budget	Commence February 2019

**Background:**

A review of the current pound facility and processes has been undertaken at the request of Council. From this review, the following information is provided as background.

Data indicates that 16% of the community in the municipality have one or more registered pets, with 12,422 animals registered at June 2018.

The current cost to Council to maintain the current animal management service and facility is \$756,687.00 (2017/2018 figures). This cost is balanced by income of \$694,596.00 (2017/2018 figures). Therefore the nett cost to Council to maintain the current animal management service and facility was \$62,091.00 for the 2017/2018 financial year:

- costs of \$756,687.00 include staff salaries, cleaning, staff management costs, consumables, animal welfare and veterinary care costs and general maintenance costs; and
- actual income of \$694,596.00 includes registrations, sales, fees and fines.

Pound activity for the past five years:

Year	Impounded Cats	Impounded Dogs	Total
2013/2014	746	989	1735
2014/2015	767	887	1654
2015/2016	992	967	1959
2016/2017	790	888	1678
2017/2018	830	775	1605

Latrobe City currently have a live rehoming rate for:

- **Dogs** of 85% (made up of 62% reclaimed, 5.4% adopted, 2.8% other and 15% transferred to an animal welfare agency) which is considered best practice in line with state average of 85%; and
- **Cats** 33%, which is well below the state average of 70% due to a very high feral cat population in this municipality (29% of euthanised cats for the 2018/2019 period were classed as feral).

For the 2017/2018 period:

Dogs							
Period	Total	Imp.	Reclaimed by Owner	Rehomed Via Adoption	Transferred to Welfare	Euthanised (Inc dogs involved in a serious attack)	Coding error
17/18	1605	775	481 62%	42 5.4%	117 15%	115 14.8%	20 2.8%

Cats							
Period	Total	Imp.	Reclaimed by Owner	Rehomed Via Adoption	Transferred to Welfare	Euthanised	Coding error
17/18	1605	830	75 9%	62 7.5%	114 13.7%	554 66.7%	25 3.1%

While the statistics for euthanising cats is high, the data indicates that of the 66.7% euthanised, 29% were feral cats.

Additionally, on one occasion, 41 cats were seized from a single home in Morwell due to severe animal welfare and client health concerns. All of those cats were euthanised following veterinary advice, which has abnormally affected the data for this period.

Council currently operate a pound facility within the Morwell Depot works area on Driffield Road. This facility provides 34 dog pens, 50 cat pens, a quarantine room, a small administration office and chemical storage/laundry area. This facility meets current demand and complies with the Code of Practice for the Management of Dogs and Cats in Shelters and Pounds.

Photographs of the current facility are available in *attachment 1*

Council are also required to adhere to the *Code of Practice for the Management of Dogs and Cats in Shelters (CoP)* and Pounds in the management of animals in their care.

The current facility meets these minimum obligations. It provides accommodation for the impounded animals for the statutory eight-day timeframe required under the *CoP* and there is space to quarantine animals for a further eight days while they are awaiting adoption.

Those animals that are suitable for adoption and have not been selected or successfully allocated a forever home, are relocated to anyone of the nine 84Y Foster Care or Rehoming agencies that have a registered agreement with Latrobe City.

**Statutory Obligations and Models of operation:**

Under the *Domestic Animal Act 1994*, Council is compelled to provide a scheme to protect the community and the environment from feral and nuisance dogs and cats by:

- Administering a registration and identification scheme for dogs and cats which recognises and promotes responsible ownership;
- The identification and control of dangerous dogs, menacing dogs and restricted breed dogs;
- A registration scheme for domestic animal businesses which promotes the maintenance of standards of those businesses, the regulation of matters relating to the breeding and sale of dogs and cats;
- The registration of foster carers for certain purposes on matters related to the boarding of dogs and cats and the regulation of permanent identification of dogs, cats, horses and other animals; and
- Payments to the Treasurer from fees received by Councils under this Act; and other related matters.

This is managed in a variety of ways across the state:

- Latrobe's current model - Council owned and managed impounding facility, meeting minimum statutory requirements listed above and providing for the return of stray animals to their owners, adoption of unclaimed animals and agreements with foster care agencies to take animals not returned or reclaimed and suitable for rehoming;
- Shared services - a number of inner metropolitan Councils have shared facility arrangements to minimise the costs associated with running a pound service, for example Whittlesea, Moreland and Darebin Councils have a partnership agreement to deliver animal management services from a single purpose built facility;
- Council owned impounding facility with arrangements with an animal welfare shelter for the management of impounded animals not reclaimed by their owners. For this arrangement, all eligible animals are transferred to a shelter at the conclusion of an eight-day statutory holding period. Council staff manage animals being reunited with their owners during this eight day period.

As in the case of Wellington Shire Council, any animal not reclaimed is then transferred to Animal Aid's Coldstream facility. Animals suitable for adopting are processed, prepared for adoption and housed there until adopted. Animals not suitable for adoption are euthanised by Animal Aid. For this model, Councils pay an annual fee to the animal welfare agency as well as additional charges per animal transferred over annual contracted numbers; or

- Council owned impounding facility with arrangements for all impounded animals to be transferred directly to a shelter and not held at the Council facility. As with

the City of Greater Bendigo model, owners wishing to reclaim their animals do so through the shelter service. Council to have no responsibility for animals or interactions with animal owners or those wishing to potentially adopted an unclaimed animal.

All animal management processes are the responsibility of the shelter by agreement. This model requires the Council to pay an annual contract fee to the shelter agency as well as additional charges per animal transferred over the annual contracted numbers.

**Potential partnership arrangements:**

Should Council wish to explore potential partnerships in more detail, Officers will advertise for expressions of interest from potential partners or animal welfare agencies to test the market for suitable candidates for a shared service model.

Conversations to date between the Manager Municipal Services and Senior Local Laws staff and the CEO of Animal Aid, Mark Menze, on three occasions since January 2018, have discussed and explored potential partnership arrangements, which resemble the partnership arrangement that Animal Aid currently have with Wellington Shire Council.

Unfortunately, Animal Aid are at capacity at its' Coldstream shelter facility, which houses all animals not returned or reclaimed by Wellington Shire Council and three other municipalities which Animal Aid have partnership agreements with and manage.

Mr Menze advised that Animal Aid are not in a position to consider any further partnership arrangement with Latrobe City at this time due to their capacity issues at the Coldstream facility and, in addition, Mr Menze has advised that for the following reasons Latrobe City's pound service was an unattractive proposal:

- the location (within the depot works area);
- capacity (meets eight-day hold requirements with no room for extended stays)
- age (constructed in approx. 1990's); and
- general condition of Latrobe's facility does not meet the agencies standards.

Both RSPCA and Lost Dogs Home have also advised that they are not considering new partnerships with Councils as they are either at capacity or looking to withdraw from current partnership arrangements due to financial losses. This is the case for the recently ceased partnership arrangement between the RSPCA and City of Ballarat.

Building on the recently established relationship with the RSPCA, the General Manager City Development and Manager Municipal Services have been approached to meet with CEO Dr Liz Walker to discuss a pilot program "Targeted Prevention Initiative (TPI)".

The aim of the TPI is to deliver a holistic program of education and support to improve animal welfare in a specific geographic region. RSPCA have conducted some initial planning with the University of Melbourne's Animal Welfare Science Centre, working with internationally renowned experts in behaviour change, psychology and animal welfare. RSPCA are excited about this opportunity to focus their efforts to deliver real benefits for the community and its animals. Council Officers have also made contact with Wellington, Baw Baw, Bass Coast and South Gippsland Councils as part of a benchmarking process. It is apparent that distance and financial implications are major obstructers to partnership arrangements between these Councils.

**Options for a new pound:**

The cost of constructing a new pound facility, based on the current operational model, on a Council owned site could cost up to three or four million dollars. This has been estimated by:

- using an average cost of construction of \$3000 per square;
- case study undertaken involving the \$900,000 renovation and extension of the Mornington Peninsula pound; and
- the development of the \$12M Whittlesea Pound and Animal Shelter facility on a green-field site. Moreland and Darebin Councils have recently been engaged to co-locate their pound operations at this site in an effort to reduce high running costs. *See attachment 2*

Further detailed work needs to be undertaken to fully understand the cost of construction, running a larger facility and potential income streams, if Council resolved to progress that option. This work may cost up to \$100,000 for a feasibility study, which has not been budgeted for.

Such work would inform the suitability of currently owned Council sites for the future operation of such a facility. The criteria that would need to be applied include:

- Located within one of our main urban centres;
- Not located in an isolated area to due to concerns regarding security/vandalism/safety concerns for both the animals, staff and the facility itself;
- Appropriately zoned eg. in a residential area, noise in particular, would be a concern in terms of how it would be mitigated;
- How the scale and operations of the facility would fit in with the wider character of the area;
- Appropriate infrastructure in place to support the facility eg. road infrastructure, utilities, proximity to bus connections (eg for accessibility for volunteers);
- All appropriate permits would need to be in place; and
- Most of Council land has a reserve status (e.g public open space, drainage reserve etc) that would possibly have to be changed/discontinued to allow for a new pound facility.

Based on the above criteria, a preliminary desktop investigation of 7 Council owned sites has established that they could not be considered as readily available or

suitable locations for the development of a new pound or shelter service at this point in time.

Suitable land may need to be purchased if Council determine that a new facility should be constructed. At that point a more thorough investigation will need to be undertaken. See *attachment 3*

**Use of Volunteers:**

The current location of the pound within the depot works area presents some barriers when considering ways to utilise volunteers.

Officers plan to implement a supervised volunteer program where volunteers could be utilised to provide a number of animal enrichment activities for suitable animals, such as walking, human contact and care following a comprehensive induction process.

The following matters around the implementation of a supervised volunteer program at the service will be considered and managed accordingly:

- Registration of interested community members;
- Induction processes and timelines; and
- Management of volunteer support and access.

Additional opportunities to engage with volunteers can be explored once the pound keeper position is firmly established and the volunteer induction processes has been finalised. Partnership arrangements may be possible with local sheltered workshops, seniors groups and schools.

In addition, engaging key volunteer partner agencies could include the establishment of an animal welfare reference group to explore options moving forward to further improve relationships and improve the customer and animal experience.

This group would also be a key point of contact during the review of the *Domestic Animal Management Plan*, due 2021.

A number of local animal welfare volunteer agencies and interested parties have been contacted to discuss their concerns, suggestions for improvements and thoughts on participating in a reference group.

The following groups have provided feedback in relation to their experiences when attending the pound on recent occasions and a number of years ago and areas where they believe staff could undertake further training and offered suggestions for future improvements:

- Kaya's Mission;
- Forever Friends Animal Rescue Latrobe;
- Grounded Paws; and
- Pets Domain, Morwell.

In summary, suggestions for improvements were:



- reinstate regular emails informing 84Y agreement holders of pets available for adoption;
- opportunities for volunteers to enter the pound to take photos of pets available for adoptions for their agencies Facebook pages and interact with impounded animals;
- reassessment of procedures for handling and housing unwell cats – especially during cat flu season;
- expansion of current facility to include external exercise yards;
- reintroduction of bedding for animals, especially during the colder months; and
- exploring options to expand viewing times.

These suggestions have been considered and changes to current practices are in the planning stage, if not already implemented.

In addition, each of the groups contacted have indicated that they would be happy to participate in regular meetings with operational staff to build on current relationships and develop processes to see improved rehoming statistics, especially in relation to cats.

**Animal welfare shelter proposal:**

The animal welfare shelter proposal provided by Andrew Lewis presents a visionary social enterprise opportunity and should be considered in a broader context following a determination by Council regarding any future development of the current facility or construction of a new facility. *See attachment 5*

The document has three key themes:

1. Provision of pound facilities – incorporating training opportunities for work for the dole and long term unemployed members of the community
2. Greyhound adoption and re-training facility, and
3. Re-adoption coffee shop – incorporating training opportunities for people with a disability.

In relation to the second theme, since March 2015, a register that provides the following statistics for greyhound impoundments in the municipality has been maintained by the Animal Management team:

44 Greyhound/Greyhound Cross impounded, of these:25 returned to owners

- 9 to 84Y agreement holders– foster care and rehoming volunteer networks
- 3 adopted directly from the pound
- 2 to Racing to Rehome 84Y agreement holders (they work with and take on behalf of the Greyhound Adoption Program)
- 4 euthanised due to being involved in serious attacks and
- 1 euthanised on a veterinarian’s advice due to serious illness.

These statistics indicate that Council are currently managing incoming greyhounds effectively with a live rehoming rate of 88.5%. Note: 100% of Greyhounds suitable for rehoming were successfully rehomed.

In relation to the first and third themes, Council have a regulatory obligation to manage the provision of a pound facility and would be required to continue to do so regardless of the operating model.

There are many social and community benefits to the proposal being:

- Attract and retain talent:
  - When organisations make their recruitment processes and workplaces barrier-free to people with disability, they ensure that all potential employees with the relevant skills, qualifications and experience can be hired and do their best work. Diversity attracts and retains from the widest possible talent pool and employees in inclusive workplaces are likely to be more engaged, motivated and productive. Employees will also stay with your business for longer.
- Build reputation and brand:
  - Numerous studies have shown employees and customers are more loyal to organisations that demonstrate they value diversity and inclusion and that their workforce reflects the community as a whole. Increasingly evidence of inclusion is being taken into consideration when awarding contracts and tenders.
- Improve marketing and customer retention:
  - Having employees with disability can help you to understand what your customers or clients with disability may need, and give you an edge over your competitors. In addition, a workforce that reflects the diversity of the wider community is likely to lead to greater customer loyalty and satisfaction.
- Mitigate risk:
  - Research on workers with disability show they often have lower absenteeism and employee turnover and low incidence of workplace injury, which all help to create cost effective businesses. Organisations who have built capability for inclusion will also minimise risk of injury, complaint or breach of discrimination law.
- Funding available:
  - Australian Government provides funding, for eligible persons, through the Employment Assistance Fund (EAF) that is designed to cover the costs of making workplace changes. This can include buying equipment and accessing services for people with disability.
- Provide dignity of paid work and new skills, experience and confidence to move from welfare to work.

In consultation with the Coordinator of Human Resources, it has been determined that a number of issues would need to be better understood to facilitate aspects of the proposal, such as:

- Challenges re meeting regulatory requirements
  - staff training and qualification requirements for animal handling etc;

- Need to ensure current / future staff have capacity in their current job descriptions to mentor and support trainees and other disadvantaged employees;
- Traineeship or ongoing employment opportunity may not be preferred by work for the dole participants as we need to factor in implications of offering non-ongoing positions – would need to offer other ‘life skills’ if no guarantee of ongoing work, to build employability/ confidence / skills etc;
- Many different ways of looking at trainees or short term entrance level opportunities (indigenous, mature age, youth, migrant) which could be explored further;
- Advantages of wage subsidies, financial and staff support with many local programs;
- Requirements for staff to have Cert IV in Animal handling to perform certain functions – what other roles/ functions might we be able to offer by way of traineeships / volunteer roles / employment of people with a disability?
- Consider other experiences where diverse workforces are made up of different employment categories - employees / trainees / volunteers / work for dole – all doing similar tasks – need to prepare workforce for this;
- Cert III in Companion animal studies as a course. Research has indicated that this is often used for trainees. Would need to be investigated if this sufficient and where it is offered (not available locally); and
- Ensuring volunteers don't take paid positions away from workers

**Consultation and benchmarking:**

Benchmarking surveys were issued to the following nine Councils requesting comparison data:

- Warrnambool
- Shepparton
- Wodonga
- Geelong
- Ballarat
- Mildura
- Wangaratta
- Horsham
- Dandenong

With three surveys returned after many follow up emails and telephone calls, an additional four Councils were contacted directly to provide benchmarking data, in total 13 councils were contacted. *See attachment 6*

Additional conversations were held with the following volunteer agencies and experts in the field of animal welfare as per the notice of motion:

- Kaya's Mission;
- Grounded Paws;
- Forever Friends;
- Manager Pets Domain Morwell;
- Mark Menze – CEO Animal Aid;
- Vince Hanning – Ex CEO Lost Dogs Home; and
- Mr Andrew Dunn – Moe Vet Group *see attachment 7*

Internal consultation was undertaken with the all relevant internal teams, including:

- Executive team;
- Senior Leaders team;
- Human Relations;
- Organisational Development;
- Indigenous Employment;
- Major Projects team;
- Animal Management team;
- Recreation team;
- Planning Services team; and
- Property and Statutory Services team.

A number of service improvements have been implemented to date as a direct result of consultation undertaken with internal and external stakeholders. *See attachment 8*

**Declaration of Interests:**

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

**Reasons for Proposed Resolution:**

The proposed resolution identifies actions that can be implemented with minimal cost to Council which provide significant improvements to the welfare and care of the impounded animals.

**Issues:**

*Strategy Implications*

The review of service provision has a direct link to objective 4 in the Council Plan - Improve the amenity and accessibility of Council services

*Communication*

A community communication plan will be created and implemented to inform animal owners about the benefits of responsible pet ownership and well as increased social media posts in relation to animals available for adoption.

*Financial Implications*

The recommendations listed for adoption have not been accounted for in the 2018/2019 budget process. If Council was to endorse the recommendation, approx. \$50,000 would be sourced from either unallocated surplus funds or future budget allocations.

*Risk Analysis*

<b>Identified risk</b>	<b>Risk likelihood*</b>	<b>Controls to manage risk</b>
Community dissatisfaction with current levels of service	3 - possible	Ensure that services meet statutory requirements and are constantly reviewed for improvement opportunities
Increasing cost of service delivery in rate capping environment	4 - Likely	Investigate and fully cost options to ensure that all increases in cost to Council are known prior to commencement of any further works

\* For example, likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

*Legal and Compliance*

Under the *Domestic Animal Act 1994*, Council is compelled to provide a scheme to protect the community and the environment from feral and nuisance dogs and cats by:

- Administering a registration and identification scheme for dogs and cats which recognises and promotes responsible ownership
- The identification and control of dangerous dogs, menacing dogs and restricted breed dogs
- A registration scheme for domestic animal businesses which promotes the maintenance of standards of those businesses, the regulation of matters relating to the breeding and sale of dogs and cats
- The registration of foster carers for certain purposes, matters related to the boarding of dogs and cats, the regulation of the permanent identification of dogs, cats, horses and other animals and
- Payments to the Treasurer from fees received by Councils under this Act; and other related matters.

Council are also required to adhere to the Code of Practice for the Management of Dogs and Cats in Shelters and Pounds in the management of animals in their care.

Council currently meet these obligations.

*Community Implications*

Some members of the community are very passionate about the state of the current pound facility and lack of enrichment opportunities available to animals for the duration of their stay in the pound. There has also been active commentary on Councils' social media that the responsibility for caring for pets remains with owners and if more pet owners practiced responsible pet ownership, far less pets would be processed through the facility.

Failing to respond to these issues may harm Councils reputation within the community.

*Environmental Implications*

This report does not address any potential new environmental issues.

**Supporting Documents:**

Nil

**Attachments**

- 1 [↓](#). Latrobe City Pound Photos - Sept 2018
- 2 [↓](#). Whittlesea Pound \$12M facility
- 3 [↓](#). Potential sites preliminary sites assessment table
- 4 [↓](#). List of 84Y agreement holders - Sept 2018
- 5 [↓](#). Animal Welfare Shelter and Adoption Service Proposal - Andrew Lewis
6. Confidential Attachment - Comparative Data (Published Separately) (Confidential)
- 7 [↓](#). Animal Management Plan Review comments
- 8 [↓](#). Service improvements to date

## **10.1**

### **Review of Pound Facility and Animal Management Processes**

<b>1</b>	<b>Latrobe City Pound Photos - Sept 2018.....</b>	<b>41</b>
<b>2</b>	<b>Whittlesea Pound \$12M facility .....</b>	<b>47</b>
<b>3</b>	<b>Potential sites preliminary sites assessment table .....</b>	<b>53</b>
<b>4</b>	<b>List of 84Y agreement holders - Sept 2018.....</b>	<b>55</b>
<b>5</b>	<b>Animal Welfare Shelter and Adoption Service Proposal - Andrew Lewis.....</b>	<b>57</b>
<b>7</b>	<b>Animal Management Plan Review comments .....</b>	<b>63</b>
<b>8</b>	<b>Service improvements to date.....</b>	<b>65</b>

**Holding pens for cats**





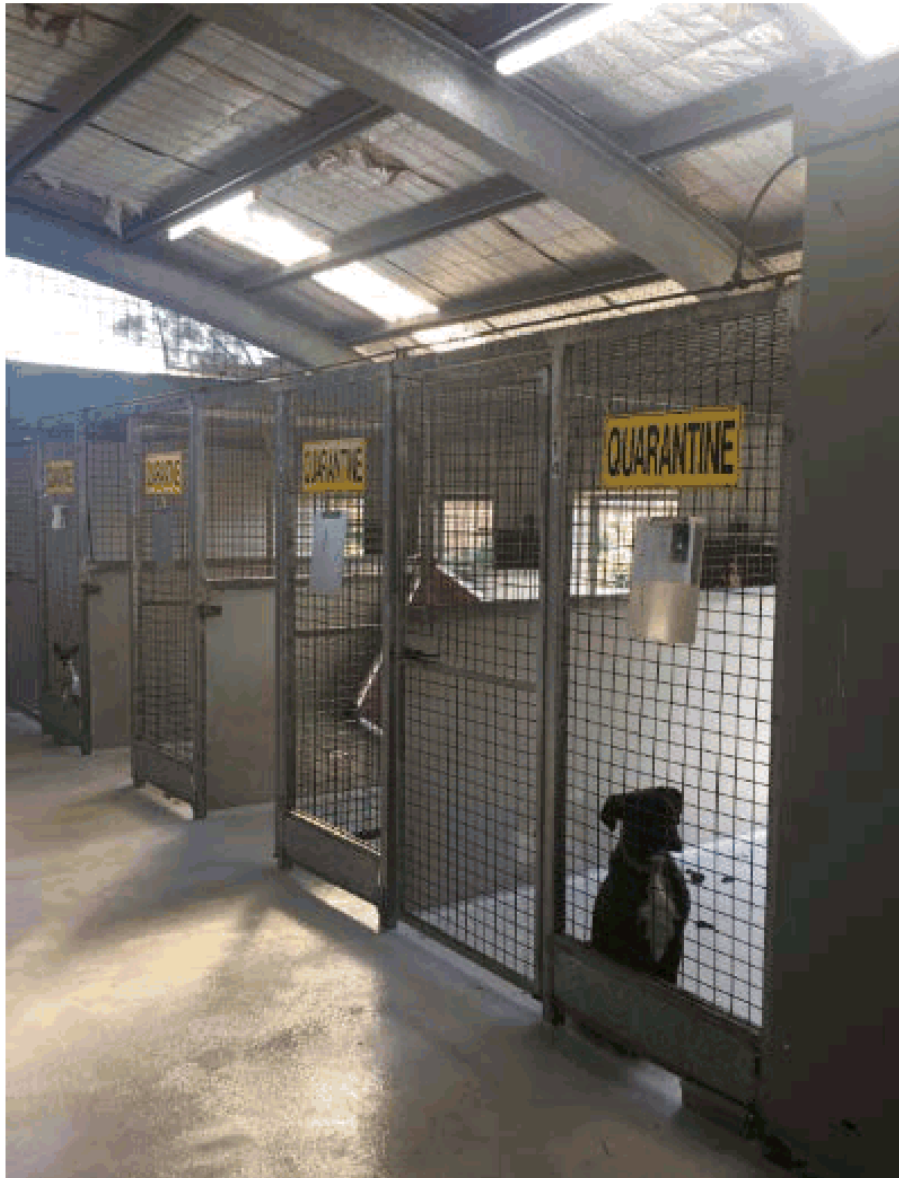
**Adoption pens for cats**



Holding pens for dogs



**Quarantine pens for dogs**



**Location of pound in depot**



### Whittlesea Pound 20.09.2018 (\$12 M facility)

The facility is owned by Whittlesea Council and will have been in operation for 12 months in October.

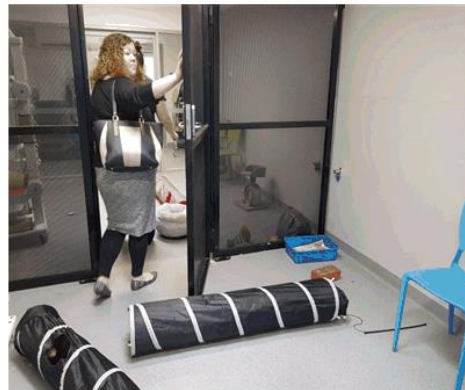
The facility was initially proposed in 2006 and was originally intended to be the pound facility just for Whittlesea Council, but Moreland and Darebin Councils contracted to use the facility at the last minute.

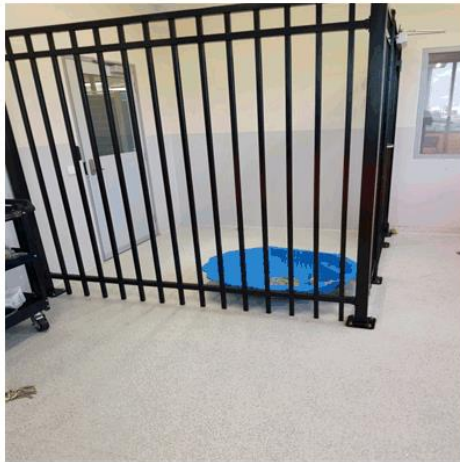
There are 160 cat pens and 180 dog pens. (see attached site plan)

There is a reception and retail area as you enter the facility.

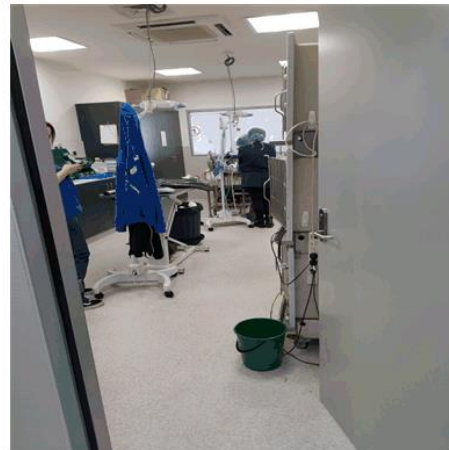


There are multiple dedicated “meet and greet areas” for both dogs and cats. These are rooms where potential owners can spend time with potential pets in an open stress free environment.





The facility has an in house veterinary surgery in which all standard procedures can be undertaken including de-sexing. It also has a pathology lab, euthanasia room and walk in freezer.



The facility is managed by the RSPCA under a contract to each of the Councils. The contracts operate similar to animal aid in that Council bring the animal to the facility and drop off. The animal is then managed by RSPCA for the remainder of its time at the facility.

Seized animals are handled separate to the contract.

Debbie indicated that the contract was "substantial" but figures were naturally in confidence.

Debbie has stated that there were pros and cons to the facility being managed by the RSPCA.

Pros:

- Animals are simply dropped and then managed by the RSPCA.

Cons:

- Council was having issues with capacity due to RSPCA not moving animals on in a timely manner. (some cats were kept for over 100 days)
- The contract was being managed quite informally but there has been a requirement for Council to begin to manage the contract a lot more hands on and they are getting resistance from the RSPCA. This is becoming time consuming.
- Council has raised release fees in an attempt to cover the cost of the contract. Fees are currently:

Pound Release \$100  
Reg Animal DS \$44  
Reg animal not DS \$120  
Sus \$50 a day

Due to the high release fees they are experiencing an increase in numbers of animals being left in the pound as the owners are unable to afford to release the animals.

Debbie has indicated that they are reviewing the fee structure for next year and are looking at reducing the fees to increase the reclaimed animals but this will have budgetary impacts.

- Council attempted to contract with RSPCA to be responsible only for the costs associated for 8 day statutory period. RSPCA objected and Council are now responsible for the first 24 days.

The contract with the RSPCA is for 5 years with an option for a further 5 years. Debbie has indicated that they were potentially looking at forming a conglomerate with Moreland and Darebin Councils to run the facility in house. She stated that they can potentially save on the contract but would need to engage volunteers to do so. Debbie also stated that should this happen the facility would be managed more in the model of a pound not shelter.

RSPCA have pointed out a few issues with the facility that would need to be taken into account should LCC build a new facility.

- The installed cat pens are of chip board cover in Laminex construction (similar to bench tops). Lauren (RSPCA Manager) advised that they were good pens but took up to 2 hours for staff to clean a room of pens (36) as the pens stain and they can not use too much water as the timber swells.
- The dog pens have joins in the walls that are covered by a strip of plastic. Dogs frequently pull these off making the pen unusable and requiring repair.



There are Livestock paddocks on site but no loading and unloading facility.

Whittlesea Council have historically contracted Lost Dogs Home for animal collections. This contract has just been ended and they have employed 3 EFT Animal Collection Officers.



These are currently a 12 month temp position but it is expected that they will become ongoing.

Whittlesea Council also employ 5 AMO who are investigation roles only.

Whittlesea Council has not yet set up for Foster carers and does not have a fee structure or process in place to deal with Foster Carers. Debbie has advised that Darebin Council are very "green" based and have large Foster Care networks and will provide me with a contact for them.

Whittlesea Council has a cat trapping program in which they deliver and pick up the traps to the customer. If the trap is not returned or damaged the customer is charged \$150 for the replacement of the trap.

Whittlesea Council has approx. 200 000 residents and is rapidly growing in population as it is outer Melbourne fringe. They are a mix of urban areas to the South and rural farming to the North.

Debbie will provide me with a full list of their statistics as soon as possible. She has also recommended contacting Stonnington Council and will provide a contact there.

RSPCA adoption fees below.

**Victoria**  
**Adoption prices**

Dog adoption	
Puppy (under 6 months)	\$440
Pair of puppies	\$750
Dog	\$400
Pair of dogs	\$650
Senior dog (10 years +)	No fee

Cat adoption	
Kitten (under 4 months)	\$205
Pair of kittens	\$300
Cat	\$120
Pair of cats	\$190
Senior cat (10 years +)	No fee

Small animal adoption	
Rabbit	\$68
Pair of rabbits	\$95
Guinea pig	\$68
Pair of guinea pigs	\$95

Adoption fees include a dog of 140% Premiums paid for your animal (including services and small animals, and not in conjunction with any other fees). All animals are healthy checked, microchipped, vaccinated and neutered.

Site	Suitable	Reasons
Scrubby Lane Traralgon Existing livestock pound (Property Number 34406)	Unlikely	This land is owned by Australian Paper and their approval would be required before using the site.  A planning permit would be required for the use of land for the pound as the land is zoned Farming. Land conflict issues may arise as the land to the east is zoned Rural Living Zone.
Former Morwell Landfill site Maryvale Road Morwell  (Property Number 46857)	Potentially	Morwell landfill is owned by Latrobe City Council however rehabilitation project may be commenced early next year.  A detailed investigation would be necessary before constructing any facility on this land due to landfill gas migration issues.  A planning permit would be required for the use of land for the pound as the land is zoned Special Use Zone (Brown Coal) and a pound may not be supported by DEDJTR on this site due to the potential impacts on the coal resource.
Depot Road Traralgon	No	Landfill sites are generally not suitable for buildings due to landfill gas migration issues.  Traralgon landfill is owned by DEWLP and their approval would be required before considering this landfill for the proposed use.
Toners Lane Morwell	No	Public Park Recreation Zone  Morwell West Development Plan site – given the constraints of developable land surrounding Morwell residential development is anticipated within this area  A pound is permissible in this zone, subject to a planning permit.
Haunted Hills Road Newborough	No	Dedicated site for the Haunted Hills Bike Park
Gippsland Logistic Precinct	No	Industrial 1 zone, use must be consistent with zone A pound is permissible in this zone, subject to a planning permit, but a pound probably would not be consistent with the strategic vision for this area.
Latrobe Airport Precinct	Unsure	Considerable consultation would need to be undertaken with all stakeholders and assessed by the planning team

**84Y Agreements current as at September 2018****Save a Dog Scheme SADS expires 8/8/2021**

Ms Pam Weaver  
 Save-A-dog Scheme Inc.  
 Central Park P O Box 2325  
 MALVERN EAST VIC 3145

Pam Weaver or Margie Burns  
 0400 800 923 or 0488 502 121  
[admin@saveadog.org.au](mailto:admin@saveadog.org.au)  
[pweaver@saveadog.org.au](mailto:pweaver@saveadog.org.au)

**Forever Friends Animal Rescue Latrobe**

Natasha Vicic and Melanie Palmer  
 Forever Friends Animal Rescue Latrobe  
 PO Box 267 (19 Harvard Avenue Traralgon 3844)  
 TRARALGON VIC 3844  
 0411 056 210 Natasha 0402 909 041 Mel  
[foreverfriends.latrobe@gmail.com](mailto:foreverfriends.latrobe@gmail.com)  
 CATS & DOGS

**ARCTIC RESCUE VICTORIA Inc expires 16/8/2021**

Ms Mirella Alencar  
 Arctic Rescue Victoria Inc.  
 PO Box 207  
 ASCOT VALE VIC 3032  
 0478 663 077  
[contact@arcticrescue.org.au](mailto:contact@arcticrescue.org.au)  
 DOGS - Arctic breeds

**Racing 2 Rehome expires 21/5/2021**

Warrick Patience  
 PO Box 378  
 KORUMBURRA vic 3950  
 0429 334 516  
[Racing2rehome@gmail.com](mailto:Racing2rehome@gmail.com)  
 DOGS - Greyhounds

**No Hairs Ark Chinese Crested Rescue expires 11/2/2019**

Laura McDonough  
 No Hairs Ark Chinese Crested Rescue  
 10 Murray Road  
 THE PATCH VIC 3792  
 0432 488 894  
[nohairsark@gmail.com](mailto:nohairsark@gmail.com)  
 DOGS - Chinese Crested dogs and crosses thereof

**Best Friend Fur Ever Rescue expires 16/3/2019**

Peta Herrero-Lopez  
 "GLENVIEW  
 918 Cambridge Crossing Road  
 TARA QLD 4421  
 0422 719 124  
[bestfriendfureverrescue@gmail.com](mailto:bestfriendfureverrescue@gmail.com)  
 DOGS

**Pawsome Friends expires 14/9/2021**

Mel Folks  
 Pawsome Friends  
 29 Menin Road  
 MONBULK VIC 3793  
 0414 716 844  
[pawsomefriends@gmail.com](mailto:pawsomefriends@gmail.com)  
 CATS & DOGS

**Labrador Rescue expires 24/9/2021**

1257 Cooks Hill Road  
 YASS NSW 2582  
 Michelle Murray 0447 716 471  
[vic@rescuealabrador.com](mailto:vic@rescuealabrador.com)  
 Katherine McDonald is CEO & signed 84Y  
 All emails and phone calls to Michelle Murray  
 DOGS

**Grounded Paws Animal Rescue Inc. expires 24/9/2021**

9 Douglas Parade  
 TRARALGON VIC 3844  
 Ms Shellie Chessum  
 0433 579 512  
[gpar@outlook.com](mailto:gpar@outlook.com)  
 CATS  
 \*please always contact us immediately for underage kittens

# PROPOSAL TO LATROBE CITY COUNCIL

**Andrew Lewis**

Email: [andrewlewis@dcsi.net.au](mailto:andrewlewis@dcsi.net.au)

Phone: 0400925558

## Opportunity

To provide an Animal Welfare Shelter and adoption service incorporating employment opportunities for people with a disability and/or work for the dole participants.

## Current Situation

Latrobe City Council currently provides the local Municipal Pound in Morwell providing the care and welfare of lost or impounded animals. The council is also responsible for pet registration and the monitoring and enforcement of local laws.

Greyhound Racing Victoria provide the Greyhound Adoption Program (GAP) Victoria.

## Proposal

This proposal has three broad aspects and would require the development of several partnerships within the local and broader communities.

1. Provision of stray/Municipal Pound facilities
2. Greyhound adoption and re-training facility
3. Re-adoption Coffee Shop

The primary aim of the scheme is to provide animal care facilities for both abandoned domestic cats and dogs and potentially as an extension to the already existing adoption of retired racing Greyhounds, Greyhound Adoption Program (GAP) run by Greyhound Racing Victoria.

Additionally, the further aim of the facility would be to provide the dignity of paid employment to people with a disability by providing real jobs and real training in a variety of different fields including; animal handling; retail; horticulture and hospitality. The positions would also be supported by the employee's disability support worker where required. We will develop relationships with appropriate service providers to ensure this aspect of the

program is developed appropriately. We have had initial discussions with Moe Life Skills Community Centre and they are very keen to be involved.

### PART ONE: Provision of Municipal Pound Facilities

The administration of the pound would be similar to the current model with council officers being responsible for the legislative requirements associated with operating the pound facility – that is fines, penalties, registrations and owner compliance with stray or surrendered animals. The potential exists to provide some training opportunities in areas such as business management facilities for participants from areas such as work for the dole/long term unemployed to be incorporated in this section.

The health, welfare and adoption of surrendered animals would be managed by a combined workforce of qualified employed staff, volunteers, work for the dole and would offer traineeships such as animal handling courses and kennel hands.

Options for veterinary care could use the existing model of contracted veterinary clinics OR a small on-site veterinary clinic could be established and co-shared with the proposed Greyhound adoption facility. Environmental enrichment and socialisation for suitable dogs/cats for re-homing could fall under the guidance of the small on-site veterinary clinic. The staffing of an on-site clinic provides the opportunity for traineeships in careers such as animal handling and Vet Nursing.

### Proposed Partners

Organisation	Status
Moe Life Skills Community Centre Inc	Discussion and agreement. MLSCC would be involved in linking students and clients to gain meaningful employment
The high street community hub	Discussion and agreement for use of the hub space for general meetings, Committee / Board Member meetings
Greyhound Racing Victoria	Initial discussion follow up to be completed

Existing Animal Welfare Organisations	To be completed
Local Veterinarians	Initial discussions
Latrobe City Council	Initial discussions
Local Employment Providers	To be completed
Volunteer groups	Initial discussions Additional organisations to be identified
Dog training organisations	To be completed

### Staffing

The animal/human bond is well recognised to provide benefits to humans with many studies showing the benefit of regular contact with cats and dogs. It has been shown in studies that stress levels in shelter dogs can be reduced (scientifically measured by reduced levels of one of the stress hormones cortisol) by regular human interaction. Part of the aim of the proposed facility is to utilise these two facts and employ people with a disability as part of the staff base in the hope of achieving at least two benefits; the dignity of meaningful paid employment (in various capacities dependant on the individual's capabilities) and increased socialisation and training/re-training of animals in the expectation that there would be increased adoption rates of suitable Greyhounds and/or pound animals.

Other potential areas of meaningful employment for people with differing abilities include grounds and gardens upkeep and maintenance, office/clinic cleaning, various administration duties, hospitality and retail training (see part three).

### PART TWO - Greyhound Adoption and Re-training Facility

Very early contact with Greyhound Racing Victoria (GRV) has been made and discussions are ongoing with the potential to provide a facility that re-houses/re-trains Greyhounds after their racing career.

Greyhounds in their inherent nature appear to be an ideal breed when being handled by people with a disability. They are generally placid, are hardy enough to tolerate accidental rough handling, rarely bark unprovoked and are used to wearing muzzles (this provision in the rules of racing is due to be revised January 2019). Recently GRV have retrained ex-race

dogs to be assistance dogs and these particular greyhounds have proved to be exemplary in their task. There would be the opportunity to provide the required trainers, and carers to aid in the transition of dogs from their racing career to household pet or working dog. It is highly desired that people with a disability would be involved with this practice.

Furthermore, the provision of on-site veterinary care would allow the facility to rehabilitate injured dogs that would otherwise be potentially euthanised thus aiding GRV in their aim of whole life care of racing Greyhounds.

### PART THREE – Re-adoption Coffee Shop

Greyhound Racing Victoria or more specifically the Greyhound Adoption Program, currently provides a successful “GAP café” in Melbourne. In this facility there is the ability to establish an interface between potential new owners and dogs (cats) available to be adopted in a relaxed environment. A coffee shop or café affords an additional avenue to provide employment opportunities for people with a disability, offering real life experience in an effort to make people more job ready.

#### Facility Management:

It is proposed that the facility be operated as a not for profit organisation, overseen by a board of management with representatives from (but not restricted to):

Local Government

Disability Service Providers such as Moe Life Skills

Greyhound Racing Victoria

Relevant interested Local Animal Adoption Groups

Employment Providers

#### Project Establishment Requirements

In the initial phase the project would require a suitable site with the appropriate zoning in place for the pound/shelter facility. – Latrobe City Council

There would be an expectation that the local council would maintain the control of the legislative component as pertains to the bi-laws governing pet ownership within Latrobe City.

Funding for the facility is envisioned to include, but not be exclusive of a partnership involving:

Latrobe City Council

Greyhound Racing Victoria

Latrobe Valley Authority

National Disability Insurance Scheme

Various other Government grant authorities (To be investigated)

RSPCA

#### Initial Work to be Completed

Development of Steering Group to oversee project – Dr. Andrew Lewis (In kind support MLSCC)

Define the project goals

Completion of a comprehensive Business Plan (including proposed Budget)

Identification and contact with proposed funding sources

Complete a Risk Assessment and Mitigation Strategy

Develop a Project Plan and Implementation Strategy

Develop a Process Evaluation Strategy



**Ronda Bruerton**

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**To:** Andrew Balfour  
**Subject:** Animal Management Plan

**From:** Reception [<mailto:Reception@moevet.com.au>]  
**Sent:** Tuesday, 18 September 2018 3:26 PM  
**To:** Andrew Balfour  
**Subject:** RE: Animal Management Plan

Hi Andrew,

I think the Animal Management Plan is quite comprehensive and appropriate. No doubt community expectations change constantly so constant review is in order.. The establishment of relationships with foster groups is a good way to remove animals from the disease and behavioural stresses of a pound situation---as the document discusses.

I think the Local Laws personnel do an excellent job---this is important as ultimately an Animal Management Plan is only as good as the staff.

We do occasionally see animals from the pound with fleas---so perhaps this aspect could be tightened up.

What are the recognised best practices for cleaning such a facility? It does sometimes worry me that the floor may be wet for long periods---especially in the depth of winter when the facility can be cold. Is steam cleaning an option that should be used more often?

The cold environment and sparse bedding should not be an issue for short stays with healthy dogs. But for sick dogs or long term stays we do see the effects of constant contact with cement ie pressure sores on feet, hocks and elbows. This has been less apparent in the last 10 months or so---perhaps reflecting a reduction in long term stays.

It would appear the incidence of infectious cat flu has lessened since the new rooms have been build---a good thing.

So in summary I do not think I have a lot to add. I have asked the other vets if they have something to contribute and all agree the Local Laws staff do an excellent job.

Let me know if you want me to send a signed copy to you---or if you have changes I am happy to look at them and then sign.

Regards

Dr Andrew Dunn

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**From:** Andrew Balfour [<mailto:Andrew.Balfour@latrobe.vic.gov.au>]  
**Sent:** Friday, 24 August 2018 11:44 AM  
**To:** Reception  
**Cc:** Grant Reid  
**Subject:** Animal Management Plan

Hello Andrew,

Here is the attached Animal Health Management Plan that I spoke to you about on the phone today. If you would be so good as to review it and proffer any necessary amendments, I would be most grateful. I am happy to come over and discuss any issues if required.

I will amend the document with any proposed changes and return it to you to be signed.

Warm Regards,

**Andrew Balfour**

**Coordinator Local Laws  
Latrobe City Council**

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[Andrew.Balfour@latrobe.vic.gov.au](mailto:Andrew.Balfour@latrobe.vic.gov.au)  
Direct: 03 5128 5489  
Mobile: 0419546311

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PO Box 264, Morwell 3840  
141 Commercial Rd, Morwell 3840



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Morwell 3840 Victoria Australia

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**Service improvements to date:**

Consistent with a continuous improvement approach, a number of service enhancements have been investigated throughout the past 12 months and are in the process of being implemented. Staff continue to work toward an improved pound service for the benefit of the impounded animals and the community.

Based on feedback received from community members, Councillors and industry experts, the animal management team have made a number of changes to processes and the pound environment to seek to improve the experience for both impounded animals and community members attending the facility in 2018, including:

- Provision of EFTPOS payment facilities at the pound office to improve pound retrieval times for animal owners (one stop shop) as previously payments could only be made at the service centres or libraries;
- Introduction of blankets into all pens and improved storage of donated items;
- Resurfacing and sealing of pound floor to prevent transfer of disease
- Purchase of new beds for all dog pens;
- Alterations to adoption processes to ensure that animals most likely to be adopted quickly and suitable for re-homing are ready for rehoming at the conclusion of their eight-day impounding period by undertaking all necessary veterinary work in their last couple of days at the pound to reduce their quarantine time prior to promoting their availability;
- Increase in social media posts of animals suitable and available to be rehomed;
- Increased use of social media posts to promote the value of responsible pet ownership. For example informing the community that animals found at large for the first time will be returned to their owners if they are registered, micro-chipped and if it is safe to do so. This practice has reduced impounding rates by approx. 20% since 2016;
- Review and renewal of current section 84Y agreements (foster care partner agencies); see attachment 2
- Increasing staff numbers at the facility during morning and afternoon viewing times to better support community members to retrieve their animals or view animals available for adoption. This option reduces availability of Officers to attend to other duties, however this is seen as a worthwhile activity to improve customer service.
- Preliminary planning for minor capital works which, if approved, will provide access to three external exercise yards for dogs and an external communal cat cage as an interim measure to improve the well-being of the impounded animals during their stay, while planning progresses for the long term future of the service, subject to budget approval by Council; and
- Enrolling animal management staff into Implant Microchip in Cats and Dogs training to reduce the 24-hour delay for animal owners wanting to collect their pets that require micro-chipping prior to release.

**Agenda Item: 10.2**

**Agenda Item: Draft Glengarry East Development Plan**

**Sponsor: General Manager, City Development**

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

**Status: For Decision**

**Proposed Resolution:**

**That Council:**

- 1. Endorses the Glengarry East Development Plan (May 2018);**
- 2. Confirms that any cash contribution in lieu of the 8% of the public open space land contribution received by Latrobe City Council as a result of any future subdivision within the Glengarry East Development Plan precinct will be utilised to improve open space amenities in Glengarry in consultation with the Glengarry Community; and**
- 3. Notifies submitters, in writing, of Council's decision.**

**Executive Summary:**

This report presents the draft Glengarry East Development Plan (GEDP) to Council for consideration. The GEDP applies to approximately 21 hectares of land situated east of the Glengarry Township. A site context plan is provided at Attachment 1.

The draft GEDP, prepared by Beveridge Williams (the Applicant representing the developer), proposes 132 residential lots and 1 low density lot (encompassing flood prone land that is not included within the drainage reserve). The draft Development Plan map is provided at Attachment 2.

The draft GEDP proposes two percent of unencumbered public open space (approx. 0.4 ha/ 1 acre) and 15 percent of encumbered public open space (approx. 3 ha/ 7.5 acres). The applicant advised council planning officers in mid-October 2018 that on further investigation that they believe that in addition to the current two percent unencumbered public open space there is an additional two percent that is currently shown within the encumbered drainage reserve. As per standard requirements the final specific calculation of the percentage of encumbered and unencumbered public open space will be finalised at the planning permit stage.

The draft GEDP was placed on public exhibition on 19 February 2018 and it was originally anticipated that the formal exhibition period would run until 19 March 2018. Due to concerns raised by the community in relation to the proposal, the exhibition period was extended. The key issues raised by the community related to the density of the proposed subdivision; including the number and size of proposed lots and the location of the two access points proposed from the precinct onto Main Street, Glengarry.

In response to community concerns, the Applicant made the following changes to the GEDP:

- one of the two proposed access points onto Main Street was removed and a second access point is now proposed from Cairnbrook Road;
- the medium density site was replaced with standard density lots;
- the average lot size increased from 777 sqm to 889 sqm; and
- the lot yield decreased from 140 lots to 133 lots with the density being reduced from 9.9 lots per ha to 8.5 lots per ha.

On 16 July 2018 the updated draft GEDP was placed on public exhibition.

An overview of the number of submissions received during the two consultation periods is summarised below:

<b>Consultation Period</b>	<b>Support</b>	<b>Concern</b>	<b>No. of Submitters</b>
February - March 2018	2	22	<b>24</b>
July - October 2018	-	17	<b>17*</b>

\*Of these submitters, five made a submission during the initial consultation period.

On 10 September 2018, a petition with 56 signatures relating to the draft GEDP was lodged with Latrobe City Council and on 27 September 2018, a further 21 signatures to the petition was received. The petition *'asks that the lot sizes within the proposed subdivision in Glengarry to be an average of 1000m<sup>2</sup> in keeping with the heritage of the town... asks that the required 5% allocated for public open space be applied instead of the current 2%.'*

Of the 36 submissions received, two are supportive, 31 raise concerns (including a petition containing 77 signatures) and three have been withdrawn.

No further changes have been made to the draft GEDP following the second public exhibition period.

The applicant has advised council planning officers that it is marginal whether the subdivision in its current form is financially viable and that any requests that would result in a reduced lot yield would make the proposal financially unviable.

**Declaration of Interests:**

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

**Background:**

Council as the planning authority and the responsible authority have duties and powers specified by the *Planning and Environment Act 1987* as outlined under Section 12 and 14, including, but not limited to:

- *Provide (ing) sound, strategic and co-ordinated planning of the use and development of land in its area;*
- *to implement the objectives of the planning scheme; and*
- *to comply with this Act and the planning scheme.*

The subject land was identified in 2009 as 'Future Residential' and 'Future Long Term Urban Expansion' in the Council adopted Glengarry Structure Plan with the precinct identified as being '*relatively unencumbered, in close proximity to public open space, main roads and a range of community facilities*'. In 2011, Planning Scheme Amendment C24 introduced the Glengarry Structure Plan into the Latrobe Planning Scheme. Subsequently, in 2013 the land was rezoned through Planning Scheme Amendment C74 for residential purposes and the Development Plan Overlay – Schedule 5 was applied to the land. A rezoning timeline is provided at Attachment 3.

Accordingly, the draft GEDP has been prepared in accordance with the requirements of the Development Plan Overlay – Schedule 5 and in accordance with the objectives of the Latrobe Planning Scheme.

The draft GEDP summary report prepared by the Applicant is provided at Attachment 4.

A general overview of the draft GEDP proposal is provided below:

**Lot Density**

The draft GEDP provides a conceptual layout for how the subject land could be developed for residential land use. It is noted that a further step is required (assessment and issuing a planning permit) before the land can be subdivided.

The draft GEDP indicates where approximately 133 lots, roads, pathways and physical infrastructure should be located and proposes lots ranging in size from 750 sqm to 1,824 sqm. A breakdown of the proposed lots is provided below:

- **750-799 sqm** – 40 lots
- **800- 899 sqm** – 38 lots
- **900 – 999 sqm** – 30 lots
- **1,000 sqm +** – 25 lots

The Traralgon Growth Area Review (TGAR) and State Planning Policy encourage a residential density of 15 dwellings per hectare. Noting this, Council has an adopted preference of 11 lots per hectare and the 2009 Glengarry Structure Plan calculated land supply based on new residential developments in Glengarry achieving 8 lots per hectare. The lot density for the draft GEDP has taken into consideration Council's adopted position and the existing context of Glengarry. As such it's anticipated that the draft GEDP will achieve an overall density of 8.5 lots per hectare which is considered appropriate.

If the draft GEDP is supported by Council for the lots to be created a planning permit will need to be lodged and assessed to ensure it is generally in accordance with the endorsed GEDP. It is at this stage that that Latrobe City Council could include a condition on permit requiring the applicant to enter into an agreement with Latrobe City Council to restrict the further subdivision of lots in the GEDP precinct. As with any permit issued the applicant can seek a review of conditions imposed via the permit at VCAT under section 80 of the *Planning and Environment Act 1987*.

### **Public Open Space**

The Latrobe Planning Scheme and Latrobe City Council's Public Open Space Strategy requires greenfield residential subdivisions to provide eight percent of the developable area in unencumbered public open space (land not used for any other purpose than public open space) which can either be provided as a land contribution or a cash contribution. The determination of whether land or cash is accepted is determined by council officers and is usually based on the amount of public open space already provided in a town. Consideration is also given to the context and setting of the development.

Council planning officers consider that there is a sufficient level of existing public open space within Glengarry to serve the current and future residents. These areas include; the Gippsland Plains Rail Trail; Glengarry Recreation Reserve and Apex Park Glengarry.

In addition to the above reserves the draft GEDP proposes to provide Glengarry with 17 percent public open space (approx. 3.5 ha/8.5 acres) situated around the drainage reserve within the precinct (15 percent encumbered and two percent unencumbered). Although the primary purpose of the reserve will be for drainage, it will also act as a public open space area; consisting of walking/ cycling paths, seating and landscaping.

Concerns from the community have been raised about the proposed reserve being subject to flooding and therefore being unusable public open space. The Stormwater report submitted with the draft GEDP indicates that during most storm events, stormwater along the waterway within the proposed reserve would be contained within a three metre wide channel and would not be appreciably different to current flows along the waterway, at its narrowest the proposed reserve is approximately 56 metres in width. Based on the findings of this report, council officers do not consider that this reserve will be an unusable public open space area.

In addition to the land being provided for public open space within the GEDP precinct, a cash contribution will also be required to be paid to Latrobe City Council at the time of subdivision in order to meet the requirements of Clause 53.01 of the Latrobe Planning Scheme. The cash contribution is required because the proposed unencumbered public open space land contribution is less than 8% and therefore the cash contribution will be for the balance amount up to 8%.

Any public open space contributions received by Latrobe City Council as a result of any future subdivisions within the GEDP precinct will be utilised to improve open space amenities in Glengarry.

The applicant advised council planning officers in mid-October 2018 that on further investigation that they believe that in addition to the current two percent unencumbered public open space there is an additional two percent that is currently shown within the encumbered drainage reserve. The final calculation of the percentage of encumbered and unencumbered public open space will be finalised at the planning permit stage.

### **Road Access**

The draft GEDP proposes three access points; two from 101 Cairnbrook Road which proposes 108 lots and one from 100 Cairnbrook Road which proposes 25 lots.

The indicative staging plan (provided at Attachment 5) submitted with the draft GEDP shows that the access point north of Cairnbrook Road is proposed to be constructed in Stage 1 and the access point from Main Street is to be constructed in Stage 4.

It should be noted that the exact location of the access point across the Gippsland Plains Rail Trail onto Main Street will be determined at the time of subdivision and will be located to avoid, where possible, the impact on native vegetation within the reserve. This proposed access point is generally in accordance with the Glengarry Structure Plan which shows an east west connection into the subject site.

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

It is considered that the draft GEDP will provide an additional residential growth front for Glengarry, as identified in TGAR and the Glengarry Structure Plan, at a lot yield that appropriately responds to the existing small town character of Glengarry and Local and State Planning Policy.

### **Issues:**

#### *Strategy Implications*

The endorsement of the GEDP aligns with the following objectives and strategies of the *Council Plan 2017-2021*:

#### Objectives

- *Improve the liveability and connectedness of Latrobe City*



### Strategies

- *Implement a town planning regime which facilitates appropriate urban growth, industry diversification, liveability and connectivity of Latrobe City*

### Communication

A summary of the activities undertaken during the two exhibition periods is summarised below:

#### February/ March 2018

##### **Notification**

- Direct notification to 29 adjoining property owners and occupiers;
- Direct notification to 23 Glengarry Community Groups/ Businesses;
- Advertised in the Latrobe Valley Express Council Noticeboard on 15 February 2018, 1 March 2018 and 8 March 2018;
- Advertised on Latrobe City Council's Facebook page;
- Hard copy of the development plan available for viewing at Traralgon, Morwell, Moe and Churchill Service Centres, and the Glengarry Post Office; and
- Information available on Latrobe City Council's website, with the option to make an online submission.

##### **Consultation**

- An 'Open House' information session was held from 5.00 pm – 7.00 pm on 27 February 2018 at the Glengarry Preschool which was attended by 19 community members;
- Two one on one meetings were held;
- Two phone enquiries were received;
- Three letters received from Darren Chester, MP on behalf of residents;
- 822 visits to the website page; and
- 24 submissions received.

#### Commencing July 2018

##### **Notification**

- Direct notification to submitters, open house attendees and community members who requested to be kept informed;
- Advertised in the Latrobe Valley Express Council Noticeboard on 19 July 2018 and 2 August 2018;
- Advertised on Latrobe City Council's Facebook page;

- Hard copy of the development plan available for viewing at Traralgon, Morwell, Moe and Churchill Service Centres, and the Glengarry Post Office;
- Flyers put up at the Glengarry Post Office, Pharmacy, Supermarket, Pub and Primary School; and
- Information available on Latrobe City Council's website, with the option to make an online submission.

### **Consultation**

- A community information session was held at 6.00 pm on 7 August 2018 at the Glengarry Hall which was attended by 11 community members. Officers from Latrobe City Council (planning, engineering and environment), Beveridge Williams and the West Gippsland Catchment Management Authority were in attendance to answer questions;
- Two one on one meetings were held;
- One phone enquiry was received;
- Two requests for further information were received via email;
- 278 visits to the website page;
- 17 submissions received. Of these submitters five made a submission during the initial consultation period in February/ March 2018;
- On 10 September 2018, a petition with 56 signatures relating to the GEDP was received. On 27 September 2018, a further 21 signatures to the petition was received; and
- In October 2018 an additional offer was made to submitters and the wider community to meet to discuss public open space concerns and other matters. Two members of the community and three East Ward Councillors attended a meeting on 16 October 2018.

An overview of the number of submissions received during the two consultation periods is provided below:

<b>Consultation Period</b>	<b>Support</b>	<b>Concern</b>	<b>No. of Submitters</b>
February - March 2018	2	22	<b>24</b>
July - October 2018	-	17	<b>17*</b>

\* Of these submitters, five made a submission during the initial consultation period.

Of the 36 submissions received, two are supportive, 31 raise concerns (including a petition containing 77 signatures) and three have been withdrawn.

All submissions received are provided at Attachment 6, a Summary of Submissions table is provided at Attachment 7 and the petition received is provided at Attachment 8.

The key themes that have been identified in the submissions are summarised below. A more detailed response to these themes is provided at Attachment 9.

Theme	Submitter Concerns	Planning Comment
<p><u>Lot sizes</u></p> <p><b>Raised in Submissions:</b> 1,3,4,5,6,7,8,9,10, 11,12,13,14,17,18, 21, 23, 24, 26, 27,28, 29, 30, 31, 32, 33, 34</p>	<p>The lots proposed are too small and are not in keeping with the neighbourhood character of Glengarry</p>	<p>The average house lot in the township area north of Cairnbrook Road is 1,235 sqm; with lots ranging in size from 587 sqm to 2,767 sqm.</p> <p>The GEDP proposes lots ranging in size from approximately 750 sqm to 1,824 sqm with an average lot size of 889 sqm. This is considered appropriate as:</p> <ul style="list-style-type: none"> <li>• The lot sizes are in keeping with the General Residential zoning of the precinct;</li> <li>• The precinct can be adequately serviced and due to its close proximity to the township, it is important to adequately utilise the land;</li> <li>• It provides a diversity of housing choice within Glengarry; and</li> <li>• It is consistent with the 2009 Glengarry Structure Plan recommended lot yield for the Township.</li> </ul>

Theme	Submitter Concerns	Planning Comment
<p><u>Lack of social infrastructure</u></p> <p><b>Raised in Submissions:</b> 1,4,5,6,8,9,10,13,14,17,18,19,20,25,27,31,33</p>	<p>The infrastructure in Glengarry i.e the Glengarry Preschool and Primary School will be impacted as a result of an increase in population</p>	<p>It is considered that there will not be a significant impact on the current social infrastructure in Glengarry.</p> <p>Advice from the Department of Education and Training is that any increase in population could be accommodated within existing school sites.</p> <p>The Glengarry Preschool is currently not at capacity. The preschool has capacity of 44 children and in 2019 there will be 29 children attending, which includes 12 children that are Glengarry residents.</p>
<p><u>Loss of neighbourhood character</u></p> <p><b>Raised in Submissions:</b> 1,6,9,10,11,12,13,14,17, 19, 20, 21,23,24,28,29,31,32,33,34</p>	<p>The development of the GEDP will affect the neighbourhood character of Glengarry</p>	<p>The GEDP responds to the existing neighbourhood character by:</p> <ul style="list-style-type: none"> <li>• Proposing larger lots on the western site of the precinct (adjoining Main Street);</li> <li>• Lots have large frontage widths of at least 20 metres;</li> <li>• Road reserve widths are consistent with the existing residential areas in Glengarry; and</li> <li>• Landscaping of the precinct through street trees and open space areas.</li> </ul>
<p><u>Public Open Space</u></p> <p><b>Raised in Submissions:</b> 4,5,9,21,24,28,29,30,31,32,33,34,35</p>	<p>Lack of public open space being provided within the GEDP</p>	<p>The Latrobe Planning Scheme and Latrobe City Council's Public Open Space Strategy requires residential subdivisions to provide eight percent of the developable area in unencumbered public open space (land not used for any other purpose than public open space).</p>

Theme	Submitter Concerns	Planning Comment
		<p>This can be provided as either a land contribution or cash contribution.</p> <p>The draft GEDP is proposing two percent unencumbered land and a six percent public open space cash contribution – satisfying the eight percent public open space requirement.</p> <p>There is also 15 percent encumbered public open space (drainage reserve) being proposed. Resulting in a total public open space area of approx. 3.5ha / 8.5 acres.</p> <p>The final calculation of the percentage of encumbered and unencumbered public open space will be finalised at the planning permit stage once the detailed design of the precinct has been undertaken.</p>
<p><u>Traffic</u></p> <p><b>Raised in Submissions:</b> 1,4,5,8,10,11,13,17, 18,19,20,25,</p>	<p>The GEDP will create a significant disruption to the flow of traffic in the surrounding streets</p>	<p>The traffic report prepared by Beveridge Williams concludes that there is capacity within the existing road networks to accommodate the additional traffic generated by the GEDP, without the need for any upgrades.</p> <p>The traffic report has been reviewed by Latrobe City Council's engineering department and they are satisfied with the report's findings.</p>
<p><u>2009 Glengarry Structure Plan Report</u></p> <p><b>Raised in</b></p>	<p>Inconsistencies between the vision for this precinct in the 2009 Structure Plan and what is being proposed within the GEDP</p>	<p>The Small Town Structure Plan Report for Glengarry prepared in 2009 describes area 5 (the GEDP precinct) as a <i>'future residential area'</i>.</p>

Theme	Submitter Concerns	Planning Comment
<b>Submissions:</b> 4,5,6,8,9,10,14,16	i.e precinct was to be low density	<p>The report identifies the GEDP precinct as being suitable for future residential development as it's <i>'relatively unencumbered, in close proximity to public open space, main roads and a range of community facilities'</i>.</p> <p>The report identifies other areas within Glengarry (south of Cairnbrook Road) as being suitable for low density.</p> <p>The draft GEDP is considered to be consistent with the 2009 Glengarry Structure Plan recommended lot yield for the Township.</p>

The response to key themes provided at Attachment 9 was sent to all submitters on 24 August 2018 with an offer to meet one on one with anyone whose concerns had not been addressed through the response to key themes. Following receipt of this information, three submitters advised Latrobe City Council that they wish to withdraw their submission, while 11 responded advising that their submission of concern still stands.

On 10 September 2018, a petition with 56 signatures relating to the draft GEDP was lodged with Latrobe City Council and on 27 September 2018, a further 21 signatures to the petition was received. The petition *'asks that the lot sizes within the proposed subdivision in Glengarry to be an average of 1000m<sup>2</sup> in keeping with the heritage of the town... asks that the required 5% allocated for public open space be applied instead of the current 2%.'*

Latrobe City Council's adopted Council Meeting Policy states that for a petition to be accepted and presented to a Council meeting on its own merits, it must meet a number of requirements. One of the requirements is that the petition must *'not relate to a matter under consideration through a current submission/ objection process (e.g through the Planning and Environment Act 1987 or the Local Government Act 1989).'*

As the petition received relates to the draft GEDP that is subject to a current submission/ objection process, it does not meet the specified petition criteria and is presented in this report, together with the submissions, for Council's consideration. The petition is provided at Attachment 8.

No changes have been made to the draft GEDP following the second public exhibition period.

*Financial Implications*

Additional resources or financial cost could be incurred should the draft GEDP require determination at the Victorian Civil and Administrative Tribunal (VCAT) under Section 149 of the *Planning and Environment Act 1987*. It should be noted that the determination would only be related to a question of law as opposed to merits of assessment e.g. can Council refuse the draft GEDP after the rezoning of the land went through due process.

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 three days required to attend and present at the appeal, totalling 10 business days.

This equates to a financial cost in the order of \$6,000. This cost would be far greater if a consultant is required to attend on Latrobe City Council's behalf and would likely be in excess of \$15,000.

The applicant has advised council planning officers that it is marginal whether the subdivision in its current form is financially viable and that any request that results in reducing the current lot yield would make the proposal financially unviable.

*Risk Analysis*

<b>Identified risk</b>	<b>Risk likelihood*</b>	<b>Controls to manage risk</b>
A number of submissions raise concerns regarding negative financial and social implications on Glengarry as a result of the draft GEDP being approved	2 - Unlikely	There are multiple factors that influence property value.  The draft GEDP has been referred to relevant agencies and internal departments within Latrobe City Council.  It is considered that there will not be a significant impact on the current and future social infrastructure in Glengarry with relevant agencies monitoring population growth on an ongoing basis.
Negative perception of Council not supporting the development	3 - Possible	To manage and limit the potential risk the recommendation has been considered against the relevant sections of both State and Local Planning Policy.

\* For example, likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

*Legal and Compliance*

The subject land was rezoned for residential purposes in 2013; the current applicant purchased the land on the premise that the future development of the land would achieve a lot yield consistent with Local and State Planning Policy objectives. There is a risk if Latrobe City Council requests that the applicant amends the draft GEDP to reduce the lot yield and provide an outcome inconsistent with relevant policy, as the rezoning of the land has gone through due process. This may result in legal implications for Latrobe City Council, including the applicant seeking a determination of Councils decision under Section 149 of the *Planning and Environment Act 1987* at VCAT.

*Environmental Implications*

It is considered that environmental impacts of the proposal have been mitigated; a flora and fauna assessment was submitted with the draft GEDP and referred to relevant agencies for consideration and no concerns were raised.

**Supporting Documents:**

Glengarry East Development Plan – Detailed Background Reports & Plans

**Attachments**

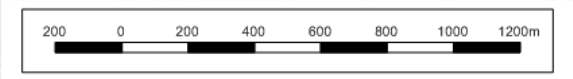
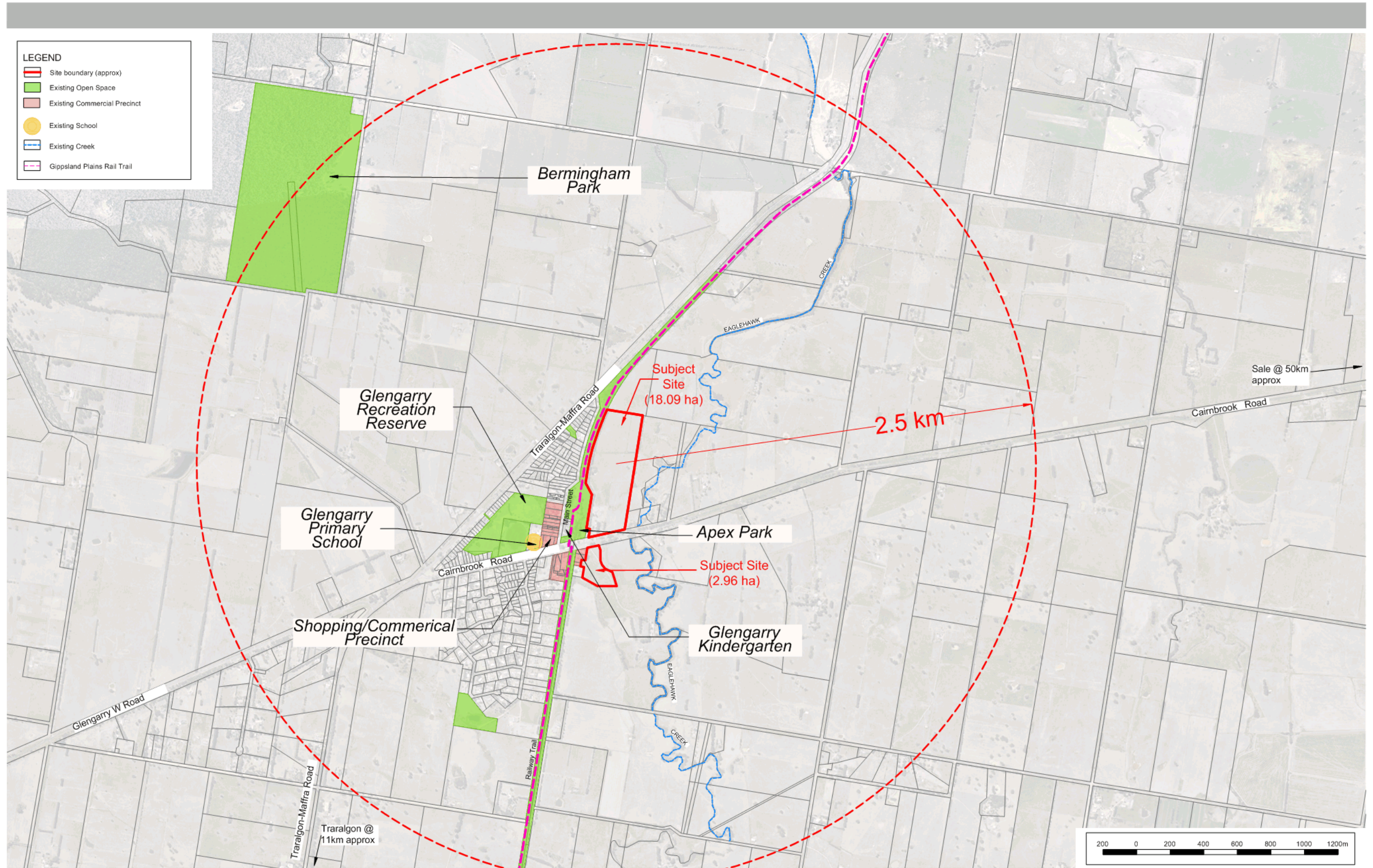
- 1 [↓](#). Site Context Plan
- 2 [↓](#). Glengarry East Development Plan Map
- 3 [↓](#). Rezoning Timeline
- 4 [↓](#). Glengarry East Development Plan Report - Beveridge Williams
- 5 [↓](#). Indicative Staging Plan
6. Community Submissions (Published Separately) (Confidential)
- 7 [↓](#). Summary of Submissions Table
8. Petition - September 2018 (Published Separately) (Confidential)
- 9 [↓](#). Response to Key Themes



## **10.2**

### **Draft Glengarry East Development Plan**

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<b>2</b>	<b>Glengarry East Development Plan Map .....</b>	<b>83</b>
<b>3</b>	<b>Rezoning Timeline .....</b>	<b>85</b>
<b>4</b>	<b>Glengarry East Development Plan Report - Beveridge Williams .....</b>	<b>87</b>
<b>5</b>	<b>Indicative Staging Plan .....</b>	<b>143</b>
<b>7</b>	<b>Summary of Submissions Table .....</b>	<b>145</b>
<b>9</b>	<b>Response to Key Themes .....</b>	<b>165</b>



Site Context  
 100 & 101 Cairnbrook Road, Glengarry  
 Lurganare Pty Ltd

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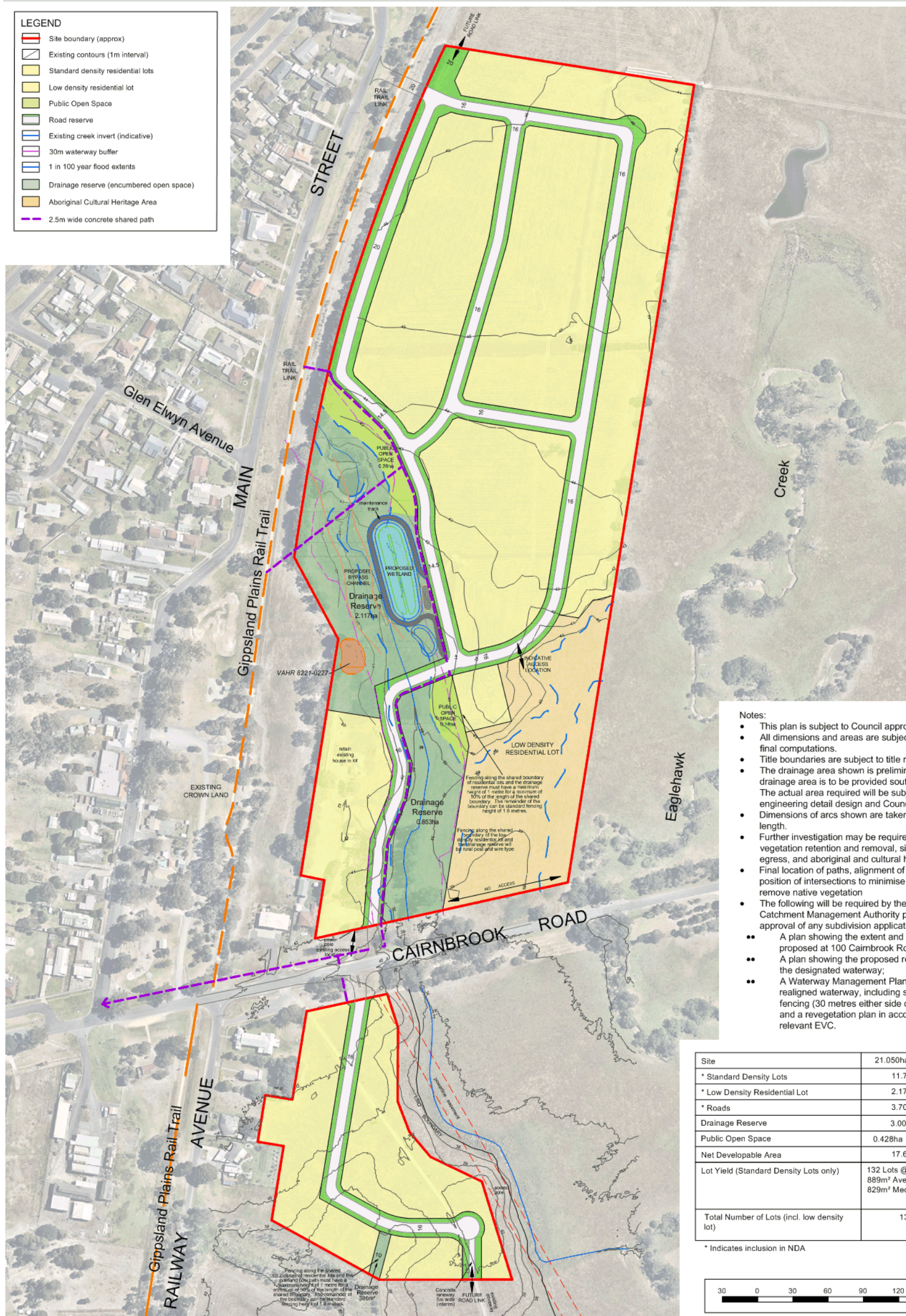
Version	Date	Description	Drafted	Approved	Version	Date	Description	Drafted	Approved
1	06.09.2017	Initial Issue			MM	JC			

Date: 06.09.2017  
 Version No: 1  
 Job No: 1600263  
 Scale (A1): 1:10,000  
 (A3): 1:20,000

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**LEGEND**

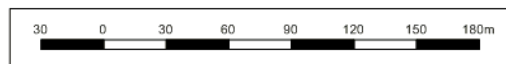
- Site boundary (approx)
- Existing contours (1m interval)
- Standard density residential lots
- Low density residential lot
- Public Open Space
- Road reserve
- Existing creek invert (indicative)
- 30m waterway buffer
- 1 in 100 year flood extents
- Drainage reserve (encumbered open space)
- Aboriginal Cultural Heritage Area
- 2.5m wide concrete shared path



- Notes:**
- This plan is subject to Council approval.
  - All dimensions and areas are subject to survey and final computations.
  - Title boundaries are subject to title re-establishment
  - The drainage area shown is preliminary. Additional drainage area is to be provided south of the site. The actual area required will be subject to engineering detail design and Council approval.
  - Dimensions of arcs shown are taken along the arc length.
  - Further investigation may be required for fire buffers, vegetation retention and removal, site access and egress, and aboriginal and cultural heritage.
  - Final location of paths, alignment of roads and position of intersections to minimise the need to remove native vegetation
  - The following will be required by the West Gippsland Catchment Management Authority prior to the approval of any subdivision application:
    - A plan showing the extent and volume of fill proposed at 100 Cairnbrook Road;
    - A plan showing the proposed realignment of the designated waterway;
    - A Waterway Management Plan for the realigned waterway, including stock exclusion fencing (30 metres either side of the waterway) and a revegetation plan in accordance with the relevant EVC.

Site	21.050ha (approx)
* Standard Density Lots	11.735ha
* Low Density Residential Lot	2.173ha
* Roads	3.706ha
Drainage Reserve	3.009ha
Public Open Space	0.428ha (2.0% Overall Site)
Net Developable Area	17.614ha
Lot Yield (Standard Density Lots only)	132 Lots @ 8.5 Lots per ha 889m <sup>2</sup> Average Lot Size 829m <sup>2</sup> Median Lot Size
Total Number of Lots (incl. low density lot)	133

\* Indicates inclusion in NDA



Glengarry East Development Plan  
Development Plan  
100 & 101 Cairnbrook Road, Glengarry



05	19.06.2018	Plan updated as requested by Council
04	07.05.2018	Plan updated as requested by Council
03	02.02.2018	Plan updated as requested by Council
02	11.01.2018	Plan updated as requested by Council
01	20.06.2017	Initial Release

Drafted By: T. GUY  
Checked By: 1600263 DP  
Version No: 05  
Date: 19.06.2018



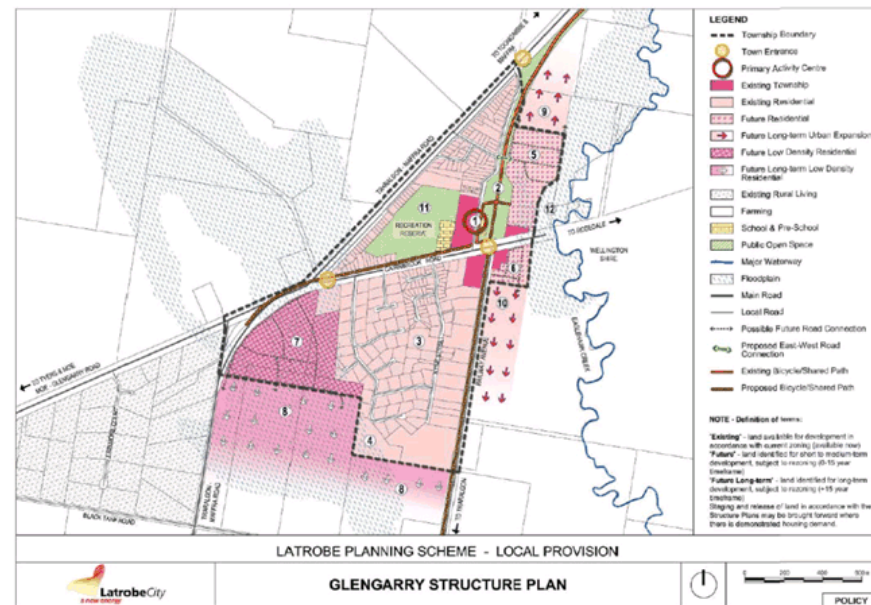
Lurganare Pty Ltd

Traralgon ph : 03 5176 0374  
www.beveridgewilliams.com.au

Scale (A1): N/A  
(A3): 1:3000

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# Glengarry East Precinct - Rezoning Timeline



**2009**

**Glengarry Structure Plan  
Adopted by Council**

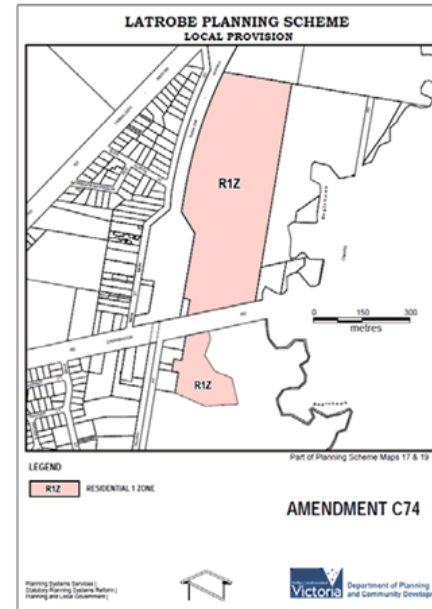
Identified the Glengarry East Precinct as 'Future Residential' and 'Future Long Term Urban Expansion'

Land supply within the Glengarry Structure Plan was calculated based on new residential developments achieving a density of 8 lots per hectare.

**2011**

**Planning Scheme Amendment C24  
Approved by Minister**

Implemented the Glengarry Structure Plan into the Latrobe Planning Scheme

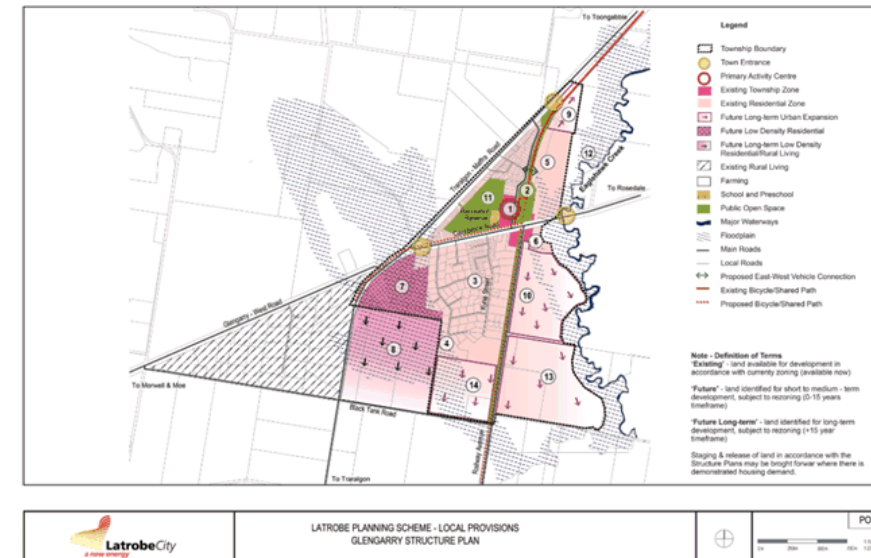


**2013**

**Planning Scheme Amendment C74  
Approved by Minister**

Rezoned Glengarry East Precinct to Residential 1 Zone, applied Development Plan Overlay and updated the Glengarry Structure Plan to show the Glengarry East Precinct as 'Existing Residential'.

Amendment C74 rezoned the part of 101 Cairnbrook Road shown as 'Future Long Term Urban Expansion' in the Glengarry Structure Plan to avoid creating a spilt zone and to respond to land supply. The Glengarry Structure Plan was updated to reflect this.



**2017**

**Planning Scheme Amendment C87  
Approved by Minister**

The Traralgon Growth Areas Review updated the Glengarry, Tyers, Morwell and Traralgon Structure Plans.

No changes were made to the Glengarry East Precinct but additional growth fronts within Glengarry were identified to the south.

Land supply within Traralgon Growth Areas Reviews states that the average lot density is 15 dwellings per ha, but for the townships of Glengarry and Tyers, a smaller target should be applied to maintain the rural character and provide diversity in housing choice.

**Consultation:**  
The Glengarry Structure Plan was on exhibition during 2006 and 2007. A community information session was held in Glengarry at the Hall on 6 September 2007.

**Consultation:**  
Amendment C24 (the Glengarry Structure Plan) was on exhibition from 20 August to 2 October 2009.  
  
Ten submissions were received in relation to Glengarry; seven were in support including a petition with 89 signatures, five requested minor edits/ general comments and two raised concerns.  
  
An Independent Planning Panel was held in May 2010 to hear submissions.

**Consultation:**  
Amendment C74 was on exhibition from 7 June to 16 July 2012.  
  
Seven submissions were received; five raised no objection and two raised concerns (both submissions related to flooding and were subsequently withdrawn as their concerns were resolved following a revised flood investigation of Eaglehawk Creek).  
  
An Independent Planning Panel was not held as there were no objections.

**Consultation:**  
The Traralgon Growth Areas Review was on exhibition for 32 weeks during 2012.  
  
Amendment C87, the amendment to introduce the Traralgon Growth Areas Review findings, was on exhibition from 4 September to 31 October 2014.  
  
During the exhibition period for the project, 73 submissions were received. During the exhibition period of Amendment C87, 42 submissions were received.  
  
An Independent Planning Panel was held from 20-23 April 2015.



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## **GLENGARRY EAST DEVELOPMENT PLAN**

---

**Development Plan Report**

**100 & 101 Cairnbrook Road, Glengarry**

**May 2018**

DOCUMENT CONTROL DATA

	<b>Beveridge Williams</b> Traralgon Office  18 Hotham Street Traralgon 3844 PO Box 684  Traralgon 3844 Tel: (03) 5176 0374 Fax: (03) 5176 0631 www.beveridgewilliams.com.au	<b>Title</b>	Glengarry East Development Plan
		<b>Author</b>	NS
		<b>Checked</b>	CC
		<b>Project Manager</b>	NS
		<b>Synopsis</b>	Development Plan Report in accordance with the requirements of Development Plan Overlay, Schedule 5 – Residential Growth Areas (DPO5) of the Latrobe Planning Scheme.

Reference: 1600263

Client: Lurganare Pty Ltd

Revision Table

Rev	Description	Date	Authorised
A	Final draft for planning permit application	25/09/2017	NS
B	Amendments following Council feedback October 2017	11/12/2017	NS
C	Amendments following Council feedback January 2018	5/02/2018	NS
D	Amendments following public consultation February/March 2018	15/05/2018	NS

Distribution Table

Date	Revision	Distribution
26/09/2017	A	Council, client, file
12/01/2018	B	Council, client, file
5/02/2018	C	Council, client, file
15/05/2018	D	Council, client, file

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G.	STORMWATER MANAGEMENT STRATEGIES
H.	TRAFFIC & TRANSPORT ASSESSMENT
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J.	HABITAT ASSESSMENT & TARGETED SURVEY FOR MATTED FLAX LILY
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L.	TARGETED SURVEYS FOR DWARF GALAXIA
M.	ADVICE FROM COUNTRY FIRE AUTHORITY
N.	DEVELOPMENT PLAN
O.	LANDSCAPE CONCEPT PLAN



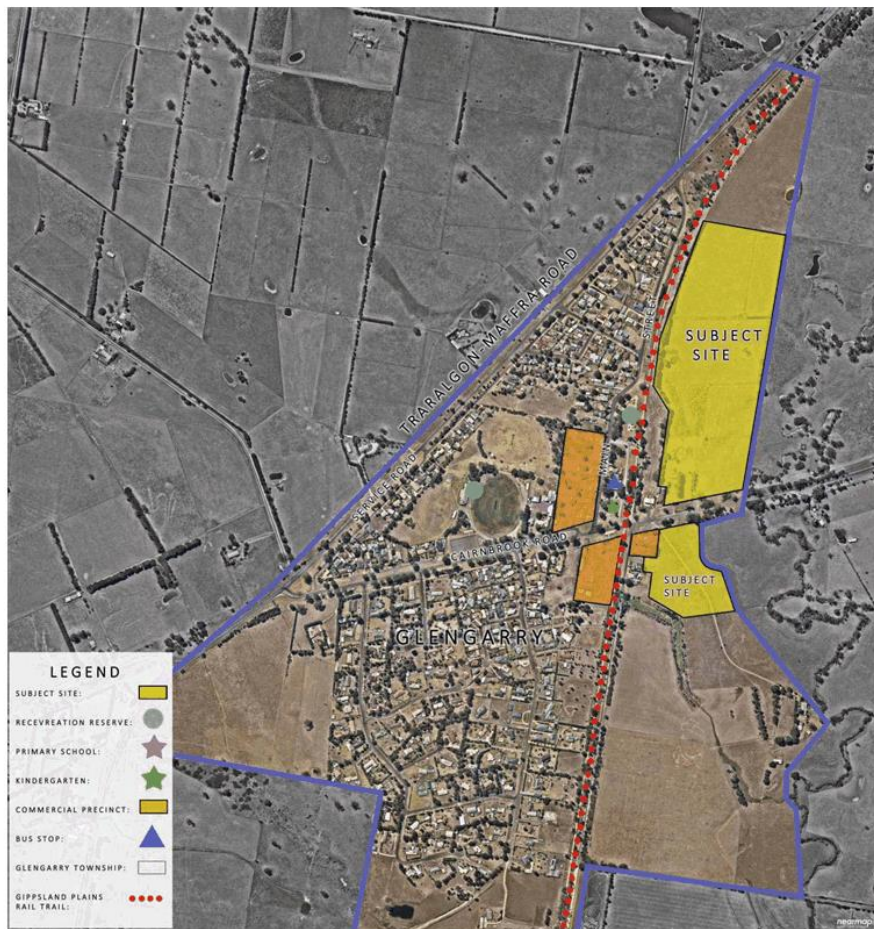
- P. MOBILITY PLAN
- Q. CROSS SECTIONS PLAN
- R. STAGING PLAN
- S. DESIGN RESPONSE PLAN

## 1 INTRODUCTION

This Development Plan applies to land at 100 and 101 Cairnbrook Road, Glengarry and covers an area of approximately 21.05 hectares in two parcels separated by Cairnbrook Road.

The Development Plan has been prepared on behalf of Lurganare Pty Ltd, the owner of 101 Cairnbrook Road. The owner of 100 Cairnbrook Road, Mr Peter Walkley, has also been involved in the preparation of the Plan.

The locality plan in **Figure 1** below displays the land in relation to its position within the town of Glengarry.



**FIGURE 1** Locality Plan displaying the subject site in context of Glengarry's key facilities

All of the land is within the General Residential Zone, Schedule 1 – General Residential Areas (GRZ1) and covered by the Development Plan Overlay, Schedule 5 – Residential Growth Areas (DPO5) under the Latrobe Planning Scheme. The land at 101 Cairnbrook Road is also partially affected by the Land Subject to Inundation Overlay (LSIO). Rezoning of the land to the GRZ1 and DPO5 occurred via Amendment C74 to the Latrobe Planning Scheme, which was gazetted on 15 August 2013.

In accordance with the provisions of **Clause 43.04** of the Latrobe Planning Scheme, the purpose of a Development Plan Overlay is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.*
- *To exempt an application from notice and review if it is generally in accordance with a development plan.*

The intent of a Development Plan is to stipulate how a specific area will be developed in terms of overall layout and design, subdivision density, provision of infrastructure and open space, staging and urban design.

The Glengarry East Development Plan (GEDP) has been prepared in accordance with the relevant provisions of the Latrobe Planning Scheme, including Schedule 5 of the Development Plan Overlay, and is informed by the site's key features and the characteristics of the surrounding environment. The Development Plan provides the guidance to create a new residential area that will feature predominantly conventional residential sized lots of varying sizes, a safe and permeable internal road network with efficient access to Glengarry's established residential area to the west, provision for future road linkages to longer term residential growth areas to the north and south, improvements to the Gippsland Plains Rail Trail and provision of on-site stormwater detention and drainage reserves.

The Development Plan is comprised of the following two documents:

- The Report that provides the project background, site context and site analysis, planning policy analysis, infrastructure, traffic and environmental assessments and a design response detailing the key components of the Plan and its implementation; and,
- The Plan that visually depicts how the land should be used and developed for residential purposes, including lot layout, road network, housing densities, location and purpose of reserves, primary infrastructure and stormwater management.

Future planning applications to subdivide, use or develop the land must be prepared generally in accordance with this Development Plan.

The Development Plan has been based on the following investigations, reports and assessments:

- Land Servicing Feasibility Report by Beveridge Williams & Co Pty Ltd, August 2016
- Eaglehawk Creek Flood Study by Beveridge Williams & Co Pty Ltd, January 2013
- Stormwater Management Plans by Beveridge Williams & Co Pty Ltd, May 2018
- Traffic and Transport Assessment by Beveridge Williams & Co Pty Ltd, May 2018
- Preliminary Flora and Fauna Assessment by Indigenous Design Land Management, July 2016

- Habitat Assessment & Targeted Survey of Matted Flax-lily by Indigenous Design Land Management, January 2017
- Targeted Surveys for the endangered Growling Grass Frog and Green & Golden Bell Frog by Indigenous Design Land Management, January 2017
- Targeted Dwarf Galaxia Survey by Aquatica Environmental, January 2017
- Cultural Heritage Management Plan by Extent Heritage Advisors, May 2017

## 2 SITE AND SURROUNDS

### 2.1 Strategic context & site history

The Glengarry East Development Plan applies to land on the eastern edge of the town of Glengarry within the municipality of Latrobe City.

In August 2010, the Latrobe City Council adopted the *Small Towns Structure Plans, Boolarra, Glengarry & Tyers – Background Report*. This report and its associated plans provide a framework to guide the future land use and development within these three towns up to the year 2023 and is noted as a reference document within the Latrobe Planning Scheme. The report was based on the assessment of future residential and rural residential land requirements and recommendations provided in the *Latrobe City Council Residential and Rural Residential Land Assessment Report September 2008*. Both reports identified that due to Glengarry's close proximity to Traralgon and the various constraints limiting future expansion of Traralgon's urban area, there is potential for Glengarry to absorb some of this growth. The reports noted the shortage of residential zoned land within Glengarry had most likely constrained demand in recent years and there was a need to rezone additional land to facilitate conventional residential development in the short to medium term to address this issue.

Following completion of the abovementioned strategic projects, Amendment C74 to the Latrobe Planning Scheme was gazetted on 15 August 2013. This amendment rezoned all of the subject land from Farming Zone to Residential 1 Zone (now General Residential 1 Zone) with a Development Plan Overlay, Schedule 5 and revised the Glengarry Structure Plan in the Municipal Strategic Statement. The revised Structure Plan identified the subject site as 'existing residential' land within the township boundary.

Amendment C87 (Parts 1, 2 & 3) to the Latrobe Planning Scheme was gazetted on 12 January and 10 August 2017. This amendment implements key directions contained in the Traralgon Growth Areas Review (TGAR), which provides a long-term growth strategy for future urban development around Traralgon, the Traralgon-Morwell Corridor, Glengarry and Tyers. TGAR supports the development of unconstrained land on the east side of the Glengarry township with standard residential densities in accordance with the Glengarry Structure Plan. More specifically, the growth area framework plan contained in TGAR, includes the subject land as a 'first stage greenfield' development area for residential growth. A copy of the framework plan is provided in **Figure 2** for reference. Amendment C87 Part 3 also introduced an updated version of the Glengarry Structure Plan in the Municipal Strategic Statement, a copy of which has been provided at **Figure 3**.

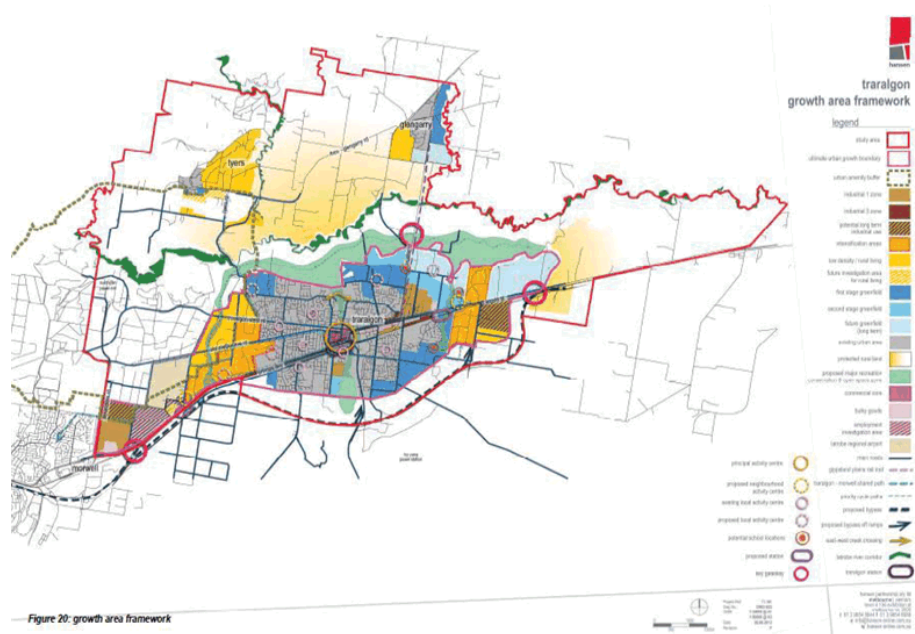


FIGURE 2 Growth Area Framework Plan, Source: Traralgon Growth Areas Review, August 2013

The following strategic planning policy contained in the Latrobe Planning Scheme has influenced the preparation of the Glengarry East Development Plan:

**State Planning Policy Framework**

- Clause 11.01-1 – Settlement networks
- Clause 11.02-3 – Planning for growth areas
- Clause 11.10-2 – Gippsland - Planning for growth
- Clause 11.10-3 – Sustainable communities
- Clause 12.01-2 – Native vegetation management
- Clause 13.05 – Bushfire
- Clause 15.01-1 – Urban design
- Clause 15.01-3 – Neighbourhood and subdivision design
- Clause 15.01-4 – Design for safety
- Clause 15.01-5 – Cultural identity and neighbourhood character
- Clause 15.02-1 – Energy and resource efficiency
- Clause 15.03-2 – Aboriginal cultural heritage
- Clause 16.01-1 – Integrated housing
- Clause 16.01-2 – Location of residential development
- Clause 16.01-4 – Housing diversity
- Clause 16.01-5 – Housing affordability

#### *Local Planning Policy Framework*

Clause 21.02-1 – Urban Growth  
Clause 21.02-3 – Small Towns  
Clause 21.02-6 – Public Open Space  
Clause 21.02-7 – Liveability  
Clause 21.02-8 – Healthy Urban Design  
Clause 21.03-1 – Sustainability  
Clause 21.03-2 – Significant Environments and Landscapes  
Clause 21.06-1 – Built Environment  
Clause 21.06-3 – Township Identity  
Clause 21.08-2 – Community Infrastructure  
Clause 21.08-3 – Development Infrastructure

Clause 21.09-7 contains specific local area strategies for Glengarry. Strategies of particular relevance to the Glengarry East Development Plan are as follows:

- *Retain and promote Glengarry's rural atmosphere and residential service centre role.*
- *Investigate the opportunity for Glengarry's role to expand as a dormitory suburb of Traralgon.*
- *Provide a visually attractive urban environment and enhance town entrances.*
- *Provide a safe and effective road and path network that allows for convenient movement of vehicles, pedestrians and cyclists.*
- *Facilitate development in accordance with the Glengarry Town Structure Plan (GTSP).*
- *Encourage residential development to the east of the township which is to be sensitive to the Eaglehawk Creek environment and floodplains (GTSP Areas 5 & 6).*
- *Protect development potential of agricultural land to the north, east and south of the township (GTSP Areas 9, 10, 12 and 14) for future long-term residential expansion. This residential development must be sensitive to the Eaglehawk Creek environment and floodplains.*
- *Maintain and protect public open space areas including the Gippsland Rail Trail, and implement the recommendations of the Latrobe City Open Space Plan (GTSP Areas 2 & 11).*
- *Encourage east-west shared path link and vehicular link between GTSP Areas 5 & 6 and the town centre. Links should be designed to ensure the safe passage of all pedestrians, bicycles and vehicles.*
- *In consultation with stakeholders, investigate and resolve appropriate vehicle access points to GTSP Area 5.*

The **Glengarry Structure Plan** at **Clause 21.09-7** identifies the subject land as Areas 5 & 6, being within the township boundary and an 'Existing Residential Zone'. This plan also identifies an east-west vehicle connection between 101 Cairnbrook Road (Area 5) and Main Street. A copy of the structure plan is contained in **Figure 3**.

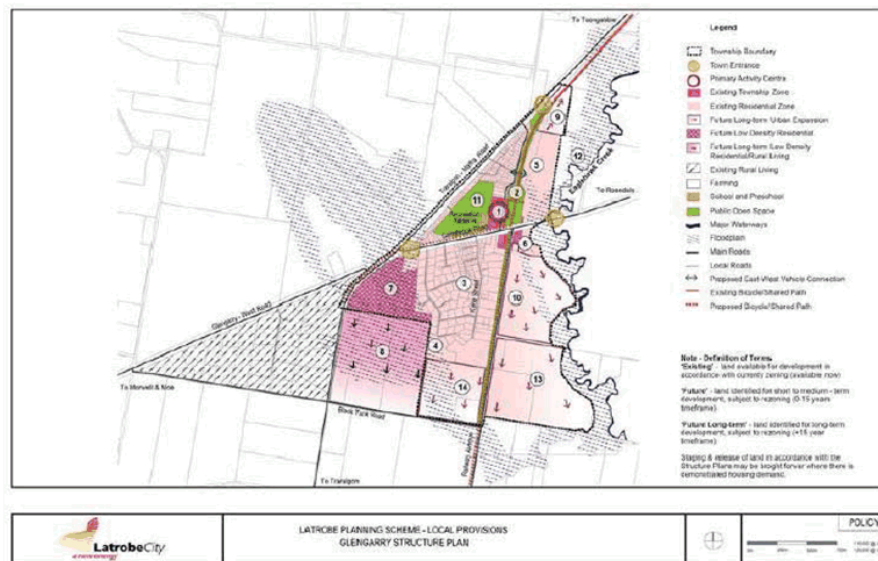


FIGURE 3 Glengarry Structure Plan, Source: Latrobe Planning Scheme, October 2017

## 2.2 Site context

The small town of Glengarry is located in the north-east portion of Latrobe City, approximately 11 kilometres north-east of Traralgon and 165 kilometres south-east of Melbourne. The municipality is located within the Latrobe Valley, south of the foothills of the Great Dividing Range and north of the Strzelecki Ranges. In population terms, it is the third largest municipality outside the Melbourne metropolitan area and Geelong.

Glengarry's resident population was recorded as 1,104 persons at the 2016 ABS Census (source: [www.abs.gov.au](http://www.abs.gov.au)). The town performs a residential service centre role and provides a limited range of commercial and community facilities for its residents and the surrounding rural living communities, including:

- A public primary school and kindergarten;
- A small commercial precinct that accommodates a range of businesses, including an IGA supermarket, bakery/café, post office, hotel/pub and hairdressing salon; and,
- A range of public recreation facilities, including:
  - Glengarry Football Ground and Recreation Reserve precinct, which includes three separate ovals, tennis courts and clubrooms;
  - Apex Park, which includes a skate ramp, the former Glengarry railway station building, access to the Gippsland Plains Rail Trail and a public car parking area; and,
  - Glengarry Park, which includes a children's playground, picnic tables, electric barbeques and public toilets.



A daily public bus service to and from Traralgon operates from the commercial precinct.

The subject land is situated on the east side of Glengarry's existing urban area and represents the most significant residential growth in the town's recent history.

The locality plan at **Figure 1** and the site context plan provided in **Appendix B** display the position of the land in relation to Glengarry's town boundary and key facilities.

### 2.3 Subject site

The Glengarry East Development Plan (GEDP) applies to two parcels of land situated on opposite sides of Cairnbrook Road, Glengarry:

- 100 Cairnbrook Road, being Lot 1 on Plan of Subdivision 725168S and contained in Certificate of Title Vol. 11907 Fol. 683. This parcel has an area of 2.96 hectares.
- 101 Cairnbrook Road, being Lot 1 on Title Plan 122959H and contained in Certificate of Title Vol. 9927 Fol. 881. This parcel has an area of approximately 18.09 hectares.

The Certificate of Title for each property is contained in **Appendix A**. The title to 100 Cairnbrook Road is encumbered by a Section 173 Agreement (AN406313G), registered 22 December 2016, which requires the construction of a vehicle crossing to service Lot 2 on Plan of Subdivision 725168S at such time that planning or building approval is granted for the development of Lot 1 Plan of subdivision 725168S (being the land at 100 Cairnbrook Road).

The features of the two sites are detailed in aerial photograph in **Figure 4** and the site analysis plan contained in **Appendix C**.

Land at 100 Cairnbrook Road is vacant, predominantly cleared of vegetation and covered in pasture grass. It is traversed by a long gravel driveway that provides access to the existing dwelling on the balance farm from which the subject land was excised in 2017. Vehicular access to this driveway is currently obtained from Cairnbrook Road via a gate positioned at the western end of 100 Cairnbrook Road's northern boundary. The land is currently grazed by a small number of beef cattle.

Land at 101 Cairnbrook Road is used for rural residential purposes and developed with a single storey dwelling and associated shedding in its south-west corner. These improvements are accessed from Cairnbrook Road via a gravel crossover and driveway positioned at the western end of the site's southern boundary. The balance land is predominantly cleared, covered in pasture grass and used to graze a small number of horses.



**FIGURE 4** Aerial photograph with sites outlined; Source: Nearmap

The topography of the land at 100 Cairnbrook Road is relatively flat. The northern half of 101 Cairnbrook Road is also relatively flat, whilst the southern half falls towards an open drainage channel that traverses the majority of the remainder of the site. The channel is a registered tributary of Eaglehawk Creek and the majority of land comprising the southern portion of the site is subject to inundation from this creek. The extent of the Land Subject to Inundation Overlay is displayed in **Figure 5** and is discussed further at section 3.2 of this report.

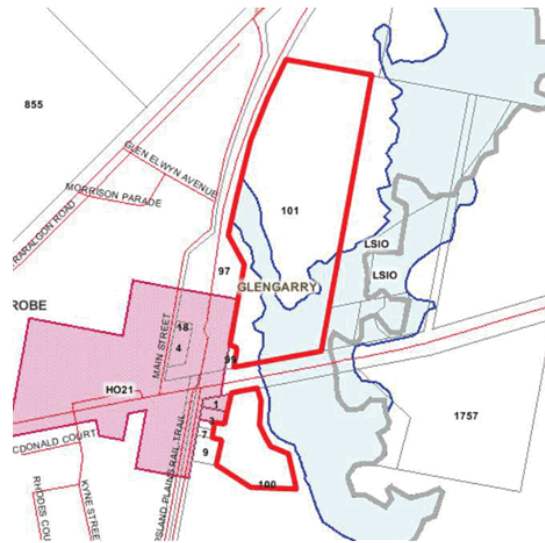


FIGURE 5 Extent of Land Subject to Inundation Overlay; Source: Latrobe Planning Scheme, land.vic.gov.au

The majority of the GEDP area has been subjected to agricultural practices over a long period of time, with moderate grazing having occurred by both cattle and horses. Hence, the land is highly modified, predominantly cleared of its original native vegetation and covered in pasture grass. Existing vegetation within 101 Cairnbrook Road includes several scattered remnant canopy trees and aquatic vegetation around an existing dam, as well as planted vegetation in a garden setting around the existing dwelling complex and planted shelterbelt vegetation. The land at 100 Cairnbrook Road is covered in pasture grass and devoid of trees. Patches of the *Plains Grassy Woodland* Ecological Vegetation Class and Matted Flax-lily plants (*Dianella amoena*) have been identified within the Gippsland Plains Rail Trail Crown land adjacent to the western boundary of 101 Cairnbrook Road. The significance of the vegetation within both the site and adjacent rail trail and its potential to provide habitat for Growling Grass Frog and Dwarf Galaxias is discussed in further detail in section 3.8.

Part of the GEDP area is within an area of Aboriginal cultural heritage sensitivity, as displayed in **Figure 6**. A Cultural Heritage Management Plan (CHMP) for 101 Cairnbrook Road has been prepared and approved under the *Aboriginal Heritage Act 2006* and a copy of the Notice of Approval is provided in **Appendix D**. A full copy of the CHMP can be provided to Council upon request. The CHMP contains specific impact mitigation and long-term protection recommendations relating to registered cultural heritage site 'Cairnbrook Road 2 VAHR 8221-0027', in addition to construction management recommendations relating to three other registered sites. This is discussed further in section 3.9.

A detailed cultural heritage investigation should be carried out for the land at 100 Cairnbrook Road at the subdivision stage, to determine the extent of significance prior to any development of the affected area.

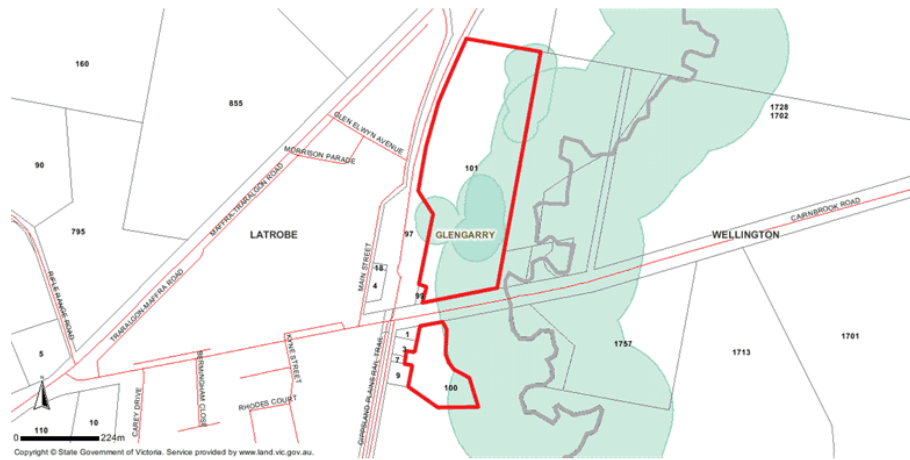


FIGURE 6 Extent of Aboriginal Cultural Heritage Sensitivity; Source: land.vic.gov.au

## 2.4 Surrounding Environment

### North

The northern portion of the GEDP area has an abuttal to agricultural land that is used for extensive animal husbandry (cattle grazing). Although currently used for farming purposes, this land is situated within the town boundary and has been identified as a future long term residential growth area on the Glengarry Structure Plan (refer to **Figure 3**). It is predominantly cleared and covered in pasture grass, has a man-made dam straddling its eastern boundary and abuts the Gippsland Plains Rail Trail to the west.

PHOTO 1 – Land to the agricultural land north of 101 Cairnbrook Road



***East and South***

Land to the east of 101 Cairnbrook Road is used primarily for agriculture (cattle grazing) and is traversed by Eaglehawk Creek. The creek alignment defines the municipal boundary between Latrobe City and Wellington Shire.

To the immediate east and south of 100 Cairnbrook Road is the balance land from which it was recently subdivided. This land is used for agriculture (cattle grazing) and contains a single dwelling and ancillary shedding near its eastern boundary abuttal to Eaglehawk Creek. All of this land is situated within the town boundary and has been identified as a future long term residential growth area on the Glengarry Structure Plan.

Cairnbrook Road separates the two land parcels within the GEDP area and is a bitumen sealed rural collector with a two-way undivided carriageway with a single lane in each direction within an approximately 60 metre wide road reservation. Adjacent to the site, the speed limit is 80km/h, decreasing to 60km/h and 40km/h during school hours.

***PHOTO 2 – Cairnbrook Road adjacent to the site, facing east***



*PHOTO 3 – Cairnbrook Road adjacent to the site, facing west*



#### **West**

Abutting the majority of the western boundary of 101 Cairnbrook Road is Crown land comprising the alignment of the former Maffra railway line, which now forms the Gippsland Plains Rail Trail. The rail trail allows for shared cyclist and pedestrian usage of a gravel path that extends through central Gippsland, commencing at Traralgon and terminating at Stratford.

The former Glengarry Train Station site is located within the portion of Crown land adjacent to the southern section of 101 Cairnbrook Road and accommodates a variety of public facilities, including the original station building, a skate park and car park, Glengarry kindergarten, Apex Park and fire station. The remainder of the western boundary of 101 Cairnbrook Road abuts a residential property at 99 Cairnbrook Road.

Further to the west of 101 Cairnbrook Road, is Main Street. The southern section of Main Street accommodates Glengarry's commercial precinct, whilst the northern section is residential in usage and comprises allotments ranging in size between approximately 550m<sup>2</sup> and 2,700m<sup>2</sup> that are each developed with a single dwelling and ancillary sheds/garages.

In proximity to the northern section of the site, Main Street is a bitumen sealed access road with a two-way undivided carriageway and a single lane in each direction within an approximately 20 metre wide reservation. It has a speed limit of 60km/h.

Abutting the western boundary of 100 Cairnbrook Road is the Mechanics Institute Hall and St. Johns Anglican Church at 1 Railway Avenue and residential properties at 5 to 9 Railway Avenue.

*PHOTO 4 – Gippsland Plains Rail Trail adjacent to the site, facing north*



*PHOTO 5 – Former Glengarry Train Station site and skate park*



*PHOTO 6 – Residential development on the west side of Main Street*



*PHOTO 7 – Mechanics Institute Hall, St Johns Anglican Church and residential development in Railway Avenue*





*PHOTO 8 – Glengarry commercial precinct*



### 3 SITE ASSESSMENTS

The Glengarry East Development Plan (GEDP) has been informed by a series of background investigations and reports, including:

- Land Servicing Feasibility Report
- Eaglehawk Creek Flood Study
- Stormwater Management Plans
- Traffic and Transport Assessment
- Preliminary Flora and Fauna Assessment
- Habitat Assessment & Targeted Survey of Matted Flax-lily
- Targeted Surveys for the endangered Growling Grass Frog and Green & Golden Bell Frog
- Targeted Dwarf Galaxia Survey
- Cultural Heritage Management Plan

A summary of the report findings and other relevant investigations and their implications for the design of the Development Plan are detailed below.

#### 3.1 Infrastructure Servicing

A Land Servicing Feasibility Report was prepared by Beveridge Williams & Co Pty Ltd in August 2016 and provides an assessment of the infrastructure available and its ability to service the GEDP area. This report is included in **Appendix E** and its key findings are summarised as follows:

##### **Sewerage**

*Wastewater services are available for the proposed development. Gippsland Water has identified several options with the preferred discharge point being the Glengarry Sewer Pumping Station on Black Tank Road approximately 1.7 kilometres south of the site. A sewer pump station reserve may be required within the proposed development and its location will be determined at the planning permit application stage.*

##### **Electricity**

*Both High Voltage and Low Voltage electricity is available to the development site with no requirements for upgrades to the existing network. Extension of existing infrastructure is, however, required to service the proposed development. An electricity substation kiosk will be required within the proposed development and its location will be determined at the planning permit application stage.*

##### **Natural gas**

*Natural gas is currently unavailable within Glengarry and there are no proposed works to service the area in the foreseeable future.*

**Telecommunications (NBN)**

The National Broadband Network (NBN) service can be made available to the development either wirelessly or by fibre optics with upgrades to the existing infrastructure required in each instance.

**Reticulated water**

Reticulated potable water is available for the proposed subdivision with extensions required to the current watermain networks on Cairnbrook Road and Main Street.

**Stormwater drainage**

Stormwater drainage is available for the development with the likely requirement of detention and treatment systems to maintain water quality and runoff from the development.

**3.2 Flood Assessment**

The Eaglehawk Creek Flood Study was prepared by Beveridge Williams & Co Pty Ltd in January 2013 to support rezoning of the GEDP area through Amendment C74. The purpose of the report was to define the creek's flooding regime and determine the level of hazard and risk potential for flood damage and subsequent impacts on infrastructure and surrounding land resulting from residential development of the subject land. It also guided an alteration to the extent of the Land Subject to Inundation Overlay affecting the GEDP area. A copy of this report is included in **Appendix F** and its key conclusions can be summarised as follows:

- During the flood of Eaglehawk Creek in 1995, a significant portion of the subject site and Cairnbrook Road was inundated. This flood has been used to establish the current alignment of the LSIO.
- The southern section of 101 Cairnbrook Road, between the road and the drainage channel crossing the site, is not considered suitable for development without significant infrastructure and bulk earthworks.
- The northern section of 101 Cairnbrook Road is elevated and stays dry allowing development with a low risk and cost. Gaining access off Main Street and crossing the Gippsland Plains Rail Trail should be considered as an option for site access.
- 100 Cairnbrook Road can have access off this road during a 1 in 100 year flood event.
- The proposed development of the subject sites will not obstruct or divert floodwater and will not increase flood risk. Any assets can be constructed above the flood level and will not be surrounded or isolated by floodwaters.
- Surrounding and downstream land parcels will not be affected by development of the subject sites.

**3.3 Stormwater Management**

Stormwater Management strategies for both 100 and 101 Cairnbrook Road were prepared by Beveridge Williams & Co Pty Ltd in May 2018. A copy of each report is provided in **Appendix G**. Both strategies confirm that stormwater drainage can be managed to meet the Stormwater Best Practice Environmental Management Guidelines.

### 3.4 Road Network and Traffic Impacts

A Traffic and Transport Assessment was prepared by Beveridge Williams & Co Pty Ltd in May 2018 and provides an assessment of the GEDP with regards to traffic impact and road hierarchy. This report is included in **Appendix H** and confirms the following:

- The GEDP is anticipated to generate in the order of 1,200 daily vehicle movements, with 10% occurring in the peak AM and PM periods.
- It is anticipated that site generated traffic will be primarily distributed into the wider road network via the intersections of Main Street/Cairnbrook Road, Cairnbrook/Traralgon-Maffra Road and to a lesser extent Glen Elwyn Avenue/Traralgon-Maffra Road and Main Street/Traralgon-Maffra Road.
- There is appropriate capacity within the surrounding road network to accommodate the anticipated traffic generation.
- The current street forms can adequately accommodate post-development traffic volumes.
- Access to the 101 Cairnbrook Road is to be via accesses from Cairnbrook Road and Main Street which are to be constructed as Access Streets within road reserves of 16.0m and 20.0m respectively. There is no requirement from a traffic management perspective for the Main Street access to be constructed prior to stage 4 of the development. Access to 100 Cairnbrook Road is to be via a single access point to Cairnbrook Road which is to be constructed as an Access Street within a 16.0m road reserve. The proposed access arrangements will provide adequate capacity to accommodate all site generated traffic.
- The internal road networks of the GEDP are proposed to comprise a series of Access Streets within 16 metre and 14.5 metre road reserves, providing connection to the wider road network.
- Shared paths between the site and the main Glengarry township are to be provided facilitating pedestrian and cyclist connectivity as well as providing convenient links to the available public transport.
- Sufficient road network planning and capacity will be available in the short and long term to cater for traffic generated from the GEDP area.

### 3.5 Public Open Space

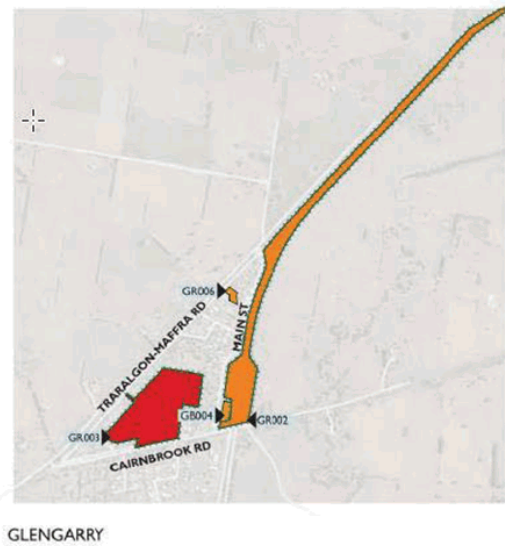
The *Latrobe City Public Open Space Strategy 2013* identifies three main open space reserves within Glengarry; the Gippsland Plains Rail Trail, Apex Park and Glengarry Recreation Reserve. The Strategy states that open space provision and distribution in residential areas within small towns such as Glengarry should be guided by the following:

- Local – the majority of houses in residential areas should have access to a minimum of 0.5 hectares of public open space within a 500 metre radius; and,
- District – the majority of houses in residential areas should have access to district level public open space within a 3km radius.

The Strategy identifies the Glengarry Recreation Reserve as a District Sport Reserve, Apex Park as a District Parkland Reserve and the Gippsland Plains Rail Trail as a Regional Parkland Special Use Reserve. All of these facilities are located within 3km of the GEDP area.

Although the strategy does not identify any specific recommendations with respect to Glengarry, it does encourage improved linkages and usage of existing public open space.

An extract of the Glengarry public open space plan from the Strategy is provided in **Figure 7**.



**FIGURE 7** Glengarry public open spaces; Source: Latrobe Public Open Space Strategy 2013 – Glengarry

### 3.6 Bicycle Network

The Latrobe City Bicycle Plan (2007-2010) contains a series of recommendations for the improvement of bicycle user facilities within Glengarry, one of which is relevant to the proposed GEDP:

- *A shared bicycle/pedestrian path should be constructed on the east side of Main Street, between the former railway station and Cairnbrook Road.*

It is noted that the abovementioned path connection has been completed.

In more general terms, the Bicycle Plan states that the provision of bicycle routes should be considered as part of the establishment of a new residential area and, in particular, links should be provided to existing bicycle networks and key activity centres.

An extract of the Glengarry Bicycle Network Plan is provided in **Figure 8**.

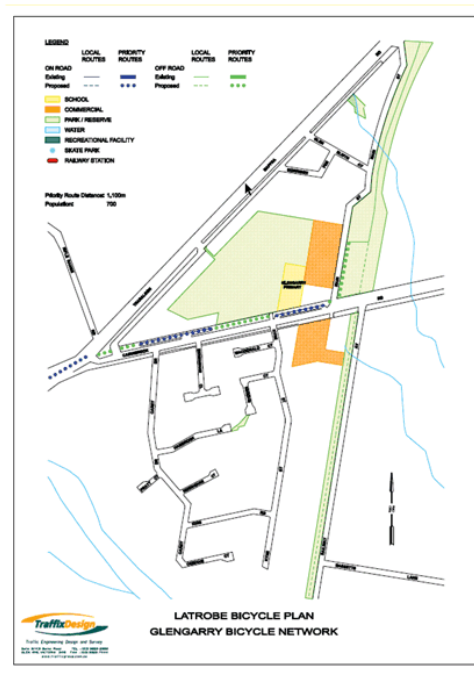


FIGURE 8 Latrobe Bicycle Plan – Glengarry Bicycle Network; Source: Latrobe City Council Bicycle Plan 2007-2010

### 3.7 Public Transport

Glengarry is provided with a regional V-Line bus service that operates daily between the towns of Maffra and Traralgon. The only bus stop within Glengarry is centrally located in Main Street opposite the Glengarry Hotel.

As demonstrated in the Mobility Plan provided in both **Appendix P** and **Figure 9**, approximately 50 percent of all land within the GEDP area is within 400 metres of the bus stop.

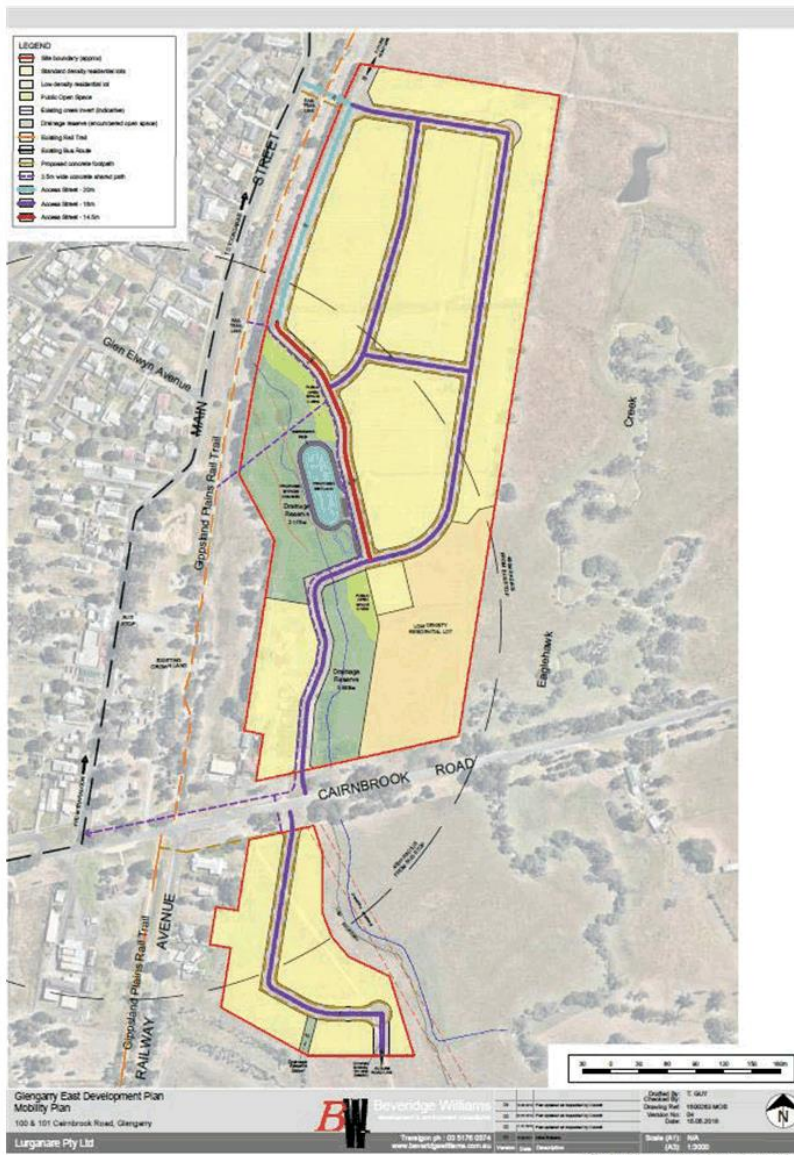


FIGURE 9 Mobility Plan

### 3.8 Ecological Assessments

A Preliminary Flora and Fauna Assessment was prepared by Indigenous Design Land Management in July 2016. It provided a full site-based flora and fauna assessment for 101 Cairnbrook Road and a desktop based assessment for 100 Cairnbrook Road, a summary of which is provided as follows:

- The predominant vegetation type covering the 101 Cairnbrook Road property is open pasture with native vegetation consisting of sparsely scattered remnant canopy trees, in addition to fringing and aquatic vegetation associated with a man-made dam.
- Native vegetation in the form of grassland, woodland and semi aquatic vegetation was found in the Gippsland Plains Rail Trail and both grassland and woodland were identified within the adjacent southern roadside.
- The significant flora species *Dianella amoena* (Matted Flax-lily) and native grassland remnants that meet the definition criteria of the *Environment Protection and Biodiversity Conservation (EPBC) Act (1999)* protected vegetation community *Gippsland Red Gum Grassy Woodland and Associated Native Grassland* were identified at several locations within the Gippsland Plains Rail Trail. The 101 Cairnbrook Road property and adjacent southern road reserve were found not to support any significant flora species.
- The 101 Cairnbrook Road property was deemed to provide only limited potential habitat for some significant waterbirds, the Growling Grass Frog and Dwarf Galaxias, whilst the Gippsland Plains Rail Trail was found to provide only limited potential habitat for the Growling Grass Frog. The southern roadside area was deemed unlikely to support any significant fauna species.
- Targeted surveys to ascertain the extent of Matted Flax-lily plants within the Gippsland Rail Trail were recommended to be undertaken during Spring. Following these surveys, modification of the access roads to the Development Plan area may be necessary to avoid the abovementioned vegetation.
- Following finalisation of the subdivision design, a *Flora and Fauna Guarantee Act (1988)* permit may be required to remove any protected flora species within the Crown land Rail Trail and western road reserve.
- The desktop analysis of 100 Cairnbrook Road revealed that the highest quality vegetation is likely to be fringing the western and eastern boundaries, with swampy remnants possibly remaining within the drainage lines within the property. Potential habitat for significant species was deemed minimal, however this will need to be confirmed via a detailed on-ground analysis.

A Habitat Assessment and Targeted Survey for Matted Flax-lily was undertaken by Indigenous Design Land Management in January 2017. The assessment included a targeted search for Matted Flax-lily and assessed the habitat present and those potentially impacted by the development's infrastructure requirements. The following is a summary of the key findings:

- The 101 Cairnbrook Road property is not considered to provide suitable or important habitat for the Matted Flax-lily.
- The southern road reserve is not considered to provide high quality habitat for the species.



- The Gippsland Rail Trail adjacent to the site contains vegetation species and structure consistent with Plains Grassy Woodland, a preferred Ecological Vegetation Class for the Matted Flax-lily.
- A number of Matted Flax-lily patches were found within the Gippsland Rail Trail and road reserve adjacent to the western boundary of the GEDP area.
- Measures should be taken to avoid locating subdivision infrastructure within areas comprising suitable habitat for the species.

Targeted Surveys for the endangered Growling Grass Frog and Green & Golden Bell Frog were undertaken by Indigenous Design Land Management in January 2017. The key findings and recommendations of this assessment are as follows:

- The nocturnal surveys for the frogs failed to detect either species at the site.
- Although habitat on the site was found to be suitable for these species, it is considered less than ideal and unlikely to support significant populations of these species given current and past management regimes.
- Best practice stormwater management design and construction should be incorporated into the development of the site to ensure there are no negative impacts downstream in Eaglehawk Creek where suitable frog habitat has been identified.

A Targeted Survey for the Dwarf Galaxia was undertaken by Aquatica Environmental in January 2017. The following is a summary of the key findings:

- No Dwarf Galaxias were recorded during the survey and the desktop review confirmed that there have been no records of the fish within 10 kilometres of the study area.
- The lack of nearby records of the species and low-moderate habitat quality indicates that overall Dwarf Galaxias are unlikely to occur in the study area.
- Notwithstanding this, development of the site should include measures to protect water quality during construction and incorporate best practice water sensitive urban design to ensure that development of the site does not impact on downstream receiving waterways.

A copy of each of the reports is provided in **Appendices I to L**.

### 3.9 Cultural Heritage Investigations

Extent Heritage Advisors completed a Cultural Heritage Management Plan for 101 Cairnbrook Road in May 2017 and Notice of Approval of the plan under the *Aboriginal Heritage Act 2006* is provided in **Appendix D**.

The CHMP contains specific impact mitigation and long-term protection recommendations relating to registered cultural heritage site 'Cairnbrook Road 2 VAHR 8221-0027', in addition to management recommendations relating to three other registered sites. Of particular relevance to the design of the GEDP area is the location of VAHR 8221-0027, which is to be fenced off and excluded from the works area during construction. Following completion of the works, the extent of the Aboriginal Place must be retained as passive space and the only permitted activities will be vegetation management (including running of stock, mowing, weed control and manual re-vegetation). The extract from the CHMP displaying the location of the Place and summary of management conditions is provided in **Figure 10**.

A CHMP will need to be prepared for 100 Cairnbrook Road prior to approval of a planning permit to subdivide the land in accordance with the GEDP.

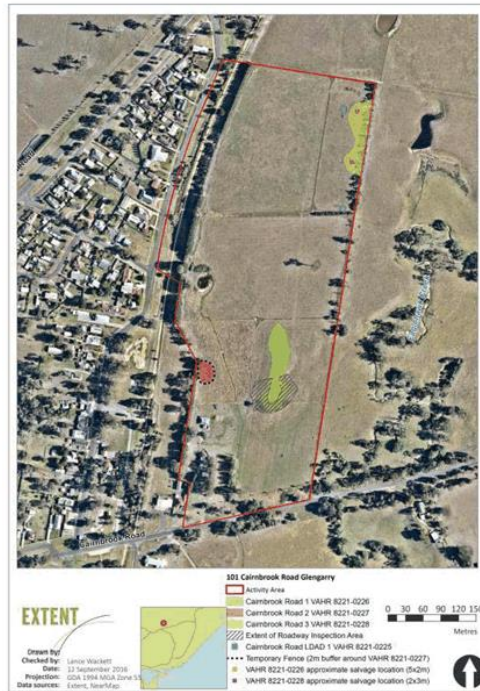


Figure 89: Summary of CHMP Management Conditions. As agreed during consultation, the exact location of salvage within the registered site extents is to be determined on site by the Traditional Owner representatives and/or.

**FIGURE 10** Extract of CHMP Activity Area Map and Registered Sites for 101 Cairnbrook Road, Glengarry (AV # 14406) May 2017

### 3.10 Bushfire

The GEDP area is not affected by a Bushfire Management Overlay under the provisions of the Latrobe Planning Scheme, but is within a designated Bushfire Prone Area (refer **Figure 11**).



**FIGURE 11** Extract of Bushfire Prone Area mapping for Glengarry (GEDP area outlined in red)  
Source: www.land.vic.gov.au

As the land is proposed to be developed for residential use and is within a designated Bushfire Prone Area, in accordance with **Clause 13.05** of the Latrobe Planning Scheme the risk of bushfire must be considered. Before a development plan is approved, **Clause 13.05-1** requires the consideration of bushfire risk and bushfire protection measures. A high level assessment has been undertaken for the GEDP with further detailed assessment to occur during the planning permit application process. The GEDP appropriately considers the protection of human life by directing development to a low risk location and reducing the vulnerability of the future community by consideration of bushfire risk in decision-making at all stages of the planning process. The relevant fire authority (CFA) has been consulted early in the process to receive their recommendation and to implement appropriate bushfire protection measures (a copy of this advice is provided in **Appendix M**) and is summarised below:

- *The land is not remarkable for fire threat and is located east of the general town area and bordered to the existing township development on the western side by the N/S rail trail.*
- *It is mapped under the Bushfire Prone Area (BPA) as driven by proximity to a rural landscape fire risk and it would be expected that landscape controls may be governed principally on adjoining farm land by the Municipal Fire Prevention Management Plan process rather than subdivision design, specifically for that point. The BPA may be reviewed for removal in part considering the extent of the residential lots proposed.*
- *Deferring to the design team and Council Planning controls CFA takes the view that at some point a large subdivision of this order of magnitude (or above) should have considerations under a risk assessment of emergency impacts present or likely at the locality, beyond fire, and relevant to lot amenity and trafficable egress direction.*

*The impact on egress should also be considered for potentially an emergency event blocking/restricting entry to an estate with a single circulation egress/access roadway.*

The development plan has been designed to provide for lots that can accommodate a dwelling that will experience a radiant heat flux of less than 12.5kW/m<sup>2</sup> under *AS3959 Construction of Buildings in Bushfire-prone Areas* (Standards Australia, 2009). Bushfire construction standards will apply to any future building constructed on the land in accordance with the *Building Regulations 2006*. Furthermore, safe access to areas assessed as BAL-LOW rating under *AS3959 Construction of Buildings in Bushfire-prone Areas* (Standards Australia, 2009) is integrated into the design by providing vehicle and pedestrian links west to the Glengarry Township.

#### 4 CONSULTATION

The Glengarry East Development Plan has been prepared following extensive consultation with Latrobe City Council officers and representatives from relevant authorities and interest groups. Key stages and outcomes of this consultation are detailed as follows:

- Preliminary advice was sought from Latrobe City Council's urban growth team in December 2015 as part of a due diligence investigation into the development requirements for 101 Cairnbrook Road. The following feedback was provided:
  - Development would not need to meet a '15 dwellings per net developable hectare' outcome, as Glengarry is not a major town and that density would be contrary to existing neighbourhood character;
  - Lot density is to be based on neighbourhood character and physical capacity of the land, with an average lot size of approximately 800m<sup>2</sup> considered acceptable;
  - The development plan would need to include land at 100 Cairnbrook Road.
- Preliminary flood advice was sought from the West Gippsland Catchment Management Authority (WGCM) in April 2016. The advice confirmed that the WGCM has completed a hydraulic flood modelling project to estimate the 1% Annual Exceedance Probability (AEP) for the site and that all proposed lots and roads must be outside the 1% AEP extent. It was also advised that the floodprone portion of the property is not suitable for residential development and that a Waterway Management Plan and Stormwater Management Plan would be required to be prepared as part of any future development of the land.
- Further preliminary advice was sought from Latrobe City Council's urban growth team in May 2016, which confirmed the following:
  - That the development plan must incorporate both land at both 100 & 101 Cairnbrook Road;
  - That it would be acceptable to present desktop-based assessments for 100 Cairnbrook Road, with more detailed site assessments for 101 Cairnbrook Road, given the level of involvement of the respective land owners in the development plan process.
- Advice was sought from the Public Land Administration section of the Department of Environment, Land, Water & Planning (DELWP) regarding the processes involved in gaining approval to construct vehicular access across the Crown land rail trail reserve to service 101 Cairnbrook Road. The response received provided detail of each required step, including initial consultation with the Gippsland Plains Rail Trail Committee of Management and completion of both cultural heritage and environmental assessments.
- A site meeting was held with the president of the Gippsland Plains Rail Trail Committee, at which it was indicated that the committee would only support one point of access to the site across the rail trail and that this should be located as far south as possible. It was also suggested that the development plan be designed so that there is a road reserve running parallel to the trail and that chicanes and signage be provided along the trail for the safety of its users. Following this meeting, it was confirmed that the matter had been discussed at the rail trail committee meeting on 7 June 2016 and that the committee had agreed to provide 'in-principle' support for one access point across the rail trail.

- Advice was sought from the Country Fire Authority regarding bushfire risk matters and requirements relating to subdivision design, particularly the need for more than one access/egress roadway. The feedback received is detailed in section 3.9 of this report.
- Representatives from the Beveridge Williams project team met with Latrobe City Council officers on 23 November 2016 to present and discuss the first version of the development plan. Formal feedback on the plan was received from Council's urban growth team via email on 16 December 2016, which is summarised as follows:
  - Positives
    - Road network that has roads abutting public open space
    - Access over rail trail is important
    - Utilising existing public open space areas
    - Lots well orientated and would meet Clause 56 objectives
  - Density
    - Overall the density is good.
    - Whilst we acknowledge that this area is in Glengarry, through the consultation of the Live Work Latrobe project we received feedback around people who would like to age in their own town and would like some opportunity for smaller blocks or medium density development. Given there is limited opportunity for this to occur in Glengarry, we would like to see 1 medium density site identified. This site should be located close to open space areas and closer to the village centre.
  - Future growth to the north
    - The Glengarry Structure Plan identified land to the north of this site as 'future residential opportunity'. Therefore, the development should show a future connection to this land to the north.
  - Tree Reserve
    - Can further explanation on the tree reserve be provided. What is its purpose? Can this area be included in the road reserve instead?
  - Open Space Connections
    - As part of the overall Development Plan, pathway connections will need to be identified that connect the development to the rail trail, to the town centre and Cairnbrook Road.
  - Existing House Lot
    - We have concerns regarding the retention of the existing house lot, in particular its size. The Development Plan should show the future development potential of all available land. Therefore, we would like to see housing lots identified in this area.
  - Drainage Reserve
    - We also have concerns regarding the size of the drainage reserve and request further consideration be made to the size of this area. In the Eaglehawk Creek Flood Study as prepared for the Planning Scheme

*Amendment it was identified that with drainage solutions, the extent of the LSIO could be altered. At the time it appeared that West Gippsland Catchment Management Authority would support cut and fill on the site.*

*- Is there the potential to create larger lots in the LSIO affected area?*

▪ Access point

*- At this point in time, we believe one access point is a poor planning outcome especially for the amount of lots being created.*

- Representatives from the Beveridge Williams project team met with the West Gippsland Catchment Management Authority's in January 2017 to seek advice regarding the potential for cut and fill works within the floodplain. The advice given was that no fill works aside from around the fringes of the floodplain would be permitted.
- A formal request for approval to use the adjacent Crown land for road purposes was submitted to DELWP on 9 February 2017.
- The second version of the development plan was provided to Latrobe City Council for comment in March 2017. This version addressed all matters outlined in Council's feedback of 16 December 2016, except for the provision of a second vehicular access point across the rail trail. Council requested further information regarding the estimated cost to construct a road link to the south, connecting to Cairnbrook Road. This was completed by Beveridge Williams and provided to Council on 11 April 2017. The cost estimate demonstrated that construction of a southern road link over the floodprone portion of the site would render the development uneconomical to complete.
- Latrobe City Council coordinated two meetings in May and June 2017 with staff from DELWP and representatives from both the Gippsland Plains Rail Trail Committee and Beveridge Williams. Following the second meeting, in-principle agreement had been reached between all parties that there would need to be two vehicular crossings over the rail trail to service the development.
- Correspondence was received from DELWP on 16 June 2017 and 2 August 2017 confirming that consent would be provided for the two access points across the rail trail, subject to preparation of a 5 year management plan for the section of rail trail abutting the GEDP area and a once-off payment of \$50,000 to implement the plan.
- The GEDP was formally submitted to Council for consideration on 26 September 2017 and released for public exhibition during February/March 2018. Following the review of submissions received from the public and further discussions with the Council project team, matters relating to vehicular access, residential lot density and provision of reticulated sewerage were given further consideration. This resulted in modifications to the GEDP during April/May 2018.

The feedback received and in-principle agreements made during the consultation process have been taken into consideration and incorporated into the final design of the GEDP.

## 5 THE GLENGARRY EAST DEVELOPMENT PLAN

### 5.1 Development Plan

The Glengarry East Development Plan is displayed in **Figure 12** and **Appendix N**. The Plan identifies the form and conditions for future subdivision and development of the land.

The Plan seeks to provide a comprehensively designed residential subdivision to accommodate the future growth of Glengarry across two land parcels, with good connectivity to the town's existing commercial and community facilities and road network.

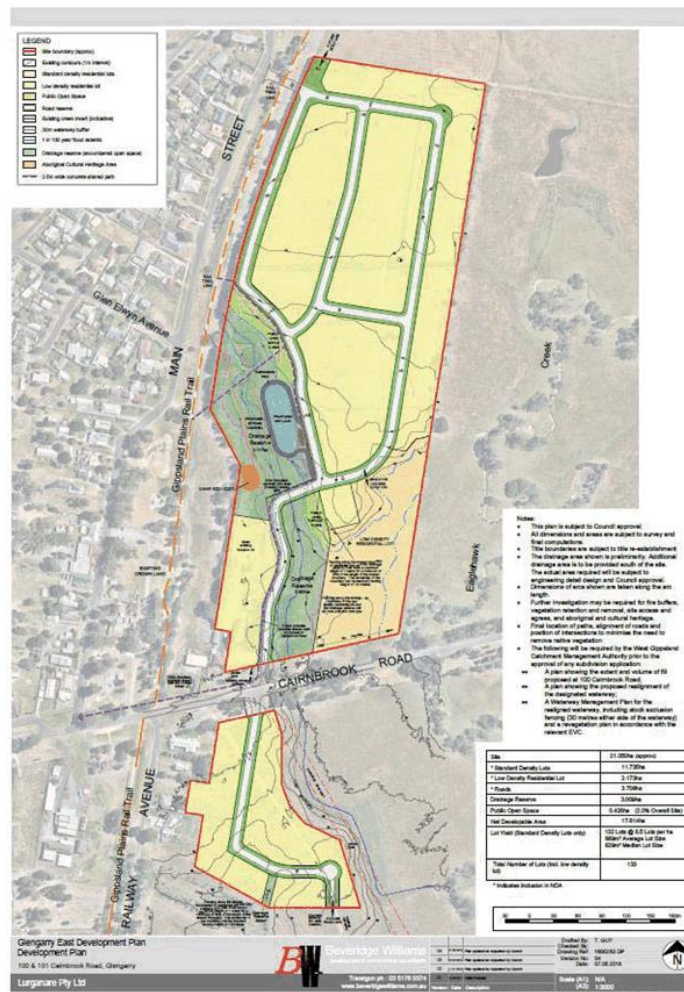


FIGURE 12 Glengarry East Development Plan



## 5.2 General Residential Zone

The GEDP precinct area is included in the General Residential Zone, the purposes of which are:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To encourage development that respects the neighbourhood character of the area.*
- *To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

The Glengarry East Development Plan (GEDP) has been prepared in accordance with the relevant provisions of the Latrobe Planning Scheme and is informed by the site's key features and characteristics of the surrounding environment. The Development Plan provides the guidance to create a new residential area that will feature predominantly conventional residential sized lots of varying sizes, a safe and permeable internal road network with efficient access to Glengarry's established residential area to the west, provision for future road linkages to longer term residential growth areas to the north and south, improvements to the Gippsland Plains Rail Trail and provision of on-site stormwater detention and drainage reserves. It seeks to create a residential area that is respectful of the established character of the township, whilst still providing a range of lot sizes to improve housing choice in close proximity to the variety of commercial and community facilities on offer. The key elements of the GEDP are detailed in the following sections of this report.

## 5.3 Principles and Objectives

The GEDP has been prepared in accordance with the relevant provisions of the Latrobe Planning Scheme and the Victorian Planning Authority (VPA) Precinct Structure Planning Guidelines.

The VPA's Precinct Structure Planning Guidelines are designed to guide the development of greenfield urban growth areas in metropolitan Melbourne. However, aspects of the guidelines are a useful tool to also assist in the preparation of a development plan for a small regional town such as Glengarry.

The GEDP seeks to achieve the following objectives:

### Image and character

- Create a residential precinct that integrates with Glengarry's existing residential area, through appropriately located road and pedestrian/cyclist linkages; and,
- Provide a landscape theme throughout the precinct to create its own unique and attractive neighbourhood character.

### Housing

- Provide efficient use of serviced residential land within Glengarry's town boundary;
- Provide a development density that complements the existing residential character of the town;
- Provide a range of lot sizes to meet a variety of household types and promote and improve housing choice and affordability within the town;
- Provide a large low density residential lot that can accommodate a single dwelling whilst also incorporating a portion of undevelopable flood-prone land; and,

- Provide active frontages to the Gippsland Plains Rail Trail and proposed drainage reserve in order to facilitate passive surveillance of the public realm.

#### **Open Space and Natural Systems**

- Provide a development design that is based upon the natural site features and constraints, including topography, flood-prone land, drainage, Aboriginal heritage and vegetation;
- Recognise the importance of the Gippsland Plains Rail Trail and the need to enhance this area and encourage increased usage of it;
- Consider the existing native vegetation within both the rail trail and the site and its contribution to Victoria's Biodiversity;
- Provide open space to accommodate passive recreational pursuits as well as drainage requirements;
- Provide cash in lieu for any open space required in addition to unencumbered land adjacent to the drainage reserve;
- Provide landscaping to create an attractive neighbourhood character;
- Enhance the environmental values of the drainage reserve through appropriate revegetation works comprising vegetation that is low maintenance and a low fire risk; and,
- Protect the built environment within both the GEDP precinct and surrounding area from inundation resulting from riverine or storm events.

#### **Transport & Movement**

- Provide connectivity to Glengarry's existing urban area, particularly its commercial precinct and community facilities;
- Create a new road network that integrates with the town's existing road network;
- Provide a safe and convenient road network that is accessible to its users;
- Provide for infrastructure upgrades to the existing road network as required;
- Provide a road network that is designed to accommodate pedestrian, cyclist, motor car and other motorised vehicle usage; and,
- Promote walkability and cycling through the provision of shared paths and connections to the Glengarry Plains Rail Trail and town centre.

#### **Utilities and Energy**

- Provide the full suite of reticulated service infrastructure and underground drainage to the GEDP area;
- Incorporate Water Sensitive Urban Design (WSUD) for stormwater management;
- Create lots that are orientated to facilitate solar efficient housing development and thereby reduce energy consumption; and,
- Promote walkability and cycling as alternative forms of transport through the provision of shared paths and connections to the rail trail and town centre, thereby reducing carbon emissions.

A Design Response Plan detailing the above principles and objectives is provided at **Appendix S**.

#### 5.4 Land Budget

The VPA's Precinct Structure Planning Guidelines provide the basis for calculating land use within a development precinct. The land budget table at **Table 1** sets out the total area of the GEDP precinct, gross developable area, net developable area and land uses.

The VPA uses the following area definitions for the land budget table:

- **Gross Development Area**
  - *Is the total precinct area excluding encumbered land, arterial roads and other roads with four or more lanes.*
- **Encumbered Land**
  - *Is land that is constrained for development purposes. Includes easements for power/transmission lines, sewers, gas, waterways/drainage; retarding basins/wetlands; landfill; conservation and heritage areas. This land may be used for a range of activities (e.g. walking trails, sporting fields). It is not provided as a credit against public open space requirements. However, regard is taken to the availability of encumbered land when determining the open space requirement.*
- **Net Developable Area**
  - *Is land within the precinct available for development. This excludes encumbered land, arterial roads, railway corridors, schools and community facilities and public open space. It includes lots, local roads and connector streets. Net Developable Area may be expressed in terms of hectare units (NDHa).*

	HECTARE	% OF SITE
<b>TOTAL DEVELOPMENT PLAN AREA</b>	<b>21.05</b>	<b>100</b>
<b>ENCUMBERED LAND</b>	<b>3.009</b>	<b>14.29</b>
<i>Land that is subject to inundation from Eaglehawk Creek, a drainage overland path or a 60 metre wide watercourse buffer, or land that contains a registered Aboriginal heritage place requiring permanent protection</i>		
<b>GROSS DEVELOPABLE AREA</b>	<b>18.041</b>	<b>85.70</b>
<b>OPEN SPACE</b>	<b>0.428</b>	<b>2.0</b>
<b>NET DEVELOPABLE AREA</b>	<b>17.613</b>	<b>83.66</b>
<i>Roads</i>	<b>3.706</b>	<b>17.6</b>
<i>Residential allotment areas</i>		
• <i>Standard residential</i>	<b>11.735</b>	<b>55.75</b>
• <i>Low density residential</i>	<b>2.173</b>	<b>10.32</b>

**TABLE 1** Land Budget – Glengarry East Development Plan  
(Areas are approximate)

## 6 LAND USE FRAMEWORK

### 6.1 Housing density

The GEDP aims to provide two new residential neighbourhoods that respond to the site features and complement the existing residential character of the town, whilst achieving efficient usage of the available developable land.

The GEDP has been designed in accordance with the requirements of the DPO5 and the Latrobe Planning Scheme, by providing a range of lot sizes for housing diversity and choice as detailed in **Table 2** below.

<i>LOTS</i>	<i>Average Size</i>	<i>No. of Lots</i>
<i>Standard Residential</i>	889m <sup>2</sup>	132
<i>Low Density Residential</i>	2.173 hectares	1

**TABLE 2** Lot Summary – Glengarry East Development Plan

### 6.2 Housing diversity

The Latrobe Planning Scheme provides objectives and strategies for the town of Glengarry, which are articulated through the Glengarry Structure Plan at **Clause 21.06-8** of the Municipal Strategic Statement. The structure plan identifies the GEDP land within an area where residential development that is sensitive to the Eaglehawk Creek environment and floodplain is specifically encouraged. The General Residential Zone provisions also encourage housing diversity and consideration of existing neighbourhood character in the development of land. The GEDP achieves these objectives by accommodating a range of lot sizes that will suit a variety of household types.

Indicative subdivision plans have been prepared for both 100 and 101 Cairnbrook Road in order to inform the various technical assessments. The plans indicate that the GEDP area has the potential to accommodate the following range of lots:

- **Standard density residential lots** – these lots will range in size from approximately 750m<sup>2</sup> to 1,824m<sup>2</sup> and can accommodate single dwellings, ancillary buildings and associated services.
- **A low density residential lot** – this lot will be approximately 2.173 hectares and has been designed to encompass predominantly flood-prone land that Latrobe City Council does not want included within the drainage reserve. The lot has been designed with adequate flood-free land to accommodate a single dwelling, ancillary buildings and associated services with access from the proposed internal road network.

The VPA Precinct Structure Planning Guidelines defines Net Housing Density as the *number of houses divided by the net developable area*.

Excluding the low density lot, the GEDP is anticipated to yield approximately 132 standard residential lots, representing an overall housing density of **8.5 lots per hectare**. The State Planning Policy Framework seeks to achieve a minimum housing density of 15 dwellings per net developable hectare in metropolitan growth areas, however Latrobe City Council has an adopted preferred density of 11 dwellings per hectare for the growth areas of its main towns.

Glengarry is a small town within the municipality and is not expected to achieve the higher residential densities that are required in the main towns. The lot sizes proposed within the GEDP are consistent with the existing range provided within Glengarry's established residential areas and are considered appropriate given the site context, surrounding neighbourhood character and expected market demand for serviced vacant residential lots within the town boundary.

### 6.3 Community, Commercial and Retail Facilities

The GEDP is consistent with the Glengarry Structure Plan contained in Clause 21.06-8 of the Latrobe Planning Scheme, which identifies the entire area of land for residential purposes with no requirement for new commercial or community facilities. The Glengarry Structure Plan does not identify a need to expand the town's existing commercial precinct or provide for additional community and educational facilities to cater for the anticipated population growth within the town. It is considered that the existing facilities will adequately cater for the additional population within the GEDP precinct and are likely to benefit significantly from the anticipated increased usage. The future need for additional or upgraded facilities is outside the scope of the Development Plan process and can be assessed in the future as the precinct is developed over time and increased usage of the existing facilities can be accurately measured.

The Mobility Plan provided in **Appendix P** demonstrates that the GEDP has been designed to encourage open space linkages and improve connectivity between open space areas and destination points, through the provision of pedestrian and cyclist linkages to the Gippsland Plains Rail Trail, commercial precinct and Apex Park. This will facilitate and encourage walking and cycling as an alternative to motor vehicle usage and is therefore expected to minimise any impact on existing public car parking areas within the town. The need for additional or upgraded public car parking facilities can be assessed in the future as the precinct is developed.

### 6.4 Open space

Glengarry is well serviced by existing active open space reserves, being the Glengarry Recreation Reserve, Apex Park and Gippsland Plains Rail Trail. There is no demonstrable need to provide any additional reserves of this size and type within the GEDP. It is also noted that neither the Latrobe City Public Open Space Strategy 2013, nor the Glengarry Structure Plan, suggest that there should be additional active recreation reserves or facilities provided within the GEDP area. It is considered that these documents provide an appropriate, and current, assessment of the current and future open space needs for the town.

The Latrobe Planning Scheme seeks to encourage open space linkages and improve connectivity between open space areas and destination points. The GEDP achieves this by providing pedestrian and cyclist linkages to the Gippsland Plains Rail Trail, commercial precinct and Apex Park.

In addition to the existing public open space available within the town, the GEDP seeks to create a public reserve of approximately 3 hectares in area within 101 Cairnbrook Road. The majority of this reserve is subject to inundation from the nearby Eaglehawk Creek and has been designed to accommodate an existing watercourse, a 60 metre wide watercourse buffer, stormwater management and a registered Aboriginal heritage site. Notwithstanding this, two linear sections of unencumbered land with a combined area of approximately 0.428 hectare has been incorporated on the east side of the reserve running parallel with a proposed road. This land could accommodate a shared pedestrian/cyclist path and seating to provide for passive recreational use. The provision of this open space generally meets the requirement stipulated in the Public Open Space Strategy that

public open space with a minimum area of 0.5 hectare should be provided within a 500 metre radius of all residential lots.

**Clause 52.01** of the Latrobe Planning Scheme requires that public open space for greenfield residential subdivisions be provided at the rate of 8% per Net Development Area. This land must be unencumbered. Given that the proposed drainage reserve will form a passive recreational function and incorporate some unencumbered land above the 1 in 100 year flood level, it is suggested that the unencumbered portion of land be considered as contributing towards the 8% open space requirement (i.e. approximately 2% of the 8%). A cash contribution will be provided at the time the land is subdivided to cover any shortfall in the provision of public open space. This contribution can be used for improvements to existing open space facilities with the town, as required.

Landscaping of the drainage reserve is detailed in the Landscape Concept Plan provided at **Appendix O**. It is intended that the landscaping will reflect the function of the land, i.e. suitable aquatic vegetation will be used to improve the quality of water passing through it, in addition to a mixture of trees and shrubs planted in such a way that sightlines throughout the reserve are maintained and no unsafe spaces are created. The road network has been designed so that maximum abuttal to the reserve is provided to encourage passive surveillance of the public realm.

## 7 INFRASTRUCTURE FRAMEWORK

Beveridge Williams has prepared a Land Servicing Feasibility Report that details the current location and capacity of existing infrastructure assets to service the GEDP area. This report is included in **Appendix E**.

Beveridge Williams has also prepared separate preliminary Stormwater Management Plans for 100 and 101 Cairnbrook Road to demonstrate that development of both sites can meet the Urban Stormwater Best Practice Environmental Management Guidelines and to provide supporting evidence that the predicted stormwater discharges will meet the requirements of the West Gippsland Catchment Management Authority (WGCMA) and Latrobe City Council. The reports are provided in **Appendix G**.

Detailed design of the proposed infrastructure will be undertaken at the subdivision stage in accordance with the applicable authorities' requirements.

### 7.1 Stormwater management

The responsible authorities for local drainage are the WGCMA and Latrobe City Council. The preliminary Stormwater Management Plans prepared for each of the two separate land parcels within the GEDP area propose different drainage regimes, which are summarised as follows:

#### 101 Cairnbrook Road

- Construction of drainage to meet the likely requirements of Council, including 1 in 100 year ARI capacity road reserves and underground drainage for the 1 in 5 year ARI storm event as needed;
- The 1 in 100 year ARI post-development flow from the site is proposed to discharge to the existing drainage channel;
- No detention is proposed within the drainage reserve as agreed to by the West Gippsland CMA and Council;
- A section of the existing unnamed channel will be designed and utilised as a bypass channel adjacent to the wetland and sediment basin; and,
- Stormwater quality treatment required to meet BPMEG standard will comprise a sediment basin and a wetland located in the drainage reserve, as well as rainwater tanks in each individual residential lot.

In addition to the above drainage requirements, all land liable to inundation in a 1 in 100 flood event has been excluded from development and a 30 metre wide buffer has been provided on either side of the designated waterway. Inclusion of all this land within a drainage reserve is expected to yield significant environmental benefits.

#### 100 Cairnbrook Road

- Construction of drainage to meet the likely requirements of Council, including 1 in 100 year ARI capacity road reserves and underground drainage for the 1 in 5 year ARI storm event as needed;
- The 1 in 100 year ARI post-development flow from the site is proposed to discharge to the creek without detention as agreed to by the West Gippsland CMA and Council; and,



- Stormwater quality treatment required to meet BPMEG standard in each individual residential lot and a 30 metre long 10 metre wide swale.

## 7.2 Sewerage

Gippsland Water is the relevant service authority for reticulated sewer in the area. Gippsland Water has advised that they expect the GEDP to discharge into the existing sewer pumping station that services the town of Glengarry, which is located approximately 1.7 kilometres to the south in Black Tank Road. Other alternatives include discharging into existing sewer infrastructure in Kyne Street or Glen Elwyn Avenue. All costs associated with sewer extension works to the designated outfall will be borne by the developer/s.

Both 100 and 101 Cairnbrook Road are proposed to be serviced via a gravity sewer mains extension from an existing sewer pump station (SPS) located in Railway Avenue at the southern end of town. Preliminary gradings undertaken allow for full lot control of all residential lots when serviced in this manner.

*Figure 13* demonstrates the proposed sewer strategy.



FIGURE 13 Sewer Strategy

### 7.3 Reticulated water

Gippsland Water is the relevant service authority for reticulated potable water in the area. Advice received from this authority confirms that a reticulated water supply is readily available and can be provided to the GEDP area via extensions to the existing water mains.

There are no reticulated recycled water sources within Glengarry but rainwater tanks on individual lots can be utilised for capture and re-use.

### 7.4 Electricity

AusNet Services is the electricity supplier for this area. Advice received from this authority confirms that the current electricity supply in the area will be sufficient to support the development. AusNet Services has advised that, depending on the density of the development, the developer will be required to pay for the cost of low voltage and/or high voltage works, with AusNet contributing an amount towards the cost of the works depending on the number of lots.

### 7.5 Natural Gas

Envestra/APA Group is the gas authority for the area. Advice received from this authority is that a reticulated natural gas supply is not available in Glengarry.

### 7.6 Telecommunications

Telecommunications can be provided to the GEDP area by NBN Co. The area is currently within NBN's wireless servicing footprint only. The current infrastructure will, however, need to be upgraded to adequately service the number of lots proposed for the development.

Fibre Optic service can also be provided to the development; however, this will also require extension of existing infrastructure for a length of approximately 7.5 kilometres from the outskirts of Traralgon (Marshalls Road).

In each instance, the upgrade/extension works will be at the cost of the developer/s.

Alternatively, the developer/s may wish to supply telecommunications via another provider. This is a commercial decision to be made by the developer/s at the subdivision stage.

### 7.7 Road network & traffic generation

The GEDP seeks to create safe and accessible neighbourhoods with logical and easily traversable street networks that allow for linkages to adjoining roads and vehicular movements through each development.

A Mobility Plan has been prepared and is included in **Appendix P** which displays the proposed vehicular and pedestrian links both within and external to the GEDP area. The proposed road and path networks have been designed to comply with the Latrobe City Healthy Urban Design Good Practice Guideline through the creation of a permeable layout that provides multiple connections to the existing road network and town centre.

Latrobe City Council is the road management authority for both Main Street and Cairnbrook Road, which are the closest roads to the GEDP area and will be required to provide access to and egress from the development.

The Development Plan proposes a functional road network to provide for safe and efficient vehicular access, as detailed in the Traffic and Transport Assessment provided in **Appendix H**. 101 Cairnbrook Road will accommodate a 20 metre wide road reserve for the north-south aligned access street, with the remainder being 16 metre wide reserves except the abuttal to the drainage reserve which will be 14.5 metres in width. 101 Cairnbrook Road will be provided with a single cul-de-sac road with a reserve width of 16 metres. Cross sections of the proposed roads are provided in the Cross Sections Plan at **Appendix Q**.

The GEDP area will be accessed from Cairnbrook Road and Main Street at three locations:

- At Cairnbrook Road approximately 36 metres east of the western boundary of 101 Cairnbrook Road;
- At Cairnbrook Road approximately 35 metres east of the western boundary of 100 Cairnbrook Road; and,
- At Main Street, crossing the Gippsland Plains Rail Trail, approximately 40 metres south of the northern boundary of 101 Cairnbrook Road.

The road layout within 101 Cairnbrook Road has been designed to maximise the area of developable land and ensure that it does not 'turn its back' on the town by integrating with the Gippsland Plains Rail Trail and existing residential area on the west side of Main Street. The Traffic and Transport Assessment confirms that the additional traffic expected to be generated from development within 101 Cairnbrook Road can be adequately accommodated within Cairnbrook Road, Traralgon-Maffra Road, Main Street and Glen Elwyn Avenue. The plan allows for a future road linkage to adjacent land to the north, which has been designated for long term residential expansion.

The road within 100 Cairnbrook Road has been designed as a cul-de-sac in order to maximise the area of developable land within the constraints of the irregular shape of the site and the adjacent drainage channel. The Traffic and Transport Assessment confirms that the additional traffic expected to be generated from development within 100 Cairnbrook Road can be adequately accommodated within Cairnbrook Road and Traralgon-Maffra Road. The plan allows for a potential future road linkage to adjacent land to the south, which has been designated for long term residential expansion.

Detailed road design will be required at the planning permit application/s stage and will need to comply with Latrobe City Council's Infrastructure Design Manual. However, the Traffic and Transport Assessment confirms that the proposed internal road network and reserve widths are appropriate to cater for the safe and efficient movement of the anticipated traffic levels generated by the development.

Each proposed residential lot has been designed with adequate frontage to its respective street abuttal to encourage passive surveillance of the public realm.

The single road crossing over the rail trail will incorporate an appropriate level of safety features to protect trail users, in accordance with Austroads guidelines and following consultation with DELWP and the Gippsland Plains Rail Trail Committee.

Interface treatments for residential lots with side or rear boundaries that are shared with reserves can be dealt with at the subdivision stage.

### **7.8 Pedestrian connectivity**

The GEDP is provided with a shared pathway network, as detailed in the Mobility Plan at **Appendix P**.

Paths are provided on each side of the internal roads and have been designed to link to the rail trail, Main Street and Apex Park.

The Development Plan recommends a proposed off road shared path along the south side of Cairnbrook Road between 100 Cairnbrook Road and Railway Avenue, to facilitate access to both the rail trail and town centre.

### **7.9 Public transport**

It is considered that the existing public transport infrastructure servicing Glengarry will be capable of accommodating any additional demand generated by future residents within the GEDP area. Notwithstanding this, the proposed carriageway widths can sufficiently accommodate future bus routes if ever required in the future.

## 8 NATURAL ENVIRONMENT FRAMEWORK

### 8.1 Flora and fauna

The GEDP area comprises two properties that have been used primarily for agricultural purposes over a long period of time and, as such, present similar landscape characteristics. Both properties have been largely cleared of original native vegetation and are dominated by pasture that is extensively grazed by cattle or horses.

A full site-based flora and fauna assessment has been completed for 101 Cairnbrook Road, whilst a desk-top assessment has been undertaken for 100 Cairnbrook Road. A Habitat Assessment and Targeted Survey for Matted Flax-lily, Targeted Surveys for the endangered Growling Grass Frog and Green & Golden Bell Frog and a Targeted Survey for the Dwarf Galaxia were also completed for 101 Cairnbrook Road. The key findings of these reports have been considered in the design of the GEDP area. A copy of each of the reports is provided in **Appendices I to L**.

The various assessments have identified that there are several large and very large sparsely scattered remnant canopy trees within 101 Cairnbrook Road. The GEDP proposes to retain all but one of these trees within the drainage reserve. The single large old tree to be removed is required to allow construction of the internal road network. Removal of this vegetation will fall within 'Location A (Low risk-based pathway)' as defined by the Native Vegetation guidelines, which indicates that its removal is unlikely to impact on native vegetation deemed to make a significant contribution to Victoria's biodiversity. Pursuant to **Clause 52.17** of the Latrobe Planning Scheme, a permit will be required to remove the vegetation as part of the subdivision works.

Various stands of planted exotic and non-indigenous shelterbelt vegetation will also require removal from 101 Cairnbrook Road, but this is exempt from requiring a planning permit.

Best practice stormwater management design and construction should be incorporated into the development of the site to ensure there are no negative impacts downstream in Eaglehawk Creek where suitable frog and fish habitat has been identified. The Stormwater Management Plans detail how this can be achieved.

The Gippsland Plains Rail Trail adjacent to the site contains vegetation species and structure consistent with *Plains Grassy Woodland*, a preferred Ecological Vegetation Class for the Matted Flax-lily. Targeted surveys also located a number of Matted Flax-lily patches within the Crown land and adjacent Main Street road reserve adjacent to the western boundary of the GEDP area. The GEDP requires two road connections to Main Street across the Crown land and adjacent road reserve in order to effectively distribute traffic flows and avoid the potential health and safety risk to the community if a single access point is blocked due to an accident or other reason. The proposed road connections have been sited to minimise the extent of native vegetation requiring removal and in-principle agreement to locate the roads as shown on the Development Plan has been provided by both DELWP and Latrobe City Council (refer to section 4 of this report). It is likely that separate permits will be required to remove the vegetation under the provisions of the *Flora and Fauna Guarantee Act 1988* and the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999*.

It is expected that appropriate offsets commensurate with the value of the vegetation to be removed will be required. Furthermore, the future landscaping works throughout the GEDP area will contribute to the quantity and variety of native vegetation currently available, which will subsequently improve biodiversity in the area.

## 8.2 Cultural heritage

Extent Heritage Advisors were engaged to provide advice in relation to Aboriginal Cultural Heritage matters. This has confirmed that a Cultural Heritage Management Plan (CHMP) will be required prior to residential subdivision within the GEDP area.

A CHMP has been prepared and approved for the land at 101 Cairnbrook Road. A copy of the Notice of Approval of the plan under the *Aboriginal Heritage Act 2006* is provided in **Appendix D**. The CHMP contains specific impact mitigation and long-term protection recommendations relating to registered cultural heritage site 'Cairnbrook Road 2 VAHR 8221-0027', in addition to management recommendations relating to three other registered sites. The Development Plan design excludes the registered site from residential development and retains it within the drainage reserve where it will be fenced off from the works area during construction. Following completion of the works, the extent of the Aboriginal Place will be retained as passive open space and the only permitted activity within the affected area will be vegetation management.

A CHMP will need to be prepared for 100 Cairnbrook Road prior to approval of a planning permit to subdivide the land in accordance with the GEDP.

## 8.3 Landscape

The predominant vegetation type throughout the GEDP area is open pasture that has been extensively grazed over a long period of time. The GEDP presents the opportunity to enhance the landscape values of the precinct, whilst creating a sense of place and its own neighbourhood character. A Landscape Concept Plan for the precinct has been prepared and is attached at **Appendix O**.

The internal road network is used to separate the majority of the residential lots from the drainage reserve. The absence of buildings and property boundary fences immediately surrounding the majority of the reserve allows for passive surveillance of the public realm and will assist to create a safer, more permeable neighbourhood.

Future landscaping of the street and public open space areas will be site responsive to the function of the land. The drainage reserve and wetland area will be landscaped with appropriate aquatic vegetation to improve water quality, whilst allowing for passive recreational use and ease of on-going maintenance for the Latrobe City Council. The road network will accommodate a selection of appropriate trees to create an aesthetically pleasing urban environment whilst also ensuring that sight lines are retained.

## 8.4 Bushfire

The GEDP area is not affected by a Bushfire Management Overlay and therefore no bushfire planning requirements are applicable under the provisions of the Latrobe Planning Scheme.

However, all of the land is within a designated Bushfire Prone Area (refer to **Figure 10**) and therefore bushfire construction standards will apply to any future building constructed on the land in accordance with the *Building Regulations 2006*.

As confirmed in the preliminary advice provided by the CFA, the GEDP area does not present as a high fire risk landscape. The most likely form of bushfire attack would be from grassfire spreading across grazing land to the north, east and south of the site. Due to its proximity to the Glengarry township, this grassland vegetation is expected to be managed via the Municipal Fire Prevention Management Plan.

Any new landscaping within the GEDP area will not be of a scale or type likely to result in a bushfire hazard to either land within the site or surrounding properties. Particular consideration will be given to the species of vegetation selected for both street tree planting and open space landscaping works within the drainage reserve.

Existing vegetation within the adjacent Gippsland Plains Rail Trail is linear in configuration and not of a scale likely to generate a high bushfire risk. Nevertheless, the GEDP proposes a perimeter road and drainage reserve along the entire length of the site's abuttal to the rail trail, providing a physical buffer to proposed residential lots and therefore mitigating any potential fire risk.

As indicated by the CFA in its preliminary advice, it is likely that the Bushfire Prone Area will be removed from the GEDP area as the land is developed and mapping updates occur.



## 9 IMPLEMENTATION

### 9.1 Staging & Implementation

100 Cairnbrook Road is proposed to be subdivided in one stage, either independently of 101 Cairnbrook Road or in conjunction with Stage 1 of its subdivision.

101 Cairnbrook Road will be subdivided in six stages, as detailed in the Staging Plan contained in **Appendix R** and summarised as follows:

- The first stage will create 8 lots and the vehicular access to Cairnbrook Road;
- The remaining five stages will each comprise between approximately 18 and 23 lots and be completed so that road construction and infrastructure costs are apportioned in a cost-effective manner;
- The drainage reserve will be landscaped and transferred to Latrobe City Council in either Stage 1 or 2. If not transferred in Stage 1, a drainage easement will be provided over this land to enable stormwater management works to be carried out prior to the land transfer;
- Construction of the northern vehicular crossing over the Crown Land to Main Street will be delayed until approximately 50 lots have been subdivided. Based on the staging plan, this will occur at Stage 4 of the development.

### 9.2 Application Requirements

An application for subdivision should consider the following:

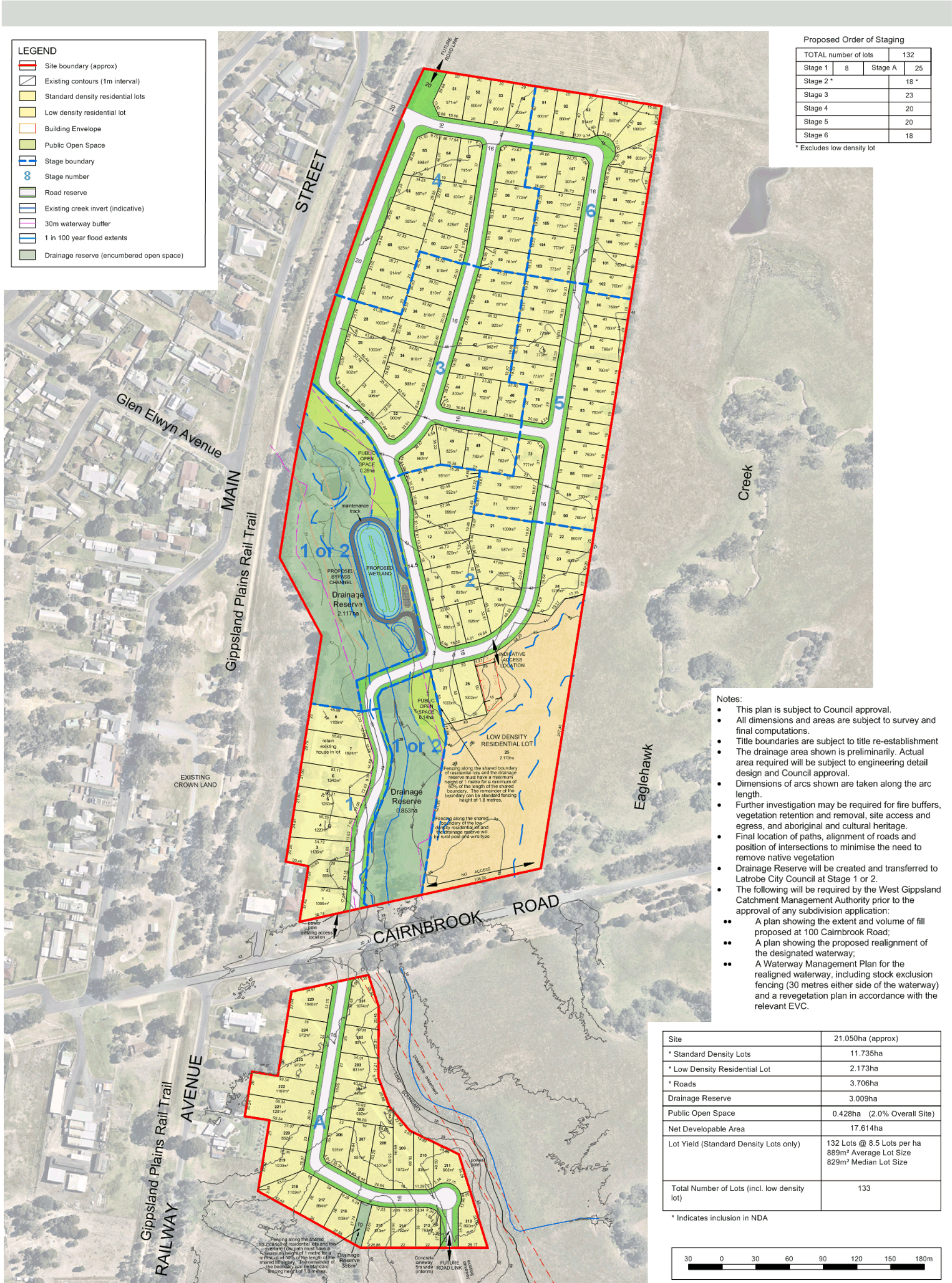
- Subdivision layout design must be generally in accordance with the Glengarry East Development Plan;
- Infrastructure must be designed and constructed in accordance with Latrobe City Council's Infrastructure Design Guidelines;
- Cultural heritage management plans must be approved for both 100 and 101 Cairnbrook Road and the subdivision design must consider any recommendations contained in these plans;
- Stormwater drainage infrastructure must be provided as detailed in the Stormwater Management Plans for both 100 and 101 Cairnbrook Road;
- Public open space is to be provided in accordance with the Development Plan with a cash contribution to be paid for any shortfall required in addition to the unencumbered land that forms part of the drainage reserve;
- The vehicular crossing over the Gippsland Plains Rail Trail must be designed to prioritise the safety and unimpaired passage of rail trail users, through the use of appropriate measures in accordance with Austroads guidelines and following consultation with DELWP and the Gippsland Plains Rail Trail Committee;
- The statutory process required to obtain landowner consent to use Crown Land for road purposes, revoke the rail trail reservation and proclaim the land as road;

- The following West Gippsland Catchment Management Authority requirements:
  - A plan showing the extent and volume of fill proposed at 100 Cairnbrook Road;
  - A plan showing the proposed realignment of the designated waterway; and,
  - A Waterway Management Plan for the realigned waterway, including stock exclusion fencing 30 metres either side of the waterway and a revegetation plan in accordance with the relevant EVC.
- The subdivision design for 101 Cairnbrook Road must consider the recommendations contained in the flora and fauna assessment completed July 2016 and the need to minimise the removal of native vegetation. Any infrastructure development to support the subdivision of 101 Cairnbrook Road must be located either north or south of the known locations of the Matted Flax-lily. Works must avoid the suitable important habitat identified in the western search area containing the Matted Flax-lily within the Gippsland Plains Rail Trail corridor in the Plains Grassy Woodland habitat zones;
- A planning permit will be required for the removal of any native vegetation to accommodate the road connections across the Crown land and Main Street road reserve on the west side of 101 Cairnbrook Road and removal of one large old remnant tree on 101 Cairnbrook Road;
- A full site-based flora and fauna assessment will be required for 100 Cairnbrook Road;
- Native vegetation offset/s will be required to compensate for the native vegetation removal required at the subdivision stage;
- A landscape master plan must be prepared and submitted and include the following:
  - Vegetation to be retained and removed;
  - Location, species, height and number of street trees within road reserves;
  - Location of shared paths, pedestrian paths, signage, fencing, public lighting and street furniture;
  - Location of signage and bollard treatments at the road crossings over the rail trail; and,
  - Detailed landscape design of the drainage reserve (in the case of 101 Cairnbrook Road), including WSUD features in accordance with the Stormwater Management Plan.

The landscape design must:

- Provide for landscaping that maintains sightlines and passive surveillance of the public realm;
- Provide for landscaping that casts shade in streets, using native vegetation selected from Council's preferred planting schedule;
- Provide for walking and cycling networks that connect with the rail trail and Glengarry's commercial and community facilities;
- Provide appropriate pathways, signage, fencing, public lighting and street furniture;
- Provide for appropriate signage, bollards or other methods to ensure that the safety of rail trail users is protected where the trail abuts the development site;

- Ensure that landscaping within the drainage reserve reflects its usage for stormwater management and passive recreation, is low maintenance and does not create a fire hazard.
- A Construction Management Plan will be required that includes measures to protect water quality during construction and incorporate best practice water sensitive urban design to protect water and aquatic habitat in downstream receiving waterways;
- The subdivision design must demonstrate that new development can respond to the assessed bushfire hazard and that any identified bushfire mitigation measures can be implemented.



**LEGEND**

- Site boundary (approx)
- Existing contours (1m interval)
- Standard density residential lots
- Low density residential lot
- Building Envelope
- Public Open Space
- Stage boundary
- 8 Stage number
- Road reserve
- Existing creek invert (indicative)
- 30m waterway buffer
- 1 in 100 year flood extents
- Drainage reserve (encumbered open space)

**Proposed Order of Staging**

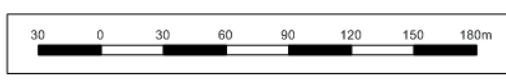
TOTAL number of lots	132
Stage 1	8
Stage A	25
Stage 2 *	18 *
Stage 3	23
Stage 4	20
Stage 5	20
Stage 6	18

\* Excludes low density lot

- Notes:**
- This plan is subject to Council approval.
  - All dimensions and areas are subject to survey and final computations.
  - Title boundaries are subject to title re-establishment
  - The drainage area shown is preliminary. Actual area required will be subject to engineering detail design and Council approval.
  - Dimensions of arcs shown are taken along the arc length.
  - Further investigation may be required for fire buffers, vegetation retention and removal, site access and egress, and aboriginal and cultural heritage.
  - Final location of paths, alignment of roads and position of intersections to minimise the need to remove native vegetation
  - Drainage Reserve will be created and transferred to Latrobe City Council at Stage 1 or 2.
  - The following will be required by the West Gippsland Catchment Management Authority prior to the approval of any subdivision application:
    - A plan showing the extent and volume of fill proposed at 100 Cairnbrook Road;
    - A plan showing the proposed realignment of the designated waterway;
    - A Waterway Management Plan for the realigned waterway, including stock exclusion fencing (30 metres either side of the waterway) and a revegetation plan in accordance with the relevant EVC.

Site	21.050ha (approx)
* Standard Density Lots	11.735ha
* Low Density Residential Lot	2.173ha
* Roads	3.706ha
Drainage Reserve	3.009ha
Public Open Space	0.428ha (2.0% Overall Site)
Net Developable Area	17.614ha
Lot Yield (Standard Density Lots only)	132 Lots @ 8.5 Lots per ha 889m <sup>2</sup> Average Lot Size 829m <sup>2</sup> Median Lot Size
Total Number of Lots (incl. low density lot)	133

\* Indicates inclusion in NDA



Glengarry East Development Plan  
Plan of Proposed Subdivision and Staging  
100 & 101 Cairnbrook Road, Glengarry

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05	07/05/2018	Plan updated as requested by Council
04A	20/03/2018	Draft for discussion purposes
04	16/03/2018	Draft for discussion purposes
03	02/02/2018	Plan updated as requested by Council
02	11/01/2018	Plan updated as requested by Council

Drafted By: T. GUY  
Checked By: 1600263 PPS  
Version No: 05  
Date: 07.05.2018  
Scale (A1): N/A  
Scale (A3): 1:3000

Lurganare Pty Ltd

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### Glengarry East Development Plan – Summary of Submissions

In response to community concerns received during the initial community exhibition period, the following changes have been made to the Glengarry East Development Plan:

- one of the two proposed access points onto Main Street was removed and a second access point is now proposed from Cairnbrook Road;
- the medium density site was replaced with standard density;
- the average lot size increased from 777sqm to 889sqm; and
- the lot yield decreased from 140 lots to 133 lots with the density being reduced from 9.9 lots per ha to 8.5 lots per ha.

No changes have been made to the Glengarry East Development Plan following the public exhibition period that concluded in August 2018.

A response to the key themes raised in submissions is provided at **Attachment 9** of this report.

Submission Number	Name	Support/Concern	Submission summary	Consultation period where submission was made
1a	Submitter 1 (details requested to be withheld)	Concern	<p>People live out of the town of Traralgon for a reason and to see yet another estate the same as every other is Traralgon will not make it our town anymore.</p> <p>Blocks need to be minimum 1000sqm and no road access from Main Street.</p>	Submission made during initial consultation period (February – March 2018)
1b	Submitter 1 (details requested to be withheld)	Concern	<p>Concerns over the size of the blocks – they need to be 1200sqm. As a long term resident of Glengarry, an influx of people will not be in the community as a wholes best interest. The roads are not suitable for extra residents nor is the parking in town or even the school.</p> <p>Already a high crime rate in Glengarry and there is no police presence.</p> <p>Already pay high rates even though a majority of the town has no street lights or footpaths and now you want us to continue to pay more and get less.</p> <p>Not opposed to the development of the town but against high density development.</p>	Submission made during second consultation period (July – August 2018)

### Glengarry East Development Plan – Summary of Submissions

Submission Number	Name	Support/Concern	Submission summary	Consultation period where submission was made
1c	<b>Submitter 1</b> (details requested to be withheld)	Concern	Strongly object to the lot sizes – they need to be less dense with an average block size of ½ an acre.	<b>Submission made during second consultation period</b> (July – August 2018)
2	<b>Bruce Fulton</b>	Support	Will allow future growth and development in Glengarry. Blocks are currently very scarce to purchase in the township area and a proposal of this nature will assist families. A kindergarten, school and other infrastructure is available.	<b>Submission made during initial consultation period</b> (February – March 2018)
3	<b>Celeste Kooyoufas</b>	Concern	If blocks were at least 1 acre would probably support it. The current proposal has too smaller blocks for a rural town.	<b>Submission made during initial consultation period</b> (February – March 2018)
4a	<b>Submitter 4</b> (details requested to be withheld)	Concern	<p>Strongly object due to the high density lots that have been proposed as well as where the roads have been proposed to enter the subdivision. Glengarry does not have the public transport or shopping facilities to cope with a large influx in population.</p> <p>Recently moved to Glengarry in the last six months, away from The Avenue in Traralgon. Residents adjoining The Avenue and surrounding streets lost approx. \$85,000 on house values due to the low cost, long unemployed and welfare recipients being put into what we were told would be high end housing. Greatly concerned that this will occur in our beautiful town if lots are proposed to be under an acre.</p> <p>Previous plan (Glengarry Structure Plan) had a roundabout at Glen Elwyn Drive – this would be more appropriate than the planned placement of entrances along Main Street opposite existing housing. Headlights and road noise could be minimised by placing a roundabout at existing intersection. Why isn't access to this subdivision going from Cairnbrook Road?</p> <p>Rare flora and fauna exists in the area that would be greatly impacted by any earth works, not to mention the Rail Trail which is an area all Latrobe residents and visitors enjoy.</p>	<b>Submission made during initial consultation period</b> (February – March 2018)

### Glengarry East Development Plan – Summary of Submissions

Submission Number	Name	Support/Concern	Submission summary	Consultation period where submission was made
4b	Submitter 4 (details requested to be withheld)	Concern	Why isn't the development going from Cairnbrook Road where it will least impact the community and rail trail.	Submission made during initial consultation period (February – March 2018)
4c	Submitter 4 (details requested to be withheld)	Concern	<p>Development Plan contradicts the recommendations of Latrobe City Council Report April 2009 (Small Town Structure Plans Boolarra, Glengarry &amp; Tyers):</p> <ul style="list-style-type: none"> <li>• Report stated there would be low density not high density allotments;</li> <li>• Cultural heritage sensitivity areas cover the subdivision area; and</li> <li>• Creeks and wetlands run through where roads are proposed.</li> </ul> <p>Concerned with the proposal due to the following:</p> <ul style="list-style-type: none"> <li>• Increased traffic flow north of Glen Elwyn Avenue;</li> <li>• Increased flooding of driveways;</li> <li>• Size of blocks are too small for a rural town;</li> <li>• Type of people smaller blocks will attract;</li> <li>• Social infrastructure in Glengarry is inadequate with the current Glengarry population;</li> <li>• Width of Main Street north of Glen Elwyn Avenue is far too narrow for turnoff into proposed subdivision;</li> <li>• Rail Trail advised that they would only support one access point – being a roundabout at Glen Elwyn Avenue;</li> <li>• Headlights as people enter and exit the proposed estate;</li> <li>• Inconvenience during construction stage (dust and noise); and</li> <li>• Two of the main drainage points north of houses were not highlighted on the flood or drainage plans.</li> </ul>	Submission made during initial consultation period (February – March 2018)
4d	Submitter 4 (details requested to be withheld)	Concern	Development will ruin the sensitive heritage and rustic nature of Glengarry. Average lot size needs to be increased to around 1000sqm with around 40 smaller blocks for people to retire in and amount of land to be used for Open Space to be brought back to 8%.	Submission made during second consultation period (July – August 2018)

### Glengarry East Development Plan – Summary of Submissions

Submission Number	Name	Support/Concern	Submission summary	Consultation period where submission was made
5a	Tracey Bland	Concern	<p>Concerns raised by the community at the Open House Session on 27 February 2018 were:</p> <ul style="list-style-type: none"> <li>• The development does not match the structure plan – changes that have been made to the structure plan appear to have had little or no consultation with the community;</li> <li>• There is a conflict of interest in the Eaglehawk Creek Flood Study;</li> <li>• Traffic study doesn't represent current practise ;</li> <li>• Drainage and water management of the development;</li> <li>• Traffic safety not addressed ;</li> <li>• Community lifestyle and character not considered;</li> <li>• Pre-school and Primary School have no capacity to accommodate this development;</li> <li>• Block sizes are out of alignment with the community; and</li> <li>• This is a done deal and as much as the community have concerns, council don't care.</li> </ul>	<p><b>Submission made during initial consultation period</b> (February – March 2018)</p>
5b	Tracey Bland	Concern	<p>Block sizes are too small and the number of lots is too great. The development does not match the town structure plan.</p> <p>The current road system in Glengarry is not suitable for the increased traffic the development would create.</p> <p>Lack of town infrastructure – school and preschool, public transport and commercial development opportunities.</p>	<p><b>Submission made during initial consultation period</b> (February – March 2018)</p>



### Glengarry East Development Plan – Summary of Submissions

Submission Number	Name	Support/Concern	Submission summary	Consultation period where submission was made
			<p>The land servicing feasibility report states a number of inaccurate statements.</p> <p>The recommendations of the Habitat Assessment and Targeted survey of the Dianella amonea have not taken into consideration the planning process.</p> <p>Proposed access points over the Rail Trail will destroy the function and purpose of the trail.</p>	
5c	<b>Tracey Bland</b>	Concern	<p>Community need to understand if there is any cost to the community or Main Street residents from the road work upgrades required to Main Street due to this development. Oppose any extra costs to residents that benefit the developer by virtue of requiring these works.</p> <p>Oppose north access across Main Street due to its distribution to the Rail Trail; disruption to native vegetation; and extra traffic movement at the corner or Main Street and Traralgon-Maffra Road.</p> <p>The Rail Trail Committee does not support a north crossing as shown in the Development Plan.</p> <p>Disagree with the traffic modelling which states that Main Street and Traralgon Maffra Road will not receive significant extra traffic movements. Disagree with traffic assumptions made in the Traffic Report.</p> <p>Suggest the only access across the Rail Trail should be an emergency access and be at the point of Glen Elwyn Avenue. Do not feel that this option has been investigated although it was suggested at the initial consultation period.</p> <p>Although the average lot size has increased, don't believe this is in alignment with the community expectations of 'larger blocks' which was feedback from the first community consultation period.</p>	<p><b>Submission made during second consultation period</b> (July – August 2018)</p>

### Glengarry East Development Plan – Summary of Submissions

Submission Number	Name	Support/Concern	Submission summary	Consultation period where submission was made
			What benefits can the community expect from this new development – sporting fields/ playground areas? Unable to see any play/recreation space in this development plan.	
6	Debbie & Trevor McKenney	Concern	<p>Not totally opposed to the proposal but in its current form it is going to severely impact us, our neighbours and the local community in general.</p> <p>Moved to this area of Glengarry because of the lower flow of traffic and the block sizes are larger.</p> <p>Previously the estate entry points were at Glen Elwyn Avenue and off Cairnbrook Road.</p> <p>Latrobe City Council has been misled on some the studies with some important information either left off, false or unknown history.</p> <p>Concerned with the proposal due to the following:</p> <ul style="list-style-type: none"> <li>• Increased traffic flow north of Glen Elwyn Avenue;</li> <li>• Increased flooding of driveways;</li> <li>• Size of blocks are too small for a rural town;</li> <li>• Type of people smaller blocks will attract;</li> <li>• Social infrastructure in Glengarry is inadequate with the current Glengarry population;</li> <li>• Width of Main Street north of Glen Elwyn Avenue is far too narrow for turnoff into proposed subdivision;</li> <li>• Rail Trail advised that they would only support one access point – being a roundabout at Glen Elwyn Avenue;</li> <li>• Headlights as people enter and exit the proposed estate;</li> <li>• Inconvenience during construction stage (dust and noise); and</li> <li>• Two of the main drainage points north of houses were not highlighted on the flood or drainage plans.</li> </ul>	Submission made during initial consultation period (February – March 2018)

### Glengarry East Development Plan – Summary of Submissions

Submission Number	Name	Support/Concern	Submission summary	Consultation period where submission was made
7	Tracey Sanchez	Concern	<p>Reject planning for such small residential blocks.</p> <p>Glengarry is known for being a close knit country community – people wanting to move out of the small residential blocks of land, but wanting to stay closer to Traralgon, look for bigger land size. Bigger land size will continue to keep Glengarry rural.</p>	Submission made during initial consultation period (February – March 2018)
8a	Darlene Musgrove	Concern	<p>Strongly object due to:</p> <ul style="list-style-type: none"> <li>• High density lots and the access points to the subdivision;</li> <li>• Neighbours moved from The Strand in Traralgon – property owners lost approximately \$85,000 in house value due to the low cost, long unemployed and welfare recipients being moved into the Estate. Concerned this will happen at Glengarry;</li> <li>• Increased traffic flow north of Glen Elwyn Avenue;</li> <li>• Increased flooding of driveways;</li> <li>• Size of blocks are too small for a rural town;</li> <li>• Type of people smaller blocks will attract;</li> <li>• Social infrastructure in Glengarry is inadequate with the current Glengarry population;</li> <li>• Width of Main Street north of Glen Elwyn Avenue is far too narrow for turnoff into proposed subdivision;</li> <li>• Rail Trail advised that they would only support one access point – being a roundabout at Glen Elwyn Avenue;</li> <li>• Headlights as people enter and exit the proposed estate;</li> <li>• Inconvenience during construction stage (dust and noise); and</li> <li>• Two of the main drainage points north of houses were not highlighted on the flood or drainage plans.</li> </ul>	Submission made during initial consultation period (February – March 2018)

### Glengarry East Development Plan – Summary of Submissions

Submission Number	Name	Support/Concern	Submission summary	Consultation period where submission was made
8b	<b>Darlene Musgrove</b>	Concern	<p>Development Plan contradicts the recommendations of Latrobe City Council Report April 2009 (Small Town Structure Plans Boolarra, Glengarry &amp; Tyers):</p> <ul style="list-style-type: none"> <li>• Report stated there would be low density not high density allotments;</li> <li>• Cultural heritage sensitivity areas cover the subdivision area; and</li> <li>• Creeks and wetlands run through where roads are proposed.</li> </ul>	<b>Submission made during initial consultation period</b> (February – March 2018)
9a	<b>Julie Laukens</b>	Concern	<p>High density development will completely destroy the rural heritage of Glengarry and will overwhelm the town's infrastructure and services and infringe on sensitive flora and fauna areas.</p> <p>The residents of Glengarry have not been previously consulted regarding such a high density development. Council's 2009 proposal (the Glengarry Structure Plan) was for low density development and did not include the 770sqm blocks detailed in the current plan and the proposed estate exits did not flow onto Main Street.</p> <p>The majority of Glengarry residents choose to live in the town for the quiet, low density, rural lifestyle and the proposed development does not accord with these wishes.</p> <p>Request that council abandon the plan and return to consulting with the residents of Glengarry.</p>	<b>Submission made during initial consultation period</b> (February – March 2018)
9b	<b>Julie Laukens</b>	Concern	<p>Development will irreversibly ruin the sensitive heritage and rustic and nature of Glengarry.</p> <p>Ask that the average lot size be increased to around 1,000sqm and the amount of land to be used for open spaces be brought back to 8%.</p> <p>Understand that the town needs to have smaller blocks for people to retire in – ask that the development should contain around 40 smaller blocks for such purpose while keeping the average size around 1,000sqm.</p>	<b>Submission made during second consultation period</b> (July – August 2018)

### Glengarry East Development Plan – Summary of Submissions

Submission Number	Name	Support/Concern	Submission summary	Consultation period where submission was made
10a	Peter & Sharon Blizzard	Concern	<p>Not opposed to the development overall however any subdivision that proceeds in Glengarry needs to be in fitting with the towns current structure and feel.</p> <p>This development has appeared to present as one thing however it has now morphed into something that will disrupt our everyday living and impose itself on our small community in a way that will forever change the nature of our small town.</p> <p>Rail Trail is being treated as an inconvenience to be dug up and interrupted by major intersections all because other options are deemed too expensive for the developer to pursue.</p> <p>If the town structure plan of the time had shown the Main Street entrances to the planned development, objections would have been raised about having the land rezoned. If any development is to proceed the entrance needs to be directly opposite Glen Elwyn Avenue, regardless of costs as this is what it best for the town.</p> <p>During the process to have 101 Cairnbrook Road rezoned to residential it additionally brought forward the rezoning of a further section of 101 Cairnbrook Road that has been previously identified in the Structure Plan as 'future long-term urban expansion.'</p> <p>Misinformation and biased reporting has ensured that the Glengarry East Development Plan proposal process has not been transparent and possibly even detriment to the town itself.</p> <p>The Native Vegetation reports prepared by Beveridge Williams are incorrect – mapping is incorrect.</p>	Submission made during initial consultation period (February – March 2018)

**Glengarry East Development Plan – Summary of Submissions**

Submission Number	Name	Support/ Concern	Submission summary	Consultation period where submission was made
			<p>Infrastructure in Glengarry is not equipped to handle the influx of residence that this development would bring. What plans does Latrobe City Council have in relation to infrastructure in conjunction with this development?</p> <p>Strongly disagree with the theory in the traffic report that states that the majority of residence will access and egress the Main Street subdivision via Cairnbrook Road.</p> <p>The average lot size of this development is not in keeping with the present town aesthetic of being a small rural community. Smaller cheaper blocks would attract the wrong demographic into the town and cause discontent within our community.</p> <p>Will there be additional street lighting at the two new proposed intersections and will the developer or Latrobe City Council landscape the area between the development and Main Street? This area north of the southern entrance has been an eyesore for years and no authority will claim responsibility for it.</p> <p>Is there any form of onsite stormwater detention within the drainage reserve or individual lot detention – the existing stormwater can't cope with the existing residences.</p> <p>Why has the largest single drainage structure to the west of the development not been identified in the developers flood study – this line is the main line that feeds the water into the proposed drainage reserve.</p> <p>Any new additions to Glengarry need to come as a staged development in a rural setting, allowing the town to grow with it and adjust to our new normal.</p> <p>There are no additional spaces for new retail or commercial/ industrial businesses and Glengarry would not be able to cater for these new residences.</p>	

### Glengarry East Development Plan – Summary of Submissions

Submission Number	Name	Support/Concern	Submission summary	Consultation period where submission was made
10b	Peter Blizzard	Concern	Concern with the landscaping of the main drainage reserve that runs through the development. The Plan looks fantastic and I think it will be a great addition to the town – my concern is with the timing of the completion of these works.	Submission made during initial consultation period (February – March 2018)
11	Kate Armstrong	Concern	<p>In full support of the growing community and as someone who has been looking for land in Glengarry, it is very exciting.</p> <p>Initially the proposal interested me, but I have now become concerned about the average size of the blocks proposed – an average of 777sqm for out of town is very small and puts a divide between the original blocks and the new ones. It would see half a town with plenty of space and other half like a dense housing commission area.</p> <p>Proposal would have a lot more support if the average block size was a minimum of 1200sqm and above – to keep the character of the town just how it is.</p> <p><b><u>Submission has been subsequently withdrawn</u></b></p>	Submission made during initial consultation period (February – March 2018)
12	Submitter 12 (details requested to be withheld)	Concern	<p>Disappointed that the new development consists of small 700-1200sqm residential blocks, similar to development in major towns such as Traralgon.</p> <p>Within Latrobe City there is an abundance of blocks for sale under 1200sqm – why should Glengarry and Latrobe City be further subjected to small residential blocks, in yet another grab for rate money, squeezing in as many lots as possible.</p> <p>The whole purpose of living out of town is the smaller community and engaging in activities on your property that a large block/ acreage lifestyle allows.</p>	Submission made during initial consultation period (February – March 2018)

### Glengarry East Development Plan – Summary of Submissions

Submission Number	Name	Support/Concern	Submission summary	Consultation period where submission was made
			<p>Was highly anticipating the precinct to be full of large one acre allotments – planned to upgrade current home of 30 years and build my dream home in Glengarry. Unfortunately this will not be happening given the current proposal.</p> <p>Concerned about the impact 138 new properties will have on infrastructure and traffic.</p>	
13	<b>Kelly Giersch</b>	Concern	<p>Concern about the scale of the development for the size and infrastructure available in the town and object to the current proposal.</p> <p>The amount of traffic expected on Main Street and proposed crossings will make the street, intersections and the rail trail dangerous and spoil the rural environment that residents want and love.</p> <p>Any development needs to be performed alongside upgrades to existing facilities and town infrastructure.</p> <p>In principle don't object to the development of Glengarry but do object to taking a quiet little town and ruining it by over populating.</p>	<b>Submission made during initial consultation period</b> (February – March 2018)
14	<b>Trevor &amp; Loraine Bunn</b>	Concern	<p>As residents of Glengarry for 34 years, we are concerned that this high density development will completely destroy the rural heritage of Glengarry and overwhelm the town's infrastructure, services and infringe on sensitive flora and fauna areas.</p> <p>The residents of Glengarry have not been previously consulted regarding such high density development. Council's 2009 proposal (the Glengarry Structure Plan) was for low density development and did not include 770sqm blocks and the proposed estate did not flow onto Main Street.</p> <p>Have no problem with Glengarry growing but keep it the quiet rural setting.</p>	<b>Submission made during initial consultation period</b> (February – March 2018)



### Glengarry East Development Plan – Summary of Submissions

Submission Number	Name	Support/Concern	Submission summary	Consultation period where submission was made
15	Tony (no last name provided)	Concern	<p>What sort of residents are planned to go in this development?</p> <p>Most Glengarry residents would object to the term '<i>dormitory suburb of Traralgon</i>'.</p>	Submission made during initial consultation period (February – March 2018)
16	Kim Prowd	Concern	<p>Development Plan contradicts the recommendations of Latrobe City Council Report April 2009 (Small Town Structure Plans Boolarra, Glengarry &amp; Tyers):</p> <ul style="list-style-type: none"> <li>• Report stated there would be low density not high density allotments;</li> <li>• Cultural heritage sensitivity areas cover the subdivision area; and</li> <li>• Creeks and wetlands run through where roads are proposed.</li> </ul>	Submission made during initial consultation period (February – March 2018)
17	Jo Spiteri	Concern	<p>Not anti-development but feel very strongly that this should be done in a way that respects the towns heritage and the lifestyle of residents.</p> <p>The Rail Trail has been developed into a major draw card for Glengarry but having this development right next the trail, and having additional crossings on it, will see the beauty of the trail diminished significantly.</p> <p>Large blocks mixed with green spaces would be much more in keeping with the existing settings.</p> <p>Overwhelming concern is the impact a high number of residents will have on the infrastructure and resources of the town.</p> <p>Real concern regarding flood risk and drainage issues as well as the environmental impact on some areas of vegetation.</p> <p><u>Submission has been subsequently withdrawn</u></p>	Submission made during initial consultation period (February – March 2018)

### Glengarry East Development Plan – Summary of Submissions

Submission Number	Name	Support/Concern	Submission summary	Consultation period where submission was made
18	Ian & Norma King	Concern	<p>What fencing requirements are there on blocks to protect agricultural land?</p> <p>Block sizes are much smaller than the existing average for Glengarry.</p> <p>How will Cairnbrook Road handle the additional traffic with already heavy use, especially by trucks?</p> <p>Where will expansion be available for commercial development and are there plans to increase provision of preschool and primary school services in Glengarry?</p> <p>Concerns regarding the impacts on Eaglehawk Creek and the increase in stormwater.</p>	Submission made during initial consultation period (February – March 2018)
19	Arthur Bland & Irene Hand	Concern	<p>Concerns with the proposed road outlets onto Main Street – this will clog up Main Street to a degree where it will be unsafe for pedestrians.</p> <p>Two crossings at the rail trail are putting users of the trail at an unnecessary risk.</p> <p>Extra traffic at the north end would make it impossible to enter and exit safely.</p> <p>Black Tank Road would also require turning lanes exiting Traralgon – Maffra Road for safety reasons.</p> <p>Have no issues with extra blocks in Glengarry as long as the infrastructure can accommodate the extra residents.</p>	Submission made during initial consultation period (February – March 2018)

### Glengarry East Development Plan – Summary of Submissions

Submission Number	Name	Support/Concern	Submission summary	Consultation period where submission was made
20	Geoffrey & Violet Biram	Concern	<p>Concern regarding the impact on the socio-economic profile of the Glengarry community.</p> <p>Concerns regarding the increased traffic loading onto Main Street and Glen Elwyn Avenue.</p> <p>How is the safety of Rail Trail users being addressed with the two vehicle crossings being in close proximity?</p> <p>What is the stormwater management plan for the development and what impact will it have on Main Street flood levels?</p> <p>What provisions are council making for improved public use assets and services?</p> <p><b><u>Submission has been subsequently withdrawn</u></b></p>	Submission made during initial consultation period (February – March 2018)
21	Submitter 21 (details requested to be withheld)	Concern	<p>Would like the size of the blocks to be the same as the majority of the township so the feel isn't lost.</p> <p>Don't want Glengarry to look like Berwick - the most recent housing developments at the top end of Kyne Street and they all have 1 acre blocks.</p>	Submission made during initial consultation period (February – March 2018)
22	Submitter 22 (details requested to be withheld)	Support	<p>Watching the progress of this development with a view of building in Glengarry.</p> <p>This development would be good for the town and for Traralgon as a whole.</p>	Submission made during initial consultation period (February – March 2018)
23	Ben Richardson	Concern	Request minimum size blocks of 1200sqm in order to preserve the heritage of the town.	Submission made during initial consultation period (February – March 2018)

### Glengarry East Development Plan – Summary of Submissions

Submission Number	Name	Support/Concern	Submission summary	Consultation period where submission was made
24a	Nabil Dehaini	Concern	Request minimum size blocks of 1200 sqm in order to preserve the heritage of the town.	Submission made during initial consultation period (February – March 2018)
24b	Nabil Dehaini	Concern	<p>Development in this form will irreversibly ruin the sensitive heritage and rustic nature of Glengarry.</p> <p>Ask that the average lot size be increased to around 1000sqm and the amount of land used for open spaces be brought back to 8%.</p> <p>Understand that the town needs to have smaller blocks for people to retire in – ask that the development should contain around 40 smaller blocks.</p>	Submission made during second consultation period (July – August 2018)
25	Eva Burton	Concern	<p>Glad to see the block sizes are at least 800sqm – I would not like to see these reduced at all. People buy here (Glengarry) for the larger blocks.</p> <p>133 new residences will impact the small school.</p> <p>Development will have an impact on power supply.</p> <p>Main Street is at capacity and no more businesses can expand – with an influx of families, businesses would probably like to be able to expand.</p>	Submission made during second consultation period (July – August 2018)
26	Submitter 26 (details requested to be withheld)	Concern	<p>Object to the current development plan in relation to the block sizes and the number of blocks being proposed.</p> <p>The Glengarry community are expecting minimum size blocks of 1200sqm.</p>	Submission made during second consultation period (July – August 2018)
27	Submitter 27 (details requested to be withheld)	Concern	<p>Object to the land sizes within the development. The town cannot support many more people coming into town, what will you do to keep residents safe? Crime is already high in Glengarry and with no police in close proximity, it's not right. There is also not enough infrastructure in place.</p>	Submission made during second consultation period (July – August 2018)

### Glengarry East Development Plan – Summary of Submissions

Submission Number	Name	Support/Concern	Submission summary	Consultation period where submission was made
28	Lenny Hill	Concern	<p>The development in its current form is unsuitable for the Glengarry township and will destroy the heritage and rustic feel of the town.</p> <p>The local primary school and kindergarten would not be able to cope with the influx of numbers that the development would bring.</p> <p>Ask that the developer consider a development structure that has more open spaces and fewer lot sizes with more diversity.</p>	<p><b>Submission made during second consultation period</b> (July – August 2018)</p>
29	Submitter 29 (details requested to be withheld)	Concern	<p>Objects to the proposed size of lots because they are too small and not in keeping with the existing lots in Glengarry.</p> <p>The development lacks public space that is needed in a town like Glengarry – this will affect liveability.</p>	<p><b>Submission made during second consultation period</b> (July – August 2018)</p>
30	Norm Eacott	Concern	<p>Object because 8% of the development is not converted to open space for community use. Recreation and park areas are owned by DELWP with none owned by Latrobe City Council.</p> <p>Lot sizes are too small and don't reflect the feel of the town.</p> <p>Community does not accept the cross over the rail trail onto Main Street. Agreed access was only to be via Cairnbrook Road with no other exit or entry points.</p>	<p><b>Submission made during second consultation period</b> (July – August 2018)</p>
31	Submitter 31 (details requested to be withheld)	Concern	<p>Development in its current form will irreversibly destroy the heritage and rustic small town nature of Glengarry.</p> <p>Ask that the average lot size needs to increase to 1000sqm and the amount of public open space brought up to 8%.</p>	<p><b>Submission made during second consultation period</b> (July – August 2018)</p>

### Glengarry East Development Plan – Summary of Submissions

Submission Number	Name	Support/Concern	Submission summary	Consultation period where submission was made
32	Submitter 32 (details requested to be withheld)	Concern	<p>Development in its current form will irreversibly destroy the heritage and rustic small town nature of Glengarry.</p> <p>Ask that the average lot size needs to increase to 1000sqm and the amount of public open space be brought up to 8%.</p> <p>Great concerns regarding the kindergarten and primary school being over populated if the block sizes remain as they are.</p>	Submission made during second consultation period (July – August 2018)
33	Vanessa Czerniawki	Concern	<p>Development in this form will irreversibly ruin the sensitive heritage and rustic nature of Glengarry.</p> <p>Ask that the average lot size be increased to around 1000sqm and the amount of land used for open spaces be brought back to 8%.</p> <p>Understand that the town needs to have smaller blocks for people to retire in – ask that the development should contain around 40 smaller blocks.</p>	Submission made during second consultation period (July – August 2018)
34	Jess Walker	Concern	<p>Development in this form will irreversibly ruin the sensitive heritage and rustic nature of Glengarry.</p> <p>Ask that the average lot size be increased to around 1000sqm and the amount of land used for open spaces be brought back to 8%.</p> <p>Understand that the town needs to have smaller blocks for people to retire in – ask that the development should contain around 40 smaller blocks.</p>	Submission made during second consultation period (July – August 2018)
35	Glengarry Community Association	Concern	<p>Request that consideration be given to providing an area of unencumbered open space in another area of the development that is not attached to the drainage reserve.</p> <p>Request that the amount of public open space within the Glengarry East</p>	Submission made during second consultation period (July – August 2018)

**Glengarry East Development Plan – Summary of Submissions**

Submission Number	Name	Support/Concern	Submission summary	Consultation period where submission was made
			Development Plan be increased to better reflect the 8% of total developable land required by the Latrobe Planning Scheme and Latrobe City's Public Open Space Strategy.	

\* Submission 36 is a petition that is provided at **Attachment 8** of this report.



## **Response to key themes raised in submissions**

### **Social Infrastructure**

ABS census data from 2011 and 2016 shows a decline in the population of Glengarry. The data also shows that Glengarry has an aging population.

Population is a key driver in relation to increases in social infrastructure within towns – if towns do not grow, it makes it difficult to attract new services and investment.

### **Impact on Glengarry Primary School**

Latrobe City Council provided the Glengarry East Development Plan to the Department of Education and Training (DET) for consideration.

*Advice from the DET was that 'any increase in demand for government schools could be accommodated at existing school sites. Each year DET reviews the need for new schools using demographic modelling of population change, enrolment growth and the capacity of existing school. Potential enrolment growth and population change that could result from the future development of this area will be reviewed annually as part of this process to assess the potential impact on the surrounding schools. The DET will continue to work with Latrobe City Council and other relevant stakeholders, to monitor and plan for government schools.'*

### **Impact on Glengarry Preschool**

Advice from Latrobe City Council's Family Services department is that the Glengarry Preschool is currently not at capacity.

The preschool has a capacity of 44 children and in 2019 there will be 29 children attending which includes 12 children that are Glengarry residents. For the 2019 intake, no families who nominated Glengarry as a first preference missed out on accessing the preschool. This was the same in 2018.

In the past five years the Glengarry preschool has only operated at full capacity in 2017 with the Tyers preschool, which is considered to be the next closest, also not currently operating at capacity.

The state government set out guidelines around access to preschool, it is called Priority of Access and it determines how families are allocated places. Latrobe City Council also has a localised special consideration that ensures where possible all families who reside in rural towns have priority access to that service. All remaining applications are then put in a ballot.

Latrobe City Council annually monitors birth rates, population rates and demographic movements to ensure that any increase in population and subsequent demand on infrastructure is appropriately managed.



## **There is a high crime rate in Glengarry and there is no police presence**

The provision of police is a matter for state government consideration.

The Glengarry Community Association has recently adopted the Glengarry & District Community Plan and one of the projects listed for 2018/19 is to increase Police presence within the township.

The plan proposes to do this by:

- Inviting Victoria Police representatives to attend whole town meetings where community safety issues and concerns can be raised;
- Establish a Glengarry & District liaison person with Victoria Police to create an open line of communication; and
- Advocate for increased visibility of Victoria Police at key events and activities within the township.

## **There is nowhere in Glengarry for new businesses to go and existing businesses to expand**

The current businesses along Main Street are zoned Township Zone within the Latrobe Planning Scheme which allows for a range of commercial, industrial and other uses in small towns. The businesses within Main Street are on large blocks and therefore have the opportunity for expansion (subject to obtaining the necessary approvals).

Latrobe City Council is about to commence preparing a Retail Strategy for all towns within Latrobe City. The strategy will undertake an analysis of the current retail sectors and will look at projected population statistics for the next five years to determine the future retail needs for each town. The purpose of the Retail Strategy is to identify any potential future needs of towns, whether there is a requirement for any rezoning's to occur and to identify redevelopment opportunities.

If the report finds that there is a retail shortage in Glengarry, the Retail Strategy will identify potential solutions to address it.

The Glengarry Community Association has recently adopted the Glengarry & District Community Plan and one of the projects listed for 2018/19 is to attract new businesses/services to Glengarry and district.

The plan proposes to do this by establishing a working group to:

- Identify suitable locations and premises for new businesses;
- Identify suitable businesses and services that will add value to a small town community;
- Develop a strategy and/or campaign to attract potential businesses and services; and
- Liaise with key industry stakeholders for support and research to guide strategies.

## No adequate public transport within Glengarry

The provision of public transport is the responsibility of Transport for Victoria. A copy of the draft Glengarry East Development Plan was referred to Transport for Victoria for their consideration so they are aware of the proposal.

The Glengarry Community Association has recently adopted the Glengarry & District Community Plan and one of the projects listed for 2018/19 is to advocate for an increase in public transport services and adequate bus shelters.

The plan proposes to do this by:

- Engaging with Transport authorities regarding increase in public transport services; and
- Identifying areas where there are insufficient bus shelters and seek funding for installation.

## Lack of Public Open Space proposed

Within Glengarry the existing open space/ recreation areas are the Gippsland Plains Rail Trail, Recreation Reserve, Apex Park and the Skate Park. Latrobe City Council contributes financially to all of these assets.

The Latrobe Planning Scheme and Latrobe City Council's Public Open Space Strategy requires greenfield residential subdivisions to provide 8% of the developable area in unencumbered public open space (land not used for any other purpose than public open space) which can be provided as a land contribution or a cash contribution.

The Glengarry East Development Plan is proposing to provide 2% unencumbered land and a 6% cash contribution (satisfying the 8% public open space requirement) as well as providing approximately 15% encumbered public open space (drainage reserve).

Latrobe City Council are not requiring the applicant to provide 8% of unencumbered land for public open space due to the 3 hectares of encumbered public open space being provided through the drainage reserve on 101 Cairnbrook Road. Although the main purpose of the reserve will be for drainage, it will also serve as an area of open space consisting of walking/cycling paths, seating and landscaping. This area will be owned and managed by Latrobe City Council.

Approximately 17% of the overall land area of 101 Cairnbrook Road will be set aside as a reserve and public open space.

## Shortage of car parking in Glengarry

It is anticipated that due to the Glengarry East Development Plan precincts close proximity to Main Street and the connectivity provided through footpaths that many residents will be walking into Main Street, rather than driving. Therefore, it's not expected that the availability of car parking will be greatly affected as a result of the Glengarry East Development Plan.

There are no projects within Latrobe City Council's upcoming capital works program for any additional car parking within Glengarry, but this doesn't mean that it won't occur in the future if there is a need.

Latrobe City Council is currently in the process of undertaking line marking within Main Street to make it clearer what areas are available for parking.

The Glengarry Community Association has recently adopted the Glengarry & District Community Plan and one of the projects listed for 2018/19 is to support the Gippsland Plains Rail Trail in advocating for funding for the large Main Street car park to be sealed and formalised.

### **Glengarry won't cope with a large increase in population**

The development of the Glengarry East Development Plan precinct and the release of lots will occur in stages over a number of years which means that any increase in population will be gradual.

The time for the area to be developed will be largely dependent on the market take up. The proposed order of staging for the Glengarry East Development Plan is:

- Stage 1 – 8 lots
- Stage 1a – 25 lots
- Stage 2 – 18 lots
- Stage 3 – 23 lots
- Stage 4 – 20 lots
- Stage 5 – 20 lots
- Stage 6 – 18 lots

## **Neighbourhood Character**

In response to community feedback the number of proposed lots has changed from 140 lots to 133 lots and the density has changed from 9.9 lots per hectare to 8.5 lots per hectare. The average lot size has also changed from 777m<sup>2</sup> to 889m<sup>2</sup> and the medium density site where smaller lots were encouraged has been removed.

### **Lot sizes are too small for Glengarry**

The average house lot in the township area north of Cairnbrook Road is 1,235m<sup>2</sup>; with lots ranging in size from 587m<sup>2</sup> to 2,767m<sup>2</sup>; with these lots having the ability to be further subdivided incrementally increasing the density of the existing area.

The Glengarry East Development Plan proposes lots ranging in size from approximately 750m<sup>2</sup> to 1,824m<sup>2</sup>. A range in lot sizes is being proposed in order to accommodate a variety of household types and sizes.

The lot sizes proposed within the Glengarry East Development Plan are considered appropriate for the following reasons:

- The lot sizes are in keeping with the General Residential zoning of the precinct;
- The precinct can be adequately serviced and due to its close proximity to the township, it is important to adequately utilise the land; and

- It provides a diversity of housing choice within Glengarry. Through the consultation undertaken in 2015 for Stage 1 of the Live Work Latrobe project and the Glengarry Structure Plan in 2013, feedback from the community was that there was no opportunity to down size within Glengarry.

### Loss of neighbourhood character

State planning policy states that land zoned for general residential purposes should yield an average lot density of 15 dwellings per hectare. In 2011 Council made a resolution of a preferred density of 11 lots per hectare across the municipality.

The land to which the Glengarry East Development Plan applies is zoned for general residential purposes. The proposed lot yield is just over 8 lots per hectare which is considered appropriate from a planning perspective as it takes into consideration the rural character of the town.

The Glengarry East Development Plan responds to the existing neighbourhood character by:

- Proposing larger lots on the western side of the precinct (adjoining Main Street) and then transitioning to the smaller size lots (no lots less than 750m<sup>2</sup>) to the east;
- Lots have large frontage widths of at least 20 metres, allowing future dwellings to be sited so that they can maintain appropriate front and side boundary setbacks;
- Road reserve widths are consistent with the existing residential areas; and
- Proposed landscaping of the precinct through street trees and open space areas.

## 2009 Small Town Structure Plan Report (Glengarry)

### States that the Glengarry East Development Plan precinct would be low density

The Small Town Structure Plan Report prepared in 2009 describes area 5 (the Glengarry East Development Plan precinct) as a 'future residential area' (as shown in table 6 on page 90).

Page 89 of the report identifies the Glengarry East Development Plan Precinct as being suitable for future residential development as it's '*relatively unencumbered, in close proximity to public open space, main roads and a range of community facilities.*'

The report identifies other areas within Glengarry (south of Cairnbrook Road) as being suitable for low density residential development

### The Glengarry East Development Plan precinct is shown in a Cultural Heritage Significance Area

The Small Town Structure Plan Report shows two areas that are identified as being culturally sensitive and states that any development works within these areas would require a Cultural Heritage Management Plan (CHMP) to be prepared. A CHMP is a detailed assessment of areas that are identified as being potentially culturally significant.

A CHMP for 101 Cairnbrook Road has been prepared and approved under the *Aboriginal Heritage Act 2006* with a copy of the Notice of Approval provided in Appendix D of the Glengarry East Development Plan. The CHMP contains specific impact mitigation and long term protection recommendations in relation to the area of significance. This area will be fenced off and excluded from the works area during construction (area shown in the Glengarry East Development Plan as the Aboriginal Cultural Heritage Area). Following completion of works, the area will be retained as open space, with only a small amount of activities permitted (mowing, weed control etc).

Further information can found in section 3.9 of the Glengarry East Development Plan report.

## The Glengarry East Development Plan proposes roads where waterways are shown

The West Gippsland Catchment Management Authority (WGCMA) is the authority responsible for managing flood prone areas and waterways.

The WGCMA have reviewed the Glengarry East Development Plan and have not raised any objection to the location of the proposed roads. The WGCMA will also be involved during the detailed design stage when the exact road alignment is determined.

## Traffic

### Access points

In response to community feedback received in February/March 2018, one of the two access points onto Main Street has been removed and an access point is now proposed from Cairnbrook Road.

The Latrobe Planning Scheme requires housing developments *'to provide direct, safe and easy movement through and between neighbourhoods for pedestrians, cyclists, public transport and other motor vehicles using the neighbourhood street network'*.

Standards to achieve this objective include;

- the provision of safe and efficient road access to all lots for service and emergency vehicles; and
- providing an appropriate level of local traffic dispersal and minimise the provision of court bowls.

The provision of two access points will ensure that the Glengarry East Development Plan will meet the objectives by allowing for safe and efficient access for emergency vehicles and also provide better moveability for people within the subdivision and wider area.

The Glengarry Structure Plan which was introduced into the Latrobe Planning Scheme in 2011 showed a 'proposed east-west road connection' from Glen Elwyn Avenue, across the Gippsland Plains Rail Trail into the Glengarry East Development Plan precinct. In the Glengarry East Development Plan, the location of the east-west connection has moved further north due to the impact of flooding within the area opposite Glen Elwyn Avenue (which was not known when the Structure Plan was finalised) and also to allow for a future connection when the area to the north of the Glengarry East Development Plan precinct is developed.

## Access over the Gippsland Plains Rail Trail

The 2009 Glengarry Structure Plan showed an 'east-west road connection' over the Gippsland Plains Rail Trail to the Glengarry East Development Plan precinct.

The initial Glengarry East Development Plan layout had two access points over the Gippsland Plains Rail Trail. In response to community feedback, the revised plan now shows only one access point over the Rail Trail.

Access across the Rail Trail will be designed with appropriate traffic management and signage in accordance with requirements from the Gippsland Plains Rail Trail Committee, Department of Environment, Land, Water and Planning and Latrobe City Council representatives.

Latrobe City Council has not received any advice from the Rail Trail expressing concerns with the Glengarry East Development Plan proposal.

## Upgrades required to existing roads

Beveridge Williams undertook traffic counts on Thursday, 9 February 2017 and on Thursday, 19 April 2018 between 7.00 am -10.00 am and 3.30 pm – 6.30 pm.

The traffic report states that based on the traffic counts and estimated traffic movements from the proposed development, there is appropriate capacity within the existing road network to accommodate the additional traffic generated by the development.

Latrobe City Council's engineering department are satisfied with the report's findings.

## Other matters

### On-site stormwater detention should be provided within the Glengarry East Development Plan as stormwater will impact Eaglehawk Creek

The West Gippsland Catchment Management Authority who is the floodplain manager and is responsible for managing Eaglehawk Creek has not required any on-site stormwater detention for this development.

This is in part based upon that the stormwater discharge from the development area will have peaked and will be reducing when the peak flood level occurs in the creek during a 1 in 100 year flood. It is therefore expected that the increase in stormwater run-off from the development area will not cause any increase in flood levels along the creek for the 1 in 100 year flood.

As part of the stormwater treatment system tanks will be required on each house lot in the precinct, although they will predominantly be used for treatment they will also provide limited stormwater detention.

## The Glengarry East Development Plan will decrease property values in Glengarry

This is difficult to determine as there are multiple factors that influence property value such as the current market, the size and quality of building construction, property improvements such as pools or landscaping and the land size and location.

### Impacts on Native Vegetation

Prior to preparing the Glengarry East Development Plan, a flora and fauna assessment was completed and followed by a targeted survey of the threatened *Dianella amoena* within the Rail Trail adjacent to the site during its flowering season.

The survey did not reveal any *Dianella amoena* within the area where the proposed northern access across the Rail Trail is to be located, however, there were plants found further to the south. At the time that the northern road connection is required (approximately Stage 4), updated surveys will need to be undertaken to confirm if there are any impacts on this vegetation and the exact location of the road connection can then be finalised.

Measures will be implemented to avoid or minimise any impact on native vegetation. If offsets are required, this will be addressed at the planning permit stage.

## The development underway in Tyers has large one acre blocks and this should be the same in the Glengarry East Development Plan

The Acreage estate in Tyers consists of larger blocks than what is being proposed in the Glengarry East Development Plan because:

- it is zoned Low Density Residential and Rural Living Zone;
- it is affected by the Bushfire Management Overlay;
- the site is constrained by its topography (steep); and
- the lots need to be large enough to contain septic tanks as there are no sewer or water services available.

## The 2013 rezoning process included land identified for 'future long term expansion'

Planning Scheme Amendment C74 rezoned the Glengarry East Precinct to Residential 1 Zone.

The Amendment rezoned the part of 101 Cairnbrook Road that was shown as 'Future Long Term Urban Expansion' in the 2009 Glengarry Structure Plan. The reason this occurred was because when the background reports for Amendment C74 were prepared it was found that additional parts of the land were subject to flooding that was not identified in 2009 when the Structure Plan was finalised. This finding affected the ability for the property to develop as originally anticipated in the Structure Plan and it was therefore decided that to avoid creating a spilt zone and to respond to land supply, the 'Future Long Term Urban Expansion' area would be included in Amendment C74.

This change to the Structure Plan was included in the documentation that was exhibited for Amendment C74 from 7 June 2012 to 16 July 2012.

## **Question taken on notice at 7 August 2018 Community Information Session**

### **Will the 6% public open space cash contribution be spent in Glengarry?**

Latrobe City Council is currently working on a policy relating to the expenditure of public open space contributions. The purpose of the policy is to set out guidelines for how and where public open space contributions will be spent and to ensure that funds collected from a development are spent in the same town. Until a policy is adopted by Council, public open space contributions that are collected will not be spent



**Agenda Item: 10.3**

**Agenda Item: Path Asset Management Plan 2018 for Adoption**

**Sponsor: General Manager, Infrastructure and Recreation**

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

**Status: For Decision**

**Proposed Resolution:**

**That Council:**

- 1. Adopts the Path Asset Management Plan 2018; and**
- 2. Publish the plan on the Latrobe City website.**

**Executive Summary:**

This report presents the Path Asset Management Plan 2018 (PAMP) to Council for adoption.

- In June 2018 Council resolved that the PAMP be made available for public exhibition for a period of 4 weeks, and that Council receive a report in November 2018 for adoption of the PAMP as amended with consideration of submissions received.
- The exhibition period was advertised in the Latrobe Valley Express on two occasions throughout the exhibition period.
- The PAMP was available on the Latrobe City Council webpage and in hard copy at the Latrobe City Service Centres.
- No submissions were received and the PAMP has not been altered from that which was presented during public exhibition.
- Expenditure (\$35,000) outlined in the Improvement Plan of the PAMP provides for ongoing improvement projects and asset management activities. New operating budget submissions will be submitted for Council's consideration as part of future budget processes.
- The first five years of renewal funding is adequately catered for by current budgeted capital renewal. Beyond the next five years the requirement for renewal funding is projected to increase above current budget allocation, this

does not occur until 2029 and persists for the 5 year period before returning to that of current expenditure, these funding requirements will need to be reviewed in line with future revisions of the long Term Financial Plan.

The Path Asset Management Plan 2018 is attached and is presented to Council for adoption.

**Declaration of Interests:**

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

**Background:**

A draft of the PAMP was presented to Council for feedback and then for endorsement for public consultation at the 12 July 2018 Ordinary Council Meeting, where Council resolved:

*That Council*

- 1. Endorses the public exhibition draft Path Asset Management Plan 2018 for a period of not less than 4 weeks; and*
- 2. Receive a report by November 2018 that presents the Path Asset Management Plan 2018 for adoption after it is amended with due consideration of submissions received."*

The PAMP was exhibited for a 4 week period after due notification "Latrobe City Council Path Asset Management Plan Public Exhibition and Community Feedback" advertised in the Noticeboard of the Latrobe Valley Express. Notification occurred twice, once at the beginning at the commencement of the exhibition period and for a second time two weeks into the exhibition period to inform the community about the draft Path Asset Management Plan and of the opportunity to provide feedback.

There were no submissions or feedback received from the community. Since there was no community feedback no action was taken in that regard and the Path Asset Management Plan 2018 is now presented for adoption.

**Reasons for Proposed Resolution:**

The proposed resolution is to effect the adoption of the Path Asset Management Plan that outlines the financial and operational management of the path assets managed by Latrobe City in order to facilitate pedestrian access throughout the municipality.

**Issues:**

Strategy Implications

Council paths provide opportunity for our community to access residences and services by foot and/or mobility devices. This network improves the liveability and connectedness of our community as well as provides for passive exercise that increases the wellbeing of our community. The plan outlines the actions that will be taken to provide the service and the financial commitment required sustain the service.

Communication

The Community Engagement Toolkit was used to guide consultation to seek feedback from the community following Council's resolution to endorse the draft Path Asset Management Plan 2018 for public exhibition. This exhibition period was for 4 weeks between 9 August and 7 September 2018.

The intent of consultation on the draft plan was to make the community aware of the plan, seek feedback on the levels of service, and to highlight specific issues that may present a risk for inclusion in the PAMP.

The plan was advertised twice in the Noticeboard of the Latrobe Valley Express and was available electronically on Council's website and in hard copy at all service centres.

No formal submissions were received during the exhibition period. There has been regular feedback and request from our community relating to the provision of the path service and these are generally accommodated in the annual planning of works and in particular the Missing Links and Linear Paths programs.

Financial Implications

The PAMP includes an Improvement Plan for the asset management of the path assets and identifies \$35,000 over the life of the plan to implement the identified improvements.

Of this expenditure implementation of the maintenance management system is as related to the path network is estimated at \$20,000 and has been previously identified and does not represent new expenditure. The remaining improvement plan expenditure equates to \$15,000 and is primarily related to a review of segmentation used to record the individual path assets which will make data collection more efficient.

The PAMP forecast required expenditure to maintain Council's path network, over the first 10 years of the plan is estimated at **\$123,000** greater than that which has historically been allocated in the capital works program for the coming ten year period.

Risk Analysis

The risks associated with the path network are managed through the implementation of the Road Management Plan (RMP). The RMP is regularly reviewed to assess and respond to the risks associated with providing the path service.

Identified risk	Risk likelihood*	Controls to manage risk
Trips on the path network	Likelihood - Likley Consequence - Low	Implementation of the Road Management Plan inspection and response actions.

Legal and Compliance

There are no legal implications of the resolution of this report.

Community Implications

Adoption of the PAMP will allow for the transparent and prudent management of the path assets that underpin the path service.

Environmental Implications

There are no environmental implications of the resolution of this report.

Consultation

Consultation was undertaken consistent with the resolution of the 12 July 2018 Ordinary Council Meeting, the draft plan was available for public exhibition for 4 weeks and the community was invited to either being in direct contact of the make a formal written submission. No submissions were received.

Other

No other matters

**Supporting Documents:**

Nil

**Attachments**

1 [↓](#). Path Asset Management Plan 2018

## **10.3**

### **Path Asset Management Plan 2018 for Adoption**

<b>1</b>	<b>Path Asset Management Plan 2018.....</b>	<b>179</b>
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# Path Asset Management Plan 2018

Adopted Document





November 2018

VI.4





Document Control		 			
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Rev No	Date	Revision Details	Author	Reviewer	Approver
VI.1	20 July 2017	Draft	LCC	K Delaney	
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VI.3	2 April 2018	Draft for Briefing	LCC	K Delaney	
VI.4	5 Nov 2018	Adopted Document	LCC	K Delaney	

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## I EXECUTIVE SUMMARY

### I.1 Context

Latrobe City is one of Victoria's four major regional cities with a population of over 75,000 residents located approximately 150 km east of Melbourne.

Latrobe City is made up of four central townships: Churchill, Moe-Newborough, Morwell and Traralgon and the smaller rural townships of Boolarra, Glengarry, Toongabbie, Tyers, Traralgon-South, Yallourn North and Yinnar. Council's path assets underpin the community's ability to gain pedestrian access properties and to move around Latrobe City.

The Latrobe City path network seeks to provide a safe environment where community members can gain pedestrian access (including the use of mobility devices), bicycle access or enjoy recreational exercise through walking and/or cycling.

The service provides for:

- Access to activity centres and community precincts
- Access within activity centres and community precincts
- Linkage with public transport
- Access within and between local neighbourhoods
- Recreational walking/cycling within towns and, to a limited extent;
- Recreational walking/cycling between townships.

Where there are no footpaths or shared paths this service is provided upon road shoulder or along the roadside verges.

Council receives numerous requests to extend the path networks or to provide differently surfaced paths, whether they be for walking, cycling, or a shared path use.

For the purposes of this plan the term Path is used to designate all paths, and includes footpaths, shared paths and cycle paths both hard surfaced and gravel. Tracks which are a lower standard path that service bushland reserves and on road cycle lanes are not included as part of this asset management plan.

### I.2 Purpose of the Plan

The purpose of this Path Asset Management Plan (PAMP) is to assist with decision-making related to Council's existing path infrastructure, to present asset information, and to predict the financial requirements for the long-term provision of the path assets.

The plan presents Council's strategic approach based on balancing the community's desired service levels with Council's ability to provide the service. Council defines standards and service levels to be delivered in accordance with user needs, regulations, industry practice and legislative codes of practice.

### I.3 Asset Description

The Latrobe City path network comprises constructed paths be they gravel or a hard surfaced such as asphalt, concrete, clay or brick pavers. The network seeks to provide a safe environment where community members can walk or bicycle for utilitarian purposes or recreationally.



Assets considered in the preparation of this PAMP include:

- Footpaths
- Pram Crossings
- Bicycle paths; and
- Shared Paths (both pedestrians and bicyclists)

The assets components considered in this PAMP, include path surfaces and the associated path formation for all the constructed sealed and unsealed paths for which Council is responsible.

Although Council is not responsible for the management of Declared Main Roads such as Princes Highway the paths within these road reserves are Council's responsibility. This plan does not include formed or informal paths and tracks developed by others.

Pedestrian bridges or boardwalks that form part of the path network have been included in the Bridges and Major Culverts Asset management Plan.

The Latrobe City Council path network is primarily comprised assets of the following hierarchies:

- High Use Paths 61.0 km
- Medium use Paths 56.2 km
- Low use Paths 66.8 km
- All Paths 784.0 km

The path network is comprised assets with the following surface-types:

- Concrete 722.2 km
- Brick Paver 11.8 km
- Asphalt 2.0 km
- Bitumen (Spray Seal) 4.4 km
- Gravel 43.6 km
- All Paths 784.0 km

Table 1.3.1 - Path Network presenting path type and principle adjacent land use

Network Hierarchy/Surface-type & Adjacent land-Use	Commercial	Community	Education	Industrial	Open Space	Peri-Urban	Recreation	Residential	Rural Living	Total (km)
High Use / Sealed	26.0	0.1	0.7	0.2	0.1	1.9	1.2	29.1	0.0	59.2
Medium Use/ Sealed	11.7	0.4	0.8	0.0	10.0	2.7	0.6	27.3	0.0	53.5
Low Use / Sealed	29.7	2.2	0.9	7.1	6.5	8.6	2.2	569.8	0.8	627.7
High Use / Unsealed	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.1	0.0	1.8
Medium Use / Unsealed	0.0	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	2.8
Low Use / Unsealed	0.0	0.5	1.2	0.0	7.0	8.9	0.9	19.4	1.2	39.1
<b>Total (km)</b>	<b>67.3</b>	<b>3.2</b>	<b>3.5</b>	<b>7.3</b>	<b>28.0</b>	<b>22.1</b>	<b>4.9</b>	<b>645.7</b>	<b>2.0</b>	<b>784.0</b>



Assets considered in the preparation of the PAMP include:

- Central Business District paths that extend from shop front to back of kerb.
- Residential footpaths.
- Off-road shared pathways.
- Paths through reserves.
- Paths at Council properties such as recreation reserves and pre-schools.
- Rural shared paths.

Assets not considered in the preparation of the PAMP include:

- Minor unformed tracks within bushland reserves.
- The Grand Strzelecki Track.
- Gippsland Regional Rail Trail.
- Grand Ridge Rail Trail.
- TRU Energy Conservation Reserve Track (Latrobe Road).

The excluded tracks trails and paths are either unimproved, of a very minor nature or not the responsibility of Latrobe City.

#### 1.4 The Path Assets Service

The path network serves to provide a non-vehicular (pedestrian, bicyclists, and as much as is practical with the financial limitations, people in mobility devices) transport service to enable access to properties and to provide access within Council owned or managed properties and reserves.

The PAMP levels of service give due regard to the strategic goals and objectives in the Council Plan and current understanding of the community's desired service levels. Future iterations of this Plan will be tested and amended in line with actual community service levels.

It is always a challenge to strike a balance between the needs and desires of the community and what can realistically be achieved with the financial and resource limits. Council however, has been providing a path network for many years and officers have developed current service provision levels over time to best match the perceived community desires constrained by resources.

There are two key service attributes:

**'Service Provision'** – being the extent, location and type of paths that are provided. There is no general standard that specifies the provisioning of paths, each Council determines its level of provisioning based on criteria such as the perceived demand. Guidelines exist for new residential and commercial development which set the standard for contemporary provisioning applicable for new development. As such the level of service provision for paths is markedly different depending upon the era in which the residential or commercial development was undertaken.

- A significant amount of early development within Latrobe City was undertaken on behalf of the State Electricity Commission and the coverage of residential footpaths was comprehensive, usually with 1.2 metre wide paths on both sides of streets, either without pram ramps or ramps that generally do not meet current standards.
- Private development commencing in the 1960's and picking up momentum in the 1980's was typified by a more minimal approach to the provision of residential footpaths with 1.2 metre wide paths often located one side of the street only and no paths in residential courts.



- These practices continued until the implementation of Rescode in the early 2000's when a higher level of residential footpath provisioning was adopted. Rescode was supplemented with Council's own Latrobe City Design Guidelines that defined the current default width of 1.5m and better matched the Disability Discrimination Act 1994 with respect to the provision of pram ramps.

The level of infrastructure provisioning provided at time of development among other features is reflected in property values within each development. It may be considered that the first property owners in developments have in effect, paid for the level of infrastructure provisioning that they enjoy and value continues to be reflected in the subsequent sale price and the rateable value of those properties.

Community members generally link the provisioning of infrastructure in the vicinity of their property to the payment of rates and not to the provision level by the original developer of their properties. This is understandable, and often leads to residents questioning why their properties are not provided with footpaths.

**“Condition level of service”** – The physical condition to which the assets will be maintained and the condition that assets are renewed is a measure of the service provided.. This service attribute is defined in *community* (Community Levels of Service) terms and *technical* (Technical Levels of service) terms.

- Physical condition criteria are generally specified to manage risk or to provide for specific function, however feedback from the community has brought forward the concept of “cosmetic condition” as a consideration for determining the level of service.
- Although not endorsed in the AM Plan, Council could consider a “cosmetic intervention level”. This is currently handled with discretionary funding such as streetscape renewal projects. The Moe Activity Centre Plan (MACP) for example proposes to renew the footpaths in much of the Moe town centre, this is not because they are not providing safe and convenient access to the adjacent properties but because they look dated and to some unappealing and do not present the township amenity in a favourable light.
- Similarly, replacing a path bay or adjacent bays because they have displaced more than the condition based intervention level can also present an unappealing appearance due marked difference in appearance between the new and older elements. The AM Plan does not propose the replacing larger sections of paths to create a homogeneous appearance.

The Road Management Act 2004 obliges Councils in Victoria to document the basic technical service levels that Council will apply for roads and paths. These are risk focused and are contained in Council's Road Management Plan. The Road Management Plan (RMP) is adopted by Council and made publicly available. Its technical service levels forms part of the levels of service of this presented in section 3 of this PAMP.

### 1.5 Future Demand

The Australian Bureau of Statistics indicates that by 2030 Latrobe City's population will be more than 84,000.

The majority of this growth is currently within the Traralgon area and projected for the Lake Narracan area north of Moe. Most new assets will be developer provided, although some concurrent upgrade will be required as part of Council's obligation under Development Contribution Plans.

Areas of the network of specific interest for the foreseeable future include:

- Renewal of the Moe town centre paved footpaths as part of the Moe Activity Centre Plan, in part driven by their cosmetic appearance.
- Development of Streetscape guidelines to help develop pleasant, cohesive, and manageable streetscapes for at least the smaller townships.



**1.6 Demand Management**

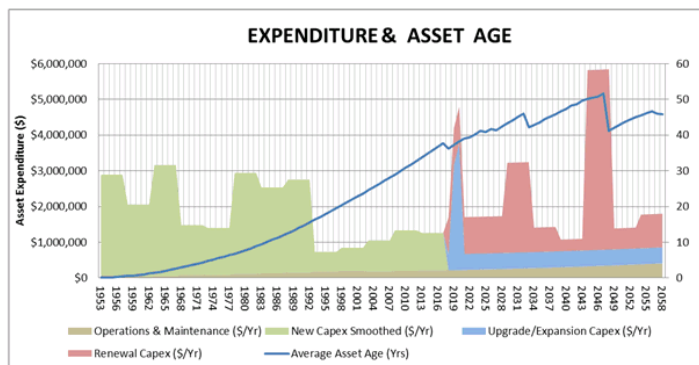
The future growth areas and the areas of specific interest are:

- The increasing aged demographic – may increase the number of people who walk for recreation, or for utilitarian purposes (i.e. shopping)
- The reduction in the number of children walking or cycling to school etc.
- Potential for increasing the support for bicycling as an alternative transport to driving.

**1.7 What does it Cost?**

The Council path network is a considerable investment that has been built-up over many years and presents a significant commitment to fund its upkeep and eventual renewal as these assets reach the end of their useful lives. The history of investment and the forward expenditure is presented in Figure 1.7.1

Figure 1.7.1 - Projected Operating and capital Costs of the Path Service



The assets that make up the path network have a ‘Greenfields’ replacement value of **\$114,099,468**, which consists of the following breakdown of the value as shown in Table 1.7.1. These infrastructure assets have a ‘Brownfields’ replacement value of **\$121,966,043**.

The projected outlays necessary to provide the services covered by this Asset Management Plan (AM Plan) are presented in Table 2.2.

Table 1.7.1 – What does The Path Service Cost?

<b>Latrobe Paths:</b>	
<b>What does it cost?</b>	<b>\$000's</b>
10 year total cost [10 yr Ops, Maint, Renewal & Upgrade] -> Proj Exp	<b>\$12,770</b>
10 year average annual cost	<b>\$1,277</b>
10 year total LTFP budget [10 yr Ops, Maint, Renewal & Upgrade -> LTFP Budget]	<b>\$11,538</b>
10 year average annual LTFP budget	<b>\$1,154</b>
10 year AM financial indicator	<b>90%</b>
10 year average annual funding shortfall (-ve shortfall, +ve Surplus)	<b>-\$123</b>

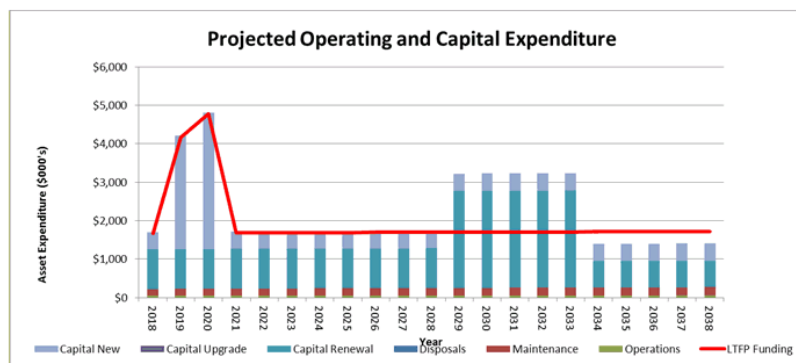


The projected outlays necessary to provide the services covered by this Asset Management Plan (AM Plan) includes operations, maintenance, renewal and upgrade of existing assets over the 10-year planning period is **\$12,770,000** or **\$1,277,000** on average per year.

Estimated available funding for this period is **\$11,538,000** or **\$1,153,800** on average per year which is **90%** of the cost to provide the service.

This is a funding shortfall of **\$123,000** on average per year. Projected expenditure required to provide services in the AM Plan compared with planned expenditure currently included in the Long Term Financial Plan are shown below in Figure 1.7.2. The spike in 2019 and 2020 represents the new Traralgon to Morwell Shared Path.

Figure 1.7.2- Projected Operating and Capital Costs of the Path Service



### 1.8 What we will do

We plan to:

- Fund operational and maintenance cost for the existing path network to meet the provision and condition service levels set in this AM Plan, and consistent with the Latrobe City Road Management Plan intervention and response levels.
- Undertake major rehabilitation of the High and Medium use footpath network as they reach condition 5.
- Renew or rehabilitate 75% of the low usage footpaths as they reach condition 5 and the remaining 25% to be renewed at Condition 6.
- Fund a \$450,000 per annum program of new paths to link the existing footpath network and to provide paths in linear reserve over the 10 year planning period.



### 1.9 What we cannot do

We do **not** have enough funding to provide all service provisioning at the desired service levels or provide new paths above the already established programs.

Works and services that cannot be provided under present funding levels are:

- The provision of footpaths in front of residential properties that were not provided as part of the development of the property.
- Early renewal of the Moe CBD brick paving before that determined in the AM Plan condition timing. Moe CBD paver renewal will be progressed as an initial pilot project to determine style pallet and cost before being fully costed for consideration.
- Increase the existing network other than the noted annual funding program for new paths (Missing Links Program and the Linear paths Program), or when funded externally such as the Traralgon to Morwell path currently being constructed.

### 1.10 Managing the Risks

As with all Council services there are risks associated with providing the service.

We have identified major risks as:

- The use of first generation asset degradation curves which potentially may lead to lower confidence in decision-making and 'looseness' in the funding calculation for maintenance and renewals;
- The distributed nature of responsibility for path asset maintenance and rehabilitation.
- An ageing footpath network which will require an eventual transition renewal and rehabilitation undertaken as individual bay replacement to the replacement entire path sections.
- Accidents and injuries resulting in insurance claims.

We will manage these risks within available funding by:

- Conducting regular condition audits and site inspections to determine the remaining useful life of assets and maintenance requirements.
- Continued effort to rationalise collected data and improved processes to ensure data completeness and accuracy;
- Improved training and education of staff to increase awareness and adherence with associated standards,
- Request funding for renewal and rehabilitation as required and to monitor trends of maintenance requirements and techniques.
- Continue to undertake planned maintenance and rehabilitation (step grinding and bay replacement) for displacement and cracking to extend useful life.
- Maintain quick response to reported defects that are over the intervention levels listed in the Road Management Plan.
- Continue to renew through bay replacement rather than street block length renewal.





### 1.11 Confidence Levels

This PAMP is based on a **HIGH** level of confidence in the data due to the historic need to manage risk. The data has been developed incrementally over some 25 years, and the current data set has been created from a variety of sources generally with a **HIGH** degree of accuracy. The data has been tested and has been provide a proven to **HIGH** level of completeness and accuracy.

There is confidence in the calculation of the financial information is also **HIGH**; the results are based on asset quantities with **HIGH** confidence and asset age with **MEDIUM** confidence. This plan has incorporated asset condition as assessed by independent third party provider who is an expert in this field. The condition has been used to determine remaining useful life, providing a high level of confidence in the financial predictions.

### 1.12 The Next Steps

The actions resulting from this asset management plan are:

- Better define the roles and responsibilities for the Path service.
- Support the Service planning being undertaken to better define the Path service.
- Redefine within the asset register the asset segmentation, path hierarchy and create an inventory for the missing elements of the footpath network to provide for future service planning.
- Implement the PAMP improvement plan as time and resources allow.



## 2 INTRODUCTION

### 2.1 Background

This asset management plan (AM Plan) documents the responsible management of the assets (and services provided from the path assets), document how Council will comply with regulatory requirements, and to predict funding needed to provide the required levels of service over a 20 year planning period.

The asset management plan (AM Plan) follows the format for AM Plans recommended in Section 4.2.6 of the International Infrastructure Management Manual (IIMM) and is to be read with Council's Asset Management Policy, Asset Management Strategy, and the following associated planning documents:

- Council Plan 2017-21
- Latrobe City – Tracks Trails and Pathways Strategy 2015
- Latrobe City's Road Management Plan 2017
- Latrobe City's Road Asset Management Plan

The infrastructure assets covered by this AM Plan are shown in Table 2.1.1. These assets are used to provide local non-vehicular access and active recreational walking and cycling opportunities for the community.

Table 2.1.1- Assets covered by this AM Plan

Asset category		Length (Km)	Surface Area (000's m <sup>2</sup> )	Replacement Value "Brownfield's"
High Usage	Concrete paths	55.2	112,276	\$11,494,024
	Asphalt paths	0.9	2,752	\$242,084
	Bitumen Paths	0.0	0	\$0
	Paved paths	3.1	11,944	\$1,256,802
	Gravel Paths	1.8	5,382	\$101,961
<b>High Usage Paths</b>		<b>61.0</b>	<b>132,355</b>	<b>\$13,094,871</b>
Medium Usage	Concrete paths	47.3	83,329	\$6,757,984
	Asphalt paths	5.9	12,460	\$323,226
	Bitumen paths	0.0	0	\$0
	Paved paths	0.3	1,072	\$165,645
	Gravel Paths	2.8	8,250	\$56,695
<b>Medium Usage Paths</b>		<b>56.2</b>	<b>105,111</b>	<b>\$7,303,550</b>
Low usage	Concrete paths	619.7	950,739	\$95,495,015
	Asphalt paths	5.0	10,488	\$629,257
	Bitumen Paths	2.0	3,540	\$342,887
	Paved paths	1.0	1,734	\$361,608
	Gravel paths	39.1	80,609	\$3,904,239
<b>Low Usage</b>		<b>666.8</b>	<b>1,047,111</b>	<b>\$100,733,006</b>
<b>TOTAL PATH NETWORK</b>		<b>784.0</b>	<b>1,284,577</b>	<b>\$121,131,427</b>

Key stakeholders in the preparation and implementation of this asset management plan are shown in Table 2.1.2.



Table 2.1.2 - Key Stakeholders in the AM Plan

Key Stakeholder	Role in Asset Management Plan
Councillors	<ul style="list-style-type: none"> <li>• Articulating community needs, sound management and allocation of resources.</li> <li>• Good governance.</li> <li>• Consideration and adoption of Service levels.</li> </ul>
Council Staff / Contractors	<ul style="list-style-type: none"> <li>• Strategic planning and asset management.</li> <li>• Management and delivery of capital and maintenance works.</li> <li>• Provision of a safe footpath environment.</li> <li>• Responses to Community requests.</li> </ul>
Community Residents and businesses	<ul style="list-style-type: none"> <li>• Customers of the service.</li> <li>• Community requests and feedback.</li> <li>• Response to Community Satisfaction Survey.</li> </ul>

**2.2 The purpose of the PAMP**

The fundamental purpose of an asset management plan is to document Council's long-term strategic management of paths in the context of:

- Council's available financial and human resources;
- The community's desired levels of service in accordance with Council's key strategic documents, such that legislative requirements are met.

The PAMP achieves this by defining the standards, provision and condition service levels and programs which Council will develop and deliver. The standards and service levels have been set in accordance with user needs, regulations, industry practice and legislative codes of practice.

**2.3 The relationship of the PAMP with the Road Management Plan**

The Road Management Act provides a legal framework for the management of the public road network inclusive of paths. The Road Management Act imposes specific statutory duties on road authorities to document how they will inspect, repair and maintain to a reasonable standard based on its ability to fund that standard, those roads and footpaths that form part of the public road network. It further obliges Council to document and make public its approach to managing its responsibilities under the Act in a Road Management Plan (RMP).

There is at times a confusion of purpose between an AM Plan and the RMP. The RMP however, speaks only to the risk management aspects of being a Road Authority under the Road Management Act 2004. The PAMP, among other things is focused on good overall strategic management in terms of providing a road and path network, such as future demand, planning, community levels of service and so on.

The provisions of this PAMP apply to those paths available to the public on roads and through reserves and Council properties.



This PAMP does not include hard stand areas that form part of the building surrounds that are maintained as part of the property. The principles of maintenance and risk management are applied through the aspect of being a property owner and less through the regime applied by this plan.

This version of the PAMP has changed a historical position that the homeowner is responsible for a footpath that crosses their driveway. Council has historically obliged the property owner to be responsible for the portion of their driveway that forms part of the continuation of a path.

Although the principle is sound: that being that the property owner has constructed the driveway through the path and is now driving their car across on what is or was a path, and that the damage arising is due to this use, and that therefore they are responsible for maintenance for the length of the driveway from the road edge to the property line. In practice however, the public does not make the distinction between the path through the driveway (historically under the property owner’s care and control) separate from the adjacent path. Council officers have had considerable difficulty getting property owners to maintain and repair the portion of their driveway where the path is to what is considered a safe level. The cost to include this portion is minor and severe damage from vehicles can still be charged as damage to the path if necessary.

This change obliges Council to accept responsibility to repair hazards that may cause trips and slips within the driveway. A person constructing a driveway may need to reconstruct the path to accept the additional loads but this is already a standard driveway permit condition. New paths in developments already meet residential driveway design specifications.

**2.4 PAMP Stakeholders**

Council recognises external and internal stakeholders’ needs vary depending on whether these stakeholders are the business community, residents, or visitors.

Key external stakeholders are shown in **Error! Reference source not found.**

*Table 2.4.1: External Key Stakeholders*

<b>External Key Stakeholder</b>
Community and general users
Local Businesses
Tourists and visitors – as occasional users
Management Committees of the Environment
Tourists and visitors – as occasional users
VicRoads
Developers
Council’s Insurer
State and Federal Government

Council’s organisational structure for service delivery by infrastructure assets is detailed below. The functions that have been identified in the Asset Management Strategy 2014-2018 are not fully reflected in the organisational structure.

The following table represents the Latrobe City Council positions implementing asset management throughout the asset life cycle.



Within Latrobe City there are internal stakeholders that either have responsibility for the delivery of transport assets or deliver services to our community that depend upon transport asset. The core organisation structure of those stakeholders is presented in Figure 2.4.2 with detail of their role outlined in Table 2.4.1. More detailed outline of responsibilities throughout an assets life-cycle is presented in Figure 2.5.4.

Key internal stakeholders and their role in asset management are outlined in Table 2.4.1.

*Table 2.4.1 - Key Internal Stakeholders*

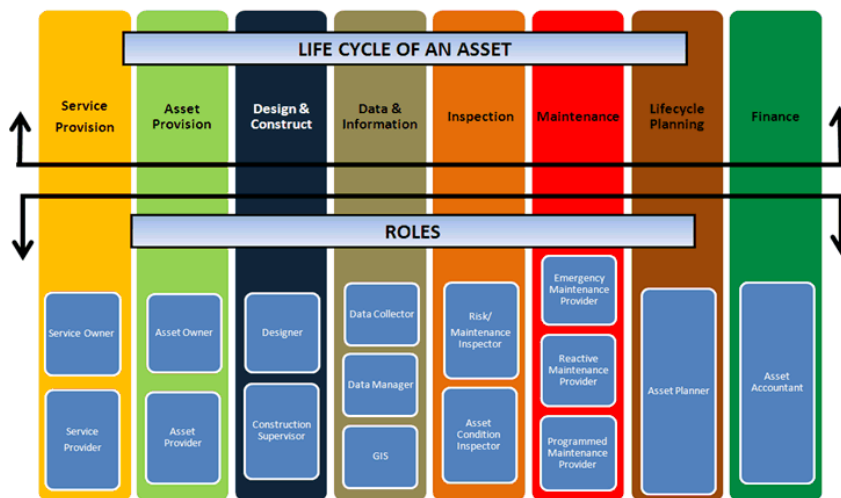
<i>Internal Key Stakeholder</i>	<i>Role in Asset Management Plan</i>
Councillors	Represent the needs of community/stakeholders, allocate resources to meet the organisation's objectives in providing services while managing risks, ensure organisation is financially sustainable.
CEO/General Manager	Overall stewardship and responsibility to provide the support structure and resources to allow adequate management of the road assets.
Manager Infrastructure Development	Coordinate the resources to strategically plan, construct new assets, and renewal of existing assets.
Coordinator Infrastructure Planning	Coordinate the strategic asset planning.
Coordinator Infrastructure Design	To design larger path projects as assigned
Coordinator Civil Works Projects	Coordinate the resources to design and deliver the annual rehabilitation and new path construction programs
Team Leader Asset Strategy	Coordinate strategic planning activities and maintain road data.
Asset Assessment Officers	Data collection, condition reporting and spatial location of assets.
Manager Recreation	Coordinate the resources to identify the need for and to prioritise the paths within recreation reserves and open spaces
Co-ordinator Recreation & Open Space Planning	To identify the need for and to prioritise the paths within recreation reserves and open spaces
Manager Operations and Waste	Coordinate the resources reactive and planned asset maintenance.
Co-ordinator Infrastructure Maintenance	Provide support and guidance to reactive and programmed routine maintenance.
Team Leader Sealed Roads and Team Leader Unsealed Roads	Inspect and respond to reactive maintenance requests and undertake routine maintenance.
Infrastructure Maintenance Crews	Respond to reactive maintenance requests and undertake routine maintenance.
Council Business Units	Responsible for operational delivery, local laws enforcement and land use / development planning.



Figure 2.4.1 - Organisational Structure Chart for Path Service



Figure 2.4.2 - Organisational Asset Management Structure/Roles



The principle delivery of transportation infrastructure assets and the service they provide is the responsibility of the "Infrastructure & Recreation" division.



Table 2.4.2- Asset Management Function Responsibilities

Service & Asset Function	Department	Position
Service Owner	Infrastructure Development	GM Infrastructure and Recreation Manager Infrastructure Development
Service Provider	Infrastructure Development	Manager Infrastructure Development
Service Planner	Infrastructure Development	Manager Infrastructure Development
Service Planner	Infrastructure Development Recreation	Manager Infrastructure Development Manager Recreation
Asset Owner	Infrastructure Development	Manager Infrastructure Development
Asset Provider	Infrastructure Development	Manager Infrastructure Development
Asset Designer	Infrastructure Development	Coordinator Infrastructure Design
Construction Supervisor	Infrastructure Development	Coordinator Civil Works Projects Civil Engineers Team Leader Development TO Civil Works
Data Collector	Infrastructure Development	Asset Assessment Officer
Data Manager	Infrastructure Development	Team Leader Asset Strategy
GIS Liaison	Infrastructure Development	Asset Assessment Officer
Risk Inspector	Infrastructure Development	Asset Assessment Officer
Asset Condition Inspector	Infrastructure Development	Asset Assessment Officer
Emergency Maintenance	Infrastructure Development	TO Roads & Drains
Reactive Maintenance	Infrastructure Operations	Team Leader Sealed Roads Team Leader Unsealed Roads
Programmed Maintenance	Infrastructure Development	TO Civil Works
Asset Planner	Infrastructure Development	Coord Infrastructure Planning
Finance Planner	Finance	Manager Finance
Asset Accountant	Finance	Accounting Services

## 2.5 Goals and Objectives of Asset Management

A key reason that Council exists is to provide services to its community. Most of these services are provided or supported through infrastructure assets. Council has acquired infrastructure assets by 'purchase', through construction by our staff or through contract, and by being gifted assets constructed by developers and others to meet their increased service demand.

Our goal in managing infrastructure assets is to meet the defined level of service (as amended from time to time) in the most cost-effective manner for present and future users.



The key elements of infrastructure asset management are:

- Providing a defined level of service and monitoring performance,
- Managing the impact of growth through demand management and infrastructure investment.
- Taking a lifecycle approach to cost-effective management strategies for the long-term that meet the defined level of service,
- Managing risks associated with the service delivery as they relate to the assets,
- Having a long-term financial plan which identifies required, affordable expenditure and how it will be financed, and
- Continuing improvement in asset management practices.

## 2.6 Plan Framework

Key elements of this plan are:

- **Levels of service** – specifies the services and levels of service to be provided by the organisation,
- **Future demand** and how this will impact on future service delivery, and how this is to be met,
- **Service Provision** Specifying where paths are built, to what standard paths will be built.
- **Condition Level of Service** Specifying to what standard paths will be maintained and renewed.
- **Lifecycle management** that outlines how Council will manage its existing and future assets to provide the defined levels of service,
- **Financial summary** of what funds are required to provide the defined services, and
- Asset Management Improvement Plan (Appendix H).

## 2.7 Core and Advanced Asset Management

This PAMP is prepared as a 'core' asset management plan in accordance with the International Infrastructure Management Manual. It meets legislative and organisational requirements for sustainable service delivery and long term financial planning and reporting. Core asset management is essentially where the level of service is based on current service levels and current strategy, and not optimised in consideration of community expectations or Council's ability to fund different service delivery strategies.

Future revisions of the PAMP will move towards 'advanced' asset management using a 'bottom up' approach, gathering asset information for individual assets inclusive of asset condition to support the optimisation of activities and programs to meet agreed service levels in a financially sustainable manner.

To elaborate the 'core' AMP does not attempt to:

- Optimise decision making, or to
- Balance community expectation of service provision and levels of service to Council's ability to fund.

This approach is consistent with recommendation 3.1.1 of the Asset Management Strategy 2014-18 being "Identify and prioritise the Level I Service Plans to support the nominated AMP's".

## 2.8 Community Consultation

Future revisions of the PAMP will incorporate community consultation on service levels and costs of providing the service. This will assist the Council and the community in matching the level of service needed by the community, service risks and consequences with the community's ability and willingness to pay for the service.





### 3 LEVELS OF SERVICE

#### 3.1 Customer Research and Expectations

The organisation has not carried out any research on customer expectations. This will be investigated/undertaken for future updates of the PAMP. The current levels of service have been informally benchmarked against similar Councils in the area and have been shown to be consistent in all aspects. A review of the footpath defect intervention levels by a risk management expert associated with the Municipal Association of Victoria as part of the revision of the Road Management Plan indicates that the defect interventions are more stringent (lower height) than that recommended, although they indicated we should have a faster response time once the defect is identified. A faster response time to make defects safe (if not repaired) has not been incorporated however the response time to repair defects was reduced.

The levels of service developed for this plan are based on current adopted technical levels of service that have been the experience of Council in delivering the service and responding to community requests and complaints.

We participate in the Local Government Community Satisfaction Survey. This survey polls a sample of residents on their level of satisfaction with Council's services. The most recent community satisfaction survey reported satisfaction levels with the condition of footpaths and local streets as a combined category. As such this is an imprecise consideration of the community's satisfaction with the footpath service but broadly it would highlight any major dissatisfaction.

Council currently receives feedback from the community from the following various sources:

- Benchmarking with like Councils
- Pathways Request – customer requests and reactive asset complaints, and
- Annual Local Government Community Satisfaction Surveys.

Table 3.1.1 - Community Perception of Importance

Performance Measure Importance to the community of footpaths and local streets	I – 5 Score	Community Importance				
	Overall Score	Extremely Important 1	Very Important 2	Fairly Important 3	Not That Important 4	Not at all Important 5
2016 – Very Important Carried forward from 2014	1.93	34%	43%	20%	2%	1%
2015 – Very Important Carried forward from 2014	1.93	34%	43%	20%	2%	1%
2014 - Very Important	1.93	34%	43%	20%	2%	1%
2013 - Very Important	1.88	36%	42%	20%	2%	0%
2012 - Very Important	2.01	29%	45%	23%	2%	0%

Note – Data series terminated in 2014 an alternative will need to be sourced for future revisions of this plan.



Table 3.1: Community Satisfaction Survey Levels

Performance Measure Satisfaction of the community with the condition of footpaths and local streets	1 – 5 Score	Satisfaction Level				
	Overall Score	Very Satisfied 1	Fairly Satisfied 2	Satisfied 3	Somewhat satisfied 4	Not Satisfied 5
2016 – Satisfied Carried forward from 2014	2.82	14%	29%	28%	19%	10%
2015 – Satisfied Carried forward from 2014	2.82	14%	29%	28%	19%	10%
2014 – Satisfied	2.82	14%	29%	28%	19%	10%
2013 – Satisfied	2.75	11%	32%	33%	15%	8%
2012 – Satisfied	2.70	9%	39%	30%	13%	8%

Note – Data series terminated in 2014 an alternative will need to be sourced for future revisions of this plan.

In broad terms the survey results suggest that the condition of footpaths is very important to the community and that they are satisfied with the condition of the footpaths.

### 3.2 Strategic and Corporate Goals

This PAMP is prepared under the direction of the organisation's vision, mission, goals and objectives. Our vision is:

*In 2026, Latrobe Valley benefits from a well-planned built environment that is complementary to its surroundings and which provides for a connected and inclusive community.*

Our mission is:

*To provide the best possible facilities, services, advocacy and leadership for Latrobe City, one of Victoria's four major regional cities.*

Relevant organisational goals and objectives and how these are addressed in the PAMP are included in Table 3.2.1.



Table 3.2.1 - Organisational Goals and how these are addressed in this Plan

Goal	Objective	Strategic Directions	How Goal and Objectives are addressed in AM Plan
APPROPRIATE, AFFORDABLE & SUSTAINABLE FACILITIES, SERVICES & RECREATION	To provide facilities and services that are accessible and meet the needs of our diverse community.	Develop and maintain community infrastructure that meets the needs of our community.	To document how Latrobe City Council will provide the path service provision and level of service.
EFFICIENT, EFFECTIVE & ACCOUNTABLE GOVERNANCE OBJECTIVES 2013 – 2017	Work to minimise rate increases for our community.	Ensure Latrobe City Council’s infrastructure and assets are maintained and managed sustainably.	To analyse existing services and lifecycle management plans that will optimise the service delivery.

The organisation will exercise its duty of care to ensure public safety is accordance with Council’s risk management policies. Management of infrastructure risks is covered in Section 5.7.

### 3.3 Legislative Requirements

The organisation will meet legislative requirements including Australian and State legislation and regulations. These are included in Table 3.3.1.

Table 3.3.1 - Legislative Requirements

Legislation	Requirement
Local Government Act 1989	Sets out role, purpose, responsibilities and powers of local governments.
Road Management Act 2004	Relates to management of roads
Subdivision Act 1988 and Subdivision Regulations (Procedures) 1989	Sets out the requirements for the provision of infrastructure resulting from development.
ResCode	Specifies infrastructure requirements and standards for urban development.
Environment Protection Act 1970	Relates discharge, emission or deposit of any substance that may pollute any segment or element of the environment
Emergency Management Act 1986	Requires a council to have a Municipal Emergency Management Plan to address local emergency risks.
Occupational Health and Safety Act 2004	Applicable to working on all infrastructure.
All other relevant Australian Standards and Codes of Practice	Such as Codes of Practice relating to Road Management Act and other relevant legislation.
All other relevant State and federal Acts and Regulations	Where applicable, including Disability Discrimination Act (1992) including the Disability Standards for Accessible Public Transport (2002)
All Local Laws and relevant policies of the Organisation	Construction standards, Maintenance contracts, etc



### 3.4 Service Provision

Service Provision is the extent, location and amount of an asset/service that is to be provided. For example, in the case of buildings it is the number of a particular type of building that is required to provide the service, determined perhaps through assessing the demographics of an area and the resulting need for the service, and then determining how the building asset can support that.

In this instance the service provision is where paths will be provided – be it within a reserve or on one or both sides of a street. The default position within the Latrobe City Design Guidelines is on both sides of each street except short cul-de-sacs and narrow laneways. The current network does not meet this service provision target. In many cases outside of a residential area there is not a demand for a footpath on both sides of a road, or the demand (the number of actual or potential users is very low), and therefore while a footpath on both sides of a road may be an ideal state, it is not as a high priority for Council's discretionary funds.

It is very rare for there to be a demand to provide wider footpaths and as providing a new path (missing link) is considerably more important than widening an existing path for the convenience of walking side by side, no effort is being made to upgrade 1.2m paths to be 1.5m wide.

As suburbs and pedestrian/bicyclist routes change however, gaps in the network where they may wish to have a hard surface path are brought to Council's attention or otherwise noted such as the Tracks, Trails, and Paths Strategy 2015.

The philosophy behind the priority between new path projects is included in detail in Appendix C.

Within reserves – as per the Tracks Trails and Path Strategy 2015. This Strategy was developed to assist prioritising the numerous requests for new paths in reserves. This document was developed and is managed by Recreation and Open Space Strategy due to its link with open space and recreational activities.

The key principles of the strategy are:

- Education of the benefits of active transport:
  - To provide an appreciation of the benefits of walking and cycling and active transport in achieving councils strategic direction towards community health and wellbeing.
  - Develop strategies for promotion, education, advocacy and support of walking and cycling to create a culture within Latrobe City which respects and embraces walking and cycling both at a strategic decision making level and at a local community level.
  - Identify opportunities to link planned or guided walks for walking groups or tourism based upon the principal pedestrian networks.
  - Develop strategies for the promotion, education, advocacy and support for users of mobility devices
- Assess current reserve path networks for community need:
  - To evaluate the existing walking and cycling networks to assess the connectivity, adequacy in operation, safety, comfort and amenity.
  - Provide strategies for improving the function of walking and cycling so they become a viable transport and recreation option for all Latrobe City visitors and residents.
  - Coordinate planning and delivery of priority walking and cycling infrastructure including assisting in directing capital works expenditure.
  - Establish principal pedestrian networks in the four major towns of Traralgon, Morwell, Moe and Churchill based around key activity centres.



Within street environments the key considerations to prioritise between path projects are:

- Position within path network:
  - (Score 10) Access within major town activity centres
  - (Score 9) Access within small town main street precincts
  - (Score 8) Access within major town local shopping precincts
  - (Score 7) Access to major town activity centres
  - (Score 6) Access to small town main street precincts
  - (Score 6) Access to major town local shopping precincts
  - (Score 5-3) Access between neighbourhoods and major town activity centres
  - (Score 2-0) Access within residential precincts
- Access to transport networks
  - (Score 6) Train stations
  - (Score 6) Bus terminals
  - (Score 3) Local bus stops
  - (Score 2) Cycling networks and regional rail trails
- Community Precincts:
  - (Score 7) Elderly precincts
  - (Score 6) Schools / preschools and childcare centres
  - (Score 5) Community meeting places
  - (Score 4) Sports stadiums
  - (Score 3-1) Recreation reserves
- Community need / support.
  - (Score 6-2) Demonstrated need and use by community.

### 3.5 Levels of service

#### 3.5.1 Community Levels of Service definition

Service levels are defined in two terms, Community Levels of Service and Technical Levels of Service.

Community Levels of Service measure how the community perceives the service and whether the organisation is providing community value as opposed to the Technical Levels of Service which define how Council will to meet the Community Level of Service.

The organisation's current and expected community service levels are detailed in Tables 3.4.1 and 3.4.2. Both tables show the agreed expected community levels of service based on resource levels in the current long-term financial plan and non-structured community consultation/engagement.

The community level of service has been developed over many years as a result of community feedback, consultation and developments to meet the requirements of the Road Management Act 2004. The levels of service defined in this section will:

- Clarify the level of service that our community should expect;
- Identify works required to meet these levels of service;
- Identify the costs and benefits of the services offered;
- Enable Council and our community to discuss and assess the suitability, affordability and equity of the existing service level and to determine the impact of increasing or decreasing the level of service in future.



The primary purpose of the path network is to provide safe, convenient and mostly all-weather pedestrian access to properties. The community also desires that the access be safe, clean, comfortable, and aesthetically pleasing.

Table 3.4.1: Community Level of Service

COMMUNITY Levels of Service				
The provision of a path network that: <ul style="list-style-type: none"> <li>o AMENITY - allows trouble free access of properties and links communities</li> <li>o SAFE - allows safe travel;</li> <li>o WALKABILITY – trouble free smooth travel;</li> <li>o ECONOMIC – supports businesses and general economic development.</li> </ul> A safe network of footpaths, pedestrian/cycle/shared pathways for non-vehicular access and recreation. <ul style="list-style-type: none"> <li>• Access within service and activity centres.</li> <li>• Access to service and activity centres.</li> <li>• Linkages with public transport.</li> <li>• Access to and within community precincts.</li> <li>• Access within local neighbourhoods.</li> <li>• Recreational walking/cycling within townships.</li> <li>• Recreational walking/cycling between townships. (in order of Service priority)</li> </ul>				
COMMUNITY LEVELS OF SERVICE				
Attribute	Confidence in meeting Objective	Measure	Current Performance	Target Performance
QUALITY				
Safe	HIGH	Number of community request that exceed intervention levels.	Not known (Improvement Plan Action)	Not Identified (Improvement Plan Action)
FUNCTION				
Connected network	LOW	Annual # of community requests for strategic linkages.	Not known (Improvement Plan Action)	Not known (Improvement Plan Action)
CAPACITY & UTILISATION				
Utilised path network	LOW	Number of community requests related to capacity conflicts.	Not known (Improvement Plan Action)	Not known (Improvement Plan Action)



### 3.6 Technical Levels of Service

Supporting the Community Levels of Service are operational or technical measures of performance. These technical measures relate to the allocation of resources to service activities that the organisation undertakes to best achieve the desired community outcomes (Community Levels of Service) and are the Technical Levels of Service.

Table 3.6.1 shows the Technical Level of Service expected to be provided under this AM Plan. The agreed sustainable position in the table documents the position agreed by the Council and trade-off of service levels performance, costs and risk within resources available in the long-term financial plan.

The Technical Level of Service relies in part on the Service Potential Index (SPI) which is a condition based measure determined by a weighted average of condition scores for displacement, distortion, cracking and surface texture. An SPI of 1 represents a new or near new state while an SPI of 5 represents a very poor condition state.



Table 3.6.1- Path Technical Levels of Service (Non-Road Management Plan)

Service Attribute	Service Objective	Activity Measure Process	Current Performance *	Desired performance **	Agreed Sustainable Position ***
Operations	Effective Services	Resource agreed works program	Fully staffed, appropriate budget.	Advanced AMP	Advanced AMP
	Asset Planning	PAMP adopted	As per AM Strategy.	Advanced AMP	Advanced AMP
		BUDGET (\$ per annum)	\$1,603,828	Unknown	Unknown
Maintenance	Reactive maintenance	RMP responses achieved	Achieved	Advanced AMP	Advanced AMP
	Planned maintenance	Deliver annual works program	Achieved	Advanced AMP	Advanced AMP
Renewal	Condition for renewal (High)	Condition trigger for renewal	<b>SPI 5</b>	Advanced AMP	Advanced AMP
	Condition for renewal (Med)	Condition trigger for renewal	<b>SPI 5</b>	Advanced AMP	Advanced AMP
	Condition for renewal (Low)	Condition trigger for renewal	<b>SPI 5</b>	Advanced AMP	Advanced AMP
	Path bay replacement	Deliver annual works program	Achieved	Advanced AMP	Advanced AMP
Upgrade/ New	Strategic "Missing Links" or Linear Paths	Five year list of projects	Achieved	Advanced AMP	Advanced AMP

**Note:**

\* Current activities and costs (currently funded).

\*\* Desired activities and costs to sustain current service levels and achieve minimum life cycle costs (not currently funded).

\*\*\* Activities and costs communicated and agreed with the community as being sustainable (funded position following trade-offs, managing risks and delivering agreed service levels).





Table 3.6.2 defines the path classification and the related proactive inspection regime. It has been developed, based principally on the volume of usage (both pedestrian and cyclists if applicable) and is from the Latrobe City Road Management Plan 2017. As such it is the risk management Technical Levels of Service.

The path classifications are High Usage (FMC-H), Medium Usage (FMC-M) and Low Usage (FMC-L).

*Table 3.6.2 - Path Hierarchy and inspection regime (Road Management Plan)*

Hierarchy Type	Footpath Maintenance Category (FMC)	Primary Function
High Usage Zone	FMC-H	Central Business Districts of the following major towns, Moe, Newborough, Churchill, & Traralgon.
Medium Usage Zone	FMC-M	Heavily pedestrianised areas: - minor-shopping areas, collector paths and some shared bicycle/pedestrian paths.
Low Usage Zone	FMC-L	Constructed paths in residential and commercial areas, and rural residential areas; including concrete, asphalt, and gravel paths.

Proactive defect inspections shall be conducted in accordance with the following schedule outlined below in Table 3.6.3. The frequency of inspections varies with the Footpath Maintenance Category (RMC) & Footpath Maintenance Category (FMC).

*Table 3.6.3 – Proactive Inspection Path Hierarchy and inspection regime (Road Management Plan)*

Hierarchy Type	Footpath Maintenance Category (FMC)	Hazard (Proactive) Inspection Timeframes
High Usage Zone	FMC-H	One (1) inspection every 12 months
Medium Usage Zone	FMC-M	One (1) inspection every 24 months
Low Usage Zone	FMC-L	One (1) inspection every 36 months



Response times to investigate customer requests (Reactive Inspection Response Time frames) are set out in Table 3.6.3 for the footpath maintenance categories.

Table 3.6.3 - Reactive Inspection Response Time frames

Footpath Maintenance Category (FMC)	Control Mechanism	Emergency Inspection Times	Reactive Inspection Times
FMC-H	Inspect rectify if possible, or provide appropriate warning	A (1 day)	A (1 day)
FMC-M	Inspect rectify if possible, or provide appropriate warning	A (1 day)	B (2 Days)
FMC-L	Inspect rectify if possible, or provide appropriate warning	A (1 day)	C (5 days)

The defect intervention levels are defined in Table 3.6.4

Table 3.6.4 – Intervention Levels

Footpath Maintenance Category (FMC)	Hazard Intervention Level	Response Time For Interim Repairs resulting from Customer Requests	Response Time For Permanent Repair
FMC-H	Defective pedestrian areas with a step greater than 10 mm	D (2 weeks)	12 Months
FMC-M	Defective pedestrian areas with a step greater than 20 mm	D (2 weeks)	12 Months
FMC-L	Defective pedestrian areas with a step greater than 20 mm	E (4 weeks)	18 Months

Note 1: Council will not maintain nature strips and sweep footpaths of leaves, nuts and fruits from street trees. Inappropriate street trees that drop nuts and fruits on paths will be replaced under the appropriate tree management plan as funds become available.

Note 2: An appropriate interim repair is made when Customer Request highlights a defect above intervention. Interim repairs may interim measures to reduce the defect such as applying asphalt, or may be to highlight the defect such as painting or signage



Table 3.6.1, Table 3.6.2, and Table 3.6.3 defines the Technical Level of Service to be provided under this PAMP. The agreed sustainable position in these tables documents the current position of Council based on existing and past practice. Further development of this Plan will include/consider community consultation and trade-off of service levels performance, costs and risk within resources available in the long-term financial plan.

### **3.7 Renewal Works.**

The PAMP does forecast when an asset will reach the end of its useful life, however footpaths are not renewed in this way at Latrobe City. Renewal is funded wholly by Council under the Footpath Bay Replacement Program, that is to say, discrete panels are replaced where they have failed.

The Footpath Grinding Program also returns the asset to the current service level; however the asset is not reset to its original expected life and therefore is categorised as repair or maintenance.

### **3.8 The provision of New and upgraded Assets**

New assets are identified for the path network through a strategic review to identify missing links in the path network, and for the recreational network by way of the Tracks Trail and Paths Strategy.

Most new path assets are provided through development activity through which the assets are gifted to Council.

Generally upgrading would be widening of the paths from the initial construction width (usually 1.2m) to the current standard width. This is a costly exercise and the narrow path meets perhaps 90% of the intended service. Therefore, upgrading to full width will only be done when the full length needs renewal.

Another potential upgrade is to convert gravel paths to sealed paths. This could be considered a new path but the difference is moot. This is a significant upgrade as a gravel path would only provide perhaps 50% of the intended service level; gravel can be a solid, weather resistant surface but is not as convenient as a concrete or asphalt surface and is more prevalent to a slip hazard instead of a trip hazard, that is more common with a sealed surface.

### **3.9 Construction Standards for Reconstructed (Asset Renewal), Upgraded and New Assets.**

New paths that will be provided are in accordance with:

- The Infrastructure Design Manual (IDM) once adopted or the Latrobe City Design Guidelines until this time, and
- Relevant Australian Standards.

It is not intended that all existing paths will be upgraded to comply with these adopted Standards, however any new work will be constructed to the desirable Standard, where practicable. In instances where adopted standards cannot be achieved, professional judgement and industry best practice will be adopted. Renewal works will endeavour to increase the standard to meet the IDM or Latrobe City Design Guideline standards but is subject to funding and what is practical within the existing road environment.



## 4 FUTURE DEMAND

### 4.1 Demand Drivers

Demand for paths is through the increase in population and the trends associated with changing demographics. For Latrobe City Council the population is substantially managed through developer constructed assets. There are sections of the network that are not linked and the demand is indicated by requests. Table 4.1.1 shows the identified demand drivers and the projected impact on services.

Demand management for paths is limited other than encouraging residents to use the verge where paths cannot be reasonably provided (either based on cost or the physical limitations. Opportunities identified to date for demand management are shown in Table 4.7.1. Further opportunities will may be developed in future revisions of this asset management plan.

Projections by the Australian Bureau of Statistics indicate that should Latrobe City continue to experience current growth trends that the population be approximately 84,000 by 2030.

The majority of this growth is forecast to be concentrated within the Traralgon area and hence it is expected that population pressures will be most felt in Traralgon, and mostly accommodated by developer contributed assets.

Table 4.1.1 - Demand Drivers, Projections and Impact on Services

Demand drivers	Present position	Projection	Impact on services
Residential Development	0.53% p.a. growth in network	0.53% p.a. growth in network	Higher level of service \$8,000 additional cost p.a.
Aging Demographic	Proportion of people over 65 to be determined.	Increasing proportion of people over 65 years of age	Greater mobility aids will be used potentially desiring wider and smoother footpaths
Active Communities	General support to enable residents to become more active. No specific target.	Increasing demand as more people bicycle and walk.	Higher demand for new shared paths and end of trip facilities.

#### 4.1.1 Residential Development

New path assets required to meet future predicted growth will be vested to Council via developers and/or constructed by Council. Council does not have accurate information to identify how many new paths will be constructed or what the value of these assets will be, as developments are subject to market demand and factors beyond the control of Council. However, considering path constructed between the 2006 to 2008, on average, 0.30% (2.3 km) of paths were added to the path asset stock each year. In the period between 2009 to 2015 new paths added increased to 053.% (4.2 km) each year.

The bulk of population growth in Latrobe City is on the fringes of Traralgon, most notably the area north of Cross's Road and the precinct bounding Marshalls Road. The development in these areas will result in pressures to complete the linkage to the existing local path network. The other significant development with Latrobe City that will have impact both locally and within the wider network is the Lake Narracan development north of Moe. The anticipated pressure will be to link these new growth areas to the adjacent services.



#### 4.1.2 Ageing Demographic

As the aged component of the population increases so will the demand for more paths (e.g. both sides of roads) smoother paths, and paths that lead to safer road crossing locations.

#### 4.1.3 Active Communities

Sectors of our community have a passion for active life styles. The most common activity is recreational walking which tends to prioritise circuits that present a challenge and include points of interest. The desire to complete path circuits at the periphery of our residential area is increasing. The other commonly requested upgrade is to facilitate recreational cycling along roads that link our townships.

#### 4.2 Short-term consideration (0-5 Years)

Little action is required in the short-term. As indicated, developers will provide the bulk of the path assets.

Potential projects within that timeframe are related to link these new growth areas to the adjacent services the provision of improved traffic flow within Traralgon at key areas:

- Missing links Program
- Linear Paths (Tracks, Trails & Pathways Strategy – Implementation Plan).
- Morwell to Traralgon Shared Pathway.
- Bicycle access into the centre of Traralgon.

#### 4.3 Medium- to long term consideration (>10 Years)

No specific action is identified however depending on the findings of strategic analysis, potential projects emerging issues may include:

- Linkage to Lake Narracan.
- Development of on road provision of cycle lanes to link our smaller townships along what is predominantly VicRoads arterial roads.

#### 4.4 Long-term consideration (> 20 Years)

This has not yet considered or developed and may be considered in future plans.

#### 4.5 Method of ongoing utilisation monitoring.

There are no Path assets that are over-utilised. It may be that some shared paths will, in the future have more cyclist versus pedestrian conflicts than acceptable but for this timeframe it is unlikely that anything that signage and the occasional barrier installation to resolve these issues. Utilisation level of the Latrobe City footpath network is not well understood. Information on utilisation has been highlighted as an improvement plan action. Latrobe City receives very few customer requests with respect to conflict between users of the footpath network. It can be assumed that the network does not have under capacity issues. This is reflected in the position of not upgrading the width of constructed footpaths that are less than 1.5m except at renewal.

#### 4.6 Changes that Impact Service Demand (i.e. the types of paths required)

There are many factors that influence service demand on Council's path asset network some of these are explored further below.



#### 4.6.1 Technological Changes and Innovation

Technological change that will significantly impact the delivery of the Path network service is not anticipated to be developed. A potential minor technological change may be the use of more sophisticated stabilisation in gravel or natural material paths.

#### 4.7 Demand Management Plan

The combined factor for growth used in modelling the financial needs of this plan is 0.53% p.a. This includes the estimate for annual gifted assets, commitments under Development Contribution Plans and contingency for future network upgrades for capacity issues. This forecast will be refined in future revisions of this PAMP.

Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets and providing new assets to meet demand and demand management. Demand management practices include non-asset solutions, insuring against risks and managing asset failures and capacity issues.

No non-asset solutions are apparent as provision of paths cannot practically be privatised and rather than managing demand, Council's vision includes a more active population.

Opportunities identified to date for demand management are shown in Table 4.4. Further opportunities will be explored in future revisions of the PAMP.

Future demand increase is inevitable. Population increases (development), the changing demographics and changes to industry operations or locations will impact the transportation network.

*Table 4.7.1 - Demand Management Plan Summary*

Demand Driver	Impact on Services	Demand Management Plan
Residential development	Extension of footpath network.	Where possible ensure development paths link to existing network.
Ageing Demographics	Greater use of mobility devices	Identify a priority network for mobility device access.
Active Communities	Greater use of path network	Consider wider paths (e.g. shared path) near retirement and assisted care facilities. More benches on busy paths – especially near retirement and assisted care facilities.
Transport Costs	Greater use of path network	No action.

#### 4.8 Coordinating New Path Infrastructure Provision

Council, in taking over new path and other related infrastructure from developers, will manage this process to ensure that the paths provided by developers meet Council requirements, that synergy is developed with other Council aims, that developers do not transfer responsibility for inappropriately constructed infrastructure onto Council.

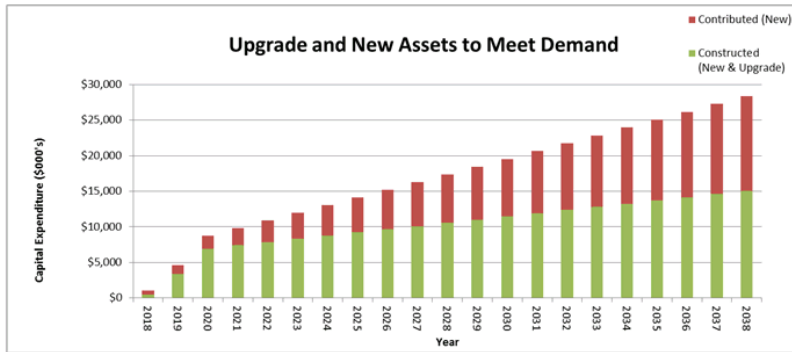
#### 4.9 Asset Programs To Meet Demand

The new assets required to meet growth will generally be acquired free of cost (gifted) from land developments and constructed/acquired by Council. New assets constructed by Council are shown below in Figure 4.6.

The cumulative value of new contributed and constructed assets will be further refined in future editions of this plan.



Figure 4.9.1- Upgrade and New Assets to meet demand (Cumulative)



Acquiring these new assets will commit the organisation to fund ongoing operations, maintenance and renewal costs for the period that the provision of service from the assets is required. These future costs are identified and considered in developing forecasts of future operations, maintenance and renewal costs in Section 5 - Lifecycle Management Plan.



## 5 LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how the organisation plans to manage and operate the assets at the agreed levels of service (defined in Section 3) while optimising life cycle costs.

### 5.1 Background Data

In order to estimate operational expenditure and focus planned maintenance activities, a quantitative desktop analysis has been conducted of available data including the current layers of data featured in the Geographical Information System (GIS) and Asset Management System (AMS) datasets.

### 5.2 Physical parameters

The assets covered by the PAMP and the associated data accuracy are shown in Table 5.2.1.

Table 5.2.1 - Assets covered by this Plan (as at 30 June 2017)

Asset Category		Length (Km)	Surface Area (000's m2)	Replacement Value "Brownfields"
High Usage	Concrete paths	55.2	112,276	\$11,494,024
	Asphalt Paths	0.9	2,752	\$242,084
	Bitumen Paths	0.0	0	\$0
	Paved Paths	3.1	11,944	\$1,256,802
	Gravel Paths	1.8	5,382	\$101,961
High Usage Paths		61.0	132,355	\$13,094,871
Medium Usage	Concrete paths	47.3	83,329	\$6,757,984
	Asphalt Paths	5.9	12,460	\$323,226
	Bitumen Paths	0.0	0	\$0
	Paved Paths	0.3	1,072	\$165,645
	Gravel Paths	2.8	8,250	\$56,695
Medium Usage Paths		56.2	105,111	\$7,303,550
Low usage	Concrete paths	619.7	950,739	\$95,495,015
	Asphalt paths	5.0	10,488	\$629,257
	Bitumen Paths	2.0	3,540	\$342,887
	Paved paths	1.0	1,734	\$361,608
	Gravel paths	39.1	80,609	\$3,904,239
Lower Usage		666.8	1,047,111	\$100,733,006
<b>TOTAL PATH NETWORK</b>		<b>784.0</b>	<b>1,284,577</b>	<b>\$121,131,427</b>

Due to a lack of information of suitable accuracy, this plan currently does not include assets listed in Table 5.2.2. Future iterations of this plan will be expanded to include these assets as appropriate.





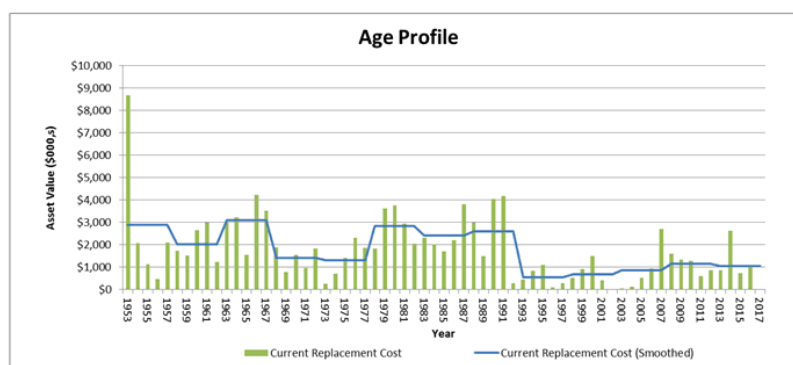
Table 5.2.2 - Assets not covered by this Plan (as at 30 June 2017)

Asset Type	Status
• Moe Caravan Park	Business Unit planning
• Hazelwood Caravan Park	Business Unit planning
• Lake Narracan Caravan Park	Business Unit planning
• Latrobe Valley Airport	Business Unit planning

The age profile of the assets included in the PAMP is shown in Figure 5.1.1. Age profile information has been recorded over many years and was migrated from the original pavement management system into the current asset management system and reviewed by long serving Council Officers to ensure accuracy. This is considered to be a high quality data set and well suited for the purposes of the plan.

The graph in Figure 5.1.1 also shows the total value of the assets for the year acquired or last renewed in each year values presented are in current day values.

Figure 5.2.1 - Asset Age Profile



The age profile information is of reasonable quality though there are occurrences within the data where the footpath condition is far better than that expected for the recorded age. It is most likely that the year of construction is invalid or that a rehabilitation of the footpath has been undertaken and not recorded. It is intended to further review the dates of construction to improve the data quality. That said, the incidences of such occurrences is low and the overall confidence in the age profile data is high.

Plans showing the path assets are:

- Available as a layer on the Latrobe City GIS.
- Available in the appendices of this PAMP.

For convenience of reference only, generalised snapshots of each major township are provided in Appendix G



**5.3 Asset capacity and performance**

The organisation’s services are generally provided to meet design standards where these are available.

*Table 5.3.1 - Suspected Service Performance Deficiencies*

Location	Service Deficiency
Asphalt and Paved paths in CBDs.	Asphalt and brick paving requires regular maintenance to manage the risks of trips and falls.  Asphalt and brick paving paths in the CBDs may be progressively replaced with concrete as they either come to the end of their useful lives or when they require major maintenance.  All new paths in the CBDs are to be constructed to the Latrobe City Council CBD standard as per LCC 411 Concrete Paving – CBD Standard Drawing.
Non-CBD asphalt paths	Asphalt paths have a higher lifecycle cost than that of gravel or concrete and are best to be replaced with concrete or gravel depending up the hierarchy and/or utilisation of the paths.
Old style Pram Crossings	There are regular requests either the installation of additional pram crossing or improved pram crossings.

**5.4 Asset condition**

Condition has been monitored through video capture and condition assessment of key the defects of stepping, cracking, displacement and surface texture which is used to generate a condition score (SPI) of between 1 and 5 for each 10 metre segment of path. A score of zero represents paths that have not been rated for condition. Video assessment is planned at a 4 year cycle in line with the review of this AM Plan.

*Table 5.4.1 - Known Asset Condition and other issues*

Location	Service Deficiency
Nil	

Condition has been assessed using a 1 – 5 grading using the IIMM 1.0 (very good) – 5.0 (very poor) condition system<sup>1</sup> as detailed in Table 5.4.2.

<sup>1</sup> IPWEA, 2015, IIMM



Table 5.4.2 - Simple Condition Grading Model

Condition Grading	Description of Condition
0	<b>New Assets</b> no maintenance planned
1	<b>Very Good:</b> only planned maintenance required
2	<b>Good:</b> minor maintenance required plus planned maintenance
3	<b>Fair:</b> significant maintenance required
4	<b>Poor:</b> significant renewal/rehabilitation required
5	<b>Very Poor:</b> physically unsound and/or beyond rehabilitation
6	<b>End of Life:</b> deteriorated such that the asset not fit and withdrawn from service

Figure 5.4.1 - Condition Profile (Average Condition is 2.2) shows the condition profile for path assets. The graph shows the total value of assets for each condition grading where zero value represents asset that are new.

Figure 5.4.1 - Condition Profile (Average Condition is 2.2)



### 5.5 Asset valuations

Asset valuations are of two types, depending on their application. 'Greenfields' based valuation is based on the cost to construct an asset in an undeveloped area and is required for Asset Valuation Reporting purposes. 'Brownfields' based valuation is based on the costs for construction in a developed situation and better reflects the actual cost to replace established assets and is used to determine the replacement costs for asset planning purposes. Care has been taken to note which figure is used in this plan.

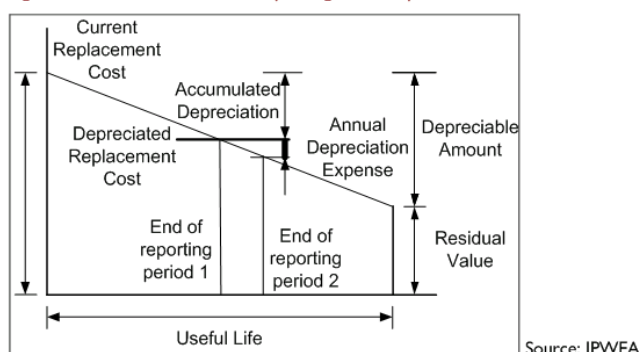
Assets were last revalued at 30 June 2017. Assets are valued at Fair Value in accordance with AASB13 Fair Value Measurement. The values listed below are 'Greenfields' values with the associated "Brownfield" values presented for comparison.



Table 5.1.4a: Greenfield Financial Asset Reporting values

Latrobe City – PATHS Value	Greenfields \$000's	Brownfields \$000's
Current Replacement Cost	\$114,166	\$122,427
Depreciable Amount (Residual Value = \$0)	\$114,166	
Depreciated Replacement Cost	\$56,506	
Annual Depreciation Expense	\$1,613	
Rate of Annual Asset Consumption (Depreciation/Depreciable Amount)	1.41%	
Rate of Annual Asset Renewal (Capital Renewal exp/Depreciable Amount)	0.90%	
Rate of Annual Asset Upgrade	0.00%	
Rate of Asset Upgrade (Including Contributed Assets)	0.53%	
Asset renewals as percentage of consumption	64.0%	
Percentage Increase in asset stock	0.53%	

Figure 5.5.1 - Asset Financial Reporting value explanation



Useful lives (Table 5.5.1 - Asset Type Useful Lives) were independently reviewed in June 2015 by Assetic Pty Ltd as part of the independent advice for the asset valuation. Various ratios of asset consumption and expenditure have been prepared to help guide and gauge asset management performance and trends over time.

On a long-life asset, the rate of Annual Asset Consumption and rate of Annual Asset Renewal can misrepresent the immediate financial position by reflecting constant renewal when renewal demand does not occur until asset reach their useful life.

Council plans to renew assets at 64% of the rate they are being consumed and will be increasing its asset stock by 0.53 % in each year.



Table 5.5.1 - Asset Type Useful Lives

Asset Type	Default Useful Life (Yrs)	Estimated Useful Life (Yrs)	Difference	Confidence
Gravel Path	15	41	Plus 173%	Low date built information requires verification
Asphalt Path	18	39	Plus 117%	Low date built information requires verification
Bitumen Path	15	29	Plus 93%	Low date built information requires verification
Paved Path	50	58	Plus 16%	Moderate date build information reasonable
Concrete Path	67	78	Plus 16%	Moderate date build information reasonable
All Paths	62	74	Plus 20%	Moderate date build information reasonable

**5.6 Historical Data**

There is very little historical data held on the footpath assets, dates of construction are held within the asset management system though these have been derived from the adjacent road age for assets older than 25 years old these needs verifying. Past treatments have not been recorded hence gravel paths may well be beyond their useful lives which has not been recorded.

**5.7 Infrastructure Risk Management Plan**

An assessment of risks associated with service delivery from infrastructure assets has identified some of the critical risks. The typical risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

Road assets play an important role in conveying the community throughout the municipality. Therefore, a failure of the assets will cause potential property and injury risks. Such risks are heightened when key access is denied to key services and where there is no alternative access.

In order to assess these risks, each path segment asset is assigned a Risk Rating derived from Table 5.7.1.

Table 5.7.1 - Risk Rating likelihood and consequence criteria and weighting

		Likelihood of Failure				
		Improbable	Remote	Occasional	Probable	Frequent
Consequence of Failure	Negligible	Acceptable	Acceptable	Acceptable	Moderate	Moderate
	Low	Acceptable	Moderate	Moderate	High	High
	Moderate	Acceptable	Moderate	High	High	Very High
	Significant	Moderate	High	High	Extreme	Extreme
	Catastrophic	Moderate	High	Very High	Extreme	Extreme

Critical risks, being those assessed as 'Extreme' - requiring immediate corrective action and 'Very High' – requiring prioritised corrective action identified in the Infrastructure Risk Management Plan, together with the estimated residual risk after the selected treatment plan is operational are summarised in Table 5.7.1.



5.7.1 Risk of path failure

An assessment of risks<sup>2</sup> associated with service delivery from infrastructure assets has identified critical risks that will result in loss or reduction in service from infrastructure assets or a 'financial shock' to the organisation.

The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

Critical risks, being those assessed as 'Very High' - requiring immediate corrective action and 'High' – requiring prioritised corrective action identified in the Infrastructure Risk Management Plan, together with the estimated residual risk after the selected treatment plan is operational are summarised in. These risks are reported to management and Council.

Table 5.7.2 - Critical Risks and Treatment Plans

Service or Asset at Risk	What can Happen	Risk Rating	Risk Treatment Plan	Residual Risk *	Treatment Costs
Accident or injury resulting from path defects	Injury resulting in insurance claims	H	Reactive maintenance and strong documentation of inspection regimes and response to inquiries and complaints	L	\$35,000 p.a.
Ageing of path Assets	Increased path defects above intervention	H	Increase level of asset maintenance and rehabilitation	M	2018-2028 \$1,036,000 p.a. included in this PAMP

Loss of access to these to critical emergency services facilities is unlikely but should be planned for. The most effective control is to maintain alternative access. The other aspect that should be explored is alternative access to these facilities that access different parts of the road network.

5.8 Insurance

Council has a process to report any incidents and claims that result from path incidents when they occur.

Council has successfully defended almost every claim in the last 5 years due to adhering to the inspection and repair regime.

5.9 Routine Operations and Maintenance Plan

Operations include regular activities to provide services such as public health, safety and amenity, e.g. street sweeping, grass mowing and street lighting electricity and operations costs. For paths there are few operational activities. Sweeping and litter cleaning are the main operational activities undertaken.

<sup>2</sup> Reference to the Organisation's Infrastructure Risk Management Plan



Maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again. Maintenance excludes rehabilitation or renewal.

Maintenance Management activities include inspection, assessing the condition against failure/breakdown experience, prioritising, scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

Maintenance may be classified into Reactive, Planned and Specific maintenance work activities.

Reactive maintenance is unplanned repair work carried out in response to service requests and management/supervisory directions. Latrobe City has a history of addressing defects that are brought to Council's attention regardless of the planned maintenance program. The activity applied is almost universally to grind the higher section of footpath to remove a displacement.

Planned maintenance is repair work that is programmed in and undertaken as a program. Ideally this would be part of a maintenance management system.. Planned maintenance for paths is the routine grinding of path displacements not associated with a specific customer request.

Specific maintenance is replacement of higher value components/sub-components of assets that is undertaken on a regular cycle. For roads this would include replacing guideposts, line marking and replacement of minor culverts. For paths this would be limited to signage and route markings.

This work falls below the capital/maintenance threshold but may require a specific budget allocation.

Actual past operational and maintenance expenditure associated with the path assets is shown in Table 5.3.1.

Table 5.3.1: Maintenance Expenditure Trends

Year	Maintenance Expenditure		
	Planned and Specific	Unplanned	Total
2017-2018	\$80,000	\$30,000	\$110,000
2016-2017	\$80,000	\$30,000	\$110,000
2015-2016	\$80,000	\$30,000	\$110,000
2014-2015	\$80,000	\$30,000	\$110,000
2013-2014	\$80,000	\$30,000	\$110,000
2012-2013	\$80,000	\$30,000	\$110,000

Planned maintenance work is approximately 75% of total maintenance expenditure.

Assessment and prioritisation of reactive maintenance is undertaken by Council officers using past experience and considering a number of issues that had to be addresses through addition budget allocations (path washing in CBDs and topsoiling to reduce drop-offs along the edges of paths) an addition catch-up increase in the maintenance budget of \$60,000 per annum is required. As presented above the maintenance budget has been held static for many years.

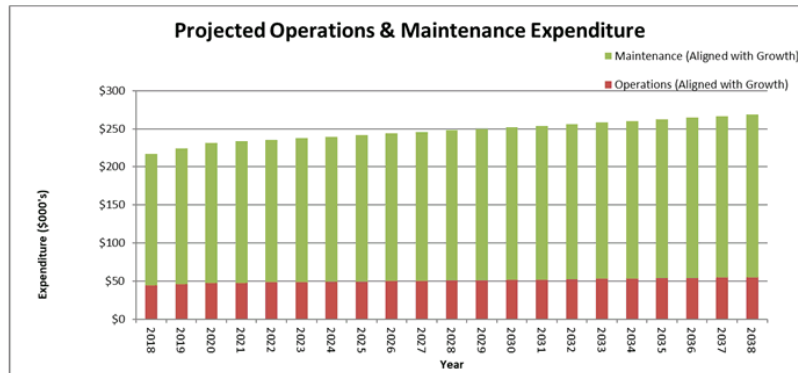
The growth in the path network due to developer contributions, the Missing Links Program and the Linear Paths Program means the maintenance budget should increase by approximately \$2,000 per annum due to the growth of the network.



The added maintenance budget for the Traralgon to Morwell Shared Path will need to be determined. As it is a gravel path its maintenance is likely to be comparatively high as it will require regular inspection, pot-hole repair, weed control and surface levelling which is estimated to cost \$30,000 per annum.

Projected operations and maintenance expenditure inclusive of growth to maintain future assets is presented in Figure 5.1.

Fig 5.1: Projected Operating and Maintenance Expenditure



Maintenance expenditure levels are considered to be inadequate (\$6K p.a. shortfall) to meet projected service levels, which may be less than or equal to current service levels. Where maintenance expenditure levels are such that will result in a lesser level of service, the service consequences and service risks have been identified and service consequences highlighted in this AM Plan and service risks considered in the Infrastructure Risk Management Plan.

Reactive maintenance is carried out in accordance with response levels of service detailed in Appendix A

Additional maintenance allocation will be required for all new paths, but due to the significant increase in length, a quantum increase will be necessary due to the Morwell-Traralgon shared path.

**5.10 Asset Hierarchy**

An asset hierarchy provides a framework for structuring data in an information system to assist in collection of data, reporting information and making decisions. The hierarchy includes the asset class and component used for asset planning and financial reporting and service level hierarchy used for service planning and delivery.

The RMA requires councils to set standards for provision and maintenance of assets and once these standards are adopted, a council must demonstrate it has carried out its duties and responsibilities in accordance with these standards. The path classification and maintenance standards vary across the municipality in line with relevant risk factors such as the nature and volume of users (both pedestrian and cyclists if applicable). The path classifications are defined as high usage, medium usage and low usage. This classification system enables more efficient use of resources by targeting funding to those footpaths that are of higher priority.





The organisation's service hierarchy is shown in Table 5.3.2.

Table 5.3.2: Asset Service Hierarchy

Service Hierarchy	Service Level Objective
<p><b>High Use Paths</b> – Mapped in Red.</p> <p>Central business districts of the following major townships: Moe, Newborough, Morwell, Churchill and Traralgon. Main streets of the townships of Boolarra, Glengarry, Toongabbie, Tyres, Yallourn North and Yinnar. Areas identified as potential high risk due to the nature of and volume of pedestrian traffic associated with particular properties adjacent to Council footpaths. These properties include schools, pre-schools, medical precincts and elderly person precincts.</p>	<p>To maintain paths in a safe condition with consideration to the risk associated with the path hierarchy.</p> <p>Planned maintenance as a response to annual risk inspection of paths.</p>
<p><b>Medium Use Paths</b> – Mapped in Blue.</p> <p>Constructed paths in residential and commercial areas, and rural residential areas; identified as potential moderate risk due to the nature of and volume of pedestrian traffic including concrete asphalt and gravel paths.</p>	<p>To maintain paths in a safe condition with consideration to the risk associated with the path hierarchy.</p> <p>Planned maintenance as a response to biennial risk inspection of paths.</p>
<p><b>Low Use Paths</b> – Mapped in Green</p> <p>Constructed paths in residential and commercial areas, and rural residential areas; identified as potential low risk due to the nature of and volume of pedestrian traffic including concrete asphalt and gravel paths.</p>	<p>To maintain paths in a safe condition with consideration to the risk associated with the path hierarchy.</p> <p>Planned maintenance as a response to triennial risk inspection of paths.</p>
Shared and Bicycle paths	Not differentiated in the hierarchy.

The path hierarchy maps are presented for the major townships and are included in Appendix A.

#### Critical Assets

Critical assets are those assets which have a high consequence of failure but not necessarily a high likelihood of failure. By identifying critical assets and critical failure modes, organisations can target and refine investigative activities, maintenance plans and capital expenditure plans at the appropriate time.

Operations and maintenance activities may be targeted to mitigate critical assets failure and maintain service levels. These activities may include increased inspection frequency, higher maintenance intervention levels, etc. Critical assets failure modes and required operations and maintenance activities are detailed in Table 5.3.2.1.



Table 5.3.2.1: Critical Assets and Service Level Objectives

Critical Assets	Critical Failure Mode	Operations & Maintenance Activities
Traralgon CBD paths	Trip Steps	See Appendix A
Morwell CBD paths	Trip Steps	See Appendix A
Moe CBD paths	Trip Steps	See Appendix A
Churchill CBD Paths	Trip Steps	See Appendix A

### 5.11 Renewal/Replacement Plan

Renewal and replacement expenditure is major capital work which does not increase the asset's design capacity but restores an existing asset to its original or near to original required service potential. Work over and above restoring an asset to original service potential is termed upgrade/expansion or new works expenditure.

The expected useful lives of assets were last reviewed in 2015 and have been used to develop projected asset renewal expenditures are shown in Table 5.5.1

Table 5.5.1: Useful Lives of Assets

Asset (Sub)Category	Useful life
Concrete Paths	67 years
Asphalt Paths	18 years
Bitumen Paths	15 years
Paved Paths	50 years
Gravel Paths	15 years

It should be noted that the useful lives used for the PAMP differ from those used in the Valuation. The useful lives in the PAMP reflect a relationship between surface texture, defects and trip-steps to assist in the programming of renewal.

### 5.12 Renewal and Replacement Strategies

As an asset ages the nature of the maintenance and eventual renewal interventions become greater and hence more expensive. Figure 5.5.2 portrays condition of an asset throughout its useful life and the nature of maintenance and renewal interventions.

Table 5.5.2: Renewal and Replacement Priority Ranking Criteria

Criteria	Weighting	Target Condition Score for Renewal
High Usage	10%	4.5
Medium Usage	8%	5.3
Low Usage	82%	6.0
Total	100%	5.8



### 5.13 Path Renewal Treatments

The bulk of Council paths are concrete. The common failure mechanism for concrete footpaths is not deterioration of the concrete but displacement at the edges of bays or at crack points which presents as discrete and repairable sections generally of one to four bays.

Because the remainder of the adjacent path is not affected by the discrete displacement, and the deterioration of the remaining adjacent path is not triggering replacement, where grinding is not appropriate (height of displacement or thickness of the concrete slab) the most cost-effective approach is to replace the one to four bay segment that has/have failed.

Because this technique is widespread and effectively returns the path for the street block back to the intended service level and nearly the design life, this has been considered to be major rehabilitation and classified as Renewal expenditure.

Similar to concrete paths, paved paths fail at discrete locations, and are similarly repaired where the failure has occurred and thus returning the asset to near design service level. It should be observed for the record that the footpaths in the Moe CBD show signs of aesthetic deteriorating due to the etching of the paver surfaces along the drip-lines of the verandas. Failures have generally been rectified at discrete locations through inverting and resetting the existing pavers. Some small sections have been replaced with concrete which leads to a fragments streetscape theme.

Asphalt and bitumen (Spray seal) paths (made from hot-mixed asphalt concrete) are more flexible than concrete and even pavers. An advantage of asphalt paths is its ability to deform with ground and even to move with root heave. They are not as strong however such deformations caused by roots etc. can be more frequent in asphalt and spray sealed.

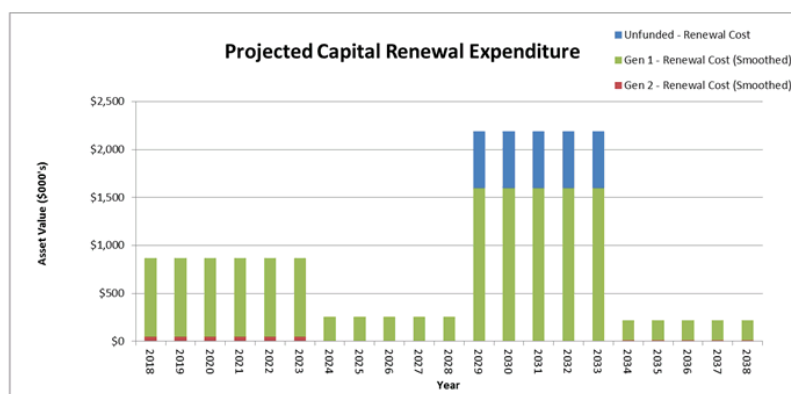
Repairs include overlaying with more hot-mix or repair and reseal or repair with dig and replace. A key difference with asphalt and spray seal paths is they will deteriorate through UV damage and exhibit more minor cracking. Paths do not get the benefit of vehicular traffic which massages the surface and bitumen binders which slows the rate of oxidation. There are bitumen compositions that can be used that minimises these issues but are only economically available in metropolitan areas.



### 5.14 Summary of future renewal and replacement expenditure

Projected future renewal and replacement expenditures are forecast to increase over time as the asset stock increases from growth. These are presented in Figure 5.5.3.

Fig 5.5.3: Projected Capital Renewal and Replacement Expenditure



Renewals and replacement expenditure in Latrobe City’s capital works program will be accommodated in the long term financial plan. This is further discussed in Section 6.2.

### 5.15 Capital Investment Strategies

The organisation will plan capital upgrade and new projects to meet level of service objectives by:

Planning and scheduling capital upgrade and new projects to deliver the defined level of service in the most efficient manner,

- Undertake project scoping for all capital upgrade/new projects to identify:
  - the service delivery ‘deficiency’, present risk and required timeline for delivery of the upgrade/new asset,
  - the project objectives to rectify the deficiency including value management for major projects,
  - the range of options, estimated capital and life cycle costs for each option that could address the service deficiency,
  - management of risks associated with alternative options,
  - and evaluate the options against evaluation criteria adopted by Council, and
  - select the best option to be included in capital upgrade/new programs,

Review current and required skills base and implement training and development to meet required construction and project management needs, and

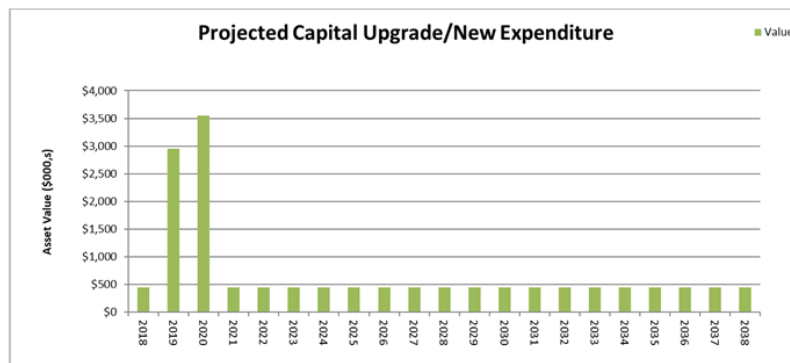
Review management of capital project management activities to ensure Council is obtaining best value for resources used.



**5.16 Summary of future upgrade/new assets expenditure**

Council is funding an expansion of the network under two programs that attract approximately \$450,000 pa which is subject to confirmation annually. The Traralgon to Morwell shared pathway is a project above that of the \$450,000 of new paths that is being delivered under State and federal funding.

Figure 5.5.5: Projected Capital Upgrade/New Asset Expenditure



The projected upgrade/new capital works program is shown in Appendix C.

Where upgrade/new projects have been identified, they will be funded as part of the current capital budget process. Projected upgrade/new asset expenditures are summarised in Fig 6. All amounts are shown in net real values (No inflation).

Expenditure on new assets and services in Council's capital works program will be accommodated in the long term financial plan. This is further discussed in Section 6.2.

**5.17 Disposal Plan**

Disposal includes any activity associated with disposal of a decommissioned asset including sale, demolition or relocation. These assets will be further reinvestigated to determine the required levels of service and see what options are available for alternate service delivery, if any.

The revenue projected is not sufficient to be included in Council's long term financial plan. Currently there are no disposals identified.



## 6 FINANCIAL SUMMARY

This section contains the financial requirements resulting from all the information presented in the previous sections of the PAMP. The financial projections will be improved as further information becomes available on desired levels of service and current and projected future asset performance.

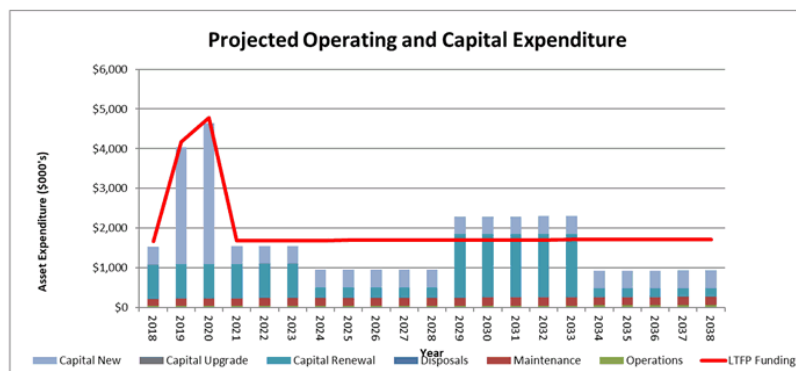
Table 6.1 : Financial Classification "Paths"

Financial Sub-Class	Valuation Input	Valuation Technique	June 2015 Replacement Valuation (\$000's)
Footpaths	Level 3	Cost Approach	\$114,116,155
Total Greenfields Valuation			\$114,116,155

### 6.1 Financial Statements and Projections

The financial projections are shown in Fig 6.1 for projected operating (operations and maintenance) and capital expenditure (renewal and upgrade/expansion/new assets). All amounts are shown in net real values (No inflation).

Fig 6.1: Projected Operating and Capital Expenditure



The financial analysis presents a position that is well provided for the current year and for the five years after this year. The period from 2029 to 2033 is under provided but that is 10 years away and does not persist beyond that 5-year period. Experience to date is that the current bay replacement program is extending the life of the entire path segments though at some point the older paths will need to be renewed as complete segments particularly the higher use paths. This will require further analysis to fully understand to what extent. The increasing age of the path network will limit that which can be achieved and an increase in path renewal funding may be need on that transition to maintain the current level of service.



## 6.2 Sustainability of service delivery

There are four key indicators for service delivery sustainability that have been considered in the analysis of the services provided by this asset category, these being the asset renewal funding ratio, long term life cycle costs/expenditures and medium term projected/budgeted expenditures over five and 10 years of the planning period.

Latrobe City - Paths	
Asset Renewal Funding Ratio	
Asset Renewal Funding Ratio: (LTFP Renewal/Forecast Renewal for next 20-years) (Preferred)	75%
Asset Renewal Funding Ratio: (LTFP Renewal/Depreciation entire for next 20-years)	629%
Short Term – 5-year financial planning period (Dollars in \$000's per year)	
5-years average annual Operations, Maintenance & Renewal Projected Expenditure	\$1,247 p.a.
5-years average annual Operations, Maintenance & Renewal LTFP Budget Expenditure	\$1,154 p.a.
5-year annual financing shortfall [5 years projected expenditure - 5 years LTFP-Budget expenditure]	-\$93 p.a.
5-year financing indicator [5 years LTFP Budget expenditure / 5 years projected expenditure]	93%
Medium Term – 10-year financial planning period (Dollars in \$000's per year)	
10-years average annual Operations, Maintenance & Renewal Projected Expenditure	\$1,247 p.a.
10-years average annual Operations, Maintenance & Renewal LTFP Budget Expenditure	\$1,154 p.a.
10-year annual financing shortfall [10-years projected expenditure – 10-years LTFP-Budget expenditure]	-\$93 p.a.
10-year financing indicator [10-years LTFP Budget expenditure / 10-years projected expenditure]	93%
Long Term - Life Cycle Costs (LCC) (Dollars in \$000's per year based on first 20-years of plan)	
LCC : 20-years average annual projected operations, maintenance expenditure and depreciation	\$1,828 p.a.
20-years average annual LTFP- budget operations, maintenance & capital renewal expenditure	\$1,154 p.a.
Life Cycle Gap [average life cycle expenditure – average life cycle cost (-ve = gap)]	-\$647 p.a.
Life Cycle Indicator [life cycle expenditure / life cycle cost]	63%
<b>All dollar values are in (\$'000)'s</b>	

Note:

The 5-year and 10-year figures are equal due to the year one backlog is evenly distributed across the first 10-years

### 6.2.1.1 Asset Renewal Funding Ratio

Asset Renewal Funding Ratio<sup>3</sup> **75%**

The Asset Renewal Funding Ratio is the most important indicator and reveals that over the next 20 years, Council is forecasting that it will have **75%** of the funds required for the optimal renewal and replacement of its path assets.

<sup>3</sup> AIFMG, 2012, Version 1.3, Financial Sustainability Indicator 4, Sec 2.6, p 2.16



#### 6.2.1.2 Long term - Lifecycle Cost

Lifecycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the asset life cycle. Lifecycle costs include operations and maintenance expenditure and asset consumption (depreciation expense). The lifecycle cost for the services covered in this asset management plan is **\$1,828,000** per year (average operations and maintenance expenditure plus depreciation expense projected over 20 years).

Lifecycle costs can be compared to life cycle expenditure to give an initial indicator of affordability of projected service levels when considered with age profiles. Life cycle expenditure includes operations, maintenance and capital renewal expenditure. Lifecycle expenditure will vary depending on the timing of asset renewals. The life cycle expenditure over the 20-year planning period is **\$1,154,000** per year (average operations and maintenance plus capital renewal budgeted expenditure in LTFP over 20-years).

A gap between life cycle cost and life cycle expenditure is the life cycle gap. The life cycle gap for services covered by this asset management plan is -ve **-\$647,000** per year (-ve = gap, +ve = surplus).

Life cycle expenditure is **63%** of life cycle costs.

The life cycle costs and life cycle expenditure comparison high-lights any difference between present outlays and the average cost of providing the service over the long term. If the life cycle expenditure is less than that life cycle cost, it is most likely that outlays will need to be increased or cuts in services made in the future.

Knowing the extent and timing of any required increase in outlays and the service consequences if funding is not available will assist organisations in providing services to their communities in a financially sustainable manner. This is the purpose of the asset management plans and long term financial plan.

#### 6.2.1.3 Medium term – ten year financial planning period

This asset management plan identifies the projected operations, maintenance and capital renewal expenditures required to provide an agreed level of service to the community over a 10-year period. This provides input into 10 year financial and funding plans aimed at providing the required services in a sustainable manner.

These projected expenditures may be compared to budgeted expenditures in the 10-year period to identify any funding shortfall. In a core asset management plan, a gap is generally due to increasing asset renewals for ageing assets.

The projected operations, maintenance and capital renewal expenditure required over the 10-year planning period is **\$1,247,000** on average per year.

Estimated (budget) operations, maintenance and capital renewal funding is **\$1,154,000** on average per year giving a 10-year funding under-allocation of **-\$93,000** per year. This indicates that Council expects to have **93%** of the projected expenditures needed to provide the services documented in the PAMP.

#### 6.2.1.4 Short Term – five year financial planning period

The projected operations, maintenance and capital renewal expenditure required over the first five years of the planning period is **\$1,247,000** on average per year.

Estimated (budget) operations, maintenance and capital renewal funding is **\$1,154,000** on average per year giving a 5-year funding under-allocation of **-\$93,000**. This indicates that Council expects to have **93%** of projected expenditures required to provide the services shown in the PAMP.

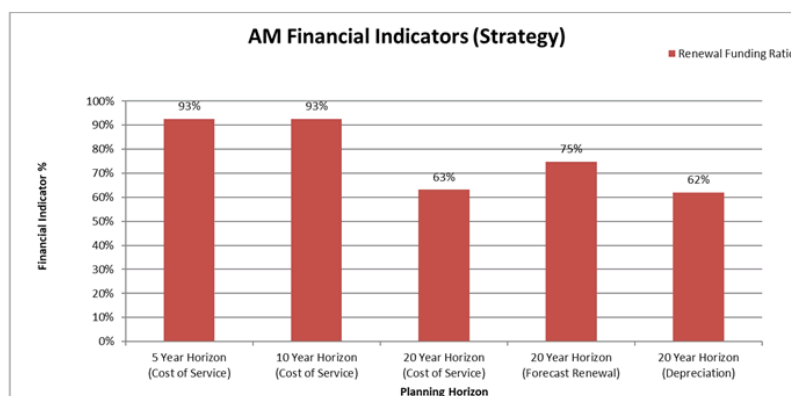




6.2.1.5 Asset management financial indicators

Figure 6.1.2 shows the asset management financial indicators over the 10-year planning period and for the long-term life cycle.

Figure 6.1.2: Asset Management Financial Indicators



Providing services from infrastructure in a sustainable manner requires the matching and managing of service levels, risks, projected expenditures and financing to achieve a financial indicator of approximately 100% for the first years of the PAMP and ideally over the 10-year life of the Long Term Financial Plan.

Figure 6.1.3 shows the projected asset renewal and replacement expenditure over the 20- years of the PAMP. The projected asset renewal and replacement expenditure is compared to renewal and replacement expenditure in the capital works program, which is accommodated in the long-term financial plan.

Figure 6.1.3 Projected and Future Funding Provision

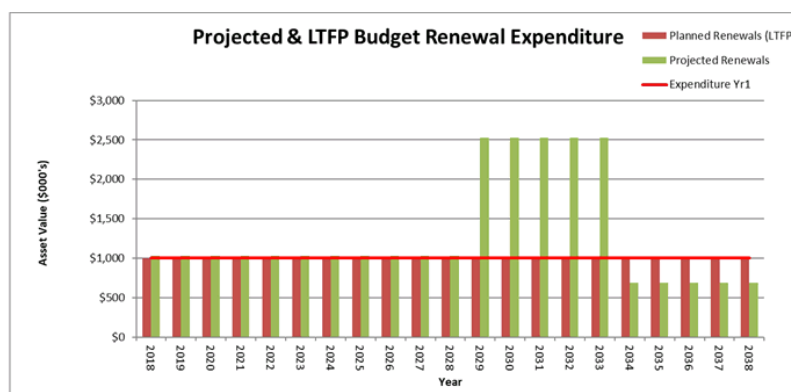


Table 6.1.3 shows the minor under-allocation between projected renewal and replacement expenditures and expenditure accommodated in long term financial plan. Budget expenditures accommodated in the long-term financial plan or extrapolated.



Table 6.1.3 : Projected and LTFP Budgeted Renewals and Financing Variances

Latrobe City - PATHS				
Year Ending Jun-30	Projected Renewals (\$'000)	LTFP Renewal Budget (\$'000)	Renewal Financing Variance	Cumulative Variance
			(- gap, + surplus) (\$'000)	(- gap, + surplus) (\$'000)
2018	\$1,032	\$1,000	-\$32	-\$32
2019	\$1,032	\$1,000	-\$32	-\$64
2020	\$1,032	\$1,000	-\$32	-\$96
2021	\$1,032	\$1,000	-\$32	-\$128
2022	\$1,032	\$1,000	-\$32	-\$159
2023	\$1,032	\$1,000	-\$32	-\$191
2024	\$1,032	\$1,000	-\$32	-\$223
2025	\$1,032	\$1,000	-\$32	-\$255
2026	\$1,032	\$1,000	-\$32	-\$287
2027	\$1,032	\$1,000	-\$32	-\$319
2028	\$1,032	\$1,000	-\$32	-\$351
2029	\$2,524	\$1,000	-\$1,524	-\$1,875
2030	\$2,524	\$1,000	-\$1,524	-\$3,399
2031	\$2,524	\$1,000	-\$1,524	-\$4,923
2032	\$2,524	\$1,000	-\$1,524	-\$6,447
2033	\$2,524	\$1,000	-\$1,524	-\$7,971
2034	\$686	\$1,000	\$314	-\$7,657
2035	\$686	\$1,000	\$314	-\$7,343
2036	\$686	\$1,000	\$314	-\$7,030
2037	\$686	\$1,000	\$314	-\$6,716
2038	\$686	\$1,000	\$314	-\$6,403

**All dollar values are in (\$'000)'s**

Providing services in a sustainable manner will require matching of projected asset renewal and replacement expenditure to meet agreed service levels with the corresponding capital works program accommodated in the long term financial plan.

**6.3 Projected expenditures for long term financial plan**

Table 6.1.2 shows the projected expenditures for the 10- year long term financial plan. Expenditure projections are in 2018 real values.



Table 6.1.2 Projected Expenditures for Long Term Financial Plan (\$000)

Latrobe City - PATHS					
Year	Operations	Maintenance	Projected	Capital	Disposals
			Capital Renewal	Upgrade/New	
2018	\$44	\$171	\$1,032	\$450	\$0
2019	\$44	\$172	\$1,037	\$2,966	\$0
2020	\$44	\$173	\$1,043	\$3,588	\$0
2021	\$45	\$174	\$1,048	\$457	\$0
2022	\$45	\$175	\$1,054	\$460	\$0
2023	\$45	\$176	\$1,059	\$462	\$0
2024	\$45	\$177	\$1,065	\$464	\$0
2025	\$45	\$178	\$1,071	\$467	\$0
2026	\$46	\$179	\$1,076	\$469	\$0
2027	\$46	\$180	\$1,082	\$472	\$0
2028	\$46	\$181	\$1,088	\$474	\$0
2029	\$46	\$181	\$2,674	\$477	\$0
2030	\$47	\$182	\$2,689	\$479	\$0
2031	\$47	\$183	\$2,703	\$482	\$0
2032	\$47	\$184	\$2,717	\$484	\$0
2033	\$47	\$185	\$2,731	\$487	\$0
2034	\$48	\$186	\$747	\$490	\$0
2035	\$48	\$187	\$751	\$492	\$0
2036	\$48	\$188	\$755	\$495	\$0
2037	\$48	\$189	\$759	\$497	\$0
2038	\$49	\$190	\$763	\$500	\$0

**All dollar values are in (\$'000)'s**

**6.4 Funding Strategy**

After reviewing service levels, as appropriate to ensure ongoing financial sustainability projected expenditures identified in Section 6.1.2 will be accommodated in the Council's 10-year long-term financial plan.



Figure 6.2: LTFP Expenditure Projections

Latrobe City - PATHS										
Projected Expenditure (\$'000,s)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Capital Renewal of existing assets	\$1,032	\$1,032	\$1,032	\$1,032	\$1,032	\$1,032	\$1,032	\$1,032	\$1,032	\$1,032
Capital Upgrade/New assets	\$450	\$2,950	\$3,550	\$450	\$450	\$450	\$450	\$450	\$450	\$450
Operational cost of existing assets	\$44	\$44	\$44	\$44	\$44	\$44	\$44	\$44	\$44	\$44
Maintenance cost of existing assets	\$171	\$171	\$171	\$171	\$171	\$171	\$171	\$171	\$171	\$171
Operational cost of New assets	\$0	\$0	\$0	\$1	\$1	\$1	\$1	\$2	\$2	\$2
Maintenance cost of New assets	\$0	\$1	\$2	\$3	\$4	\$5	\$5	\$6	\$7	\$8
Disposal of Surplus assets	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Annual Funding Requirement	\$1,697	\$4,198	\$4,799	\$1,700	\$1,702	\$1,703	\$1,704	\$1,705	\$1,706	\$1,707
Average Funding Requirement			\$2,819					\$1,705		

All dollar values are in (\$'000)'s

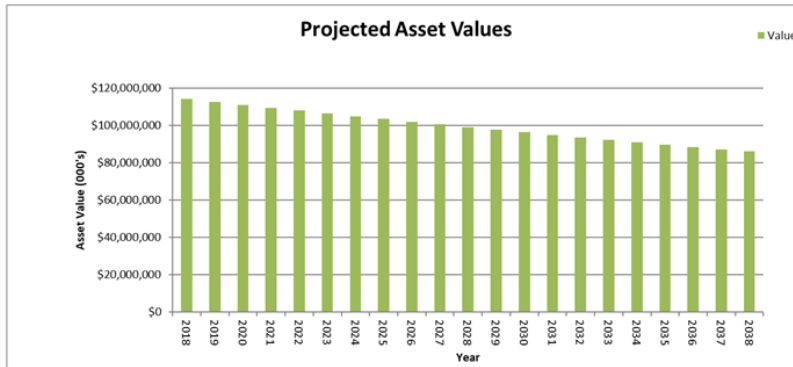
Maintenance and Operations figures for new assets are included, these costs increase in line with the growth in assets due to developer contributions and new and upgrade projects.

### 6.5 Valuation Forecasts

Asset values are forecast to decrease as additional assets are added to the asset stock from construction and acquisition by Council and from assets constructed by land developers and others and donated (gifted) to Council are less than the depreciation of existing assets. Figure 6.3a shows the projected asset value (Written Down Value) over the planning period in real values.

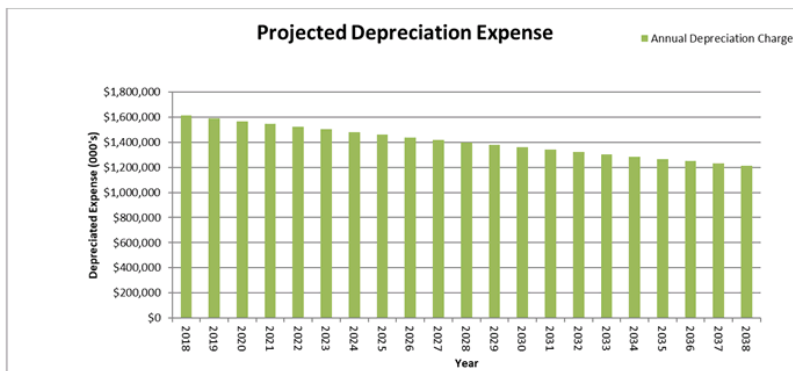


Figure 6.3a: Projected Asset Values



Depreciation expense values are forecast in line with asset values as shown in Figure 6.3.b.

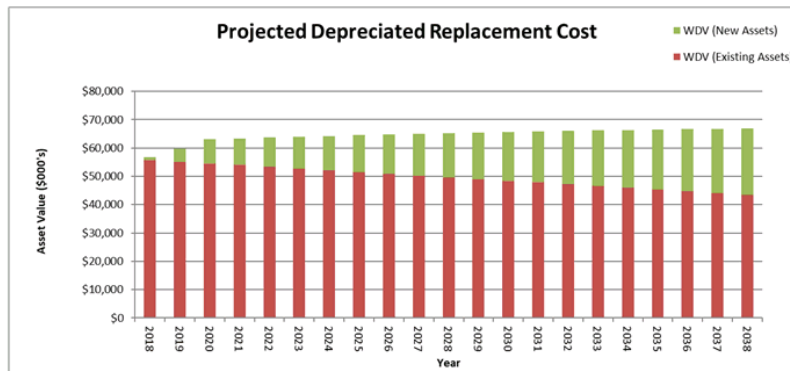
Figure 6.3b: Projected Depreciation Expense



The depreciated replacement cost will vary over the forecast period depending on the rates of addition of new assets, disposal of old assets and consumption and renewal of existing assets. Forecast of the assets' depreciated replacement cost is shown in Figure 6.3c. The depreciated replacement cost of contributed and new assets is shown in the darker colour and in the lighter colour for existing assets.



Figure 6.3c: Projected Depreciated Replacement Cost



**6.6 Key Assumptions made in Financial Forecasts**

This section details the key assumptions made in presenting the information contained in this asset management plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

Key assumptions made in the PAMP and risks that these may change are shown in Table 6.4.

Table 6.4: Key Assumptions made in the PAMP

Key Assumptions
Additional maintenance funds will be made available to continue current services as Council’s asset base grows from assets handed over from developers and asset upgrades.
Maintenance and renewal allocation are fully funded.
Forecasted financial plans are in today’s dollars
Current maintenance levels of service will remain the status quo.
The funds raised via a Development Contribution Plan for the provision of new paths or upgrade (particularly in established areas) have been approximated in the growth factor and the timing of these expenditures has not been taken into consideration for this iteration of the PAMP as further investigation is required.
Renewal is based on replacement like for like for financial purposes.
Upgrade or increased capacity projects beyond those identified in this plan are subject to separate capital bids.

**6.6.1.1 Inferred and reported condition**

Current industry knowledge has been used to model adopted the life expectancy for path asset components as outlined in Table 5.4.



Condition and remaining life will be inferred by a degradation curve for long life concrete assets using the asset's construction date.

It is noted, however, that in Australia, work relating to age deterioration models is still in its infancy, and lifecycles can vary widely due to construction practices and external conditions. As condition information is added, and the network is calibrated to local conditions, a revised figure for asset consumption will be evaluated.

Table 6.4.1: Reconciled Useful Lives of Assets (Paths)

Asset Class	Asset Category	Expected Useful life	Reconciled Useful Life from current Condition Assessment *preliminary sample data
Footpaths	Surface – Concrete	67 years	78 years
Footpaths	Surface – Concrete Pavers	50 years	58 years
Footpaths	Surface - Asphalt Surface	18 years	39 years
Footpaths	Surface – Bitumen – (Spray Seal)	15 years	29 years
Footpaths	Surface – Gravel – (Crushed Granite)	15 years	41 years

It should be noted that the forecast useful lives are calculated based on the current assessed condition converted to a remaining useful life through the relevant degradation curve, then referenced to the year of last renewal for each asset to predict when the asset will reach the end of its useful life, hence the forecast age at the end of its useful life can be reset. These reported results are preliminary and require further scrutiny which will be undertaken in time for the next revision of this PAMP.

#### 6.6.1.2 Current Conditions

It can be seen by examining available construction age data, there were three periods of intense construction activity – the mid-1950s and 1960s driven by residential support for the State Electricity Commission, in the mid-1970s and a steady decline in late-1980s until a recent increase in residential development. With this in mind, it is anticipated that significant renewals will occur between 2065 and 2090, and therefore a funding strategy needs to be developed with a 50-year vision from present.

It is known that paths constructed under good conditions may last longer than the current accounting lifespan. Therefore, improving path knowledge via the improvement plan, and moving to an evidence-based condition system has the potential to save residents significant long-term expenditure.

#### 6.7 Forecast Reliability and Confidence

The expenditure and valuations projections in the PAMP are based on best available data. Currency and accuracy of data is critical to effective asset and financial management. Data confidence is classified on a five-level scale in accordance with Table 6.5.



Table 6.5: Data Confidence Grading System

Confidence Grade	Description
A Highly reliable	Data based on sound records, procedures, investigations and analysis, documented properly and recognised as the best method of assessment. Dataset is complete and estimated to be accurate $\pm$ 2%
B Reliable	Data based on sound records, procedures, investigations and analysis, documented properly but has minor shortcomings, for example some of the data is old, some documentation is missing and/or reliance is placed on unconfirmed reports or some extrapolation. Dataset is complete and estimated to be accurate $\pm$ 10%
C Uncertain	Data based on sound records, procedures, investigations and analysis which is incomplete or unsupported, or extrapolated from a limited sample for which grade A or B data are available. Dataset is substantially complete but up to 50% is extrapolated data and accuracy estimated $\pm$ 25%
D Very Uncertain	Data based on unconfirmed verbal reports and/or cursory inspections and analysis. Dataset may not be fully complete and most data is estimated or extrapolated. Accuracy $\pm$ 40%
E Unknown	None or very little data held.

The estimated confidence level for and reliability of data used in the PAMP is shown in Table 6.5.1.

Table 6.5.1: Data Confidence Assessment for Data used in the PAMP

Data	Confidence Assessment	Comment
Demand drivers	Uncertain	Require further testing and inclusion of DCP commitments to be included rather than estimated.
Growth projections	Reliable	Reliable source documents
Operations expenditures	Reliable	Obtained from Finance Department
Maintenance expenditures	Reliable	Obtained from Finance Department
Projected Renewal exps. - Asset values	Reliable	Modelled based on condition assessment with reconciled useful lives being reasonable for the level of current knowledge.
- Asset residual values	Reliable	No used consistent with valuation
- Asset useful lives	Reliable	Benchmarked against like Councils and reviewed in 2015 and preliminary reconciliation
- Condition modelling	Reliable	Relationship to useful life reasonable
- Defect repairs	Very Uncertain	No MMS to record outcomes
Upgrade/New expenditures	Reliable	Obtained from Finance Department

Over all data sources the data confidence is assessed as **Reliable** confidence level for data used in the preparation of the PAMP.





## **7 PLAN IMPROVEMENT AND MONITORING**

### **7.1 Status of Asset Management Practices**

#### **7.2 Accounting and financial systems**

Council uses FinanceOne from TechnologyOne as the finance system.

##### *7.2.1.1 Accounting standards and regulations*

The applicable accounting standards are AASBI 16 "Property, Plant, and Equipment", AASBI 13 "Fair Value Measurement" and AASBI 38 "Intangible Assets"

##### *7.2.1.2 Capital/maintenance threshold*

Council has set a value of \$10,000 in expenditure before it is considered to be capitalised. This is the cost captured as renewal or upgrade as opposed to maintenance.

##### *7.2.1.3 Required changes to accounting financial systems arising from the PAMP*

No specific changes have been identified however with advances in Maintenance Management processes, the Finance system may be modified to better capture maintenance effort against the assets (as opposed to generally). This increased detail will assist in identifying maintenance and renewal needs.

### **7.3 Asset Management System**

Council uses MyData Asset Management System from Assetic Pty Ltd. It is a sophisticated database system that allows detailed management of the data. A partner to this is MyPredictor Asset Modelling System also from Assetic that will, once implemented with the data and necessary algorithms, allow Council to model the deterioration of assets and improve the science of lifecycle costing.

#### *7.3.1.1 Asset registers*

The asset register relevant to the PAMP held in MyData include:

- Footpaths.

#### *7.3.1.2 Linkage from asset management to financial system*

This is currently a manual process through Microsoft Excel spreadsheets. There is no integration between financial and asset management systems.

#### *7.3.1.3 Accountabilities for asset management system and data maintenance*

Team Leader Asset Strategy and Co-ordinator Infrastructure Planning.

#### *7.3.1.4 Required changes to asset management system arising from the PAMP*

The AMS used is sophisticated and very capable. No changes are required to the system. Changes proposed are related to the data and information that reside in the system. This is discussed in Appendix H – PAMP Improvement Plan.

### **7.4 Geographic Information System (GIS)**

Council's road spatial data is contained and updated within separate GIS layers and can be viewed via the internal GIS viewer, IntraMaps.



#### 7.5 Monitoring and Review Procedures

This asset management plan will be reviewed periodically and amended to recognise any material changes in service levels and/or resources available to provide those services as a result of budget decisions.

The PAMP will be updated to ensure it represents the current service level, asset values, projected operations, maintenance, capital renewal and replacement, capital upgrade/new and asset disposal expenditures and projected expenditure values incorporated into the organisation's long term financial plan.

The financial model of this PAMP should be reviewed annually to adjust for changes to the network, and PAMP should be reviewed every 4 years at a minimum to ensure it represents the current service level, asset values, projected operations, maintenance, capital renewal and replacement, capital upgrade/new and asset disposal expenditures and projected expenditure values consistent with the organisation's long term financial plan.

#### 7.6 Performance Measures

The effectiveness of the PAMP can be measured in the following ways:

- The degree to which the required projected expenditures identified in the PAMP are incorporated into Council's long term financial plan;
- The degree to which one to five year detailed works programs, budgets, business plans and organisational structures take into account the 'global' works program trends provided by the PAMP.
- The degree to which the existing and projected service levels and service consequences (what we cannot do), risks and residual risks are incorporated into the Council's Strategic Plan and associated plans, and;
- The Asset Renewal Funding Ratio exceeding the actual **71%**.



## 8 REFERENCES

Documents referenced by the PAMP include:

IPWEA, 2015, 'International Infrastructure Management Manual', Institute of Public Works Engineering Australasia, Sydney, [www.ipwea.org/IIMM](http://www.ipwea.org/IIMM)

IPWEA, 2015, 'NAMS.PLUS Asset Management', Institute of Public Works Engineering Australasia, Sydney, [www.ipwea.org/namsplus](http://www.ipwea.org/namsplus).

IPWEA, 2015, 'Australian Infrastructure Financial Management Manual', Institute of Public Works Engineering Australasia, Sydney, [www.ipwea.org/AIFMG](http://www.ipwea.org/AIFMG).

Latrobe City Council Plan 2013-2017.



## 9 APPENDICES

Appendices attached to the PAMP include:

- Appendix A Proposed Maintenance Response Service Level Agreement
- Appendix B Projected Upgrade/New Expenditure 10 year Capital Works Program
- Appendix C Projected Upgrade/New Expenditure 10 year Capital Works Program
- Appendix D Budgeted Expenditures Accommodated
- Appendix E Abbreviations
- Appendix F *Glossary*
- Appendix G Path Network Plans
- Appendix H PAMP Improvement Plan



## Appendix A - Proposed Renewal/Maintenance Response Service Level Agreement

### 1) Maintenance Standards

Latrobe City Council has identified the critical renewal/maintenance treatments for all paths for which it is responsible.

For each path stress, the following criteria have been developed:

1. The level at which the stress is a potential safety hazard.
2. The level at which a stress reaches a maximum point of treatment intervention.
3. The maximum time allowable for defects to be remedied.

**Note:**

*Path stress points are sections of paths that start developing structural or mechanical damage weaknesses such as cracking, distortion, minor spalling, roughness or polishing of surfaces and minor vertical displacement. At given criteria such stresses are recognised as defects that warrant remedial treatment.*

Standards vary across the network, in construction and material types as well as in intervention levels and response times. These differences are reflected against Latrobe City Council's footpath classification (Hierarchy) system.

The main stress identified for footpaths are trip steps which may be either transverse or longitudinal or caused by spalling. The 'Latrobe City Council - Footpath Marking and Maintenance Assessment Methodology Manual' details the inspection criteria, methods to measure and assess these stresses with methods and standard of response.

### 2) Intervention Levels and Response Times

The intervention levels and response times for proactive footpath inspections are included in the tables below. Although Latrobe City Council will make every endeavour to meet its obligations under this plan, circumstances may arise where Latrobe City Council may not meet all or any of its obligations.

If these circumstances are beyond the control of Latrobe City Council, then Latrobe City Council reserves its right to suspend this plan.

In the event of natural disasters and events such as fires, storms and floods, as well as human factors, but not limited to lack of Latrobe City Council staff or suitably qualified contractors, because of Section 83 of the Victorian Wrongs Act, 1958, as amended, Latrobe City Council reserves the right to suspend compliance with its Plan.

In the event that the Chief Executive Officer of Latrobe City Council, has to, pursuant to Section 83 of the Victorian Wrongs Act, considers the limited financial resources of Latrobe City Council and its other conflicting priorities, meaning Latrobe City Council's PAMP cannot be met, the Chief Executive Officer will write to inform the Latrobe City Council officer in charge of this plan that some or all of the timeframes and responses in Latrobe City Council's plan, are to be suspended.

Once the events beyond the control of Latrobe City Council have abated, or if the events have partly abated, Latrobe City Council's CEO will write to inform the Latrobe City Council officer responsible for Latrobe City Council's PAMP which parts of Latrobe City Council's PAMP are to be reactivated and when.



The service level tables include:

1. Defect/Activity Intervention Levels by Hierarchy.
2. Response Times by Hierarchy.
3. Response/Repair Activity.
4. Inspection Regime by Hierarchy to identify defects.

Latrobe City Council emphasises that the intervention levels are a maximum allowable for given stress.

Maintenance crews will attempt to repair stresses before they reach intervention levels and become defects in line with planned asset renewal practices aimed at extending asset useful life. It should also be noted that planned maintenance repairs may not be carried out on paths that are scheduled for replacement. In these instances temporary repairs such as asphalt patching may be carried out or alternately warning signs may be used to highlight defects until the permanent works are undertaken.

### 3) Proactive Inspection Hierarchies and Schedules

Latrobe City Council currently carries out annual safety inspections (as per Table 3) on a portion of the path network. The defects are logged into a Trimble unit and transferred into My-Data, the Asset Management System (AMS) currently being used at Latrobe City Council. When all the defects have been identified and collated, a lump sum contract is let for the repair of all of the defects. While there are certainly efficiencies to be gained by aggregating these defects into one lump sum contract, it also means that defects are not repaired for an extended period of time after they have been identified.

Inspection frequency is linked to the path hierarchy.

The following table is a guide to the classification (hierarchy) of Council's Paths. The path classification has been developed, based principally on the volume of usage (both pedestrian and cyclists if applicable). The path classifications are High Usage (FMC-H), Medium Usage (FMC-M) and Low Usage (FMC-L).

**Appendix A – Table 1 – Latrobe City Path Hierarchy and Maintenance Category**

Footpath Category	Footpath Maintenance Category (FMC)	Primary Function
Category H	FMC-H	Central Business Districts of the following major towns, Moe, Newborough, Churchill, & Traralgon.
Category M	FMC-M	Heavily pedestrianised areas: - minor-shopping areas, collector paths and some shared bicycle/pedestrian paths.
Category L	FMC-L	Constructed paths in residential and commercial areas, and rural residential areas; including concrete, asphalt, and gravel paths.



Proactive defect inspections shall be conducted in accordance with the following schedule. The frequency of inspections varies with the Footpath Category-Path Maintenance Category (FMC).

**Appendix A – Table 2 – Latrobe City Proactive Inspection Timeframes**

Footpath Category	Footpath Maintenance Category (FMC)	Proactive Hazard & Planned Maintenance Inspection Timeframes
Category H	FMC-H	one (1) inspection every 12 months .
Category M	FMC-M	one (1) inspection every 24 months
Category L	FMC-L	one (1) inspection every 36 months

The major towns of Moe, Morwell and Traralgon have been geographically divided into three separate zones for inspection purposes, while Churchill has been divided into two zones. All high usage paths are inspected every year. Medium usage paths are inspected on a two yearly cycle. Low usage paths are inspected on a three yearly cycle. The following table shows the breakdown of the inspection cycles.

**Appendix A - Table 3 – Proactive Inspection Schedule**

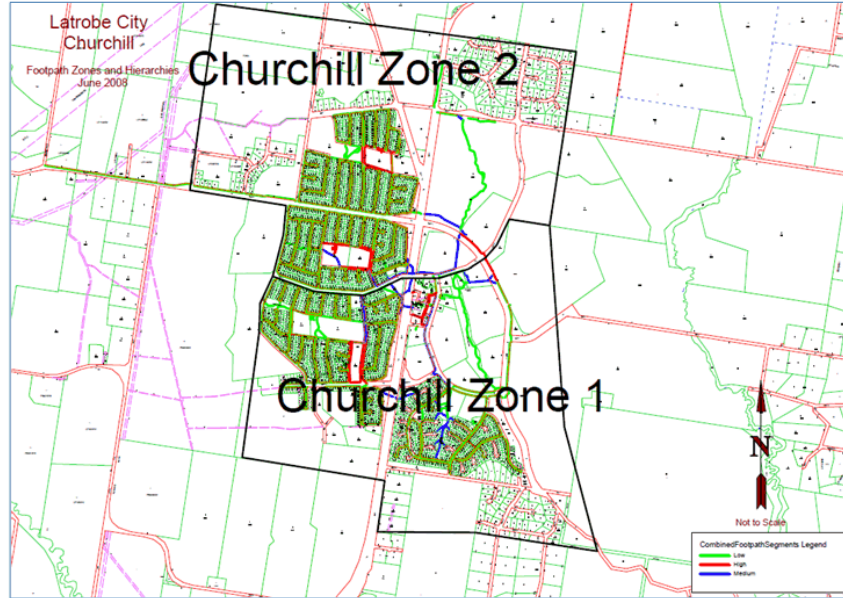
Year	High Usage Area	Medium Usage Area	Low Usage Area
2017-2018	All High Use Areas	Zone 1 & 2	Zone 2 areas
2018-2019	All High Use Areas	Zone 3 & non zoned towns	Zone 3 & non zoned towns
2019-2020	All High Use Areas	Zone 1 & 2	Zone 1 areas
2020-2021	All High Use Areas	Zone 3 & non zoned towns	Zone 2 areas
2021-2022	All High Use Areas	Zone 1 & 2	Zone 3 & non zoned towns
2022-2023	All High Use Areas	Zone 3 & non zoned towns	Zone 1 areas

The Zone 3 paths include the seven small towns of Boolarra, Glengarry, Toongabbie, Traralgon South, Tyers, Yallourn North and Yinnar.

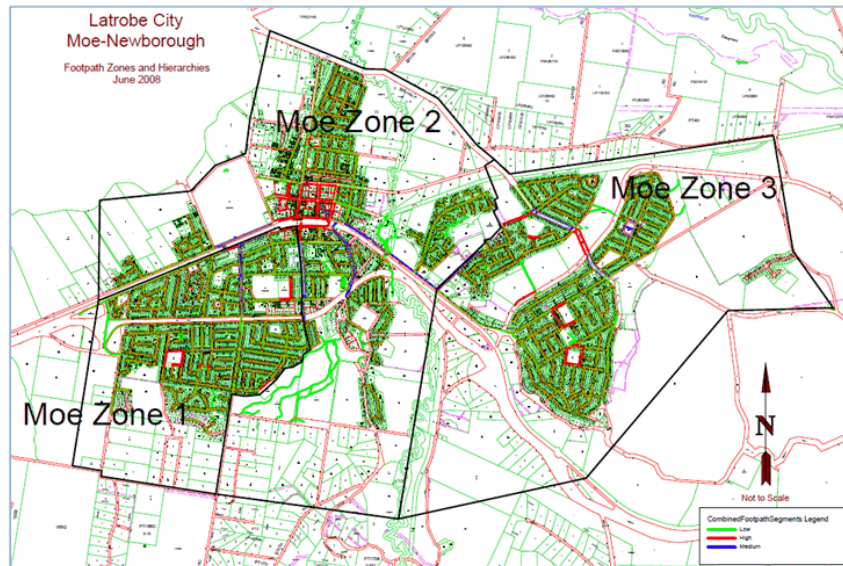
 **Path Asset Management Plan**  
**2018**

Zone and Footpath Hierarchy maps:

**CHURCHILL**



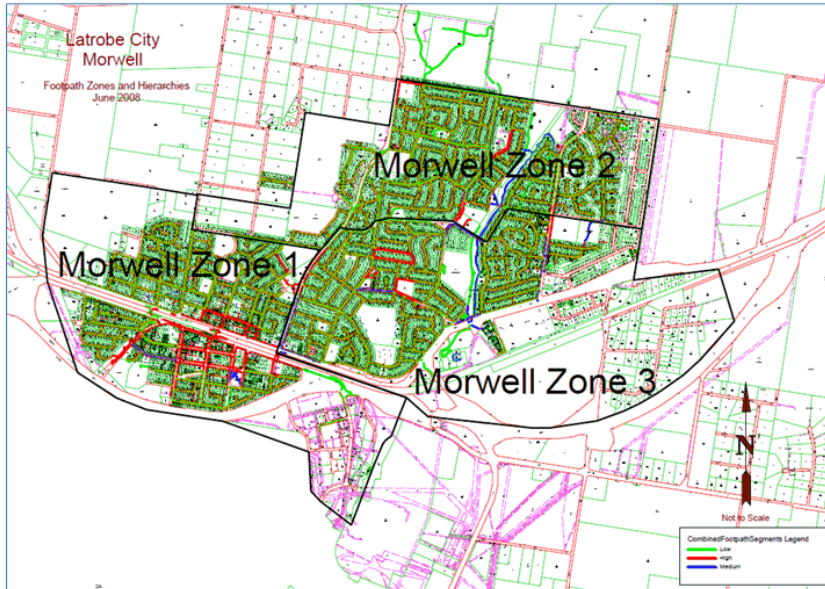
**MOE-NEWBOROUGH**



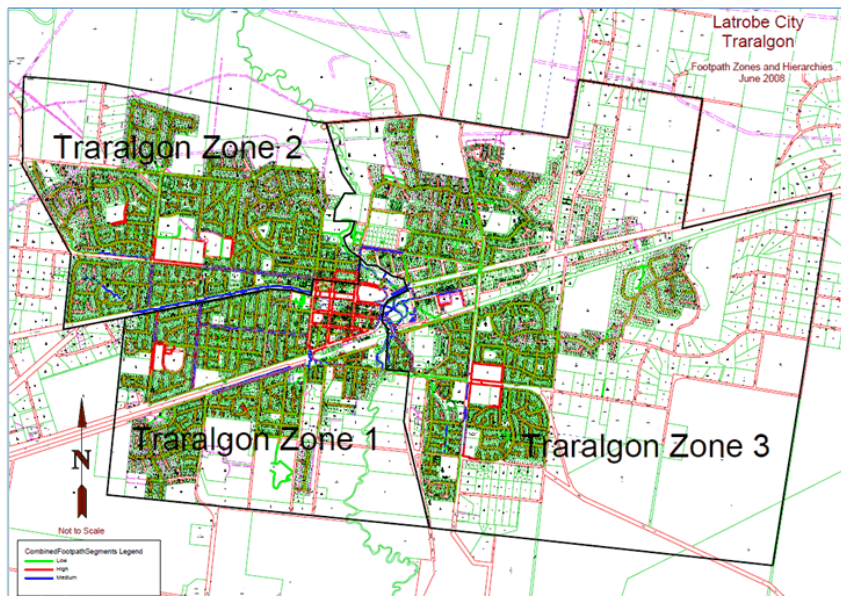


 **Path Asset Management Plan**  
**2018**

**MORWELL**



**TRARALGON**





#### 4) Proactive Inspection Intervention Levels and Response Times

##### a. Path Defects Classified as Urgent

Trip Steps identified during proactive inspections are in the first incidence assessed against the criteria for Urgent Defects as outlined in Table 4. If determined to be an Urgent Defect the details of the defects are advised to Infrastructure Operations for Urgent Defect Response consistent with the requirements of Table 5.

Appendix A - Table 4 – Criteria for Classification as an Urgent defect from Proactive Inspections

Criteria for Urgent Defect	Assessment
A defect significantly exceeds intervention (i.e. 50mm plus).	<b>Classified as Urgent Defect.</b>
Obstruction to special users. <ul style="list-style-type: none"> <li>• Special case with wheel chairs.</li> <li>• Special case with prams.</li> </ul>	<b>Classified as Urgent Defect.</b>
Defects at or above RMP Intervention at an easily identifiable location in the immediate vicinity of potentially vulnerable users e.g.: <ul style="list-style-type: none"> <li>• Elderly.</li> <li>• Disabled.</li> <li>• Parents with prams.</li> </ul>	<b>Classified as Urgent Defect.</b>

Appendix A - Table 5 – Response Times for Urgent Defects identified during Proactive Inspections

Classification	Operational Inspection to determine Interim or permanent response	Response Time for Urgent Defects
<b>High Usage</b>	Inspect within one working day.	Provide reasonable warning signs, barricades or: <ul style="list-style-type: none"> <li>• Interim repairs within three working days.</li> <li>• Repair within two weeks.</li> </ul>
<b>Medium Usage</b>	Inspect within one working day.	Provide reasonable warning signs, barricades or: <ul style="list-style-type: none"> <li>• Interim repairs within three working days.</li> <li>• Repair within four weeks.</li> </ul>
<b>Low Usage</b>	Inspect within two working days.	Provide reasonable warning signs, barricades or: <ul style="list-style-type: none"> <li>• Interim repairs within five working days.</li> <li>• Permanent Repair within eight weeks.</li> </ul>

Note: Proactive Inspection data is collated by the last business day of the week and provided to Infrastructure Operation on the first business day of the following week.

##### b. Defects Assessed Against Road Management Plan (RMP) Intervention Levels

Trip Steps identified during proactive inspections are in the second incidence assessed against the RMP Intervention Levels outlined in Table 6 to determine if they are a RMP Defect.



**Table 6 - Road Management Plan (RMP) Intervention Levels and Response Times for Permanent repair**

Hierarchy Type	Footpath Maintenance Category (FMC)	Hazard Intervention Level	Response Time For Permanent Repair
Footpath	FMC-H	Pedestrian areas with a step greater than 10 mm	12 Months
Footpath	FMC-M	Pedestrian areas with a step greater than 20 mm	12 Months
Footpath	FMC-L	Pedestrian areas with a step greater than 20 mm	18 Months

*Note 1: Council will not maintain nature strips and sweep footpaths of leaves, nuts and fruits from street trees. Inappropriate street trees that drop nuts and fruits on paths will be replaced under the appropriate tree management plan as funds become available.*

*Note 2: An appropriate interim repair is made when a RMP Defect to reduce the defect to below intervention such as applying asphalt, or may be to highlight the presence of the RMP Defect by methods such as painting or signage.*

c. RMP Defects Response Actions

Trip Steps identified during proactive inspections assessed to be a RMP Defect are allocated an appropriate Response Action as outlined in Table 7. These actions are to be undertaken to bring each defect to below intervention levels within the timelines for Permanent Repair as outlined in Table 6.

**Table 7 - Response Actions for RMP Defects Identified during Proactive Inspections.**

Footpath Maintenance Category	Path Category	Response Action
FMC-H	Category H High Usage	<b>Concrete :</b> Grind step 10 -15 mm Replace step 10 -15 if previously ground Replace step > 15 mm <b>Asphalt :</b> Repair step >10 mm <b>Brick Pavers :</b> Reset areas with trip hazards >10 mm.
FMC-M	Category M Medium Usage	<b>Concrete:</b> Grind 20 -25 mm Replace step 20 -25 if previously ground Replace > 25 mm <b>Asphalt:</b> Repair steps >20 mm
FMC-L	Category L Low Usage	<b>Concrete:</b> Grind 20 -25 mm Replace step 20 -25 if previously ground Replace > 25 mm <b>Asphalt:</b> Repair steps >20 mm <b>Gravel Paths:</b> Repair erosion ruts to path >20 mm.



**d. Path stress points below RMP Intervention Levels allocated an Asset Life-Cycle Action**

All path stresses identified during proactive inspections are assessed against the Asset Life-Cycle Triggers with those above the triggers becoming points for Asset Life-Cycle Treatment and allocated an appropriate Asset Life-Cycle Action as outlined in Table 8. The points of treatment are to be scheduled as Priority 1, Priority 2, Priority 3 or Priority 4 based on the guidelines in Table 8. The ranking of the known treatment areas are re-ranked each year for treatment considering the treatment points remaining from previous years and the current year inspection are scheduled to the extent of the available budget.

**Table 8 – Asset Renewal Actions and Priority by Path Category**

Category	Asset Renewal Action	
Category H High Usage	<p><b>Priority 1:</b></p> <p><b>Concrete :</b></p> <ul style="list-style-type: none"> <li>Seal Cracks &gt;15 mm</li> <li>Replace sections with greater than 25% surface area with cracks &gt; 15mm.</li> </ul> <p><b>Asphalt :</b></p> <ul style="list-style-type: none"> <li>Repair cracks &gt; 5 mm</li> <li>Replace sections with greater than 25% surface area with cracks &gt; 5mm.</li> </ul> <p><b>Brick Pavers :</b></p> <ul style="list-style-type: none"> <li>Reset sections with greater than 25% surface area with cracks &gt; 5mm.</li> </ul>	<p><b>Priority 3:</b></p> <p><b>Asphalt &amp; Brick Pavers:</b></p> <ul style="list-style-type: none"> <li>Reset minor areas of surface distortion.</li> <li>Recurring distortion of high traffic areas to be progressively replaced with concrete in accordance with priority score, depending on available budget</li> </ul>
Category M Medium Usage & Category L Low usage	<p><b>Priority 2:</b></p> <p><b>Concrete:</b></p> <ul style="list-style-type: none"> <li>Replace steps &gt; 15 mm</li> <li>Seal Cracks &gt;15 mm</li> <li>Replace sections with greater than 25% surface area with cracks &gt; 15mm.</li> </ul> <p><b>Asphalt:</b></p> <ul style="list-style-type: none"> <li>Repair steps &gt;10 mm</li> <li>Repair cracks &gt; 15 mm</li> <li>Replace sections with greater than 25% surface area with cracks &gt; 15mm.</li> </ul> <p><b>Brick Pavers :</b></p> <ul style="list-style-type: none"> <li>Reset paved areas with steps 10-15 mm</li> <li>Reset sections with greater than 25% surface area with cracks &gt; 15mm.</li> </ul> <p><b>Gravel Paths:</b></p> <ul style="list-style-type: none"> <li>Repair erosion ruts to path &gt;30 mm.</li> <li>Weed control on gravel paths.</li> </ul>	<p><b>Priority 4:</b></p> <p><b>Asphalt:</b></p> <ul style="list-style-type: none"> <li>Progressively replace with concrete in accordance with priority score, depending on available budget.</li> </ul>



### 5) Reactive Response

Reactive inspections will be undertaken as a result of public requests, reported incidents or insurance claims. Latrobe City Council's customer request system, Pathway, records all requests from customers including details of faults and location. In accordance with this PAMP, Latrobe City Council officers will inspect a reported fault, incident or claim as per the times in Tables 10 and 11.

As is the case with any asset, footpath requests for work may be regarded as urgent by individuals. In accordance with the RMA, Latrobe City Council has determined a consistent, unbiased and repeatable method of determining urgency of repairs on the location of the defect and the degree of its severity and likely consequence. Table 9 below is a guide to Latrobe City Council's definition for 'urgent' classification.

**Table 9 – Used to determine Urgent Repairs**

Criteria	Assessment
Claim has been lodged with Latrobe City Council.	<b>Classified as urgent.</b> Latrobe City Council's philosophy is that whilst it does not acknowledge a claim as the sole basis to set default standards, it is attempting to reduce the risk of a subsequent fall. Similarly, the repair of a defect based on a claim, does not make Latrobe City Council liable to repair all other defects of that size and shape. Latrobe City Council continually reviews its intervention levels and urgency levels on the basis of insurance claims and incidents.
A defect significantly exceeds intervention (i.e. 50 mm plus).	<b>Classified as urgent.</b>
Obstruction to users. <ul style="list-style-type: none"> <li>• Special case with wheel chairs.</li> <li>• Special case with prams.</li> </ul>	<b>Classified as urgent.</b>
Someone has legitimately tripped on the defect	<b>Classified as urgent, refer claims above.</b>
Easily identifiable location in the immediate vicinity of potentially vulnerable users e.g.: <ul style="list-style-type: none"> <li>• Elderly.</li> <li>• Disabled.</li> <li>• Parents with prams.</li> </ul>	<b>Classified as urgent.</b>

**Table 10 – Response Time for Response to Urgent Defects.**

Classification	Operational Inspection to determine Interim or permanent response	Response Time for Urgent Defects
<b>High Usage</b>	Inspect within one working day.	Provide reasonable warning signs, barricades or: <ul style="list-style-type: none"> <li>• Interim repairs within three working days.</li> <li>• Repair within two weeks.</li> </ul>
<b>Medium Usage</b>	Inspect within one working day.	Provide reasonable warning signs, barricades or: <ul style="list-style-type: none"> <li>• Interim repairs within three working days.</li> <li>• Repair within four weeks.</li> </ul>
<b>Low Usage</b>	Inspect within two working days.	Provide reasonable warning signs, barricades or: <ul style="list-style-type: none"> <li>• Interim repairs within five working days.</li> <li>• Permanent Repair within eight weeks.</li> </ul>



Response times to investigate customer requests (Reactive inspection Response Time frames) are set out in the below table for the road and footpath maintenance categories.

**Table 11 – Response Time for Emergency and Customer Requests**

Footpath Maintenance Category (FMC)	Description	Control Mechanism	Emergency Inspection Times	Reactive Inspection Times
FMC-H	High Zone Footpath	Inspect rectify if possible, or provide appropriate warning	A (1 day)	A (1 day)
FMC-M	Medium Zone Footpath	Inspect rectify if possible, or provide appropriate warning	A (1 day)	B (2 Days)
FMC-L	Low Zone Footpath	Inspect rectify if possible, or provide appropriate warning	A (1 day)	C (5 days)

- Where, because of the nature of the repair required, level of resources required or workload, it is not possible to rectify within the time shown, appropriate warning of the hazard is to be provided until the repair can be completed. Appropriate warning could include, for example Provision of warning signs, Traffic control action, Diversion of pedestrian traffic around the site,
- Emergency Inspection times refer to a request for assistance (with relation to an Emergency situation) from an Emergency Service or other Government Department (i.e. SES, CFA, Fire Police, DELWP etc. )
  - Emergency Inspection Response Time as per the Response Codes outlined above
  - Reactive Response Time refer to a the response to a request from a customer/community member/Council Officer either via Pathway, ECM, Email, Social Media or Phone requests once formally logged within a system or formally notified.
  - Reactive Response Inspection Response Time as per the Response Codes outlined as per Appendix E Table

**Table 8 – Intervention Levels and Response Times for Remedy of RMP Path Defects**

Road Maintenance Category (FMC)	Intervention Level	Response Time For Interim Repairs resulting from Customer Requests	Response Time For Permanent Repair
FMC-H	Defective pedestrian areas with a step greater than 10 mm	D (2 weeks)	12 Months
FMC-M	Defective pedestrian areas with a step greater than 20 mm	D (2 weeks)	12 Months
FMC-L	Defective pedestrian areas with a step greater than 20 mm	E (4 weeks)	18 Months



**Appendix B - Projected 10 year Capital Renewal and Replacement Works Program**

The annual capital works are generated annually in conjunction with the Road Management Plan inspections to allow for the priority setting between urgent actions, RMP defect actions and the annual Asset renewal actions.

**1) PATH – RMP-DEFECT TREATMENT 2017-18: (Redacted Program for example)**

Hierarchy	Locality	Rd_name	Street_Number	Defect_Type	Defect_cause	Treatment_Work_Act
High Zone 2	CHURCHILL	MCINNES CRESCENT	Corner of Howard St	Trip 10-15mm	Soil Subsidence	Grind
Low Zone 1	CHURCHILL	CANTERBURY WAY	6	Trip 26-30mm	Nature Strip Tree	Grind
High Zone 1	CHURCHILL	AUCHTERLONIE CRES	Opposite 7	Trip 10-15mm	Property Tree	Grind
High Zone 1	CHURCHILL	CANTERBURY WAY	Nth cnr with Williams Ave	Trip 10-15mm	Property Tree	Grind
High Zone 1	CHURCHILL	CANTERBURY WAY	Nth cnr with Williams Ave	Trip 10-15mm	Property Tree	Grind
High Zone 1	CHURCHILL	CANTERBURY WAY	Nth cnr with Williams Ave	Trip 10-15mm	Property Tree	Grind
High Zone 1	CHURCHILL	WILLIAMS AVENUE	48	Trip 10-15mm	Property Tree	Grind
Low Zone 1	CHURCHILL	MANNING DRIVE	114	Trip 26-30mm	Property Tree	Grind
Low Zone 1	CHURCHILL	MCDONALD WAY	Behind the Churchill Leisure Centre	Trip 26-30mm	Soil Subsidence	Grind
Low Zone 1	CHURCHILL	CATTERICK CRESCENT	Opposite 11	Trip 26-30mm	Soil Subsidence	Grind
Low Zone 1	CHURCHILL	DUNBAR GROVE	2	Trip 26-30mm	Soil Subsidence	Grind
Low Zone 1	CHURCHILL	CATTERICK AVENUE	9	Trip 26-30mm	Soil Subsidence	Grind
Low Zone 1	CHURCHILL	IKARA WAY	44, empty block	Trip 26-30mm	Soil Subsidence	Grind
Low Zone 1	CHURCHILL	GOORAWIN PLACE	8	Trip 26-30mm	Property Tree	Grind
Low Zone 1	CHURCHILL	GOORAWIN PLACE	Next to 8	Trip 26-30mm	Property Tree	Grind
Low Zone 1	CHURCHILL	CHURINGA DRIVE	8	Trip 26-30mm	Property Tree	Grind
Low Zone 1	CHURCHILL	AMAROO WAY	Opposite 28	Trip 26-30mm	Soil Subsidence	Grind
Low Zone 1	CHURCHILL	IKARA WAY	8, next to sewer pit	Trip 26-30mm	Pit - Sewer	Grind
Low Zone 1	MOE	WATSONS ROAD SOUTH	Near Highway bridge	Trip 26-30mm	Soil Subsidence	Grind
Low Zone 1	MOE	VICTORIA STREET	40	Trip 26-30mm	Soil Subsidence	Grind
Low Zone 1	MOE	ROBERTS STREET	Opposite 9	Trip 26-30mm	Nature Strip Tree	Grind
Low Zone 1	MOE	ROBERTS STREET	7	Trip 26-30mm	Nature Strip Tree	Grind
Low Zone 1	MOE	VICTORIA STREET	1	Trip 26-30mm	Property Tree	Grind
Low Zone 1	MOE	TRUSCOTT ROAD	Opposite 15	Trip 26-30mm	Nature Strip Tree	Grind
Low Zone 1	MOE	VALE STREET	Opposite 51	Trip 26-30mm	Property Tree	Grind

**2) PATH – ASSET RENEWAL TREATMENTS 2017-18: (Redacted Program for example)**

Hierarchy	Locality	Rd_name	Street_Number	Defect_Type	Defect_cause	Treatment_Work_Act
High Zone 2	CHURCHILL	COOLABAH DRIVE	30m south of number 37	Trip 10-15mm	Vehicle Loading	Replace 100mm
High Zone 2	CHURCHILL	HOWARD AVENUE	Opposite 30	Trip 30mm+	Vehicle Loading	Replace 100mm
Low Zone 1	CHURCHILL	LATTER GROVE	11	Trip 26-30mm	Vehicle Loading	Replace 100mm
Low Zone 1	CHURCHILL	VARY COURT	2	Trip 26-30mm	Vehicle Loading	Replace 100mm
Low Zone 1	CHURCHILL	QUIGLEY CRESCENT	52	Trip 26-30mm	Vehicle Loading	Replace 100mm
Low Zone 1	CHURCHILL	QUIGLEY CRESCENT	52	Trip 26-30mm	Vehicle Loading	Replace 100mm
Low Zone 1	CHURCHILL	CANTERBURY WAY	18	Trip 26-30mm	Vehicle Loading	Replace 100mm
Low Zone 1	CHURCHILL	MCLEAN AVENUE	Next to 34, Path towards reserve	Trip 26-30mm	Soil Subsidence	Replace 100mm
Low Zone 1	CHURCHILL	CANTERBURY WAY	7	Trip 26-30mm	Vehicle Loading	Replace 125mm RC
Low Zone 1	CHURCHILL	CANTERBURY WAY	19	Trip 30mm+	Pit - Sewer	Replace 100mm
Low Zone 1	CHURCHILL	AUCHTERLONIE CRES	55	Trip 26-30mm	Vehicle Loading	Replace 100mm
Low Zone 1	CHURCHILL	MCCARTHY STREET	5	Trip 26-30mm	Vehicle Loading	Replace 125mm RC
Low Zone 1	CHURCHILL	MCDONALD WAY	Behind the Churchill Leisure Centre	Trip 26-30mm	Vehicle Loading	Replace Pram Xing
Low Zone 1	CHURCHILL	WALKER PARADE	2	Trip 26-30mm	Vehicle Loading	Replace 100mm
Low Zone 1	CHURCHILL	PHILIP PARADE	20m east of Churinga Drive	Trip 26-30mm	Vehicle Loading	Replace 100mm
Low Zone 1	CHURCHILL	IKARA WAY	38	Trip 26-30mm	Vehicle Loading	Replace 100mm
Low Zone 1	CHURCHILL	IKARA WAY	Next to 38	Trip 26-30mm	Vehicle Loading	Replace 100mm
Low Zone 1	CHURCHILL	IKARA WAY	Next to 38	Trip 26-30mm	Vehicle Loading	Replace 100mm



**Appendix C - Projected Upgrade/New Expenditure 10 year Capital Works Program**

Upgrade and new projects incorporated in the PAMP plan include:

1) Project priority Assessment Tool:

Pathway Service Priority Ranking		
NETWORK HIERARCHY		
Select one only network hierarchy score	Score	Project Score
<b>Access within - Major town activity centre (CBD)</b>		
A1 Within the bounds of the commercial precinct (blocks)	10	
<b>Access within - Small town main street precinct</b>		
A2 Within the bounds of the commercial precinct (linear)	9	
<b>Access within - Major town local shopping precinct</b>		
A3 Within the bounds of the commercial precinct (linear)	8	
<b>Access to - Major town activity centres (CBD)</b>		
B1 Priority access paths within 250 m of precinct boundary	7	
<b>Access to - Small township main street precinct</b>		
B2 Pedestrian paths along main street within 50 m of precinct boundary	6	
<b>Access to - Major town local shopping precinct</b>		
B3 Pedestrian paths along street within 50 m of precinct boundary	6	
<b>Access between - Neighbourhood and Major town activity centres (CBD)</b>		
C1 Strategic network paths within 1.0 km of precinct boundary	5	
C2 Strategic network paths 1.0 km to 2.0 km from precinct boundary	4	
C3 Strategic network paths greater than 2.0 km from precinct boundary	3	
<b>Access within - Residential precincts</b>		
D1 Residential access streets without paths	2	
D2 Paths through reserves linking access streets with paths	1	
D3 Residential access streets with existing path on one side	1	
D4 Residential courts	0	
D5 Low density rural and rural living zones	0	
<b>NETWORK HIERARCHY SCORE</b>		
SERVICE HIERARCHY		
Select one only from this group if applicable	Score	Project Score
<b>Transport networks</b>		
<b>Train station</b>		
Within 50 m of station precincts	6	
<b>Bus terminal</b>		
Within 50 m of bus terminal precinct	6	
<b>Local Bus Stop</b>		
Within 20 m of local bus stop	3	
<b>Cycling network/regional trails</b>		
Link to regional rail trail	2	
<b>Community precincts</b>		
<b>Elderly person precinct</b>		
Within 50 m of elderly precincts	7	
<b>Schools / preschools and childcare centres</b>		
Within 250 m of school precinct	6	
<b>Community centres and meeting places</b>		
Within 50 m of community precinct	5	
<b>Sports stadiums</b>		
Within 50 m of sports stadium precincts	4	
<b>Recreation reserves</b>		
Recreation reserve street frontage	3	
Paths within active recreation reserves	2	
Paths within passive recreation reserves	1	
<b>Community need / support</b>		
<b>Demonstrated community need/support</b>		
Enhancement to pedestrian / cyclist safety	6	
Enhancement to disability access	6	
Use by community	4	
Multiple community requests	2	
<b>SERVICE HIERARCHY SCORE</b>		
<b>TOTAL PROJECT PRIORITY SCORE</b>		

Note: Projects assessed annually to consider new inclusions.





2) Missing Links Project List:

MISSING FOOTPATH LINKS							
Year	Score	Town	Project	Comment	STATUS	(m)	Est Cost
2017-18	17	Traralgon	Hunter Road	Liddiard Rd to Traralgon Creek Rd	Complete	375	\$45,000
2017-18	14	Traralgon	Hickox Street	Short link to bus stop	Complete	25	\$6,707
2017-18	14	Traralgon South	Keith Morgan Dr	From school to Cashmere Drive	Deferred	505	\$127,250
2017-18	12	Boolarra	Church Street A,	Monash Way to Mechanics Street	Cancelled	125	\$18,2701
2017-18	12	Boolarra	Church Street B	Mechanics Street to School	WIP	185	\$20,496
2017-18	12	Boolarra	Church Street C	Link to elderly units	WIP	20	\$3,700
2017-18	11	Traralgon	Argyle Street A	East from Masons Street	WIP	100	\$14,801
2017-18	11	Traralgon	Argyle Street B	Riggall Road to Wren Street	WIP	340	\$48,104
2017-18	11	Traralgon	Argyle Street C	Wren Street to McMahon Street	WIP	270	\$38,390
2017-18	11	Traralgon	Argyle Street D	Link to Traffic Lights	WIP	35	\$13,750
2017-18	11	Morwell	Patricia Street	Missing on South of Western end	Complete	85	\$13,750
2018-19	10	Morwell	Holmes Road	McDonald Street to Winifred Street		350	\$53,500
2018-19	10	Morwell	Harold Street A	Winifred Street to Hoyle Street		205	\$31,750
2018-19	10	Morwell	Harold Street B	Harold Street to McDonald Way		135	\$21,250
2018-19	10	Traralgon	McNairn Road A	South of Railway line to existing path	Deferred	225	\$57,250
2018-19	10	Traralgon	McNairn Road B	Level crossing (V-Track Quote)	Deferred	30	\$500,000
2018-19	10	Traralgon	McNairn Road B	Railway line to Princes Drive	Deferred	285	\$72,250
2018-19	10	Traralgon	Bank Street A	Hazelwood Road to E end of reserve		410	\$103,500
2018-19	10	Traralgon	Bank Street B	Bank Street Pedestrian refuge		20	\$16,000
2018-19	10	Traralgon	Bank Street C	Reserve frontage		180	\$46,000
2019-20	10	Traralgon	Bank Street D	Link at McNulty Drive		75	\$19,750
2019-20	10	Traralgon	Bank Street E	Reserve link to Connaught Way		90	\$23,500
2019-20	9	Tyres	Mount Hope Rd	Brown Coalmine Road to Shekiniah Dr	Cancelled	500	\$126,000
2019-20	6	Glengarry	Glengarry Rec	Traralgon-Maffra Rd to oval	Cancelled	115	\$29,750
2019-20	6	Morwell	Granya Grove	Granya Grove to McDonald Street		85	\$13,750
2019-20	6	Morwell	Crinigan Road	Symons Cres to Waterhole Hole Ck		275	\$69,750
2020-21	6	Moe south	Coalville Road	Cemetery Road to Wirrana Drive		115	\$18,250
2020-21	6	Moe south	Coalville Road	Wirrana Dr Nth to Wirrana Dr Sth		335	\$51,250
2020-21	6	Moe south	Coalville Road	Wirrana Dr Sth to Borrman's Street		110	\$17,500
2020-21	5	Moe south	Cemetery Road	Linkage to East and West bus stops		190	\$29,500
2020-21	5	Traralgon	Ormond Road	Ormond Rd to Shakespeare Street		450	\$113,500
2021-22	4	Newborough	Old Sale Road (W)	Haigh Street to Rail Trail		305	\$77,250
2021-22	4	Newborough	Old Sale Road (E)	Northern Avenue to Rail Trail		160	\$41,000
2021-22	3	Traralgon	Nefertiti Court	Nefertiti Crt to Traralgon-Maffra Rd		75	\$19,750
2021-22	2	Traralgon	Lachlan Close	Lachlan Cl, Oxley Cl, Ambler Place		250	\$63,500
2021-22	1	Glengarry	Rhodes Court	Rhodes Court to Hambrook Lane		85	\$22,250
2022-23	1	Churchill	Glendonald Road	Churinga Drive to Northways Road	Cancelled	555	\$84,250
2022-23	1	Churchill	Mackeys Road	MacDonald Way to Winchester Way		65	\$17,250
2022-23		Traralgon	Rec Reserve	Path to rear of Play Group		55	\$10,000
2022-23		Morwell	Linden court	Path Sth Side near elderly units		60	\$12,000

Final Costing and priorities to be confirmed.

Difficult Projects may be **deferred** until logistic issues resolve (eg McNairn Road requires a rail crossing which is estimated to cost \$500,000)

Very difficult projects that have no solution to issues may be **cancelled** to allow deliverable projects to proceed.



3) Linear Paths Project List:

MISSING FOOTPATH LINKS									
Year	Town	Project	Comment	STATUS	Length	Width	Area	Est Cost	
2016-17	Moe	Old Sale Road	Montane Estate Linkage (Separate funding)	Complete	2.5	515	1338	\$80,250	
2016-17	Traralgon	Riverslea Boulevard	Linkage through green belt close to Schools	Complete	2.5	180	460	\$46,000	
2016-17	Morwell	Holmes Rd	Linkage along front of reserve to existing network	Complete	1.5	200	320	\$32,000	
2016-17	Churchill	Watson Park	Boundary paths along reserve	Complete	1.5	250	385	\$38,500	
2016-17	Moe	Orion Court	Access through open space reserve	Complete	2.5	125	310	\$31,000	
2016-17	Yinnar	Alfred St	Connect playground to existing networks & bus stop	Complete	2.5	125	323	\$32,250	
2016-17	Morwell	The Boulevard	Formalise link to Waterhole creek path network	Complete	2.5	75	198	\$19,750	
2017-18	Traralgon	Christensen Ct	Bonds Park – Christensen Close to Conway Court		190	1.5	300	\$30,000	
2017-18	Morwell	Collins Street	Northern Reserve Morwell (Collins Street)		370	1.5	585	\$58,500	
2017-18	Newborough	Dinwoodie Dr	Dinwoodie Drive, Newborough		145	2.5	370	\$37,000	
2017-18	Church	Switchback Road	Gaskin Park (Switchback Rd) Churchill		265	2.5	665	\$66,500	
2018-19	Morwell	McDonald Street	Sir Norman Brooks Park – McDonald Street to Margret Street				310	\$31,000	
2018-19	Moe	Vary Street	Joe Tabuteau Reserve (Park & PlayGround area) Moe				530	\$53,000	
2018-19	Moe	Hawker street	Hawker Street to Bristol Street				510	\$51,000	
2018-19	Traralgon	Tulloch Way	Tulloch Way to Liddiard Road (Think Big Reserve)				470	\$47,250	
2018-19	Churchill	Williams Avenue	Walkley Park Play Space				200	\$20,000	
2019-20	Traralgon	Inverness Way	Grubb Ave to Inverness Way		125	2.5	347	\$34,750	
2019-20	Morwell	Barry Street	Barry Street Reserve (Play Space) from Cynthia Street through to Hyland Street		185	1.5	310	\$31,000	
2019-20	Moe	Scott Avenue	Scott Ave Moe		185	1.5	470	\$47,000	
2019-20	Yinnar	Main Street	Link Centenary Park to the Yinnar Skate Park		240	2.5	635	\$63,500	
2020-21	Churchill	Birch Drive	Andrews park West		310	2.5	800	\$80,000	
2020-21	Morwell	Berg Street	Berg Street Play Space		335	1.5	310	\$31,000	
2020-21	Traralgon	Strathcole Drive	Medew Reserve (Play Space) connecting Strathcole, Pepperdine and Morgan		270	1.5	700	\$70,000	

Final Costing and priorities to be confirmed.

Difficult projects may be **deferred** until logistic issues resolved (eg McNaam Road requires a rail crossing which is estimated to cost \$500,000)

Very difficult projects that have no solution to issues may be **cancelled** to allow deliverable projects to proceed.



**Appendix D - Budgeted Expenditures**

Expenditure currently incorporated into annual budgets include:

**BUDGET: (\$000's)**

	2018	2019	2020	2021	2022
Management Overhead Budget	\$3	\$3	\$3	\$3	\$3
Asset Management Budget	\$18	\$18	\$18	\$18	\$18
Operations Budget	\$23	\$23	\$23	\$23	\$23
<b>OPERATIONS BUDGET</b>	<b>\$44</b>	<b>\$44</b>	<b>\$44</b>	<b>\$44</b>	<b>\$44</b>
Reactive Maintenance Budget	\$30	\$30	\$30	\$30	\$30
Routine Maintenance Budget	\$80	\$80	\$80	\$80	\$80
Specific Maintenance (Budget Shortfall)	\$0	\$0	\$0	\$0	\$0
<b>MAINTENANCE BUDGET</b>	<b>\$110</b>	<b>\$110</b>	<b>\$110</b>	<b>\$110</b>	<b>\$110</b>
Renewal LTFF/Budget	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
Upgrade/Expansion Budget	\$0	\$0	\$0	\$0	\$0
Planned new LTFP/Budget	\$450	\$2,950	\$3,550	\$450	\$450
Planned Asset Disposal Budget	\$0	\$0	\$0	\$0	\$0
<b>CAPITAL EXPENDITURE BUDGET</b>	<b>\$1,450</b>	<b>\$3,950</b>	<b>\$4,550</b>	<b>\$1,450</b>	<b>\$1,450</b>
<b>TOTAL EXPENDITURE (LTFP/BUDGET) Ops, Main, Capex</b>	<b>\$1,604</b>	<b>\$4,104</b>	<b>\$4,704</b>	<b>\$1,604</b>	<b>\$1,604</b>

**BUDGET: (\$000's)**

	2023	2024	2025	2026	2027
Management Overhead Budget	\$3	\$3	\$3	\$3	\$3
Asset Management Budget	\$18	\$18	\$18	\$18	\$18
Operations Budget	\$23	\$23	\$23	\$23	\$23
<b>OPERATIONS BUDGET</b>	<b>\$44</b>	<b>\$44</b>	<b>\$44</b>	<b>\$44</b>	<b>\$44</b>
Reactive Maintenance Budget	\$30	\$30	\$30	\$30	\$30
Routine Maintenance Budget	\$80	\$80	\$80	\$80	\$80
Specific Maintenance (Budget Shortfall)	\$0	\$0	\$0	\$0	\$0
<b>MAINTENANCE BUDGET</b>	<b>\$110</b>	<b>\$110</b>	<b>\$110</b>	<b>\$110</b>	<b>\$110</b>
Renewal LTFF/Budget	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
Upgrade/Expansion Budget	\$0	\$0	\$0	\$0	\$0
Planned new LTFP/Budget	\$450	\$450	\$450	\$450	\$450
Planned Asset Disposal Budget	\$0	\$0	\$0	\$0	\$0
<b>CAPITAL EXPENDITURE BUDGET</b>	<b>\$1,450</b>	<b>\$1,450</b>	<b>\$1,450</b>	<b>\$1,450</b>	<b>\$1,450</b>
<b>TOTAL EXPENDITURE (LTFP/BUDGET) Ops, Main, Capex</b>	<b>\$1,604</b>	<b>\$1,604</b>	<b>\$1,604</b>	<b>\$1,604</b>	<b>\$1,604</b>



**Appendix E - Abbreviations**

Abbreviations used in the PAMP include:

AAAC	Average annual asset consumption
AM	Asset Management
AEP	Annual Exceedance Probability
ASC	Annual service cost
BOD	Biochemical (biological) oxygen demand
CRC	Current replacement cost
CWMS	Community wastewater management systems
DA	Depreciable amount
PAMP	Road Asset Management Plan
DRC	Depreciated replacement cost
EF	Earthworks/formation
GPT	Gross Pollutant Trap
IRMP	Infrastructure risk management plan
LCC	Life Cycle cost
LCE	Life cycle expenditure
LTFP	Long term financial plan
MMS	Maintenance Management System
PCI	Pavement condition index
RV	Residual value
SoA	State of the Assets
vph	Vehicles per hour
WDCRC	Written down current replacement cost



## Appendix F - Glossary

### Annual service cost (ASC)

#### a) Reporting actual cost

The annual (accrual) cost of providing a service including operations, maintenance, depreciation, finance/opportunity and disposal costs less revenue.

#### b) For investment analysis and budgeting

An estimate of the cost that would be tendered, per annum, if tenders were called for the supply of a service to a performance specification for a fixed term. The Annual Service Cost includes operations, maintenance, depreciation, finance/opportunity and disposal costs, less revenue.

### Asset

A resource controlled by an entity as a result of past events and from which future economic benefits are expected to flow to the entity. Infrastructure assets are a sub-class of property, plant and equipment which are non-current assets with a life greater than 12 months and enable services to be provided.

### Asset category

Sub-group of assets within a class hierarchy for financial reporting and management purposes.

### Asset class

A group of assets having a similar nature or function in the operations of an entity, and which, for purposes of disclosure, is shown as a single item without supplementary disclosure.

### Asset condition assessment

The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset so as to determine the need for some preventative or remedial action.

### Asset hierarchy

A framework for segmenting an asset base into appropriate classifications. The asset hierarchy can be based on asset function or asset type or a combination of the two.

### Asset management (AM)

The combination of management, financial, economic, engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost effective manner.

### Asset renewal funding ratio

The ratio of the net present value of asset renewal funding accommodated over a 10 year period in a long term financial plan relative to the net present value of projected capital renewal expenditures identified in an asset management plan for the same period [AIFMG Financial Sustainability Indicator No 8].

**Average annual asset consumption (AAAC)\***

The amount of an organisation's asset base consumed during a reporting period (generally a year). This may be calculated by dividing the depreciable amount by the useful life (or total future economic benefits/service potential) and totalled for each and every asset OR by dividing the carrying amount (depreciated replacement cost) by the remaining useful life (or remaining future economic benefits/service potential) and totalled for each and every asset in an asset category or class.

**Borrowings**

A borrowing or loan is a contractual obligation of the borrowing entity to deliver cash or another financial asset to the lending entity over a specified period of time or at a specified point in time, to cover both the initial capital provided and the cost of the interest incurred for providing this capital. A borrowing or loan provides the means for the borrowing entity to finance outlays (typically physical assets) when it has insufficient funds of its own to do so, and for the lending entity to make a financial return, normally in the form of interest revenue, on the funding provided.

**Brownfields Valuation**

Valuation method where the initial recognition and subsequent recognition of assets involves expensing those costs that are considered to be 'sunk' one-off costs for components that are expected to have an unlimited life such as earthworks and formation for roadworks and capitalising only those costs associated with ongoing renewal of the asset.

**Capital expenditure**

Relatively large (material) expenditure, which has benefits, expected to last for more than 12 months. Capital expenditure includes renewal, expansion and upgrade. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

**Capital expenditure - expansion**

Expenditure that extends the capacity of an existing asset to provide benefits, at the same standard as is currently enjoyed by existing beneficiaries, to a new group of users. It is discretionary expenditure, which increases future operations and maintenance costs, because it increases the organisation's asset base, but may be associated with additional revenue from the new user group, e.g. extending a drainage or road network, the provision of an oval or park in a new suburb for new residents.

**Capital expenditure - new**

Expenditure which creates a new asset providing a new service/output that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operations and maintenance expenditure.

**Capital expenditure - renewal**

Expenditure on an existing asset or on replacing an existing asset, which returns the service capability of the asset up to that which it had originally. It is periodically required expenditure, relatively large (material) in value compared with the value of the components or sub-components of the asset being renewed. As it reinstates existing service potential, it generally has no impact on revenue, but may reduce future operations and maintenance expenditure if completed at the optimum time, e.g. resurfacing or resheeting a material part of a road network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval.

**Capital expenditure - upgrade**

Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that will increase the life of the asset beyond that which it had originally. Upgrade expenditure is discretionary and often does not result in additional revenue unless direct user charges apply. It will increase operations and maintenance expenditure in the future because of the increase in the organisation's asset base, eg. widening the sealed area of an existing road, replacing drainage pipes with pipes of a greater capacity, enlarging a grandstand at a sporting facility.

**Capital funding**

Funding to pay for capital expenditure.

**Capital grants**

Monies received generally tied to the specific projects for which they are granted, which are often upgrade and/or expansion or new investment proposals.

**Capital investment expenditure**

See capital expenditure definition

**Capitalisation threshold**

The value of expenditure on non-current assets above which the expenditure is recognised as capital expenditure and below which the expenditure is charged as an expense in the year of acquisition.

**Carrying amount**

The amount at which an asset is recognised after deducting any accumulated depreciation / amortisation and accumulated impairment losses thereon.

**Class of assets**

See asset class definition.

**Component**

Specific parts of an asset having independent physical or functional identity and having specific attributes such as different life expectancy, maintenance regimes, risk or criticality.

**Core asset management**

Asset management which relies primarily on the use of an asset register, maintenance management systems, job resource management, inventory control, condition assessment, simple risk assessment and defined levels of service, in order to establish alternative treatment options and long-term cash-flow predictions. Priorities are usually established on the basis of financial return gained by carrying out the work (rather than detailed risk analysis and optimised decision-making).

**Cost of an asset**

The amount of cash or cash equivalents paid or the fair value of the consideration given to acquire an asset at the time of its acquisition or construction, including any costs necessary to place the asset into service. This includes one-off design and project management costs.

**Critical assets**

Assets for which the financial, business or service level consequences of failure are sufficiently severe to justify proactive inspection and rehabilitation. Critical assets have a lower threshold for action than non-critical assets.

**Current replacement cost (CRC)**

The cost the entity would incur to acquire the asset on the reporting date. The cost is measured by reference to the lowest cost at which the gross future economic benefits could be obtained in the normal course of business or the minimum it would cost, to replace the existing asset with a technologically modern equivalent new asset (not a second-hand one) with the same economic benefits (gross service potential) allowing for any differences in the quantity and quality of output and in operating costs.

**Deferred maintenance**

The shortfall in rehabilitation work undertaken relative to that required to maintain the service potential of an asset.

**Depreciable amount**

The cost of an asset, or other amount substituted for its cost, less its residual value.

**Depreciated replacement cost (DRC)**

The current replacement cost (CRC) of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset.

**Depreciation / amortisation**

The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.

**Economic life**

See useful life definition.

**Expenditure**

The spending of money on goods and services. Expenditure includes recurrent and capital outlays.

**Expenses**

Decreases in economic benefits during the accounting period in the form of outflows or depletions of assets or increases in liabilities that result in decreases in equity, other than those relating to distributions to equity participants.

**Fair value**

The amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties, in an arms-length transaction.



**Financing gap**

A financing gap exists whenever an entity has insufficient capacity to finance asset renewal and other expenditure necessary to be able to appropriately maintain the range and level of services its existing asset stock was originally designed and intended to deliver. The service capability of the existing asset stock should be determined assuming no additional operating revenue, productivity improvements, or net financial liabilities above levels currently planned or projected. A current financing gap means service levels have already or are currently falling. A projected financing gap, if not addressed, will result in a future diminution of existing service levels.

**Generation 1**

First renewal of an asset after construction.

**Generation 2**

Subsequent renewal of asset after initial renewal.

**Greenfields valuation**

Valuation method where the initial recognition and subsequent revaluation of assets involves the capitalisation of all costs including those for components that are expected to have an unlimited life (such as earthworks and formation for roadwork).

**Heritage asset**

An asset with historic, artistic, scientific, technological, geographical or environmental qualities that is held and maintained principally for its contribution to knowledge and culture and this purpose is central to the objectives of the entity holding it.

**Impairment loss**

The amount by which the carrying amount of an asset exceeds its recoverable amount.

**Infrastructure assets**

Physical assets that contribute to meeting the needs of organisations or the need for access to major economic and social facilities and services, eg. roads, drainage, footpaths and cycleways. These are typically large, interconnected networks or portfolios of composite assets. The components of these assets may be separately maintained, renewed or replaced individually so that the required level and standard of service from the network of assets is continuously sustained. Generally the components and hence the assets have long lives. They are fixed in place and are often have no separate market value.

**Investment property**

Property held to earn rentals or for capital appreciation or both, rather than for:

- a) use in the production or supply of goods or services or for administrative purposes; or
- b) sale in the ordinary course of business.

**Key performance indicator**

A qualitative or quantitative measure of a service or activity used to compare actual performance against a standard or other target. Performance indicators commonly relate to statutory limits, safety, responsiveness, cost, comfort, asset performance, reliability, efficiency, environmental protection and customer satisfaction.

**Level of service**

The defined service quality for a particular service/activity against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental impact, acceptability and cost.

**Life Cycle Cost \* (LCC)**

- a) **Total LCC** The total cost of an asset throughout its life including planning, design, construction, acquisition, operation, maintenance, rehabilitation and disposal costs.
- b) **Average LCC** The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises average operations, maintenance expenditure plus asset consumption expense, represented by depreciation expense projected over 10 years. The Life Cycle Cost does not indicate the funds required to provide the service in a particular year.

**Life Cycle Expenditure**

The Life Cycle Expenditure (LCE) is the average operations, maintenance and capital renewal expenditure accommodated in the long term financial plan over 10 years. Life Cycle Expenditure may be compared to average Life Cycle Cost to give an initial indicator of affordability of projected service levels when considered with asset age profiles.

**Loans / borrowings**

See borrowings.

**Maintenance**

All actions necessary for retaining an asset as near as practicable to an appropriate service condition, including regular ongoing day-to-day work necessary to keep assets operating, eg road patching but excluding rehabilitation or renewal. It is operating expenditure required to ensure that the asset reaches its expected useful life.

- **Planned maintenance**

Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

- **Reactive maintenance**

Unplanned repair work that is carried out in response to service requests and management/ supervisory directions.

- **Specific maintenance**

Maintenance work to repair components or replace sub-components that needs to be identified as a specific maintenance item in the maintenance budget.

- **Unplanned maintenance**

Corrective work required in the short-term to restore an asset to working condition so it can continue to deliver the required service or to maintain its level of security and integrity.

**Maintenance expenditure \***

Recurrent expenditure which is periodically or regularly required as part of the anticipated schedule of works to ensure that the asset achieves its useful life, and provides the required level of service. It is expenditure, which was anticipated in determining the asset's useful life.

**Materiality**

The notion of materiality guides the margin of error acceptable, the degree of precision required and the extent of the disclosure required when preparing general purpose financial reports. Information is material if its omission, mis-statement or non-disclosure has the potential, individually or collectively, to influence the economic decisions of users taken on the basis of the financial report or affect the discharge of accountability by the management or governing body of the entity.

**Modern equivalent asset**

Assets that replicate what is in existence with the most cost-effective asset performing the same level of service. It is the most cost efficient, currently available asset which will provide the same stream of services as the existing asset is capable of producing. It allows for technology changes and, improvements and efficiencies in production and installation techniques

**Net present value (NPV)**

The value to the organisation of the cash flows associated with an asset, liability, activity or event calculated using a discount rate to reflect the time value of money. It is the net amount of discounted total cash inflows after deducting the value of the discounted total cash outflows arising from eg the continued use and subsequent disposal of the asset after deducting the value of the discounted total cash outflows.

**Non-revenue generating investments**

Investments for the provision of goods and services to sustain or improve services to the community that are not expected to generate any savings or revenue to the Council, eg. parks and playgrounds, footpaths, roads and bridges, libraries etc.

**Operations**

Regular activities to provide services such as public health, safety and amenity, eg street sweeping, grass mowing and street lighting.

**Operating expenditure**

Recurrent expenditure, which is continuously required to provide a service. In common use the term typically includes, eg power, fuel, staff, plant equipment, on-costs and overheads but excludes maintenance and depreciation. Maintenance and depreciation is on the other hand included in operating expenses.

**Operating expense**

The gross outflow of economic benefits, being cash and non-cash items, during the period arising in the course of ordinary activities of an entity when those outflows result in decreases in equity, other than decreases relating to distributions to equity participants.

**Operating expenses**

Recurrent expenses continuously required to provide a service, including power, fuel, staff, plant equipment, maintenance, depreciation, on-costs and overheads.

**Operations, maintenance and renewal financing ratio**

Ratio of estimated budget to projected expenditure for operations, maintenance and renewal of assets over a defined time (eg five, 10 and 15 years).

**Operations, maintenance and renewal gap**

Difference between budgeted expenditures in a long-term financial plan (or estimated future budgets in absence of a long term financial plan) and projected expenditures for operations, maintenance and renewal of assets to achieve/maintain specified service levels, totalled over a defined time (e.g. five, 10 and 15 years).

**Pavement management system (PMS)**

A systematic process for measuring and predicting the condition of road pavements and wearing surfaces over time and recommending corrective actions.

**PMS Score**

A measure of condition of a road segment determined from a Pavement Management System.

**Rate of annual asset consumption \***

The ratio of annual asset consumption relative to the depreciable amount of the assets. It measures the amount of the consumable parts of assets that are consumed in a period (depreciation) expressed as a percentage of the depreciable amount.

**Rate of annual asset renewal \***

The ratio of asset renewal and replacement expenditure relative to depreciable amount for a period. It measures whether assets are being replaced at the rate they are wearing out with capital renewal expenditure expressed as a percentage of depreciable amount (capital renewal expenditure/DA).

**Rate of annual asset upgrade/new \***

A measure of the rate at which assets are being upgraded and expanded per annum with capital upgrade/new expenditure expressed as a percentage of depreciable amount (capital upgrade/expansion expenditure/DA).

**Recoverable amount**

The higher of an asset's fair value, less costs to sell and its value in use.

**Recurrent expenditure**

Relatively small (immaterial) expenditure or that which has benefits expected to last less than 12 months. Recurrent expenditure includes operations and maintenance expenditure.

**Recurrent funding**



Funding to pay for recurrent expenditure.

**Rehabilitation**

See capital renewal expenditure definition above.

**Remaining useful life**

The time remaining until an asset ceases to provide the required service level or economic usefulness. Age plus remaining useful life is useful life.

**Renewal**

See capital renewal expenditure definition above.

**Residual value**

The estimated amount that an entity would currently obtain from disposal of the asset, after deducting the estimated costs of disposal, if the asset were already of the age and in the condition expected at the end of its useful life.

**Revenue generating investments**

Investments for the provision of goods and services to sustain or improve services to the community that are expected to generate some savings or revenue to offset operating costs, eg public halls and theatres, childcare centres, sporting and recreation facilities, tourist information centres, etc.

**Risk management**

The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant ranges of outcomes and their probability of occurrence.

**Section or segment**

A self-contained part or piece of an infrastructure asset.

**Service potential**

The total future service capacity of an asset. It is normally determined by reference to the operating capacity and economic life of an asset. A measure of service potential is used in the not-for-profit sector/public sector to value assets, particularly those not producing a cash flow.

**Service potential remaining**

A measure of the future economic benefits remaining in assets. It may be expressed in dollar values (Fair Value) or as a percentage of total anticipated future economic benefits. It is also a measure of the percentage of the asset's potential to provide services that is still available for use in providing services (Depreciated Replacement Cost/Depreciable Amount).

**Specific Maintenance**

Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, replacement of air conditioning equipment, etc. This work generally falls below the capital/ maintenance threshold and needs to be identified in a specific maintenance budget allocation.





**Strategic Longer-Term Plan**

A plan covering the term of office of councillors (four years minimum) reflecting the needs of the community for the foreseeable future. It brings together the detailed requirements in the Council's longer-term plans such as the asset management plan and the long-term financial plan. The plan is prepared in consultation with the community and details where the Council is at that point in time, where it wants to go, how it is going to get there, mechanisms for monitoring the achievement of the outcomes and how the plan will be resourced.

**Sub-component**

Smaller individual parts that make up a component part.

**Useful life**

Either: (a) the period over which an asset is expected to be available for use by an entity, or (b) the number of production or similar units expected to be obtained from the asset by the entity.

It is estimated or expected time between placing the asset into service and removing it from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the Council.

**Value in use**

The present value of future cash flows expected to be derived from an asset or cash generating unit. It is deemed to be depreciated replacement cost (DRC) for those assets whose future economic benefits are not primarily dependent on the asset's ability to generate net cash inflows, where the entity would, if deprived of the asset, replace its remaining future economic benefits.

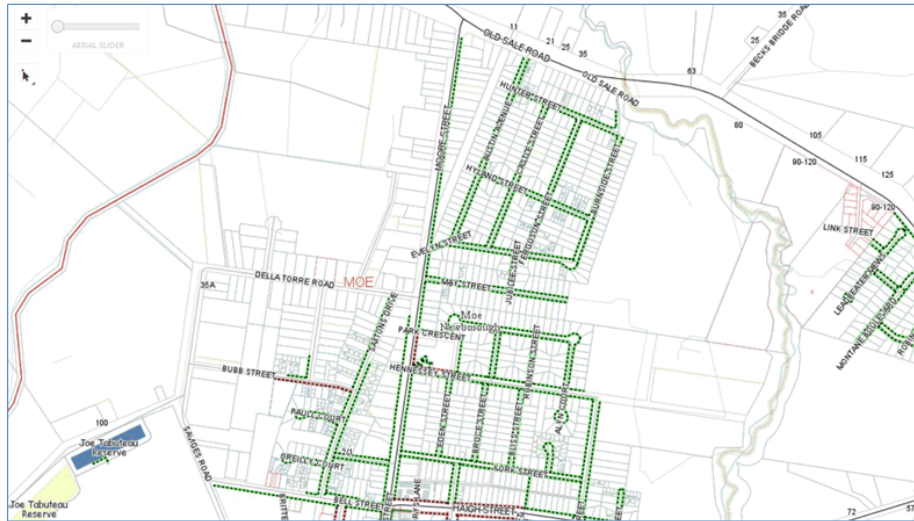
Source: IPWEA, 2009, Glossary., Additional and modified glossary items shown \*



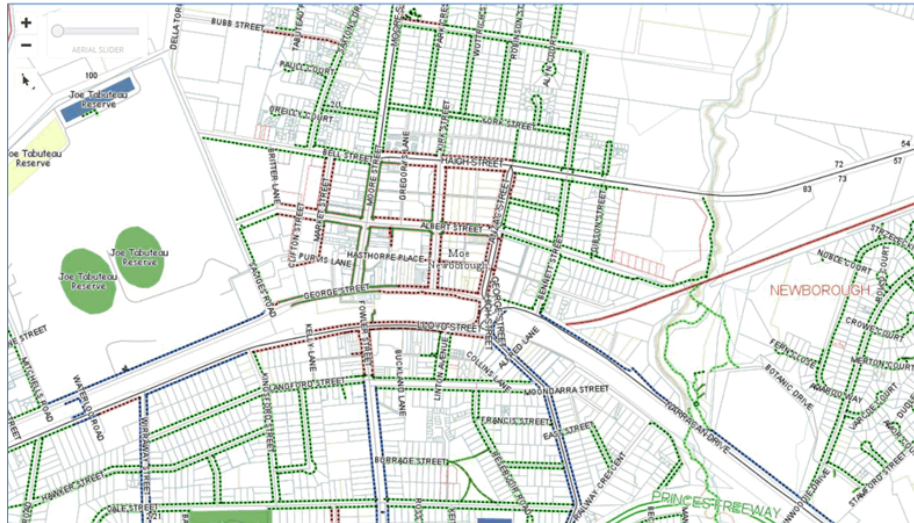
Appendix G - PATH Network Plans

Moe Township Path Network

MOE - Northern Moore Street:



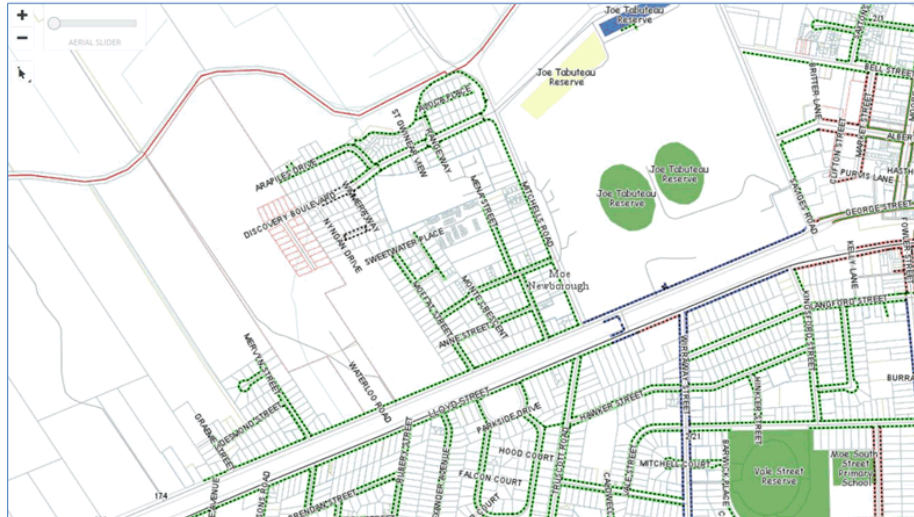
MOE - CBD and South:



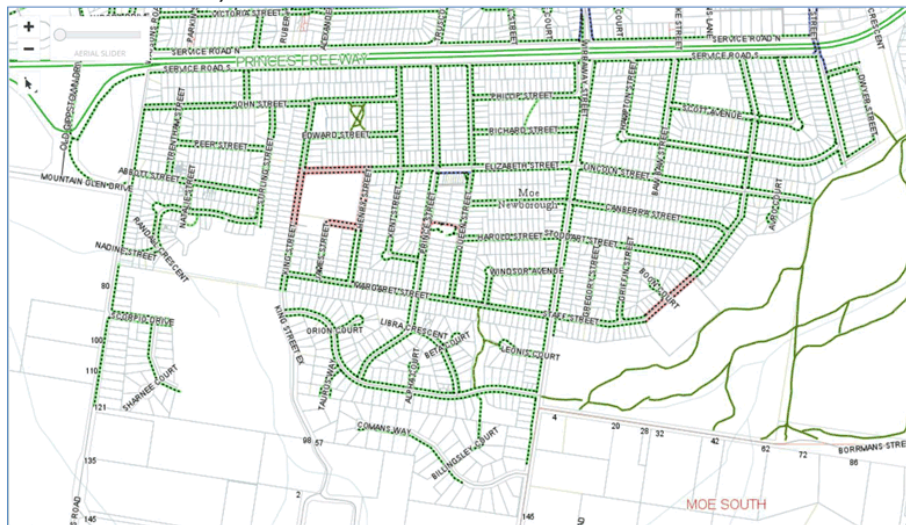


 **Path Asset Management Plan**  
**2018**

MOE - Mitchell Grove:

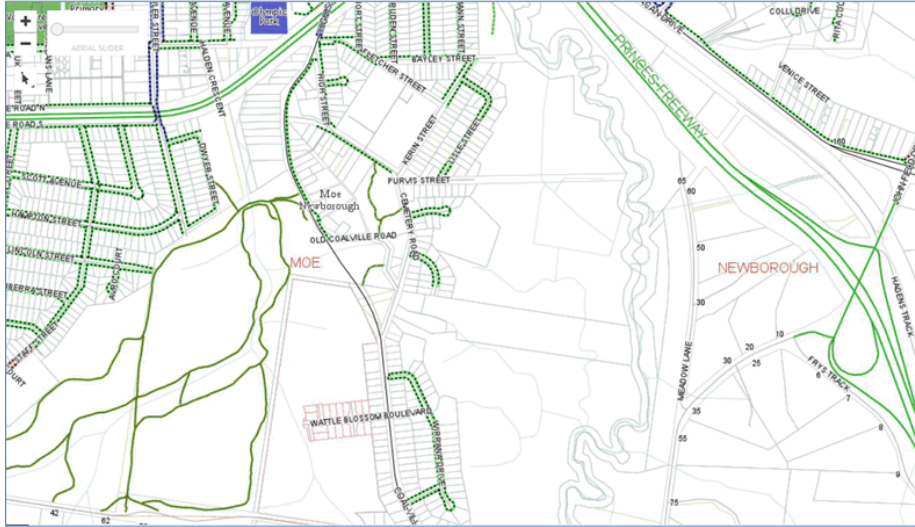


MOE - South of Freeway:

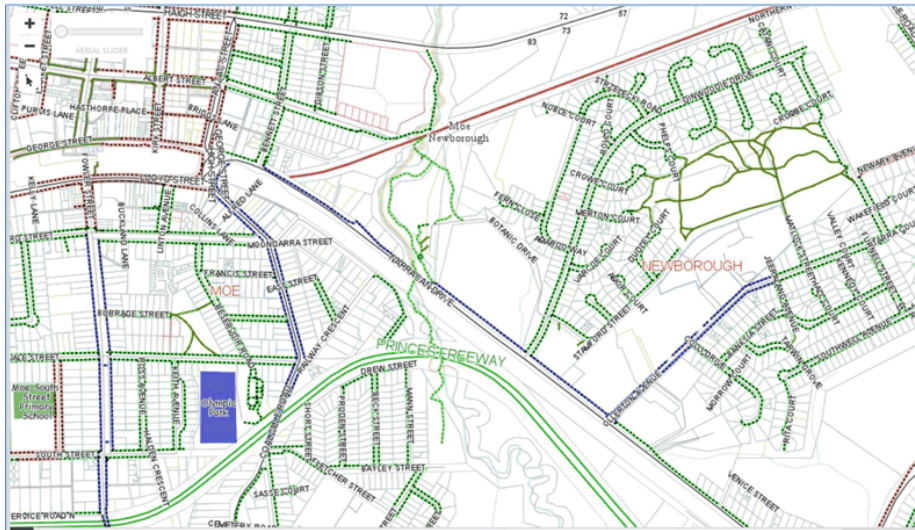


 **Path Asset Management Plan**  
**2018**

MOE - Coalville Road:



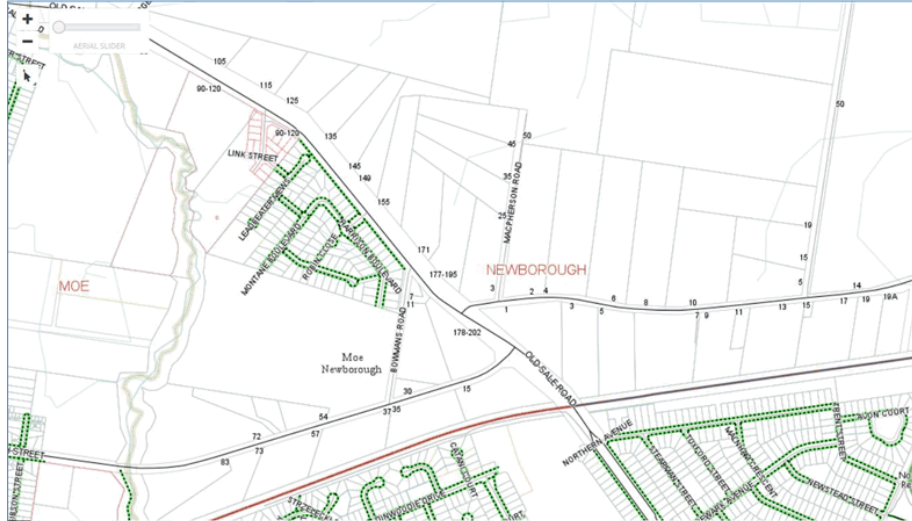
MOE - East of CBD:



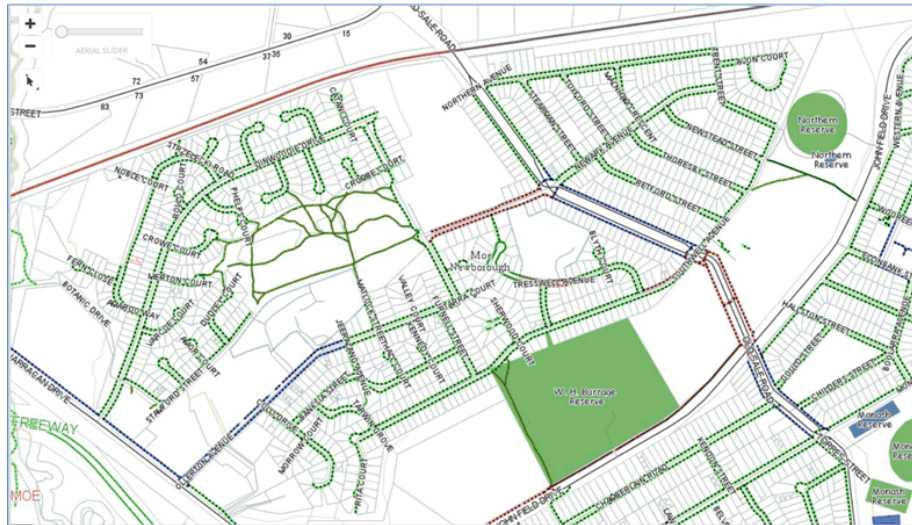
 **Path Asset Management Plan**  
**2018**

**Newborough Township Path Network**

**NEWBOROUGH – Montane Estate**

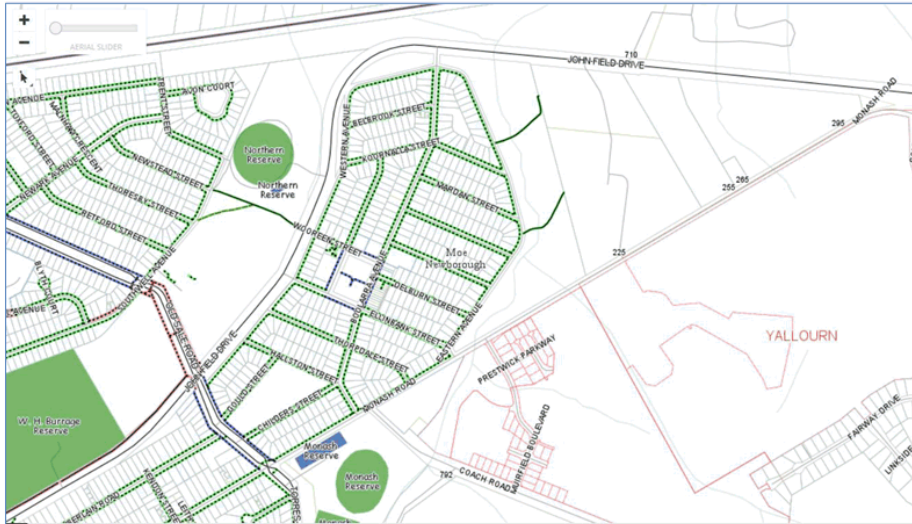


**NEWBOROUGH - West**



 **Path Asset Management Plan**  
**2018**

NEWBOROUGH - North

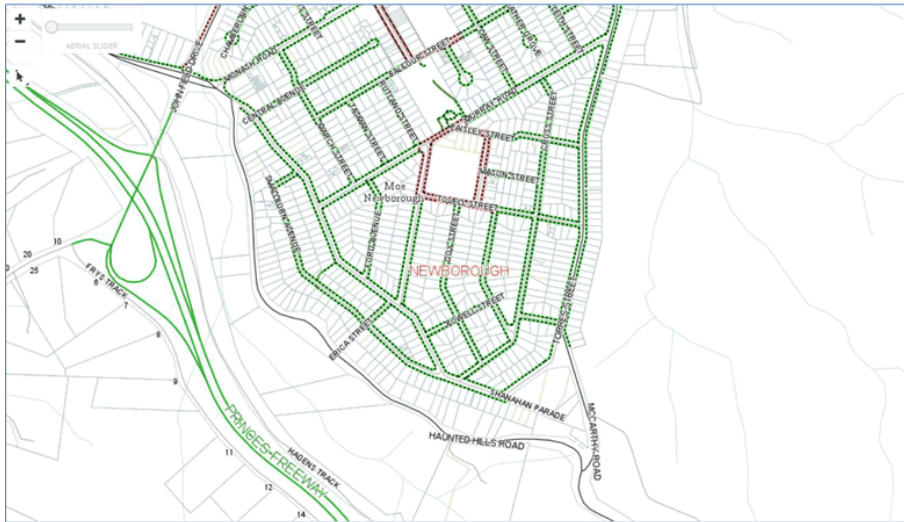


NEWBOROUGH - Central



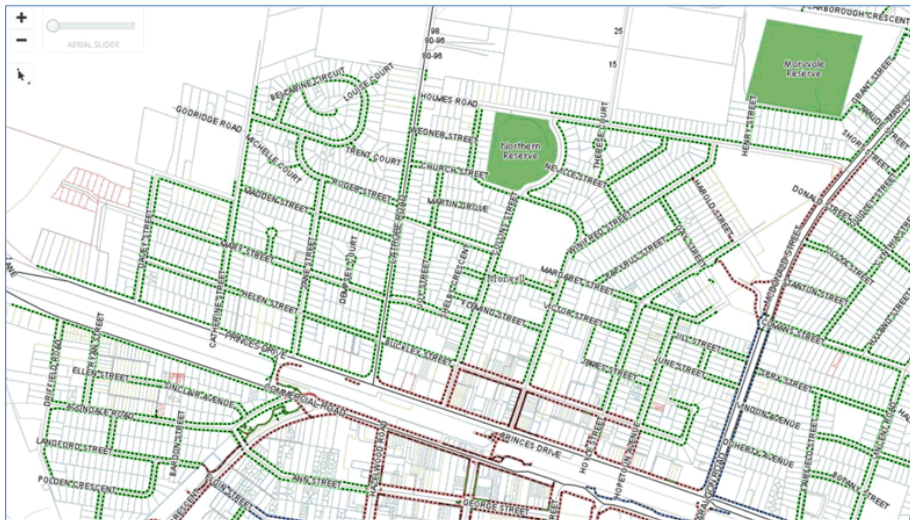
 **Path Asset Management Plan**  
**2018**

**NEWBOROUGH - South**



**Morwell Township Path Network**

**MORWELL – North West**

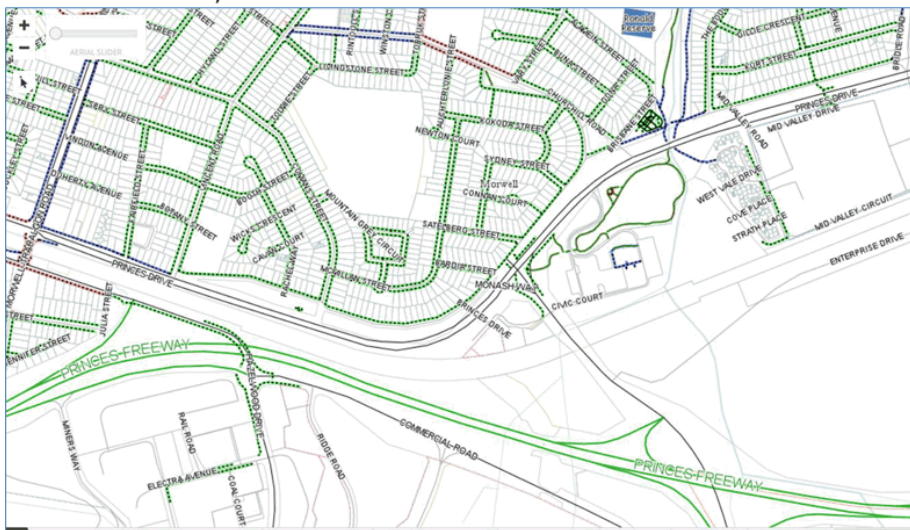


 **Path Asset Management Plan**  
**2018**

MORWELL – South West

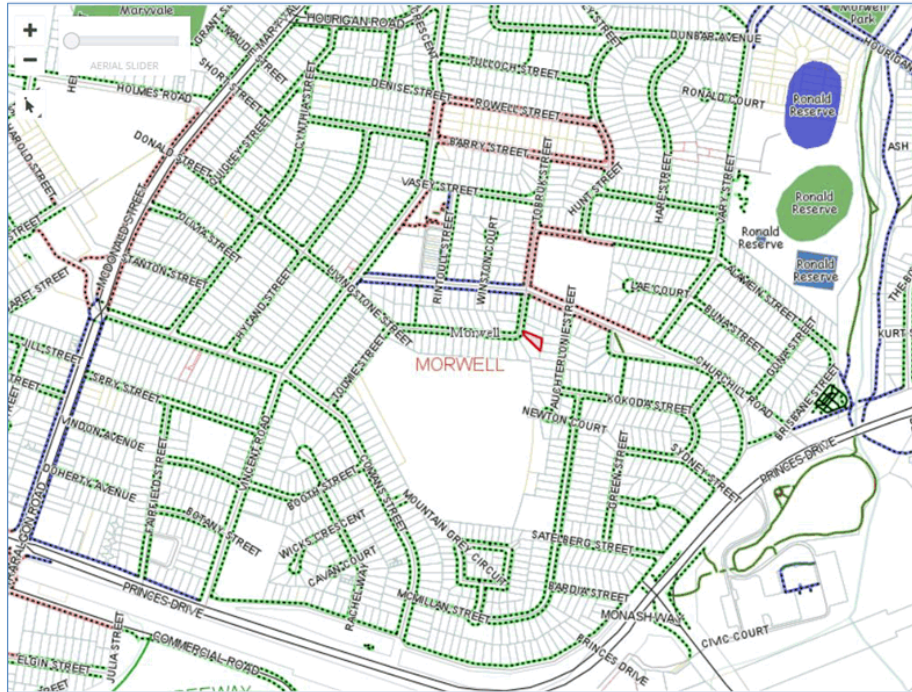


MORWELL – Mid-Valley

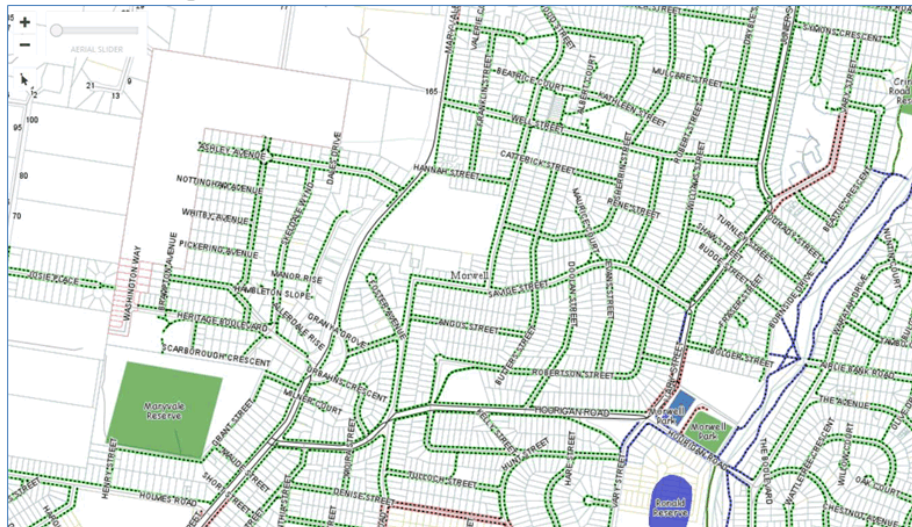


 **Path Asset Management Plan**  
**2018**

MORWELL – Vincent Road

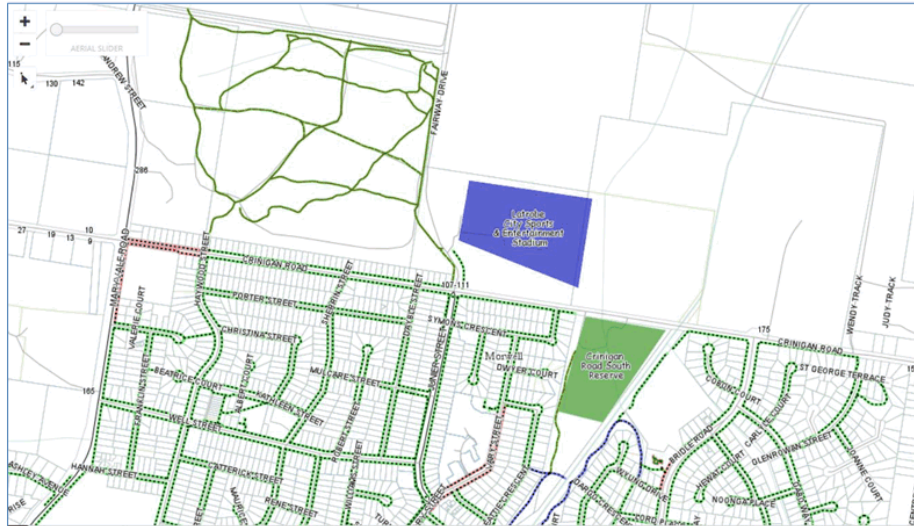


MORWELL – Hourigan Road

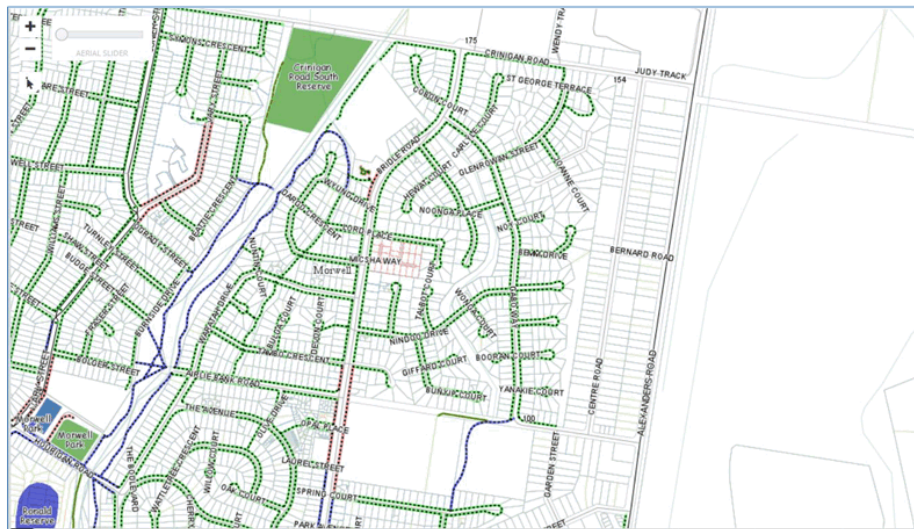


 **Path Asset Management Plan**  
**2018**

MORWELL – Crinigan Road



MORWELL – Bridle Road





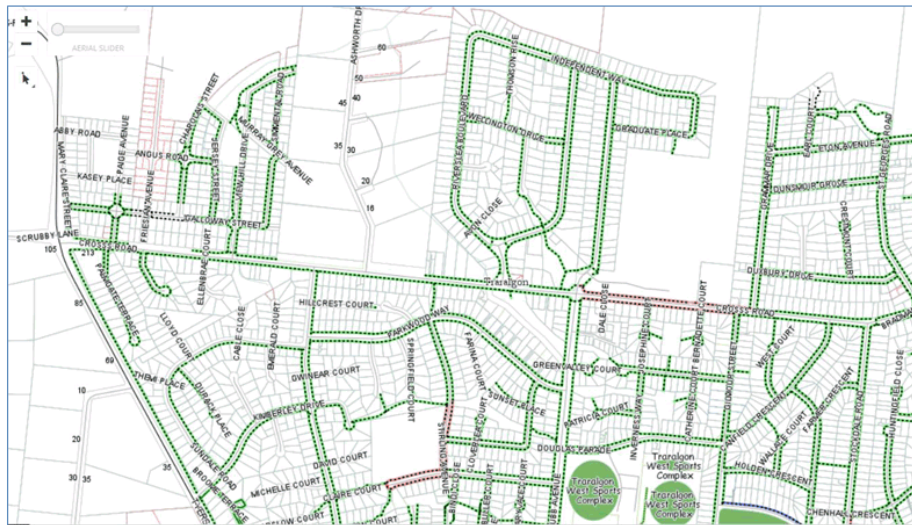
 **Path Asset Management Plan**  
**2018**

MORWELL - East



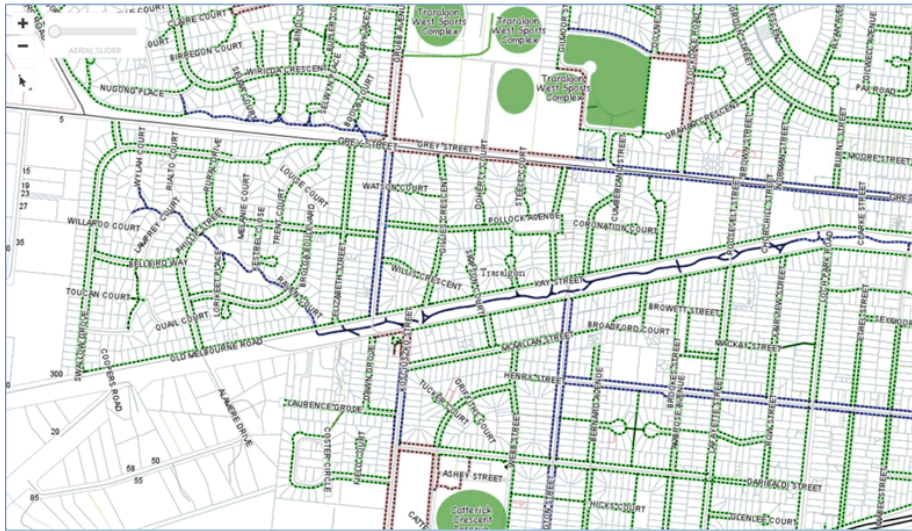
Traralgon Township Path Network

TRARALGON – North West



 **Path Asset Management Plan**  
**2018**

TRARALGON – Old Melbourne Road

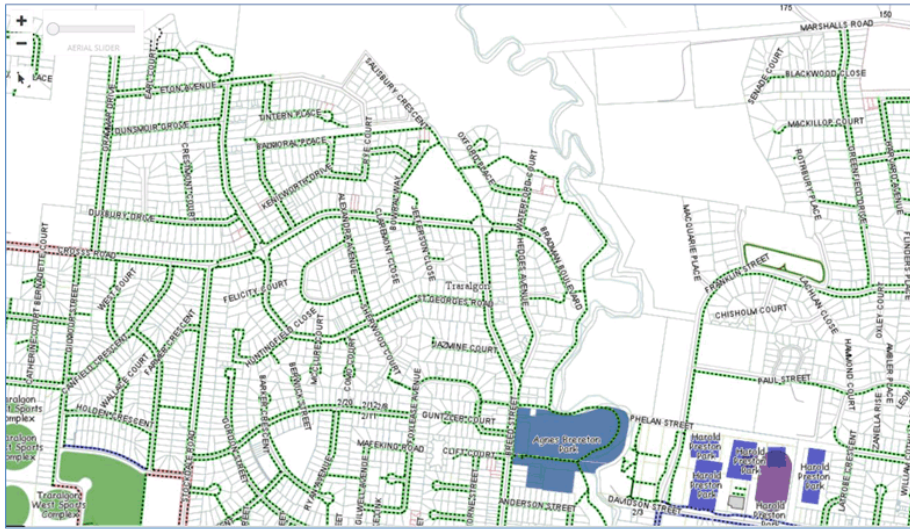


TRARALGON – Bank Street

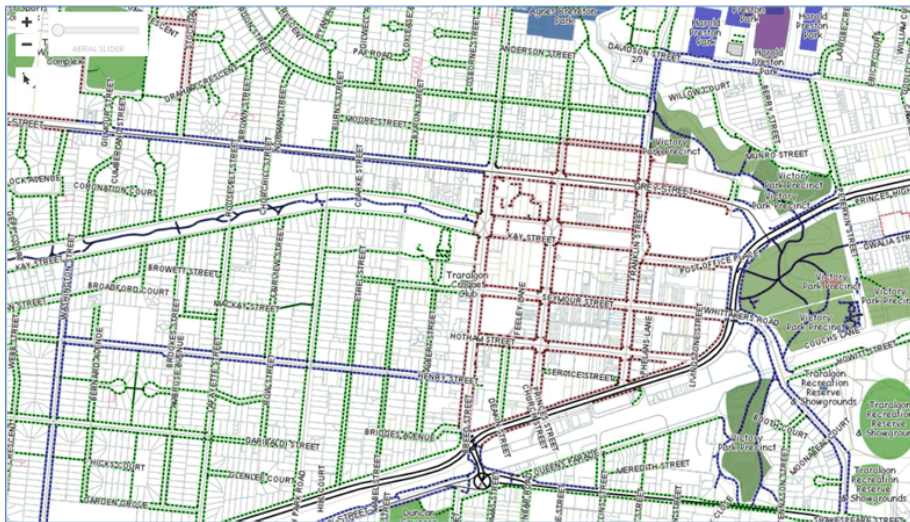


 **Path Asset Management Plan**  
**2018**

TRARALGON – North Breed Street

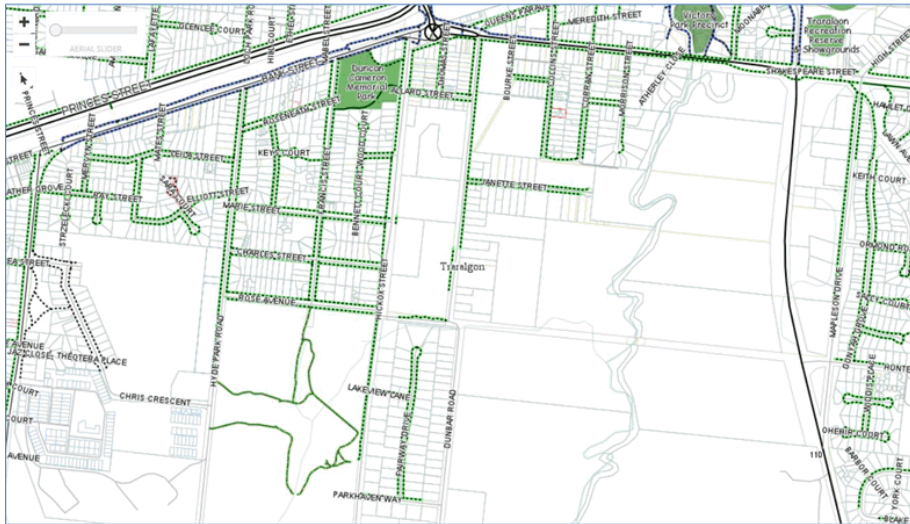


TRARALGON - CBD

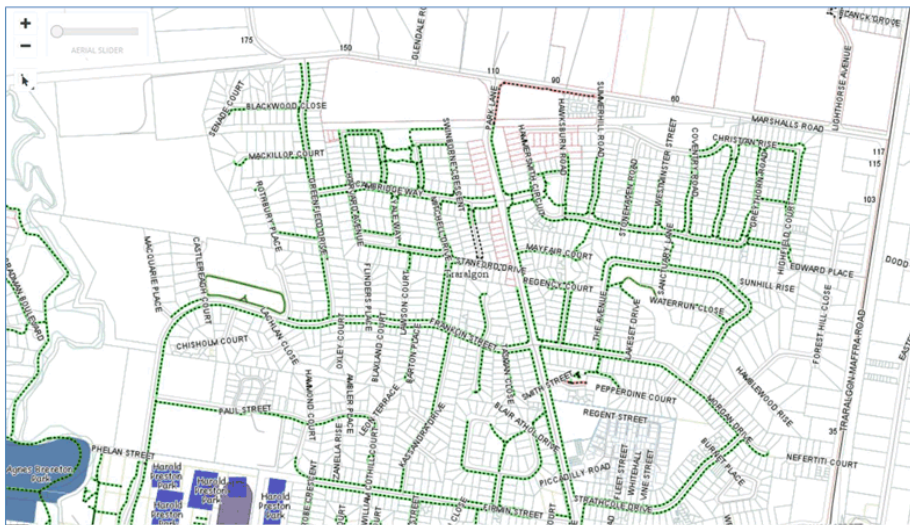


 **Path Asset Management Plan**  
**2018**

TRARALGON - South



TRARALGON – Marshalls Road



 **Path Asset Management Plan**  
**2018**

TRARALGON – East of CBD



TRARALGON - East



 **Path Asset Management Plan**  
**2018**

TRARALGON – South East



TRARALGON - Ellavale



**Path Asset Management Plan**  
**2018**

**Churchill Township Path Network**

**CHURCHILL - West**

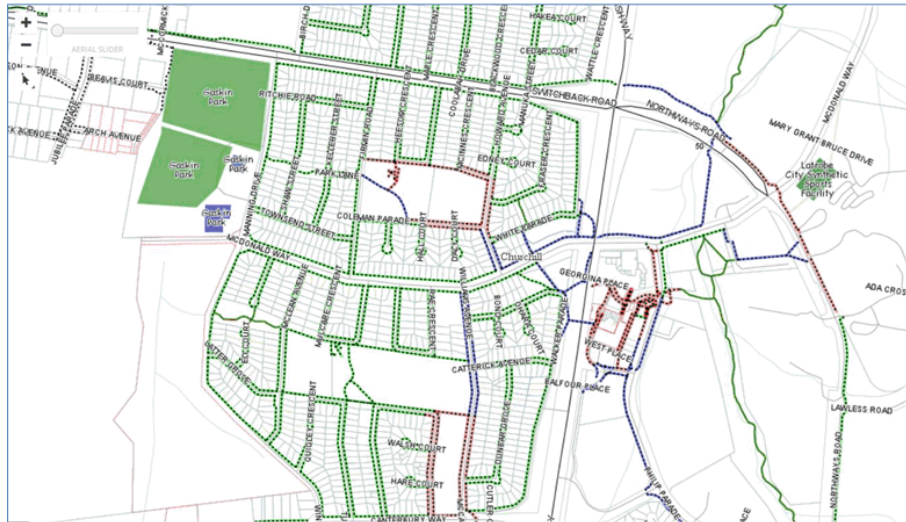


**CHURCHILL – Switchback Road**

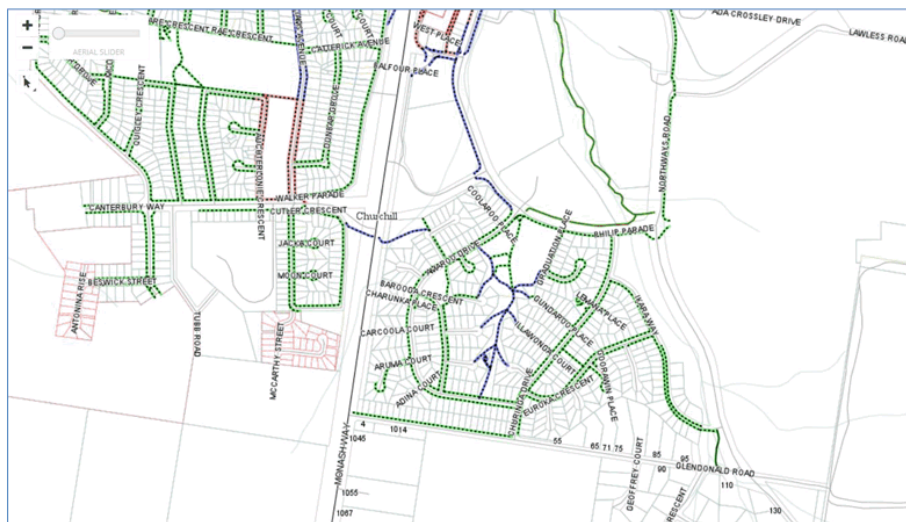


 **Path Asset Management Plan**  
**2018**

CHURCHILL - Central



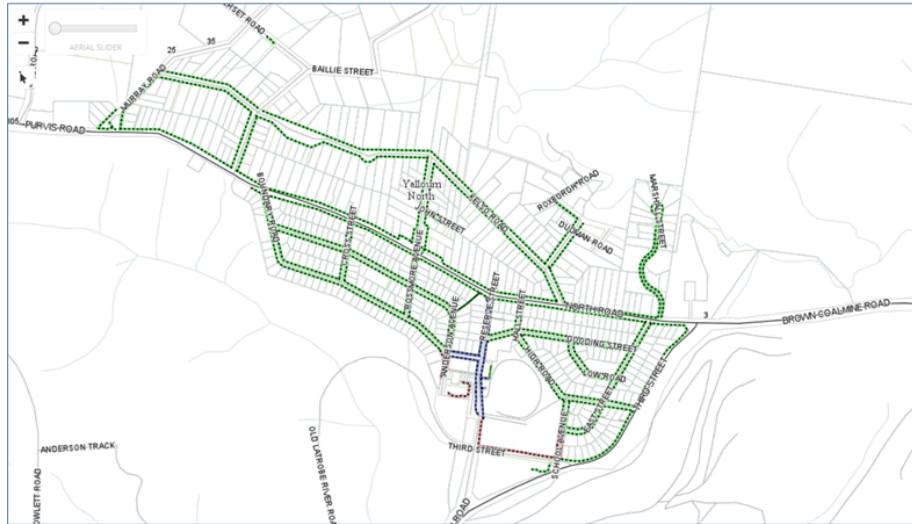
CHURCHILL - Glendonald





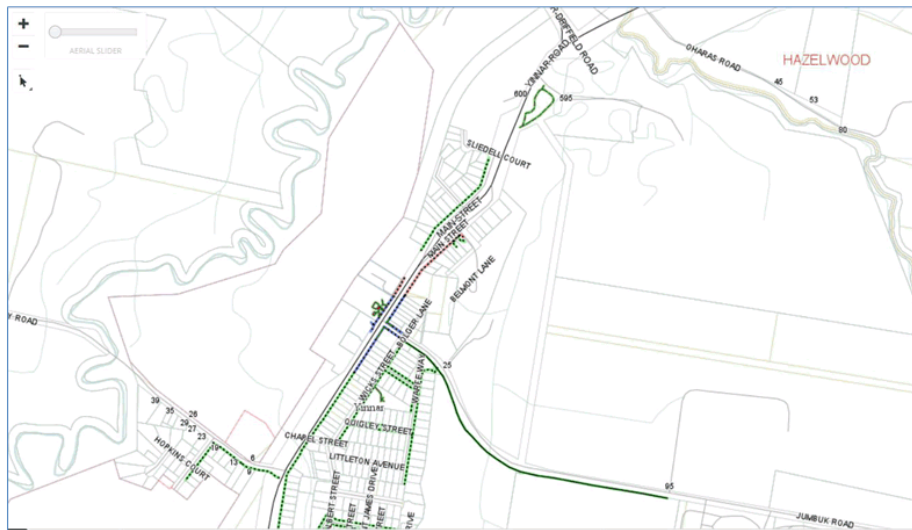


**Yallourn North Township Path Network**



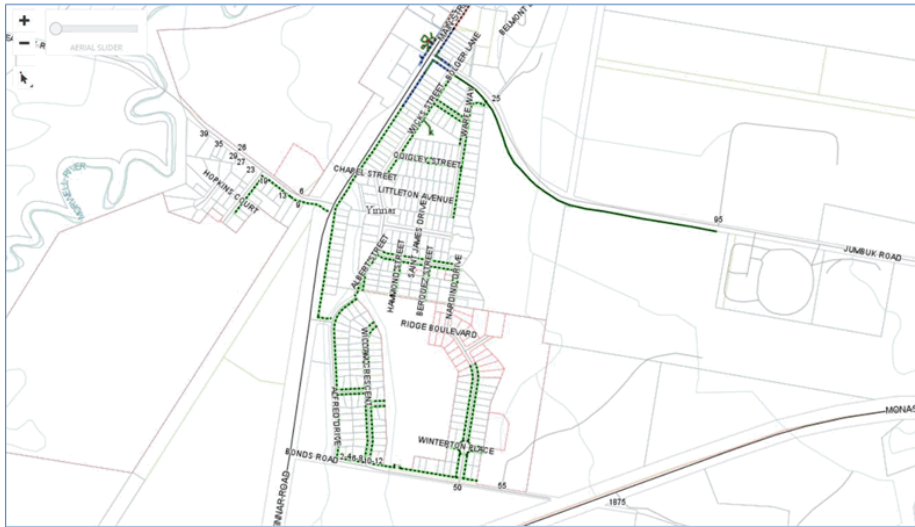
**Yinnar Township Path Network**

**YINNAR - North**



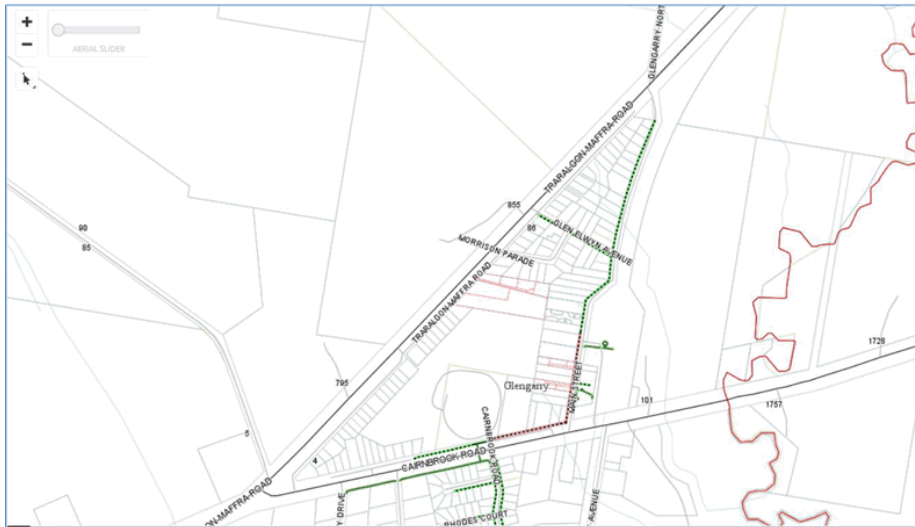
 **Path Asset Management Plan**  
**2018**

**YINNAR - South**



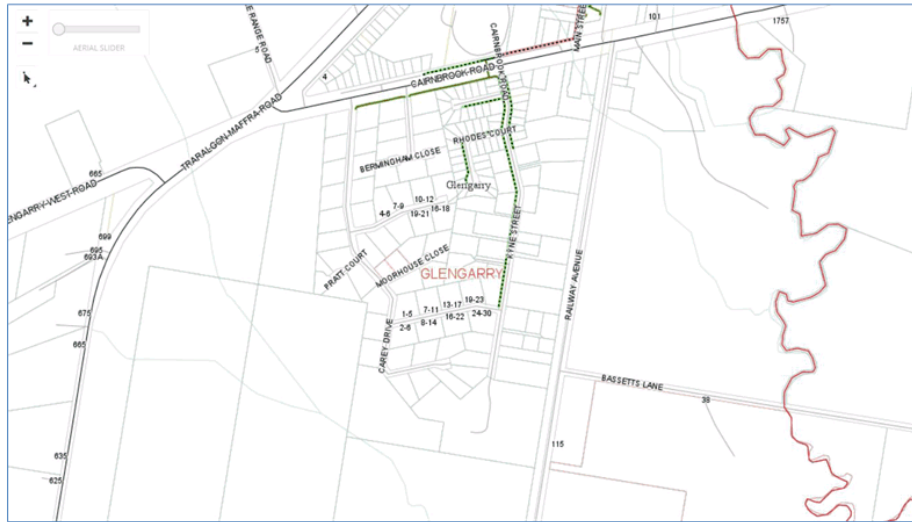
**Glengarry Township Path Network**

**GLENGARRY – North of Cairnbrook Road**

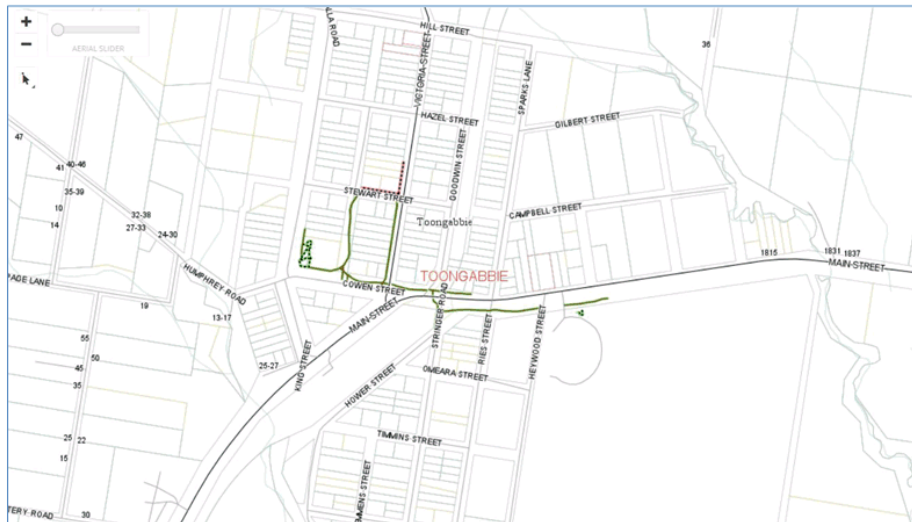


**Path Asset Management Plan**  
**2018**

GLENGARRY – South of Cairnbrook Road

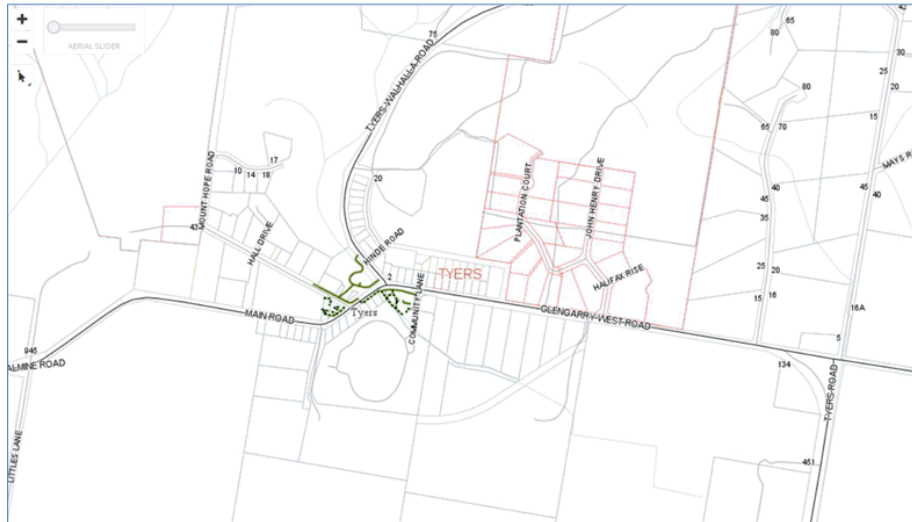


Toongabbie Township Path Network



 **Path Asset Management Plan**  
**2018**

**Tyers Township Path Network**

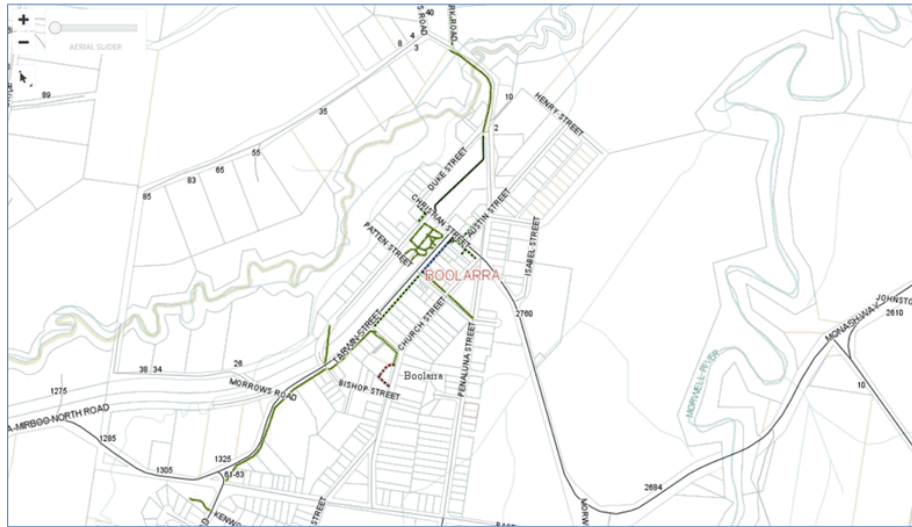


**Traralgon South Township Path Network**





**Boolarra Township Path Network**





**Appendix H - PAMP Improvement Plan**

The asset management improvement plan is shown below

Item	Priority	Resources	
		BAU \$	New \$
Define Roles and Responsibilities for the Footpath Service.	High	BAU	
Undertake Service Planning..	High	BAU	
Redefine the asset segmentation, hierarchy and create inventory for the missing elements of the footpath network to provide for future service planning.	Low	\$15,000	
Footpath Condition Assessment	High	\$140,000	
Investigate re-segmentation via Video assessment	High		\$15,000\$
Check Hierarchy and Criticality	Medium	BAU	\$
Review Special Charge Policy and Procedure	Medium	BAU	\$
Consult with the community and develop service level measures	Medium	BAU\$	\$
Develop maintenance service level agreements	Medium	BAU	\$
Develop and Implement of Maintenance Management System	High	\$	\$20,000
MyPredictor Asset Modelling	High	\$7,500	\$
Review data against the 'AustRoads' Standard	Medium	BAU	\$
Review of Useful Lives and Unit Rates	Medium	BAU	\$
<b>TOTAL EXTERNAL RESOURCES/FUNDING REQUIRED</b>		<b>\$162,500</b>	<b>\$35,000</b>

**Agenda Item: 10.4**

**Agenda Item: Illegally Dumped Rubbish on HVP Plantations Land**

**Sponsor: General Manager, Infrastructure and Recreation**

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

**Status: For Information**

**Proposed Resolution:**

**That Council writes to Hancock Victoria Plantations to formally congratulate them on the outcomes achieved to clear illegally dumped rubbish from their land.**

**Executive Summary:**

The purpose of this report is to inform Council on the progress of the subsidy provided to Hancock Victoria Plantations (HVP) for the disposal of illegally dumped rubbish on HVP Plantation land.

HVP contacted Council in August 2016 to bring to attention the amounts of rubbish being dumped in their plantations and the costs associated with the removal and disposal of illegal dumping. HVP were seeking support from Council in the form of providing free or heavily subsidised disposal fees at the landfill. Council resolved at the Council meeting dated 27 March 2017 to provide HVP with a \$15,000 subsidy to cover landfill charges.

The following is a summary of actions that have occurred in relation to the removal of illegal dumping from HVP Plantations.

- HVP accepted the \$15,000 contribution from Council on the 14 June 2017.
- HVP contacted Council on the 23 January 2018 to advise that they wanted to begin bringing in illegally dumped rubbish from its plantations.
- The \$15,000 contribution allowed for 100 tonnes of collected material to be deposited at the landfill.
- HVP continued with the illegal dumping clean-up after the Council subsidy had expired.

- With HVP continuing to collect dumped rubbish post the expiration of the \$15,000, they contributed to an extra 230 tonnes of illegal dumping removed.
- Communication has been initiated with the Environment Protection Authority (EPA) regarding illegal dumping.

Local Laws have also been conducting illegal dumping investigations with financial support from HVP. Listed below is the previous three months of work Local Laws have completed for HVP.

- Found and processed a total of 446 illegal dump sites.
- Identifying material was located at 36 dump sites.
- Of the 36 dump sites with identifying material, there have been 3 infringements issued and 10 investigations currently pending.
- This has equated to 224 hours of investigations for HVP by Local Laws officers.

In conclusion, this has been a successful project in that it has assisted HVP in removing a significant amount of rubbish from its land and has also prompted them to continue with the collection of illegal dumping from across its plantations.

#### **Declaration of Interests:**

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

#### **Background:**

Hancock Victoria Plantations (HVP) contacted Council in August 2016 to highlight the issues relating to illegal dumping within their plantations and the costs associated with disposing of this rubbish at the Landfill. HVP were seeking Council support in providing free or heavily subsidised disposal fees to assist them in keeping the plantations free from rubbish. Council resolved at its meeting held 27 March 2017 to;

#### ***That Council***

- 1. Provides a subsidy of \$15,000 for the 2017/18 financial year to Hancock Victoria Plantations for the disposal of illegally dumped rubbish from its plantations for a period of one year; and***
- 2. Requires that the Hancock Victoria Plantations current stockpiled waste to be disposed prior to Council providing any financial assistance; and***
- 3. Requests a further report be presented to Council, at the end of the one year period, outlining the progress of the litter enforcement activities that have been undertaken with the assistance of Hancock Victoria Plantations funding; and***
- 4. Write to the Environment Protection Agency seeking that they;***



- a. ***Allocate resources (funding and staffing resources) within Latrobe City to proactively address the ongoing problem of illegal waste disposal.***
- b. ***Waive the landfill levy for waste that has been illegally dumped on public land.***

A further report was prepared that provided for a one year extension to the initial subsidy. Council resolved at its meeting held 5 March 2018 to;

***That Council extends the illegal dumping subsidy to Hancock Victoria Plantations until February 2019.***

Given that the \$15,000 subsidy has allowed HVP to deposit around 100 tonnes of illegal dumping and the fact that it has encouraged HVP to continue on with the collection, with an overall removal of 330 tonnes of waste, has to be viewed as a success.

HVP have also been working in partnership with Local Laws under a Memorandum of Understanding on progressive one year periods to provide \$37,155 funding for a litter enforcement officer to work 19 hours per week on patrolling plantations and investigating incidences of illegal dumping. This partnership has currently concluded although Council and HVP are working together to sign a new Memorandum of Understanding to potentially continue this program into the future.

The EPA is prepared to offer assistance to HVP but is more concerned with industrial waste enforcement.

HVP are continuing to collect and dispose of illegally dumped waste from their land at their own expense. HVP have also been installing numerous high resolution trail cameras within the plantation dumping hot spots to assist in catching illegal dumpers. The successful collaboration between HVP and Council Local Laws, if continued, will aid in the enforcement and prosecution of offenders.

**Reasons for Proposed Resolution:**

The report is primarily for Council's information. It is proposed that Council write to HVP formally recognising the significant work they have undertaken to clear illegally dumped rubbish from their land.

**Issues:**

*Strategy Implications*

There are no implications to the Council Plan.

Communication

Engagement with HVP has occurred but only since 23 January 2018. HVP had not responded to communication attempts from Latrobe City Council officers relating to the removal of illegal dumping until the date listed above.

Financial Implications

The financial implications to Council were the \$15,000 in free waste disposal at the Landfill. This was unbudgeted for but the only implication was lost revenue from the disposal charge up to \$15,000.

Risk Analysis

The risk to Council was purely financial in terms of lost revenue from disposal charges. There were no risks to Council if HVP refused to take up the offer of financial assistance.

Legal and Compliance

There were no legal or compliance issues with the proposed resolution.

Community Implications

The possibility of negative community feedback around illegal dumping could be raised with Council as illegal dumping is unsightly. Although this is happening on private land the community generally don't differentiate between private and public land. Exposure through social media may affect Council's image in the community.

Environmental Implications

Environmental impacts are generally related to the unsightliness of waste left on the ground. There could be a minor cause for decaying waste to enter a waterway in the right set of circumstances although there is no discernible data that identifies the types of rubbish being dumped. It would be expected that asbestos, cooking oil and motor oil is being dumped within the plantations as they are current items being collected from Council land.

Consultation

No engagement.

*Other*

**Supporting Documents:**

Nil

**Attachments**

Nil

**Agenda Item: 10.5**

**Agenda Item: Proposed Road Discontinuance - Verey Lane, Morwell**

**Sponsor: General Manager, Corporate Services**

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

**Status: For Decision**

**Proposed Resolution:**

**That Council:**

- 1. Forms the opinion that the part of Verey Lane, Morwell, created as Road R1 on LP33695 and now described as Lot 1 on TP872835R, contained in Certificate of Title Volume 9732 Folio 422, is not reasonably required for public traffic and resolves to discontinue the road reserve and transfer the land to the Country Fire Authority.**
- 2. Authorises the Chief Executive Officer to prepare a notice for inclusion in the Victoria Government Gazette formally discontinuing the road reserve.**
- 3. Authorises the Chief Executive Officer to sign and seal any documents required to transfer the land contained in Certificate of Title Volume 9732 Folio 422 to the Country Fire Authority without consideration in accordance with section 191 of the Local Government Act 1989.**
- 4. Notifies the owners/occupiers of 24 to 28 Buckley Street, Morwell, and the Country Fire Authority of its decision.**

**Executive Summary:**

- Council previously considered five submissions regarding the proposed discontinuance of Verey Lane at its meeting held on 3 September 2018 and resolved to defer consideration until an agreement was reached between the owners of 24-28 Buckley Street and the CFA regarding the provision of alternate access.
- Verey Lane, Morwell, is accessed from Collins Street and is comprised of a carriageway easement over the rear of 173-177 Princes Drive acquired by the former Shire of Morwell in 1984 and a road reserve created on LP 33695 in

1956, now described as Lot 1 on Title Plan 872835R, that is in the name of Council.

- The Country Fire Authority (CFA) are proposing to build the new Morwell fire station on these properties, together with 30-40 Buckley Street, and have requested that Council discontinue and transfer the road reserve that forms part of Verey Lane as part of this development.
- The owners of the properties at 24-28 Buckley Street and the CFA have now reached an agreement regarding the alternate access that is to be provided.
- Should the road reserve be discontinued it can be transferred to the CFA without consideration pursuant to Section 191 of the *Local Government Act 1989*.

**Declaration of Interests:**

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

**Background:**

The CFA has identified a site for the construction of a new fire station that will incorporate the properties currently identified as 167-171 Princes Drive, 173-177 Princes Drive and 30-40 Buckley Street, Morwell. (Attachment One)

It has been identified that Verey Lane will need to be discontinued as it currently runs between the above properties, providing access to the rear of 24-28 Buckley Street. This will require the extinguishment of a carriageway easement over the rear of 173-177 Princes Drive, acquired by the former Shire of Morwell in 1984, and the discontinuance of a road reserve that was originally created on LP 33695 in 1956.

Council is the registered proprietor of the road reserve, now described as Lot 1 on Title Plan 872835R, which is contained in Certificate of Title Volume 9732 Folio 422 measuring approximately 220 square metres.

The CFA has acknowledged that Verey Lane provides access to the properties in Buckley Street and has been in discussions with the property owners regarding a proposal to incorporate access from Buckley Street through the creation of a 7.5 metre wide easement along the boundary of 28 Buckley Street. (Attachment Two)

Having given public notice Council, at its meeting held on 3 September 2018, considered five submissions objecting to the proposed discontinuance on the basis that agreement had not be reached on the alternate access and it was resolved:

*“That Council defers consideration of the proposed discontinuance of Verey Lane, Morwell, until such time as an agreement has been reached between the owners of 24 to 28 Buckley Street, Morwell, and the Country Fire Authority regarding the alternate access that is to be provided.”*

**Reasons for Proposed Resolution:**

Due to the proposed development of the new Morwell fire station the carriageway easement and road reserve that form Verey Lane will no longer be required for access to the rear of the properties at 24-28 Buckley Street as an alternative source of access is to be provided. As a result, Council can consent to the extinguishment of the carriageway easement and finalise the statutory process to discontinue the road reserve which will enable the land to be transferred to the CFA for incorporation into the development of the fire station.

Given the development of the new fire station is a significant project that will benefit the community it would be appropriate for the road reserve to be discontinued and transferred to the CFA without consideration as a public body.

Agreement has now been reached between the owners of 24-28 Buckley Street and the CFA as to the form of the alternate access that is to be provided and future maintenance. (Attachment Three) Council can now finalise the statutory process by resolving to discontinue Verey Lane and authorising the Chief Executive Officer to transfer the land to the CFA without consideration.

**Issues:**

*Strategy Implications*

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

*Communication*

Council officers have remained in regular contact with the CFA and the owner of 24 Buckley Street during the ongoing negotiations between the parties regarding the alternate access.

*Financial Implications*

The costs associated with finalising the statutory process to discontinue the road reserve are minimal being the cost of the notice for inclusion in the Victoria Government Gazette. This cost will be accommodated within an existing budget.

Any costs associated with the removal of the carriageway easement at the rear of 173-177 Princes Drive and the transfer of the discontinued road reserve would be met by the CFA.

As the CFA meets the definition of a public body (a body established for a public purpose by an Act of the Parliament of Victoria) it is proposed that the discontinued road reserve will be transferred without consideration as allowed by Section 191 of the *Local Government Act 1989*.

*Risk Analysis*

As agreement has now been reached regarding the provision of alternate access to the rear of the properties at 24-28 Buckley Street there are not considered to be any risks associated with the discontinuance of Verey Lane as it is otherwise not required for public traffic.

*Legal and Compliance*

Section 206 and Schedule 10, Clause 3 of the *Local Government Act 1989* (the Act) gives Council the power to discontinue roads:

A Council may, in addition to any power given to it by sections 43 and 44 of the *Planning and Environment Act 1987* –

- (a) discontinue a road, or part of a road, by a notice published in the Victoria Government Gazette; and
- (b) sell the land from that road (if it is not Crown Land), transfer the land to the Crown or itself or retain the land.

Section 191 of the Act gives Council the power to transfer, exchange or lease land without consideration to –

- (a) the Crown; or
- (b) a Minister; or
- (c) any public body; or
- (d) the trustees appointed under any Act to be held on trust for public or municipal purposes; or
- (e) a public hospital within the meaning of the *Health Services Act 1988* or other hospital carried on by an association or society otherwise than for profit for gain to the members of the association or society.

*Community Implications*

Verey Lane is only used for access to the properties at 24-28 Buckley Street, as an agreement has been reached between the property owners and the CFA regarding the provision of alternate access the discontinuance and transfer of the road reserve will not have significant wider community implications.

Given its location in the middle of the area that is designated for the new Morwell fire station there are likely to be far greater implications on the development of the site if the road reserve was not discontinued.

*Environmental Implications*

There are no environmental implications as a result of this action.

*Consultation*

Council has given public notice of its intention to discontinue part of Verey Lane and considered the five submissions that were received objecting to the proposal at its meeting held on 3 September 2018.

*Other*

Nil

**Supporting Documents:**

Nil

**Attachments**

- 1 [↓](#). Morwell Fire Station - Proposed Site Plan
- 2 [↓](#). Morwell Fire Station - Proposed Easement Design
3. Signed Agreement between Country Fire Authority and Property Owner (Published Separately) (Confidential)

## **10.5**

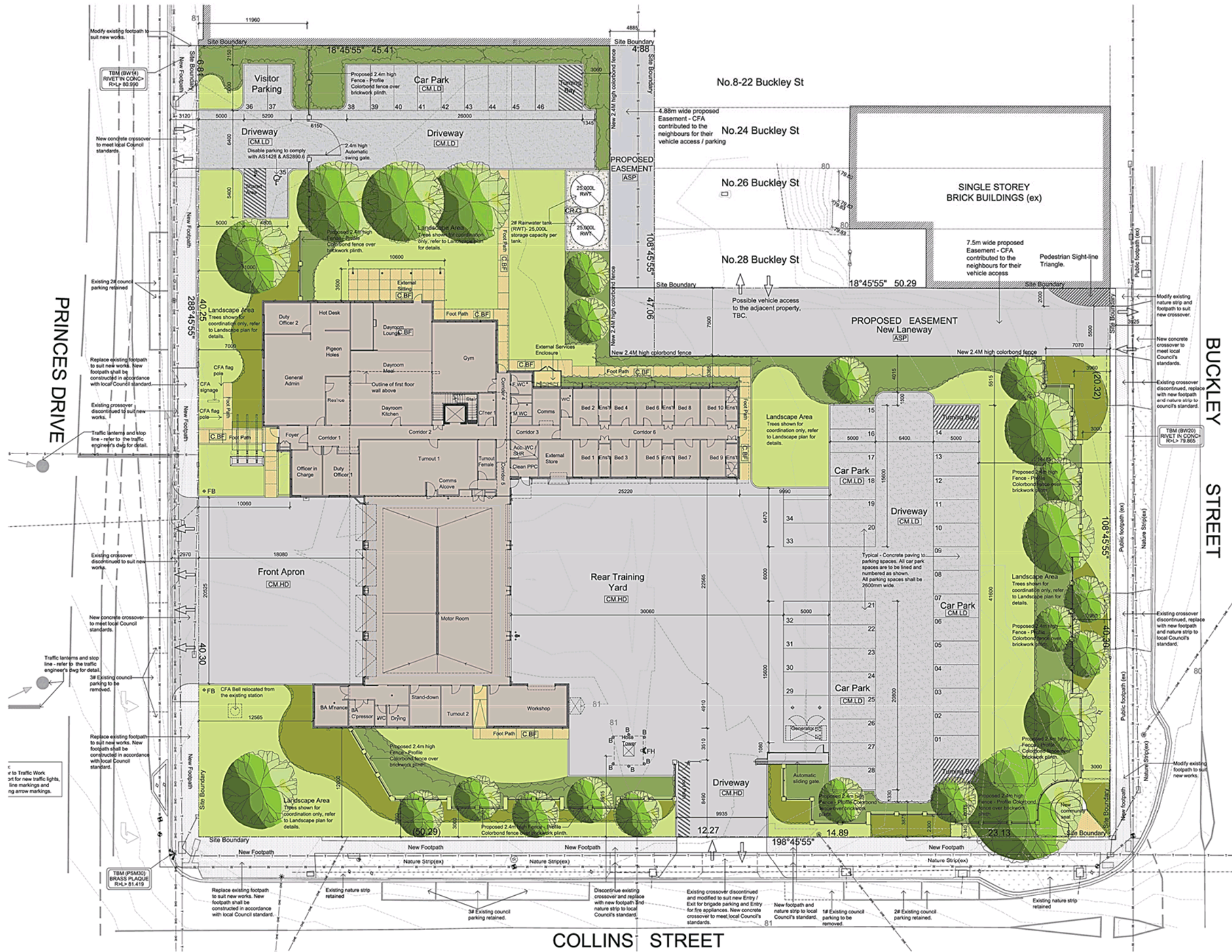
### **Proposed Road Discontinuance - Verey Lane, Morwell**

- 1 Morwell Fire Station - Proposed Site Plan..... 303**
- 2 Morwell Fire Station - Proposed Easement Design ..... 305**

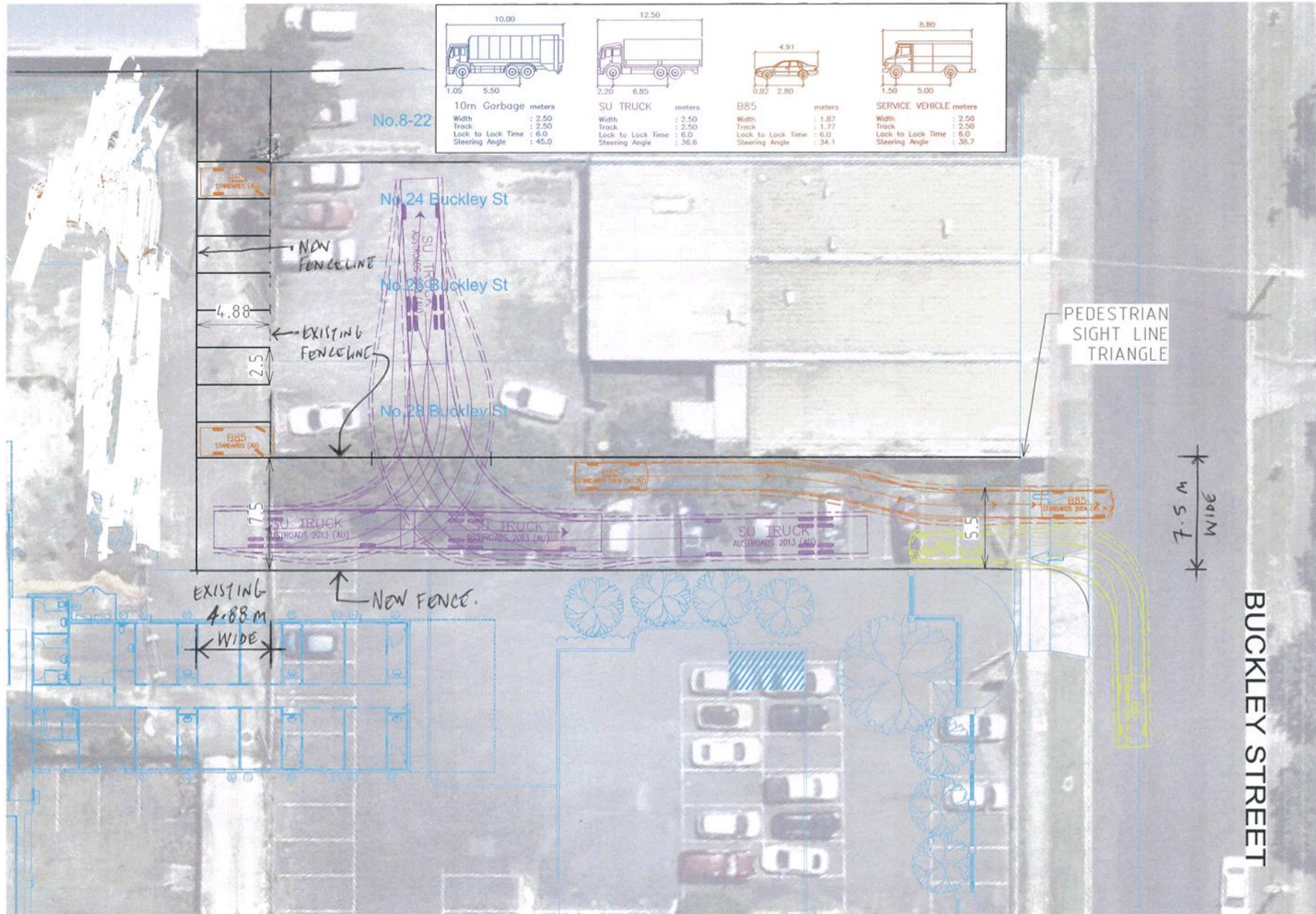


**Works Within CFA Site Boundary**

- CFA Building
- Car Park/Driveway/ Training Yard
- Footpath
- Crushed Rock
- Landscaping



Town Planning Application Issue Rev Description Date	08/06/18 Date
CLIENT <b>LAND &amp; BUILDING SERVICES DEPARTMENT</b> Headquarters: 4 Lakeside Drive, Burnwood East, Victoria, Postal Address: P.O. Box 701, M Waverley, Victoria 3149 Tels: (03) 9262 8346 Fax: (03) 9262 8358 <b>Creating a safer community</b>	
ARCHITECT  Merat Architects architecture + interior design + planning 46 Pascoe Vale Road Moonee Ponds Victoria, 3039 Tel: (03) 9370 9332 Fax: (03) 9370 4841 e: info@meratarchitects.com.au	
<b>Town Planning Application</b> <b>JUNE 2018</b>	
PROJECT <b>MORWELL FIRE STATION</b> Corner of Morwell Traralgon Road (Princes Drive) & Collins Street MORWELL VIC	
<b>Proposed Site Plan - Coloured</b>	
PROJECT DATE November 2017	PLOT DATE 7/6/2018
SCALE 1:200 @ A1	
CADD FILE M1107A21706 - MorwellTown Planning	
DRAWN W.Z./J.C.	CHECK Barry Merat
PROJECT NO. <b>21706</b>	
REV -	
DWG. NO. <b>TP. 02-C</b>	



# **CORRESPONDENCE**

**11. CORRESPONDENCE**

Nil reports

# **PRESENTATION OF PETITIONS**

**12. PRESENTATION OF PETITIONS**

Nil reports

# **CHIEF EXECUTIVE OFFICE**

**13. CHIEF EXECUTIVE OFFICE**

Nil reports



# **CITY DEVELOPMENT**

**14. CITY DEVELOPMENT**

**Agenda Item: 14.1**

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

**Sponsor: General Manager, City Development**

**Council Plan Objective: Grow the civic pride of our municipality and solidify Latrobe City's image as a key regional city.**

**Status: For Decision**

**Proposed Resolution:**

**That Council:**

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

**Executive Summary:**

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

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

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

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

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

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

#### **Declaration of Interests:**

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

#### **Background:**

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

On 10 July 2017, Council resolved to:

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

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

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



Fig 1: Aerial showing area to be demolished

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Reasons for Proposed Resolution:**

The following options are available in proceeding with the Plan;

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

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

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

**Issues:**

*Strategy Implications*

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

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

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

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

*Communication*

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

Community consultation is expected to be undertaken in early 2019.

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

*Financial Implications*

Stage 1 works have all been funded by Energy Brix.

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

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

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

*Risk Analysis*

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

		costs
--	--	-------

*Legal and Compliance*

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

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

*Community Implications*

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

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

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

*Environmental Implications*

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

*Consultation*

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

- Latrobe City Council officers;
- Moe and District Historical Society;
- Morwell Historical Society;
- Traralgon and District Historical Society;
- Yallourn Association;
- Asbestos Council of Victoria;
- Engineers Australia;



- Centre for Gippsland Studies, Federation University; and
- Individual residents, including former workers, and businesses affected by the development.

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

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

*Other*

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

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

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

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

**Supporting Documents:**

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

A History of Morwell Power Station and Briquette Factories

**Attachments**

- 1 [↓](#). Demolition Permit for 412 Commercial Road, Morwell
- 2 [↓](#). Morwell Power Plant and Briquette Factory Heritage Interpretation Plan
- 3 [↓](#). Morwell Power Plant and Briquette Factory Interpretative Signage

## **14.1**

### **Morwell Power Station Heritage Interpretation Plan**

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Heritage Act 2017

<b>HERITAGE PERMIT GRANTED UNDER SECTION 102 OF THE HERITAGE ACT 2017</b>	<b>Permit No.:</b> P28546  <b>Owner/s:</b> Energy Brix Australia Corporation PL c/o Mr Ian Carson as Liquidator 181 William Street MELBOURNE VIC 3000
---	--

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

**HERITAGE REGISTER NUMBER:** H2377

**LOCATION OF PLACE/OBJECT:** 412 COMMERCIAL ROAD MORWELL

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

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

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

Demolition details

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

Recording and interpretation

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

Permit No.: P28546

Page | 1

**Heritage Act 2017**

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

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

Conservation works and financial security

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

Heritage Act 2017

Other Matters



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

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

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

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

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

Date Issued:  6-6-18	Signed by the Executive Director, Heritage Victoria: 	
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Heritage Act 2017

**IMPORTANT INFORMATION ABOUT THIS PERMIT**

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**WHAT HAS BEEN DECIDED?**

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

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**WHEN DOES THE PERMIT BEGIN?**

The permit operates from a day specified in the permit.

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**WHEN DOES A PERMIT EXPIRE?**

A permit expires if -

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

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

---

**WHAT ABOUT REVIEW OF THE DETERMINATION?**

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

A request must -

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

Review request forms can be downloaded at:

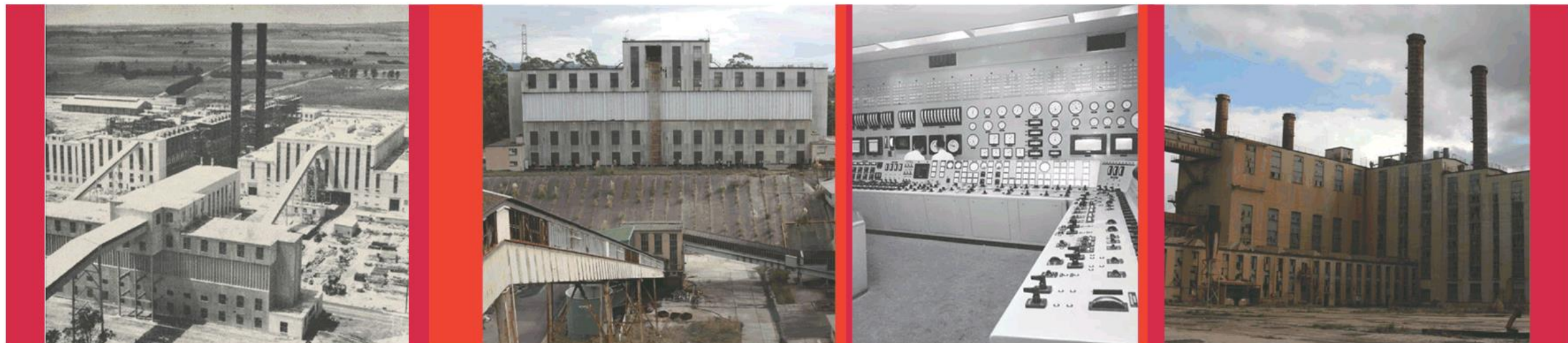
<http://heritagecouncil.vic.gov.au/hearings-appeals/permit-appeals/permit-appeals-explained/>

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# Morwell Power Station and Briquette Factories Heritage Interpretation Plan

16 August 2018



## Morwell Power Station and Briquette Factories

### Acknowledgements

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#### ACKNOWLEDGMENT OF COUNTRY

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

#### ORGANISATIONS

##### Energy Brix Australia Pty Ltd

Barry Dungey, General Manager Remediation EBAC  
Robyn Shingles, Financial Manager EBAC

##### Federation University

Professor Erik Eklund, Centre for Gippsland Studies

##### Gippsland Asbestos Related Diseases Support Inc. (GARDS)

Vicky Hamilton

##### Heritage Victoria

Erin Williams  
Janet Sullivan

##### Latrobe Council

Tegan McKenzie

##### Latrobe Valley community

Morwell Historical Society  
Cheryl Wragg

##### State Electricity Commission Victoria

Brett McKenzie, General manager  
John Drewett, Office of the Administrator

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Marie Smith  
Ian Lofts  
Len Staff

##### Ben Wrigley

Photographer

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##### Peer Review

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Department of History  
Macquarie University

Adjunct Professor  
Department of History  
Canberra University

##### Peer Review

###### Professor Paula Hamilton

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University of Technology Sydney

Adjunct Professor  
Department of History  
Macquarie University



# Morwell Power Station and Briquette Factories

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# Executive Summary

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# Morwell Power Station and Briquette Factories

## Executive Summary

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### 1. Executive Summary

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

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

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

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

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

# Statement of Significance

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## Morwell Power Station and Briquette Factories

### Statement of Significance

## 2. Statement of Significance

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

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

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

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

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

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

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

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

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

## 2.1 Thresholds

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

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

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

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

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

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

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

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

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

The Permit Policy is relevant for most works or alterations of the Morwell Power Station and Briquette Factories.<sup>5</sup>



The Morwell Power Station and Briquette Factories  
Victorian Heritage Database

# Document review

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## Morwell Power Station and Briquette Factories

### Document review

### 3. Document review

#### 3.1 Conservation Management Plan

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

#### 3.2 *Future Morwell. Future Latrobe Valley, 27 July 2017*

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

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

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

##### 3.2.1 Key issues and opportunities

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

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

##### 3.2.2 Key objectives

###### Future Morwell: a tourist town

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

###### Future Morwell: Listed and non-listed heritage

###### Objectives

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

###### Recommendations

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

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

###### Hub D: Future recommendation considerations

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

## Morwell Power Station and Briquette Factories

### Document review

#### 3.2.3 Key issues

##### Industrial Heritage Assets

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

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

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

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

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

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

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

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



# A contextual history of the Latrobe Valley

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## Morwell Power Station and Briquette Factories

### A contextual history of the Latrobe Valley

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

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

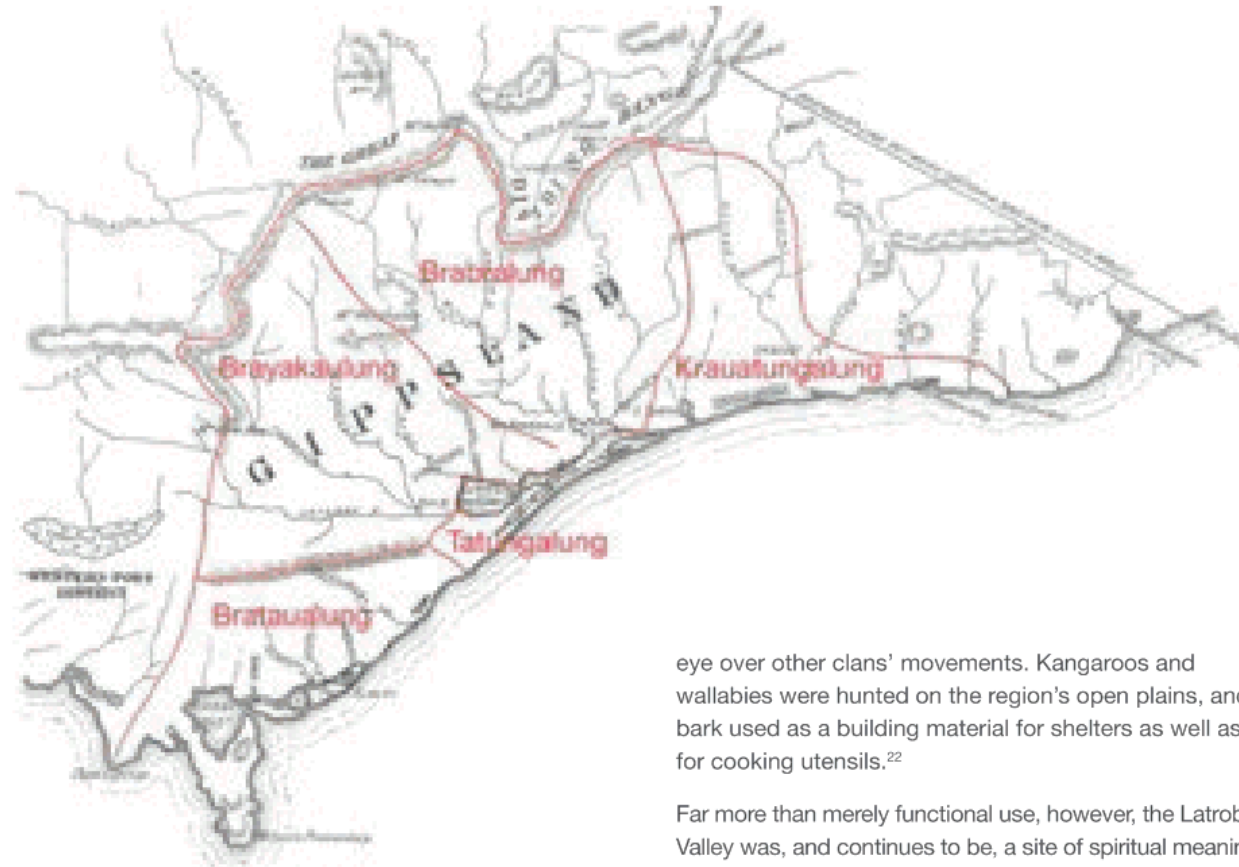
##### 4.1 An Aboriginal history of the Latrobe Valley

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

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

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

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



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



Native bark canoes, c. 1866 State Library of Victoria

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

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

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

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

##### 4.2 Aboriginal and European encounters

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

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

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



Angus McMillan, c. 1860 State Library of Victoria

## Morwell Power Station and Briquette Factories

### A contextual history of the Latrobe Valley

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

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

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

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

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



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

### 4.3 Early European settlement

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

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

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



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

### 4.4 Farming and early industries

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

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

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

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

## Morwell Power Station and Briquette Factories

### A contextual history of the Latrobe Valley

#### 4.5 Power generation in the Latrobe Valley

##### 4.5.1 The discovery of brown coal

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

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

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

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

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

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

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

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

##### 4.5.2 Coal mining at Morwell

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

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

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



Morwell brown coal mine, 1926  
State Library of Victoria



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

## Morwell Power Station and Briquette Factories

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

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

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

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



Morwell War Memorial, n.d.  
Morwell Historical Society

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

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

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

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

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

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

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



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

## Morwell Power Station and Briquette Factories

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

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

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

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

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

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

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

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



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



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

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

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

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



Yallourn Town Square, 1920-30  
State Library of Victoria

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

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

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



Section of Hazelwood Power Station, 1966  
National Archives of Australia

#### 4.5.5 A true power centre

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

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

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

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



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

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

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

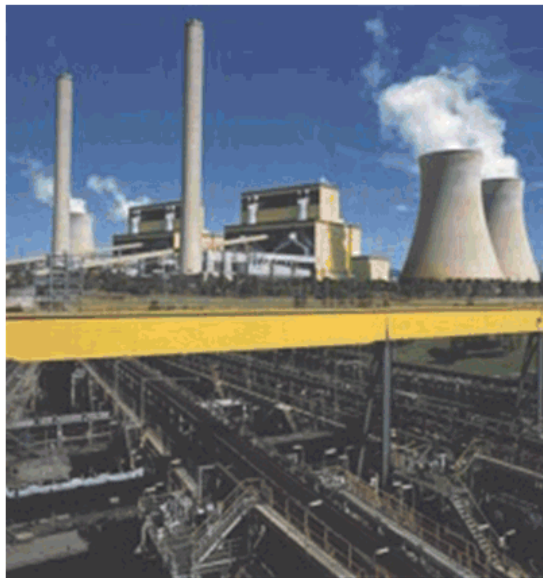
Loy Yang Open Cut is the youngest mine in the Latrobe Valley. Overburden was excavated in 1982 and coal delivered from 1983. It had been known for a long

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

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

## Morwell Power Station and Briquette Factories

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Loy Yang Power Station  
AGL Energy

SEC published in 1969 they were described:

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

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

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

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

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

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

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

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

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

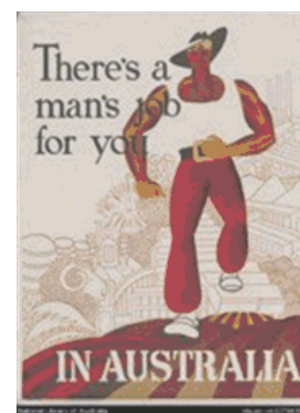
Between 1921 and 1961, the population of the Latrobe Valley increased from 14,000 to 60,000.<sup>103</sup> New arrivals settled in the towns of Morwell, Traralgon and Moe, which had been established before the SEC, as well as

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

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



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



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



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



## Morwell Power Station and Briquette Factories

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

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

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

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

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

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

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

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

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

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



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



Morwell Gas Plant, n.d.  
Morwell Historical Society

## Morwell Power Station and Briquette Factories

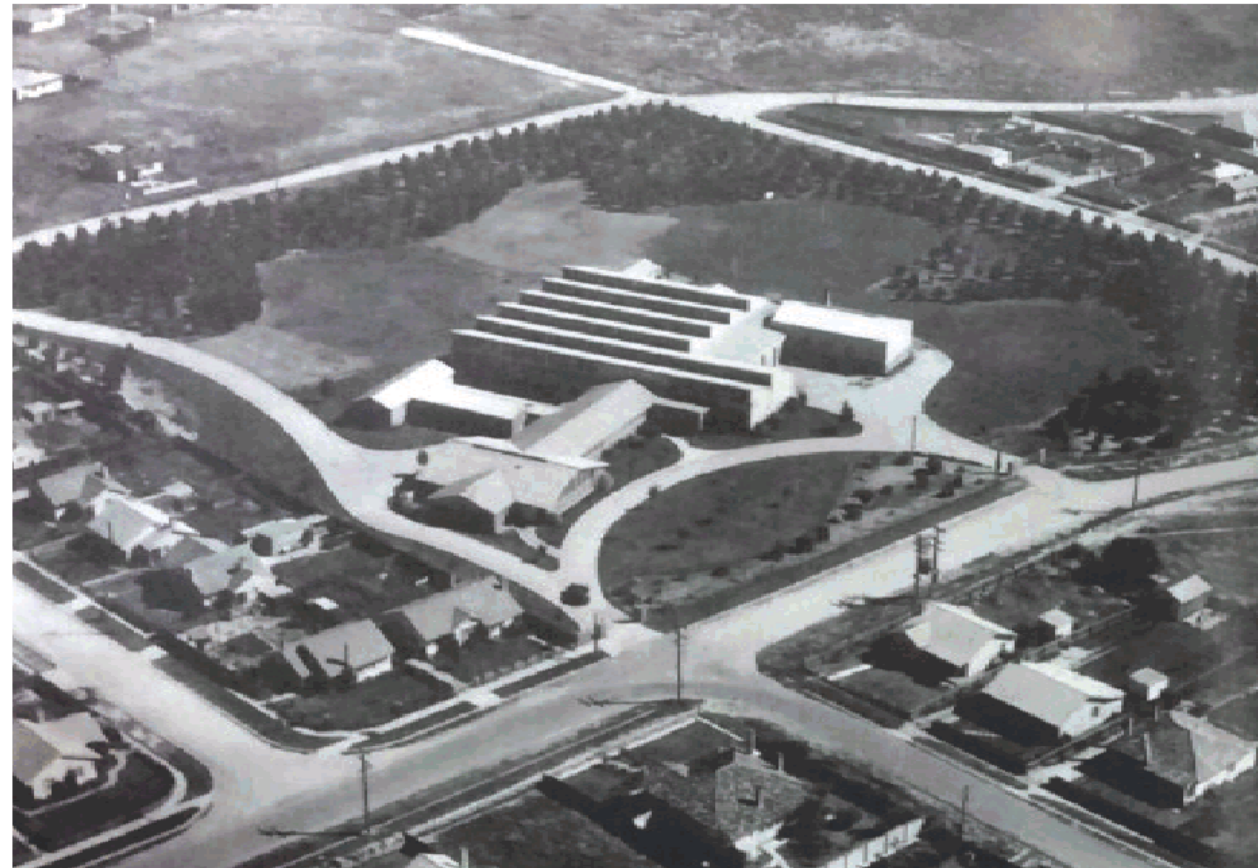
### A contextual history of the Latrobe Valley

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

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

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

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



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



LaMode advertisement for applicants, 4 April 1946  
Morwell Historical Society



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

## Morwell Power Station and Briquette Factories

### A contextual history of the Latrobe Valley

#### 4.5.7 Privatisation and closure

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

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

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

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

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

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

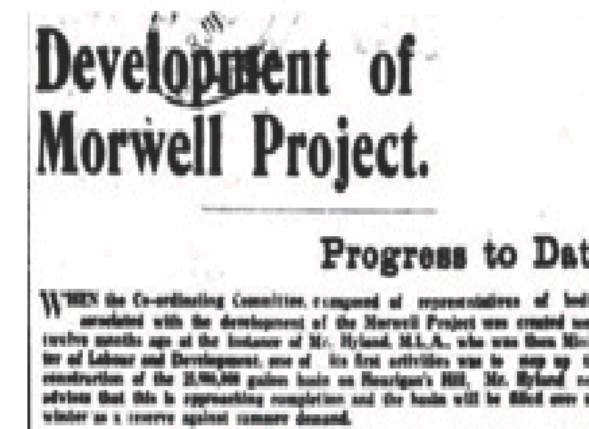
Today, the mines and power stations at Yallourn and Loy Yang remain operational and the area still produces most of Victoria's electricity, but what will the future bring? The high emission rates of greenhouse gases in the area have been heavily protested in recent times and the idea of adapting to renewable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

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

##### 4.6.1 Background

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

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



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

##### 4.6.2 Initial planning

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

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

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

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

## Morwell Power Station and Briquette Factories

### A contextual history of the Latrobe Valley

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

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

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

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

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

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

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

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

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



Morwell Open Cut mine, 1957  
National Archives of Australia

## Morwell Power Station and Briquette Factories

### A contextual history of the Latrobe Valley

#### 4.6.3.1 The Briquette Factories

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

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

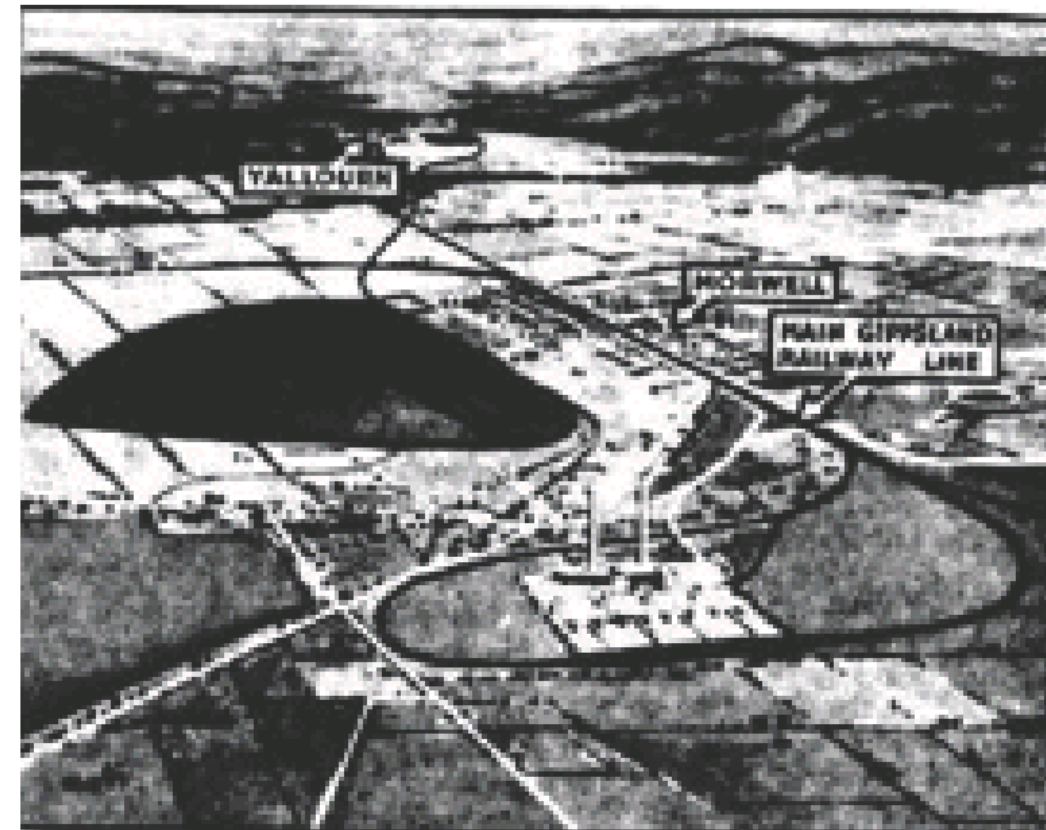
At this time, the SEC determined that it did not need to build the two additional factories as originally planned. One factory was sold to India at a loss with the cost passed onto electricity consumers in the form of tariffs.<sup>150</sup> Instead, the SEC proposed to use the equipment originally intended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



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

#### 4.6.3.2 Difficulties with briquetting operations

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



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

#### 4.6.3.3 Production processes

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

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

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

## Morwell Power Station and Briquette Factories

### A contextual history of the Latrobe Valley

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

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

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

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

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



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

#### 4.6.3.4 Training and safety

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

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

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

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

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

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



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

#### 4.6.4 Employment

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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#### 4.7 Community concerns over the coal industry

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

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

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

##### 4.7.2 Air pollution

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

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

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

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

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

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

##### 4.7.3 Asbestos-related disease

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

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

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

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



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



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

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

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

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

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

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

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

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

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

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



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

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#### 4.7.4 The 2014 Hazelwood mine fire

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

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

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

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

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

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

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



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

## Morwell Power Station and Briquette Factories

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

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

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

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

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

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

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

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

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

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

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



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

# Strategic Positioning

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## Morwell Power Station and Briquette Factories

### Strategic Positioning

## 5. Strategic positioning

### 5.1 Tourism analysis

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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#### 5.2 Difficult histories

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### 5.2.2 The fight for the Power Station

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

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

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

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

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

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

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

associated with the Power Station in her comment that:

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

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



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#### 5.3 Sustainable tourism

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

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

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

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

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

##### 1. Optimal use of environmental resources

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

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

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

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

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

According to the International Coalition of Sites

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

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

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

this plan).

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

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

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

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

Initial cost estimates are as follows:

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

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

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

Initial cost estimates are as follows:

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

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

## Morwell Power Station and Briquette Factories

### Strategic Positioning

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

#### Conclusion

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

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

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



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

## Morwell Power Station and Briquette Factories

### Strategic Positioning

#### 5.4 'Best practice' examples of mining tourism

##### Cornwall and West Devon Mining Landscape

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

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

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

##### The Meiji Industrial sites

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

The coal mines that comprise this serial listing are:

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

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

##### Interpretation

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

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

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

#### 5.5 Place identity and heritage interpretation

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

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

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

# Heritage Interpretation

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# Morwell Power Station and Briquette Factories Heritage Interpretation

## 6. Heritage interpretation

### 6.1 Overview

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

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

### 6.2 Vision for interpretation

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

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

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

### 6.3 Positioning statement for interpretation

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

### 6.4 Guiding principles for the Interpretation Strategy

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

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

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

#### 6.4.2 Interpretive stories will drive visitor experiences

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

Successful storytelling has the potential to:

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

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

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

#### 6.4.3 Interpretation will create authentic experiences

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

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

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

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

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

## Morwell Power Station and Briquette Factories Heritage Interpretation

### 6.4.5.1 Case Studies

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

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

#### The Kvarken Archipelago

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

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

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

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

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

### 6.4.7 Interpretation will extend length of stay

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

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

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

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

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

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

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

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

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

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

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

## Morwell Power Station and Briquette Factories

### Heritage Interpretation

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#### 6.5 The role of stories

##### 6.5.1 How stories were selected

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

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

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

##### 6.5.2 How stories create experiences

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

###### 1. Overarching experiences

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

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

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

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

##### 6.5.3 Signage locations

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

# Interpretive Themes

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## Morwell Power Station and Briquette Factories

### Interpretive Themes

## 7. Interpretive Themes

### Theme 1: Powering Victoria

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

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

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

#### Subthemes

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

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

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

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

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

#### Subthemes

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

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

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

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

#### Subthemes

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

# Matrix of Interpretive Themes and Stories

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## Morwell Power Station and Briquette Factories

### Theming Matrix

## 8. Theming Matrix

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

## Morwell Power Station and Briquette Factories

### Theming Matrix

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

## Morwell Power Station and Briquette Factories

### Theming Matrix

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

## Morwell Power Station and Briquette Factories Theming Matrix

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

## Morwell Power Station and Briquette Factories

### Theming Matrix

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

## Morwell Power Station and Briquette Factories

### Theming Matrix

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



## Morwell Power Station and Briquette Factories

### Theming Matrix

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

## Morwell Power Station and Briquette Factories

### Theming Matrix

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

## Morwell Power Station and Briquette Factories

### Theming Matrix

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

## Morwell Power Station and Briquette Factories Theming Matrix

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

## Morwell Power Station and Briquette Factories

### Theming Matrix

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

## Morwell Power Station and Briquette Factories Theming Matrix

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

## Morwell Power Station and Briquette Factories

### Theming Matrix

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

## Morwell Power Station and Briquette Factories

### Theming Matrix

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



## Morwell Power Station and Briquette Factories

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

## Morwell Power Station and Briquette Factories Theming Matrix

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

## Morwell Power Station and Briquette Factories

### Theming Matrix

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

## Morwell Power Station and Briquette Factories

### Theming Matrix

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

## Morwell Power Station and Briquette Factories

### Theming Matrix

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

## Morwell Power Station and Briquette Factories

### Theming Matrix

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

## Morwell Power Station and Briquette Factories

### Theming Matrix

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

## Morwell Power Station and Briquette Factories Theming Matrix

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



## Morwell Power Station and Briquette Factories

### Theming Matrix

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

## Morwell Power Station and Briquette Factories Theming Matrix

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

## Morwell Power Station and Briquette Factories Theming Matrix

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

## Morwell Power Station and Briquette Factories Theming Matrix

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

# Recommendations

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## Morwell Power Station and Briquette Factories

### Recommendations

## 9. Recommendations

### 9.1 Overview

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

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

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

### 9.2 Detailed recommendations

#### 9.2.1 Interpretive signage

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

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

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

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

#### 9.2.2 Short Illustrated history

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

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

#### 9.2.3 Education Kit

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

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

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

#### 9.2.4 Video Histories

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

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

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

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

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

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

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

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

## Morwell Power Station and Briquette Factories

### Recommendations

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

Status: Funding to be sought

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

#### 9.2.8 PowerWorks Visitor Centre development

Status: Funding to be sought

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

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

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

#### 9.2.9 Themed Playground: Morwell Power Station

Status: Not funded

Recent studies have shown that playgrounds provide significant benefits to children and the broader community. According to a report prepared for the Shasta Children and Families First Commission, children who are deprived of the opportunity to play in their first six years will 'face a lifetime of limited brainpower'.<sup>349</sup> Playgrounds provide children with an essential opportunity to play, with a clear link between play and children's brain development, motor-skills and social capabilities.<sup>350</sup> They also offer an ideal place for children to develop their cognitive abilities, motor skills, language and social skills and increase physical activity, which is vital given the growing rate of obesity in our society.<sup>351,352</sup>

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

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

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

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

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

# Proposed Signage Locations

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# Morwell Power Station and Briquette Factories Proposed Signage Locations

## 10. Proposed Signage Locations

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

1 Stop 1

2 Stop 2

3 Stop 3

4 Stop 4

5 Stop 5



# Appendixes

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# Morwell Power Station and Briquette Factories

## Appendixes

## 11. Appendixes

### 11.1 Community Engagement Plan

#### 11.1.1 What is community engagement?

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

#### 11.1.2 Aims of the Community Engagement Plan

The aims of this Community Engagement Plan are to:

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

#### 11.1.3 Background information

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



### 11.2 Target communities and stakeholders

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

#### 11.2.1 Latrobe City Council

#### 11.2.2 Societies and Associations

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

#### 11.2.3 Universities

- Centre for Gippsland Studies, Federation University

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

- Individual residents, including former workers
- Businesses

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

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

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

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

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

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

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

This will have several implications:

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

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

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

Initial cost estimates are as follows:

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

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

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

Initial cost estimates are as follows:

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

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

## Morwell Power Station and Briquette Factories

### Appendixes

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

### 11.4 Strategies for Community Engagement

#### 11.4.1 Stakeholder relationships

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

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

#### 11.4.2 Target communities

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

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

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

## Morwell Power Station and Briquette Factories

### Appendixes

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## 12. Consultations

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

#### Newborough

25 May 2018

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

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

14 June 2018

**Attendees:**

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

See audio recording summary on page 80

26 July 2018

**Attendees:**

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

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

### Latrobe Council

#### Morwell

26 May 2018

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

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

### PowerWorks

10 July 2018

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

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

### Other liaison

#### Geraldine Jones

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

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

#### Professor Erik Eklund

Professor of History  
Director, Centre for Gippsland Studies  
Federation University

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

#### Cheryl Wragg

Moe resident

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

## Morwell Power Station and Briquette Factories

### Appendixes

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

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

## Morwell Power Station and Briquette Factories

### Appendixes

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

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

## Morwell Power Station and Briquette Factories

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



# Endnotes

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# Morwell Power Station and Briquette Factories

## Endnotes

### 13. Endnotes

- 1 'Morwell Power Station and Briquette Factories, Decision of the Heritage Council,' 12 February 2018, Heritage Council Victoria.
- 2 All SEC boilers from A Station Yalourn to Loy Yang B are water tube boilers, personal communication with George Harris, 23 July 2018.
- 3 'Morwell Power Station and Briquette Factories, Decision of the Heritage Council,' 12 February 2018, Heritage Council Victoria, p. 20.
- 4 The boilers at Yalourn and Loy Yang are also brown coal burning boilers, personal communication with George Harris, 23 July 2018.
- 5 'Morwell Power Station and Briquette Factories, Decision of the Heritage Council,' 12 February 2018, Heritage Council Victoria, pgs. 16, 21.
- 6 'Morwell Power Station and Briquette Factories, Decision of the Heritage Council,' 12 February 2018, Heritage Council Victoria, pp. 22-23.
- 7 Rosalea Monacella and Craig Douglas, *Future Morwell. Future Latrobe Valley*, RMIT University, 2017, p.20.
- 8 Rosalea Monacella and Craig Douglas, *Future Morwell. Future Latrobe Valley*, RMIT University, 2017, p.128.
- 9 Rosalea Monacella and Craig Douglas, *Future Morwell. Future Latrobe Valley*, RMIT University, 2017, p.128.
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## Morwell Power Station and Briquette Factories

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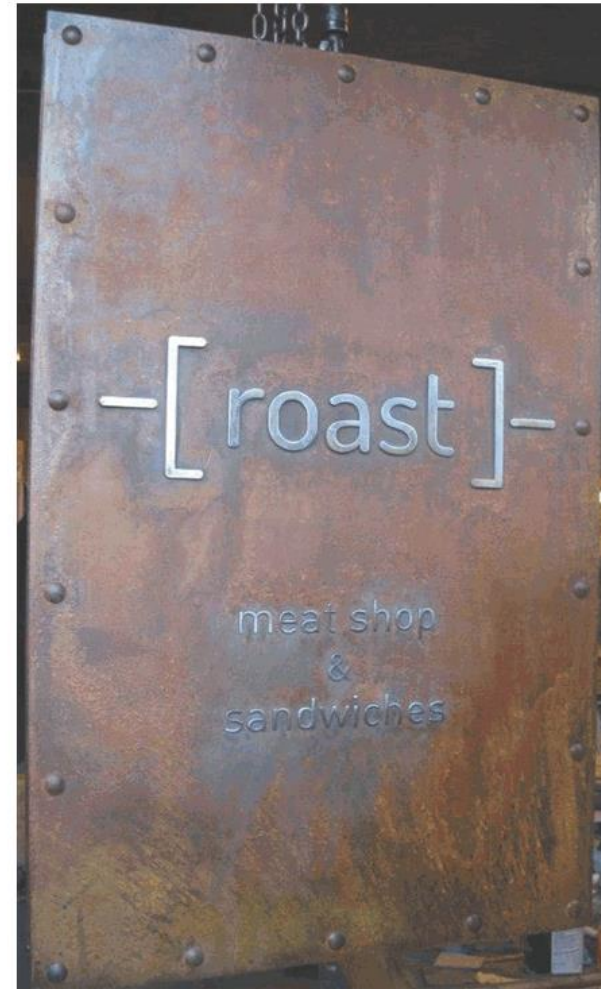
# Morwell Power Station and Briquette Factories Interpretive Signage

13 August 2018

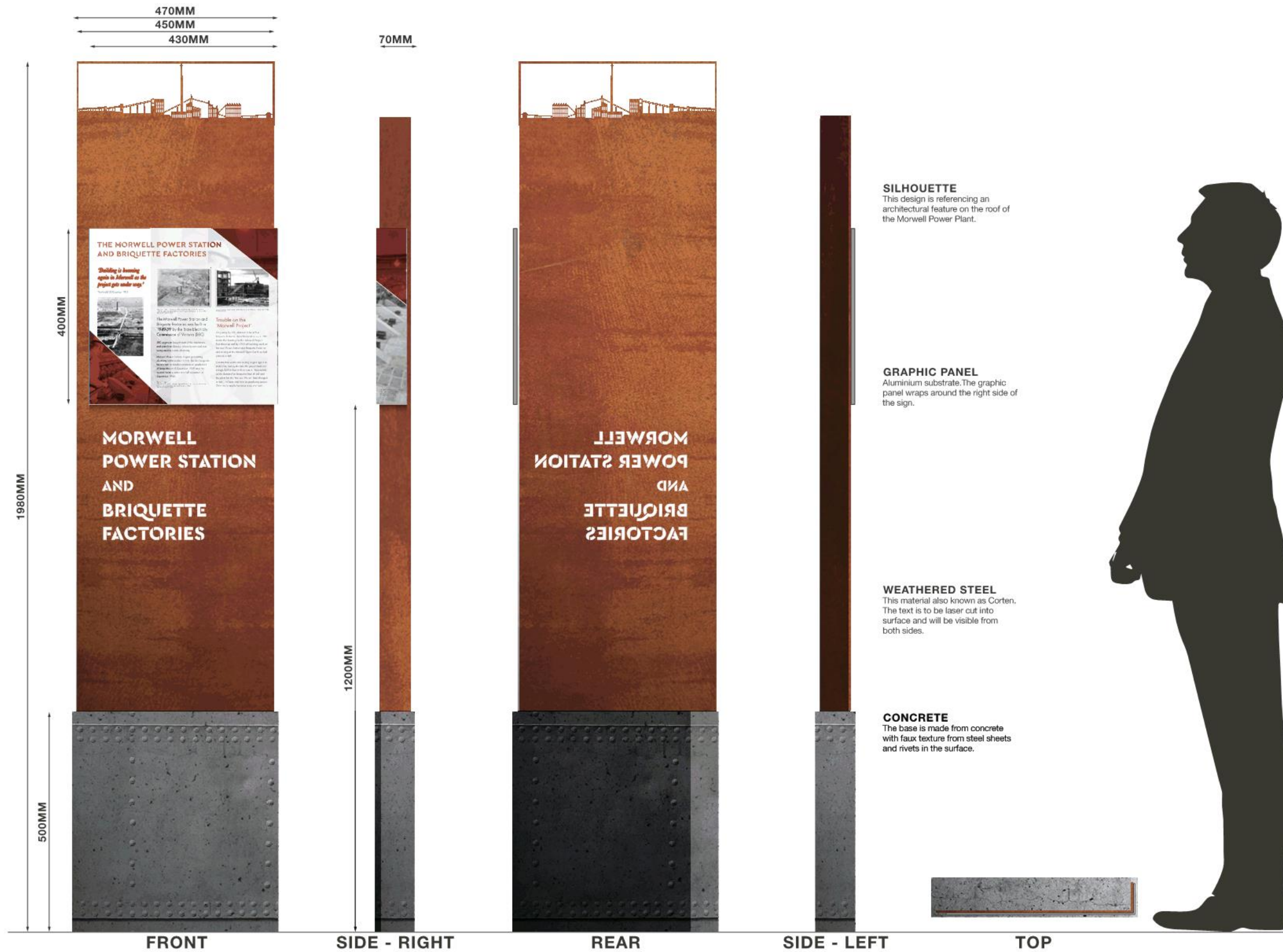




# Morwell Power Station and Briquette Factories Interpretive Signage - Precedent Images



# Morwell Power Station and Briquette Factories Interpretive Signage - Concept Art



# Morwell Power Station and Briquette Factories Interpretive Signage - 1

## THE MORWELL POWER STATION AND BRIQUETTE FACTORIES

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

*The Herald, 23 December 1954*



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



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

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

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

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

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

### Trouble on the 'Morwell Project'

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

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

[Background image]  
Brown coal briquette presses, Morwell, Victoria, 1962  
National Archives of Australia

# Morwell Power Station and Briquette Factories Interpretive Signage - 2

## POWERING VICTORIA

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

*The Argus, 20 August 1956*



Morwell, Victoria, Australia, 1982  
National Archives of Australia



Willie Wonderheat and Bernie Briquette, 1920s-60s  
SECV Collector, Museums Victoria



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

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

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

### A 'thriving community'

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

### Legacy

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

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

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

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

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

### ASBESTOS IN THE LATROBE VALLEY

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

Vicky Hamilton, Gippsland Asbestos, 14 June, 2018

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

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

#### A terrible fate

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

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

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

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

(Left corner image)  
Nick Marten on driver drum, Morwell Briquette, c. 1950s-60s  
SEC Collection, Museums Victoria

# Morwell Power Station and Briquette Factories Interpretive Signage - 4

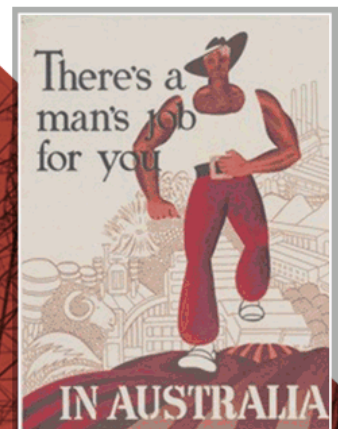
## WORKING LIFE AT MORWELL POWER STATION AND BRIQUETTE FACTORIES

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

Michael Gred, former Power Station employee, 1995 - 2012

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

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



### A family atmosphere

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

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

Peter McCartney, former employee, 1983 - 2014

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

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

### Strikes and accidents

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

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

### Migrant workers

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



[Right image] The Morwell Court House, as a tribute to the migrants who helped the Latrobe Valley's development, 1967 National Archives of Australia

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

## Morwell Power Station and Briquette Factories Interpretive Signage - 5 Side A

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

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

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



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

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

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

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

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

Cheryl Wragg, Moe heritage advocate, 6 June 2018

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

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

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

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

## Morwell Power Station and Briquette Factories Interpretive Signage - 5 Side B

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

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

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



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

For most people in the Latrobe Valley, the Morwell Power Station and Briquettes Factories are symbols of pain and loss.

The site is not only associated with mining-related illnesses but also a painful reminder of the privatization of the industry and the decline of the Latrobe Valley as an economic powerhouse for Victoria.

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

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

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

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

[Left corner image]  
Morwell Power Station, 2018  
Jackie Moller, SHP (Sue Hodges Productions Pty Ltd)

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



**Agenda Item: 14.2**

**Agenda Item: Latrobe Convention Centre Business Case Outcome**

**Sponsor: General Manager, City Development**

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

**Status: For Decision**

**Proposed Resolution:**

- 1. That Council note the *Latrobe Convention Centre Business Case Final Report*; and**
- 2. That Council adopt the recommendations, in principle, made by the Latrobe Convention Centre Business Case Project Reference Group to:**
  - a) Provide Kernot Hall with a modest 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; and**
- 3. Concept designs and associated costings be developed utilising unspent funds from the project brief to facilitate a range of upgrade options for Kernot Hall;**
- 4. Provide costed concept designs to Council at a future meeting.**

**Executive Summary:**

- At an Ordinary Council Meeting on 6 July 2015 Council adopted the *Latrobe Performing Arts and Convention Centre Review* and resolved to “undertake(s) further detailed analysis and investigation to confirm potential demand for a dedicated convention centre in Latrobe City”.
- At its Ordinary Council Meeting on 23 October 2017, Council resolved to adopt the *Latrobe Convention Centre Business Case and Functional Concept Design Project Reference Group Terms of Reference*, appointed Cr McFarlane (chairman) and Cr Middlemiss to the Project Reference Group, and endorsed an Expression of Interest process for the appointment of Project Reference Group members.
- Council endorsed membership of the Project Reference Group on 3 April 2018.

- In accordance with Council's procurement process, AEC Group Ltd was engaged to undertake the business case and functional concept design.
- Based on their research, AEC Group advised they were unable to identify the need for a MICE (Meetings, Incentives, Conferences, Exhibitions) market within Latrobe City.
- The work done to date has been provided in a Final Report (Attachment One).
- None of the options have been costed, although unspent funds of about \$60,000 remain from the consultancy brief.
- Any further work has been put on hold subject to the above recommendation being considered by Council.

**Declaration of Interests:**

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

**Background:**

In April 2018 AEC Group began a project to assess the market and commercial feasibility of developing a MICE (Meetings, Incentives, Conferences, Exhibitions) facility in Morwell.

The consultants conducted site visits, stakeholder consultations, background market research and several meetings with the Council-appointed Project Reference Group, in alignment with the adopted Terms of Reference, to determine the outcomes within their report.

The outcomes presented in the report are based on (page ii):

- A literature review of previous studies relating to the potential development of a MICE facility in the Latrobe Valley;
- An assessment of the current supply of MICE facilities in Latrobe;
- An assessment of the Kernot Hall site; and
- Stakeholder feedback and insights regarding the proposal to develop a MICE facility in Latrobe.

Research has identified that there is insufficient information currently available regarding the number, type, origin and size of events held and potentially lost business at Kernot Hall, and in Latrobe generally.

Without this information, it is difficult to ascertain the demand for MICE related events in the region, and to determine the extent to which Latrobe is missing out on consequent economic benefits. This presents significant challenges in developing an evidence-based business case to support investment in new convention facilities (page ii).

**Reasons for Proposed Resolution:**

Based on their research, AEC Group advised they were unable to identify the need for a MICE market within Latrobe City due to two main factors:

1. Lack of demand, or lack of historical data indicating business won and lost (page 10); and
2. Insufficient high quality accommodation in close proximity to facilitate high volumes of national and international residential conference demand (page 10).

The consultant's Final Report outlines five (5) options regarding the establishment of a convention centre in Morwell (Kernot Hall):

Option 1	Integration with Latrobe Performing Arts Centre	Expand the current MICE component of the new Performing Arts Centre (PAC) at Traralgon to cater for MICE business between 400 and 800 patrons. i.e. make the new facilities multi-purpose for Performing Arts and MICE-related activities.
Option 2	Business as usual with dedicated marketing efforts to stimulate MICE demand	Establish an active MICE marketing function within Council, working with Destination Gippsland, to target MICE business, and record both won and lost business details for the next 3-5 years (both pre and post the opening of the PAC) to establish demand for more substantial MICE specific facilities as well as the accommodation needs of the won and lost business.
Option 3	Repositioning of Kernot Hall as an improved Council facility	Consider utilising Kernot Hall in the context of other Council owned and operated public facilities. Under this option, investigation would be required to determine whether other community spaces/facilities could be moved to Kernot Hall to increase utilisation levels and to reduce Council expenditure on other facilities. If this recommendation proves to be a viable option, then actions and improvements (e.g. marketing, capital expenditure etc.) would need to be identified to position Kernot Hall as the main community hub for community user groups.
Option 4	Refurbishment / redevelopment of Kernot Hall	Refurbish Kernot Hall to upgrade it to cater for MICE business between 400 and 800 patrons.
Option 5	Federation Training to develop a new MICE facility as part of their Precinct Masterplan	Explore the potential of a land swap or other negotiated deal to relinquish the existing Kernot Hall site for Federation Training purposes and to develop a new MICE facility elsewhere within the precinct – most likely next to, or incorporating, the Waratah restaurant.

Project Reference Group Recommendations

The Project Reference Group, following consideration of the Draft Report, recommends Council adopt a hybrid of options two (2) and four (4) from the AEC Group consultant's report, whereby:

- Kernot Hall is provided with modest cosmetic upgrades (no significant structural alterations) to assist with attracting user groups and to improve functionality. In addition to existing utilisation there is an opportunity to leverage from new development in the precinct. Federation Training / Hi Tech precinct businesses may have a need to utilise the facility under appropriate agreements with Latrobe City Council, increasing the utilisation of the facility. The Project Reference Group is strongly of the view that any commitment to marketing would be pointless without some modest refurbishments to the building being undertaken. (Note: The consultant has verbally indicated that an indicative estimate of such work could be in the order of \$8 to \$10 million).
- A MICE marketing function is established within Council's current resources to specifically target MICE business and track meeting, conference and exhibition business won and lost over the next 3-5 years; so as to ascertain the demand for such activity and the need for enhanced facilities within this area. This tracking would include the requirement for accommodation in close proximity to the selected conference venue.

It is noted that a cost-benefit analysis has not been conducted to determine any risk in spending funds to upgrade Kernot Hall against recovery of the money spent, although this could be undertaken when a preferred costed concept design is selected.

#### Suggested Improvements

Participants in stakeholder interviews, along with the Project Reference Group, suggested the following upgrades to Kernot Hall be undertaken to improve its amenity, attract hirers and increase its functionality:

- Improvements to the toilets (including back-of-house);
- Access between the kitchen and foyer without having to traverse the hall and/or backstage area; (NB: the kitchen recently received a basic upgrade);
- New entry doors – the doors are currently not disability (DDA) compliant because they are not automatic and are too heavy for someone with a mobility issue to navigate;
- New carpeting, moveable walls, audio visual improvements, rigging, stage and house lighting improvements; and
- Aesthetic improvements (e.g. painting or rendering) to the entire facility, including back-of-house areas.

**Issues:**

*Strategy Implications*

This project has been undertaken to determine the market for a convention centre in Morwell as per Council's resolution in July 2015.

*Communication*

- Communication with potential funding sources can begin as soon as direction is provided by Council;
- Work can be undertaken internally in relation to the requirement to establish a marketing function for Kernot Hall within staffing capacity; and
- Council's decision will be communicated to the Project Reference Group; as per the Terms of Reference (clause 3.2), the group will then be disbanded.

*Financial Implications*

The original brief provided to AEC Group included development of a concept for a redesigned Kernot Hall.

It is proposed that the remaining project brief funds of approximately \$60,000 be allocated toward the design development and costing of options to facilitate a modest upgrade of Kernot Hall (indicatively; of about \$8 to \$10 million to undertake the works shown above under the heading 'Suggested Improvements'). The preferred costed concept design can then be utilised as the basis for applications seeking funding towards the refurbishment works.

Concept designs will be presented to Council at a future meeting for approval.

*Risk Analysis*

<b>Identified risk</b>	<b>Risk likelihood*</b>	<b>Controls to manage risk</b>
No clarity on what expenses are likely to be incurred for an upgrade to Kernot Hall	Certain	Complete a cost-benefit analysis on any selected options
Upgrades to Kernot Hall do not increase demand for usage	Possible	Ensure data is collected and collated accurately. Then determine next steps.
Unable to access funds to pay for upgrade to Kernot Hall	Possible	Continue to advocate; identify alternate strategy.

*Legal and Compliance*

There are no legal and compliance issues in relation to this report.

*Community Implications*

The community have been kept apprised of this project via membership representation on the Project Reference Group. Officers are aware that some of the options outlined in the report may be unpalatable to the community, and any concerns raised with officers will be responded to professionally.

*Environmental Implications*

There are no environmental implications in relation to this report.

*Consultation*

Community engagement on this project has been via consultation with various stakeholders and Project Reference Group members.

**Supporting Documents:**

Nil

**Attachments**

1 [↓](#). AEC Group Latrobe Convention Centre Business Case Final Report

## **14.2**

### **Latrobe Convention Centre Business Case Outcome**

- 1 AEC Group Latrobe Convention Centre Business Case  
Final Report..... 433**

# LATROBE CONVENTION CENTRE BUSINESS CASE

## FINAL REPORT

LATROBE CITY COUNCIL  
AUGUST 2018



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LATROBE CONVENTION CENTRE: BUSINESS CASE – FINAL REPORT



## DOCUMENT CONTROL

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### NOTE ON TERMINOLOGY

For the purposes of this report MICE refers to Meetings, Incentives, Conferences and Exhibitions. Whilst this term usually refers to the business/corporate market, it is extended in this instance to also include community and sporting events. That said, it should be recognised that MICE are typically associated with association, government and corporate sectors and as such, have different needs and requirements to enable them to host high calibre events. The latter has important implications when considering options relating to refurbishment/redevelopment/expansion of MICE facilities.



## SUMMARY

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### BACKGROUND

The concept of the development of a MICE facility in the Latrobe Valley has been ongoing since 2008. Several reports have been commissioned over the last 10 years to assess the feasibility of developing a facility in either Traralgon or Morwell. In 2015, a decision was made that a MICE facility be fully scoped in Morwell on the Kernot Hall site.

In April 2018, AEC and DKJ Project Architects commenced a project to assess the market and commercial feasibility of developing a MICE facility in Morwell. Various site visits, project steering committee meetings, stakeholder consultations and background market research have taken place over the period April to June 2018 in line with the Terms of Reference (ToR).

The outcomes and options for consideration in this interim report are based on:

- A literature review of previous studies relating to the potential development of a MICE facility in the Latrobe Valley
- An assessment of the current supply of MICE facilities in Latrobe
- An assessment of the Kernot Hall site
- Stakeholder feedback and insights regarding the proposal to develop a MICE facility in Latrobe

### OPTIONS FOR CONSIDERATION

Research has identified that there is insufficient information currently available regarding the number, type, origin and size of events held and potentially lost business at Kernot Hall, and in Latrobe generally.

Without this information, it is difficult to ascertain the demand for MICE related events in the region, and to determine the extent to which Latrobe is missing out on consequent economic benefits. This presents significant challenges in developing an evidence-based business case to support investment in new convention facilities.

Within these limitations, it has been possible to identify five options for consideration by the Project Reference Group prior to proceeding any further with the development of a detailed business case for a Convention Centre in Latrobe. The options are summarised in **Table S.1** overleaf:

### RECOMMENDATIONS

The Project Reference Group has requested AEC to offer recommendations for the most appropriate path forward. AEC recommendations are:-

1. Establish and fund an active MICE marketing function within Council to target the sector and carefully record won and lost business over the next 3-5 years (pre and post opening of the new Performing Arts Centre) to establish demand for more substantial MICE specific facilities as well as the accommodation needs of the won and lost business. An operational budget circa \$500,000 including staffing and a comprehensive range of marketing tools and activities is anticipated.
2. Refurbish Kernot Hall to upgrade it to cater for MICE business between 400 and 800 pax. (toilets, kitchen, pre-function space, entrance, moveable walls, retractable seating for sporting events, audio visual, rigging, house lighting, carpet, external access to kitchen, round tables).

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Table S.1: Proposed Latrobe Convention Centre - Options for Consideration

Option	Integration with Latrobe Performing Arts Centre	Business as usual with significant marketing efforts to stimulate MICE demand	Repositioning of Kernot Hall as an improved Council facility	Refurbishment / redevelopment of Kernot Hall	Federation Training to develop a new MICE facility as part of their Precinct Masterplan
Overview	<ul style="list-style-type: none"> <li>Expand the current MICE component of the new Performing Arts Centre (PAC) at Traralgon to cater for MICE business between 400 and 800 pax. i.e. make the new facilities multi-purpose for Performing Arts and MICE-related activities.</li> </ul>	<ul style="list-style-type: none"> <li>Establish an active MICE marketing function within Council, working with Destination Gippsland, to target MICE business, and carefully record both won and lost business details for the next 3-5 years (both pre and post the opening of the PAC) to establish demand for more substantial MICE specific facilities as well as the accommodation needs of the won and lost business.</li> </ul>	<ul style="list-style-type: none"> <li>Consider utilising Kernot Hall in the context of other Council owned and operated public facilities.</li> <li>Under this option, investigation would be required to determine whether other community spaces/facilities could be moved to Kernot Hall to increase utilisation levels and to reduce Council expenditure on other facilities. If this recommendation proves to be a viable option, then actions and improvements (e.g. marketing, capital expenditure etc.) would need to be identified to position Kernot Hall as the main community hub for community user groups.</li> </ul>	<ul style="list-style-type: none"> <li>Refurbish Kernot Hall to upgrade it to cater for MICE business between 400 and 800 pax. (toilets, kitchen, pre-function space, entrance, moveable walls, retractable seating for sporting events, audio visual, rigging, house lighting, carpet, external access to kitchen, round tables).</li> </ul>	<ul style="list-style-type: none"> <li>Explore the potential of a land swap or other negotiated deal to relinquish the existing Kernot Hall site for Federation Training purposes and to develop a new MICE facility elsewhere within the precinct – most likely next to, or incorporating, the Waratah restaurant.</li> </ul>

Note: AEC support may not be required for recommendations relating to Integration with Latrobe Performing Arts Centre and Business as Usual with significant marketing efforts to stimulate demand options. However, AEC could develop more detailed recommendations for all other options.

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## 1. INTRODUCTION

The idea of developing a MICE facility in the Latrobe Valley has been tabled since 2008. Various reports have been commissioned over the last 10 years to assess the feasibility of developing a MICE facility in either Traralgon or Morwell. In 2015, a decision was made for a MICE Facility to be fully scoped in Morwell on the Kernot Hall site.

From an economic development perspective, one of the key priority areas for Latrobe is to market itself as a destination, not just for tourism activity, but as a City that is attractive for talent, businesses and investment. The development of a MICE facility is often viewed as being an essential piece of infrastructure to support business tourism development.

In April 2018 AEC and DKJ Project Architects commenced a project to assess the market and commercial feasibility of developing a MICE facility in Morwell. Various site visits, project steering committee meetings, stakeholder consultations and background market research have taken place over the period April to June 2018 in line with the Terms of Reference.

However, in the absence of being unable to assess current demand for MICE-related events to support future investment, four options for future development have been proposed which now require a decision by the Project Steering Committee before commencing to the next stage of developing the business case for a Convention Centre in Latrobe.

### 1.1 BACKGROUND

*Extract from Latrobe City Council: Tender Brief Background Information & Scope of Works, Dec 2017 v2 (LCC, 2017):*

In 2008, Latrobe City Council received a petition from the community calling for the development of a performing arts and convention centre in the local area.

A feasibility study was commissioned by Council, completed by CPG Australia and publicly released in December 2009. The feasibility study did not settle on one location for the proposed facility, instead suggesting the centre could be built next to Kernot Hall in Morwell or at the existing Latrobe Performing Arts Centre (LPAC) in Traralgon for similar costs and benefits.

This report resulted in significant debate with hundreds of submissions, letters of support and petitions submitted to Council in favour of each site. In April 2010, officers recommended that Council adopt the Traralgon site for the facility, however, Council opted for the Morwell (Kernot Hall) option.

Limited funding has resulted in little progress was being made on the feasibility study for the facility until the option of applying for State and Federal funding arose in late 2014. As a result, Council engaged consulting firm Geografia to review the previous feasibility study; this report was publicly released in early 2015.

After estimating potential capital and operational costs, locations and community sentiment, the Geografia study recommended that Council consider the Latrobe Performing Arts and Convention Centre as two separate projects – Latrobe Performing Arts Centre and Latrobe Convention Centre.

The Geografia report further identified Traralgon's existing performing arts site as the most appropriate location for a new Performing Arts Centre and that a MICE facility be fully scoped in Morwell on the Kernot Hall site. These recommendations were adopted at an Ordinary Council Meeting on 6 July 2015, and a call for Tender to prepare a business case to assess the market and commercial feasibility of developing such a facility (with associated concept designs) was released in December 2017. AEC and DKJ Project Architects were appointed to the project in April 2018. Various site visits, project steering committee meetings, stakeholder consultations and background market research have taken place over the period April to June 2018 in line with the Terms of Reference.

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## 1.2 STRATEGIC CONTEXT

As set out in the Latrobe City Council Economic Development Strategy (2016-2020) there is pressing need for the City to focus on economic development priorities that will deliver long-term, sustainable growth. One of the priority areas for Latrobe is to market itself as a destination, not just for tourism activity, but as a City that is attractive for talent, businesses and investment. Through this, and the Strategy's other areas of focus, Latrobe seeks to support income and productivity growth for the city, job creation and growth and innovation in the areas of engineering and advanced manufacturing.

Dovetailing with the Economic Development Strategy is Latrobe's Arts Strategy and Action Plan (2016-2021) which gives high priority to providing well-developed infrastructure that will encourage artistic and creative development and production, deliver community celebrations and events and support the broader creative industry. Of relevance to this Business Case is Theme 2 of the Arts Strategy which outlines a commitment by Council to:

- Improve access to and quality of facilities for arts, culture and creative industry activity and innovation;
- Advocate strongly and consistently for State, Federal, partnership and philanthropic investment in new and existing facilities to enable the full potential of the community and Council's arts and culture aspirations to be achieved;
- Provide flexible and scalable spaces to meet the dynamic and evolving needs of its community's creative practice and experience;
- Invest in and maintain existing facilities to ensure they achieve maximum value for community and remain fit for purpose; and
- Support and facilitate the use of public open space for creative pursuits.

## 1.3 TERMS OF REFERENCE

According to the Terms of Reference for LCC-450 (LCC, 2017), the business case seeks to provide:

- An understanding of the current and future demand for Meetings, Incentives, Conferences and Exhibitions (MICE) in Latrobe
- An understanding of community and stakeholder sentiment gained from the analysis of previous engagement activities.
- A Business Case examination of the **full range of options**; including upgrading the current local facility (Kernot Hall) or at an alternate site. Potential uses may include conference/convention or meeting use, exhibitions/expositions and trade shows, events and entertainment, sporting or other identified community purposes
- Identification of site opportunities and constraints
- Identification of an optimal location for the development of a convention centre
- Preparation of a floor plan and an indicative design for the identified optimal location
- An estimate of capital costs based on the functional use of the of the facility recommended in the business case, floor plan and indicative design
- An estimate of operational costs based on the functional use of the facility recommended in the business case, floor plan and indicative design, given current and expected future demand
- A suggested business case for future operation
- A series of recommendations to move the proposed development forward

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#### 1.4 STATUS OF PROJECT DELIVERY, REVISED APPROACH & OPTIONS FOR CONSIDERATION

The original ToR essentially called for a three-phase approach (Figure 1.1) to assessing a business case for the development of a convention centre in Latrobe. However, during the course of primary and secondary research during Phase 1, it became apparent that, in the absence of accurately quantifying current or future demand for MICE related activities, several of the elements in Phase 2 and 3 could not be assessed (refer to Figure 1.1) until some initial options are considered by the Project Steering Committee.

This is because,

- AEC has been unable to identify current or future demand for MICE business for Latrobe outside of that which is already adequately catered for by the private sector.
- Current private sector meetings and function facilities (including planned meeting rooms in the new Performing Arts Centre and expansion at the Bowling club and Century Inn) provide adequately for current MICE demand up to 400 pax i.e.: current supply exceeds demand.
- Several parties aspire to extend their footprint on the Kernot Hall Site.
- Council is currently delivering several major leisure community projects with up to \$85 million already committed to other projects. Council resources to deliver on a major investment – such as that proposed by a major MICE or a significant redevelopment of Kernot Hall - is therefore limited.
- AEC has not been able to identify other sites which are suitable for a new MICE facility and associated hotel infrastructure, with sufficient proximity to other supporting infrastructure (hotels, restaurants and cafes, retail etc.) expected by contemporary MICE business.

##### Options for Consideration

Further work on this project will therefore be based on consideration of the following options by the Project Steering Committee:

**Expand the current MICE component of the new Performing Arts Centre at Traralgon to cater for MICE business** between 400 and 800 pax. i.e. make the new facilities multi-purpose for Performing Arts and MICE-related activities.

**Establish an active MICE marketing function within Council**, working with Destination Gippsland, to target MICE business, and carefully record both won and lost business details for the next 3-5 years (both pre and post the opening of the new PA centre) to establish demand for more substantial MICE specific facilities as well as the accommodation needs of the won and lost business.

**Consider Kernot Hall in the context of other Council-owned and operated public facilities.** Investigation is required to determine whether other community spaces/facilities be moved to Kernot Hall to increase utilisation levels and to reduce Council expenditure in other facilities. If this recommendation proves to be a viable option, then actions and improvements (e.g. marketing, capital expenditure etc.) would need to be identified to position Kernot Hall as the major community hub for community user groups

**Refurbish Kernot Hall to make it contemporary** and to structure it to cater for MICE business between 400 and 800 pax. (toilets, kitchen, pre-function space, entrance, moveable walls, audio visual, rigging, house lighting, carpet, external access to kitchen, round tables).

**Federation Training to develop a new MICE facility as part of their Precinct Masterplan.** This would require exploring the potential for a land swap or other negotiated deal to relinquish the existing Kernot Hall site for Federation Training purposes and to develop a new MICE facility elsewhere within the precinct.

**Note:** AEC support may not be required for recommendations relating to Integration with Latrobe Performing Arts Centre and Business as usual with significant marketing efforts to stimulate demand options. However, AEC could develop more detailed recommendations for all other options.



Figure 1.1: Project Approach

Project Start-up	Site Inspection & Stakeholder Consultation	Phase 1	Phase 2	Phase 3
<b>Project initiation &amp; initial site visit</b>		<b>Market &amp; Site Assessment</b>	<b>Facility Recommendations &amp; Indicative Designs</b>	<b>Financial Assessment &amp; Viability</b>
<ul style="list-style-type: none"> <li>Inception meeting</li> <li>Confirm methodology, project roles, milestones, communication channels</li> <li>Identify and share all relevant information</li> <li>Identify stakeholders</li> </ul>		<ul style="list-style-type: none"> <li>MICE industry: national, regional &amp; local trends</li> <li>Latrobe economic overview &amp; destination assessments</li> <li>Local sector outlook / performance</li> <li>Current supply of MICE facilities in Latrobe</li> <li>Stakeholder consultation</li> </ul>	<ul style="list-style-type: none"> <li>Form, function and scale of future MICE facility</li> <li>Identification of current and potential users</li> <li>Demand analysis / growth projections including event mix, visitor and delegates numbers</li> <li>Facility floorplate &amp; supporting amenities</li> <li>Indicative designs</li> <li>Submission for comment by Council</li> </ul>	<ul style="list-style-type: none"> <li>Recommended operational arrangement</li> <li>Identification of funding options available</li> <li>Financial assessment based on preceding market demand projections and indicative design</li> <li>Cost benefit analysis including direct &amp; indirect economic contribution &amp; employment creation</li> <li>Identification of intangible socio-economic benefits</li> </ul>
<b>Outcomes</b>		<b>Outcomes</b>	<b>Outcomes</b>	
<ul style="list-style-type: none"> <li>Project inception meeting</li> <li>Agreed project milestones &amp; delivery</li> <li>Review of background information</li> <li>Delivery of inception report</li> </ul>		<ul style="list-style-type: none"> <li>Identification of current MICE supply in Latrobe</li> <li>Stakeholder consultation</li> <li>Kernot Hall site assessment</li> <li>Unable to assess current MICE demand (events mix, visitor and delegate numbers) and future users of the envisaged MICE facility. Therefore, unable to continue the project further. Four options are proposed for consideration by Council before proceeding to the next Phases</li> </ul>	<ul style="list-style-type: none"> <li>Expand the current MICE component of the new Performing Arts Centre at Traralgon to cater for MICE business</li> <li>Establish an active MICE marketing function within Council</li> <li>Consider Kernot Hall in the context of other council owned and operated public facilities.</li> <li>Refurbish Kernot Hall to make it contemporary</li> <li>Federation Training to develop a new MICE facility as part of their Precinct Masterplan</li> </ul> <p><i>Note: AEC support may not be required for recommendations relating to Integration with Latrobe Performing Arts Centre and Business as usual with significant marketing efforts to stimulate demand options. However, AEC could develop more detailed recommendations for all other options.</i></p>	



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## 1.5 STAKEHOLDER CONSULTATION

In early June 2018, a series of workshops and individual face-to-face meetings were held with a cross-section of industry stakeholders. These included:

- Workshop 1: Representatives from key user groups
- Workshop 2: Representatives from the serviced accommodation industry
- Workshop 3: Representatives from Chambers of Commerce and Service Clubs
- Individual consultations with:
  - Gary van Driel, CEO Latrobe City Council
  - Gail Gatt, Acting General Manager City Development
  - Michael Bloyce, Manager Arts & Events
  - Andrea Stanlake, Project Officer Latrobe Creative Precinct
  - Kathleen Roberts, Coordinator Latrobe Performing Arts & Venues
  - Naomi Kokshoorn, Venue Services Officer
  - Kate Reiske, Team Leader Asset Strategy
  - Neil Churton, Coordinator Infrastructure Planning
  - Glenn Wearne, Senior Technical Officer
  - Shannon Little, Coordinator Economic Development

## 1.6 NEXT STEPS

Following an initial presentation of the Interim Report to the Project Reference Group (PRG) on 11 July 2018, AEC subsequently attended a further meeting on 31 July to ascertain the desired approach to the project, given that continuation on the initial guidelines was compromised due to the lack of compelling demand indicators.

Due to these discussions, AEC has been directed by the PRG to finalise the Interim Report for presentation to Council to highlight current findings and a full range of options, along with recommendations as to future progress.

AEC awaits the decision of Council in relation to this project.

Note: It is widely acknowledged that there are competing demands for economic development funds. Several stakeholders indicated that there may be other projects that would provide more value for money from a return on investment perspective. While this is true, it is noted that the economic benefit generated by the MICE industry and the economic flow-on effects are significant. With Latrobe's key economic development priorities being in engineering, agriculture and clean energy, these knowledge-driven sectors are likely to gain benefit from conference activity and are an exceptionally good fit with the indirect economic benefits of the conference industry.



## 2. SUPPORTING EVIDENCE FOR OPTION RECOMMENDATIONS

The outcomes and Options for future consideration presented in this interim report are based on:

- A literature review of previous studies relating to the potential development of a MICE facility in the Latrobe Valley
- Assessment of the current supply of MICE facilities in Latrobe
- Kernot Hall site assessment
- Stakeholder insights regarding the proposal to develop a MICE facility in Latrobe

Kernot Hall is ageing, and is experiencing increased competition due to the size, standard and flexibility of its offering. As regional areas continue to face mounting domestic and international competition to host major events; without action, Latrobe will not be able to compete for high value national and international business events.

Without good record keeping regarding the number, type, origin and size of events held or lost at Kernot Hall, and in Latrobe generally, it is difficult to ascertain the demand for MICE related events in the region. It is also difficult to determine the extent to which Latrobe is missing out on economic benefits. An evidence-based business case to support investment in new convention facilities in the Valley is therefore difficult to assess. This project is therefore considered to be at a key decision point in terms of which Option represents the best way forward to providing regionally competitive MICE facilities in the Latrobe Valley.

### 2.1 RATIONALE FOR PROVIDING MICE FACILITIES

- Business events generally provide significant wider economic benefits beyond what can be captured by either event organisers or the owners of the facilities required for such events. This means that there is a substantial benefit derived from cities hosting business events.
- Business events also facilitate capacity building by assisting local businesses to make overseas or interstate sales. They allow local firms to build national and global networks that have valuable payoffs for both those companies and the State economy.
- Several of the regional convention and exhibition centres which have entered the marketplace over the last 10 years (e.g. Bendigo Dubbo Regional Theatre & Convention Centre, Wagga Wagga) have, in part been developed in response to market demand, but are also viewed as being an essential ingredient in achieving a sense of regional identity and as a critical piece of infrastructure to attract business and tourism investment. These developments, combined with good transport connections (especially airport links), digital infrastructure and internationally branded hotel accommodation are key elements to the economic health and success of a region.
  - Internationally branded hotel accommodation is particularly important for attracting corporate and government MICE events which typically have pre-negotiated room rates with branded operators. In contrast, associations typically make their own accommodation arrangements, and tend to be more price sensitive. Given the absence of an international branded hotel in Latrobe, it is probable that the region will continue to miss out on attracting the higher yielding corporate and government MICE segments. In addition, compared with other regionally competitive MICE destinations, Latrobe has a comparably weaker entertainment (attractions and activities) and food and beverage offering (restaurants and cafes).
- Several regional locations e.g., Geelong, Albury and Wollongong are all vying for their own slice of the lucrative events business by seeking funding to invest in new or expanded facilities.

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- Modern regional convention and exhibition centres form part of the critical infrastructure for a community and its economy. They are the modern day 'forum', the place of business and the showcase for a region. The buildings themselves are being developed to reflect this regional identity by being designed to reflect the community they serve.

## 2.2 GIPPSLAND MICE MARKET

- From a venue and capacity perspective, Gippsland has sufficient conference facilities to meet current and projected future demand, although renewal and refurbishment is required at several of its ageing facilities (including Kemot Hall).
- The availability of commercial accommodation is a limiting factor in several areas. This has a direct impact on restricting the size and duration of business events.
- Except for Phillip Island and the Bass Coast, Gippsland is not considered to have the same level of destination brand strength as its competitor regions to attract MICE related demand. There is also an overall lack of awareness of the availability of conference venues as well as what Gippsland has to offer as a pre- and touring conference destination. Added to this is the perception that Gippsland is too far away from Melbourne to stimulate conference demand

Note: Destination brand, awareness and visitor offering is currently being addressed however, in the recent creation of a new brand for Gippsland (2018) and the development of a Destination Management Plan for Gippsland which will identify areas of tourism infrastructure investment require to develop the region's visitor economy over the next 10 years.

## 2.3 LATROBE MICE MARKET

### 2.3.1 Regional Positioning

- As a regional centre, Latrobe is considered to be on par with many regional demographic characteristics and should ideally be able to attract an equal share of event-related demand. However, in comparing the one-hour, two-hour and four-hour drive radiuses of comparative markets (e.g. Geelong, Bendigo and Ballarat for example), Latrobe ranks lower when it comes to the quality of current spaces and the quality, quantity and scale of commercial accommodation which service residential events. Latrobe therefore 'loses out' to more regionally competitive destinations, not just within Victoria, but to other destinations such as Dubbo, Wagga Wagga and Wollongong who have recently invested in their MICE facilities. Added to this is that the fact that Morwell in particular (as distinct from Traralgon) does not have the capacity for visitors to walk out from MICE facilities to a choice of high quality restaurants, cafes and retail shopping that todays' MICE consumers are seeking.
- Without improvement, Latrobe will continue to lose business to other markets that are developing new meeting venues. While the release of \$6 million of funding to drive regional events in NSW through the NSW Regional Conferencing Strategy and Action Plan (CIM, 2017) and the \$0.8million set aside in the recent Victorian Budget to boost regional events in Victoria over the next two years (CIM, 2018) are both welcome signs of the recognition of the importance of events to regional economies, it also means that there is likely to be increased competitiveness amongst regional destinations for a slice of the MICE market.

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### 2.3.2 Current Supply & Standard of MICE Facilities

- The current conference and event facilities in Latrobe are ageing and new supply in competitive destinations such as Geelong and Albury which are currently planned for or under development will continue to absorb market share.
- There are 32 conference venues in the Latrobe market of which the majority are concentrated in and around Traralgon (refer to Appendix A). In addition, several restaurants in Latrobe (including MOMO, Dal Mondo and Waratah Restaurant) can be hired out completely for an event. The Morwell Centenary Rose Garden and Loy Yang Power Latrobe Community Sound Shell both offer outdoor event space only. At this stage it is understood that only the Traralgon Bowling Club has plans to expand its facilities to accommodate 350 pax.
- There are currently no venues in Latrobe that are fully capable of meeting modern conference planner requirements at the same time. For example, there are limited opportunities to fully accommodate the needs of associations as this segment requires both meeting and breakout facilities as well as exhibition space to host trade shows. The latter is particularly important given the fact that this how an association typically funds its event (as it fosters networking opportunities for both sponsors and suppliers). Association events typically also have a gala dinner, which is difficult to accommodate at any of the current events venues in Latrobe, without comprising the experience of their existing hotel guests.
- If no improvements to existing conference and event facilities in Latrobe materialise, the region is expected to continue to 'lose out' to other regionally competitive destinations which have invested in new and enhanced convention/conference centre and hotel products in areas which are highly activated by a choice of entertainment and food and beverage offerings. Professional Conference Organisers (PCOs) constantly strive to provide their clients with a combination of these three ingredients namely: 1) high quality MICE venues, 2) internationally branded hotel accommodation and 3) off-site entertainment options. Although currently below the standard sought by PCOs, Traralgon is more competitively positioned than Morwell to deliver on these requirements.

### 2.3.3 Current Demand

- Tourism Research Australia (TRA) provides data on the number of international visitors attending conferences, trade exhibitions and incentive events in Australia. For the year ending December 2017, Victoria attracted 4.9 million day visitors, 2.0 million domestic overnight visitors and 293,500 international visitors whose main purpose of travel was to attend, participate in or accompany a person attending an event. Of these visitors, Melbourne attracted around 50% of all event-related visitors, Gippsland attracted 7.2% and Latrobe attracted 1.3%.
- The following table provides a summary of the number of event visitors and event visitor nights to Latrobe and compares this with Gippsland and Victoria.

	2013	2014	2015	2016	2017
<b>Event visitors (000s)</b>					
Latrobe	26.7	91.7	98.5	33.1	92.7
Gippsland	249.0	496.4	381.9	462.9	521.0
Victoria	6,304.8	6,553.7	6,555.5	6,779.5	7,207.6
<b>Event visitor nights (000s)</b>					
Latrobe	14.5	12.8	25.5	27.3	22.6
Gippsland	301.0	371.0	290.3	260.4	335.9
Victoria	11,402.3	11,996.6	11,438.5	11,544.1	11,431.6

Source: TRA (2017a&b)

- Over the last three years, the domestic market has accounted for around 98% of all event visitors to Latrobe, of which around 83% are day visitors and 15% are domestic overnight visitors. With only 22,600 event visitor nights being generated.
- In terms of event type, only 19% of event visitors (17,656 visitors) to Latrobe came for convention/conference/seminar/trade fairs/exhibitions and less than 1% came for incentive-related reasons. The balance of event visitors came to attend in, or spectate at, a sporting event or festival.

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### 2.3.4 Current Demand for Events at Kernot Hall

- Although it is difficult to assess the level of demand for MICE events in Latrobe with any high level of accuracy, stakeholder consultations suggest that Kernot Hall's market share of events is declining. This is attributed to several factors including:
  - **Ageing facilities** - Kernot Hall represents an ever-ageing facility that is competing against newer specialised facilities in other cities. The facility is confined to a renovation cycle that is short term focussed only which does not result in optimised facility planning.
  - **Capacity constraints** - No records are kept of how many events Kernot Hall has turned away due to lack of capacity. Without these records, it is impossible to determine conclusively why these conferences were not hosted and that while the size of the current facilities at Kernot Hall may have been a factor, other considerations such as timing and costs could have also have come into play.
  - **Inadequate exhibition space for some major domestic and consumer and trade exhibitions** - Existing facilities are deemed unsuitable for large MICE events, either because Kernot Hall has insufficient space for an accompanying exhibition or the size of convention space is inadequate.
  - **Limited flexibility, with few breakout rooms** - Modern convention centres tend to have adaptable spaces that can be configured in different ways for different users and allow multiple events to take place simultaneously but harmoniously. Hall 1 and Hall 2 at Kernot Hall offer some degree of flexibility, however there are no breakout rooms to support the space which are typically required for association and corporate events.
  - **Inadequate IT quality, especially AV relative to other large-scale regional event spaces**
  - **Limited kitchen capacity and functionality**
  - **No active Sales and Marketing activity to secure MICE business**
  - **Inadequate hotel stock of scale and reputation (Brand) to meet the needs of PCO's and MICE Event organisers**

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### 2.3.5 Hotel Capacity Issues

- The scale and branding of hotel venues throughout Latrobe (and especially in Morwell) is considered insufficient to attract high volumes of national and international residential conference demand (refer to Appendix B).
- For a convention centre to succeed, proximity to quality hotel inventory is the single most important factor. Without a sizeable, internationally branded hotel property that is attached, adjacent or within very close walking distance, any future MICE facility will be limited in its ability to attract non-local conventions, conferences and tradeshows i.e. without hotel investment, any investment in new or refurbishment and extension to existing MICE facilities (such as Kernot Hall) will continue to function more as an upgraded "local" venue, as opposed to a regionally competitive venue.
- Once hotel inventory has been addressed, it is likely that Latrobe will increase in popularity due to the expressed desire by conference planners to seek out alternate destination choices in favour of larger cities to affordable, smaller—yet still conveniently accessible destinations – such as Latrobe. Regular and annual events that rotate within a timeframe given region (e.g. conventions, conferences, and meetings hosted by associations, government and corporate/trade groups typically view destinations with these types of attributes favourably when considering a venue to host their event.
- A preliminary review of the key performance metrics relating to the local hotel, motel and serviced apartment market suggests that private sector investment in any new sizeable, full-service hotel products in Latrobe is unlikely to be forthcoming without substantial public-sector incentive.



2.4 KERNOT HALL: SWOT ANALYSIS

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• Kernot Hall seats 864.</li> <li>• Community Events Centre. (Deb Balls, Gem Show, Caravan Show, Eisteddfod).</li> <li>• Handles large community and social events well around 1000 pax.</li> <li>• Large Funerals.</li> <li>• Suited to large Association type events (where attendees find their own accommodation).</li> <li>• Community passion for Kernot Hall.</li> <li>• A lot of use of Kernot Hall is provided at no charge as a community benefit.</li> <li>• Kernot Hall structure is sound.</li> </ul>	<ul style="list-style-type: none"> <li>• Dated Appearance (inconsistent with other facilities on site).</li> <li>• Street presence – not connected to the lake and not visible from road.</li> <li>• Signage needs improvement.</li> <li>• Accessibility to stage (DDA compliance of Hall).</li> <li>• Green room needs refurbishment.</li> <li>• Kitchen not suitable for internal catering (being addressed).</li> <li>• Toilets (dated and insufficient for large events).</li> <li>• Not suited to non-association or MICE events (accommodation required in large blocks, on-site, international standard).</li> <li>• No current PCO's or DMC's in Latrobe.</li> <li>• No record of lost business and reason for loss.</li> <li>• No active marketing activity or budget to 'sell' MICE and other events.</li> <li>• Parking for large events and for coaches. No alternate parking nearby. Competition for parking with other site users.</li> <li>• Technology and AV is not contemporary.</li> <li>• No accommodation on site.</li> <li>• No international branded accommodation such as sought by MICE business guests.</li> <li>• Community passion for Kernot Hall.</li> <li>• Much of the use of the Hall does not deliver a financial return or drive overnight visitor expenditure.</li> <li>• Other users of the Kernot Hall site have plans that may not suit Kernot Hall use – e.g. TAFE trade centre. Almost \$60m being spent on upgrades and extensions by other site users.</li> <li>• Availability of Internet infrastructure required for large scale meetings and videoconferencing etc.</li> <li>• Acoustics and audio facilities unsatisfactory for performance use.</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>• Extend new meeting facilities at new Performing Arts Centre at Traralgon to cater for MICE business over 400 pax.</li> <li>• Refurbish Kernot Hall to make it contemporary and to structure it to cater for MICE business between 400 and 800 pax. (Toilets, Kitchen, Pre-function space, Moveable walls, Audio Visual etc.).</li> <li>• Establish an active MICE marketing function within Council, working with Destination Gippsland, to target MICE business, and carefully record both won and lost business details for the next 3-5 years (both pre and post the opening of the new PA centre) to establish demand for more substantial MICE specific facilities as well as the accommodation needs of the won and lost business.</li> <li>• Potential to work with TAFE and Federation Training to make Kernot Hall a joint-use/joint-purpose facility and share costs</li> <li>• Possibly extend Kernot Hall to cater for 1,000 pax meetings</li> </ul>	<ul style="list-style-type: none"> <li>• Most current performing arts use of Kernot Hall will move to new PAC in Traralgon.</li> <li>• Community passion for Kernot Hall may affect Councils ability to make the best, long-term, decisions for the facility and the community.</li> <li>• Other site users with large sources of funds may put pressure on the common areas and on Kernot Hall.</li> <li>• Without renovation Kernot Hall will become increasingly unappealing and will not cater to MICE business.</li> </ul>

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## 2.5 STAKEHOLDER FEEDBACK

Stakeholders have consistently noted shortcomings with Kernot Hall as a future large-scale MICE centre and do not consider Kernot Hall (in its current form) to be a medium- to long-term solution. The following shortcomings were noted:

- Kernot Hall has had little by way of capital improvement and requires major investment to meet user expectations.
- The technology (including lighting, audio visual and sound systems) is old and antiquated.
- Kernot Hall's meeting space is inflexible and unsuitable for business events i.e. the venue does not provide proportional space for plenary, breakouts, food and beverage services and exhibits.
- There is a backlog of maintenance and repairs to be undertaken including painting, replacement of fittings and fixtures and repairs to toilet and related facilities.
- The kitchen and storage facilities are inadequate for the venue's capacity.
- The venue does not lend itself to hosting more than one event at a time.
- Improvements are required to the overall aesthetics of the venue.
- Significant investment in expanding Kernot Hall would not necessarily result in a material increase in core event days, but it could increase its competitiveness to attract more once-off events.
- Key benefits of a new convention centre were seen to be of a social nature such as enhanced community pride although stakeholders also acknowledged the challenges in quantifying such community benefits.
- Investment in Kernot Hall was noted by some stakeholders as being a necessary catalyst in stimulating urban regeneration and revitalisation in Morwell.
- Hotel accommodation stock was perceived to be sufficient to meet the current needs of the local economy although some of the existing accommodation stock was considered to be ageing. Some stakeholders raised concerns whether Morwell would have sufficient hotel accommodation to cater for visitors to events at a new purpose-built MICE venue.
- Stakeholders had differing views as to whether the need for a convention centre is greater or less than the need for an improved facility at Kernot Hall. Stakeholders generally agreed that both options should be explored further and agreed that if greater synergies could be gained by co-locating a convention centre with the Latrobe Performing Arts Centre from a unified design perspective, operational efficiency perspective and capital cost perspective.
- Short-term needs and requirements of the local community and associations can be met by existing supply of conference and meeting facilities in Latrobe Valley, however, a new venue would be required in the medium- to longer-term term i.e. in approximately 10 years.
- As a public asset, the development of a new convention centre would only be supported if development was determined to be more cost effective than upgrading Kernot Hall to a regionally competitive standard.
- The lack of aviation capacity (i.e. lack of an international airport) is considered a limitation for the need of a new convention centre. Although this is currently being addressed as part of the Latrobe Airport Masterplan, the 25-year project horizon is considered to be too long for a convention centre to reap the short- to medium-term rewards associated with improvements in aviation.
- Despite these shortcomings, stakeholders noted the regional importance of Latrobe Valley as a fast-growing key regional centre in south east Victoria with an increasingly diverse economy. The social benefits and nostalgic connections with Kernot Hall were also noted.



### 3. OPTIONS FOR CONSIDERATION

Five options have been identified for consideration.

In no particular order these include:

- Integration with Latrobe Performing Arts Centre
- Business as usual with significant marketing efforts to stimulate MICE-related demand
- Repositioning Kernot Hall as a improved Council facility
- Refurbishment/redevelopment of Kernot Hall
- Federation Training to develop a new MICE facility as part of their Precinct Masterplan

Regardless of which option is preferred, an important goal of an improved MICE facility would be to attract non-local events to Latrobe which currently cannot be accommodated by existing local facilities, providing new visitation and related economic impact in the local area.

#### 3.1 CONVENTION CENTRE DESIGN TRENDS

Key design trends for the modern convention and exhibition centre that meet the demands of the digital and experience economy include:

- Flexibility of meeting rooms and exhibition spaces (with natural light and views) to suit not only different size meetings and gatherings but also alternative events such as concerts, sports and entertainment.
- Unique, supporting spaces for showcasing event sponsors and corporate partners.
- Open concourse environments linking convention facilities, meeting rooms, exhibition halls and function spaces. These environments should not be designed as soulless internal streets but as dynamic connecting spaces that include informal meeting spaces, cafes, baristas and retail opportunities unique to the city and region. These elements are critical to enhancing the delegate experience and are geared towards the 'experience economy'.
- High speed, high bandwidth and free Wi-Fi and broadband connectivity to all areas of the MICE facility.
- Use of technology to maximise connectivity and operational efficiency through all areas of the facility. This extends into high quality AV that allow MICE facilities to be branded by the organisation hiring the facility.
- Environmentally sustainable design features.
- Design of common spaces that can showcase the local economy, culture and tourism.



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### 3.2 OPTION: INTEGRATION WITH LATROBE PERFORMING ARTS CENTRE

Expand the current MICE component of the new Performing Arts Centre at Traralgon to cater for MICE business between 400 and 800 pax. i.e. make the new facilities multi-purpose for Performing Arts and MICE-related activities.

Two facilities can be co-located without being conjoined and still enjoy some beneficial aspects. Significantly greater benefits can however be achieved from the integration of a performing arts centre and MICE facilities. Benefits can include increased place activation and precinct vibrancy that comes from a multi-use event calendar on a 7-day a week basis.

Two facilities can be co-located without being conjoined and still enjoy some beneficial aspects, however, if they were to be 'integrated' in a genuine sense there would be many more benefits to flow from such a decision. These benefits are largely related to shared functional aspects that are common to both facilities including:

- Loading and servicing;
- Commercial catering;
- Ablution facilities;
- Pre and post-function spaces;
- Corporate suites and dining;
- Breakout rooms; and,
- Management, marketing and operational staff (subject to management model).

**Table 3.1: Advantages & Disadvantages: Integration with Latrobe Performing Arts Centre**

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Creates regular activation of an 'Events Precinct'</li> <li>• Lower land acquisition costs due to a more compressed building footprint.</li> <li>• Increased synergies with operational functions including:               <ul style="list-style-type: none"> <li>○ docking and loading facilities;</li> <li>○ commercial kitchen facilities;</li> <li>○ back of house facilities;</li> <li>○ plant and equipment and maintenance equipment;</li> </ul> </li> <li>• If planned/designed efficiently co-location has the potential to create economies of scale resulting in significant savings in external building envelope and building façade expenditure;</li> <li>• A core management team, marketing team and operational staff could be structured to service both facilities, thereby producing an operation cost saving (if both venues were managed by the same entity).</li> </ul>	<ul style="list-style-type: none"> <li>• Potential conflict of events can place strain on commercial catering facilities, car parking and circulation of guests/delegates.</li> </ul>

It is important to note that these benefits will only be realised if the development of the proposed Latrobe Performing Arts Centre and the proposed Latrobe Convention Centre are constructed simultaneously.

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### 3.3 OPTION: BUSINESS AS USUAL WITH SIGNIFICANT MARKETING EFFORTS TO STIMULATE MICE DEMAND

Establish an active MICE marketing function within Council, working with Destination Gippsland, to target MICE business, and carefully record both won and lost business details for the next 3-5 years (both pre and post the opening of the new Latrobe Performing Arts Centre) to establish demand for more substantial MICE specific facilities as well as the accommodation needs of the won and lost business.

Whilst a business as usual option is proposed, this option does not provide for a medium to long-term solution for Kernot Hall due to the existing ageing structure of the facility which will continue to become more obvious in later years and result in future significant capital expenditure to preserve the facility to an optimal operational standard.

It is important to note that none of the commentary regarding the limitations of Kernot Hall suggest that it does not provide a useful service. Rather, the marketability of Kernot Hall is limited, both by its lack of flexibility and inability to hold multiple events and the lack of accurate records regarding the number, size, duration and type of event (as well as the reason for lost events).

Increased directed marketing effort (organised and funded by Council and supported by Destination Gippsland) to stimulate MICE demand is essential and will provide an opportunity to collectively market Latrobe as a business events destination to a level that it has previously not enjoyed. It is envisaged that Council's primary role in growing business events in Latrobe will take the form of:

- Active selling effort into the MICE and PCO markets;
- Developing marketing materials and a promotional plan to support the attraction of events to Latrobe;
- Strengthening the brand of Latrobe as a business events destination;
- Promoting a vibrant and diverse events calendar to increase visitor numbers to Latrobe specifically and Gippsland generally; and,
- Leveraging the Destination Gippsland brand to target conference organisers.

**Table 3.2: Advantages & Disadvantages: Business as Usual with Significant Marketing Efforts to Stimulate MICE Demand:**

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Marketing should stimulate demand by raising the profile of Latrobe as an events destination</li> <li>• Create awareness of Latrobe event capacities and capabilities</li> <li>• Improve Latrobe's image with industry stakeholders</li> <li>• Foster growth in visitor numbers, visitor nights and repeat visitation</li> <li>• Create brand awareness of Latrobe as a business events destination specifically and the Gippsland generally</li> <li>• Increase sense of community pride</li> <li>• Encourage tourism packaging and offers to compliment major events.</li> <li>• Increase opportunities to engage stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>• Significant ongoing maintenance costs to the existing Kernot Hall building will be inevitable regardless of whether MICE activity increases or not</li> <li>• Growth in event attendances are unlikely to materially improve based on existing member feedback that reasons for non-attendance relate to the quality and condition of the facility</li> <li>• Kernot Hall could continue to attract lower yield events, such as those associated with community groups and associations</li> <li>• Increased operational costs</li> </ul>



### 3.4 OPTION: REPOSITIONING OF KERNOT HALL AS AN IMPROVED COUNCIL FACILITY

Consider Kernot Hall in the context of other Council-owned and operated public facilities. Investigation is required to determine whether other community spaces/facilities could be moved to Kernot Hall to increase utilisation levels and to reduce Council expenditure in other facilities. If this proves to be a viable option, then actions and improvements (e.g. marketing, capital expenditure etc.) would need to be identified to position Kernot Hall as the major community hub for community user groups.

An improved Council multipurpose facility at Kernot Hall could:

- Be used by more than one community user group or for user groups where the Council has a governance/regulatory oversight role in relation to the activity taking place in the facility (e.g. a scout or youth group or indoor sporting club).
- Be used for a range of activities that share the same building, rooms or open spaces at the same time (concurrently) or at a different times (sequentially).
- Accommodate services/activities which are directly provided by Council (e.g. Maternal & Child Health).

In an environment of rising expectations and significant resource constraints, Council has a responsibility to derive maximum community benefit from its current and future stock of community facilities. The creation of an improved multi-purpose community facility at Kernot Hall could provide an opportunity for Council to use funds more effectively and efficiently. Additionally, it will also assist Council in making decisions about:

- Service planning for new facilities;
- Investment in community infrastructure; and
- Allocation and/or use of community facilities.

**Table 3.3: Advantages & Disadvantages: Repositioning of Kernot Hall as Improved Council Facility:**

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• With a few exceptions (particularly some sporting and leisure centres), several of the community facilities owned by Council are ageing and offer limited flexibility and adaptability to suit differing needs in an increasingly diverse community.</li> <li>• Demand for community meeting space is growing, driven by population increases and the needs of newly established migrant and refugee communities.</li> <li>• Clustering of community facilities together to form a 'community precinct' provides a more cost-effective solution for Council and will provide better access across a range of services for the community.</li> <li>• Supports several social inclusion and community development policies e.g.:                         <ul style="list-style-type: none"> <li>○ Community access &amp; inclusion policy</li> <li>○ Community engagement policy</li> <li>○ Sporting reserves, pavilions and recreational facilities policy</li> <li>○ Youth policy</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Does not address the opportunity to grow Latrobe's MICE business industry.</li> <li>• Has potential to further hamper private sector investment in tourism related infrastructure (e.g. hotels, catering businesses, etc.) which directly support the MICE industry</li> </ul>

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### 3.5 OPTION: REFURBISHMENT/REDEVELOPMENT OF KERNOT HALL

Refurbish Kernot Hall to make it contemporary and to structure it to cater for MICE business between 400 and 800 pax. (Toilets, Kitchen, Pre-function space, Entrance, Moveable walls, Audio Visual, Rigging, House Lighting, Carpet, External Access to Kitchen, Round Tables).

Refurbishment/redevelopment and expansion of Kernot Hall could attract a greater share of high impact conventions and conferences to Latrobe and enable Council to recapture previously lost business and retain existing events that would otherwise outgrow existing venues and move to competing markets. In addition, high-impact conventions and conferences have the potential to bring a greater number of out-of-town visitors who require overnight accommodation.

A further consideration of future localised demand that may strongly supplement external promotion is the potential of increased requirements through Federation Training and other tenants within the planned and growing High-Tech Precinct, once developed. Envisaged demand of the convenient facility would extend to larger-scale meetings, related conferences, exhibitions, as well as training purposes and graduation ceremonies/functions.

In addition to convention centre design trends (refer to Section 3.1), the following elements are considered essential in attracting conferences and events to a venue:

- Flexibility of space, allowing for small and large meetings to be comfortably accommodated i.e. ability of large rooms to be subdivided;
- The number of break-out rooms, with academic conferences often requiring 6-8 break-out rooms in addition to an auditorium (due to the number of separate topics covered by these conferences);
- Availability of adjoining exhibition space;
- Cost of facilities;
- Ease of access and proximity to major transportation networks; and
- Ease of access and proximity to a range of accommodation choices with sufficient bed spaces to support the facility.

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Appendix C provides more detail on the space requirements by different event types and is provided for information purposes only. Should this option be the preferred option, then conceptual designs and detailed spatial layouts will need to be developed and presented to the Project Steering Group for consideration and comment.

**Table 3.4: Advantages & Disadvantages: Refurbishment of Kernot Hall**

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• MICE activity can continue with minimal disruption (when compared with a new build for example)</li> <li>• Opportunity to reconfigure existing space to meet new MICE industry trends.</li> <li>• Shorter time to market when compared with a new-build project.</li> <li>• Pre-existing connections to water and utilities will significantly reduce infrastructure development costs.</li> <li>• Historic connections with Kernot Hall can be maintained.</li> <li>• Taking advantage of integration opportunities and facility use within the wider Hi-Tech Precinct once developed</li> </ul>	<ul style="list-style-type: none"> <li>• Working within an existing footprint can limit the end result.</li> <li>• Redeveloping an older building can result in unforeseen problems which could be costly to rectify.</li> <li>• Existing accommodation supply will reduce the target market to largely association type events – approximately 50% of the potential market. New large-scale accommodation at or within walking distance of the convention centre would be required and would have an impact on existing accommodation performance.</li> </ul>

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### 3.6 OPTION: FEDERATION TRAINING TO DEVELOP A NEW MICE FACILITY AS PART OF ITS PRECINCT MASTERPLAN

The following option has been included as a result of updated information provided by Council officers following the PRG Meeting on 11 July and based on further information following the PRG meeting of July 31<sup>st</sup> by Robert Pahoor of Spowers Architects who is working on a precinct master plan for Federation Training. This Option is primarily in response to the future planning for expansion of the precinct as a centre of learning.

Explore the potential of a land swap or other negotiated deal to relinquish the existing Kernot Hall site for Federation Training purposes and to develop a new MICE facility elsewhere within the precinct – most likely next to, or incorporating, the Waratah Restaurant.

- Current site master-planning is underway for the Kernot Hall/Morwell TAFE precinct for Federation Training by Spowers Architects who have identified alternate uses for the Kernot Hall and Carparking sites. There exists an opportunity to investigate the transferring of ownership of the venue to Federation Training for re-purposing or redevelopment as a training facility/trades centre etc. – albeit any future buildings (as yet to be proposed) continuing the Kernot Hall Legacy through naming rights etc.
- A potential land swap may result in the opportunity to develop a new MICE, community meeting/function/hospitality venue on the front corner of the campus, adjacent to or incorporating the existing Waratah Restaurant building.
- Whilst this would impact upon the ability to commence any potential refurbishment option of the existing Kernot Hall, there may be some merit in the longer-term view of a 'blank canvas' approach. A suitable and contemporary MICE facility design could be developed and costed for the alternate site to establish the basis for 'land-swap' discussions.

**Table 3.5: Advantages & Disadvantages: Federation Training to Develop a New MICE Facility as Part of Its Precinct Masterplan**

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Provide an opportunity to develop a new-build facility with contemporary design and increased potential to attract business MICE events. (providing that a professional conference company/organisation is involved to ensure high quality delivery of events).</li> <li>• Opportunity to increase activation of the Kernot Hall site due to increased levels of usage albeit predominately for education purposes.</li> </ul>	<ul style="list-style-type: none"> <li>• Loss of existing facility and lost opportunity to develop high yielding MICE sector in the City.</li> <li>• Education-related activities are generally of a lower yield per event when compared with other private corporate events.</li> <li>• Retention of event management</li> </ul>

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### 3.7 RECOMMENDATIONS

The Steering Group has requested AEC to make recommendations as to the preferred Options. AEC recommends the following Options:

1. Establish and fund an active MICE marketing function within Council to target the sector and carefully record won and lost business over the next 3-5 years (pre and post opening of the new Performing Arts Centre) to establish demand for more substantial MICE specific facilities as well as the accommodation needs of the won and lost business. An operational budget circa \$500,000 including staffing and a comprehensive range of marketing tools and activities is anticipated.
2. Refurbish Kernot Hall to upgrade it to cater for MICE business between 400 and 800 pax. (toilets, kitchen, pre-function space, entrance, moveable walls, retractable seating for sporting events, audio visual, rigging, house lighting, carpet, external access to kitchen, round tables).

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## APPENDIX A: LATROBE CONFERENCE FACILITY SUPPLY

Table A.1: Summary of Conference Facilities in Latrobe

Location	Residential Conference Venues	Standalone conference venues	Sports Facilities with Conference Facilities	Total Meeting Rooms	Max Capacity						Number of Guest Rooms at Largest Property
					Theatre	Classroom	U-Shape	Cocktail	Banquet	Boardroom	
Traralgon	5	6	3	18	500	150	60	400	200	80	61
Morwell	2	5	1	18	864	200	180	300	250	100	40
Moe	-	3	2	12	402	50	50	300	250	20	-
Churchill	2	-	-	42	700	120	35	450	240	40	5
Newborough	-	-	2	2	-	-	-	200	200	14	-
Glengarry	-	1	-	2	-	-	-	-	50	10	-
<b>Total</b>	<b>9</b>	<b>15</b>	<b>8</b>	<b>93</b>							

Source: Latrobe City Council (2018) &amp; AEC



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Table A.2: Latrobe: Conference &amp; Event Facilities

Name of Venue	Location	Total Meeting Rooms	Theatre	Classroom	U-Shape	Cocktail	Banquet	Boardroom	Number Guest Rooms
<b>Residential Conference Venues</b>									
Bridges on Argyle	Traralgon	3	60	24	36	70	40	12	50
Century Inn	Traralgon	5	120	80	60	160	140	80	49
Comfort Inn & Suites	Traralgon	5	180	50	40	240	160	-	61
Strzelecki Motor Lodge	Traralgon	1	50	30	-	50	50	-	23
Governor Gipps Motel	Traralgon	1	-	-	20	-	-	20	24
Farnham Court Hotel	Morwell								33
Coal Valley Motor Inn	Morwell	1	40	25	20	-	-	-	40
Churchill Hotel	Churchill	1	250	120	360	450	240	40	5
Federation University	Churchill	41	700	35	35	300	180	40	n/a
<b>Standalone venues</b>									
Latrobe Performing Arts	Traralgon	2	400	120	60	400	200	-	n/a
Traralgon Business Centre	Traralgon	3	50	25	30	50	30	10	n/a
Premier Function Centre	Traralgon	2	500	150	50	-	200	-	n/a
Traralgon RSL	Traralgon	2	150	70	50	200	120	12	n/a
Image Direct	Traralgon	1	15	-	-	-	-	-	n/a
Traralgon Vineyard	Traralgon	1	100	80	-	-	200	-	n/a
Kernot Hall	Morwell	4	864	-	-	-	-	-	n/a
Lifeline Gippsland	Morwell	3	100	70	50	-	-	30	n/a
Morwell RSL	Morwell	2	180	80	-	200	180	20	n/a
Morwell Club Inc	Morwell	1	250	120	100	150	150	-	n/a
Powerworks	Morwell	2	50	25	-	-	-	12	n/a
Moe RSL	Moe	2	-	-	6	300	250	20	n/a
Moe Town Hall	Moe	2	402	-	-	-	60	-	n/a
Gippsland Heritage Park	Moe	3	70	50	20	100	70	14	n/a
Narkoojee Winery	Glengarry	2	-	-	-	-	50	10	n/a
<b>Sporting Facilities with Conference &amp; Meeting Facilities</b>									
Traralgon Bowls Clube	Traralgon	2	50	20	50	80	150	10	n/a
Traralgon Golf Club	Traralgon	1	-	-	-	200	100	-	n/a
Traralgon Tennis Club	Traralgon	1	-	-	-	150	120	-	n/a
Italian Australian Club	Morwell	2	300	200	180	300	250	100	n/a
Moe Golf Club	Moe	1	x	x	x	x	x	x	n/a
Turfside Function Centre (Moe Racing Club)	Moe	2	250	50	50	200	240	-	n/a
Yallourn Bowling Club	Newborough	1	-	-	-	-	200	14	n/a
Yallourn Gold Club	Newborough	-	-	-	-	200	100	-	n/a

Source: Latrobe City Council (2018) &amp; various other sources

LATROBE CONVENTION CENTRE: BUSINESS CASE – FINAL REPORT



## APPENDIX B: LATROBE HOTEL INDUSTRY

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The marketability of any event facility increases in areas of high destination appeal and high-quality supporting tourism infrastructure. The quality and quantity of hotel in inventory is essential when attracting and accommodating residential MICE-related demand. TableB.1 provides a summary of the hotel market in Latrobe in terms of location, number of rooms and quality standard.

- There are currently 16 hotels, motels and serviced apartment properties in Latrobe, with 15 or more rooms per property, collectively accounting for 500 rooms (798 bedspaces). There are a further 95 rooms (149 bedspaces) in the serviced accommodation market, although these are typically smaller properties with less than 15 rooms per establishment. There are also several bed and breakfast, guesthouse and cabins available in Latrobe, although these are generally considered unsuitable for business travellers. When compared with other commercial centres in Gippsland, after Phillip Island, Latrobe has the highest concentration of hotels in Gippsland.
- For the most part the quality of hotels in Latrobe are of a budget to midscale quality. Choice Hotels and Best Western are the only branded hotel operators in the area.

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**Table B.1: Hotels/Motels/Serviced Apartments in Latrobe (with 15 or more rooms in each property)**

Name of Hotel/Motel/Serviced Apt	Location	Star Rating	Brand	Number of Rooms	Number of Beds	Conference Facilities
Moe Motor Inn	Moe	2-star	Independent	30	51	✗
Comfort Inn	Moe	2-star	Choice Hotels	28	49	✗
<b>Total Rooms / Beds - Moe</b>				<b>58</b>	<b>100</b>	
Morwell Motel	Morwell	Budget	Independent	17	33	✓
Morwell Hotel	Morwell	2-star	Independent	22	22	✓
Parkside Motel	Morwell	Budget	Independent	18	35	✗
Farnham Court Motel	Morwell	Budget	Independent	33	57	✓
Coal Valley Motor Inn	Morwell	Budget	Independent	40	69	✓
Comfort Inn Cedar Lodge	Morwell	2-star	Choice Hotels	27	36	✗
<b>Total Rooms / Beds - Morwell</b>				<b>157</b>	<b>252</b>	
Comfort Inn & Suites	Traralgon	3-star	Choice Hotels	61	120	✓
Strzelecki Motor Lodge	Traralgon	Budget	Independent	23	37	✓
Motel Traralgon	Traralgon	Budget	Independent	22	40	✗
Comfort Inn Traralgon	Traralgon	3.5 star	Choice Hotels	32	51	✓
Century Inn	Traralgon	3.5-star	Independent	49	49	✓
Governor Gipps Motel	Traralgon	3-star	Best Western	24	31	✓
Bridges on Argyle	Traralgon	4-star	Independent	50	62	✓
Traralgon Serviced Apts	Traralgon	3.5 star	Independent	24	56	
<b>Total Rooms / Beds - Traralgon</b>				<b>285</b>	<b>446</b>	
<b>Total Hotel/Motel/Serviced Apt Rooms / Beds (with 15 or more rooms)</b>				<b>500</b>	<b>798</b>	
<b>Total Hotel/Motel/Serviced Apt Rooms / Beds in Latrobe (less than 15 rooms)</b>				<b>95</b>	<b>149</b>	
<b>Total Hotel/Motel/Serviced Apt Rooms / Beds in Latrobe</b>				<b>595</b>	<b>947</b>	

Note: Only properties with more than 15 rooms are listed.  
Source: AEC

LATROBE CONVENTION CENTRE: BUSINESS CASE – FINAL REPORT



## APPENDIX C: SPACE REQUIREMENTS BY EVENT TYPE

Type of Event	Space Requirements	Primary Source Market
<b>Convention</b>	<ul style="list-style-type: none"> <li>Conventions require a combination of exhibition, banquet, and meeting space.</li> <li>High-impact events</li> </ul>	<ul style="list-style-type: none"> <li>State and regional associations</li> <li>Large corporate events</li> <li>National associations</li> </ul>
<b>Consumer shows</b>	<ul style="list-style-type: none"> <li>Exhibition space</li> <li>Meeting space is required for support and back office uses</li> <li>Ticketed public events</li> <li>Attract high volumes of visitors</li> </ul>	<ul style="list-style-type: none"> <li>Local visitors</li> <li>Regional visitors</li> </ul>
<b>Conferences</b>	<ul style="list-style-type: none"> <li>Flexible meeting space</li> <li>Minimal exhibition requirements</li> <li>Mix of banquet and breakout space</li> <li>Multi-day event</li> </ul>	<ul style="list-style-type: none"> <li>State and regional associations</li> <li>Corporations</li> <li>Limited national sources</li> </ul>
<b>Meetings</b>	<ul style="list-style-type: none"> <li>Typically smaller than conferences</li> <li>Breakout meeting space</li> <li>Minimal banquet and exhibition space</li> <li>Food service is limited to coffee breaks, breakfasts or lunches</li> </ul>	<ul style="list-style-type: none"> <li>Civic organisations</li> <li>Local corporations</li> <li>State associations</li> <li>Government agencies</li> </ul>
<b>Local meetings</b>	<ul style="list-style-type: none"> <li>Information sessions, training events, exams</li> <li>Predominately local attendees</li> <li>Typically do not require high levels of food and beverage provision</li> </ul>	<ul style="list-style-type: none"> <li>Local government</li> <li>Civic organisation</li> <li>Local groups</li> <li>Local attendees</li> </ul>
<b>Banquets</b>	<ul style="list-style-type: none"> <li>Standalone social events, weddings, lunches and other meals</li> <li>Flexibility of a multipurpose hall, ballroom and pre-function spaces allow for a variety of banquet sizes and multiple simultaneous events.</li> </ul>	<ul style="list-style-type: none"> <li>Local corporations</li> <li>Social and civic organisations</li> <li>Private individuals</li> </ul>
<b>Concerts &amp; Entertainment</b>	<ul style="list-style-type: none"> <li>Multipurpose ballroom could be transformed into a cabaret style venue</li> <li>Entertainment stage</li> <li>Theatrical productions</li> </ul>	<ul style="list-style-type: none"> <li>Local attendees</li> <li>Regional attendees</li> </ul>
<b>Sports</b>	<ul style="list-style-type: none"> <li>Sporting events could include volleyball, basketball, dance, darts, billiards, table tennis competitions etc.</li> <li>Meeting rooms would be used as staging and dressing rooms for athletes and teams</li> <li>Single and multi-day events</li> <li>Limited food and beverage requirements</li> </ul>	<ul style="list-style-type: none"> <li>Local and regional participants</li> <li>Local and regional spectators</li> <li>National/international participants and coaches (depending on event type)</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>Locally oriented facility rentals used for blood drives, political rallies, pageants and other civic uses</li> <li>Typically one-day or half day events</li> <li>Limited food and beverage requirements</li> </ul>	<ul style="list-style-type: none"> <li>Local and regional attendees</li> </ul>

Source: AEC

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**Agenda Item: 14.3**

**Agenda Item: ANZAC Day & Remembrance Day - Traffic Management Expenses**

**Sponsor: General Manager, City Development**

**Council Plan Objective: Provide a connected, engaged and safe community environment, which is improving the well-being of all Latrobe City citizens.**

**Status: For Decision**

**Proposed Resolution:**

**That Council:**

- 1. Financially supports only one nominated ANZAC Day service and parade each year, the location of which is to be determined on an alphabetical rotation of towns hosting such services/parades.**
- 2. Financially support only one Remembrance Day service currently hosted in Morwell consistent with current practice.**

**Executive Summary:**

- At a Councillor Briefing in February 2017, Council resolved to allocate funds to cover traffic management costs for ANZAC Day and Remembrance Day through to the end of 2018 and; to continue to work with the RSL's to lobby government to meet such expenses and; to explore the possibility of sponsorship or other means to assist with the operations; and to review the situation in late 2018.
- At the Councillor Briefing of 28 May 2018, Council reviewed a Report that included a table of 5 options that were explored by officers in the endeavour to assist with costs associated with traffic management for these events. From that Briefing there were three actions to follow up on.
- At the Councillor Briefing of 17 September 2018, officers addressed the 3 actions items as follows: Clarify the possibility of branches undertaking the traffic management themselves; investigate potential to reduce costs in the

smaller towns where there is less risk; and canvas other ways to reduce costs of traffic management for these events.

- Officers also presented three options for the future conduct of the events:
  1. That Council financially supports only one nominated ANZAC Day service and parade each year, together with one Remembrance Day service;
  2. That Council continues to fully support all eleven ANZAC Day events and Remembrance Day services into the future; or
  3. That Council does not fund any RSL traffic management costs into the future.

**Declaration of Interests:**

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

**Background:**

Council has previously provided financial assistance to local RSL Groups for ANZAC Day and Remembrance Day activities in the form of road closures and other traffic management planning and implementation costs.

A variety of options have been explored to reduce these costs including RSL Groups being trained to complete the traffic management themselves and relocation of the parades to areas away from major roads. For reasons related to insurance and legislative compliance, these options are not readily available. As such, the cost for traffic management planning, implementation and compliance for these events would continue to fall back on Council.

The costs of continuing to provide this service over the coming years may well escalate based on more stringent requirements for potential terrorism-related incidents, increased requirements by Victoria Police for maintenance of community safety in public places and an overall increase in service costs.

**Reasons for Proposed Resolution:**

To continue supporting the local RSL Sub-branches in a cost effective manner, and within the expectation that costs could continue to escalate annually, officers recommend supporting only one nominated ANZAC Day service and parade and one Remembrance Day event each year.

A detailed and inclusive community consultation approach would be required to further progress a 'one ANZAC Day Service' and a 'one Remembrance Day Service' model adoption.

As to the decision to select where the one nominated service would be held, officers propose that a selection process based on an alphabetical rotation of the towns hosting such services/parades provides the fairest means of determining the location each year.

Given the landscape in which we live in relation to current trends towards increased security at public events, officers recommend that a cost review for traffic management be undertaken every three years. The next review would thus be done prior to the 2022 year's ANZAC Day and Remembrance Day planning.

#### *Strategy Implications*

The proposal outlined in this report aligns with objective five of the Council Plan: *Provide a connected, engaged and safe community environment, which is improving the wellbeing of all Latrobe City citizens.*

#### *Communication*

Should Council resolve to financially support only one nominated ANZAC Day service and parade and one Remembrance Day event each year, communication of this decision to the community must clarify the reasons behind the decision.

#### *Financial Implications*

At the Ordinary Council meeting held on 13 February 2017, Council resolved to cover the costs associated with ANZAC Day and Remembrance Day through to the end of 2018 when the commemoration period of the ANZAC Centenary ends and local RSL Clubs were advised accordingly.

Included in the Councillor Briefing held on 28 May 2018, a summary of the ANZAC Day/Remembrance Day services/parades delivered by RSL Branches or groups together with the associated costs to Council were presented to show the comparisons of costs over a 4 year period and are shown below:

<b>TOWN</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Glengarry Parade & Service	\$ 1,232.00	\$ 1,438.80	\$ 1,548.80	\$ 1,548.80
Moe Dawn Service	\$ 1,838.76	\$ 2,142.80	\$ 1,108.80	\$ 1,812.80
Moe Parade & Service	\$ 2,502.50	\$ 2,142.80	\$ 3,176.80	\$ 3,154.80
Morwell Dawn Service	\$ 1,535.38	\$ 1,790.80	\$ 730.40	\$ 2,868.80
Morwell Parade & service	\$ 2,502.50	\$ 2,142.80	\$ 2,919.40	\$ 3,858.80
Newborough Parade & Service	\$ 1,838.76	\$ 2,142.80	\$ 1,680.80	\$ 2,241.80
Traralgon Dawn Service	\$ 1,535.38	\$ 1,790.80	\$ 1,108.80	\$ 1,408.00
Traralgon Parade & Service	\$ 3,413.52	\$ 3,955.60	\$ 2,657.60	\$ 3,506.80
Yallourn North Service		\$ 734.80	\$ 809.60	\$ 704.00
Yinnar Parade & Service	\$ 1,232.00	\$ 1,438.80	\$ 1,548.80	\$ 1,551.00
Tyers Service - self managed	\$ -			
Morwell Remembrance Day	\$ 1,535.38	\$ 1,322.20	\$ 1,322.20	\$ 2,868.80



<b>TOTALS</b>	<b>\$ 19,166.18</b>	<b>\$ 21,043.00</b>	<b>\$ 18,612.00</b>	<b>\$ 25,524.40</b>
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- Events officers have made provision for funds to be made available in the 2018/19 budget, based on the 2018 costs, to facilitate a potential allocation requirement. Traffic management costs for ANZAC Day and Remembrance Day in 2018 amounted to \$25,524.40.

*Risk Analysis*

<b>Identified risk</b>	<b>Risk likelihood*</b>	<b>Controls to manage risk</b>
Parades and events not going ahead without funding for traffic management.	5 – Almost Certain	Council to provide funding to enable the events to continue.
Community backlash should Council not continue providing financial assistance for traffic management.	4 - Likely	Clear and transparent communication with the community outlining the reasoning behind the decision.
Risk to public safety should Council devolve the responsibility of traffic management to other groups.	3 - Possible	Council to provide funding to enable the events to continue

*Legal and Compliance*

These events must continue to support and ensure legal compliance is met and public safety is maintained. By devolving the responsibility of traffic management to the RSL sub-branches, Council could run the risk of a lapse in public safety.

*Environmental Implications*

Environmental implications are not relevant to the subject matter of this report.

*Consultation*

Significant consultation has occurred between officers and the 11 RSL sub-branches within Latrobe City. Discussions have included:

- The potential for the RSL sub-branches to be trained to take over traffic management and implementation themselves. This proposal was rejected as their insurance would not cover the activity and Council's insurance would not cover this activity.
- The potential for relocating the parades away from major roadways and / or relocating the cenotaphs to areas with lower traffic density. Both proposals were rejected by the RSL at a higher level.
- Options for RSL sub-branches to seek alternate funding or corporate sponsorship for covering their expenses. This has been rejected due to the RSL's charter containing restrictions on the commercialisation of any RSL activities, along with the likelihood of potentially significant community resistance.
- The suggestion to have service organisations (such as Lions and Rotary) perform the traffic management activities. This became an untenable option as such an activity would not be covered under the insurance policies of the service clubs and it would not be covered under Council's insurance.

**Supporting Documents:**

Nil

**Attachments**

- 1 [↓](#). Letter to LCC - Request for Continued ANZAC Day funding
- 2 [↓](#). LCC Response letter to RSL

## **14.3**

### **ANZAC Day & Remembrance Day - Traffic Management Expenses**

- |          |  |            |
|----------|--|------------|
| <b>1</b> | <b>Letter to LCC - Request for Continued ANZAC Day<br/>funding .....</b> | <b>469</b> |
| <b>2</b> | <b>LCC Response letter to RSL .....</b>                                  | <b>473</b> |



**RETURNED & SERVICES LEAGUE OF AUSTRALIA**  
**Moe RSL Sub-Branch Inc**

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Cr Darrell White  
Mayor  
Latrobe City Council  
PO Box 264  
Morwell VIC 3842

*President:*  
**IAN CAINES**  
*Secretary:*  
**Hugh Falls**  
*Manager:*  
**Beth Wilson**

8 November 2017

Dear Darrell,

Re: Long term funding the cost of road closures in the Latrobe Valley on ANZAC Day each year.

I write on behalf of the four RSL Sub-Branches within the Latrobe Valley, namely Yallourn/Newborough, Moe, Morwell and Traralgon.

We commend the decision by Latrobe City Council to allocate funds to cover the cost of traffic management to the end of 2018 and request that this commitment continue long term. ANZAC Day is commemorated across Australia with strong support from all three levels of government that has continued for 100 years.

The RSL Sub-Branches provide considerable volunteer hours to ensure the Dawn Services, Main Services and Marches are conducted in a manner that respects current serving personnel and our local retired veterans, including those who gave the supreme sacrifice; these men and women many of whom defended Australia in conflicts over the past century deserve to be recognised at the many services conducted across Australia. Refreshment and administration costs at the services are also met by the Sub-branches.

We acknowledge that the road closure costs are a burden on council and we support the former Mayor's letter to the Premier of Victoria. The RSL State President has also made representations to the Premier stating that Sub-Branches should not be liable for fees/costs associated with meeting recent VIC ROADS regulatory changes in this area.

The work of Wendy Hrynysyn Council's Senior Events Officer is greatly appreciated by the Sub-Branches, in coordinating the council's commitment to road closures on ANZAC Day each year.

We respectfully ask that Latrobe City Council continues to budget for road closures and demonstrate a commitment to our preeminent national day.

Yours sincerely,

Ian Caines  
Moe RSL Sub-Branch President

*"The Price of Liberty is Eternal Vigilance"*  
**LEST WE FORGET**

**The Returned & Services League of Australia  
(Victorian Branch) Inc.**

A.C.N. A0028777L



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**Circular: 07|2017**

**21<sup>st</sup> February 2017**

Guidance on the conduct of ANZAC Day Ceremonies

The following advice is provided after the experience of recent ANZAC Days where we continue to see strong attendances at ANZAC Day Services and Marches all across Victoria. All Sub-Bran­ches are to be commended on their existing efforts to conduct meaningful and appropriate Commemorative Services on behalf of their local communities throughout Victoria and the RSL receives great credit from this endeavour.

While we welcome the strong community support for our Veterans it does place additional pressure on the organizers within the RSL, and community expectations of well managed and conducted ceremonies are higher than ever before. Thorough planning and timely requests for external support are critical parts of successful ANZAC Day activities and the following guidance is provided to assist Sub-Bran­ches in this.

In preparing for 2017 ANZAC Day activities Sub-Bran­ches are encouraged to conduct a review of their own local planning and below are some useful hints in forward planning:

- Check with the local Council|Shire that they understand the planned activities for ANZAC Day and have no concerns or difficulties with the conduct.
- Ensure any road closure|traffic control requirements are mutually agreed by the Sub-Bran­ch and Shire|Council and that any infrastructure|personnel overheads will be met by local government or can be achieved in conjunction with local VIC POL resources.
- Where VIC ROADS permission is needed because the March takes place on a designated main road or major junction, check that local government will also facilitate the necessary VIC ROADS consent and management requirements. The Branch has already made representations to Government that Sub-Bran­ches should not be liable for fees/costs associated with meeting recent VIC ROADS regulatory changes in this area.
- Where a coordinating conference is required to confirm|resolve the above points that this be conducted at least 4-6 weeks prior to ANZAC Day and contact the State Secretary if difficulties arise where we can assist.

The overarching caveat to all the above is “if it isn’t broken, don’t fix it”. If Sub-Bran­ches are confident that existing arrangements and understandings with local agencies regarding ANZAC Day do not need revisiting or revising and are appropriate, these simply need to be confirmed.

Request for Defence Force Support

Sub-Branches are to ensure that any request for Australian Defence Force (ADF) support is made in the form of a letter addressed to the Warrant Officer Ceremonial, at Victoria Barracks, St Kilda Road, Melbourne. This position is currently filled by Warrant Officer Class 1 Trevor Logan whose contact details are as follows:

WO1 Trevor Logan  
Regimental Sergeant Major Joint Ceremonial – Victoria & Tasmania  
Directorate of Ops & Trg Area Management  
Level 8 Defence Plaza Melbourne  
661 Bourke Street  
MELBOURNE VIC 3000

Tel: (03) 9282 5866 | Mob:0418 138 016 | Fax: (03) 9282 7693

The Warrant Officer Ceremonial will co-ordinate all Defence Support requests from Sub-Branches and unless you follow this process, you will probably not receive the support you desire.

The types of support most commonly requested and which the Warrant Officer Ceremonial is able to co-ordinate for RSL Sub-Branches include the following:

- (a) Ceremonial support in the form of catafalque parties or a ceremonial guard
- (b) Musical support, in particular buglers
- (c) Serving members of the ADF to act as a Guest speaker
- (d) Uniformed ADF members to act as a flag bearer or banner party involved in an ANZAC Day Service or March.

Letters requesting such support should clearly state the nature of the support required and all administrative details such as timings, location, any support that the Sub-Branch may be able to provide such as meals, accommodation and of course an RSL Sub-Branch point of contact for co-ordinating the support. Please mention the ADF unit that has normally provided this support in the past, if you have such an existing relationship.

Sub-Branches who have an existing relationship with an ADF unit that has habitually provided support in the past may send an information copy of your support request letter to the Commanding Officer or RSM/CSM of that unit, but the primary request for support must be directed to the Warrant Officer Ceremonial.

The process detailed above is the way that the ADF wants to prioritise resource and provide important ceremonial support to the RSL network. It is incumbent on us to respect the processes of the ADF in relation to this and not continue to try and use the "old boy" network. This will avoid misunderstandings, crossed wires and disappointment.

Please direct any queries on this advice to the State Secretary.

Conduct | Format of ANZAC Day activities

Sub-Branches are encouraged to regularly review the format and focus of their ANZAC Day services in order to maintain relevance and keep community involvement sustained. In recent years there has been a tremendous resurgence of interest in ANZAC Day and now many young families and children attend, especially the Dawn Services, and we need to retain this involvement. Often these attendees are the grandchildren or great grandchildren of Veterans and they do not necessarily understand the symbolism or significance of elements of the service, such as the period of silence or

Last Post|Reveille. An introduction or narration by a MC is to be encouraged, as is a Guest Speaker, (especially if a school student or younger serviceman|veteran) and refreshments after the ceremony. Programs should also be provided wherever possible so those present can follow the service and be involved.

In terms of format, sufficient guidance is provided on this in numerous places including the Branch public website but please contact ANZAC House for further advice if required. The official services at the Shrine have included the New Zealand National Anthem for some years and Sub-Branches are encouraged to consider this inclusion in their ceremonies, to reflect the origins of ANZAC and the continued close links between our two nations in both war and peace. A CD with all the relevant anthems and calls is available from the General Office at ANZAC House.

The continued interest and involvement in ANZAC Day services during the Great War Centenary period is great to see but we cannot be complacent – the aim every year must be to work on making the commemoration activities moving, interesting and understandable. A focus on our remaining WW2 Veterans over the next few years is especially important of course.

#### ANZAC Day Legislation and Sporting/Commercial activity

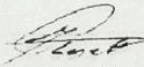
Sub-Branches may be approached to support junior sporting fixtures that wish to conduct a commemorative activity on ANZAC Day morning when ANZAC Day falls on a weekend. Junior sport is not an entrance fee charging activity and in most cases does not fall under the provisions of the ANZAC Day Act. Sub-Branches should try to support sporting bodies in their desire to conduct a commemorative activity, if at all possible. Sub-Branches will recall that guidance is provided by the State Government to the controlling sporting bodies in the State on the conduct of sport on ANZAC Day and the State Branch has input to this. We expect similar guidance will be promulgated this year.

Under the Act sporting events charging admission, and other activities charging an entrance fee or of a commercial nature (apart from small shops and essential service providers) should not commence|open before 1 p.m. on ANZAC Day unless special permission is obtained. Sub-Branches often receive queries before ANZAC Day on such matters and please refer these to ANZAC House if you are uncertain. If you are aware of possible breaches of the ANZAC Day Act, please gather the relevant facts (who, what, where, when) and provide to ANZAC House so the relevant Government authorities can take action to enforce the laws designed to protect the special nature of ANZAC Day.

Every year Sub-Branches are approached by organisations who wish to conduct activities such as fetes, fairs, markets, exhibitions, etc. Some of these will not necessarily fall under the provisions of the ANZAC Day Act that apply to sporting activity, amusements or business but we always promote respect for the Day and adherence to the 1 p.m. requirement of the Act is desirable.

#### Membership Promotion

While Sub-Branches should not over emphasize this, the lead up to ANZAC Day and the day itself does bring many ex-service people and descendants of Veterans into contact with the RSL. Many of these people may not have previously considered becoming a member|affiliate, or been aware they were eligible to join their local Sub-Branch. ANZAC Day does represent an opportunity to raise the community's awareness that new Service members and Affiliates are needed and welcome and the inclusion of Veterans of contemporary conflicts and those with recent ADF Service generally, is crucial.

  
Michael Annett

Our Ref: DOC1765527  
Your Ref:  
WH:

14 March 2018

Mr Ian Caines  
President  
Returned & Services League of Australia  
Moe RSL Sub Branch Inc.

Dear Mr Caines

**RE: PROPOSED CONTINUAL FUNDING OF ANZAC DAY & REMEMBRANCE  
DAY TRAFFIC MANAGEMENT**

I write in response to your letter dated 8 November 2017, where you, on behalf of the four RSL Sub-Branches, requested that Council continue their commitment to cover the cost of traffic management for both ANZAC Day and Remembrance Day activities past the 2018 activities, in Latrobe City for years to come.

As previously advised by our Senior Events Officer, Wendy Hrynyszyn, a report will be prepared for Councils consideration and decision on this matter because of the significant changes to the laws associated to traffic management for activities such as these.

To further explain, the new mass gathering requirements under ANZCTC; '2017 Australia's Strategy for Protecting Crowded Places from Terrorism', demand a higher level of consultation and cost that has never before been required. For Latrobe City, we support 9 towns' activities therefore we are currently assessing all 9 plans in support of the 2018 activities. When we have been able to gain approval for all plans for the 2018 ANZAC Day and Remembrance Day activities from VicRoads & Vic Police, we shall have the necessary information that will be needed for Council to review your request in context.

As a follow up, we will advise you of the outcome from Council as soon as is possible however please know that we do not expect a result prior to June 2018. Should you wish to talk further about this matter in the interim, please do not hesitate to call Wendy or myself.

Yours sincerely

RONDA BRUERTON  
**A/General Manager**  
City Development



**Agenda Item: 14.4**

**Agenda Item: New Public Art Policy and Revised Terms of Reference for the Latrobe Regional Gallery Advisory Committee**

**Sponsor: General Manager, City Development**

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

**Status: For Decision**

**Proposed Resolution:**

**That Council:**

- 1. Adopts the following documents with an effective date of 5 November 2018:**
  - a. Public Art Policy**
  - b. Revised Latrobe Regional Gallery Advisory Committee Terms of Reference**
- 2. Confirms that with the adoption of the Public Art Policy, the *Public and Urban Art Policy* adopted in February 2011 is now rescinded and is removed from circulation; and**
- 3. Makes the Public Art Policy available to the public on Council's website.**

**Executive Summary:**

- The draft new Public Art Policy ('the Policy'; refer Attachment 3) put forward here for adoption complements the goals and commitments of the adopted Latrobe City Council Arts Strategy and Action Plan 2016-2021.
- The updated Policy includes a new application process for public art submissions and also for works which Council may wish to commission itself.
- The new Policy proposes the establishment of a Public Art Panel within the Latrobe Regional Gallery (LRG) Advisory Committee, which will provide advice and recommendations to the Advisory Committee and ultimately to Council regarding proposals for public art. (The Panel is a sub-committee of the LRG Advisory Committee, under Clause 3.7 of the Terms of Reference.)

**Declaration of Interests:**

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

**Background:**

- The new Policy replaces the Public and Urban Art Policy adopted by Council in February, 2011 (refer Attachment 2) and provides a more detailed framework and guidelines for the implementation of consistent, transparent and equitable processes for the identification, commissioning, management, maintenance and decommissioning of public artworks.
- The need for a new Policy, rather than simply a revision of the earlier Policy, stems from the need for a clearer and more contemporary methodology, framework and procedure for both commissioned and non-commissioned public art installations.
- The updated Policy includes a new application process for public art submissions and also for works which Council may wish to commission itself.
- The new Policy proposes the establishment of a Public Art Panel within the Latrobe Regional Gallery (LRG) Advisory Committee, which will provide advice and recommendations to the Advisory Committee and ultimately to Council regarding proposals for public art. (The Panel is a sub-committee of the LRG Advisory Committee, under Clause 3.7 of the Terms of Reference.)
- The Panel is comprised of Council's Manager Arts & Events, Council's Arts Director or LRG Senior Curator, one Councillor and one LRG Advisory Committee member. If so desired, the panel may co-opt additional expertise, to assist in its decision-making processes.
- A revised Terms of Reference document has been developed for the LRG Advisory Committee (refer Attachment 1) which include responsibility for the new public art process. The new Terms of Reference also provide for a revamped Committee membership, as the membership of this Committee has not been reviewed for many years.

**Reasons for Proposed Resolution:**

As indicated above, the new Public Art Policy replaces the Public and Urban Art Policy adopted by Council in February, 2011 and provides a more detailed framework and guidelines for determining future public art installations, whether non-commissioned or commissioned by Council.

**Issues:**

*Strategy Implications*

The new Policy aims to improve the liveability and connectedness of Latrobe City, specifically through the Council Plan strategy of improving the amenity particularly where this is relevant to public spaces, so as to enhance community pride.

*Communication*

The new Policy will be communicated to visual arts industry stakeholders, including local artists and arts organisations. Its criteria requires that new public art projects should 'inspire, provoke reflection, arouse curiosity, enrich and/or engage the public'.

*Financial Implications*

Under the new Policy, proposals for non-commissioned work are required to provide details of funding sources; they must have full confirmed funding and in-kind support for all parts of the proposed project. On that basis, no Council contribution is required or assumed.

Proposals for public art projects commissioned by Council will require a capital budget allocation, which will need to include provision for any fees payable to the artist commissioned to produce the work, relevant production, delivery and installation costs, project management, engineering or survey expenses and any contractual or insurance related payments.

*Risk Analysis*

Risks associated with public art installations will in most cases be confined to the specific site nominated and the nature of the work itself. Each case will need to be carefully assessed on its merits as to potential risks and incident mitigation.

*Legal and Compliance*

Copyright for public art work resides with the artist(s). Council may choose to separately contract with artists involved in public art projects to definitively outline arrangements relating to commissions, location, materials to be used, payments to be made, engineering required and length of public display.

*Community Implications*

Art appreciation is, by its very nature, subjective and it is always possible that some installations may create community discussion and commentary. The intent of the new Policy, however, is to enhance community pride through improving the amenity and attractiveness of public spaces, so it is hoped that negative sentiment towards new installations would be limited.

*Environmental Implications*

The Policy requires that public art projects are appropriate and suitable to the site in which they are to be located; both in terms of their scale and also their impact on amenity, including the local environment.

*Consultation*

Consultation has taken place with the LRG Advisory Committee, which includes expert visual arts practitioners representing the wider community. There has also been liaison with other municipalities who have such policies in place and consultation with local industry stakeholders.

**Supporting Documents:**

Nil

**Attachments**

- 1 [↓](#). Revised LRG Advisory Committee Terms of Reference
- 2 [↓](#). Public and Urban Art Policy 2011
- 3 [↓](#). Draft New Public Art Policy

## **14.4**

### **New Public Art Policy and Revised Terms of Reference for the Latrobe Regional Gallery Advisory Committee**

<b>1</b>	<b>Revised LRG Advisory Committee Terms of Reference .....</b>	<b>479</b>
<b>2</b>	<b>Public and Urban Art Policy 2011.....</b>	<b>493</b>
<b>3</b>	<b>Draft New Public Art Policy .....</b>	<b>497</b>

# Latrobe Regional Gallery Advisory Committee *Terms of Reference*



2018





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1. **Establishment of the Committee**
2. **Objectives**
3. **Membership**
  - Composition of the Committee
  - Length of appointment
  - Selection of members and filling of vacancies
  - Co-option of members
  - Attendance at meetings
  - Resignations
4. **Proceedings**
  - Chair
  - Meeting Schedule
  - Meeting procedures
  - Quorum
  - Voting
  - Minutes
  - Reports to Council
5. **Review of Committee and Duration of the Committee**
6. **Authority and Compliance Requirements**



## 1. Establishment of the Committee

- 1.1. The Latrobe Regional Gallery Advisory Committee (“the Committee”) is a formally appointed Advisory Committee of Council for the purposes of the *Local Government Act 1989*.
- 1.2. The Committee is an advisory committee only and has no delegated decision making authority.
- 1.3. The membership of this Committee and these Terms of Reference will be adopted by resolution of the Council at an Ordinary Council Meeting.

## 2. Objectives

- 2.1. The Committee’s role is to report to the Council and provide appropriate advice, information and feedback on matters relevant to this Terms of Reference in order to facilitate decision making by the Council in relation to the discharge of its responsibilities.
- 2.2. The Committee is established to:
  - (a) research, advise and support the implementation of arts policies relevant to the Gallery;
  - (b) ensure that arts management practice is in accordance with Council’s Arts Strategy and with the highest possible arts industry standards nationally;
  - (c) provide advice regarding cultural tourism opportunities for the Gallery;
  - (d) provide advice in relation to the development and maintenance of a professional, innovative, economically responsible and well maintained public art program;
  - (e) implement consistent, transparent and equitable process for the identification, commissioning, management, maintenance and decommissioning of public artworks; and
  - (f) support the Gallery in its contribution to a sustainable and strong creative industry, so as to increase the capacity of local artists in connection with a wider national conversation.
- 2.3. The Committee will carry out the following to achieve its objectives:
  - (a) Approve the acquisition of artworks into the Gallery collection, in accordance with the acquisitions policy, as follows: The Arts Director/Senior Curator will recommend to the Committee the





- acquisition of artworks into the Gallery's permanent collection in accordance with the Collection Policy;
- (b) build partnerships which assist Latrobe Regional Gallery in presenting exhibitions and programs of note, which have local and national relevance;
  - (c) build partnerships which support Latrobe Regional Gallery in the provision of high quality facilities;
  - (d) receive and consider referred applications for public art proposals;
  - (e) assist in the supplementation of Local, State and Federal Government income by securing funds for the Latrobe Regional Gallery from other (public and private sector) sources, for acquisitions and other special projects;
  - (f) inform and provide feedback with regard to opportunities and challenges relevant to Latrobe Regional Gallery activities;
  - (g) develop and promote community awareness of and participation in the Gallery and its programs, by promoting Latrobe Regional Gallery exhibitions and its associated education and public programs throughout the municipality;
  - (h) be a part of the commissioning process of public work at Council's discretion, as per the Public Art Policy;
  - (i) periodically review Council policy in relation to the Gallery, and to report to Council on items or areas which may impact on the successful operation of the Gallery and highest industry standards;
  - (j) provide advice as part of a policy, strategy (or other relevant document) review or development processes as required from time to time; and
  - (k) perform other activities related to this Terms of Reference as requested by Council.

### **3. Membership**

#### Composition of the Committee

3.1. The Committee will comprise up to 9 members being:

- (a) Up to 2 Councillors;
- (b) Representatives from each of the following sectors:
  - 1 - Federation University



- 1 - ARC Yinnar
  - 1 - Friends of the Gallery representative
  - 2 – Community representatives; skilled in the arts
- (c) LRG Arts Director or Senior Curator
- (d) LCC Manager Arts and Events

Length of appointment

- 3.2. While a Committee will be in place for as long as Council sees fit, the appointment of members will be for a term of 3 years.
- 3.3. In the event of a casual vacancy occurring mid-term, the Committee shall recommend a replacement to the Council; such replacement will serve the remaining period of tenure of the member being replaced.
- 3.4. Prior to the expiration of each term, there will be a call for nominations for the next term. Current Committee members are able to re-nominate.

Selection of members and filling of vacancies

- 3.5. Council will determine the original membership of a Committee based on expressions of interest received from members of the community and nominations received from organisations.
- 3.6. The Committee may fill any vacancies that occur within the determined year period of appointment, subject to the approval of the General Manager City Development and endorsement of Council. Where a vacancy is filled in this way, the appointment shall be limited to the remainder of the period of the original appointment.

Sub committees and co-option of members

- 3.7. The Committee shall appoint a Public Art Panel to assess proposals for public art and make recommendations to the Committee for submission to the Council for a final determination.
- 3.8. The Public Art Panel will be constituted and will operate within the Terms of Reference in Appendix 3 and must have regard to the Public Art Policy in making any assessment of a public art proposal.
- 3.9. The Committee may establish other sub-committees. It may also invite individuals to participate in the proceedings of the Committee or other established sub-committee on a regular or an occasional basis.

Attendance at meetings

- 3.10. All Committee members are expected to attend each meeting.



- 3.11. A member who misses two consecutive meetings without a formal apology may at the discretion of the Council have their term of office revoked.

Resignations

- 3.12. All resignations from members of the Committee are to be submitted in writing to the General Manager City Development, Latrobe City Council, PO Box 264, Morwell VIC 3840.

**4. Proceedings**

Chair

- 4.1. The nominated Councillor will Chair the meetings.
- 4.2. If that Councillor is not able to attend the meeting the alternate Councillor appointed by the Council must chair the meeting.
- 4.3. If neither Councillor is available, the members may nominate a replacement from the Committee members present to chair the meeting.

Meeting schedule

- 4.4. The Committee must hold meetings during the year on such dates as the Chairperson appoints with the first meeting of the Committee to be held within 1 month of the Committee's appointment.
- 4.5. The Committee will determine its meeting schedule and times for each of the meetings. The duration of each Committee meeting should generally not exceed two hours.
- 4.6. Meetings of the Committee must be held at least 4 times a year or as may be considered as necessary by the Council or the Committee to fulfil the objectives of the Committee. Special meetings may be held on a needs basis.
- 4.7. The Public Art Panel and any other sub committees established shall meet as required.

Meeting procedures

- 4.8. Meetings will follow standard meeting procedures as established in any guidance material and outlined in these terms of reference for Advisory Committees provided (See Appendix 1 for the agenda template).
- 4.9. All Committee meetings and records are considered confidential and may be designated as confidential in accordance with Section 77 of the Act.
- 4.10. All recommendations, proposals and advice must be directed through the Chair.



Quorum

- 4.11. A majority of the members constitutes a quorum.
- 4.12. If at any Committee meeting a quorum is not present within 30 minutes after the time appointed for the meeting, the meeting shall be deemed adjourned.

Voting

- 4.12. There will be no official voting process, but if a formal decision is required to enable an Advisory Committee position to be submitted to Council, all members will have equal voting rights. Majority and minority opinions will be reflected in Advisory Committee minutes.
- 4.13. The Latrobe Regional Gallery Director and/or Senior Curator do not have voting rights.

Minutes of the Meeting

- 4.14. The minutes must be in a standard format including a record of those present, apologies for absence, adoption of previous minutes and a list of adopted actions and resolutions of the Committee (See Appendix 2 for the minutes template).
- 4.15. Where this meeting is also considered an Assembly of Councillors under the *Local Government Act 1989*, an Assembly of Councillors record must also be submitted in accordance with those requirements.
- 4.16. The minutes shall be stored in the Latrobe City Council corporate filing system (currently EMS electronic document and records management system).
- 4.17. The agenda must be distributed at least 48 hours in advance of the meeting to all Committee members, including alternative representatives.
- 4.18. A copy of the minutes must be distributed to all Committee members (including alternative representatives) within 10 working days of the meeting.

Reports to Council

- 4.19. With the approval of the Chair, a report to Council may be tabled on the Committee's progress towards the objectives included in this Terms of Reference.
- 4.20. Reports to Council should reflect a consensus of view. Where consensus cannot be reached, the report should clearly outline any differing points of view.
- 4.21. Reports to Council will be co-ordinated through the General Manager of the relevant division that the Committee falls under.



**5. Review of Committee and Duration of the Committee**

- 5.1. The committee will cease to exist by resolution of the Council, or once the objectives in clause 2 have been demonstrated as having been met, whichever occurs first.
- 5.2. A review of the Committee will take place at least once every three years at which time the Terms of Reference will also be reviewed.
- 5.3. A review will be conducted on a self-assessment basis (unless otherwise determined by Council) with appropriate input sought from the Council, the CEO, all Committee members, management and any other stakeholders, as determined by Council.
- 5.4. The review must consider:
  - (a) the Committee's achievements;
  - (b) whether there is a demonstrated need for the Committee to continue; and
  - (c) any other relevant matter.

**6. Authority and Compliance Requirements**

- 6.1. The Committee is a consultative committee only and has no executive powers nor does it have any delegated decision making or financial authority.
- 6.2. The Committee must comply with the Assembly of Councillor provisions provided for in the *Local Government Act 1989*.
- 6.3. Failure to comply with the provisions outlined in this Terms of Reference may result in termination of the Member's appointment.



**Appendix 1: Agenda Template**



<p><b>[Name] Advisory Committee</b></p> <p>Meeting Day, XX Month Year                  Time Commencing: 00:00am/pm Expected Finish Time: 00:00am/pm                  Location: (include specific meeting room and address)</p>			
<p><small>NOTE: In accordance with Section 80 of the Local Government Act 1989 for each meeting that a Councillor is in attendance an Assembly of Councillors record must be completed and tabled at the next practicable Council Meeting.</small></p>			
AGENDA ITEMS			
No.	Item	Responsible Officer	Attachment
1.	Welcome & introduction	Chair	N/a
2.	Apologies	All	
3.	Declarations of Interest <i>Members of the Committee are to declare any Conflicts of interest or any interests in matters listed on the agenda</i>	All	
4.	Confirmation of Minutes <i>Confirmation of the previous minutes of the meeting.</i>		
5.	Matters arising from previous meeting <i>Review of action progress from previous meetings</i>	All	
6.	Items for Consideration <i>Matters being presented for discussion in accordance with the terms of reference</i> <ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> <li>•</li> </ul>		
7.	General Business <ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> </ul>	All	



**Appendix 2: Minutes Template**



**[Name] Advisory Committee Minutes**

Meeting Day, XX Month Year  
Time Commenced: 00:00am/pm    Finish Time: 00:00am/pm  
Location: (include specific meeting room and address)

Meeting Chair: < Name >

NOTE: In accordance with Section 80 of the Local Government Act 1989 for each meeting that a Councillor is in attendance an Assembly of Councillors record must be completed and tabled at the next practicable Council Meeting.

No.	Item	Responsible Person	Timeframe
1.	<b>Present</b>		
2.	<b>Apologies</b>		
3.	<b>Interest Disclosures</b>		
	<p><i>Members of the Committee declare any Conflicts of interest or Interests in matters discussed at the meeting.</i></p> <p>The following members of the Committee declared a Conflict of Interest at the meeting and left the meeting whilst the matter was being discussed:</p> <p>&lt;Name&gt; ,Time left 00:00am/pm, Time returned 00:00am/pm</p> <p>&lt;Name&gt; ,Time left 00:00am/pm, Time returned 00:00am/pm</p> <p>&lt;Name&gt; ,Time left 00:00am/pm, Time returned 00:00am/pm</p>		





**[Name] Advisory Committee Minutes**

Meeting Day, XX Month Year  
Time Commenced: 00:00am/pm    Finish Time: 00:00am/pm  
Location: (include specific meeting room and address)

Meeting Chair: < Name >

NOTE: In accordance with Section 80 of the Local Government Act 1989 for each meeting that a Councillor is in attendance an Assembly of Councillors record must be completed and tabled at the next practicable Council Meeting.

No.	Item	Responsible Person	Timeframe
4.	<b>Confirmation of Minutes</b>		
	<i>That the minutes of the meeting held on [Date] of the [Name] Advisory Committee be confirmed.</i>		
5.	<b>Matters arising from previous meeting</b>		
	<i>List the item and action agreed and assign any follow up actions and expected timeframes</i>  1. Item Heading Action(s): • • 2. Item Heading Action(s): • •		
6.	<b>Items for Consideration</b>		
	<i>List the item and action agreed as per agenda and assign any follow up actions and expected timeframes</i>  1. Item Heading Action(s): • • 2. Item Heading Action(s): • •		







**[Name] Advisory Committee Minutes**

Meeting Day, XX Month Year  
Time Commenced: 00:00am/pm Finish Time: 00:00am/pm  
Location: (include specific meeting room and address)

Meeting Chair: < Name >

NOTE: In accordance with Section 80 of the Local Government Act 1989 for each meeting that a Councillor is in attendance an Assembly of Councillors record must be completed and tabled at the next practicable Council Meeting.

No.	Item	Responsible Person	Timeframe
	3. Item Heading Action(s): •		
<b>7.</b>	<b>General Business</b>		
	<i>List the item and action agreed and assign any follow up actions and expected timeframes</i> 1. Item Heading Action(s): •  2. Item Heading Action(s): •		

**Next Meeting:** <Provide details of the next meeting date, time and location>.





### Appendix 3

#### Public Art Panel Terms of Reference

##### Role of the Panel

1. The Public Art Panel will have regard to the requirements in the Public Art Policy 2018 and will consider and evaluate:
  - all temporary public arts projects from unsolicited and commissioned sources; and
  - all permanent public art works from unsolicited and commissioned sources.
  
2. The Public Art Panel may :
  - seek further information from the artist as required;
  - recommend rejection of the proposal when it does not meet the stated criteria in the Public Art Policy; and
  - make recommendations to the LRG Advisory Committee to accept or reject the proposal.

##### Composition of the Panel

3. The Public Art Panel will comprise of:
  - 1 Councillor;
  - Arts Director or Senior Curator of the LRG;
  - Manager Arts and Events; and
  - 1 other LRG Advisory Committee member.

---

Document Name: **Public and Urban Art Policy**

**11 POL-4**

Adopted by Council: **7 February 2011**

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### **Policy Goals**

The goals of the Public and Urban Art Policy is to provide guidelines for the encouragement, creation and maintenance of public artworks in Latrobe City.

The purpose of this policy is to:

1. Provide a methodology, framework and procedures to assist Council to make decisions on Public Art projects from individuals, non-profit organisations and State and Federal funding bodies.
2. Encourage the retention and preservation of existing Public Art works that improve the City's image and support cultural tourism.
3. Encourage and promote the expansion of Public and Urban Arts projects which help highlight the lifestyle and cultural identity of the Latrobe Valley.
4. Encourage the management of Public and Urban Art projects for the City in an appropriate and safe manner.

The enhancement of public open spaces within the urban environment has a significant role to play in improving the quality of life and promoting the well-being of both citizens and visitors to the municipality. The Council recognises that high quality open spaces can be created and given added value through the innovative integration of art, design, architecture and related elements assisting the community to develop a sense of identity, place and pride.

Council acknowledges that public art offers the potential to improve the intrinsic value, character and reputation of properties and public places within the urban environment. The process of public art development should also facilitate community participation into the design of public art works and public places by those individuals and groups who will use and be affected by such development.

### **Relationship to Latrobe 2026 & Council Plan**

This policy relates to the following Strategic Objectives contained within Latrobe 2026: The Community Vision for Latrobe Valley and the Council Plan:-

**Culture**

**Latrobe 2026:**

In 2026, Latrobe Valley celebrates the diversity of heritage and cultures that shape our community, with activities and facilities that support the cultural vitality of the region.

**Council Plan:**

- Plan, facilitate, develop and maintain public infrastructure and assets that strengthens the cultural vitality of the municipality.

**Built Environment**

**Latrobe 2026:**

In 2026, Latrobe Valley benefits from a well planned built environment that is complimentary to its surroundings, and which provides for a connected and inclusive community.

**Council Plan:**

- Promote and support high quality urban design within the built environment.
- Ensure proposed developments and open space areas are complementary to their surrounds.
- Develop high quality community facilities that encourage access and use by the community.
- Protect and respect the historical character of Latrobe City.
- Promote and support private and public sector investment in the development of key infrastructure within the municipality.
- Ensure public infrastructure is maintained in accordance with community aspirations.

**Policy Implementation**

1. Council will seek to support an increased understanding and enjoyment of public art by citizens by integrating art into the structure, fabric and daily life within the urban built environment and associated public open spaces.
2. Council will encourage public art by building partnerships with artists, arts organisations and communities through sponsorship and support of innovative arts projects in the public domain where it is established that such activity will give added value to public open spaces.
3. Council will consider any proposed public art project including acquisitions, donations or commissions by seeking advice from the Council's Public and Urban Arts Committee.

The Public and Urban Arts Committee must examine any proposal in detail, taking into full consideration the guidelines and process that are documented in the Latrobe City Urban and Public Art Implementation Procedure. In addition the Public and Urban Arts Committee must ensure that the community's wishes and concerns are fully considered in terms of urban design.

- 
4. Council will seek to include a visual arts component of 1 per cent of the cost of a capital works project is incorporated in all major construction and refurbishment of Council facilities. Council would also like developers to give preference to incorporating the same and engage with artists from the Gippsland region.

This policy has been reviewed after giving proper consideration to all the rights contained within the *Charter of Human Rights and Responsibilities Act 2006*; and any reasonable limitation to human rights can be demonstrably justified.

Signed :

\_\_\_\_\_  
*Chief Executive Officer*

Date : 08/02/2011.



Public Art Policy  
2018

[DRAFT]

Approval Date: (insert date)

Review Date: (insert date)



Public Art Policy

**DOCUMENT CONTROL**

Responsible GM	Gail Gatt	
Division	City Development	
Last Updated (who & when)	Manager Arts and Events, Michael Bloyce	2018
<b>DOCUMENT HISTORY</b>		
Authority	Date	Description of change
Council	(day, month & year)	(Insert detail of change to policy)
References	Refer to Section 8 and 9 of this policy	
Next Review Date	(Month & Year)	
Published on website	(Yes or No)	
Document Reference No		

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## Public Art Policy

### 1. Acknowledgments

This document acknowledges the traditional owners of this region, the Gunaikurnai Nation and the Braiakaulung people and pays respect to their Elders past and present.

### 2. Background

This policy complements the goals and commitments set out in the Latrobe City Council Arts Strategy 2016-2021. It aligns the Public Art Program with key Council work areas, strategies and plans. The Policy will help promote public art as one of a number of strategies to develop and position Latrobe City as a key Victorian regional centre for the arts.

### 3. Objectives

The Public Art Policy objectives include:

1. The development of a professional, innovative, economically responsible and well maintained public art program; one which:
  - a. Promotes the highest artistic standards in public space and is relevant to the art of our times
  - b. Considers the contextual possibilities of the Latrobe Valley, with its diverse communities, ethnicities, histories and locales
  - c. Seeks to activate public spaces across the region using the widest span of (art based) media, materials, ideas, cross-disciplinary practices and cross-cultural enquiries
  - d. Presents a meaningful engagement with public *place* and *space*, one which has the capacity to explore the numerous possibilities and nuances in regards to ideas and definitions of *the public*, *public space* and *place*.
  - e. Is able to address both rural spaces and regional urban spaces.
2. The implementation of consistent, transparent and equitable processes for the identification, commissioning, management, maintenance and decommissioning of public artworks.
3. An increase in cultural tourism and branding opportunities for the region.
4. The ongoing development of a sustainable and strong creative industry; increasing the capacity of local artists.

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## Public Art Policy

### 4. Scope

The Public Art Policy applies to existing and future public art of a visual arts nature; whether integrated, traditional, ephemeral (temporary), cross-disciplinary, multimedia or community based; public art that is located in Council owned or operated facilities or on land owned or managed by Latrobe City Council, or owned by another public authority, with which the Latrobe City Council is able to successfully partner.

This policy does not apply to:

- Works which are purely commemorative in nature such as memorials and plaques. Such projects and proposals are considered in line with Latrobe City Council's *Plaques and Memorials on Public Infrastructure and Open Space Policy*; the exception to this is memorials which are required to demonstrate design merit, which will be considered by the Latrobe Regional Gallery Advisory Committee's Public Art Sub-Committee upon referral from the assessor of an application from the *Plaques and Memorials on Public Infrastructure and Open Space Policy*;
- Council's collecting institutions, such as the Latrobe Regional Gallery; and
- Non-commissioned or unauthorised art or design including: graffiti; street art; private art; community and political signage; or bequests other than those items covered by other legislation.

### 5. Public Art Policy

5.1 Latrobe City Council may support public art proposals or projects via:

- Commissions of permanent or temporary works of art;
- Engagement of artists as consultants for specialist advice or planning input;
- Engagement of artists as part of collaborative design teams for conceptual design input;
- Engagement of artists in collaborative community-based projects;
- Artist-in-residence projects which may result in public art works;
- Acceptance of selected gifts of art; or
- Approvals of public or ethereal art proposals or community art projects initiated by artists or artists supported by community organisations or corporate entities.

5.2 All proposals will be received by Council's Arts Director in the first instance, prior to referral to the Latrobe Regional Gallery Advisory Committee's Public Art Panel.

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## Public Art Policy

- 5.3 Public art proposals will be made via the *Latrobe City Council Public Art Application Process* (Appendix One)
- 5.4 Public art proposals will be considered by the Latrobe Regional Gallery Advisory Committee's Public Art Panel. The Panel will recommend its approval or rejection of the proposal to the LRG Advisory Committee. The Committee will then approve or reject the Panel's recommendation, with recommended proposals being referred to the next scheduled Meeting of Council for its determination.
- 5.5 Public art proposals will be assessed on merit by the Latrobe Regional Gallery Advisory Committee's Public Art Panel against a set of selection criteria (Clause 5.7) and technical considerations (Clause 5.8). If approved, public art installations will be entered into a Public Art Register, which shall record all details pertaining to the work.
- 5.6 Latrobe Regional Gallery Advisory Committee's Public Art Panel will be bound by Terms of Reference adopted by Council.
- 5.7 Public art projects must meet the following criteria:
- a. Enhance the location in which the artwork is to be sited, and enriching its context;
  - b. Be appropriate and suitable to its site, in scale and impact on amenity and other uses;
  - c. Be of high quality in design, materials and finishes;
  - d. Present innovative, fresh, creative and original ideas;
  - e. Inspire, provoke reflection, arouse curiosity, enrich and/or engage the public;
  - f. Promote high artistic standards and be relevant to the art of our times; and
  - g. For permanent installations, have demonstrated local support as established through a community engagement process.
- 5.8 Assessment of public art projects will also include the following technical considerations:
- a. Has the installation process for the work been carefully considered in relation to technical feasibility, cost and public safety?
  - b. Is the artwork safe, durable, practical, robust and vandal resistant to a reasonable degree?
  - c. Is there a detailed plan for maintenance including annualised costs?
  - d. Is there agreement on terms and conditions for removal, relocation, decommissioning and/or disposal?

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## Public Art Policy

- 5.9 Council supports the highest standards in public art and will work with artists from any geographical region. However, as part of Council's cultural commitment to the Latrobe City community, Council strongly supports the development of local artists and locally produced artwork. As such, Council encourages public art submissions from both local and non-local artists.
- 5.10 Non-commissioned public art projects in any form or style created or installed without Council's approval may be deemed as unwanted graffiti and be removed accordingly.
- 5.11 Council is not obliged to automatically accept a gift or donation of public art. However, should donations and gifts of existing artworks be offered and accepted, they must:
- a. Meet the guidelines of the Public Art Policy and other Council policies as appropriate;
  - b. Be approved by the Latrobe Regional Gallery Advisory Committee's Public Art Sub-Committee;
  - c. Evidence a clear provenance, unencumbered by copyright claims and any legal challenges to ownership;
  - d. Confirm a suitable location, mutually agreed to, in writing; and
  - e. Meet the criteria outlined in Clauses 5.7 and 5.8 above.
- 5.12 Council acknowledges the moral rights of the artist and the copyright of the work, which remains the property of the artist. Prior to any attempt at removal, relocation and/or decommissioning, Latrobe City Council will take all reasonable steps to contact the artist (and/or the artist's estate or artist-team) to discuss the matter under consideration and reach a mutually agreed outcome.

### 6. Accountability and Responsibility

Accountability and responsibility for this policy is as outlined below.

#### 6.1. Council

- Responsibility to ensure this Policy is consistent with Latrobe City Council Strategic Direction and other Latrobe City Council Policies
- Responsibility for the decision to approve this Policy by Council Resolution
- Responsibility to have a final determination on recommendations of the advisory committee.

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## Public Art Policy

- Provides the guidelines on which the Public Art Operational Policy is based.
- Provides adequate budgetary provision for the maintenance of the Policy and program delivery.

### 6.2. Chief Executive Officer

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

### 6.3. General Manager City Development

- Responsibility for compliance with this policy
- Responsibility for enforcing accountability
- Responsibility for providing resources
- Responsibility for performance monitoring
- Responsibility for ensuring Council's assets and operations, together with liability risks to the public, are adequately protected through appropriate risk financing, loss control programs and measures.

### 6.4. Manager Arts and Events/Arts Director

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

### 6.5. Employees and Contractors

- 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.
- Work with other divisions of Council to achieve a coordinated whole of organisation approach to the delivery of this policy.
- Report any hazards or incidents involving public art as soon as they are detected to their manager, supervisor or contract manager.

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## Public Art Policy

### 7. Evaluation and Review

This policy will be reviewed on request of Council, in the event of significant changes to legislation applicable to the subject matter of the policy or, in any other case, during each Council term (four-year cycle).

### 8. Definitions

#### Artist

An artist is a person:

- Who is involved in the creation of art as their profession (i.e. a professional artist);
- Who has had specialist art training within their field (not necessarily in an academic institution);
- With high level interpretive, conceptualising and creative skills that result in the creation of artworks of a professional standard; and/or
- Who has demonstrated their professional standing through previous exhibitions and commissions and is considered to be an artist by their peers.

An artist can also include a student of art (not yet a professional artist) who creates work under the direction of an artist as defined above.

#### Community Art

A collaboration between professional artists and non-professional artists, often dealing with social issues, community-building initiatives, or as a form of community consultation.

#### Public Art

A permanent or temporary work of art or art based activity or project, in the public realm. In general, public art is sited on public land and has been commissioned by, purchased by or is owned by a public authority. Public art is a visual arts work that results from the involvement of an artist, as defined in this policy.

#### Ephemeral Art

Artwork of an impermanent and transient nature, utilizing temporary platforms. Examples include projections, chalk drawings, temporary installations, ice/sand sculptures, and performance art.

### 9. Reference Resources

- Latrobe City Council Arts Strategy 2016-2021.
- Latrobe City Council Economic Development Strategy 2016-2020.
- Copyright Act 1968.
- Moral Rights Legislation 2000.

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## Public Art Policy

- National Association for the Visual Arts (NAVA) Code of Practise for the Australian Visual Arts and Crafts Sector 2004.

### 10. Appendices

APPENDIX ONE: *Latrobe City Council Public Art Application Processes*

APPENDIX TWO: *Latrobe Regional Gallery Advisory Committee Terms of Reference*

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## Public Art Policy

### APPENDIX ONE:

#### LATROBE CITY COUNCIL PUBLIC ART APPLICATION PROCESSES

##### Consideration of Proposals

The Public Art Panel of the Latrobe Regional Gallery Advisory Committee will consider and evaluate:

- All temporary public arts projects from unsolicited and commissioned sources; and
- All permanent public art works from unsolicited and commissioned sources.

The Panel shall comprise Council's Manager Arts and Events, Council's Arts Director or Senior Curator of the Latrobe Regional Gallery, one Councillor and one other LRG Advisory Committee member. Membership of the Panel is not fixed and may be rotated as required.

If so desired, the Panel may co-opt additional expertise, to assist in its decision making processes, such as highly credentialed art experts or relevant productions specialists in the areas of material and structural engineering.

The Public Art Panel will:

- Consider the proposal in accordance with the criteria outlined;
- Seek further information from the artist(s) as required;
- Recommend approval or rejection of the proposal to the LRG Advisory Committee.

The Committee will then approve or reject the Panel's recommendation, with recommended proposals being referred to the next scheduled Meeting of Council for its determination.

##### Unsolicited (Non-commissioned) Proposals

All unsolicited (i.e. non-commissioned work) proposals must be submitted as follows:

- All material must be submitted via email in digital format;
- Maximum file size of total submission: 5 GB

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## Public Art Policy

- Static works: Attach PDF files and Jpeg images only
- Video and Performance works: Attach URL's, links to YouTube or Vimeo etc.

*Submitted materials CANNOT be returned.*

Required submission material should include:

1. Portfolio of the artist work in Jpeg format containing 8 to 12 works.
  - a. Works must be by the artist/collective making the submission
  - b. Insert submitted images into a PDF with credits (PREFERRED), OR submit single jpegs with an image list
  - c. Credits: Works must be dated, with title, medium, dimensions and artist name.
2. Curriculum Vitae, 2 pages maximum; a simple (text only) layout is sufficient.
3. Proposed Location:
  - a. Provide site description, such as a plan and map
  - b. Where private property is likely to be affected or involved, a signed letter of consent from the owner or their agent, is required
4. Description of work:
  - a. Proposed schematics of the intended works. URL's are acceptable.
  - b. A maximum of three pages with:
    - Concept brief
    - Notes on materials and design
    - Install and maintenance logistics (as relevant)
5. Budget for the production and install of the intended work.
6. Funding sources for this budget.
  - a. Unsolicited proposals must have full confirmed funding and in-kind support, for all parts of the proposed project.
  - b. Council cash and in-kind support, in whole or part, cannot be assumed
7. For temporary works, the intended duration.
8. For permanent works, evidence of local community support for the installation, as garnered through a valid local community engagement process. Note: Council may undertake a second community engagement process itself if the evidence provided is not considered substantive.
9. Evidence of public liability insurance, or an indication of intent to obtain such. Note: Artist can contact The NAVA (National Association for the Visual Arts) which provides affordable professional grade public liability insurance, specifically for artists (current at January 2018)

### **Process for Commissioned Works**

At Council's discretion, Council may commission significant public art works for specific locations or sites, which are owned by Council and/or fall under the conditions as described in Section 4 of the Policy (Scope).

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## Public Art Policy

Council shall advertise the commission in relevant art industry platforms, including local and national outlets. Each commissioning process shall entail the following multi-step process:

**Step One:** An Expression of Interest call-out (EOI)

The EOI shall provide relevant information to prospective applicants, including:

1. Designated location for proposed art work, with plans and elevations of the site and short contextual and historical information on the site.
2. A time-line for all three steps, as listed above.
3. Where relevant, details on media. In most cases utilization of media would not be prescribed, although there may be exceptions. By way of example, if the EOI is a call-out for screen based public artworks only, then that would be stated.
4. A list of items to be submitted for application to the EOI process. Council may or may not include the number of artists for shortlisting, depending on the commission.
5. A total budget for the EOI process, including the amount payable to the shortlisted artist, with details of any expectations for on-site consultation, attendance at any meetings and other outlays.
6. A total budget for the selected accepted proposal, inclusive of:
  - a. Artist fees
  - b. Art work production, delivery and install
  - c. All project management costs
  - d. All engineering and surveys, necessary for structural integrity of the work in location and in respect of all OH&S matters
  - e. All contractual and insurance elements

**Step Two:** A selection process in two parts - EOI short listing and final selection.

Decision making for commissioned works shall be referred to the Public Art Panel. If so desired, the Panel may co-opt additional expertise, to assist in its decision making processes, such as highly credentialed art experts or relevant productions specialists in the areas of material and structural engineering.

EOI short listing: The Public Art Panel’s initial selection of shortlisted artists from the EOI shall be discussed with the LRG Advisory Committee, which shall provide guidance and advice to the Panel.

Final Selection: The Public Art Panel’s selected artist (artist team) shall be communicated to the LRG Advisory Committee, which shall refer its advice and recommendations on to Council.

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## Public Art Policy

### **Step Three: Production Start and Completion.**

Council shall work with the commissioned artist (or artist team) and co-manage the project, with the selected artist (or artist team). Contracts shall stipulate allocation of tasks, time-lines and actions.

To ensure maximum relevance into the future - given the wide range of production possibilities, budgetary options and diversity of site contexts, art media and commissioning scale - Council shall

- Engage specialists as relevant.
- Dedicate resources to collaborate, as necessary and relevant, with the commissioned artist (artist team) regarding site-relevant logistical matters.
- Council shall work with the artist in good faith, respecting the decision of the selection committee. Council shall not alter the aesthetic and design details, of the selected commission, without agreement by the artist.
- The copyright for the commissioned public art work shall reside with the artist(s).

### **Decision**

The decision of the Council on all public art installations will be communicated to the applicant(s), following the Council meeting at which the matter was determined.

Once approved, details of the installation shall be recorded in a Public Art Register, which shall record all relevant details pertaining to the work.

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Public Art Policy

**APPENDIX TWO:**

**LATROBE REGIONAL GALLERY ADVISORY COMMITTEE**  
**TERMS OF REFERENCE**

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**Agenda Item: 14.5**

**Agenda Item: Building Better Regions Fund - Potential Application**

**Sponsor: General Manager, City Development**

**Council Plan Objective: Support job creation and industry diversification to enable economic growth in Latrobe City.**

**Status: For Decision**

**Proposed Resolution:**

**That Council:**

- 1. Advocate to the state government for a funding commitment for the *Moe Revitalisation Project (Stage 2)* that supports an application to any future federal government funding program such as the *Building Better Regions Fund* or equivalent, relevant to a future budget cycle;**
- 2. Develop concept designs and associated costings consistent with the *Latrobe Convention Centre Business Case Final Report* to support a funding application to any future federal government funding program such as the *Building Better Regions Fund* or equivalent, relevant to a future 2019/2020 budget cycle;**
- 3. Endorses an application to the *Building Better Regions Fund – Round Three Community Investments Stream* for:
  - a) feasibility and concept development to the value of \$100,000 for the Lighting Up the Valley event; and**
  - b) further development of the Morwell Rose Garden Festival event to support the revitalisation plan for Morwell, to the total value of \$120,000.****

**Executive Summary:**

This report provides Councillors with information about the Commonwealth government's *Building Better Regions Fund - Round Three (BBRF)* and provides an assessment of Council's unfunded projects against the BBRF merit criteria. It follows a briefing made on 22 October 2018.

- The \$641.6 million Building Better Regions Fund (BBRF) supports the Australian Government's commitment to create jobs, drive economic growth and build stronger regional communities into the future.

- For Round 3, \$200 million is available, with up to \$45 million of this funding earmarked to support tourism-related infrastructure projects.
- There are two streams of funding available under the program:
  - Infrastructure Projects Stream
  - Community Investments Stream
- The Infrastructure Projects Stream supports projects which involve the construction of new infrastructure, or the upgrade or extension of existing infrastructure that provide economic and social benefits to regional and remote areas.
- The Community Investments Stream funds new or expanded local events, strategic regional plans, and leadership and capability strengthening activities which deliver economic and social benefits to regional and remote communities.
- Applications for the fund are already open and close on Thursday 15 November 2018. The minimum grant amount is \$20,000 and the maximum is \$10 million.

**Declaration of Interests:**

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

**Background:**

Infrastructure Projects Stream

The Infrastructure Projects Stream requires applications to meet four merit criteria. In addition to be eligible projects must;

- be for new infrastructure or the upgrade or extension of existing infrastructure, the replacement of infrastructure will only be considered where there is a significant increase in benefit.
- not have started construction
- be ready to commence shortly after executing the grant agreement; (commencement is taking steps to allow construction to commence including the procurement of contractors, or, actual construction work commenced).
- be investment-ready; investment-ready projects have confirmed all funding contributions
- have identified all required regulatory and/or development approval
- demonstrate robust planning

- be able to commence their project soon after the execution of a grant agreement with the Commonwealth.

A preliminary assessment of Council's unfunded infrastructure projects against the merit criteria has identified the *Moe Revitalisation Project (Stage 2)* as the infrastructure project that best meets the evaluation criteria for the Infrastructure Projects Stream and therefore is the best placed to be looked on favourably for funding.

The *Latrobe Convention Centre: Kernot Hall Upgrade* ranks as the second best project to meet the criteria.

If a funding application was to be undertaken for the *Moe Revitalisation Project (Stage 2)* updated costings would need to be sought as the previous concepts and costings are not current. Based on previous costings the project cost is in the order of minimum \$12 million.

If Council were to submit an application a funding contribution of 50% would be required. Consideration needs to be given to Council's financial and resourcing capacity to undertake this project given the intensive capital works program already scheduled for the next few years. Successful applicants are required to commence the project shortly after executing a grant agreement.

A funding commitment would be required from the state government to assist in a three way partnership to fund the project. It is therefore prudent that Council advocate for such a commitment from the state government to support a future application to the Building Better Regions Fund.

In the absence of a funding commitment from the state government combined with financial and resourcing limitations it is not recommended that an application be progressed at this time for the *Moe Revitalisation Project (Stage 2)* project.

Similarly the *Latrobe Convention Centre: Kernot Hall Upgrade* is awaiting a concept design and associated costings. Again if Council were to submit an application a funding contribution of 50% would be required.

Should Council decide to apply to the BBRF for this project, a concept design would need to be sought to accompany an application, however it is unlikely that this work would be completed within the timeframes for submitting the application for this current round of funding and therefore the project would not be considered investment ready. As with the Moe Revitalisation Project, consideration would again need to be given to Council's financial and resourcing capacity to undertake the project.

Given these limitations around planning and design combined with financial and resourcing constraints, it is not recommended that an application be progressed at this time for the *Latrobe Convention Centre: Kernot Hall Upgrade* project.

#### Community Investment Stream

For the Community Investments Stream, to be competitive you must score highly against the same merit criteria as required for the Infrastructure Projects Stream

A range of current projects that are identified as major events and festivals were assessed and reviewed. In particular, those projects consistent with the recently adopted Events and Tourism Strategy.

In support of this there are 2 projects identified that fit the merit criteria for a funding application. One is a newly developed event concept and one is tagged as a hallmark event concept that is ready for development and activation:

- Lighting up the Valley

A hallmark light themed program of experiences and events could transform the landscape and industrial assets into a significant iconic event experience for Latrobe City, the region and Victoria.

Such a program would deliver a unique experience generating significant media profiling, and would attract overnight visitation with extensive packaging opportunities. This idea also builds on Latrobe's 'a new energy' brand and celebrates its rich industrial heritage, its vibrant manufacturing industry, an emerging solar power and renewables industry and its position as the future engineering

The development of a light installation would form the basis of this artistic and creative experience.

For the Lighting up the Valley event Council could consider applying for funds to support a Concept Development paper and feasibility study consistent with the Events and Tourism Strategy to the value of \$100,000.

- The Morwell Rose Garden Festival

The project's vision is to create an annual rose garden 'festival style' event which Council could own and manage where our very own Morwell rose garden would provide the centrepiece to all things roses and gardens. Developing on from the Rose Garden Festival for 2018, the future Festival concept would provide inspiration for home gardeners and local communities, rose enthusiasts and visitors who share a zest for the outdoors, gardens and country festivals. The event will be staged to attract local and interstate visitors with the long term goal to attract international interest groups.

For the Morwell Rose Garden Festival Council could consider applying for funds to further develop the 2018 festival event into a City based iconic event for Morwell and Latrobe City to support the revitalisation plan for Morwell. This would be in the order of \$120,000.

Under the guidelines of the Building Better Regions Fund, the maximum grant amount is \$10 million. However given the nature of eligible projects as advised in the guidelines for applicants, the Building Better Regions Fund has advised that they expect most grant applications will be around \$100,000. As with the Infrastructure Stream, Council would be required to contribute up to 50% of total project cost.

Latrobe City Councils application will also have consideration for additional financial contributions sourced through event sponsorship and local business partnerships.

**Reasons for Proposed Resolution:**

Applications to the *Building Better Regions Fund* are currently open and close on 15 November 2018. The proposed resolution is seeking endorsement of the identified projects so an application can be completed and submitted.

**Issues:**

*Strategy Implications*

The content of this report relates to the following Council Plan objectives;

*Objective 3* - Improve the liveability and connectedness of Latrobe City;

*Objective 4* - Improve the amenity and accessibility of Council services;

*Objective 5* - Provide a connected, engaged and safe community environment which is improving the well-being of all Latrobe City citizens;

*Objective 7* - Grow the civic pride of our municipality and solidify Latrobe City's image as a key regional city;

*Communication*

Further communication with the community will be required should any funding applications be successful.

*Financial Implications*

Infrastructure Stream

If Council were to submit an application for either project under this stream a funding contribution of 50% would be required.

Consideration needs to be given to Council's financial and resourcing capacity to undertake the *Moe Revitalisation Project (Stage 2)* and the *Latrobe Convention Centre: Kernot Hall Upgrade* project given the intensive capital works program already scheduled for the next few years. Successful applicants are required to commence the project shortly after executing a grant agreement.

A matching funding commitment would be required from the state government to assist in a three way partnership to fund the *Moe Revitalisation Project (Stage 2)* project, for Council to be able to consider committing to this project.

In the absence of a funding commitment from the state government combined with financial and resourcing limitations it is not recommended that an application be progressed at this time for the *Moe Revitalisation Project (Stage 2)* project.



Similarly the *Latrobe Convention Centre: Kernot Hall Upgrade* is awaiting a concept design and associated costings. In the absence of a concept design combined with financial and resourcing constraints, it is not recommended that an application be progressed at this time for the *Latrobe Convention Centre: Kernot Hall Upgrade* project.

Community Investment Stream

As with the Infrastructure Stream, Council would be required to contribute up to 50% of total project cost.

For the Lighting up the Valley event Council could consider applying for funds to support a Concept Development paper and feasibility study consistent with the Events and Tourism Strategy to the value of \$100,000.

For the Morwell Rose Garden Festival Council could consider applying for funds to further develop the 2018 festival event into a City based iconic event for Morwell and Latrobe City to support the revitalisation plan for Morwell. This would be in the order of \$120,000.

*Risk Analysis*

<b>Identified risk</b>	<b>Risk likelihood*</b>	<b>Controls to manage risk</b>
Risk of the funding application not being successful	Possible	Council will continue to seek funding to support the identified projects

*Legal and Compliance*

The content of this report does not have identified Legal and Compliance implications.

*Community Implications*

Community implications in relation to this report do not require consideration until after the outcome of the funding application is known.

*Environmental Implications*

The content of this report does not have identified environmental implications.

*Consultation*

Consultation is not required prior to submission of any funding applications, but will be required should any applications be successful.

*Other*

**Supporting Documents:**

Nil

**Attachments**

Nil

# **INFRASTRUCTURE AND RECREATION**

**15. INFRASTRUCTURE AND RECREATION**

**Agenda Item: 15.1**

**Agenda Item: Moe Keenagers - Project Update**

**Sponsor: General Manager, Infrastructure and Recreation**

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

**Status: For Decision**

**Proposed Resolution:**

**That Council approves the allocation of \$20,000 for the additional design required for the Moe Keenagers project.**

**Executive Summary:**

This report seeks Council's endorsement for the development of facilities to support the Moe Keenagers Club.

- In September 2017, the Federal government committed \$1.1 million in funding from the Community Development Grants Programme (CDG) towards the development of a multi-purpose facility for the Moe Keenagers Club (the club).
- The Federal government funding commitment is contingent on a matching contribution by the Victorian government to an equal value and the facility must be multi-purpose.
- In early 2018, Council committed \$20,000 funds to assist with the development of a concept plan and cost estimate for a multi-purpose facility. Latrobe City Council has met with the club on a number of occasions to progress the concept design and discuss the funding options for the project.
- During April 2018 and May 2018, a draft concept plan and cost estimate (attached) was developed in consultation with the club. The club has indicated its support for the draft concept plan, and formally endorsed the plan at their formal committee meeting. Following this endorsement, a cost estimate was obtained and estimates that the concept plan for a new standalone facility would cost in excess of \$4.2 million.

- Following discussions in relation to the cost plan for the concept plan, the club indicated that they wish to explore other avenues for upgrading the existing facility instead of a new standalone facility.
- In recent correspondence to Council that it would like to revise the scope of the project and explore opportunities to extend and upgrade the existing facility to include additional social space, kitchen and increased storage facilities that could be used by multiple user groups.
- A further \$20,000 is required to complete a concept and cost plan for the revised scope of the 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 1989*.

**Background:**

Following a \$1.1 million funding commitment from the Federal government in September 2017 (Attachment 1) for the development of a multi-purpose facility for the Moe Keenagers, Latrobe City Council engaged an architect to assist with the development of a concept plan and cost plan.

The Federal government commitment is dependent on a matching contribution by the Victorian government to an equal value and the facility must be multi-purpose.

The club currently utilises Latrobe Leisure Moe Newborough, twice each week. The club has approximately 116 members, with an average of 46 members attending each session. The current social facilities are inadequate to respond to the weekly numbers. The kitchen area only accommodates approximately 20 people at one time and the existing storage facilities are inadequate.

Following engagement with the club, a concept design was developed and designed in accordance with the terms and conditions of the Federal government's \$1.1 million commitment.

The concept design (Attachment 2) included the following elements:

- 984 m<sup>2</sup> multi-purpose space to host 16 tables tennis tables, netball and basketball court
- 90 m<sup>2</sup> storage facility
- 70 m<sup>2</sup> social space
- 20 m<sup>2</sup> kitchen facility
- Amenities including accessible facility

The club identified that this design met their needs and aspirations and the concept design was subsequently endorsed at the Moe Keenagers committee meeting.

Following endorsement by the club, a quantity surveyor report (cost plan) was obtained and estimated the cost of construction at approximately \$4.2 million.

Following discussions with the club about the cost plan, the club have indicated in writing to Council (Attachment 3) that they wish to pursue other avenues of upgrading the existing facility, rather than a standalone facility. The club would now like to explore opportunities to extend and upgrade the existing facilities, focusing on the kitchen, additional social and storage space.

In order to undertake this further design work, additional funds will be required. It is estimated that an allocation of \$20,000 will be required. It is recommended that this funding be committed through the Mid-Year Budget Review process, in order to have a revised plan in place and confirmation from the Federal Government for the project prior to the next Federal Government election in May 2019.

**Reasons for Proposed Resolution:**

The proposed resolution provides a clear strategic direction for the development of the Moe Keenagers project and provides a number of options in relation to potential future funding of the project.

**Issues:**

*Strategy Implications*

There are no strategy implications.

*Communication*

Significant engagement has occurred with the Moe Keenagers during the development of the original concept and cost plans. The club has been involved at each step of the process so far, and when the revised concept plan is undertaken, the club will once again meet with the architect engaged for the project.

*Financial Implications*

In order to complete a concept and cost plan for the revised scope of this project, an additional \$20,000 will be required. To ensure the revised concept and cost plan are finalised prior to the next Federal government election, a commitment for the \$20,000 is being sought.

*Risk Analysis*

<b>Identified risk</b>	<b>Risk likelihood*</b>	<b>Controls to manage risk</b>
Loss of \$1.1 million Federal government commitment	Possible	Develop a revised concept plan and communicate with the Federal

		government about the change in scope.
	Possible	Allocate \$20,000 in funding to ensure that a concept and cost plan is completed prior to the Federal government election.

\* For example, likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

### *Consultation*

Significant community engagement activities have occurred with the Moe Keenagers in the development of the original concept and cost plan.

Latrobe City Council will continue to engage and consult with the Moe Keenagers in the development of a revised concept plan that meets their needs.

### **Supporting Documents:**

Nil

### **Attachments**

1 [↓](#). Funding commitment from Federal government

2 [↓](#). Concept Plan

3 [↓](#). Email from Moe Keenagers confirming direction of concept plan

# 15.1

## **Moe Keenagers - Project Update**

- 1 Funding committment from Federal government ..... 525**
- 2 Concept Plan..... 527**
- 3 Email from Moe Keenagers confirming direction of  
concept plan..... 533**





**Senator the Hon Fiona Nash**  
Minister for Regional Development  
Minister for Local Government and Territories  
Minister for Regional Communications  
Member for Gippsland  
Deputy Leader of The Nationals

**Mr Russell Broadbent MP**  
Member for McMillan

PDR ID: MS17-001845

Ms Sara Rhodes-Ward  
General Manager Community Services  
Latrobe City Council  
PO Box 264  
MORWELL VIC 3840

13 SEP 2017

Dear Ms Rhodes-Ward

We are writing to confirm the Australian Government's commitment to provide funding up to:

- \$1.1 million to the Moe-Newborough Multi-Purpose Facility Development project with matching funding to be sought from the Victorian Government; and
- \$800,000 to the Moe Multi-Purpose Sports Centre, Monash Reserve project with matching funding to be sought from the Latrobe Valley Authority and Latrobe City Council.

GAIL

GAIL

These commitments will be provided as part of the La Trobe Valley Local Jobs and Infrastructure Package and delivered through the Community Development Grants programme (CDG).

The Coalition is committed to supporting local communities to prosper and grow. Local infrastructure projects are critical if we want to boost economic growth and improve local amenities and facilities.

The CDG programme is delivered by the Department of Infrastructure and Regional Development. A Departmental Officer will contact you shortly to discuss the next steps. This includes undertaking any final due diligence and preparing a Deed of Agreement.

Whilst this letter confirms our commitment of \$1.1 million and \$800,000 respectively, funding is contingent upon the provision of sufficient information to the Department to allow a value with public money assessment and the execution of a Deed of Agreement for each project.

I recommend that you do not enter into financial commitments or begin work on these projects until such time a Deed of Agreement has been signed with the Australian Government.

We wish you every success and look forward to seeing these projects completed.

Yours sincerely

FIONA NASH

RUSSELL BROADBENT

Parliament House, Canberra ACT 2600 Telephone: (02) 6277 7495

# SKETCH PLANS

drawing register

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architectural drawings

4322 - SK 01	PROPOSED LAYOUT PLAN
4322 - SK 02	PROPOSED FLOOR PLAN 1 OF 3
4322 - SK 03	PROPOSED FLOOR PLAN 2 OF 3
4322 - SK 04	PROPOSED FLOOR PLAN 3 OF 3
4322 - SK 05	PROPOSED NETBALL AND TENNIS LAYOUT

submissions and revisions

code	amendment	date
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**PROPOSED MULTI-PURPOSE PAVILION**

at: LATROBE LEISURE CENTRE  
 for: LATROBE CITY COUNCIL

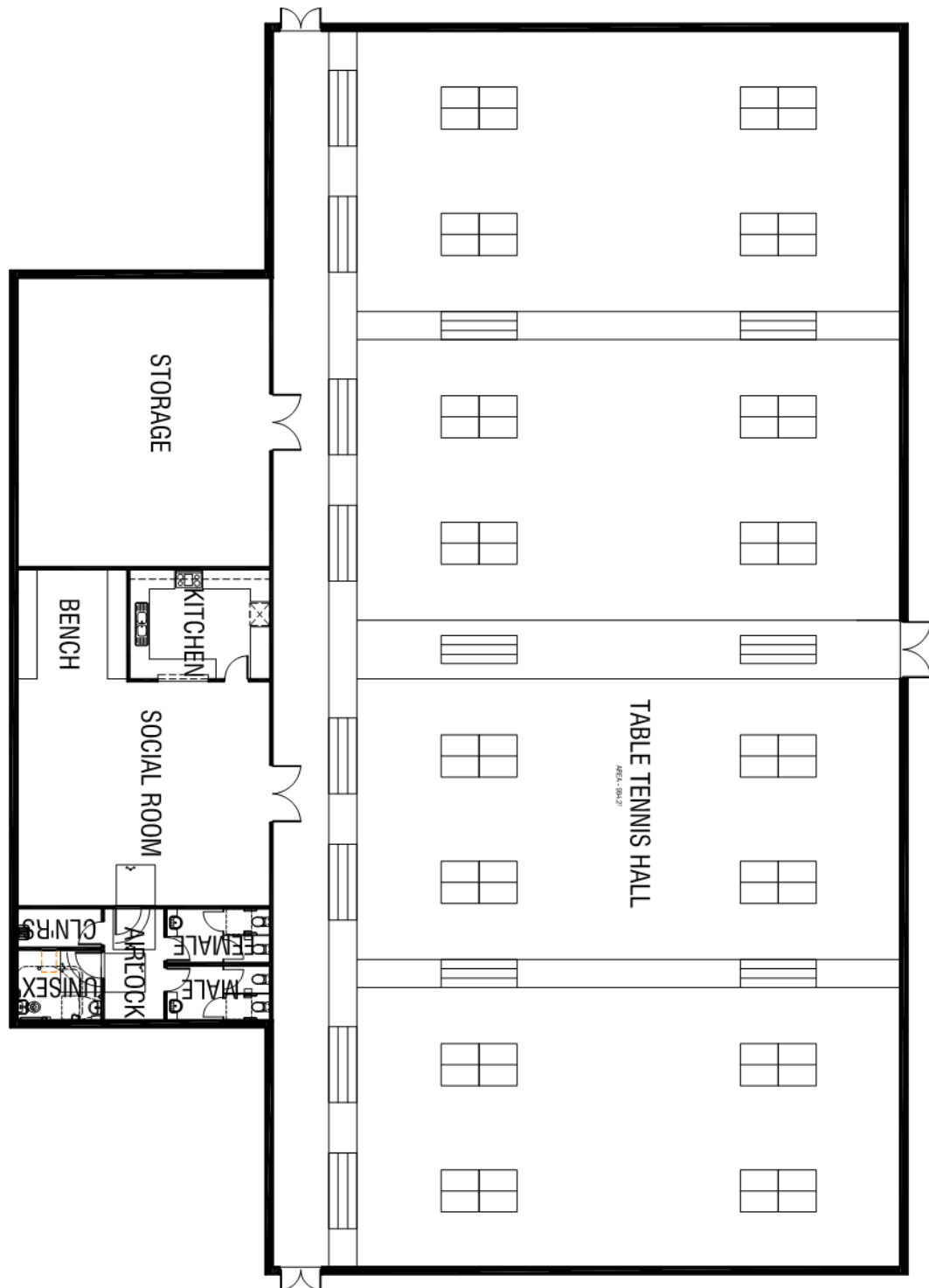
APRIL 2018

JOB NO: 4322

**P E T E R W R I G H T**  
A S S O C I A T E S P T Y L T D A R C H I T E C T S

5-60 BAY ROAD SANDRINGHAM VIC 3191  
T 03 9521 92 89 F 03 9521 8234  
ABN 52 007 207 730





**P E T E R W R I G H T**  
 & ASSOCIATES PTY LTD ARCHITECTS

code amendment  
 date title

PROPOSED MULTI-PURPOSE PAVILION  
 at LATROBE LEISURE CENTRE  
 for LATROBE CITY COUNCIL

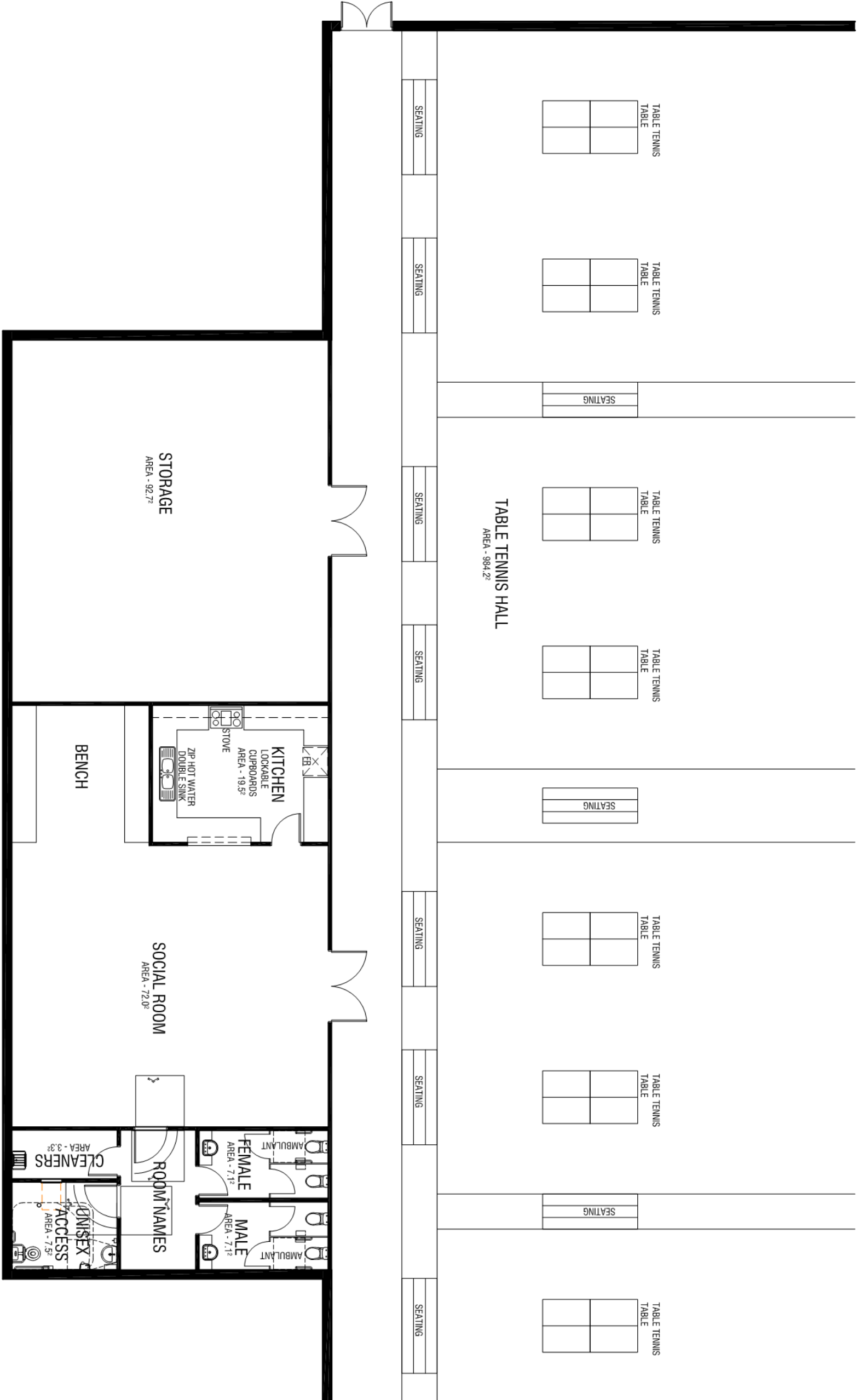
north drawing

**PROPOSED TABLE TENNIS LAYOUT**

drawing no. **4322-SK01**  
 issue SKETCH LAYOUT  
 scale 1:200  
 drawn DTW  
 date APRIL 2018  
 job no. 18-4322

5-60 BAY ROAD SANDRINGHAM VIC 3191  
 T 03 9521 92 93 F 03 9521 92 94  
 ABN 52 007 207 730





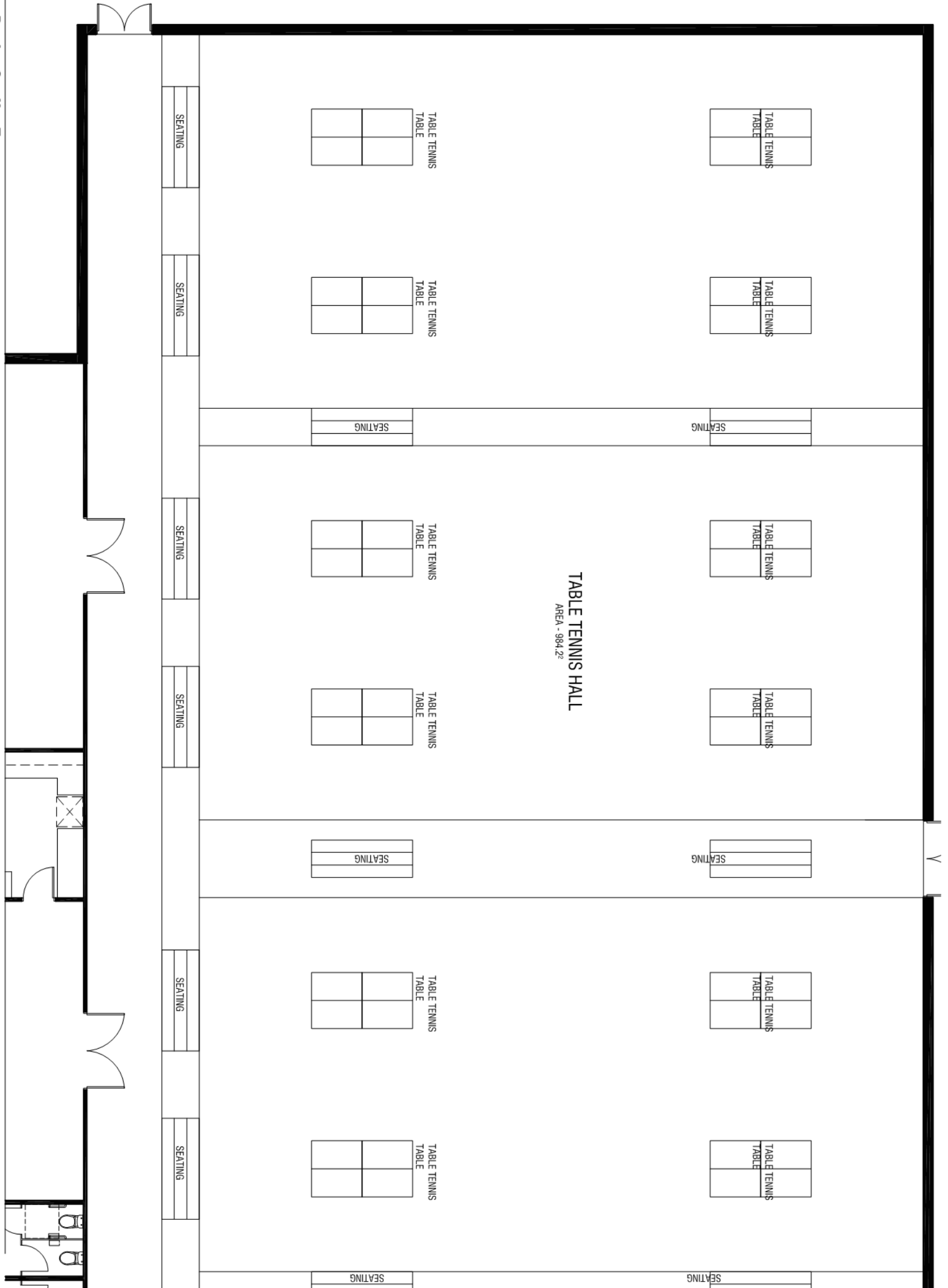
**P E T E R W R I G H T**  
 & ASSOCIATES PTY LTD ARCHITECTS  
 5-60 BAY ROAD SANDRINGHAM VIC 3181  
 T 03 9521 92 93 F 03 9521 92 94  
 AHN 52 007 207 730

code amendment  
 date title  
**PROPOSED MULTI-PURPOSE PAVILION**  
 at LATROBE LEISURE CENTRE  
 for LATROBE CITY COUNCIL

north drawing

**PROPOSED FLOOR PLAN 1 OF 3**

drawing no. **4322-SK02**  
 issue SKETCH LAYOUT  
 scale 1:100  
 drawn DTV  
 date APRIL 2018  
 job no. 18-4322



**P E T E R W R I G H T**  
 & ASSOCIATES PTY LTD ARCHITECTS  
 code amendment  
 date title

PROPOSED MULTI-PURPOSE PAVILION  
 at LATROBE LEISURE CENTRE  
 for LATROBE CITY COUNCIL

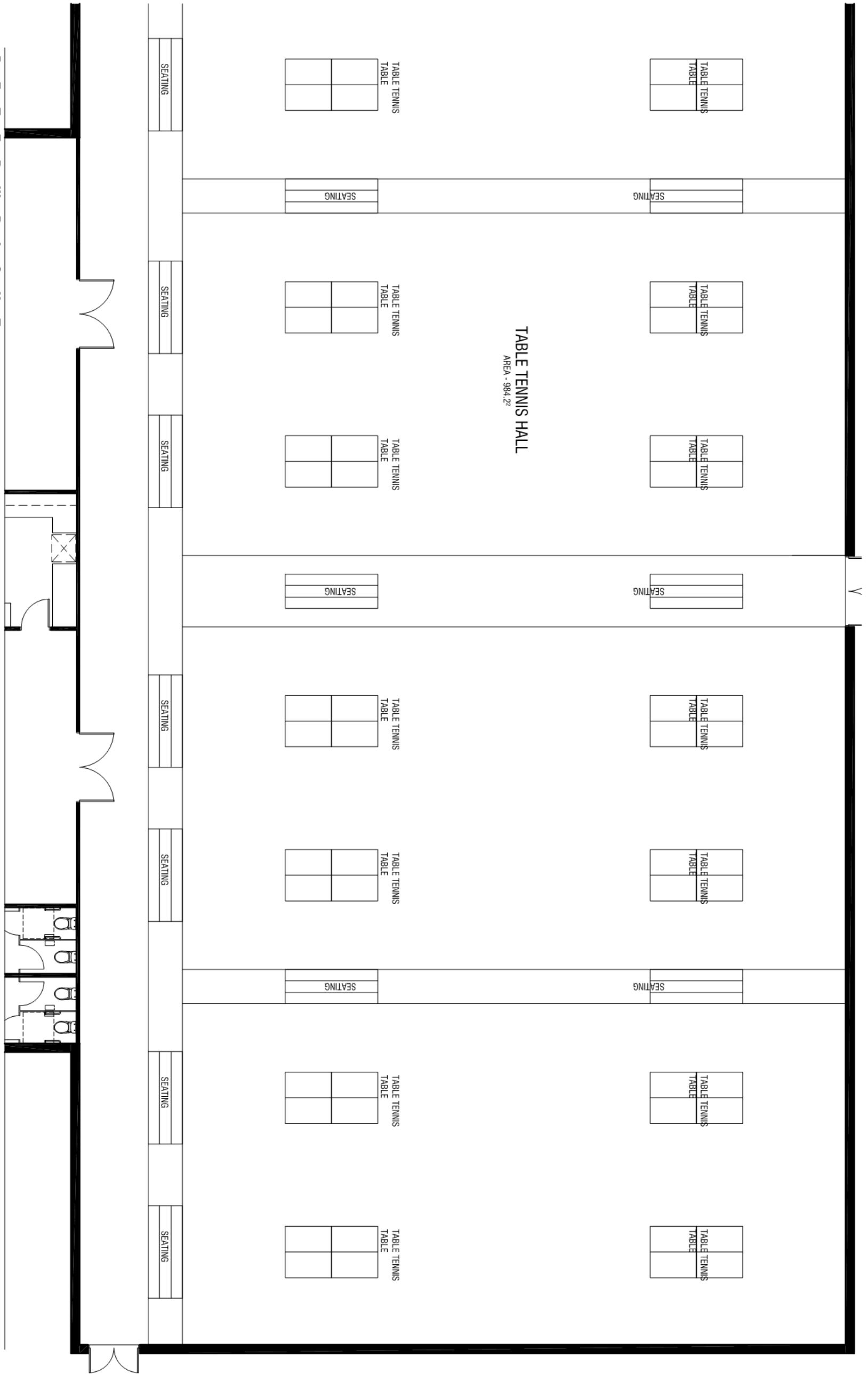
north  
 drawing

**PROPOSED FLOOR PLAN 2 OF 3**

drawing no. **4322-SK03**  
 issue SKETCH LAYOUT  
 scale 1:100  
 drawn DTV  
 date APRIL 2018  
 job no. 18-4322

5-60 BAY ROAD SANDRINGHAM VIC 3191  
 T 03 9521 92 93 F 03 9521 92 94  
 ABN 52 007 207 730





**P E T E R W R I G H T**  
 & ASSOCIATES PTY LTD ARCHITECTS  
 5-60 BAY ROAD SANDRINGHAM VIC 3181  
 T 03 9521 92 93 F 03 9521 92 94  
 ABN 52 007 207 730

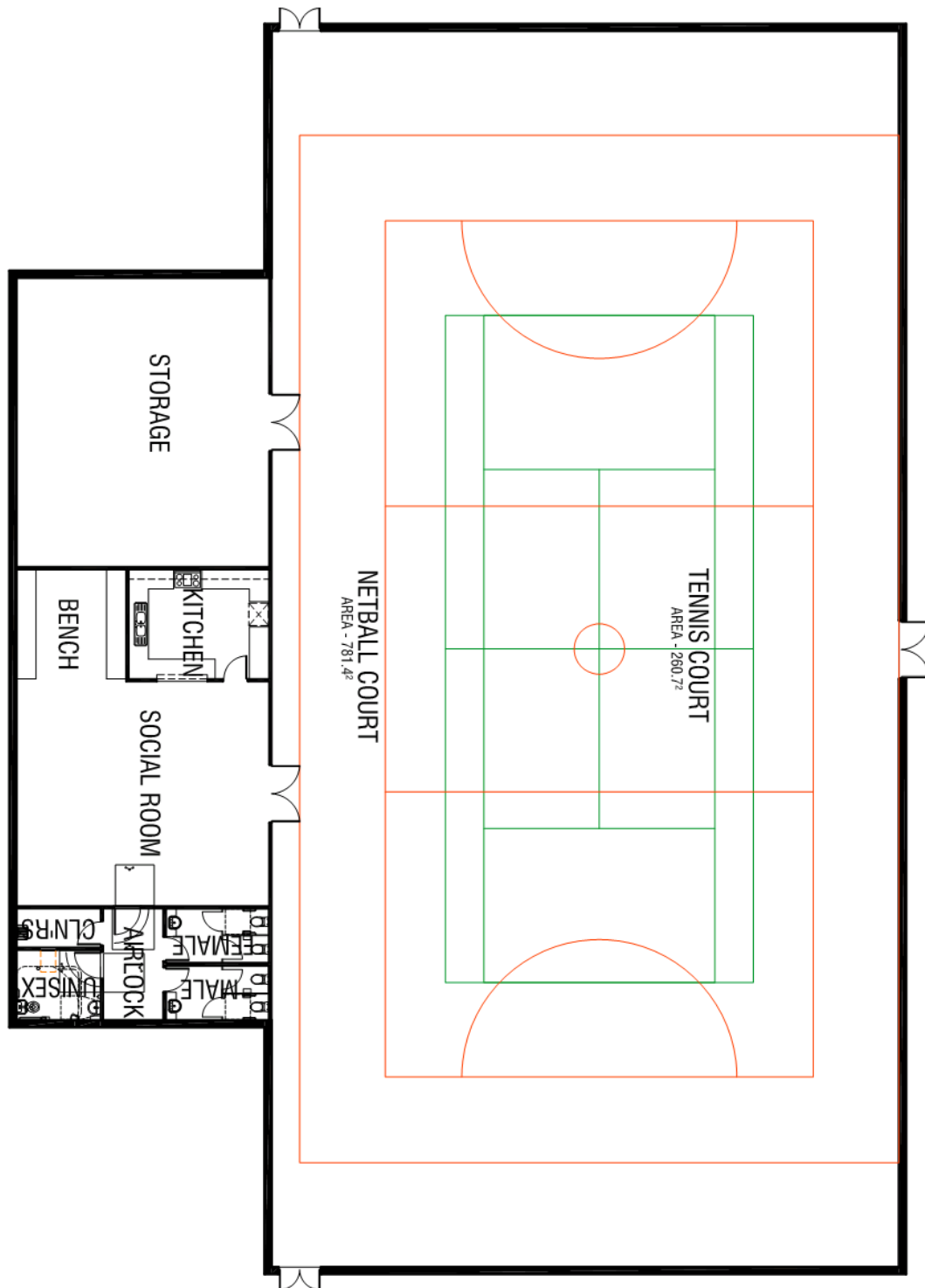
code amendment  
 date title  
 PROPOSED MULTI-PURPOSE PAVILION  
 at LATROBE LEISURE CENTRE  
 for LATROBE CITY COUNCIL

north  
 drawing

**PROPOSED FLOOR PLAN 3 OF 3**

drawing no. 4322-SK04  
 issue SKETCH LAYOUT  
 scale 1:100  
 drawn DTV  
 date APRIL 2018  
 job no. 18-4322

rev.



**P E T E R W R I G H T**  
 & ASSOCIATES PTY LTD ARCHITECTS

code amendment  
 date title

PROPOSED MULTI-PURPOSE PAVILION  
 at LATROBE LEISURE CENTRE  
 for LATROBE CITY COUNCIL

north drawing

  
**PROPOSED NETBALL  
 AND TENNIS LAYOUT**

drawing no. **4322-SK05**  
 issue SKETCH LAYOUT  
 scale 1:200  
 drawn DTW  
 date APRIL 2018  
 job no. 18-4322

5-60 BAY ROAD SANDRINGHAM VIC 3191  
 T 03 9521 92 93 F 03 9521 9234  
 ABN 52 007 207 730



**Karen Tsebelis**

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**To:** Shay Ferguson [Shay.Ferguson@latrobe.vic.gov.au]  
**Subject:** RE: Keenager's Facility Plans update

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**From:** Patrick Esse [<mailto:pcsmesse@bigpond.net.au>]  
**Sent:** Tuesday, 2 October 2018 8:19 AM  
**To:** Cr Sharon Gibson; Cr Bradley Law  
**Cc:** Ken Findlay; John Forsyth; Terry Grech; Joe Berec; Shay Ferguson  
**Subject:** Keenager's Facility Plans update

Good Morning Councillors Sharon Gibson & Brad Law.

Moe/Newborough Keenagers met with Latrobe City Council Actin Recreational Manager, Shay Thompson and Recreation and Planning officer, Nathan Robinson in regards to the request for a dedicated Table Tennis Pavilion at the Latrobe Leisure Centre, Old Sale Road, Newborough. Although Keenagers received from the Federal Government, \$1.1 Million grant it was conditional on the State Government providing the equivalent amount and the Pavilion must be Multi-Purpose for other sports to use. Shay table plans and costing for the Multi-Purpose Pavilion – the cost was around \$4.2 million, however this could be reduced if needed.

With likelihood of a dedicated table tennis pavilion being beyond reach, Keenagers put up an alternative plan. The alternative plan is the enlarge both the kitchen and storage space to provide more room for all the sporting groups which use them.

Membership of Keenagers is currently 116, and on average 46 play (occasionally numbers rise to well over 50) each Monday and Thursday. The kitchen sitting capacity is around 20, making it too small for all participants. A number of players either have to have their morning tea sitting in the store room, stand in the aisle adjacent to the basketball courts or in the actual basketball playing area. In relation to the store room we currently share this with other sports, but have found the room way to small. Particularly when trying to store, as we have 14 table tennis tables plus quite a number of barriers.

Enlarging the kitchen and store room would not just provide extra room for Keenagers but would help other sporting groups who use these facilities.

Keenagers are looking to gain LCC and your support for this alternative option.

Thanks

Pat Esse  
Vice President  
Moe/Newborough Keenagers



**Agenda Item: 15.2**

**Agenda Item: Suitable Street Tree Planting List 2019**

**Sponsor: General Manager, Infrastructure and Recreation**

**Council Plan Objective: Provide a connected, engaged and safe community environment, which is improving the well-being of all Latrobe City citizens.**

**Status: For Decision**

**Proposed Resolution:**

**That Council:**

- 1. Adopts the Suitable Tree Species List 2019; and**
- 2. Undertakes an annual review and public consultation of the Suitable Street Tree Species List during October to November, 2019.**

**Executive Summary:**

The purpose of this report is to inform Council of results from the annual public review of Council's Urban Suitable Street Tree Species Plantings List.

Council's Tree Management Strategy 2016-2021 is an overarching document that provides strategic direction for the efficient and effective management of trees on Council owned or managed land including street and open space trees. This strategy was formally adopted in August 2016, with the condition that the Suitable Street Tree Species list is reviewed and placed out for public consultation annually.

A document that forms part of the strategy is the Suitable Street Tree Species List. This document provides a reference to tree species that are acceptable in Latrobe City Council's future urban tree plantings.

Council's Recreational Open Space Planning Team and the Infrastructure Development Team have also contributed to the tree species list to create a master list for future planning, and a reference for developers to use when considering appropriate trees for new developments.

Public consultation occurred over a four week period, from the 30 August 2018 to the 28 September 2018, with newspaper and radio advertisements, notices on Councils' Facebook page, and Councils website.

A total of nine public submissions have been received. Further follow up has been undertaken with all residents. To further discuss their submissions and provide a follow up response.

As a result of the consultation process and feedback received, no changes are proposed to the Suitable Tree Species List 2019.

**Declaration of Interests:**

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

**Background:**

Council's Tree Management Strategy 2016-2021 was formally adopted by Council in August 2016 this document provides strategic direction for the efficient and effective management of trees on Council owned or managed land including street and open space trees. Upon the adoption one condition was that the Suitable Street Tree Species list is reviewed and placed out for public consultation annually.

Council at its meeting of the 1 August, 2016 resolved:

- *That Council adopts the Latrobe City Tree Management Strategy 2016-2021 subject to minor changes including: Conduct an annual review of the suitable tree species list and place it out for public consultation.*

Of the nine submissions received for 2019:

- One submission related to a particular tree being assessed for removal and replacement, due to the resident suffering hay fever. Council are currently assessing the mentioned tree for removal.
- Two residents were attempted to be contacted by email as the numbers provided were incorrect. To date they have not provided a return call.
- Two residents wanted more native tree species planted around the area but did not provide a specific tree species or location. Currently 50% of all new tree plantings are Native.
- One submission relates to new trees being planted around council parks and more consideration being undertaken for public consultation and resident being contacted with more specifics provided to residents about tree species and locations of trees to be planted for the resident abutting the Council parks. Council will take this into consideration for future plantings.
- Two submissions suggest the planting of particular trees which are currently on the existing planting list, with the additional suggestion of a *Maclura pomifera* (Osage Orange) This tree produces large fruit. It was explained to the customer this tree would be problematic and require ongoing additional

maintenance and would not be considered for the Suitable Tree Species List 2019. Resident accepting of the explanation.

- One submission related to not planting the tree Genus Brachychiton or Banksia. It was explained to the customer; there are many different varieties of both Genus that produce only small fruit. Therefore these tree Genus will remain on the current list. Resident was accepting of the explanation.

The next review is forecasted to be undertaken in October/November 2019 to ensure the review is finalised prior to any plant stock purchasing for the following year.

The Suitable Street Tree Species List is a document that provides a reference to adequate tree species that are acceptable in Latrobe City Council's future urban tree plantings.

**Reasons for Proposed Resolution:**

An annual review is undertaken of the Suitable Street Tree Species List to ensure Council are maintaining an up to date arboriculture approach with tree species selection.

Council Officers will continue to conduct an annual review of the Suitable Street Tree Species List, with the report brought forward to Council for approval.

Public feedback will also be continually encouraged regarding appropriate tree species options.

**Issues:**

*Strategy Implications*

The annual consultation and review of the Suitable Street Tree Species List supports the following objectives within the Latrobe City Tree Management Strategy:

- Recognise the value of trees as an important community asset within the urban environment.
- Bring together any existing tree related documents together under the one umbrella.
- Enable consistent decision making on tree related issues.
- Manage risks associated with trees.
- Demonstrate a commitment to community engagement in relation to tree management.

### *Communication*

Public consultation occurred over a four week period, from the 30 August 2018 to the 28 September 2018, with newspaper and radio adverts, notices on Councils' Facebook page, and Councils website.

A total of nine public submissions have been received. All submissions have been responded to, and further discussed with the customers involved in entering the submissions (submission summary attached).

### *Financial Implications*

The annual urban tree planting budget allocated for the 2018/2019 financial year is \$187,000. The trees that are planted as part of this budget allocation are selected from the Suitable Street Tree Species List.

No financial and/or resource implications are identified from the 2018 Suitable Street Tree Species List adjustment.

### *Risk Analysis*

This review ensures that appropriately suited trees are applied during plantings, avoiding risks of inappropriate trees being introduced into a public area that may cause possible health or safety issues.

### *Legal and Compliance*

No legal and compliance implications have been identified associated with the adjustments of the Suitable Street Tree Species List 2018

### *Community Implications*

The introduction of the Suitable Street Tree Species List 2019 will create a positive community impact, enabling a broad range of tree species options available to be considered during urban tree planting programs. Promoting a safe and aesthetically appealing urban amenity tree environment.

### *Environmental Implications*

No environmental implications have been identified associated with the adjustments of the Suitable Street Tree Species List 2019

### *Consultation*

Public consultation occurred over a four week period, from the 30 August 2018 to the 28 September 2018, with newspaper and radio adverts, notices on Councils' Facebook page, and Councils website.

Council received nine submissions from the external consultation.

Internal engagement also occurred with Council's Recreational Open Space Planning Team and the Infrastructure Development Team, contributing to the tree species list to create a master list for future planning.

*Other*

Nil

**Supporting Documents:**

Nil

**Attachments**

- 1 [↓](#). Suitable Street Tree Replacement List
- 2 [↓](#). Latrobe City Council Tree Management Strategy 2016-2021
- 3 [↓](#). Suitable Street Tree Species List Submissions 2018

## **15.2**

### **Suitable Street Tree Planting List 2019**

- |          |   |            |
|----------|---|------------|
| <b>1</b> | <b>Suitable Street Tree Replacement List .....</b>                        | <b>541</b> |
| <b>2</b> | <b>Latrobe City Council Tree Management Strategy 2016-<br/>2021 .....</b> | <b>545</b> |
| <b>3</b> | <b>Suitable Street Tree Species List Submissions 2018 .....</b>           | <b>555</b> |

**Latrobe City Council Tree List**

Updated October 2018

Botanical Name	Cultivar	Common Name	Streets	Reserves	Fire Resistant	Indigenous/ Native/ Exotic	Height Metres	Width Metres	*Min Verge Width	Evergreen or Deciduous	Form	Comments
Acacia dealbata		Silver Wattle		✓		Native	10	4	N/A	Evergreen	Narrow Domed	Short lived
Acacia implexa		Lightwood	✓	✓		Native	10	4	Narrow	Evergreen	Narrow Domed	Short lived
Acacia melanoxylon		Blackwood		✓		Native	12	6	N/A	Evergreen	Rounded	Prefers wider areas for root development
Acacia pycnantha		Golden Wattle		✓		Native	8	4	N/A	Evergreen	Rounded	Short lived
Acer buergerianum		Trident Maple	✓	✓	✓	Exotic	6	6	Medium	Deciduous	Rounded	Pollution and wind resistant, needs to be watered
Acer campestre		Field Maple	✓	✓	✓	Exotic	7	6	Medium	Deciduous	Oval rounded	Tolerates dry soils
Acer campestre	'Queen Elizabeth'	Field Maple	✓	✓	✓	Exotic	7	6	Medium	Deciduous	Oval rounded	Tolerates dry soils
Acer x freemanii	'Autumn Blaze'	Maple	✓	✓	✓	Exotic	13	10	Large	Deciduous	Oval	Tolerates low pollution, needs to be watered
Acer ginnala	'Flame'	Amur Maple	✓	✓	✓	Exotic	7	6	Narrow	Deciduous	Rounded	
Acer platanoides	'Globosum'	Maple	✓	✓	✓	Exotic	5	4	Narrow	Deciduous	Rounded	Requires little if no maintenance, needs to be watered
Acer platanoides	'Columnare'	Maple	✓	✓	✓	Exotic	10	4	Medium	Deciduous	Culmnar	Suits a wide range of conditions, needs to be watered
Acer rubrum		Red Maple	✓	✓	✓	Exotic	15	10	Large	Deciduous	Oval	Can be grown in wet areas, needs to be watered
Acer rubrum	'Brandy Wine'	Red Maple	✓	✓	✓	Exotic	9	6	Large	Deciduous	Oval	Can be grown in wet areas, needs to be watered
Acer rubrum	'Fairview Flame'	Red Maple	✓	✓	✓	Exotic	11	7	Large	Deciduous	Oval	Can be grown in wet areas, needs to be watered
Aesculus x carnea		Red Horse Chestnut		✓		Exotic	20	10	N/A	Deciduous	Rounded	Well drained but moist
Aesculus hippocatanum		Horse Chestnut		✓		Exotic	30	10	N/A	Deciduous	Rounded domed	Well drained but moist
Cedrus atlantica		Atlas Cedar		✓		Exotic	30	20	N/A	Evergreen	Pyramidal	Specimen tree
Cedrus deodora		Himalayan Cedar		✓		Exotic	20	8	N/A	Evergreen	Pyramidal	Specimen tree
Agathis australis		Kauri Tree		✓		Exotic	50	15	N/A	Evergreen	Pyramidal	Specimen tree
Agathis robusta		Kauri Pine		✓		Exotic	50	15	N/A	Evergreen	Pyramidal	Specimen tree
Agonis flexuosa		Willow Myrtle		✓		Native	8	6	N/A	Evergreen	Spreading with ascending branches	Most soil types
Agonis flexuosa	'Burgundy'	Willow Myrtle	✓	✓		Native	5	3	N/A	Evergreen	Ascending branches	Most soil types
Allocasuarina littoralis		Black Sheoak		✓		Native	8	4	N/A	Evergreen	Pyramidal	Well drained soils, can stucker
Allocasuarina verticillata		Drooping Sheoak	✓	✓		Native	8	4	N/A	Evergreen	Ascending branches	Prefers well drained soils
Angophora costata		Smooth-barked Apple	✓	✓		Native	15	8	Large	Evergreen	Spreading/ Broad domed	Attractive bark
Angophora floribunda		Roughed-barked Apple	✓	✓		Native	20	10	Rural	Evergreen	Broad domed	Hardy tree, frost sensitive when young
Angophora hispida		Dwarf Apple	✓	✓		Native	5	8	Medium	Evergreen	Broad domed	
Arbutus unedo		Irish Strawberry	✓	✓	✓	Exotic	9	8	Medium	Evergreen	Rounded domed	Slow growing
Arbutus canariensis		Canary Island Madrona	✓	✓	✓	Exotic	5	4	Narrow	Evergreen	Rounded domed	Slow growing
Aurucaria bidwillii		Bunya Pine		✓		Native	50	15	N/A	Evergreen	Pyramidal	Specimen tree
Araucaria heterophylla		Norfolk Island Pine		✓		Native	25	10	N/A	Evergreen	Pyramidal	Well drained
Backhousia citriodora		Lemon Myrtle		✓		Native	10	6	N/A	Evergreen	Oval rounded	
Banksia integrifolia		Coastal Banksia		✓		Native	11	5	N/A	Evergreen	Oval	Salt tolerant
Brachychiton acerifolius		Illawarra Flame Tree	✓	✓		Native	6	5	Medium	Semi-deciduous	Pyramidal	Well drained soils, stunning flower display
Brachychiton populneus		Kurrajong	✓	✓		Native	10	5	Rural	Semi-deciduous	Up-right with rounded crown	Hairy fibres on seeds can irritate skin
Brachychiton rupestris		Queensland Bottlebrush	✓	✓		Native	6	5	Medium	Semi-deciduous	Rounded crown	Hairy fibres on seeds can irritate skin
Callistemon citrinus	Various Cultivars	Crimson Bottlebrush	✓	✓	✓	Native	6	3	Medium	Evergreen	Oval	Drought tolerant
Callistemon	'Kings Park Special'	Bottlebrush	✓	✓	✓	Native	5	3	Narrow	Evergreen	Rounded	Can be grown in high restricted areas
Calodendrum capense		Cape Chestnut		✓		Exotic	10	8	N/A	Evergreen	Rounded	Young trees do not tolerate frost, mature specimens to be planted
Carpinus betulus	'Fastigiata'	Common Hornbeam	✓	✓		Exotic	10	6	Large	Deciduous	Rounded	Wide range of tolerances
Castanea	Various Cultivars	Chestnut		✓		Exotic	15	12	N/A	Deciduous	Rounded	
Cedrus atlantica		Atlas Cedar		✓		Exotic	30	20	N/A	Evergreen	Pyramidal	Specimen tree
Cedrus deodora		Himalayan Cedar		✓		Exotic	20	8	N/A	Evergreen	Pyramidal	Specimen tree
Celtis australis		Mediterranean Hackberry	✓	✓		Exotic	11	10	Large	Deciduous	Broadly ovate	Suited to wided streets
Celtis occidentalis		American Hackberry		✓		Exotic	12	7	N/A	Deciduous	Oval rounded	
Ceratonia siliqua		Carob	✓	✓		Exotic	10	10	Large	Evergreen	Broad domed	Hardy tree, prefers moist soils
Ceratopetalum gunniferum		NSW Christmas Bush	✓	✓	✓	Native	5	2	Narrow	Evergreen	Narrowly conical	Stunning flower display
Cercis canadensis	'Forest Pansy'	Purple Leafed Eastern Red Bud	✓	✓	✓	Exotic	5	5	Narrow	Deciduous	Rounded	
Cercis chinensis	'Avondale'	Chinese Redbud	✓	✓	✓	Exotic	3	2	Narrow	Deciduous	Multi-stemmed, rounded	Avoid hot, exposed and windy sites
Cinnamomum camphora		Camphor Laurel		✓		Exotic	10	10	Large	Evergreen	Rounded	
Corymbia citiodora		Lemon-scented Gum	✓	✓		Native	25	12	Large	Evergreen	Rounded	Scented foliage
Corymbia maculata		Spotted Gum	✓	✓		Native	25	10	Very Large	Evergreen	Broad domed	Attractive bark
Cupressus sempervirens		Italian Cypress		✓		Exotic	15	3	N/A	Evergreen	Narrow	Good in dry areas
Dracaena draco		Dragon Tree		✓	✓	Exotic	8	6	N/A	Evergreen	Spreading	Dry conditions
Eriobotrya japonica		Loquat		✓		Exotic	6	5	N/A	Evergreen	Domed	
Erythrina crista-galli		Cockscomb Coral Tree		✓		Exotic	8	6	N/A	Deciduous	Rounded	Attractive flower
Eucalyptus alpina		Gramians Gum	✓	✓		Native	4	4	Medium	Evergreen	Rounded	
Eucalyptus angophoroides		Apple Box	✓	✓		Native	25	15	Rural	Evergreen	Narrow Domed	
Eucalyptus baueriana		Blue Box		✓		Native	20	15	N/A	Evergreen	Broad domed	
Eucalyptus bridgesiana		But But		✓		Native	20	15	N/A	Evergreen	Narrow domed	
Eucalyptus camaldulensis		River Red Gum		✓		Native	25	15	N/A	Evergreen	Rounded with open canopy	Grows under a wide range of conditions
Eucalyptus cypellocarpa		Mountain Grey Gum		✓		Native	30	17	N/A	Evergreen	Narrow Domed	
Eucalyptus eremophila		Tall Sand Mallee		✓		Native	7	4	N/A	Evergreen	Broad Domed	
Eucalyptus forrestiana		Fushia Gum	✓	✓	✓	Native	4	3	Narrow	Evergreen	Narrow Domed	
Eucalyptus kitsoniana		Gippsland Mallee		✓		Native	8	8	N/A	Evergreen	Broad Domed	Can be multi-trunked
Eucalyptus lehmannii		Bushy Yate		✓		Native	6	5	N/A	Evergreen	Broad domed	Drought tolerant
Eucalyptus leucoxylon	subsp. Megalocarpa 'Elite'	Large Fruited Yellow Gum	✓	✓		Native	8	5	Large	Deciduous	Rounded	Drought tolerant
Eucalyptus leucoxylon	'Euky Dwarf'	Yellow Gum	✓	✓		Native	7	4	Medium	Evergreen	Upright with dense canopy	
Eucalyptus macrandra		Long Flowered Marlock		✓		Native	8	5	N/A	Evergreen	Broad domed	
Eucalyptus mannifera	'Little Spotty'	Red Spotted	✓	✓	✓	Native	8	4	Medium	Evergreen	Open canopy	Wide range of soil types
Eucalyptus melliodora		Yellow Box	✓	✓		Native	15	8	Rural	Evergreen	Rounded	Prefers well drained soils
Eucalyptus ovata		Swamp Gum		✓		Native	15	15	N/A	Evergreen	Upright with open canopy	Suits wet to moist conditions





Washingtonia robusta		Mexican Fan Palm		√	Exotic	25	3	N/A	Deciduous	Narrow	Can take up to 10yrs to form a trunk
Zelkova serrata	'Green Vase'	Japanese Zelkova	√	√	Exotic	14	10	Large	Deciduous	Vase shaped	Wide range of soil types

Verge	Size in Metres
<b>* Min Verge Width</b>	This is the area calculated from the front of boundary line to the back of kerb, including any footpath
<b>Very Narrow</b>	Less than 3.4 metres, gives you a nature strip of less than 1.9 metres
<b>Narrow</b>	Greater than 3.4 to 4.4 metres, gives you a nature strip of 2- 2.9 metres
<b>Medium</b>	Greater than 4.4 to 5.4 metres, gives you a nature strip of 3- 3.9 metres
<b>Large</b>	Greater than 5.4 to 6.4 metres, gives you a nature strip of 4- 4.9 metres
<b>Very Large</b>	Greater than 6.4 metres or more, gives you a nature strip of 5 metres plus
<b>Rural</b>	Larger allotments, for rural residential lots 1000m2 (0.4ha) or more in size

Other species may be used but are subject to approval by Latrobe City Council Officers  
 Root barriers and or tree pits should be used in areas that do not meet minimum size of naturestrips

**Street Tree Trial List**

**Trial to be carried out by Council only.**  
 Low volume plantings only, and follow up monitoring on trees establishment to be carried out.

Botanical Name	Common Name	Streets	Reserves	Fire Resistant	Indigenous/ Native/ Exotic	Height Metres	Width Metres	*Min Verge Width	Ervgreen or Deciduous	Form	Comments
Acacia pycnantha	Golden Wattle	√			Native	8	4	Medium	Evergreen	Rounded	Short lived
Backhousia citriodora	Lemon Myrtle	√			Native	10	6	Large	Evergreen	Oval rounded	
Banksia intergrifolia	Coastal Banksia	√			Native	11	5	Medium	Evergreen	Oval	Salt tolerant
Koelreuteria paniculata	Golden Rain Tree	√		√	Exotic	8	6	Medium	Deciduous	Spreading rounded	Must be watered to become established
Laburnum x watererii	Vossii	√	√	√	Exotic	4	3	Narrow	Deciduous	Vase shaped	Must be watered to become established
Maclura pomifera	Wichita		√		Exotic	10	8	Large	Evergreen	Rounded	Hardy tree
Olea europa	'Swan Hill'	√			Exotic	9	9	Medium	Evergreen	Rounded	
Olea europa	'Tollys Upright'	√			Exotic	7	4	Medium	Evergreen	Narrow Domed	

# Tree Management Strategy 2016-2021





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## **PURPOSE**

The Tree Management Strategy is an overarching document that is intended to provide strategic direction for the efficient and effective management of trees on Council owned or managed land including street and open space trees.

In addition to this Strategy, the management of Council's tree population must be carried out in accordance with the following related documents which provide more detailed information for use by staff and guides decision making when dealing with tree related issues.

- ***Latrobe City Tree Management Framework (Draft) 2015***
- ***Latrobe City Annual Electric Line Clearance Management Plan 2015***
- ***Latrobe City Tree Root Management Procedure (Draft) 2015***
- ***Latrobe City Road Management Plan 2013- 2017***
- ***Latrobe City Suitable Street Tree Species List***
- ***Latrobe City Significant Tree Register***
- ***Council Policy 11 POL-4, Tree Work Notification Policy***

## **OBJECTIVES**

The objectives of this strategy are to:

- Recognise the value of trees as an important community asset within the urban environment.
- Bring together any existing tree related documents together under the one umbrella.
- Enable consistent decision making on tree related issues.
- Manage risks associated with trees.
- Demonstrate a commitment to community engagement in relation to tree management.
- Demonstrate the Council's commitment to the protection and retention of trees within Latrobe City

## **STRATEGIC DIRECTION**

The strategic is in line with the following Council policies and strategies:

- Latrobe 2026; Natural Environment – *In 2026, Latrobe Valley enjoys a beautiful natural environment that is managed and protected with respect to ensure a lasting legacy for future generations.*
- Latrobe City Council Plan 2013 – 2017; Theme 2 Objective – *To enhance the visual attractiveness and liveability of Latrobe City.*
- Latrobe City Open Space Policy.
- Latrobe City Natural Environment Sustainability Strategy 2014-2019.



### **TREE MANAGEMENT**

Council is responsible for the care and management of all trees in public areas including streets, parklands, reserves and rural local roadsides. Street trees require intensive management due to their growing environment and community expectations for amenity, functionality and safety. According to Council's street tree inventory there are approximately 70,000 trees in public urban parks and streets. The inventory has not been updated since 1996 and therefore is of limited value today.

The following are some of the services provided in the management and maintenance of Council's trees:

- Annual risk inspections of trees at Council facilities.
- Periodic inspection of street and park trees.
- Powerline clearance.
- Canopy pruning to maintain height clearance over footpaths and roads.
- Formative and structural pruning
- Rural roadside pruning.
- Deadwood removal.
- Tree planting and watering.

Council's Supervisor Arborist, assisted by the Team Leader Tree Maintenance, deals with the day-to-day tree management activities. Annual tree maintenance programs are contracted out to experienced tree maintenance contractors, with the in-house maintenance team undertaking reactive works, other planned programs and rural roadside pruning.

Council acknowledges that trees require good planning and appropriate maintenance to provide aesthetic, environmental and ecological benefits to the community. This will be achieved through but not restricted to the following:

- Public areas including streets and roadsides to be planted with trees consistent with Council's Suitable Street Tree Species list.
- Providing adequate resources to ensure the tree population is maintained in a healthy and safe condition.
- Continue the inspection and maintenance of street trees under the annual Block Pruning Program.
- Continue performing the annual Tree Risk Inspection at Council facilities program.
- Continue the inspection and maintenance of rural roadside trees under the annual Rural Road Pruning Program.
- Submit the Latrobe City Annual Electric Line Clearance Management Plan to Energy Safe Victoria each year.



- Continue the inspection and pruning of trees under the Annual Powerline Pruning Program.

### **COMMUNITY CONSULTATION**

Most residents highly value street trees in their street, and also have an interest in street and parkland trees in their local area. This can present challenges for Council on issues relating to tree management when the focus is on an individual tree or a group of trees.

Council will place an emphasis toward informing, consulting and where appropriate involving the community in tree management. This will be achieved through but not restricted to the following:

- Ensure the community is informed about all major projects involving tree removal, tree planting and other major tree management programs. (except where emergency works are required).
- Provide advance information regarding tree maintenance works via letter box drops to affected local residents, interest groups and surrounding community.
- The Ward Councillors shall receive a copy of information distributed.
- Increase community knowledge about the benefits of street and parkland trees within the urban environment through the City's web page and the local media.
- Seek opportunities to encourage community involvement in tree management.

### **TREE PROTECTION**

Trees have the potential to live for many generations but are vulnerable to changes in their local environment. Trees need to be protected from the detrimental impact that new developments, construction works and other activities could have on their health.

Australian Standards 4970-2009, Protection of Trees on Development Sites provides land managers, arborists, builders, contractors and planners with tree management guidelines for the proper care and protection of trees retained and integrated into construction projects.

Council has a Significant Tree Register which identifies any trees of state or local importance growing within the municipality. Some of these trees are growing on private property. The purpose of Council's Significant Tree Register is to identify and recognise the importance of significant trees in the Latrobe City area, and ensure their protection for future generations.

Council acknowledges that trees are a valuable community asset requiring protection through a combination of planning controls, enforcement and education. This will be achieved through but not restricted to the following:

- Where Council trees could be affected by any works, Council's Supervisor Arborist is to be consulted during the planning or design stage.



- Council will use the Australian Standards AS 4970-2009, Protection of Trees on Development Sites as guidance for the protection and preservation of trees during all stages of a development or construction project.
- Conditions related to Development Applications will be used to ensure that, where appropriate, established trees are protected through all stages of a proposed development.
- Regular monitoring of development and construction sites to ensure adherence with approved tree protection plans.
- Promote community awareness of the Significant Tree Register and ensure it is easily available to the public, both in hard copy and on Council's web site.
- Develop individual protection plans for those trees on the Latrobe City Significant Tree Register.

### **TREE RISKS**

The risk associated with trees is a combination of the condition of the tree and the use around and in the vicinity of the tree. Council has a duty of care to reduce the level of risk to the public and property.

The response by Council to damage caused by trees will vary according to the nature and extent of the damage. The most commonly reported damage is those caused by tree roots.

Council trees need to be inspected and assessed to determine their potential for public risk; with trees in high risk or high use areas requiring more frequent inspections. Council currently undertakes tree risk inspections in accordance with the schedules contained in Latrobe City Tree Management Framework (Draft) 2015.

Council acknowledges that all trees have an inherent risk which must be managed effectively. This will be achieved through but not restricted to the following:

- All Council trees reported as being unsafe or hazardous by the public or identified as being of concern by staff are to be inspected by an appropriately qualified and experienced Arborist.
- All trees that are to come under the control of Council are to be assessed by a qualified and experienced arborist for their suitability for retention and to identify any remedial works required to bring them up to a good and safe condition prior to handover.
- Identify and manage potential tree risks to the satisfaction of Council's insurer.
- Tree maintenance generated through the tree risk inspection process will be recorded and scheduled for works.



### **TREE PRUNING**

Pruning is an essential component of the management of Council's tree asset. Once trees are established, pruning is the key maintenance process to keep individual trees in a safe and visually appealing condition. The pruning of trees should be minimised as trees look more appealing when left to form their natural shape.

Council acknowledges that trees should only be pruned to achieve specific goals. This will be achieved through but not restricted to the following:

- Council trees to be pruned in accordance with the Australian Standard for Tree Pruning, AS 4373 (2007).
- Continuing the urban street tree pruning program, with each tree being visited and pruned as necessary at least once every two years.
- Continuing the ten year cyclic rural roadside pruning program.
- Individual trees may be pruned as necessary in response to customer requests from residents, Council staff or other parties.
- Pruning of Council owned trees is not permitted by anyone other than Council staff or Council engaged contractors.
- Maintain public safety through the removal of structurally unsound limbs.
- Maintain tree health through the removal of dead or diseased material.
- Maintain prescribed clearances from services.
- Maintain prescribed clearances from roads, footpaths and driveways.
- Ensure traffic safety and visibility of road signs.
- Minimise future work requirements through the removal of potential problems at an early stage.

Where private trees overhang Council property, footpaths or roadways the tree is regarded as the owner's responsibility and therefore onus is on the owner to prune the branches when requested. An order for the pruning of overhanging branches can be issued under Council's by-laws.





### **TREE SELECTION AND PLANTING**

As most trees in the streets and parks of Latrobe City will occupy their planting sites for many years, a careful considered selection of site and tree species is vital.

Council's Suitable Street Tree Species List was developed to ensure trees are selected to suit the site conditions, including proximity to infrastructure like overhead power lines, drains, and footpaths.

Council acknowledges the selection of appropriate trees for urban street planting is critical for successful establishment and well managed streetscape. This will be achieved through but not restricted to the following actions:

- Prepare a masterplan to guide future planning for tree planting across Latrobe City after consultation with the community and a report being brought to Council.
- Develop a preferred species list after consultation with the community and a report being brought to Council.
- Conduct an annual review of the suitable tree species list and place it out for public consultation.
- Council's Supervisor Arborist shall be consulted on species suitability where there is any departure from preferred species selection.
- Continue to encourage community participation in tree planting programs to promote ongoing stewardship.
- All Council development projects incorporate planting of new trees in conformance with Council's Suitable Street Tree Species List.
- Tree planting by private developers and others in land that will become the responsibility of Council must be done in consultation with and to the satisfaction of Council.
- Where appropriate no more than two different tree species generally to be used in any one street.



### **PEST AND DISEASE MANAGEMENT**

Trees are subject to a range of pests and diseases.

When pests and diseases occur that could affect the immediate or long term survival of Council owned and managed trees, Latrobe City will react appropriately.

There is a significant population of Elm trees within Latrobe City that require special protection. Council is committed to saving the Elm tree population by maintaining an annual Elm Leaf Beetle control program. This consists of soil injection and bark banding treatments. This will ensure Elm trees within Latrobe City are maintained for future generations.

Council acknowledges the need to minimise the threat that pests and diseases can have on the tree population. This will be achieved through but not restricted to the following actions:

- Develop specific control programs where appropriate for major pests and diseases likely to affect trees under the control of Council.
- Monitor Council's tree population to enable timely and appropriate responses when pest and disease outbreaks compromise the immediate or long-term survival of the tree/s.
- Council will undertake to notify owners of privately owned trees of pest and disease outbreaks so that the owner may take action as required.

### **TREE REMOVAL**

Trees can take many years to develop fully and once removed cannot be quickly replaced.

Removal of any tree has the potential to create a great deal of conflict as trees often instil very emotive feelings, both for and against removal.

Trees are mainly removed for the following reasons:

- Tree threatening to cause significant property damage. (Either to private or Council owned property).
- Tree causing significant interference to services or mains i.e. Power lines, water and sewer pipes, kerb and pavements.
- Tree causing problems for pedestrians and/or motorists.
- Council or other public authorities require the removal of trees to facilitate the construction of new infrastructure.
- Tree being storm damaged or having failed in part due to shedding limbs.
- Tree is dying, diseased or dead.



The Latrobe City will seek to avoid tree removal wherever possible. This will be achieved through but not restricted to the following actions:

- Council will investigate all tree management options prior to the recommendation for tree removal.
- Council will only remove trees that are not suitable for their location and for which risk minimisation strategies will not be successful.
- Review insurance claims in accordance with advice from Council's insurer and assess the removal and replacement of trees that pose an unacceptable risk.

The strategy should be reviewed every five years in line with the review of the Latrobe City Tree Management Framework (Draft) 2015.

<b>Approved by:</b>	
<b>Date approved:</b>	
<b>Review date:</b>	

## Suitable Street Tree Species List Feedback Submissions 2018.

First Name	Surname	Street	Town	Would you like to be advised of the outcome?	Name of tree species:	Please include a short description of why the tree would suit street planting:	Name of tree species on list:	Please include any reasons for why the tree may need to be removed from street planting:	Outcome of discussion with resident
			Traralgon	No			all natives and indigenous	only natives and indigenous trees should be considered	Resident did not want to be contacted. (Council already endeavours to plant 50% native/indigenous)
			Yallourn North					All I can say is plant trees that will grow tall enough to provide shade. All Yallourn North's large oaks were cut down (for acceptable reasons), however it will be a decade before we get any decent shade from their replacements - which is an absolute pain if attempting to walk in the summer (of which I presume you wish to encourage people to do). To the opposite scale, it would be appreciated if you did not plant excessive amounts of tall trees in our parks and reserves as has happened in Yallourn North. Our installations have been described as by residents as "a forest of gums" on people's back fences. But kudos for at least attempting to get more comprehensive community consultation in this instance.	Resident Contacted : Resident wanted to discuss the consultation process for planting new trees in parks. Resident would like to see more consultation be undertaken with residents surrounding the park, with more information provided on tree species being planted.
			Morwell	Yes			Paperbark	Pretty sure these paperbark trees are trying to kill me through allergies. every time they bloom, breathing through my nose and seeing clearly through my eyes becomes impossible. i also need an inhaler to survive them. Did you know they bloomed on 3 separate occasions last year? It was awful. please dont plant any more of these or Wattles.	Resident Contacted and discussed Melaleuca Sp being on Councils inappropriate street tree list. Inspection to be carried out, to determine if Current tree can be removed and replaced with a more suitable street tree.
			Moe South	Yes	Calistemon	Only indigenous and native trees should be planted. Anything with flowers to attract bees.			Incorrect Phone number provided. Resident emailed
			Newborough	Yes		I have no preference other than all trees should be natives.		No preference other than all plantings should be native. This is best for our climate and native wildlife - particularly native birds.	Resident Contacted. Resident was enquiring about more native species be planted around Shanahan Pde. Follow up undertaken with Latrobe Council Planting Supervisor for 2019 Planting season.
			Traralgon South	Yes	Kurrajong and Banksia etc.	Kurrajong and Banksia type trees make such a mess and drop significant sized pods which can roll your ankle. Please refrain from plantings which can give rise to injury and resultant claims for damages		Washington Street Traralgon had these style trees, mowing the lawn was a hazard as these seeds pods became projectiles when mowed.	Resident Contacted: Resident didnt like the tree Genus Brachychiton or Banksia being planted due to the size of the fruit both Genus of trees produce. It was explained to the customer; there are many different varieties of both Genus that only produce small fruit. Therefor these tree Genus will remain on the current list. Resident very accepting of the explanation.

	Moe	Yes	Trees in Parkside Drive have been missing for years. Could Council please replace them with an appropriate species.				Wrong number, resident emailed.
	Jeeralang	Yes			Honey Locust, The Golden Rain Tree, Osage Orange	All three of these trees are small and outside of the flowering are an uninteresting form. I dislike the trees down Church street which are some sort of Locust and then the pine tree in the roundabout It would have made sense to plant a deciduous tree something with a classical form	Resident contacted: discussed with resident that <i>Gleditsia triacanthos</i> (Honey Locust) and <i>Koelreuteria paniculata</i> (Golden Rain Tree) are currently on the list of suitable street trees. Also discussed that <i>Maclura pomifera</i> (Osage Orange) would not be added to the current list due to the large fruit the tree produces. This would be problematic and require ongoing additional maintenance and cost for the development of the trees. Mr Wilson was very accepting of the explanation
	Traralgon	Yes	<i>Tristaniopsis laurina</i>	I believe there are some of these trees on the highway near Harvey Norman in Traralgon, I think they are a nice tree with their flowers and foliage and a few more along that section of road would be nice, I may be wrong on the species.	<i>Tristaniopsis laurina</i>	It doesn't, it's a great little tree for the streets, not messy, not too big, not too fast growing. Keep it on the list.	Resident contacted happy with <i>Tristaniopsis laurina</i> being planted around Moe Area. This species of tree is already on Council's suitable street tree species list.

# **COMMUNITY SERVICES**

**16. COMMUNITY SERVICES**

**Agenda Item: 16.1**

**Agenda Item: Moe Community Groups Hub Update - Year Two**

**Sponsor: General Manager, Community Services**

**Council Plan Objective: Provide a connected, engaged and safe community environment, which is improving the well-being of all Latrobe City citizens.**

**Status: For Information**

**Proposed Resolution:**

**That Council receives and notes the Year Two Update Report for the Moe Community Groups Hub.**

**Executive Summary:**

- The Moe Community Groups Hub (Moe Hub) was established in January 2017 to provide a space for not-for-profit organisations and community groups to be based and operate collaboratively. The development of the Moe Hub, positioned within the former Moe Customer Service Centre (Building A) and Library (Building B) was endorsed by Council in March 2016 to operate for a three year trial period under a lead tenant governance model.
- In order to assess the viability and sustainability of the Moe Hub Council officers have completed a detailed update of its second year of operation. The report highlights that the Moe Hub is:
  - Being utilised by many not-for-profit organisations and community groups to carry out a range of activities, including accredited and non-accredited training, employment and education support, special interest and social opportunities.
  - Experiencing some maintenance issues that have either been rectified or are scheduled to be replaced by Council, including out of order air conditioning, switchboard issues (overloading of circuits) and roof leaks in Building A and plumbing issues for toilets in Building B.
  - Continuing to be predominantly self-managed by the Lead Tenant, Gippsland Employment Skills Training (GEST) as per the current governance model, requiring minimal Council officer support.

- Engaging community members from a range of age demographics and providing a safe space to build connections and relationships, learn, develop knowledge and confidence, increase employability skills and collaborate and support others.
- A final report and recommendation will be provided to Council by September 2019 (Year Three) to consider and decide the future of the Moe Hub.

**Declaration of Interests:**

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

**Background:**

At its meeting on 21 March 2016 Council resolved:

That Council:

1. *Endorses a three year trial for the [former] Moe Customer Service Centre and Library to be utilised as a Community Group Hub once vacated.*
2. *Endorses the proposed governance model.*
3. *Endorses commencement of an Expression of Interest process for a lead tenant and building occupants.*

Following a public Expression of Interest (EOI) process, Council resolved at its meeting on 12 September 2016:

That Council:

1. *Appoint GEST as the lead tenant for the Community Group Hub to be established in the Moe Customer Service Centre and Library for a period of three years.*
2. *Works with GEST to ensure that those community groups and agencies that participated in the EOI process are accommodated, in so far as practicable, as tenants within the Community Group Hub as per the approved governance model.*

The Moe Hub, led by GEST, commenced operations in January 2017 providing a space for several not-for-profit organisations and community groups to be based and run their daily activities and meetings. The Moe Hub aims to promote the concepts of groups sharing space and resources, working collaboratively and supporting one another.

In order to effectively determine the viability and sustainability of the Moe Hub beyond the three year trial, Council officers have committed to undertaking a yearly review/update.

The Year One Report was presented to Council on 23 October 2017, highlighting that the Moe Hub was:



- Being utilised by a number of not-for-profit organisations, community groups, clients and community members to carry out and engage in a range of activities.
- Experiencing some maintenance issues relating to roof leaks and temperamental air conditioning.
- Accommodating all groups who participated in the initial Expression of Interest (EOI) process who sought involvement as a tenant group.
- Operating well under the current governance model and is predominantly self-managed, including financially, by the Lead Tenant.
- Providing a positive environment for community members to seek assistance, learn, increase employability skills and build connections and relationships with others.

**Reasons for Proposed Resolution:**

This report, including the attached document provides Council with an update on the Moe Hub initiative during its second year of operation. The report also provides a formal opportunity for Council to receive and note how the initiative is progressing towards a number of key project objectives.

**Issues:**

*Strategy Implications*

The Moe Hub aligns with the Council Plan objective to 'Provide a connected, engaged and safe community environment, which is improving the well-being of all Latrobe City citizens'.

*Communication*

Communication as a result of this report will involve advising GEST and tenant groups of the Moe Hub of Council's official receipt and noting of the Moe Community Groups Update - Year Two Report.

A final report and recommendation will be provided to Council by September 2019 (Year Three) to consider and decide the future of the Moe Hub.

*Financial Implications*

There are no financial implications in regard to this information report.

*Risk Analysis*

<b>Identified risk</b>	<b>Risk likelihood*</b>	<b>Controls to manage risk</b>
As a result of the Moe Hub three year trial, it is likely that an expectation has been created that the	4	Council officers have continued to maintain communication with GEST and tenant groups about

old Moe Service Centre and Library be utilised for community groups on a long-term basis.		the trial arrangements.
A decision on the future of the Moe Hub may impact on Council's reputation and longer term budget.	3	Council officers have committed to undertaking and presenting an annual update to Council on the initiative and how it is progressing towards a number of key project objectives in order to make an informed decision about its ongoing future. Council officers will seek data and expenditure and include in the final report and recommendation.

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

*Legal and Compliance*

Nil.

*Community Implications*

No negative implications anticipated.

*Environmental Implications*

Nil.

*Consultation*

During the development of the Moe Community Groups Hub Update – Year Two Report, Council officers undertook a range of engagement activities, including phone meetings, data collection and correspondence with GEST, tenant groups and Council maintenance staff.

No formal engagement is required as a result of this report. Council officers will undertake a range of engagement activities in 2019 to develop the final report and recommendation.

*Other*

Nil.

**Supporting Documents:**

Moe Community Groups Hub Evaluation – Year One

**Attachments**

1 [↓](#). Moe Community Groups Hub Update - Year Two (2018)

## **16.1**

### **Moe Community Groups Hub Update - Year Two**

- 1 Moe Community Groups Hub Update - Year Two (2018)..... 565**



## Moe Community Groups Hub Update Year Two - 2018

### Introduction

The Moe Community Groups Hub (Moe Hub) was established by Latrobe City Council in January 2017 to provide a space for several not-for-profit organisations and community groups to be based and run their daily activities and meetings. The Hub, led by Gippsland Employment Skills Training (GEST) will operate over a three-year trial period and promote the concepts of groups sharing space and resources, working collaboratively and supporting one another.

### Project Objectives

1. To create a viable Community Groups Hub at the old Moe Customer Service Centre and Library buildings (Kirk/Albert Street) for a three-year trial.
2. To appoint a lead tenant to take on responsibilities for the Moe Hub ensuring that the building is able to be self-managed.
3. To ensure that those community groups and agencies that participated in the EOI process are accommodated, in so far as is practicable, as tenants within the Moe Hub as per the approved governance model.
4. To provide a place for several community groups and not-for-profit organisations to be based and run their daily activities and meetings as well as share space, work collaboratively and support each other.
5. To support the ongoing health and vitality of Moe and District community groups in the Latrobe Valley municipality acknowledging their value as a high functioning community and not-for-profit sector to the broader community.
6. To provide an opportunity for cooperation, collaboration and partnership and for this to strengthen groups in their endeavors to support enhanced community wellbeing and liveability in Latrobe City.

### Stakeholders

The following have been identified as key stakeholders for the Moe Hub:

- Latrobe City Council
- GEST (Lead Tenant)
- Additional tenant groups
- Groups who hire spaces
- Community members engaging in activities and programs offered at the Hub



**Update/Evaluation Aim (Annually)**

The aim of an annual update/evaluation is to document progress toward meeting the project objectives of the Moe Hub over its three year trial. The final evaluation will be presented to Council by September 2019 for its consideration on the future of the Hub.

Criteria	Information Obtained (Year Two)
<b>Objective 1: Is the Moe Community Groups Hub viable and sustainable?</b>	
Annual outgoing/incoming costs associated with operating the Moe Hub	<p>GEST is managing all outgoing/incoming costs associated with operating the Moe Hub, including utilities, daily operations, equipment, housekeeping and consumables.</p> <p>GEST has reported that their costs have increased since their first year of operation, although remaining manageable. Initial fees set by GEST for tenant groups and hirers of the Moe Hub have been able to be maintained.</p> <p>Latrobe City Officers will receive a copy of GEST's annual report and financial statements after its Annual General Meeting on 18 October 2018.</p>
Annual activities and costs associated with ongoing maintenance and alterations	<p><b>Ongoing Maintenance</b></p> <p>In accordance with the signed lease agreement, Council continues to provide some maintenance to the Moe Hub, being a Council owned facility.</p> <p>In 2018, Council Officers have reported the main maintenance issues in Building A (Old Service Centre) have been out of order air conditioning, switchboard issues (overloading of circuits) and roof leaks. In Building B (Old Service Centre) issues have predominantly included plumbing for the toilets.</p> <p>Building Renewal Works are scheduled for Building A to be commenced prior to the end of 2018. These are:</p> <ul style="list-style-type: none"> <li>• Replacement of air conditioning unit (estimated \$60,000) and;</li> <li>• Replacement of roof (estimated \$50,000)</li> </ul> <p>All re-active maintenance and renewal works are being funded through the net sale proceeds of the Moe Early Learning Centre (MELC) as resolved by Council on Monday 15 December 2014:</p> <p><i>That Council:</i></p>



*Place the net sale proceeds of the MELC into a Reserve Fund for the future development of the Moe Library/Customer Service Centre.*

**Alterations**

As part of Council's objectives to install Wifi technology on a range of its Council owned buildings, equipment has been installed on the roof of Building A in 2018. This has increased free Wifi access for users of this building.

Within the conditions of the lease agreement GEST has also enhanced the Moe Hub building and its facilities in a number of ways, including:

- Minor building maintenance and redecorating tasks with assistance from Work for the Dole participants including painting and wall decorating; and,
- Creation of partitioned spaces and classrooms within the Moe Hub, including a new beauty room for educational purposes.





	<p>GEST has advised Council Officers that it is interested in updating the kitchen in Building B to a commercial kitchen due to community members attending classes focused on cooking on a budget and healthy eating. If approved, this would be carried out at no cost to Council.</p>
<p>Number of not-for-profit organisations and community groups participating in the Hub (annually)</p>	<p>As the Lead Tenant of the Moe Hub, GEST provides education, employment skills, training and social enterprise initiatives.</p> <p>There are also a number of tenant groups and users groups who utilise the facility regularly within the Hub, being:</p> <p>Tenant Groups (from original EOI process):</p> <ul style="list-style-type: none"> <li>• Moe Country Women’s Association</li> <li>• The Mid Gippsland Family History Society Inc</li> <li>• Gippsland Ethnic Communities Council</li> </ul> <p>User Groups:</p> <ul style="list-style-type: none"> <li>• Multicultural Women’s Friendship Group</li> <li>• Taking Off Kilos Sensibly Group (TOKS)</li> <li>• Sewing Group</li> <li>• Gardening Guru Group</li> </ul> <p>The Moe Hub can additionally be hired for a range of occasional activities and/or meetings. The following not-for-profit organisations have hired/utilised spaces within the Moe Hub in 2018:</p> <ul style="list-style-type: none"> <li>• ARC Group</li> <li>• FGM Consultants</li> <li>• Department of Education</li> <li>• Yooralla</li> <li>• Latrobe Community Health Services – Settlement Services</li> </ul> <p>GEST has reported an increase in the number of groups and organisations utilising the Moe Hub in 2018.</p>
<p>Activities held at the Hub (annually)</p>	<p><b>Activities</b></p> <p>There are a number of programs and activities that have been occurring within the Moe Hub in 2018 involving a range of groups, examples include:</p> <p>GEST delivers accredited courses in adult education and provides life-skill development and support to people facing unemployment and/or from disadvantaged backgrounds. Activities and support provided by GEST in 2018 within the Moe Hub include:</p> <ul style="list-style-type: none"> <li>• Work for the Dole projects: sewing, op shop-retail,</li> </ul>





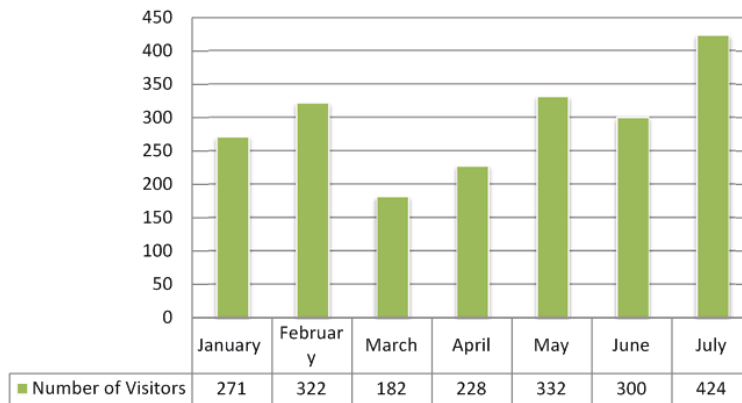
	<p>administration and basic maintenance.</p> <ul style="list-style-type: none"> <li>• The Work and Learning Centre: providing assistance with resume writing, job seeking and referrals to training, services and employment.</li> <li>• Work Wear Op Shop: distribution of professional clothing to community members seeking employment or attending court for free (shirts, skirts, suits, etc). This is done in conjunction with Corrections Victoria.</li> <li>• Accredited and non-accredited training in hospitality, beauty, occupational health and safety, individual support, aged care and first aid.</li> <li>• Digital Literacy (three days a week): free assistance to operate mobile phones, technology, computer programs, emails, etc.</li> </ul> <p>The range of tenant groups/hirers carrying out their meetings and activities in the Moe Hub also provide opportunity for community members to connect and engage. These activities include:</p> <ul style="list-style-type: none"> <li>• 'Open to the Public' research sessions once a week with the Mid Gippsland Family History Society receiving assistance to research family and general history.</li> <li>• Board, committee meetings and activities for the Gippsland Ethnic Communities Council.</li> <li>• Multicultural women's friendship group activities (supported by Latrobe Community Health Service) once a week providing a safe and welcoming environment for women to relax, make friends, learn new skills and ideas or find pathways to connect to services and opportunities.</li> <li>• Committee meetings and activities of the Moe Country Women's Association.</li> <li>• Weekly free activities and support with Taking off Kilos Sensibly (TOKS) group.</li> <li>• Social Sewing Group activities where goods are donated to local support services.</li> <li>• Monthly get together's with the Garden Guru Group to talk and share all things gardening.</li> <li>• Work readiness courses delivered by ARC Group for job seekers and FGM Consultants specifically for Moe Abattoirs employees.</li> </ul>
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Number of community members utilising the building/space (annually)

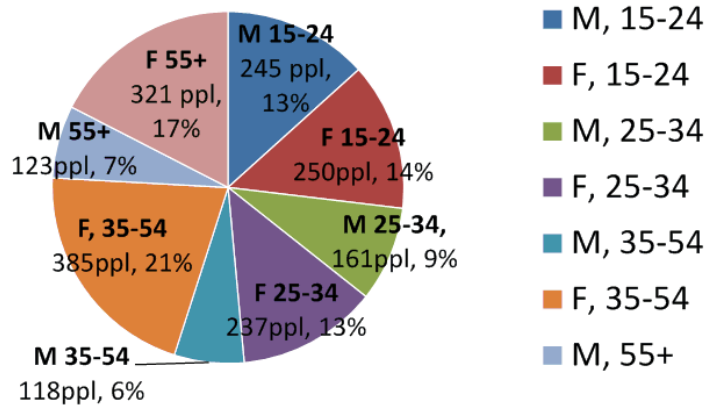
The following tables provided by GEST outline the number of people that visited the Moe Hub (Building B), from January to July 2018, including some statistics relating to age and gender demographics.

### Number of Visitors (Building B): Jan - Jul 2018



### Age & Gender Demographics 2018

M = Male F= Female





<p><b>Gender Demographics 2018</b> M = Male F = Female</p> <table border="1" style="margin: 10px auto;"> <thead> <tr> <th>Gender</th> <th>Count</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Male (M)</td> <td>647 ppl</td> <td>35%</td> </tr> <tr> <td>Female (F)</td> <td>1193 ppl</td> <td>65%</td> </tr> </tbody> </table>		Gender	Count	Percentage	Male (M)	647 ppl	35%	Female (F)	1193 ppl	65%
Gender	Count	Percentage								
Male (M)	647 ppl	35%								
Female (F)	1193 ppl	65%								
<p><b>Objective 2: How effective is the project operating? Is the Hub able to be self-managed?</b></p>										
<p>Total of hours/time required by Latrobe City staff to provide ongoing support to lead tenant and participants of the Moe Hub</p>	<p>The Moe Hub is being fully operated by the Lead Tenant who takes on specific responsibilities (as per the adopted governance model), including:</p> <ul style="list-style-type: none"> <li>• Managing building operations</li> <li>• Receiving and responding to community enquiries</li> <li>• Taking room bookings</li> <li>• Coordinating services in shared spaces</li> <li>• Fostering relationships and partnerships between tenants and users</li> <li>• Liaising with Council staff on behalf of other tenants and users</li> </ul> <p>This arrangement has assisted in the Moe Hub being self-managed and significantly minimised time required by Council officers to provide support to the Lead Tenant and participants.</p>									
<p><b>Objective 3: How successful was it to accommodate groups as tenants within the Hub following the Expression of Interest Process as per the approved governance model?</b></p>										
<p>Number of groups accommodated from Expression of Interest process</p>	<p>See Moe Community Groups Hub Evaluation Year One – 2017 Report.</p>									



<p>Measures taken to try to accommodate groups, in so far as practicable, as tenants within the Moe Hub</p>	<p>See Moe Community Groups Hub Evaluation Year One – 2017 Report.</p>
<p><b>Objectives 4, 5 &amp; 6: What impact is the Hub having on participating groups and community members?</b></p>	
<p>Internal and external partnerships within the Hub</p>	<p>There are a number of internal and external partnerships that have been established surrounding the Hub as outlined by the number of participating organisations, groups and activities detailed throughout this document.</p>
<p>Changes experienced by lead tenant since transition to Hub (positives and negatives)</p>	<p>GEST has experienced a number of positive changes since transitioning into the Moe Hub building. Specifically in 2018, the enlarged space and further development of relationships and activities has resulted in increased:</p> <ul style="list-style-type: none"> <li>• Community participation and volunteering within the Moe Hub</li> <li>• Enrolments in courses such as Barista, Food Handling and Responsible Serving of Alcohol (RSA)</li> <li>• Participation and involvement of isolated community members</li> </ul> <p>GEST has also reported on some highlights for 2018, which include:</p> <ul style="list-style-type: none"> <li>• Commencement of Beauty Courses in the new beauty room that is receiving positive feedback by participants</li> <li>• Making of quilts and aprons by the Sewing Group that have been donated to Narracan Gardens residents and local kindergartens</li> <li>• Fundraising evening for a local community cause</li> </ul>
<p>Information relating to referrals to other services/incidental assistance provided to community members accessing the Hub</p>	<p>The Moe Hub experiences regular drop ins from community members requiring assistance. GEST has reported that staff have been able to assist with a range of referrals, including to Latrobe Community Health Service, General Practitioners, Quantum Support Service, Anglicare and Latrobe City Council.</p>



<p>Community capacity building outcomes</p>	<p>The Moe Hub provides a positive environment for community members, groups and not for profit organisations to build connections and relationships, learn, develop knowledge and confidence, increase employability skills and collaborate and support others.</p> <p>The education and employment support provided in the Moe Hub for community members aligns with Strategy 5, within Council's Plan to: "Support improved education outcomes through direct delivery of early learning education services and advocacy with local education and training providers, to provide education offerings that create a skills base aligned with our future economy".</p>
<p>Feedback from tenant groups and community users regarding:</p> <ul style="list-style-type: none"> <li>• Accessibility</li> <li>• Need for facility</li> <li>• Value from participating in the Hub</li> <li>• Unanticipated outcomes</li> <li>• What is working well?</li> <li>• What could be improved?</li> </ul>	<p>GEST regularly obtains feedback from its courses and activities. Please see a sample of feedback received in 2018 below:</p> <p><b>First Aid Course</b></p> <ul style="list-style-type: none"> <li>• Easy to understand and well explained and good venue</li> <li>• Good course and venue was a good size when doing the practical side of the course</li> </ul> <p><b>Barista</b></p> <ul style="list-style-type: none"> <li>• Room was cold, venue location was easy to get to and cost of the course was affordable</li> <li>• More bench space for the coffee machine would assist in making more coffees</li> <li>• Location good and room was good</li> </ul> <p><b>RSA</b></p> <ul style="list-style-type: none"> <li>• Good community centre – was able to bring my daughter along as she wasn't unwell</li> <li>• Trainer was professional and explained what the community centre was about</li> <li>• Location good, room good and trainer explained course well</li> </ul> <p><b>Room Hire</b></p> <ul style="list-style-type: none"> <li>• <b>Arc Training:</b> GEST is very flexible and able to accommodate our training needs and move other classes around to suit our needs. Heating in building B is good, heating in building A isn't in the conference room.</li> <li>• <b>Maxima:</b> Hired the meeting room and GEST were accommodating to our needs.</li> </ul> <p>Council officers have also spoken to a number of participating tenant groups who have provided the following feedback:</p>



**Multicultural Women's Friendship Group:** Debra Carnduff, Latrobe Community Health Service, Settlement Worker has reported, "I am delighted by the success of the Multicultural Friendship Group that meets every Friday at the Moe Community Hub. The venue has proven to be an ideal venue as it is a "safe and welcoming environment" which has obviously resonated by the continuing numbers who turn up every Friday. The offshoot from the group has been the response from GEST to organise and deliver English classes on a Tuesday at the Hub. Many of the participants have come through the Friday group. As most of the participants are not eligible for free English classes through the Adult Migrant English Program at Federation Training, because of their visa status or lack of a Health Care Card, this class has been important in building English literacy skills. Not to mention the social support and connections. On Mondays at GEST, two of our CALD members have now joined in a sewing group and they are delighted. These two members recently sewed aprons that will be used by our Multicultural Coffee Cart volunteers. The networks and supports keep building".

**The Mid Gippsland Family History Society Inc:** The group meets weekly at the Moe Hub for 'Open to Public Research Sessions' and stores their collection permanently in Building B. Dawn Cowley, President of the Society, reports the Moe Hub is "Fine for us and we can do our group activities largely. The group isn't used to not having sole access to a space, making the working arrangement difficult, but there is no alternative. The lead tenant staff are friendly enough and there is no problem".

**Moe Country Women's Association:** The group is utilising the Moe Hub twice a month for Committee meetings and a craft afternoon. Anne Forbes, President of the Association, reports that "The group is relatively happy meeting in the Moe Hub. The heater works now and the lead tenant is fairly accommodating of the group's needs".

**Gippsland Ethnic Communities Council:** The group utilises the Moe Hub for a range of purposes including occupying an office space in Building B that is shared with others as required, committee meetings, utilisation of teleconference facility and to host forums. Murray Lobley, Secretary of the Council, notes some of the benefits of being situated in the Moe Hub is that group members can "integrate with other functions, attend the Multicultural Women's Friendship Group, meet other groups, interact with GEST and enrol in classes".

# **CORPORATE SERVICES**

**17. CORPORATE SERVICES**

**Agenda Item: 17.1**

**Agenda Item: Representation and participation of traditional owners on Council Committees**

**Sponsor: General Manager, Corporate Services**

**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. invites the Gunaikurnai Land and Waters Aboriginal Corporation (GLaWAC) to participate in all special and advisory Committees established by Council as a member of the Committee representing traditional owners;**
- 2. requests council officers amend the documentation constituting all special and advisory Committees established by Council to provide for the appointment of GLaWAC as a member of the Committee;**
- 3. notes that GLaWAC may need to adopt a staged approach to participation; and**
- 4. requests a progress report on implementation be submitted to Council in the first quarter of 2019.**

**Executive Summary:**

- The Gunaikurnai Land and Waters Aboriginal Corporation (GLaWAC) has articulated its goals in its Whole of Country Plan, the Corporate Plan 2017-2022 and other plans such as the Economic Development Strategy 2017 – 2022. The Plans address matters such as land management, economic development and employment and cultural promotion.



- GLaWAC has identified ways in which various strategies and actions in the plans can be implemented in partnership with local government and has been working with Councils in the Region to try and establish a consistent approach to Reconciliation Action Plans (RAP).
- One way to give effect to the goals in the RAP is to invite traditional owner representation on Council advisory committees including those committees established to support economic development or tourism in addition to those established in relation to land.
- In practical terms traditional owner participation would likely need to be a staged approach with GLaWAC to identify those that it would like to join now and over time as resourcing allows.

**Declaration of Interests:**

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

**Background:**

- The Gunaikurnai Land and Waters Aboriginal Corporation (GLaWAC) has articulated its goals in its Whole of Country Plan, the Corporate Plan 2017-2022 and other plans such as the Economic Development Strategy 2017 – 2022. The Plans address matters such as land management, economic development and employment and cultural promotion.
- As part of GLaWAC developing its plans and strategies, a number of aspirational goals have been identified which include:
  - recognition of the Gunaikurnai people as the traditional owners of areas within a municipality;
  - fostering ongoing consultation with Gunaikurnai people as traditional owners;
  - including Gunaikurnai people as the traditional owner representation on local government convened committees;
  - providing for the protection of cultural heritage; and
  - promotion of the greater use of Gunaikurnai words and names in place names where local government is the naming authority.
- Council currently provides a forum for traditional owners to have input into matters within Latrobe City Council through the Braiakaulung (Advisory)

Committee but this committee performs a different function to the land management committees and other relevant special and advisory committees.

- One way to give effect to the goals in the RAP is to invite GLaWAC to participate in Council special and advisory Committees as a Committee member representing traditional owners.
- In addition to considering land only reserves, given the goals and aspirations expressed by GLaWAC, there are other advisory Committees that would benefit from traditional owner input. When considering the goals identified in RAP's, such advisory Committees include the Tourism Advisory Committee, the Cultural Diversity Advisory Committee, Economic Development Committee and any road and place naming committee that could be established.
- There are many different types of Committees and land management arrangements operating within Latrobe City. Most Council established committees such as special committees and advisory committees are straight forward in terms of the functions and roles that they undertake, their powers and their relationship with Council. It will be relatively easy to include requirements for representation of traditional owners.
- Only minor amendments would need to be made to the appropriate Instruments of Delegation or Terms of Reference to include GLaWAC itself as the Committee member acting through a person nominated by GLaWAC.
- For some Committees involved in the management of Crown land, the situation may be potentially more complicated. There are a range of circumstances that can apply. These include where:
  - Council as a committee of management appointed under the *Crown Land (Reserves) Act 1978* simply provides a maintenance allocation in its annual budget and the management function is carried out as part of Council's regular maintenance regime. This appears to be the approach applied in most of the current 54 Crown land reserve committee appointments.
  - Council as the committee of management subsequently appoints a committee to manage a Crown land reserve (e.g.: Traralgon Railway Reservoir and Conservation Reserve Special Committee) or where enters into a lease under the Crown Land (Reserves) Act or a service level agreement with an incorporated committee to manage land (Yinnar Recreation Reserve) that is part Crown land and part Council land.
  - Council permits various seasonal occupancies to be in place in relation to sporting reserves such as those granted to football and cricket clubs.
- It is unlikely that existing arrangements in place for various Crown land reserves could be interfered with but a detailed exercise needs to be undertaken to confirm.

**Reasons for Proposed Resolution:**

The proposed resolution provides for GLaWAC to be appointed to special and advisory Council Committees as representative of traditional owners.

**Issues:**

*Strategy Implications*

The proposal is consistent with the objective in the Council Plan of providing a connected, engaged and safe community environment, which is improving the well-being of all Latrobe City Citizens.

*Communication*

It is proposed to seek input and advice from GLaWAC in relation to Council Committees where GLaWAC would first seek to be represented. It is anticipated that GLaWAC may need to adopt a staged approach consistent with available resourcing.

*Financial Implications*

No financial implications have been identified. Membership on Council committees is voluntary and no payments are made to community members for participation.

*Risk Analysis*

There are limited (if any) risks in relation to this proposal.

*Legal and Compliance*

There are no specific legal obligations concerning traditional owner representation on Council committees.

*Community Implications*

This proposal provides a positive way in which traditional owners can contribute as do other community members as volunteer members of Council committees. The benefits of volunteering and involvement in managing and improving community assets is well documented.

*Environmental Implications*

Committees such as the bushland management committees would seem likely to benefit from the acknowledged land management skills of traditional owners.

*Consultation*

It is not considered that community engagement is required for this proposal at this stage.

*Other*

Nil

**Supporting Documents:**

Nil

**Attachments**

Nil

**Agenda Item: 17.2**

**Agenda Item: Potential Discontinuance and Sale of Part Donaldson Lane, rear 5,7 & 9 Fleming Street Morwell**

**Sponsor: General Manager, Corporate Services**

**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 statutory process required under section 206, section 223 and clause 3 of Schedule 10 of the *Local Government Act 1989*, and publishes public notices inviting written submissions concerning the proposed discontinuance of part of Donaldson Lane at the rear of 5, 7 and 9 Fleming Street, Morwell, being part of the land described as Road R1 on LP13729 contained in Certificate of Title Volume 11469 Folio 759; and**
- 2. If relevant submissions are received, authorises the Chief Executive Officer to:**
  - a) fix the date of the Ordinary Council Meeting to consider submissions in accordance with section 233 of the *Local Government Act 1989*, and**
  - b) notify all submitters wishing to be heard of the time and place of the Ordinary Council Meeting at which Council will consider relevant submissions; or**
- 3. If no relevant submissions are received:**
  - a) Forms the opinion that the part of Donaldson Lane at the rear 5, 7 & 9 Fleming Street, Morwell, being part of the land described Road R1 on LP13729 contained in Certificate of Title Volume 11469 Folio 759 is not reasonably required for public traffic and is surplus to Council and community requirements and authorises the Chief Executive Officer to prepare a notice for inclusion in the Government Gazette formally discontinuing the road and allowing sale by private treaty, save and except any right, title, power or interest of any statutory authority or instrumentality within the land, and**

- b) Authorises the Chief Executive Officer to sign and seal any documents required to transfer part of Donaldson Lane at the rear 5, 7 & 9 Fleming Street, Morwell, being part of the land described as Road R1 on LP13729 contained in Certificate of Title Volume 11469 Folio 759 to Castlerock Property Pty Ltd (ABN 11 930 542 601) by private treaty in accordance with section 189 of the *Local Government Act 1989*.**

**Executive Summary:**

- The state government has recently appointed Castlerock Property Pty Ltd (Castlerock) to deliver the Latrobe Valley GovHub to be located at 65 Church Street, Morwell.
- Castlerock has submitted an expression of interest to purchase a section of the unmade road reserve, being part of Donaldson Lane, at the rear of 5, 7 and 9 Fleming Street, 61 Church Street and the car park at the rear of 43 to 49 Buckley Street, Morwell. Refer [Attachment 1](#) for a plan of the area.
- Section 206 and clause 3 of Schedule 10 of the *Local Government Act 1989* gives Council the power to discontinue roads, however, prior to doing so, it is necessary to give public notice and consider any relevant submissions received regarding the proposal.
- The unmade road reserve is currently in the name of Council. Once the relevant section of the road reserve is discontinued, the land of interest to Castlerock may be sold to it pursuant to section 189 of the *Local Government Act 1989*.

**Declaration of Interests:**

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

**Background:**

Donaldson Lane was originally created as a road reserve, shown as R1 on LP13729, that was created in 1933. This lane originally linked Church and Fleming Streets in Morwell.

The road reserve is unmade, does not appear to have been used as a road and is listed on Council's Register of Public Roads as a road "not maintained by Council".

In 2013 Council discontinued a section of Donaldson Lane off Church Street and sold the land to Anglicare for part of its development of 1-3 Fleming Street. As part of this process, Gippsland Water required an easement to protect the existing sewer main that extends through the laneway.

**Reasons for Proposed Resolution:**

The laneway land has been identified as being required as part of the state government's GovHub development.

Subject to Council undertaking the required statutory process to discontinue part of Donaldson Lane, Council can sell the land based upon an independent valuation to Castlerock.

**Issues:**

*Strategy Implications*

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

*Communication*

Council officers have engaged with representatives of Castlerock to discuss the proposed development of the Govhub and in particular the discontinuance and transfer of the section of Donaldson Lane.

*Financial Implications*

The costs associated with undertaking the statutory process to discontinue part of Donaldson Lane are minimal being;

- Officer resources in the preparation of Council reports.
- A public notice in the Latrobe Valley Express inviting submissions.
- A notice and the preparation of the plan for inclusion in the Government Gazette.

These costs will be accommodated within an existing budget

In accordance with the Council's *Sale of Council Property Policy and Procedure* costs associated with Castlerock acquiring part of the Donaldson Lane include:

- All legal and survey costs associated with the transfer and consolidation of the land.
- The cost of the independent valuation of the land which will be obtained by Council.

*Risk Analysis*

Given its location in the middle of the area that has been identified for the new Govhub there are likely to be far greater implications on the development if the road reserve is not discontinued and the land sold.

*Legal and Compliance*

Section 206 and Schedule 10 Clause 3 of the Act gives Council the power to discontinue roads:

A Council may, in addition to any power given to it by sections 43 and 44 of the *Planning and Environment Act 1987* –

- (a) discontinue a road, or part of a road, by a notice published in the Victoria Government Gazette; and
- (b) sell the land from that road, transfer the land to the Crown or itself or retain the land.

This power is subject to section 223 of the Act whereby Council must give public notice of its intention to discontinue the road and invite comment on the proposal.

Upon considering any submissions received, and completion of the above statutory process, Council is then able to sell the land to Castlerock in accordance with the provision of Sections 189 of the *Local Government Act 1989*.

*Community Implications*

Donaldson Lane provides rear access to the properties at 5, 7 & 9 Fleming Street Morwell, 61 Church Street which Castlerock will acquire, as such the discontinuance and transfer of the road reserve will not have significant community implications.

*Environmental Implications*

There are no environmental implications as a result of this action.

*Consultation*

1. Council would be required to give public notice of its intention to discontinue a section of Donaldson Lane and invite comment on the proposal. It is proposed that this will be achieved by a public notice in the Latrobe Valley Express and letters to property owners / occupiers adjoining the laneway and Gippsland Water.
2. Notice displayed at Council's Corporate Headquarters.
3. Details placed on the Latrobe City Council website.
4. Any submissions received would be considered in accordance with section 223 of the *Local Government Act 1989* at a future meeting of Council.

*Other*

Nil

**Supporting Documents:**

Nil



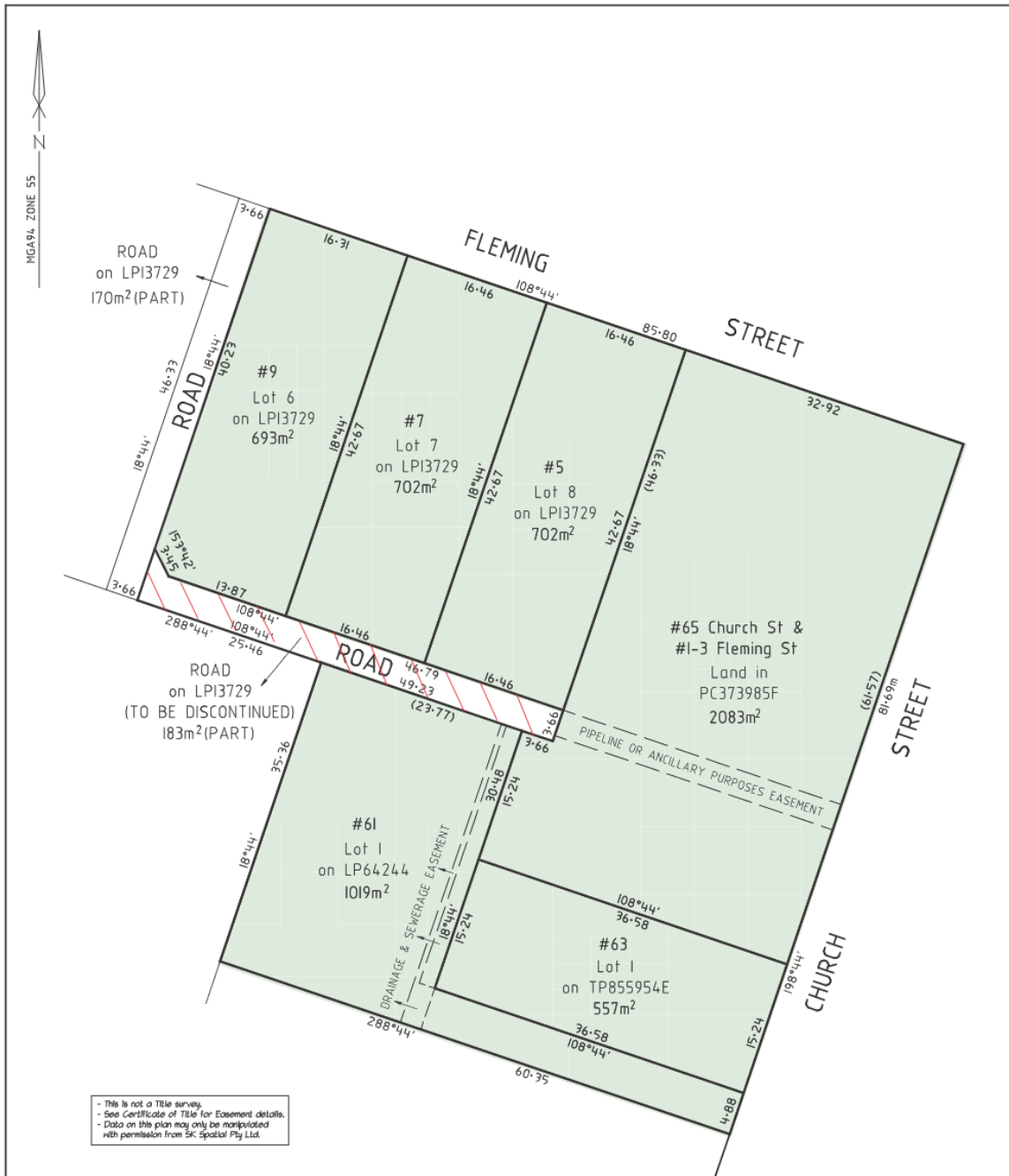
**Attachments**

- 1 [↓](#). Castlerock Property Pty Ltd - Existing Titles Plan

## **17.2**

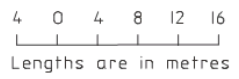
### **Potential Discontinuance and Sale of Part Donaldson Lane, rear 5,7 & 9 Fleming Street Morwell**

- 1 Castlerock Property Pty Ltd - Existing Titles Plan..... 587**



- This is not a Title survey.  
- See Certificate of Title for Easement details.  
- Data on this plan may only be navigated with permission from SK Spatial Pty Ltd.

**OnePlan** **SK**spatial  
Land Development Group Land Surveying Consultants  
P:1300 853 157 F:8456 5995 M:0400 543 157  
sks@oneplangroup.com.au www.oneplangroup.com.au  
GIPPSLAND - MELBOURNE



Sheet 1 of 1

Existing Titles Plan

Notations Re-establishment datum vide LP219379 & PC373985F  Total site area: 5940m <sup>2</sup>	Castlerock Property Pty Ltd #61-65 Church Street & #1-9 Fleming Street, Morwell, 3840 Latrobe Shire Council		Parish of Maryvale Crown Allotment: 69 (part)
	Plan No. 18762 ET-1	Scale 1:400 - A3	Drawn 11/07/2018
	Lot 1 on LP64244, Lot 1 on TP855954E, Lots 6-8 & Road (part) on LPI3729 & Land in PC373985F		Paracentroid (MGA94) : E 447 430, N 5767 980

**Agenda Item: 17.3**

**Agenda Item: Contract Variations and Contracts Awarded by the Chief Executive Officer Report for the period 1 July 2018 to 30 September 2018**

**Sponsor: General Manager, Corporate Services**

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

**Status: For Information**

**Proposed Resolution:**

**That Council receives and notes this report on contract variations and contracts awarded by the Chief Executive Officer during the period 1 July 2018 to 30 September 2018.**

**Executive Summary:**

In accordance with Latrobe City Council's *Procurement Policy 18-POL-10* section 2.12 Contract Management, there is a requirement for contract variations to be reported to Council on a quarterly basis.

All contract variations by approving delegate and contracts awarded by the Chief Executive Officer under delegation are detailed in the attachment.

**Declaration of Interest:**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

**Attachments**

1 [↓](#). Variation Details and Contracts Awarded by the Chief Executive Officer

## **17.3**

### **Contract Variations and Contracts Awarded by the Chief Executive Officer Report for the period 1 July 2018 to 30 September 2018**

- 1 Variation Details and Contracts Awarded by the Chief  
Executive Officer ..... 591**

<b>Contract No. and Title:</b>		LCC-334 Provision of an OHS Management Software Solution							
<b>Contractor:</b>		Netsight AFT AM Trust & FM Trust							
<b>Date Contract Awarded:</b>		17/03/2017	<b>Contract Awarded by:</b>		CEO		<b>Original Contract Value:</b>		\$163,608.00
<b>Contract variation no.</b>	<b>Variation description</b>	<b>Date variation approved</b>	<b>Variation approved by</b>	<b>Variation amount</b>	<b>Individual variation % of original contract value</b>	<b>Previous value of variations to date</b>	<b>Total value of variations</b>	<b>Cumulative total variation % of original contract value</b>	<b>Revised contract value</b>
9	Customisation to MyOsh	10/07/2018	Manager	\$3,582.00	2.19%	\$11,750.00	\$15,332.00	9.37%	\$178,940.00
10	Customisation to MyOsh	10/09/2018	General Manager	\$1,840.75	1.13%	\$15,332.00	\$17,172.75	10.50%	\$180,780.75

<b>Contract No. and Title:</b>		LCC-409 Construction of a Sports Pavilion at Latrobe Synthetic Sports Field, Churchill							
<b>Contractor:</b>		System Building Pty Ltd T/As Rick Doultree Builders							
<b>Date Contract Awarded:</b>		14/12/2017	<b>Contract Awarded by:</b>		CEO		<b>Original Contract Value:</b>		\$1,482,728.00
<b>Contract variation no.</b>	<b>Variation description</b>	<b>Date variation approved</b>	<b>Variation approved by</b>	<b>Variation amount</b>	<b>Individual variation % of original contract value</b>	<b>Previous value of variations to date</b>	<b>Total value of variations</b>	<b>Cumulative total variation % of original contract value</b>	<b>Revised contract value</b>
11	Extra footings and concrete works to	6/07/2018	Manager	\$9,940.70	0.67%	-\$430.12	\$9,510.58	0.64%	\$1,492,238.58
12	Reed switches to store rooms and services cupboard	6/07/2018	Manager	\$650.00	0.04%	\$9,510.58	\$10,160.58	0.69%	\$1,492,888.58
13	Commercial kitchen fitout	19/07/2018	Manager	\$1,842.50	0.12%	\$10,160.58	\$12,003.08	0.81%	\$1,494,731.08
14	AV & PA works	19/07/2018	Manager	\$17,732.00	1.20%	\$12,003.08	\$29,735.08	2.01%	\$1,512,463.08
15	Glazing	30/07/2018	Manager	\$1,045.00	0.07%	\$29,735.08	\$30,780.08	2.08%	\$1,513,508.08
16	Kitchen ceiling fans	30/07/2018	Manager	\$2,552.00	0.17%	\$30,780.08	\$33,332.08	2.25%	\$1,516,060.08
17	Power for projector	30/07/2018	Manager	\$165.00	0.01%	\$33,332.08	\$33,497.08	2.26%	\$1,516,225.08
18	Provision for scoreboard	7/08/2018	Manager	\$2,816.00	0.19%	\$33,497.08	\$36,313.08	2.45%	\$1,519,041.08
19	Baby change tables	7/08/2018	Manager	\$1,385.72	0.09%	\$36,313.08	\$37,698.80	2.54%	\$1,520,426.80
20	Waterproof switchboard	9/08/2018	Manager	\$1,452.00	0.10%	\$37,698.80	\$39,150.80	2.64%	\$1,521,878.80
21	Provisional sum revision - storm water pits	23/08/2018	Manager	\$3,190.00	0.22%	\$29,735.08	\$32,925.08	2.22%	\$1,515,653.08
22	Balustrade	6/09/2018	Manager	\$26,303.30	1.77%	\$30,780.08	\$57,083.38	3.85%	\$1,539,811.38
23	Provisional sum revision - kitchen	6/09/2018	Manager	-\$211.20	-0.01%	\$33,332.08	\$33,120.88	2.23%	\$1,515,848.88
24	External raked ceiling design	6/09/2018	Manager	\$1,929.02	0.13%	\$33,497.08	\$35,426.10	2.39%	\$1,518,154.10
25	Alter bathroom shower walls	18/09/2018	Manager	\$737.00	0.05%	\$36,313.08	\$37,050.08	2.50%	\$1,519,778.08
26	Lighting to stair area	18/09/2018	Manager	\$1,034.00	0.07%	\$37,698.80	\$38,732.80	2.61%	\$1,521,460.80
27	Switchboard upgrade	18/09/2018	Manager	\$4,411.00	0.30%	\$39,150.80	\$43,561.80	2.94%	\$1,526,289.80
28	Downpipe changes	20/09/2018	Manager	\$2,750.00	0.19%	\$43,561.80	\$46,311.80	3.12%	\$1,529,039.80

<b>Contract No. and Title:</b>		LCC-434 Traralgon Tennis Re-Fencing							
<b>Contractor:</b>		Dynamic Industries Gippsland Pty Ltd							
<b>Date Contract Awarded:</b>		13/11/2017	<b>Contract Awarded by:</b>		CEO		<b>Original Contract Value:</b>		\$258,000.00
<b>Contract variation no.</b>	<b>Variation description</b>	<b>Date variation approved</b>	<b>Variation approved by</b>	<b>Variation amount</b>	<b>Individual variation % of original contract value</b>	<b>Previous value of variations to date</b>	<b>Total value of variations</b>	<b>Cumulative total variation % of original contract value</b>	<b>Revised contract value</b>
1	Supply and Installation of additional pavers	12/07/2018	Manager	\$1,280.00	0.50%	\$0.00	\$1,280.00	0.50%	\$259,280.00



<b>Contract No. and Title:</b>		LCC-455 Morwell Recreation Reserve Netball Courts Redevelopment							
<b>Contractor:</b>		HCM Constructions Pty Ltd							
<b>Date Contract Awarded:</b>		19/02/2018	<b>Contract Awarded by:</b>		CEO		<b>Original Contract Value:</b>		\$600,310.00
<b>Contract variation no.</b>	<b>Variation description</b>	<b>Date variation approved</b>	<b>Variation approved by</b>	<b>Variation amount</b>	<b>Individual variation % of original contract value</b>	<b>Previous value of variations to date</b>	<b>Total value of variations</b>	<b>Cumulative total variation % of original contract value</b>	<b>Revised contract value</b>
2	30mm thick asphalt overlay of car park entry & installation of aluminium to weatherproof coaches boxes	23/07/2018	Manager	\$9,650.00	1.61%	\$17,676.20	\$27,326.20	4.55%	\$627,636.20

<b>Contract No. and Title:</b>		LCC-456 Design and Construction of Morwell Recreation Reserve Sports Pavilion							
<b>Contractor:</b>		Langden Constructions Pty Ltd							
<b>Date Contract Awarded:</b>		19-Feb	<b>Contract Awarded by:</b>		CEO		<b>Original Contract Value:</b>		\$1,046,100.00
<b>Contract variation no.</b>	<b>Variation description</b>	<b>Date variation approved</b>	<b>Variation approved by</b>	<b>Variation amount</b>	<b>Individual variation % of original contract value</b>	<b>Previous value of variations to date</b>	<b>Total value of variations</b>	<b>Cumulative total variation % of original contract value</b>	<b>Revised contract value</b>
2	Gas hot water units in lieu of electric hotwater units (V2) & blinding (V3)	12/07/2018	General Manager	\$34,324.00	3.28%	\$99,105.00	\$133,429.00	12.75%	\$1,179,529.00
3	Variation 3 is included above	12/07/2018	General Manager	\$0.00	0.00%	\$133,429.00	\$133,429.00	12.75%	\$1,179,529.00
4	Supply and installation of a conduit for Telstra and solar cabling at a later stage	30/07/2018	General Manager	\$341.00	0.03%	\$133,429.00	\$133,770.00	12.79%	\$1,179,870.00
5	Supply and installation of 24lm of 35mm cable, conduit; including labour and trenching	30/07/2018	General Manager	\$3,875.30	0.37%	\$133,770.00	\$137,645.30	13.16%	\$1,183,745.30
6	Data, TV points and aerial	30/08/2018	CEO	\$2,068.00	0.20%	\$137,645.30	\$139,713.30	13.36%	\$1,185,813.30

<b>Contract No. and Title:</b>		LCC-464 Kerb and Channel Reconstruction on Liddiard Road at Traralgon							
<b>Contractor:</b>		ACE Earthmoving Pty Ltd							
<b>Date Contract Awarded:</b>		14-Mar	<b>Contract Awarded by:</b>		CEO	<b>Original Contract Value:</b>		\$176,238.00	
<b>Contract variation no.</b>	<b>Variation description</b>	<b>Date variation approved</b>	<b>Variation approved by</b>	<b>Variation amount</b>	<b>Individual variation % of original contract value</b>	<b>Previous value of variations to date</b>	<b>Total value of variations</b>	<b>Cumulative total variation % of original contract value</b>	<b>Revised contract value</b>
1	Extra kerb works & asphalt reinstatement: -Widening of median \$4,340.00 -Extra profiling & asphalt \$18,556.00 -Remove item 5.4(a) from contract CREDIT -\$20,000.00	25/07/2018	Coordinator	\$2,896.00	1.64%	\$0.00	\$2,896.00	1.64%	\$179,134.00

<b>Contract No. and Title:</b>		LCC-471 Traralgon to Morwell Shared Path - Stage 2A - Crinigan Road to Alexanders Road at Morwell							
<b>Contractor:</b>		Micton Constructions							
<b>Date Contract Awarded:</b>		14/05/2018	<b>Contract Awarded by:</b>		CEO		<b>Original Contract Value:</b>		\$350,530.00
<b>Contract variation no.</b>	<b>Variation description</b>	<b>Date variation approved</b>	<b>Variation approved by</b>	<b>Variation amount</b>	<b>Individual variation % of original contract value</b>	<b>Previous value of variations to date</b>	<b>Total value of variations</b>	<b>Cumulative total variation % of original contract value</b>	<b>Revised contract value</b>
1	Driveable headwalls and modification to swale drain	24/08/2018	Coordinator	\$20,890.91	5.96%	\$0.00	\$20,890.91	5.96%	\$371,420.91

<b>Contract No. and Title:</b>		LCC-484 Traralgon to Morwell Shared Path - Stage 3A & B - Airfield Lane to Old Melbourne Road and Village Avenue at Morwell							
<b>Contractor:</b>		ACE Earthmoving Pty Ltd							
<b>Date Contract Awarded:</b>		22/06/2018	<b>Contract Awarded by:</b>		CEO		<b>Original Contract Value:</b>		\$601,357.50
<b>Contract variation no.</b>	<b>Variation description</b>	<b>Date variation approved</b>	<b>Variation approved by</b>	<b>Variation amount</b>	<b>Individual variation % of original contract value</b>	<b>Previous value of variations to date</b>	<b>Total value of variations</b>	<b>Cumulative total variation % of original contract value</b>	<b>Revised contract value</b>
1	Earthworks construction of table drains	22/08/2018	Coordinator	\$20,500.00	3.41%	\$0.00	\$20,500.00	3.41%	\$621,857.50

<b>Contract No. and Title:</b>		LCC-489 Reconstruction of Auchterlonie, Church and Franklin Streets, Morwell - Church Street Project							
<b>Contractor:</b>		ACE Earthmoving Pty Ltd							
<b>Date Contract Awarded:</b>		10-Jul	<b>Contract Awarded by:</b>		CEO		<b>Original Contract Value:</b>		\$373,637.40
<b>Contract variation no.</b>	<b>Variation description</b>	<b>Date variation approved</b>	<b>Variation approved by</b>	<b>Variation amount</b>	<b>Individual variation % of original contract value</b>	<b>Previous value of variations to date</b>	<b>Total value of variations</b>	<b>Cumulative total variation % of original contract value</b>	<b>Revised contract value</b>
1	5 additional water services to lower	24/08/2018	Coordinator	\$10,000.00	2.68%	\$0.00	\$10,000.00	2.68%	\$383,637.40

<b>Contract No. and Title:</b>		LCC-501 Construction of Traralgon Croquet Club								
<b>Contractor:</b>		R J Low Pty Ltd								
<b>Date Contract Awarded:</b>		6/08/2018	<b>Contract Awarded by:</b>			Council		<b>Original Contract Value:</b>		\$1,411,321.00
<b>Contract variation no.</b>	<b>Variation description</b>	<b>Date variation approved</b>	<b>Variation approved by</b>	<b>Variation amount</b>	<b>Individual variation % of original contract value</b>	<b>Previous value of variations to date</b>	<b>Total value of variations</b>	<b>Cumulative total variation % of original contract value</b>	<b>Revised contract value</b>	
1	Provide electrical supply to the Croquet Club site	10/09/2018	Manager	\$43,976.90	3.12%	\$0.00	\$43,976.90	3.12%	\$1,455,297.90	

**CONTRACTS AWARDED BY THE CEO UNDER DELEGATION FROM 1 JULY 2018 TO 30 SEPTEMBER 2018**

<b>Contract Number and Title:</b>	<b>Contractor:</b>	<b>Date Awarded:</b>	<b>Contract Amount or SOR</b>
LCC-493 Provision of Consultancy Services for Development Contribution Plans, Section 173 Agreements and Legal Advice	The Lantern Legal Group Pty Ltd T/As Harwood Andrews	6/07/2018	SOR
* LCC-489 Reconstruction of Auchterlonie, Church and Franklin Street, Morwell	Ace Earthmoving Pty Ltd	10/07/2018	\$1,247,749.33
LCC-480 Installation of underground pipeline at Hyland Highway Landfill	Maffra Trenching & Boring Pty Ltd	4/06/2018	\$161,090.00
LCC-490 Provision of Secretarial Support & Advocacy Consultancy Services	Collective Postion Pty Ltd	6/07/2018	SOR
LCC-459 Provision of Stump Grinding	Gippy Tree Services Pty Ltd	23/08/2018	SOR
LCC-461 Provision of Urban Street Tree Pruning 2018-2019 - Blocks 1, 2 and 3 only	Gippy Tree Services Pty Ltd	23/08/2018	\$119,670.00
LCC-511 Design and Construct of LED Sports Lighting at Morwell Recreation Reserve	Contracting Kings Pty Ltd	30/08/2018	\$374,450.00
LCC-481 Provision of maintenance and supervision of the Lake Narracan Caravan Park and Foreshore Reserve	Day to Day Handyman Service	12/09/2018	SOR
LCC-512-A Project Management Consultancy (for Gippsland Regional Aquatic Centre)	Coffey Projects (Australia) Pty Ltd	21/09/2018	\$439,340.00
LCC-512-B Project Management Consultancy (for Traralgon Sports Stadium)	Ontoit Global Pty Ltd	21/09/2018	\$219,330.00

\* Delegation to award contract provided at 02 July 2018 Ordinary Council Meeting



**Agenda Item: 17.4**

**Agenda Item: Tabling of 'Assembly of Councillors' Records**

**Sponsor: General Manager, Corporate Services**

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

**Status: For Information**

**Proposed Resolution:**

**That Council receives and notes the Assembly of Councillors records tabled for the period 21 September 2018 to 15 October 2018.**

**Executive Summary:**

The following Assembly of Councillor records have been submitted for tabling since the last ordinary Council meeting:

Date	Assembly Details	In Attendance	Confidential	Declarations of Interest
21 September 2018	Major Projects Update	Councillors: Cr McFarlane Cr Middlemiss Cr White OAM Cr O'Callaghan Cr Howe Cr Clancey Cr Law Cr Gibson  Officers: Gary Van Driel Gail Gatt Larry Sengstock Steven Piasente Greg Drumm Matthew Rogers Sara Rhodes-Ward	Yes	No

Date	Assembly Details	In Attendance	Confidential	Declarations of Interest
24 September 2018	Out of Session Presentation - Covestro	Councillors: Cr McFarlane Cr Middlemiss Cr White OAM Cr Howe Cr Clancey Cr Law Cr Gibson  Officers: Gary Van Driel Bruce Connolly Hanna Burgess	No	No
24 September 2018	Councillor Briefing	Councillors: Cr McFarlane Cr Middlemiss Cr White OAM Cr Harriman Cr O'Callaghan Cr Howe Cr Clancey Cr Law Cr Gibson  Officers Gail Gatt Steve Piasente Greg Drumm Brett McCulley Louise Mckendry	Yes	Yes Cr White OAM Cr Gibson Cr Harriman Gail Gatt
25 September 2018	Traralgon Railway Reservoir Conservation Special Committee AGM	Councillors: Cr Howe Cr Clancey  Officer: Glenn Wearne	No	No
26 September 2018	Latrobe City Sports & Entertainment Stadium Reference Group	Councillor: Cr McFarlane  Officers: Larry Sengstock Josh Wilson Lauren Dinsdale	Yes	No

Date	Assembly Details	In Attendance	Confidential	Declarations of Interest
1 October 2018	CEO Recruitment, Performance and Remuneration Review Committee	Councillors: Cr McFarlane Cr White OAM Cr Clancey; Cr Gibson  Officers: Greg Drumm	Yes	No
1 October 2018	Meeting of all Councillors and Independent Person	Councillors: Cr McFarlane Cr Middlemiss Cr White OAM Cr Harriman Cr O'Callaghan Cr Howe Cr Clancey Cr Law Cr Gibson  Officers: Greg Drumm	Yes	No
2 October 2018	Morwell Recreation Reserve Project Reference Group	Councillors: Cr McFarlane Cr Middlemiss  Officers: Larry Sengstock Josh Wilson Lauren Dinsdale Steve Piasente	Yes	No
3 October 2018	Tourism Advisory Committee	Councillors: Cr White OAM Cr Howe Cr Clancey  Officers Imelda Dover	No	No
3 October 2018	Moe Southside Community Precinct Advisory Committee	Councillor: Cr Bradley Law Cr Sharon Gibson  Officer: Simon Clark	No	No

Date	Assembly Details	In Attendance	Confidential	Declarations of Interest
8 October 2018	CEO Recruitment Advisory Committee	Councillors: Cr McFarlane Cr Middlemiss Cr White OAM Cr Harriman Cr O'Callaghan Cr Howe Cr Clancey Cr Brad Law Cr Gibson  Officer: Greg Drumm	Yes	No
8 October 2018	Better Approval Project – Councillor Presentation	Councillors: Cr McFarlane Cr Middlemiss Cr White OAM Cr O'Callaghan Cr Howe Cr Clancey Cr Law Cr Gibson  Officers: Jody Riordan Gail Gatt Gary Van Driel Steven Piasente Sara Rhodes-Ward Greg Drumm	No	No

Date	Assembly Details	In Attendance	Confidential	Declarations of Interest
8 October 2018	GROW Briefing	<p>Councillors: Cr McFarlane Cr Middlemiss Cr White OAM Cr O'Callaghan Cr Howe Cr Clancey Cr Law Cr Gibson</p> <p>Officers: Gary Van Driel Sara Rhodes-Ward Bruce Connolly Steve Piasente Gail Gatt Greg Drumm</p>	No	No
8 October 2018	Out of Sessions Presentation: Gippsland Railway Station Upgrades by VicTrack	<p>Councillors: Cr McFarlane Cr Middlemiss Cr White OAM Cr O'Callaghan Cr Howe Cr Clancey Cr Law Cr Gibson</p> <p>Officers: Gary Van Driel Sara Rhodes-Ward Steve Piasente Greg Drumm Gail Gatt Jody Riordan</p>	No	No
9 October 2018	Latrobe Creative Precinct Project Reference Group	<p>Councillors: Cr McFarlane Cr Clancey Cr Law</p> <p>Officers: Michael Bloyce Steve Piasente Gail Gatt Trevor Dando Andrea Stanlake</p>	No	No

Date	Assembly Details	In Attendance	Confidential	Declarations of Interest
12 October 2018	Morwell Centenary Rose Garden Special Committee	Councillors: Cr McFarlane  Officers: Simon Clark	No	No
15 October 2018	War Memorial Advisory Committee	Councillors: Cr White OAM  Officers: Kevan Delaney Henry Morrison	No	No

**Declaration of Interests:**

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

**Reasons for Proposed Resolution:**

The attached *Assembly of Councillors* records have been submitted for tabling.

Section 80(A)2 of the *Local Government Act 1989* states '*The Chief Executive Officer must ensure that the written record of an assembly of Councillors is, as soon as is practicable - (a) reported at an ordinary meeting of the Council; and (b) incorporated in the minutes of that Council meeting*'.

**Attachments**

- 1. Major Projects Update
- 2. Out of Session Presentation - Covestro
- 3. Councillor Briefing
- 4. Traralgon Railway Reservoir Conservation Special Committee AGM
- 5. Latrobe City Sports & Entertainment Stadium Reference Group
- 6. CEO Recruitment, Performance and Remuneration Review Committee
- 7. Meeting of all Councillors and Independent Person
- 8. Morwell Recreation Reserve Project Reference Group
- 9. Tourism Advisory Committee
- 10. Moe Southside Community Precinct Advisory Committee
- 11. CEO Recruitment Advisory Committee
- 12. Better Approval Project – Councillor Presentation
- 13. GROW Briefing
- 14. Out of Sessions Presentation: Gippsland Railway Station Upgrades by VicTrack
- 15. Latrobe Creative Precinct Project Reference Group
- 16. Morwell Centenary Rose Garden Special Committee
- 17. War Memorial Advisory Committee

## **17.4**

### **Tabling of 'Assembly of Councillors' Records**

<b>1</b>	<b>Major Projects Update.....</b>	<b>609</b>
<b>2</b>	<b>Out of Session Presentation - Covestro .....</b>	<b>611</b>
<b>3</b>	<b>Councillor Briefing .....</b>	<b>613</b>
<b>4</b>	<b>Traralgon Railway Reservoir Conservation Special Committee AGM.....</b>	<b>615</b>
<b>5</b>	<b>Latrobe City Sports &amp; Entertainment Stadium Reference Group.....</b>	<b>616</b>
<b>6</b>	<b>CEO Recruitment, Performance and Remuneration Review Committee.....</b>	<b>617</b>
<b>7</b>	<b>Meeting of all Councillors and Independent Person .....</b>	<b>619</b>
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### Assembly of Councillors Record

This form must be completed by the attending Council officer and returned to the Governance Team for processing as soon as possible.

<b>Assembly details:</b>	Morwell Centenary Rose Garden Advisory Committee
<b>Date:</b>	13 July 2018
<b>Time:</b>	9:00am
<b>Assembly Location:</b>	Rose Garden Wing

**In Attendance**

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input type="checkbox"/> Cr Alan McFarlane	<input type="checkbox"/> Cr Graeme Middlemiss	<input type="checkbox"/> Cr Darrell White
	<input type="checkbox"/> Cr Dale Harriman	<input type="checkbox"/> Cr Kellie O'Callaghan	<input type="checkbox"/> Cr Darren Howe
	<input type="checkbox"/> Cr Dan Clancey	<input type="checkbox"/> Cr Bradley Law	<input type="checkbox"/> Cr Sharon Gibson
<b>Officer/s:</b>	Simon Clark		
<b>Matters discussed:</b>	Cr Alan McFarlane was an apology for the meeting. There were no Councillors in attendance.		
<p><b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b></p> <p><input type="checkbox"/> Yes                      <input checked="" type="checkbox"/> No</p> <p>Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.</p>			

**Conflict Of Interest Disclosures:**

Councillor / Officer making disclosure	Left Meeting: No

**Record Completed by:** Simon Clark







### Assembly of Councillors Record

This form must be completed by the attending Council officer and returned to the Governance Team for processing as soon as possible.

<b>Assembly details:</b>	Covestro
<b>Date:</b>	24 September 2018
<b>Time:</b>	4.04pm to 4.43pm
<b>Assembly Location:</b>	Nambur Wariga, Morwell LCC HQ

**In Attendance**

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr Alan McFarlane 4.04pm	<input checked="" type="checkbox"/> Cr Graeme Middlemiss 4.12pm	<input checked="" type="checkbox"/> Cr Darrell White 4.00pm
	<input type="checkbox"/> Cr Dale Harriman	<input type="checkbox"/> Cr Kellie O'Callaghan	<input checked="" type="checkbox"/> Cr Darren Howe 4.04pm
	<input checked="" type="checkbox"/> Cr Dan Clancey 4.00pm	<input checked="" type="checkbox"/> Cr Bradley Law 4.00pm	<input checked="" type="checkbox"/> Cr Sharon Gibson 4.04pm
<b>Officer/s:</b>	Gary Van Driel Bruce Connolly Hanna Burgess		
<b>Matters discussed:</b>	Rebecca Lee, Managing Director of Covestro provided an overview of the opportunities for carbon utilisation.  Covestro is a world-leading supplier of high-tech polymer materials, and manufactures Cardyon, a polyol used as a raw material in the production of high quality flexible foams.		
<p><b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b></p> <p><input type="checkbox"/> Yes                      <input checked="" type="checkbox"/> No</p> <p>Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.</p>			

**Conflict Of Interest Disclosures:**

Councillor / Officer making disclosure	Left Meeting: Yes / No

Record Completed by: Hanna Burgess





### Assembly of Councillors Record

This form must be completed by the attending Council officer and returned to the Governance Team for processing as soon as possible.

<b>Assembly details:</b>	Councillor Briefing
<b>Date:</b>	24 September 2018
<b>Time:</b>	6.00 pm
<b>Assembly Location:</b>	Nambur Wariga Meeting Room, Latrobe City Council, Morwell

**In Attendance**

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr Alan McFarlane	<input checked="" type="checkbox"/> Cr Graeme Middlemiss	<input checked="" type="checkbox"/> Cr Darrell White
	<input checked="" type="checkbox"/> Cr Dale Harriman	<input checked="" type="checkbox"/> Cr Kellie O'Callaghan	<input checked="" type="checkbox"/> Cr Darren Howe
	<input checked="" type="checkbox"/> Cr Dan Clancey	<input checked="" type="checkbox"/> Cr Brad Law	<input checked="" type="checkbox"/> Cr Sharon Gibson
<b>Officer/s:</b>	Gail Gatt, Steve Piasente, Greg Drum, Brett McCulley, Louise Mckendry		
<b>Matters discussed:</b>	Tonight's Presentations Future Presentations Notice of Motion Requests Points of Clarification Alternate Motion Requests Mayor's Update General Update Transition Briefing - confidential under s89(2)(e) proposed developments 2018 Recreation Needs Assessment - Priority Projects for 2019/20 Internal Audit - Review of Major Arts Events Selection Process Proposed change to Building Renewal Program for Yinnar Preschool Natural Environment Sustainability Snapshot Report 2018 Outstanding Issues-confidential under s89(h) would prejudice the Council or any person Strategic Issues for Future Briefings		





Are any of the matters discussed, considered confidential under the *Local Government Act 1989*?

Yes       No

Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.

**Conflict Of Interest Disclosures:**

Councillor / Officer making disclosure	Left Meeting: Yes / No
Cr White OAM	No
Cr Gibson	Yes
Cr Harriman	Yes
Gail Gatt	Yes

**Record Completed by:** Louise Mckendry





### Assembly of Councillors Record

This form must be completed by the attending Council officer and returned to the Governance Team for processing as soon as possible.

<b>Assembly details:</b>	Traralgon Railway Reservoir Conservation Reservoir Special Committee AGM
<b>Date:</b>	25 September 2018
<b>Time:</b>	7:30pm
<b>Assembly Location:</b>	Kath Teychenne Centre

**In Attendance**

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input type="checkbox"/> Cr Alan McFarlane	<input type="checkbox"/> Cr Graeme Middlemiss	<input type="checkbox"/> Cr Darrell White
	<input type="checkbox"/> Cr Dale Harriman	<input type="checkbox"/> Cr Kellie O'Callaghan	<input checked="" type="checkbox"/> Cr Darren Howe
	<input checked="" type="checkbox"/> Cr Dan Clancey	<input type="checkbox"/> Cr Bradley Law	<input type="checkbox"/> Cr Sharon Gibson
<b>Officer/s:</b>	Glenn Wearne		
<b>Matters discussed:</b>	Two Councillors in attendance for duration of meeting, meeting closed at 9 pm.		
<p><b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b></p> <p><input type="checkbox"/> Yes                      <input checked="" type="checkbox"/> No</p> <p>Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.</p>			

**Conflict Of Interest Disclosures:**

<b>Councillor / Officer making disclosure</b>	<b>Left Meeting: No</b>
	No

**Record Completed by:** Glenn Wearne





### Assembly of Councillors Record

This form must be completed by the attending Council officer and returned to the Governance Team for processing as soon as possible.

<b>Assembly details:</b>	Latrobe City Sports & Entertainment Stadium - PRG meeting
<b>Date:</b>	Wednesday 26 September 2018
<b>Time:</b>	12.00 pm - 12:50pm
<b>Assembly Location:</b>	Main Pavilion, Latrobe City Sports and Entertainment Centre, Fairway Drive, Morwell 3840

#### In Attendance

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr Alan McFarlane 12.00pm - 1:00pm	<input type="checkbox"/> Cr Graeme Middlemiss	<input type="checkbox"/> Cr Darrell White
	<input type="checkbox"/> Cr Dale Harriman	<input type="checkbox"/> Cr Kellie O'Callaghan	<input type="checkbox"/> Cr Darren Howe
	<input type="checkbox"/> Cr Dan Clancey	<input type="checkbox"/> Cr Bradley Law	<input type="checkbox"/> Cr Sharon Gibson
<b>Officer/s:</b>	Larry Sengstock, Josh Wilson, Lauren Dinsdale		
<b>Matters discussed:</b>	1. Discussion and priorities discussed tender options relating to the design and construction of the first stage of the LCSES Masterplan - Confidential under section 89(2)(e) proposed developments.		
<b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b> <input checked="" type="checkbox"/> <b>Yes</b> <input type="checkbox"/> <b>No</b> Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.			

#### Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No
NIL	N/A

**Record Completed by:** Lauren Dinsdale



### Assembly of Councillors Record

This form must be completed by the attending Council officer and returned to the Governance Team for processing as soon as possible.

<b>Assembly details:</b>	CEO Recruitment, Performance and Remuneration Review Cttee
<b>Date:</b>	1 October 2018
<b>Time:</b>	3.09pm
<b>Assembly Location:</b>	Latrobe Regional Gallery

**In Attendance**

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr Alan McFarlane	<input type="checkbox"/> Cr Graeme Middlemiss	<input checked="" type="checkbox"/> Cr Darrell White
	<input type="checkbox"/> Cr Dale Harriman	<input type="checkbox"/> Cr Kellie O'Callaghan	<input type="checkbox"/> Cr Darren Howe
	<input checked="" type="checkbox"/> Cr Dan Clancey	<input type="checkbox"/> Cr Brad Law	<input checked="" type="checkbox"/> Cr Sharon Gibson
<b>Officer/s:</b>	Greg Drumm		
<b>Matters discussed:</b>	CEO Recruitment Independent Person also present confidentiality due to personnel and contractual matters		
<p><b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b></p> <p><input checked="" type="checkbox"/> <b>Yes</b>                      <input type="checkbox"/> <b>No</b></p> <p>Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.</p>			

**Conflict Of Interest Disclosures:**

Councillor / Officer making disclosure	Left Meeting: Yes / No

**Record Completed by:** Greg Drumm





### Assembly of Councillors Record

This form must be completed by the attending Council officer and returned to the Governance Team for processing as soon as possible.

<b>Assembly details:</b>	Meeting of all Councillors and Independent Person
<b>Date:</b>	1 October 2018
<b>Time:</b>	10.35pm
<b>Assembly Location:</b>	Nambur Wariga meeting room

**In Attendance**

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr Alan McFarlane	<input checked="" type="checkbox"/> Cr Graeme Middlemiss	<input checked="" type="checkbox"/> Cr Darrell White
	<input checked="" type="checkbox"/> Cr Dale Harriman	<input checked="" type="checkbox"/> Cr Kellie O'Callaghan	<input checked="" type="checkbox"/> Cr Darren Howe
	<input checked="" type="checkbox"/> Cr Dan Clancey	<input checked="" type="checkbox"/> Cr Brad Law	<input checked="" type="checkbox"/> Cr Sharon Gibson
<b>Officer/s:</b>	Greg Drumm		
<b>Matters discussed:</b>	CEO Recruitment process Confidential due to personnel matters and contractual matters		
<p><b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b></p> <p><input checked="" type="checkbox"/> <b>Yes</b>                      <input type="checkbox"/> <b>No</b></p> <p>Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.</p>			

**Conflict Of Interest Disclosures:**

Councillor / Officer making disclosure	Left Meeting: Yes / No

**Record Completed by:** Greg Drumm





### Assembly of Councillors Record

This form must be completed by the attending Council officer and returned to the Governance Team for processing as soon as possible.

<b>Assembly details:</b>	Morwell Recreation Reserve Project Reference Group
<b>Date:</b>	Tuesday 2 October 2018
<b>Time:</b>	5:30pm - 6:20pm
<b>Assembly Location:</b>	Nambur Wariga - Large Meeting Room, Latrobe City Council Headquarters, 141 Commercial Road, MORWELL 3840

**In Attendance**

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr Alan McFarlane 5.30pm - 6.20pm	<input checked="" type="checkbox"/> Cr Graeme Middlemiss 5.39pm - 6.20pm	<input type="checkbox"/> Cr Darrell White
	<input type="checkbox"/> Cr Dale Harriman	<input type="checkbox"/> Cr Kellie O'Callaghan	<input type="checkbox"/> Cr Darren Howe
	<input type="checkbox"/> Cr Dan Clancey	<input type="checkbox"/> Cr Bradley Law	<input type="checkbox"/> Cr Sharon Gibson
<b>Officer/s:</b>	Larry Sengstock, Josh Wilson, Lauren Dinsdale, Steven Piasente		
<b>Matters discussed:</b>	1. Project Status update 2. Updates on construction of new shared sports pavilion and concept designs of Morwell Recreation Reserve user group facilities upgrades for consideration and feedback - Confidential under section 89(2)(e) proposed developments.		
<b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b> <input checked="" type="checkbox"/> <b>Yes</b> <input type="checkbox"/> <b>No</b> Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.			

**Conflict Of Interest Disclosures:**

Councillor / Officer making disclosure	Left Meeting: Yes / No
Nil	N/A

**Record Completed by:** Lauren Dinsdale







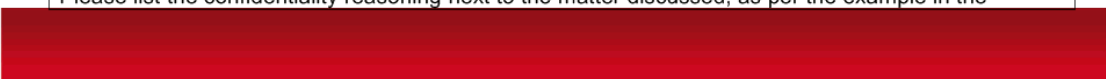
### Assembly of Councillors Record

This form must be completed by the attending Council officer and returned to the Governance Team for processing as soon as possible.

<b>Assembly details:</b>	Tourism Advisory Committee meeting
<b>Date:</b>	3 October 2018
<b>Time:</b>	5.45 pm
<b>Assembly Location:</b>	Nambur Wariga Meeting Room, Head Quarters, Morwell.

**In Attendance**

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input type="checkbox"/> Cr Alan McFarlane	<input type="checkbox"/> Cr Graeme Middlemiss	<input checked="" type="checkbox"/> Cr Darrell White
	<input type="checkbox"/> Cr Dale Harriman	<input type="checkbox"/> Cr Kellie O'Callaghan	<input checked="" type="checkbox"/> Cr Darren Howe
	<input checked="" type="checkbox"/> Cr Dan Clancey	<input type="checkbox"/> Cr Bradley Law	<input type="checkbox"/> Cr Sharon Gibson
<b>Officer/s:</b>	Imelda Dover		
<b>Matters discussed:</b>	Training in 'transition tourism' Roving tourism support officer concept Recreational Vehicle provision of facilities Events contacts on LCC website Resignation from TAC and introduction of new member Latrobe Creative Precinct Potential tourism initiatives including possibility of funding to support coach-transport for multicultural communities to visit Reports from LCBTA Latrobe City Business Tourism Association; LCC Events; LCC VIC Visitor Information Centre and LCC Tourism		
<b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Please list the confidentiality reasoning next to the matter discussed, as per the example in the			





guidance notes.

**Conflict Of Interest Disclosures:**

Councillor / Officer making disclosure	Left Meeting: Yes / No
Cr Dan Clancey: Cr Clancey declared potential Conflict of Interest in relation to the LCBTA awards ceremony	No

**Record Completed by:** Imelda Dover





### Assembly of Councillors Record

This form must be completed by the attending Council officer and returned to the Governance Team for processing as soon as possible.

<b>Assembly details:</b>	Moe Southside Community Precinct Advisory Committee
<b>Date:</b>	3 October 2018
<b>Time:</b>	4:30pm
<b>Assembly Location:</b>	Ted Summerton Reserve Pavilion

**In Attendance**

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input type="checkbox"/> Cr Alan McFarlane	<input type="checkbox"/> Cr Graeme Middlemiss	<input type="checkbox"/> Cr Darrell White
	<input type="checkbox"/> Cr Dale Harriman	<input type="checkbox"/> Cr Kellie O'Callaghan	<input type="checkbox"/> Cr Darren Howe
	<input type="checkbox"/> Cr Dan Clancey	<input checked="" type="checkbox"/> Cr Bradley Law	<input checked="" type="checkbox"/> Cr Sharon Gibson
<b>Officer/s:</b>	Simon Clark		
<b>Matters discussed:</b>	Meeting cancelled due to non attendance of many users groups.		
<p><b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b></p> <p><input type="checkbox"/> Yes                      <input checked="" type="checkbox"/> No</p> <p>Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.</p>			

**Conflict Of Interest Disclosures:**

Councillor / Officer making disclosure	Left Meeting: Yes / No
	No

**Record Completed by:** Simon Clark





### Assembly of Councillors Record

This form must be completed by the attending Council officer and returned to the Governance Team for processing as soon as possible.

<b>Assembly details:</b>	CEO Recruitment Advisory Committee
<b>Date:</b>	8 October 2018
<b>Time:</b>	5.08pm
<b>Assembly Location:</b>	Nambur Wariga meeting room

**In Attendance**

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr Alan McFarlane	<input checked="" type="checkbox"/> Cr Graeme Middlemiss	<input checked="" type="checkbox"/> Cr Darrell White
	<input checked="" type="checkbox"/> Cr Dale Harriman	<input checked="" type="checkbox"/> Cr Kellie O'Callaghan	<input checked="" type="checkbox"/> Cr Darren Howe
	<input checked="" type="checkbox"/> Cr Dan Clancey	<input checked="" type="checkbox"/> Cr Brad Law	<input checked="" type="checkbox"/> Cr Sharon Gibson
<b>Officer/s:</b>	Greg Drumm; Independent Person (Vince Haining)		
<b>Matters discussed:</b>	CEO Recruitment process Confidential due to personnel matters and contractual matters		
<p><b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b></p> <p><input checked="" type="checkbox"/> <b>Yes</b>                      <input type="checkbox"/> <b>No</b></p> <p>Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.</p>			

**Conflict Of Interest Disclosures:**

Councillor / Officer making disclosure	Left Meeting: Yes / No

Record Completed by: Greg Drumm





### Assembly of Councillors Record

This form must be completed by the attending Council officer and returned to the Governance Team for processing as soon as possible.

<b>Assembly details:</b>	Better Approval Project - Councillor Presentation
<b>Date:</b>	8 October 2018
<b>Time:</b>	7.15pm - 8.00pm
<b>Assembly Location:</b>	Latrobe City Council Headquarters - Nambur Waringa Room

**In Attendance**

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr Alan McFarlane	<input checked="" type="checkbox"/> Cr Graeme Middlemiss	<input checked="" type="checkbox"/> Cr Darrell White
	<input type="checkbox"/> Cr Dale Harriman	<input checked="" type="checkbox"/> Cr Kellie O'Callaghan	<input checked="" type="checkbox"/> Cr Darren Howe
	<input checked="" type="checkbox"/> Cr Dan Clancey	<input checked="" type="checkbox"/> Cr Bradley Law	<input checked="" type="checkbox"/> Cr Sharon Gibson
<b>Officer/s:</b>	Jody Riordan, Gail Gatt, Gary Van Driel, Steven Piasente, Sara Rhodes-Ward, Greg Drumm		
<b>Matters discussed:</b>	Better Approval Project - an update was provided to councillors.		
<p><b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b></p> <p><input type="checkbox"/> Yes                      <input checked="" type="checkbox"/> No</p> <p>Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.</p>			

**Conflict Of Interest Disclosures:**

Councillor / Officer making disclosure	Left Meeting: Yes / No

**Record Completed by:** Jody Riordan





### Assembly of Councillors Record

This form must be completed by the attending Council officer and returned to the Governance Team for processing as soon as possible.

<b>Assembly details:</b>	GROW Briefing
<b>Date:</b>	8/10/18
<b>Time:</b>	6:15 pm
<b>Assembly Location:</b>	Latrobe City Council Offices

**In Attendance**

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr Alan McFarlane	<input checked="" type="checkbox"/> Cr Graeme Middlemiss	<input checked="" type="checkbox"/> Cr Darrell White
	<input type="checkbox"/> Cr Dale Harriman	<input checked="" type="checkbox"/> Cr Kellie O'Callaghan	<input checked="" type="checkbox"/> Cr Darren Howe
	<input checked="" type="checkbox"/> Cr Dan Clancey	<input checked="" type="checkbox"/> Cr Bradley Law	<input checked="" type="checkbox"/> Cr Sharon Gibson
<b>Officer/s:</b>	Gary Van Driel, Sara Rhodes-Ward, Bruce Connolly, Steve Piasente, Gail Gatt & Greg Drumm		
<b>Matters discussed:</b>	GROW Program - Program Overview.		
<p><b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b></p> <p><input type="checkbox"/> Yes                      <input checked="" type="checkbox"/> No</p> <p>Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.</p>			

**Conflict Of Interest Disclosures:**

Councillor / Officer making disclosure	Left Meeting: Yes / No

**Record Completed by:** Bruce Connolly





### Assembly of Councillors Record

This form must be completed by the attending Council officer and returned to the Governance Team for processing as soon as possible.

<b>Assembly details:</b>	Out of Session Presentation: Gippsland Railway Station Upgrades by VicTrack.
<b>Date:</b>	Monday, 8 October 2018
<b>Time:</b>	7:08 - 7:15 pm
<b>Assembly Location:</b>	Nambur Wariga Meeting Room, Latrobe City Council Headquarters, 141 Commercial Road, Morwell.

#### In Attendance

<b>Councillors:</b>	<input checked="" type="checkbox"/> Cr Alan McFarlane	<input checked="" type="checkbox"/> Cr Graeme Middlemiss	<input checked="" type="checkbox"/> Cr Darrell White
	<input type="checkbox"/> Cr Dale Harriman	<input checked="" type="checkbox"/> Cr Kellie O'Callaghan	<input checked="" type="checkbox"/> Cr Darren Howe
	<input checked="" type="checkbox"/> Cr Dan Clancey	<input checked="" type="checkbox"/> Cr Bradley Law	<input checked="" type="checkbox"/> Cr Sharon Gibson
<b>Arrival / Departure Time:</b>			
<b>Officer/s:</b>	Internal Officers: Gary Van Driel, Sara Rhodes-Ward, Steve Piasente, Greg Drumm, Gail Gatt, Jody Riordan. External Presenters: Joe Tomasi, Acting Group Manager Civil Structure & Architecture, Project Delivery Group, Royce Christie, Senior Government Relations Specialist, Daniel Figuera Project Engineer and Anna Mitchell, Communications & Engagement Specialist.		
<b>Matters discussed:</b>	Gippsland Rail Upgrade Project, about VicTrack the entity.		
<p><b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b></p> <p><input type="checkbox"/> Yes                      <input checked="" type="checkbox"/> No</p> <p>Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.</p>			

#### Conflict Of Interest Disclosures:





Councillor / Officer making disclosure	Left Meeting: Yes / No

Record Completed by: Gail Gatt







### Assembly of Councillors Record

This form must be completed by the attending Council officer and returned to the Governance Team for processing as soon as possible.

<b>Assembly details:</b>	Latrobe Creative Precinct Project Reference Group
<b>Date:</b>	Tuesday, 9 October 2018
<b>Time:</b>	3.30 pm
<b>Assembly Location:</b>	Latrobe Room, Traralgon Service Centre

**In Attendance**

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr Alan McFarlane	<input type="checkbox"/> Cr Graeme Middlemiss	<input type="checkbox"/> Cr Darrell White
	<input type="checkbox"/> Cr Dale Harriman	<input type="checkbox"/> Cr Kellie O'Callaghan	<input type="checkbox"/> Cr Darren Howe
	<input checked="" type="checkbox"/> Cr Dan Clancey	<input checked="" type="checkbox"/> Cr Bradley Law	<input type="checkbox"/> Cr Sharon Gibson
<b>Officer/s:</b>	Michael Bloyce, Steve Piasente, Gail Gatt, Trevor Dando, Andrea Stanlake		
<b>Matters discussed:</b>	1. ECI Process Update 2. Design Update 3. Budget Update 4. Sponsorship 5. CITC negotiations		
<b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.			

**Conflict Of Interest Disclosures:**

<b>Councillor / Officer making disclosure</b>	<b>Left Meeting: Yes / No</b>
Nil	No





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**Record Completed by:** Andrea Stanlake





### Assembly of Councillors Record

This form must be completed by the attending Council officer and returned to the Governance Team for processing as soon as possible.

<b>Assembly details:</b>	Morwell Centenary Rose Garden Special Committee
<b>Date:</b>	12 October 2018
<b>Time:</b>	9:00am
<b>Assembly Location:</b>	Rose Garden Wing

**In Attendance**

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input checked="" type="checkbox"/> Cr Alan McFarlane	<input type="checkbox"/> Cr Graeme Middlemiss	<input type="checkbox"/> Cr Darrell White
	<input type="checkbox"/> Cr Dale Harriman	<input type="checkbox"/> Cr Kellie O'Callaghan	<input type="checkbox"/> Cr Darren Howe
	<input type="checkbox"/> Cr Dan Clancey	<input type="checkbox"/> Cr Bradley Law	<input type="checkbox"/> Cr Sharon Gibson
<b>Officer/s:</b>	Simon Clark		
<b>Matters discussed:</b>	<p>Meeting discussed Conflict of Interest declaration which is to be included on each month's meeting agenda.</p> <p>Simon Clark informed the meeting of the upcoming volunteer training day.</p> <p>Seat project discussed including Latrobe Valley Authority grant application.</p> <p>Committee reviewed draft wording for the Time Capsule plaque. Wording was approved and Simon to have the project completed.</p> <p>Reviewed Sponsorship Policy for garden beds.</p> <p>Issues raised with the online Volunteer Registration system which Simon Clark will investigate.</p>		
<p><b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b></p> <p><input type="checkbox"/> Yes      <input checked="" type="checkbox"/> No</p> <p>Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.</p>			



**Conflict Of Interest Disclosures:**

Councillor / Officer making disclosure	Left Meeting: No
	No

**Record Completed by:** Glenn Wearne





### Assembly of Councillors Record

This form must be completed by the attending Council officer and returned to the Governance Team for processing as soon as possible.

<b>Assembly details:</b>	War Memorial Advisory Committee Meeting
<b>Date:</b>	Monday, 15 October 2018
<b>Time:</b>	2.000 pm
<b>Assembly Location:</b>	Latrobe Regional Gallery Meeting Room

**In Attendance**

<b>Councillors:</b>  <b>Arrival / Departure Time:</b>	<input type="checkbox"/> Cr Alan McFarlane	<input type="checkbox"/> Cr Graeme Middlemiss	<input checked="" type="checkbox"/> Cr Darrell White
	<input type="checkbox"/> Cr Dale Harriman	<input type="checkbox"/> Cr Kellie O'Callaghan	<input type="checkbox"/> Cr Darren Howe
	<input type="checkbox"/> Cr Dan Clancey	<input type="checkbox"/> Cr Bradley Law	<input type="checkbox"/> Cr Sharon Gibson
<b>Officer/s:</b>	Kevan Delaney and Henry Morrison		
<b>Matters discussed:</b>	Preservation of war memorials located within Latrobe City with representatives of the various RSL sub branches.		
<p><b>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</b></p> <p><input type="checkbox"/> Yes                      <input checked="" type="checkbox"/> No</p> <p>Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.</p>			

**Conflict Of Interest Disclosures:**

Councillor / Officer making disclosure	Left Meeting: Yes / No
Nil	Not applicable

**Record Completed by:** Henry Morrison

# **URGENT BUSINESS**

**18. URGENT BUSINESS**

*Business may be admitted to the meeting as urgent business in accordance with clause 19 of the Meeting Procedure Local Law by resolution of the Council, if it relates to a matter which has arisen since distribution of the agenda and cannot safely or conveniently be deferred until the next Ordinary meeting.*

# **MEETING CLOSED TO THE PUBLIC**



## **19. MEETING CLOSED TO THE PUBLIC**

Section 89(2) of the *Local Government Act 1989* enables the Council to close the meeting to the public if the meeting is discussing any of the following:

- (a) Personnel matters;
- (b) The personal hardship of any resident or ratepayer;
- (c) Industrial matters;
- (d) Contractual matters;
- (e) Proposed developments;
- (f) Legal advice;
- (g) Matters affecting the security of Council property;
- (h) Any other matter which the Council or Special Committee considers would prejudice the Council or any person;
- (i) A resolution to close the meeting to members of the public.

### **RECOMMENDATION**

**That Council closes this Ordinary Meeting of Council to the public to consider the following items which are of a confidential nature, pursuant to section 89(2) of the *Local Government Act 1989* for the reasons indicated:**

- 19.1 Gippsland Logistics Precinct - Expression of Interest Process**  
Agenda item 19.1 *Gippsland Logistics Precinct - Expression of Interest Process* is designated as confidential as it relates to proposed developments (s89 2e)
- 19.2 Application for Waiver of Rates**  
Agenda item 19.2 *Application for Waiver of Rates* is designated as confidential as it relates to personal hardship of any resident or ratepayer (s89 2b)
- 19.3 Service Review Prioritisation 2018/19**  
Agenda item 19.3 *Service Review Prioritisation 2018/19* is designated as confidential as it relates to a matter which the Council or special committee considers would prejudice the Council or any person (s89 2h)
- 19.4 Document for Signing and Sealing - Churchill Town Centre Project, Transfer of Land**  
Agenda item 19.4 *Document for Signing and Sealing - Churchill Town Centre Project, Transfer of Land* is designated as confidential as it relates to contractual matters (s89 2d)
- 19.5 LCC-466 Provision of Printing Services**  
Agenda item 19.5 *LCC-466 Provision of Printing Services* is designated as confidential as it relates to contractual matters (s89 2d)

- 19.6 LCC-488 Landfill Monitoring and Reporting**  
**Agenda item 19.6 *LCC-488 Landfill Monitoring and Reporting* is designated as confidential as it relates to contractual matters (s89 2d)**
- 19.7 Request to enter into a Contract with Municipal Association of Victoria for the provision of Debt Recovery Services**  
**Agenda item 19.7 *Request to enter into a Contract with Municipal Association of Victoria for the provision of Debt Recovery Services* is designated as confidential as it relates to contractual matters (s89 2d)**