# MINUTES

SCHEDULED COUNCIL MEETING WARRNAMBOOL CITY COUNCIL 5:45 PM - MONDAY 1 AUGUST 2022



VENUE: Lighthouse Theatre Studio Lighthouse Theatre Timor Street Warrnambool

> COUNCILLORS Cr. Vicki Jellie AM (Mayor) Cr. Otha Akoch Cr. Debbie Arnott Cr. Ben Blain Cr. Angie Paspaliaris Cr. Max Taylor Cr. Richard Ziegeler

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Peter Schneider CHIEF EXECUTIVE OFFICER

#### AUDIO RECORDING OF COUNCIL MEETINGS

All Open and Special Council Meetings will be audio recorded, with the exception of matters identified as confidential items in the agenda. This includes public participation sections of the meeting. Audio recordings of meetings will be made available for download on the internet via the Council's website by noon the day following the meeting and will be retained and publicly available on the website for 12 months following the meeting date. The recordings will be retained for the term of the current Council, after which time the recordings will be archived and destroyed in accordance with applicable public record standards. By participating in Open and Special Council meetings, individuals consent to the use and disclosure of the information that they share at the meeting (including any personal/sensitive information), for the purposes of Council carrying out its functions.

#### **BEHAVIOUR AT COUNCIL MEETINGS**

Thank you all for coming – we really appreciate you being here. These meetings are the place where, we as Councillors, make decisions on a broad range of matters. These can vary greatly in subject, significance and the level of interest or involvement the community has. As part of making these decisions, we are presented with comprehensive information that helps us to form our position – you will find this in the agenda. It should also be remembered that the Council meeting is a "meeting of the Council that is open to the public", not a "public meeting with the Council." Each Council is required to have Governance Rules that pertains to meeting procedures. Warrnambool City Council has followed best practice in this regard and its Governance Rules provides regulations and procedures for the governing and conduct of Council meetings. Copies of the Conduct and Behaviour excerpt from Warrnambool City Council's Governance Rules can be obtained online at <u>www.warrnambool.vic.gov.au</u>. We thank you in anticipation of your co-operation in this matter.

#### **ORDER OF BUSINESS**

#### Page No.

1.	OPE	NING PRAYER & ORIGINAL CUSTODIANS STATEMENT	4
2.	APOL	LOGIES	4
3.	CON	FIRMATION OF MINUTES	4
4.		LARATION BY COUNCILLORS AND OFFICERS OF ANY CONFLICT OF INTER ITEM ON THE AGENDA	
5.	MAY	ORAL PRESENTATION	5
6.	PUBL	LIC QUESTION TIME	5
7.	REPO	ORTS	6
	7.1.	ACTIVITIES & INITIATIVES 2021-2022: APRIL - JUNE (QUARTER 4)	6
	7.2.	PROCUREMENT OF TELECOMMUNICATIONS SERVICES	44
	7.3.	CONTRACT 2022038 AND RFQ 2022041 FOR THE DESIGN AND CONSTRUCT OF GANTRIES, ROOF SHELTER AND ASSOCIATED WORKS (SALEYARDS REFURBISHMENT PROJECT) AT THE SOUTH WEST VICTORIAN LIVESTOC EXCHANGE (SWVLX]	К
	7.4.	CITY CENTRE PEDESTRIAN PRIORITY CROSSINGS AT ROUNDABOUT EVALUATION REPORT	318
	7.5.	PLANNING APPLICATION PP2020-0050 - 63 MCKENZIES ROAD BUSHFIELD	332
	7.6.	PLANNING APPLICATION PP2021-146 - 39 ZIEGLER PARADE ALLANSFORE	D388
	7.7.	PLANNING PERMIT PP2021-0103 - 200 TOORAM ROAD ALLANSFORD	475
	7.8.	WARRNAMBOOL ART GALLERY	623
	7.9.	ADVISORY COMMITTEE REPORTS	627
	7.10.	. INFORMAL MEETINGS OF COUNCIL REPORTS	634
	7.11.	. MAYORAL & CHIEF EXECUTIVE OFFICER COUNCIL ACTIVITIES - SUMMAR REPORT	
8.	ΝΟΤΙ	ICE OF MOTION	642
9.	GEN	ERAL BUSINESS	642
10.	URGI	ENT BUSINESS	642
11.	CLOS	SE OF MEETING	642

#### MINUTES OF THE ORDINARY MEETING OF THE WARRNAMBOOL CITY COUNCIL HELD IN THE LIGHTHOSUE THEATRE STUDIO, LIGHTHOUSE THEATRE, TIMOR STREET, WARRNAMBOOL ON MONDAY 1 AUGUST 2022 COMMENCING AT 5:45 PM

PRESENT:	Cr. Vicki Jellie AM, Mayor/Chairman Cr. Otha Akoch Cr. Debbie Arnott Cr. Ben Blain Cr. Angie Paspaliaris Cr. Max Taylor Cr. Richard Ziegeler
IN ATTENDANCE:	Mr Peter Schneider, Chief Executive Officer Mr Peter Utri, Director Corporate Strategies Mr David Leahy, Director City Infrastructure Mr Andrew Paton, Director City Growth Ms. Jodie McNamara, Acting Director Community Development Ms Julie Anderson, Manager Governance Property & Projects Ms. Wendy Clark, Executive Assistant

#### 1. OPENING PRAYER & ORIGINAL CUSTODIANS STATEMENT

Almighty God Grant to this Council Wisdom, understanding and Sincerity of purpose For the Good Governance of this City Amen.

#### **ORIGINAL CUSTODIANS STATEMENT**

I wish to acknowledge the traditional owners of the land on which we stand and pay my respects to their Elders past and present.

#### 2. APOLOGIES

Nil.

#### 3. CONFIRMATION OF MINUTES

#### MOVED: CR MAX TAYLOR SECONDED: CR RICHARD ZIEGELER

That the Minutes of the Scheduled Meeting of Council held on 4 July 2022, be confirmed.

CARRIED - 7:0

#### 4. DECLARATION BY COUNCILLORS AND OFFICERS OF ANY CONFLICT OF INTEREST IN ANY ITEM ON THE AGENDA

Section 130 of the Local Government Act 2020 (Vic) (**the Act**) provides that a relevant person must disclose a conflict of interest in respect of a matter and exclude themselves from the decision making process in relation to that matter including any discussion or vote on the matter at any Council meeting or delegated committee meeting and any action in relation to that matter.

Section 126(2) of the Act sets out that a relevant person (Councillor, member of a delegated Committee or member of Council staff) has a conflict of interest if the relevant person has a **general conflict of interest** within the meaning of section 127 of the Act or a **material conflict of interest** within the meaning of section 128 of the Act.

A relevant person has a **general conflict of interest** in a matter if an impartial, fair minded person would consider that the person's private interests could result in that person acting in a manner that is contrary to their public duty.

A relevant person has a **material conflict of interest** in a matter if an affected person would gain a benefit or suffer a loss depending on the outcome of the matter.

A Councillor who has declared a conflict of interest, must leave the meeting and remain outside the room while the matter is being considered, or any vote is taken. Councillors are also encouraged to declare circumstances where there may be a perceived conflict of interest.

- Cr. Debbie Arnott Item 7.7 Planning Application PP2021-0103 200 Tooram Road, Allansford - General conflict.
- Cr. Max Taylor Item 7.5 Planning Application PP2020-0050 6 McKenzies Road, Bushfield Shares in Telstra.

#### 5. MAYORAL PRESENTATION

It is with sadness but also with great respect, that Warrnambool City Council acknowledges the passing and remarkable creative life of Gunditimara Bundjalung man Archie Roache. Archie Roache was a truth teller, an inspirational figurehead with the unique skill of bringing people together rather than to divide. He was all about reconciling, learning and forgiving. He was one of who gave his people voice and that voice opened eyes to the truth; it was a unifying force. His beautiful voice and stories shone a light on the tragedy of the stolen generation and through his voice he revealed not only his personal trauma but also the challenges facing first nations people in Australia. His songs came from his heart and despite all the sorrow life through at him, his grace and humour shone through. He was a courageous story teller and a world renowned musician. Archie leaves behind a legacy of tireless work towards reconciliation and a new generation to carry on his message of healing into the future. He was a voice for all generations. Our country has lost a brilliant talent, a powerful and prolific national truth teller, his dignity and strength will be remembered and valued by so many. He was a champion for first nation's people and all humanity. Our condolences go to Archie's immediate and extended family, we grieve for his passing, we honour his life and we hope that his words, his music and his spirit will endure for generations to come, they encourage and inspire us to learn and celebrate Aboriginal culture and to work towards a shared and equitable future for all Australians. Archie Roache has now gone to the dream time.

#### 6. PUBLIC QUESTION TIME

One question was submitted and was disallowed in accordance with the Governance Rules, Clause 26(7)(a) - due to the person directing the question not being present in the gallery.

#### 7. REPORTS

#### 7.1. ACTIVITIES & INITIATIVES 2021-2022: APRIL - JUNE (QUARTER 4)

#### DIRECTORATE: Corporate Strategies

#### PURPOSE:

This report provides information on the progress in achieving the Activities and Initiatives (A&I's) set down for 2021-2022 as part of the Council Plan and Budget process. This report provides Council and the community with an update in the progress of actions across Councils' functional areas.

#### EXECUTIVE SUMMARY

This report reflects on the progress and achievements of a broad range of Activities and Initiatives set out in the Council Plan and Budget for the financial year 2021 –2022.

The activities and initiatives give a brief insight to the extensive range of works services and projects undertaken by the organization for the community.

The A&I's underpin activities Council undertakes to work toward the vision 2021 - 2025 of "A thriving city at the heart of coast and country".

The 5 key objectives that support this vision are:

- 1. We will be a healthy, inclusive and thriving community with equitable access to services, cultural opportunities and recreational activities.
- 2. We will protect and strengthen local ecosystems, enhance biodiversity and enable sustainable communities.
- 3. We will support a resilient local and self-sustaining regional economy that encourages economic growth and provides increased employment opportunities that attract ongoing investment.
- 4. We will provide high quality places that people value and want to live, work, play and learn in
- 5. We will be recognized as a collaborative Council and a high-performing organization that enables positive outcomes for Warrnambool's community, environment and economy and for Victoria's Southwest.

#### MOVED: CR DEBBIE ARNOTT SECONDED: CR BEN BLAIN

That the Activities & Initiatives 2021 – 2022: April – June (Quarter 4), be received.

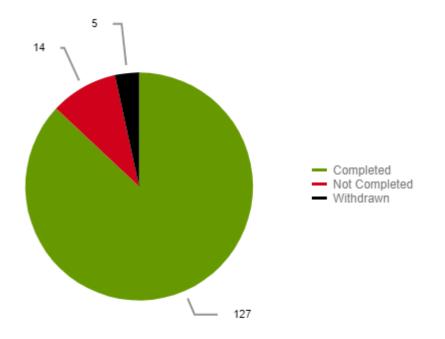
CARRIED - 7:0

#### BACKGROUND

The 2021 – 2025 Council Plan is the key planning and strategic document of the Council and details the Council strategic objectives for its community over a 4-year period.

Council is required to set down the A&I's on an annual basis that are to be funded and demonstrate how these actions will contribute to achieving the strategic objectives specified in the Council Plan and Budget.

As we have concluded our year of works and services, we review what has been achieved with over 85% of all works concluded to the level expected in the year. This high level of completion is quite extraordinary given the significant issues the organization, community and our delivery partners have faced with another year living with covid.



#### **ATTACHMENTS**

1. Activities & Initiatives 2021-2022: April - June (Quarter 4) [7.1.1 - 36 pages]





Report Generated: 20/07/2022



Q4, 2021/2022

# GOAL 1: A HEALTHY COMMUNITY: We will be a healthy, inclusive, and thriving community with equitable access to services, cultural opportunities and recreational activities.

Objective 1: WELCOMING & INCLUSIVE CITY: Warrnambool will be a city that is more welcoming to all and fosters diversity.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
1.1.1	Provide information to new residents that introduces key Council services, organisations and agencies including those in recreation, culture and early childhood.	Manager Communications	100%		The Communications Team is finalising an updated map of Warrnambool that will show locations of major services and features that will be useful to new and existing residents.
1.1.2	Develop and implement a range of Council activities and events to encourage participation from diverse groups within our community.	Service Manager Healthy Engaged Communities	100%		Staff continue to be active participants in the Wata Waetnanda group. Healthy Engaged Communities team members facilitated the Sorry Day display at Gateway Plaza & making the purple flowers for the display through our various groups & activities at the Archie Graham Community Centre & West Warrnambool Neighbourhood House (WWNH). In addition, instruction packs & materials for those community members who are home bound so they could contribute & feel included ion the project were provided. We also assisted in organising Reconciliation week events, including the opening ceremony hosted by WCC on the Civic green. Healthy, Engaged Communities staff led & organised this year's WCC IDAHOBIT day celebrations on May 17th. The event started with a flag raising ceremony conducted by the Mayor with speeches from Council CEO & Brophy CEO Francis Broekman. This was followed by
					refreshments at the Lighthouse Theatre foyer with live music from Maddie Jackway, & a rainbow cake cutting ceremony. The feedback from the event was filled with praise with many comments of the welcoming & joyful ambience of the event. This was the largest community attendance of any IDAHOBIT day to date.
					Our Social Connection Program in collaboration with WWNH launched the "Home is Where the Art Is" project during Neighbourhood House week. Aside from a pre-event postcard drop to residents to inform & invite them to be part of the project, a community consultation process was facilitated to develop & consolidate ideas for a community art project in West Warrnambool. Students from West Warrnambool Primary school attended which ensured the session had diverse



# Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
					& intergenerational representation & input. Apart from beautifying areas of West Warrnambool, the project aims to bring residents together to combat social isolation & loneliness & promote inclusiveness.
1.1.3	Increase access to participation for all abilities and raise awareness of the community regarding the needs of people with a disability.	Service Manager Healthy Engaged Communities	100%		The Volunteer Project Officer has developed and implemented a training program for Volunteers and Volunteer Involving Organisations, Welcoming Volunteers with a Disability facilitated by Australian Network on Disability. The training aims to assist Volunteer Involving Organisations to create an inclusive environment in which all people have to opportunity to reach their full potential. The training will help identify barriers that prevent workplaces being an accessible and dignified environment for people with a disability. Healthy, Engaged Communities staff recently attended "Voice at the Table" (VATT) training for service providers which provides practical information to ensure people with cognitive disabilities have a real and equal voice at meetings and other collaborative opportunities. VATT is a project of the Self-Advocacy Resource Unit (SARU), who aims to increase the number of people with cognitive disabilities sitting on boards, committees and advisory groups within government, service providers, community and mainstream organisations at a local, state and national level. The Healthy, Engaged Communities Service Manger was involved in a co-design workshop hosted by South West Sport's Warnambool Accessibility Project to create more participation opportunities for people with a disability and remove barriers to participation. By participating in this collective accessible facilities at the Archie Graham community Centre, as well provide an opportunity to assess where any participation gaps may be and how we can support more people in our community to be physically active.
1.1.4	Engage with community to ensure that a diversity of voices are informing Council policies, strategies, programs, and services.	Manager Community Policy & Planning	100%		During the fourth quarter, significant engagement occurred with the community around the following: Botanic Area Local Traffic Management, Regional Digital Strategy for the South West, Volunteering Strategic Plan 2021-24, New Logo for the Library, Draft Public Tree Planting and Management Policy, Draft Beach Access Policy and Council's Asset Plan 2022-2032.
					A Community Forum was organised on 11 May to discuss the Council Plan and Council Budget for 2022-23 at the Lighthouse Theatre. During the

	Completed	Progressing	On Hold	Not Progressing	Not Completed	Withdrawn	3
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# Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
					forum, Council's Executive Management team presented on the priorities for the coming year for feedback from the community. Written feedback was also requested from the community and eight submissions were received. All submissions were acknowledged and personally responded to by Council officers.
1.1.5	Develop and implement programs to improve community connections and reduce social isolation.	Service Manager Community Support	100%		The Local Support Network continues to meet monthly with an average of 20 community groups, volunteer involving organisations and clubs. This network brings together existing community supports, strengthens community participation and expands opportunities to collaborate in the delivery of support, projects and initiatives that decrease social isolation and increase social connection. Our newly arrived residents and multicultural cohorts continue to be supported through the youth Engagement team's Multicultural Leadership group, and support of the multicultural women's group at Archie Graham Community Centre. Supporting Volunteer Involving organisations to be more inclusive and welcoming of volunteers form multicultural backgrounds has been facilitated through cultural training hosted by the Volunteer Connect team. The intercultural café continues to thrive each Thursday afternoon, assisting participates to better connect with the Warrnambool community, share stories, improve English skills and make social connections.
1.1.6	Provide library programs and collections that facilitate inclusion, understanding and acceptance of diversity.	Manager Recreation & Culture	0%		Duplication Outcomes provided in 1.1.7
1.1.7	Establish LOTE, ESL and LGBTQI+ collections in the library to foster diversity.	Manager Recreation & Culture	100%		Collection profiles have been developed and procurement has commenced. Collections will be availble in the new Warrnambool Library from October.
1.1.8	Develop and implement programs and activities that improve community engagement and social connection through West Warrnambool Neighbourhood House.	West Warrnambool Neighbourhood House Coordinator	100%		VCOSS (Victorian Council of Social Services) Voices of Victoria: Listening Tour - 6/4 held at Archie Graham Community Centre (25 attendees) Term 2 playgroup on Tuesday mornings in partnership with Growing Stronger Families (WCC Children's Services) Conducted activities at Lane Pavilion to celebrate Neighbourhood House Week (May 9-13) Activities included playgroup, mosaics, resin art and Home is where the art is community project. Participated in WCC IDAHOBIT Event - Raising of the Rainbow Flag and community celebrations on May 17 Participated in National Volunteer Week -

	Completed	Progressing	On Hold	Not Progressing	Not Completed	Withdrawn	4
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# Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
					Screening of movie at Lighthouse Theatre for volunteers May 17 Held a Purple flower making community workshop at Lane Pavilion to commemorate National Sorry Day, flowers were collectively displayed with other organisations at Kmart Shopping Centre Participated in WCC Reconciliation Week event held at Civic Green on May 27 Attended SW Network of Neighbourhood Houses PD topics included Employment Law for NFP organisations and Working with other organisations Currently working in Collaboration with DFFH/ SW Health Care to assist in activating the West Warrnambool Social Housing Hubs recreation rooms - post Covid. Rooms have now been opened for use of residents only. WWNH in collaboration with Community Connection program will raise awareness of the Social prescribing program opportunities as well as conduct Power Saving Bonus applications for residents Participated in the new Power Saving Bonus (PSB#3) online training through Department of Energy, Land, Water and Power and NHVIC) \$250 is available to all eligible households with an electricity bill. WWNH will receive \$50 per application Enrolled for Mental Health First Aid course to assist with Community Connector and WWNH roles Continue to deliver Food Share hampers to residents of West Warrnambool. Delivered 650kg this quarter. Continued assisting with power saving bonus - 12 applications this quarter

# Objective 2: ABORIGINAL COMMUNITIES: Council will pursue improved partnerships and meaningful engagement with Aboriginal people to grow opportunities and better outcomes for Aboriginal people.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
1.2.1	Develop and deliver programs and services in collaboration with Aboriginal people that support inclusiveness, culture and reconciliation	Manager Community Policy & Planning	100%		Council has formed a Reconciliation Action Plan (RAP) working group with participation of around 20 staff members. The drafting of Council's first Reconciliation Action Plan is expected to be completed in the first quarter of 2022/23. Council celebrated National Reconciliation Week 2022 through a range of activities organised in collaboration with community organisations under the banner of Wata Waetnanda. Council hosted the opening ceremony on 27 May 2022 at the Civic Green with significant participation from over 100

Completed	Progressing	On Hold	Not Progressing	Not Completed	Withdrawn	5



## Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
					community members. The event was organised in partnership with Eastern Maar Aboriginal Corporation and involved a smoking ceremony, cultural dance performance and music. A Wayapa Wuurrk, cultural knowledge sharing and traditional meditation session, was also organised for staff on 2 June 2022. On 19 May 2022 a smoking ceremony was organised to initiate the construction of Pirtup Meereengeeye (Sandpiper Country) meeting place at Lake Pertobe. This partnership with the Maar Nation- focuses on working with the Maar Youth from the Kalay, Kakay and Clontarf academies to create a space to share cultural traditions, celebrate and share cultural knowledge, and become a place of inspiration and reconciliation. The project will begin with an Arts and Culture overlay with the Maar Youth in 2nd term allowing the young people to lead and have ownership of the space while sharing their own stories and important cultural elements of the Maar Nation with the wider community. The Rotary Clubs of Warnambool are also partnering with this project.
1.2.2	Explore the process and development of Reconciliation Action Plan with Reconciliation Australia.	Manager Community Policy & Planning	100%		Council has commenced the development of its first Reconciliation Action Plan (RAP). Council has registered with Reconciliation Australia and is developing the REFLECT RAP based on guidance from Reconciliation Australia.
1.2.2	Facilitate and encourage collaborative relationships with Aboriginal and Community Controlled Organisations (ACCOs) to address key barriers to access children's and family services and build a stronger cultural connection.	Manager Children & Family Services	100%		This project will continue into the next financial year, with the on boarding of the Aboriginal Liaison Officer to council Children's and Family Services have now begun seeking assistance and guidance to progress our connection.
1.2.4	Increase participation of Aboriginal families in early years services, with a focus on maternal and child health and kindergarten services.	Manager Children & Family Services	100%		Project will run until end of September. Out reach worker has been assisting families to enrol in kinder for 2023 across 4 year old and 3 year old kinder with increased enrolments for 2023.
1.2.5	Increase community awareness of, and promote, Aboriginal heritage, culture and sites of significance.	Manager Community Policy & Planning	100%		The opening ceremony for National Reconciliation Week 2022 was hosted by Council on the Civic Green on 27 May 2022 in partnership with Eastern Maar Aboriginal Corporation. The event included a smoking ceremony, cultural dance performances and music from First Nations artists. The event was attended by over 100 participants from the community. Different displays were also organised across Council venues to promote Aboriginal heritage, art and culture during the week.

	Completed	Progressing	On Hold	Not Progressing	Not Completed	Withdrawn	6
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#### Q4, 2021/2022

# Objective 3: HEALTH & WELLBEING: Council will take action to improve health, wellbeing and safety outcomes for Warrnambool's community.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
1.3.1	Develop and implement the Municipal Health and Wellbeing Plan 2021-25.	Manager Community Policy & Planning	100%		The Communities of Practice continue to meet and implement the Healthy Warrnambool 2021-25. During the quarter, the following were the highlights: 1. Physical health - Southwest HealthCare is conducting a study on food insecurity and identifying food deserts in the municipality. Early Years programs continue to implement the Victorian Achievement Program. Council is also working with young people to codesign a program on healthy eating and active living. 2. Social and Emotional Wellbeing - Council is continuing the design and implementation of the Social Prescription program whereby Council is working with the medical and allied health services to refer people to different social and community programs through the Archie Graham Centre. A community of practice meeting was organised on 24 May 2022, where Live4Life presented their model for social and emotional wellbeing. 3. Prevention of Family Violence - Council continues to support the implementation of RESPECT 2040, the regional initiative led by Barwon South West Women's Health. A workshop was organised on 23 May to discuss the data needs to support gender equity work and health promotion initiatives. 4. Climate Change - 5. Prevention of Alcohol and other drugs harm: A communication campaign on harm related to alcohol consumption, particularly around the Naitonal Health and Medical Research Council guidelines around responsible drinking is currently being developed in partnership with the Local Drug Action Team funded by the Alcohol and Drug Foundation. With the merger of the SouthWest Primary Care Partnership, currently discussions are ongoing with ADF for Council to auspice the LDAT.
1.3.2	Achieve compliance with the Child Information Sharing and Family Violence Information Sharing reforms.	Service Manager Early Years Learning and Developme	50%		The rollout of the reform has been slower than expected with COVID. Municipal Association of Victoria is working on documents, policy and process to support the roll out. Staff have attended training where possible to ensure we can deliver the reform as required.
1.3.3	Improve children and families' health and wellbeing through attainment of targets set by the Healthy Achievement Program.	Service Manager Early Years Learning and Developme	60%		Workforce shortages have impacted the process for progressing will continue to achieve across the next financial year.

Completed	Progressing	On Hold	Not Progressing	Not Completed	Withdrawn	7



# Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
1.3.4	Deliver culturally safe early years services.	Service Manager Early Years Learning and Developme	100%		Indigenous Art & Language Exhibition rolled out after extensive work occurred within the kindergarten settings, staff and children learning and delivering stories through art pieces. Children have been gaining more understanding of culture through the language program and stories being told to them during the sessions. This work continues over the calendar year for each site. Recently Early Years staff have joined the Warrnambool City Council Reconciliation Plan Working Group.
1.3.5	Develop and implement an Aquatic Strategy, including a new business model for AquaZone, to guide the improvement and strategic use of facilities to increase community participation in physical activity.	Aquazone Service Manager	25%		Pending the availability of funding, officers are preparing documentation to procure consultancy to complete a feasibility study and develop strategy to guide provision of aquatic leisure facilities in Warrnambool for the next twenty years. The Strategy will incorporate a review of the existing facility's (Aquazone) services and infrastructure, the strategic context including; analysis of local and regional community needs; and regional and Statewide trends and influences on provision of contemporary aquatic facilities in regional coastal communities, assessment of the issues and opportunities that influence the service and infrastructure needs, and be developed in in Strategic Plan with an associated action plan.
1.3.6	Develop an AquaZone fitness and program that supports and encourages wellbeing and water safety.	Aquazone Service Manager	100%		AquaZone has focused on the growth and development of memberships and LTS since returning to normal operations. this has seen LTS consistently sit around 950-1000 students enrolled, and many schools return delivering around 8000 school swim lessons throughout the year. Growth of memberships has been slower to return with 755 community members now engaged as members of the facility. In addition to this AQZ has shown growth in visitation with 140,423 visits this financial year an 8% growth on the previous year. We have ensured that we are maintaining flexibility within our programming and services to meet the changing needs of the community.
1.3.7	Establish a plan to assist gymnastics to move to a sustainable business model.	Service Manager Warrnambool Stadium	100%		Work with the Springers Gymnastics Club continues. The Club held it's annual AGM on the 7th of June. While a committee was renewed and most key officers appointed the new committee reinforced the previous committee's focus on increasing committee and club participation from it's members and their families. Council officers will continue to support the clubs development and assist with the delivery of gymnastics competitions and events into the next 12 months. Council officers will continue assist the Club in building it's human resources into the next year to enable the club to increase their involvement in the operation and activation of the Gymnastics Centre.

Completed         Progressing         On Hold         Progressing         Completed         Withdrawn         8
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# Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
					The Council managed programs at the centre have seen increased interest over the past 3 months with growth in schools and pre school program participation.
1.3.8	Increase community participation in active recreation.	Recreation Planner	100%		Winter sport has progressed without incident or covid restrictions. Tenant clubs are experiencing lack of volunteers and participation across many sports has decreased. AFLWD have formed a committee to review League operations and competitions based on the number of teams who have forfeited matches due to either lack of players and/or health related concerns regarding covid/flu. The only sport which is currently experiencing significant growth is soccer.
1.3.9	Develop systems and policies that optimise the use of the Warrnambool Stadium.	Service Manager Warrnambool Stadium	100%		The resident sports associations at the Warrnambool Stadium have all increased their usage of the facilities over the past 3 months. While the winter months are traditionally the busiest for indoor sports activity, further easing of COVID restrictions and an increased return of sports participants have driven the need for the Council staff at the Stadium to schedule and sustain more sports activities across the courts in the past quarter. Finding sports personnel and volunteers continues to present a challenge for sports associations as they seek umpires/referees and Committee members to help run their sports. The implementation of sports licencing for the resident sports associations at the Stadium is progressing.
1.3.10	Increase connection with children up to school age through outreach Maternal and Child Health Key Age Stage visits to early years services.	Service Manager Early Years Intervention & Support	100%		The opportunity to utilise the in-reach MCH when offered within early years services has been well received and taken up by families.
1.3.11	Support vulnerable families with young children through the enhanced Maternal and Child Health service.	Service Manager Early Years Intervention & Support	100%		Working on in reach agreement with the new reform through The Orange Door. This action continues across the next financial year.
1.3.12	Provide a broad range of programs for older members of our community.	Coordinator Community Programs	100%		Archie Graham Community Centre continues to offer a range of activities for older community members to keep themselves well. Survey responses from older adults were very positive about existing offerings. • Hydrotherapy: focuses on maintaining general mobility and pain relief - 17 sessions/week with average attendance 7 people (max 10 per session) • Group fitness classes/tai chi: focuses on strength, balance, maintaining general mobility - 6 sessions/week with attendance 15 -20 participants • Walking and cycling: fun and free physical activities

Completed Progressing On Hold Not Progressing On Hold Withdrawn	9
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#### Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
					<ul> <li>outdoors - 4 walks and 2 rides/week with average attendance 12-15 people (max 25-30 some walks &amp; cycles)</li> <li>Social activities: line dancing, indoor bowls, cards, mah-jong - all have weekly sessions with 15-20 participants. Theatre visits and lunches at local cafes every 4-6 weeks.</li> <li>Small group social activities: billiards, painting, scrabble, knitting - all have weekly session with max 10 participants.</li> <li>Tech support provided 1:1 by volunteers - approx. 12 people receive support/week</li> <li>Community Information sessions and facility tours - topics include My Aged Care, End of Life Planning, Financial Information about Pensions - bi-monthly sessions with average attendance/session 10 people. Out and About bus, and Café Meals programs continue to be well supported.</li> </ul>
1.3.13	Optimise use of sportsgrounds and associated recreational facilities through ensuring shared use, where appropriate.	Recreation Planner	100%		The draft Occupancy of Sport and Recreation Policy and Fee Model club consultation is progressing. All sports ground user groups have been completed with their feedback due 1 July 2022. Recreation clubs are to commence early in the new financial year.

# Objective 4: ACCESSIBLE CITY: Council will improve the physical and social accessibility to community services, facilities, places and precincts.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
1.4.1	Complete the principal pedestrian network to guide the footpath construction and improvement programs.	Director City Infrastructure	100%		Principal Pedestrian Network document was adopted by Council in May and recommendations are being programmed and funding assistance sought
1.4.2	Investigate accreditation of Warrnambool based on the UNICEF Child Friendly City Status.	Manager Children & Family Services	40%		This was placed on hold due to workforce shortages to be resumed in the 22/23 actions.
1.4.3	Meets the current and future needs of our growing population, programs and services through updated Community Services Infrastructure Plan.	Manager Community Policy & Planning	5%		This will start after commencement of planning of neighbourhood community infrastructure assets which will be informed by recent census data.
1.4.4	Implement the objectives set out in the Early Years Compact Agreement.	Service Manager Early Years Intervention & Support	100%		Advocating for children through the Commission for Young Children and shared WCC services experience on the barriers Children in Out Of Home Care face due to system, processes and placement of children in Out of Home Care.

Completed Progressin	On Hold	Not Progressing	Not Completed	Withdrawn	10
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# Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
1.4.5	Implement the Multiple Agency Risk Assessment and Management (MARAM) framework within all Early Years programs.	Service Manager Early Years Intervention & Support	20%		The roll out of framework is taking longer than expected as data is continued to be collected across the sector around the understanding of Multiple Agency Risk Assessments and pilots of Child Link continue to occur.
1.4.6	Implement plans to improve the accessibility and user- friendliness for aged and those with a disability to Council owned community facilities.	Service Manager Healthy Engaged Communities	100%		The Archie Graham community Centre (AGCC or Archie) continues to provide a welcoming and inclusive space for our older patrons and those living with a disability, particularly when it comes to making our activities and groups more accessible. Small groups (2-3 people with intellectual disability and their carers) have joined the weekly Heart Foundation walking groups and monthly Out to Lunch group and have had repeat visits. Friendships are forming. One community member with a degenerative neurological condition and her carer (physiotherapist), have trialled trike in order for her to participate with the wider social riders group. Volunteers have provided instruction under supervision of the Community Programs Coordinator and Physio. She will continue with carer for 4 weeks and we will re-evaluate ability to ride independently with the social group. We have seen an increasing number of people on NDIS and My Aged Care plans using the hydrotherapy pool with their carers. With Covid 19 restrictions decreasing, we have seen an increase in the number of people re-starting Senior Citizens Club activities: cards, line dancing, tai chi, gentle exercise and indoor bowls. This extends to the volunteer operated Archie Café on Mondays and Thursdays, with unprecedented numbers enjoying the food, beverages and connecting socially in a welcoming, warm and relaxed environment.
1.4.7	Increased access for people with disabilities by upgrading Council infrastructure through recurrent capital funding.	Governance, Property, Projects & Legal	100%		The following projects have included access improvements: - Compliant pedestrian crossings o Garden St Wombat Crossing o Ward St Crossing o Gateway Road Wombat Crossings o Ziegler Pde Refuge o Selby Rd Refuge - Lake Pertobe footpaths and car park upgrade - Footpath linkages and upgrades (and sections of renewal) - Reid Oval Development; Building compliance, grounds access improvements, DDA parking upgrade - Lake Pertobe Play Space - Jubilee Park Allansford Accessible Toilets - D&C Underway

Completed         Progressing         On Hold         Not Progressing         Withdrawn         11
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## Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
					- McGennans Public Amenity Renewal - Design underway
1.4.8	Maintain the delivery of high-quality services to enable people to remain as independent as possible in their own homes.	Service Manager Community Support	100%		Home Support: Home support has seen the removal of Covid restrictions and greater access to clients with increased interactions between clients and support workers. Community Support Workers shortages have been experienced with difficultly in recruiting new staff. Home Care has been triaged to ensure that enough staff have been available to maintain our commitment to Personal Care which has been seen as the priority service. Referrals for Home services have been stopped for 8 weeks to allow for a catch up through the assessment and intake phase. The portal has been reopened as on the 1st of July. Social Support: The social support services are running at full capacity with all program full capacity and new referrals remaining steady.
1.4.9	Increased engagement of young people aged 12-25 years in youth development programs and activities.	Youth Development Planner	100%		<ul> <li>Multicultural Leadership Group. 25 young people in weekly leadership program at Warrnambool College. Mentoring 10 students from Warrnambool east Primary School</li> <li>Green Futures Now! with WCC Natural Environment. 8 young people participating in youthled environmental leadership campaign</li> <li>Warrnambool &amp; Moyne Youth Awards. 6 Youth Award Ambassadors engaged to plan and present 2022 Youth Awards</li> <li>IDAHOBIT Flag Raising reception. 1 youth musician, audience of 60. Performance facilitated by FReeZA Warrnambool</li> <li>IDAHOBIT Skittles project, 5 young people engaged in activity to support LGBTQI+ inclusion</li> <li>South West MESS. 20 young people, FreeZA Warrnambool supported partnership delivery of Student Intensive with Melbourne Electronic Sound Studio</li> <li>STOKED Learn to Surf Program. 3 mentors supported by WCC Engage! Program funding</li> <li>Deep Thinkers, SWTAFE VCAL. FReeZA Warrnambool supporting 6 young people to deliver locally made movie to raise funds for youth homelessness</li> </ul>
1.4.10	Implement an accessibility audit of Council playgrounds.	Director City Infrastructure	25%		This item will be included in municipal wide strategy.

12



## Q4, 2021/2022

Objective 5: RECREATION, ARTS, CULTURE & HERITAGE: Council will support opportunities to participate in a wide range of recreational, arts and cultural activities that promote activity, wellbeing, diversity and heritage, and grow connectedness across the community.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
1.5.1	Deliver the Lake Pertobe Building Better Regions program of projects along with the carpark renewal and upgrade funded through Local Roads and Community Infrastructure Program.	Director City Infrastructure	100%		Playspace works continuing, Maar Meeting place requires further approvals and McGennan's Toilet Block ready to go to tender.
1.5.2	Complete the Playspace Strategy for community playgrounds and spaces.	Director City Infrastructure	50%		Strategy works will commence once the coordinator role has been filled.
1.5.3	Deliver a Lighthouse Theatre program including the annual Primary Performers program, and implement strategies that encourages our community to experience, create, celebrate and participate in the performing arts with a focus on youth (13-25) and the disadvantaged community.	Service Manager Lighthouse Theatre	100%		The season for 2022 has commenced successfully, with a total of 18 Theatre Season, 2 Morning Music and 8 Education performances being delivered successfully, with a total of 4,643 tickets sold to these performances combined. The annual Primary Performers program performed Annie Jr across three days in late June, which saw 1898 children & adults watch the show across the four performances. This is the best ticket sales result for the program in it's entire 26 year history, and the program also saw the best parent & volunteer engagement in many years, with over 110 volunteers assisting across all disciplines including costumes, set, props, hair, makeup & music. The Under 25 for \$25 program has been running for the entire season, and continues to be popular with younger theatre goers to access high quality performing arts for an affordable price. Further work is being undertaken to market this program further into schools and youth groups to increase the reach of this opportunity.
1.5.4	Develop and implement audience engagement and marketing strategies, including a membership program, to increase participation in performing arts presentations and seasons at the Lighthouse Theatre.	Service Manager Lighthouse Theatre	100%		The 2022 Membership program has seen the highest number of members ever for the venue, with a total of 200 Memberships sold at the end of June 2022. A diversified marketing program has been implemented, increasing the use of paid social media advertising and targeted digital email advertising, which has increased returns for ticket sales to our hirers and own program performances. Our email list has also increased significantly, now holding over 15,000 individual email addresses, with high levels of engagement, clicks and opens being seen following the completion of marketing campaigns. A dedicated marketing campaign targeting teachers & primary schools for our 2022 Education Season has worked with sold out performances of Annie Jr and a very quick sell out of Edward the Emu presenting the opportunity to add a fourth education performance to a show

Completed	Progressing	On Hold	Not Progressing	Not Completed	Withdrawn	13



# Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
					season for the first time ever. The Bell Shakespeare workshop program held in June saw the highest attendance ever, with 14 students and 4 teachers from the region (including from Portland, Ararat, Camperdown & Ararat) attending, and 11 students audition for the Bell Shakespeare Regional Student Scholarship.
1.5.5	Deliver Warrnambool Art Gallery exhibitions and experiences that engage community, attract and increase visitors, support artists and build new audience.	Director Art Gallery	100%		The Warrnambool Art Gallery placed its focus on supporting South West Victoria located artists by hosting solo exhibitions by Barry Tate and Carmel Wallace. The Chunky Move & WAG partnership delivered its third artist in residence program with artist Daniel Newell. Growing up in Warrnambool Daniel has established themself as a prominent dancer and performance artist, often focusing their practice on queerness. Daniel made and held space throughout his residency and connected significantly with community. Hosting safe and private events for LGBTIQA+ people.
1.5.6	Deliver a library program of events and activities that supports lifelong learning and social inclusion.	Service Manager - Library & Learning Hub	100%		In the last 12 months the library has delivered 175 programs for adults and 213 programs for children and young people. We aim to provide free educational and entertaining programming to our community. Programs are well attended with some impact on delivery and attendance due to COVID 19 restrictions and vaccination status. We have seen many children and their carers attend regular Story time sessions and Rhyme time sessions as well as school holiday programs and special events like the book launch of the locally written 'Wylah, the Koorie Warrior' where over one hundred children and parents participated. We delivered a full day event focused on Early childhood literacy to the community in May. Attendees were very happy with the program and appreciated such an interesting professional development opportunity in the local region. As well as community members, library colleagues attended from the region. Highlights have included Author talks by authors both local and from further afield. The regular 'Literary Lounge' programs are well attended and our community appreciate having the opportunity to talk with and listen to a variety of authors. Our 'Expand your mind' series has brought local topics of interest to a wider audience. We are very proud to have presented a Queer Short Film screening for IDAHOBIT day which was very well attended. We have introduced a regular Conversation Circle program for patrons who speak English as their second language, Dual language Story time and Aboriginal language and culture program for our pre-schoolers. We have also introduced a regular Local History program which is delivered by Warrnambool and District Historical Society and we a Genealogy interest group. We are very excited

Com	pleted	

Not Completed

14



# Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
					about welcoming our community to our new library and building on our programming with the new spaces available to us and although a new library is not necessary for us to run great programs we will be glad to deliver our programs in such beautiful surrounds.
1.5.7	Develop a Cultural Strategy for Warrnambool.	Manager Recreation & Culture	100%		Draft has been prepared for Council consideration and community consultation as resourcing allows.
1.5.8	Development and implement policies and strategies to maximize use of community assets in areas of art and culture.	Manager Recreation & Culture	100%		Booking procedures, agreements and fees are now in place to improve access to Council owned community meeting spaces including the Reid Oval and lane Pavilion. The Lane Pavilion is now available for community use and is being better utilised. Draft occupancy agreement has been developed for community groups that occupy community facilities with no agreement in place.
1.5.9	Support community organisations to improve participation opportunities that support health and wellbeing, social, cultural and recreational outcomes through Council's community funding programs.	Manager Recreation & Culture	100%		Community Development Fund 2020/2021 round contributed to 54 sports and recreation, arts and culture, events and festivals or environmental and sustainability community groups. Totally funding distributed \$218,131. Funding supported projects that increased particpation or supported club sustainability.

# Objective 6: COMMUNITY LEARNING PATHWAYS: Council will support and encourage lifelong learning that helps built community resilience and preparedness for change.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
1.6.1	Relaunch the Warrnambool City Library under Council Management through a reinvigorated range of activities and programs.	Manager Recreation & Culture	100%		The Warrnambool Library was successfully transitioned from the Corangamite Regional Library Corporation from 1 July 2021.
1.6.2	Deliver the new Warrnambool Library.	Manager Recreation & Culture	100%		Project is progressing well and within budget. The external facade and glazing is completed, The internal services fitout, sheeting, tiling and timber staircase are nearing completion. The elevator has been commissioned and the landscpaing has commenced. There has been some delay with the joinery due to staff illness however project is expected to be complete by late September. All furniture and equipment has been ordered. The internal architectural ceilings are currently being installed. The building is exceptional in design and functionality.

Completed	Progressing	On Hold	Not Progressing	Not Completed	Withdrawn	15



# Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
1.6.3	Deliver library early years programs that support language and literacy development and parental efficacy.	Manager Recreation & Culture	0%		Duplication Outcomes provided in 1.5.6
1.6.4	Deliver library programs that develop literacy in all its forms and encourage a love of reading and life-long learning.	Manager Recreation & Culture	0%		Duplication Outcomes provided in 1.5.6
1.6.5	Advocate for opportunities to ensure staff have access to high quality professional development opportunities that support community's needs.	Manager Children & Family Services	100%		This is still progressing the community of practice coaching covers a calendar year and therefore won't be expected to finish until December 2022. Staff are still meeting regularly with mentors in the field.
1.6.6	Deliver Three Year Old kindergarten across services to ensure children have access to 2 years of kindergarten before school.	Service Manager Early Years Learning and Developme	100%		A model for 15 hours of 3 and 4 year old kindergarten in 2023 has been developed, Kindergarten enrolments opened in June 2022.
1.6.7	Maintain and further develop Council's partnership with Deakin University to enable research and development opportunities for community and industry.	Director City Growth	100%		Council continues to work closely with Deakin University to support the establishment of the the Deakin Hycel Technology Hub which will be a regional cluster of expertise for researching, testing, optimising and scaling technologies that use hydrogen. Council partnered with Deakin University on a number of grant applications over quarter 4 2022 in the areas of hydrogen research and start-up support. Deakin University is also partnering with Council to deliver the business survey to inform business conditions and areas of support.

Withdrawn



Q4, 2021/2022

GOAL 2: A SUSTAINABLE ENVIRONMENT: We will protect and strengthen local ecosystems, enhance biodiversity and enable sustainable communities.

Objective 1: NATURAL ENVIRONMENT: Council will enhance open spaces and infrastructure that support a healthy community, wildlife, flora, fauna and biodiversity.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
2.1.1	Develop and implement Pest Plant and Animal Management Framework for the control of environmental weeds and pests.	Coordinator Natural Environment	100%		Development of the Pest Plant and Animal Framework is progressing with commencement of the strategy development underway. The implementation of the Fox Action Plan continues within the Warrnambool Coastal Reserve and control actions will continue to be undertaken throughout 2022/23.
2.1.2	Develop and implement strategy and programs that improve biodiversity and protect and enhance flora and fauna.	Coordinator Natural Environment	100%		Council's Wild Warrnambool bioQuest is currently underway in the Great Australian bioQuest competition. This citizen science program enables members of the community to register sightings of local flora and fauna to be added to CSIRO's Atlas of Living Australia. The Gardens of Warrnambool pilot project is coming to a close with learnings to be reviewed for consideration of an ongoing program.

# Objective 2: WATER & COASTAL MANAGEMENT: Council will protect and enhance the health of Warrnambool's coastline and inland waterways to protect and improve biodiversity.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
2.2.1	Implement the Domestic Waste Water Management Plan to improve health and environmental outcomes for our community.	Coordinator Local Laws Traffic Fire & Animal Contr	100%		Waste water management plan has been adopted by Council with actions and processes being implemented. Data collection is still being transferred over.
2.2.2	Investigate water use opportunities to improve water resource management.	Director City Infrastructure	100%		Council has been successful in a grant application under the Integrated Water Management Fund to undertake a study to create options to improve water quality in Lake Pertobe.
2.2.3	Implement the Warrnambool Coastal Management Plan to guide the future use, development and management of Warrnambool's coastline.	Coordinator Natural Environment	100%		Implementation of the Warrnambool Coastal Management Plan is ongoing and includes implementation of the Wild Coast Landscape Master Plan. Council is currently implementing action of the Wild Coast Landscape Master Plan including signage and fencing. The Beach Access Strategy was recently adopted by Council and will support strategic management of the beach access.

Progressing Completed Completed
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# Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
2.2.4	Implement the Moyjil- Point Ritchie Conservation Management Plan.	Coordinator Natural Environment	100%		Implementation of the Moyjil-Point Ritchie Conservation Management Plan is overseen by the Moyjil Advisory Committee and is ongoing.

#### Objective 3: MINIMISE ENVIRONMENTAL IMPACT & THE IMPACT OF A CHANGING CLIMATE: Council will encourage innovation and initiatives that minimise Warrnambool's environmental impact.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
2.3.1	Investigate new technologies to reduce waste from landfill towards zero waste to landfill.	Coordinator Local Laws Traffic Fire & Animal Contr	100%		Volunteer group were pleased with the donated collection bags, with both entities information displayed. Organisation of another public promoted day is underway. Staff will continue to be involved in the circular economy meetings for the management of waste in the region.
2.3.2	Deliver the Smart Buildings energy efficiency program to reduce greenhouse gas emissions and utilise renewable energy.	Coordinator Natural Environment	100%		The delivery of the Smart Building Program is progressing. The installation of the solar panels at the Civic Buildings is nearing completion. The pool blanket installation for Aquazone has been completed. The solar system at the ARC Stadium is now operational and the EV charging stations are currently at the design stage for procurement and installation later in the year.
2.3.3	Facilitate and support the delivery of climate change mitigation, adaptation and resilience actions to raise awareness and prepare for a changing climate.	Coordinator Natural Environment	100%		The Barwon South West Climate Alliance has been established and will provide an avenue to progress climate change mitigation, adaptation and resilience actions and programs. A heat vulnerability mapping project will be undertaken in 2022.

# Objective 4: WATER RESOURCE MANAGEMENT: Council will promote and encourage awareness of sustainable practices in our work, and the community including water resource management.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
2.4.1	Develop a drainage system litter and contaminants improvement/management plan to reduce gross pollutants into the waterways.	Director City Infrastructure	15%		No further actions since Q3 report. This project will continue once staffing positions are filled in the Strategic Asset Team.

Progressing Completed	Completed Progressing	On Hold	Not Progressing	Not Completed	Withdrawn	18
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# Q4, 2021/2022

Objective 5: WASTE MINIMISATION: Council will pursue programs to minimise waste throughout the community, industry and promote the benefits of reduction, reuse and recycling of materials.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
2.5.1	Reduce contamination of recyclable materials.	Coordinator Local Laws Traffic Fire & Animal Contr	100%		New Coordinator has commenced and is reviewing policies. Discussions continue with our contractors during COVID times.
2.5.2	Ensure financial efficiency and meeting financial targets by developing a Waste Management Asset Management Plan and Strategy.	Coordinator Local Laws Traffic Fire & Animal Contr	100%		The waste management plan has been adopted by Council, and was favorably accepted by the public.

# Objective 6: AWARENESS & CELEBRATION: Council will foster community awareness and recognition of the benefits of positive outcomes for Warrnambool's environment.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
2.6.1	Promote awareness and celebrate the outcomes of environmental work including actions that align with the Green Warrnambool plan.	Coordinator Natural Environment	100%		The Green Futures Now Program is underway for 2022 and seeks to connect young people to community groups in the environment and sustainability field along with individuals who are making an impact on the environment and our community. The program is aligned with the goals and actions of Green Warrnambool.
2.6.2	Monitor and manage organisational greenhouse gas emissions and energy usage.	Coordinator Natural Environment	100%		Councils greenhouse gas emissions and energy usage continues to be monitored and managed in partnership with Service Providers and Facility Managers. Council is part of the Victorian Energy Collaboration (VECO) where 40% of Councils electricity is provided by renewable energy.

Completed	Progressing	On Hold	Not Progressing	Not Completed
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Withdrawn



Q4, 2021/2022

GOAL 3: A STRONG ECONOMY: We will support a resilient local and self-sustaining regional economy that encourages economic growth and provides increased employment opportunities attracting ongoing investment.

Objective 1: BUILD ON COMPETITIVE STRENGTHS: Council will support initiatives that foster ongoing development and investment in the industries which underpin Warrnambool's economic strengths and comparative advantages.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
3.1.1	Implement Development Plans and Developer Contributions Plans to provide future resources for improved infrastructure across the municipality.	Manager Infrastructure Services	100%		Development Plan applications and Development Plan amendments continue to be processed and determined by Council, being: - 15 Dales Road . - 147 Wollaston Road - Yallambe Estate Council approved 119 Bridge Road in Woodford and a permit has since followed for a multi-lot subdivision. Pre app meetings for 158 Wollaston Rd have also occurred. Numerous development applications have been received for subdivision in the growth areas. Where relevant permits include conditions triggering contributions payable in accordance with the relevant DCP. The planning department is developing efficiencies in processing plans to comply to assist developers meet their permit requirements and bring forward land in a timely manner.
3.1.2	Develop programs and collateral to promote Warrnambool as an appealing investment destination.	Manager Economic Development & Events	100%		Council has completed a round of industry engagement with businesses in the CBD and industrial precincts across the municipality. Business databases have been updated and engagement directed towards understanding the investment pipeline of businesses and potential barriers to investment.
3.1.3	Grow engagement with local businesses across the municipality.	Manager Economic Development & Events	100%		Engagement with local businesses occured through Jan - May adding to the existing levels of engagement by Council via the EcoDev Business Support Program. To strengthen Council's engagement with businesses from a wider range of industries, ATO's Local Business Register was downloaded and the ED Team is in the process of cleansing the data to make them available for use. This data will be incorporated with the existing data so Council will have a complete list of local

Completed	Progressing	On Hold	Not Progressing	Not Completed	Withdrawn	20



### Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
					businesses with and without GST from various industries.

# Objective 2: EMERGING INDUSTRIES: Council will encourage emerging industry sectors that contribute to Warrnambool's economic growth and diversity.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
3.2.1	Facilitate and partner in initiatives to progress the implementation of the Great South Coast Economic Futures Plan, including the development of renewables in Warrnambool and the Great South Coast region.	Director City Growth	100%		Funding has been secured through State Government to appoint a Program Manger through 2022/23 to assist with delivery of the GSC Economic Futures Program. Key priority of this resource will be bridging the gap between current high level strategies for the high value economic pathways from the Economic Futures report to clear, identifiable actions to achieve successful outcomes.
3.2.2	Review and implement the Warrnambool Economic Development and Investment Strategy to facilitate investment and employment growth across the Warrnambool municipality.	Manager Economic Development & Events	100%		Planning is under way for the new Warrnambool Economic Development and Investment Strategy and grant funding opportunities are being explored. WCC Economic Development have taken the lead to re-establish quarterly meetings with all economic development units from LGA's in the GSC Region to foster collaboration and sharing and will host the first meeting in August.
3.2.3	Facilitate and promote business support initiatives to grow the local economy.	Manager Economic Development & Events	100%		<ul> <li>Economic Development Team are currently working on several new initiatives including:</li> <li>Warrnambool Business Survey which is being launched in July to gain an understanding about local businesses' interest in economic projects and issues, particularly the challenges post COVID</li> <li>The 'Win in Winter' campaign commenced encouraging locals to shop at locally owned and operated business in the Warrnambool City Council municipality. The campaign goes for 10 weeks June throughout August. Shoppers take a photo at a local business and post it to Instagram with the chance to win a \$500 worth of vouchers each week to be redeemed locally.</li> <li>Council's Business Information Portal to provide relevant information efficiently with enhanced navigation and up-to-date information.</li> <li>Business seminars and training programs have recommenced with face to face delivery</li> <li>An enhanced newsletter will be launched in the second half or 2022. The current newsletter now goes to over 1000 businesses as a result of the industry engagement improved database work completed.</li> <li>Enhanced business database from the industry visits and consultation.</li> <li>Strengthening a 'One Stop Shop' service to businesses through completing the councils economic development web pages</li> </ul>

Not Completed

21



# Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
					<ul> <li>Planning is underway to reintroduce business networking events on a monthly basis commencing in the 2023 financial year</li> <li>Our sister cities anniversaries are scheduled for this year with Miura (Japan) a 30th year and Changchun (China) a 10th anniversary.</li> </ul>
3.2.4	Plan for the development and implementation of precinct structure plans to facilitate investment in appropriate development across the municipality.	Coordinator City Strategy	100%		<ul> <li>The East of Aberline Precinct Structure Plan is progressing under the lead of the Victorian Planning Authority. Technical reports and studies are currently underway for flooding and drainage, with detailed traffic modelling to commence later in 2022. Landowner consultation will be undertaken later in 2022 to update landowners on the work to date and next steps.</li> <li>Implementation of the Hopkins / Coastal, North Dennington and North of the Merri structure plans continue with subdivision and development occurring at a growing rate.</li> <li>The Allansford Strategic Framework Plan has been adopted with an implementation plan currently being developed. External funding has been reeceived to implement the Allansford Strategic Framework Plan, including developing technical studies for traffic, drainage and flooding.</li> <li>External funding has also been successful to develop a strategic framework plan for Bushfield/Woodford. Project planning is currently underway for these externally funded projects.</li> </ul>

Objective 3: VISITOR GROWTH: Council will facilitate Warrnambool's visitor growth and yearround visitation through industry development, effective destination management and promotion of attractions and experiences leveraging key events.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
3.3.1	Review and implement the Warrnambool Destination Action Plan in partnership with Great Ocean Road Regional Tourism and industry.	Manager Economic Development & Events	100%		With easing on COVID-19 restrictions, Council's Visitor Economy teams are working together with Great Ocean Road Regional Tourism and Industry to develop the Destination Action Plan in the calendar year 2022. Engagement with industry stakeholders will occur later in the year.
3.3.2	Increase visitation with events across the year and enhance the profile of Warrnambool as a destination.	Manager Economic Development & Events	100%		20 events were delivered with the assistance of Council during Q4. Equating to a total of \$38,448 and the delivery of the new event - Solstice Search Party. This new winter event attracted over 5,000 attendees and supported 18 local businesses and creatives. May Racing Carnival was also delivered at full capacity for the first time since Covid with a record attendance of 29,048.

Completed	Progressing	On Hold	Not Progressing	Not Completed	Withdrawn	22



# Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
3.3.3	Develop and share economic data and analysis to business and industry to inform the performance of the Warrnambool economy.	Designated Area Migration Agreement Coordinator	100%		Council continues to use Spendmapp, Remplan, ABS data, AU Government's Labour Market Information Portal etc. to monitor economic performance. Economic Development is in the process of publishing user-friendly local economic data on a quarterly basis to share with residents and businesses in and outside the LGA.
3.3.4	Increase community participation in the delivery of a diverse range of events through a grants program.	Service Manager, Events & Promotion	100%		Following the success of Activate Warrnambool Round one, a second round was delivered in April 2022. The goal was again to drive event activation during the off peak time of May - November 2022. 8 events were funded to a total of \$38,448.
3.3.5	Participate in the establishment of the Great Ocean Road Coast and Parks Authority to protect and manage visitation of the Great Ocean Road Coast and Parks.	Director City Growth	100%		Established in late 2020 the Great Ocean Road Coast and Parks Authority's primary purpose is to protect and manage visitation of the Great Ocean Road Coast and Parks. Council continues to engage in workshops with the authority, more recently on the development of an asset methodology to better understand the asset needs and service levels across Crown Coastal land in the region. Further engagement is expected through 2022/23.

# Objective 4: WORKFORCE CAPABILITY: Council will foster the development of a workforce capable of supporting the needs of the local and regional economy.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
3.4.1	Deliver the Designated Area Migration Agreement (DAMA) representative role for the Great South Coast region and the Regional Certifying Body function on behalf of the Great South Coast.	Designated Area Migration Agreement Coordinator	100%		Analysis of endorsed employers to date (March 2019 to July 2022). 43 employers endorsed & 6 for a Deed of variation. - x 1 worker = 22 endorsements. - x 2 workers = 8 endorsements. - x 3 workers = 8 endorsements. - 3 + workers = 5 endorsements. - Current Applications in Progress x 3. Total workers endorse to date = 203. 60% of the businesses endorsed in the first 3 years are dairy farms. Discussions have been completed with all LGA's in the GSC DAMA. Key employers and industry sectors have been consulted with to review the current list of occupations with the view to expanding it. Business cases are being developed to support the increased occupations and seek approval from the Department of Home Affairs . Health, aged care are the main sectors indicating a need for more occupations to be available.

Completed	Progressing	On Hold	Not Progressing	Not Completed	Withdrawn	23



# Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
3.4.2	Partner on projects and initiatives with Deakin University Warrnambool and South West TAFE that help provide a skilled workforce that meets local industry needs.	Manager Economic Development & Events	100%		The Economic Development Team is currently reviewing the DAMA Occupation List with a view to expanding the number of areas for skills shortages. The work is being done in collaboration with industry, Deakin University Warrnambool (and five other LGAs) and South West TAFE. A strong emphasis on supporting the health and aged care sectors are coming through in the consultation phase. Council is also continuing to assist Deakin University and SWTAFE with industry engagement in various industry sectors for vocational training package development and attracting a skilled workforce within Australia and internationally.
3.4.3	Deliver education and advisory services to business and industry to raise awareness of building, planning and heritage requirements.	Manager Infrastructure Services	100%		Council's Heritage Advisory Service is transitioning away from remote only to the advisor visiting the city again. The service continues to be used frequently including via an online platform e.g zoom. Permit activity within the heritage areas continues to be strong. The services is proving essential with several large projects in Warrnambool including the Callaghans site redevelopment, Stanley Street bridge replacement and pre-application advice on other redevelopment sites within the city. The website has recently been updated and there is an opportunity to add content on the planning pages on frequently asked questions and design guidelines

#### Objective 5: DIGITAL CAPABILITY: Council will facilitate greater digital capability.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
3.5.1	Participate in the implementation of the Great South Coast Digital Plan to address connectivity issues for industry and households.	Director City Growth	100%		The Great South Coast Digital Plan identifies gaps in the region's current digital infrastructure and makes recommendations on how these gaps can be addressed. As part of this regional implementation, Warrnambool is developing its own digital strategy and action plan with funding support from Regional Development Victoria. The Great South Coast Digital Plan is expected to be completed on schedule in 2022/23.
3.5.2	Identify and promote investment in digital projects across the Warrnambool municipality to address priority digital infrastructure supply shortfalls, including mobile coverage, and access to business-grade broadband.	Manager Economic Development & Events	100%		The Economic Development Unit represents Council on the Great South Coast Regional Digital Plan. The project will develop a digital strategy and action plan for the local government areas of Warrnambool, Corangamite and Moyne. The strategy is expected to be completed in 2022/23.

Completed         Progressing         On Hold         Not Progressing         Not Completed         Withdrawn         24
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Q4, 2021/2022

GOAL 4: A CONNECTED & INCLUSIVE PLACE: We will provide quality places that all people value and want to live, work, play and learn in.

Objective 1: EFFECTIVE PLANNING: Council will ensure its planning acknowledges the unique character and attributes of local places, and that it supports social connection, equitable access, appropriate housing and sustainable population growth.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
4.1.1	Deliver the building renewal program.	Coordinator Building Strategy & Services	100%		Building renewal program has concluded and is being reported on in detail via the capital works reporting process. Projects at Proudfoots Boathouse and Lighthouse Theatre have been moved to the 22-23 program due a poor response to an invitation to tender and ongoing staff shortage due to illness.
4.1.2	Develop and adopt a Tree Asset Management Plan including significant and heritage trees.	Director City Infrastructure	100%		Public Tree Planting & Maintenance Plan adopted by Council in July and works continuing on the Tree Asset Management Plan.
4.1.3	Complete service level reviews for parks, gardens, roads and drainage services.	Coordinator Municipal Depot Operations	100%		This is completed annually when business plans are reviewed prior to the budget process. Depot Coordinator still completing components of Manager Infrastructure duties and will be until at least August 2022.
4.1.4	Review the CBD Parking Strategy including the expansion of off-street parking areas.	Coordinator Local Laws Traffic Fire & Animal Contr	75%		A new parking strategy is about to commence covering the CBD and outlying areas.
4.1.5	Finalise the Social Housing Planning Project Report to support delivery of social and affordable housing.	Coordinator City Strategy	100%		Implementation plan has been finalised and reported to Councillors in January 2022.
4.1.6	Deliver the redevelopment of Reid Oval.	Manager Recreation & Culture	100%		Successful launch event held. Oval condition good and handling expected hours of play. Agreement with SWS as weekday tenant in place. Minor issues still outstanding with contractor.
4.1.7	Commence planning of neighbourhood community infrastructure assets.	Manager Community Policy & Planning	10%		Progress on this will occur in the quarter of July 2022 based on the new Census 2021 data that has recently been released by ABS.

 
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 Not Progressing
 Not Completed
 Withdrawn
 25



# Q4, 2021/2022

Objective 2: CONNECTED COMMUNITY: Council will enhance Warrnambool's connectivity through the delivery of, or advocacy for, improvement to roads, public transport, footpaths, trails and digital infrastructure.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
4.2.1	Advocate for essential safety and road improvements on the Princes Highway West.	Director City Infrastructure	75%		No formal advocacy underway, awaiting designs for the section between Warrnambool and Port Fairy.
4.2.2	Advocate for improved passenger and freight rail services between the South West region and Melbourne.	Director City Growth	100%		Work on the Warrambool Line upgrade is continuing, with signalling upgrades between Waurn Ponds and Warncoort. More than 24 kilometres of signalling cable has been installed, along with eight kilometres of access tracks along the line. The project will upgrade more than 50 public level crossings on the Warrnambool line with improved train technology to detect when VLocity trains are approaching and add boom gates to 17 of these crossings to boost safety for motorists and train passengers. Once complete, there will be no unprotected public level crossings on the line. The new crossing loop at Boorcan and a fifth weekday return service between Warrnambool and Melbourne will come into operation following the completion of signalling and commissioning works along the line. The stabling facility at Warrnambool Station is to be upgraded to house the longer VLocity trains, allowing them to start and finish their journey at Warrnambool. The Warrnambool Line Upgrade is targeted for completion in late 2023.
4.2.3	Plan for growth and changes in traffic movements by identifying current and future traffic volumes and use this to review the Municipal Road Management Plan and Road Hierarchy.	Director City Infrastructure	10%		Still awaiting the Strategic Asset Coordinator to commence in their role.
4.2.4	Facilitate the implementation of Cycling Reference Group actions adopted by Council.	Director City Infrastructure	100%		CRG minutes continue to be presented to Council and a number of recommendations for safety improvements are included in the recently adopted Botanic Area Local Area Traffic Management Plan
4.2.5	Review City Centre traffic flows with implementation of new pedestrian crossings.	Coordinator Infrastructure Management	100%		Investigation complete. Briefing report provided to Council on 14 June. Final report will be provided to Council in August 2022.
4.2.7	Seek funding for and deliver road safety projects.	Coordinator Infrastructure Management	100%		Number of applications have been made in 2021/22 year under the following programs Successful • Tac Local Government Infrastructure Grant- Construction of platform crossing Brenton St • Blackspot- Lava/Kepler St • DOT community Road Safety grant- delivering Bicycle Education to the community

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### Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
					<ul> <li>TAC Community Road Safety grant- Bike Ed training, Bike Maintenance, Safe to School (part of the HEALTHY MOVES) Unsuccessful</li> <li>Tac Local Government Infrastructure Grant- Analysis project for Merri/Henna and Merri/Fairy St</li> </ul>

# Objective 3: STRONGER NEIGHBOURHOODS: Council will fostering neighbourhood connection and capacity building including the development of inclusive recreational and cultural opportunities.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
4.3.1	Implement the key initiatives of the Open Space Strategy, including our review of the strategy.	Coordinator City Strategy	100%		The Warmambool Open Space Strategy is seven years into its implementation and is progressing on schedule. A detailed progress report was presented to Council in 2021 to highlight achievements to date. Some of the recommendations more recently completed include: - a Wayfinding Sign Design Package for the Foreshore, City Centre, and Russell's Creek (with several signs now installed), - investigation of open space opportunities through the Allansford Strategic Framework Plan, - acquisition of new open space adjoining the Merri and Hopkins Rivers, - completion of all recommendations from the Jubilee Park Master Plan at Woodford, - completion of the South of Merri Open Space Precinct Plan. An implementation plan has been prepared for the South of Merri Precinct, with successful external funding recently received to implement works within the Woodend Road reserve and Platypus Park precincts. These works are currently underway, being undertaken in partnership with the Glenelg Hopkins CMA. 100% of City-wide recommendations have commendations are complete or underway.

Objective 4: SUSTAINABLE PRACTICES: Council will promote and encourage the implementation of sustainable design across the municipality including the attractiveness, safety, accessibility and functionality of our built environment.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
4.4.1	Identify and regularly monitor condition of Council's built assets to ensure effective management.	Director City Infrastructure	100%		Program developed for building renewal for the 2022/23 and this will be extended to a 4 year program.

Completed Progressing	On Hold	Not Progressing	Not Completed	Withdrawn	27
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Q4, 2021/2022

GOAL 5: AN EFFECTIVE COUNCIL: We will be recognised as a collaborative Council and a high-performing organisation that enables positive outcomes for Warrnambool's community, environment and economy and Victoria's south west.

Objective 1: LEADERSHIP & GOVERNANCE: Council will be a high-functioning team committed to respectful relationships, collaboration, and ongoing engagement. It will provide strong, effective leadership, sound governance and informed decision-making.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
5.1.1	Ensure key priorities of the community are appropriately reflected in the development and review of the Council Plan with the appropriate prioritisation of resources to key strategic themes.	General Counsel, Strategy & Procurement	100%		The annual review of the Council Plan is underway with community engagement planned and staff review being completed. Any updates to the Council Plan will be reviewed and considered prior to being adopted at the end of this financial year.
5.1.2	Identify and report on changes to Council operations, policies and procedures in line with the Local Government Act.	Governance, Property, Projects & Legal	100%		The Local Government Act 2020 has now had all required transition actions completed.
5.1.3	Improve Council's systems and policies through review of Governance Framework.	Governance, Property, Projects & Legal	100%		An internal audit on Council's current governance framework has been completed with the audit report including recommendations expected within the next month. This will help inform improvements to be made to relevant systems and policies.
5.1.4	Improve asset management practices.	Director City Infrastructure	100%		Significant step forward with building renewal program, adoption of the 10 year asset plan and draft of saleyards asset management plan.
5.1.5	Improve the Warrnambool Planning Scheme which controls land use and development within the municipality.	Coordinator City Strategy	100%		The Warrnambool Planning Scheme is continuously monitored to ensure officers are kept abreast of State Government planning reforms and trends and relevant reforms are reported to Council. Recent State Government planning reforms include new reforms and streamlined provisions for transport planning; implementation of Stage 1 of the State Government's ESD roadmap which embeds policy support for improved ESD outcomes in the built environment; and amended reforms to support extractive industries. Other recent improvements to the Warrnambool Planning Scheme include: - new flood controls for the Russells Creek and parts of the Merri River catchments in north Warrnambool to reflect updated and improved flood modelling for these areas. A Panel hearing has been held to hear submissions, and the Panel report has been recently received and is currently under consideration.

 
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 Not Progressing
 Not Completed
 Withdrawn
 28



# Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
					<ul> <li>Rezoning of land at Kings College and the adjacent Royal Court subdivision to correctly align the zoning with the ongoing use of the land, has been adopted by Council and will be forwarded to the Minister for Planning for final approval.</li> <li>Pre-planning and project scoping has commenced for a review of the Warrnambool Planning Scheme. The Planning Scheme must be reviewed every 4 years to ensure it remains effective and efficient in implementing State, regional and local policy objectives.</li> </ul>
5.1.6	Work with neighbouring Councils to develop sub- regional and regional plans and advocacy strategies to benefit the region and deliver on the community's aspirations.	Chief Executive	100%		Developed the Great South Coast Advocacy Plan which has been supplied to various Ministers; meetings have also been held with various Ministers regarding the advocacy plan. Ongoing advocacy to take place.
5.1.7	Align the implementation of the Warrnambool 2040 Plan with the Financial Sustainability Plan.	Director Corporate Strategies	100%		The long term financial plan is aligned to Warrnambool 2040. The priorities relevant to Council are picked up in the long term financial plan and Council continues to balance competing demands from many sources. Council continues to review and change its priorities with consultation with its community and updates and modifies its financial plans accordingly.
5.1.8	Ensure achievement and maintenance of organisation-wide Child Safe Standards compliance and currency of Working With Children Checks.	Manager Organisation Development	100%		An External audit conducted by Crowe has been completed, including the uptake and requirements of WWCC and Standard compliance. Findings were positive with high levels of compliance across the organisation. Opportunities for improvement have been identified and have been adopted by the Child Safe Committee to be addressed in 2022/223
5.1.9	Develop and rollout the Regional and Rural Liveability Strategy in partnership with State Government and South West Primary Care Partnership.	Manager City Strategy & Development	30%		The South West Primary Care Partnership has been realigned to the Public Health Unit of Barwon Health. Partnerships with State Government continue through the Healthy Warrnambool plan and the communities of practice.

# Objective 2: ENGAGED & INFORMED COMMUNITY: Council will ensure ongoing community engagement to identify changing needs and priorities when developing and delivering services and programs.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
5.2.1	Improve accessibility, transparency and	Governance, Property, Projects & Legal	100%		Inclusions to the report template such as prompts for staff to add any relevant information about gender equity assessments undertaken continue

Completed Progressing On Hold Not Progressing Completed Withdrawn 29
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# Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
	accountability of Council decision-making.				to build upon the information provided to inform Council decision-making.
5.2.2	Monitor and report on the reach and effectiveness of Council's communications measures.	Manager Communications	100%		Council has over the past quarter re-engaged with the community to help inform the development of the 2022-2023 Budget and the 2022 review of the 2021-2025 Council Plan. Community engagement activities have also been undertaken for Council's 10-year Asset Plan, Beach Access Strategy (75 online responses), Tree Planting and Management Policy, Library logo (123 responses), Volunteering Strategic Plan and the Archie Graham Community Centre (200-plus responses).
5.2.3	Produce the annual State of the Assets Report that identifies the asset renewal funding performance to inform renewal expenditure.	Director City Infrastructure	100%		Report completed and presented to Council along with the 10 year community asset plan
5.2.4	Review adopted Asset Management Plans for major asset classes to inform operational activities.	Director City Infrastructure	100%		Process of review and adoption is continuing. The latest adoption is the Public Tree Planting and Maintenance Policy which is linked to the tree asset management plan.
5.2.5	Review strategies and plans to comply with Council's Asset Management Policy.	Director City Infrastructure	100%		Plans and strategies are reviewed to comply with many strategic documents such as, Council Plan, Warrnambool 2040, Gender Equality, Cultural Heritage etc. Each review of a plan or strategy references these plans along with the Asset Management Plan.
5.2.6	Provide communications support to promote Council services, facilities, programs and events.	Manager Communications	100%		In recent weeks the Communications Unit has been involved in helping to promote the Solstice Searching and Solstice Search Party, which received an enthusiastic response from the community. The unit has also supported the Win in Winter business promotion and the official opening of Reid Oval including the inaugural night football matches. Support was also provided to the Early Childhood team to help promote kindergarten enrolments and open days.

# Objective 3: CUSTOMER-FOCUSED SERVICES: Council will continue and develop a program of Council services that are delivered to the community's satisfaction.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
5.3.1	Review and update Council's complaint handling policy and processes in line the Local Government Act	Governance, Property, Projects & Legal	80%		Improvement to processes to support the Complaints Handling Policy are currently on hold due to temporary resourcing implications.

Completed Progressing On Hold	Not Progressing	Not Completed	Withdrawn	30
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# Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
	changes and Ombudsman's guidelines.				
5.3.2	Improve outcomes in the delivery of Council's customer services.	Customer Service Team Leader	100%		Our Live Chat software is presently being looked at to improve efficiencies and increase use of software that may expand on the use of the software.
5.3.3	Deliver library customer programs in partnership with community organisations, non-government organisations and business.	Manager Recreation & Culture	25%		Duplicated in 1.5.6
5.3.4	Develop and influence strategic integrated planning process and decisions to ensure Council strategy is appropriately prioritised and executed.	General Counsel, Strategy & Procurement	100%		Council Plan update adopted on 27 June 2022 as well as 22/23 budget.

Objective 4: HIGH-PERFORMANCE CULTURE: Council will foster an organisational culture to support engaged, committed and high-performing staff for the effective delivery of Council's services and programs.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
5.4.1	Prepare and develop appropriate service and organisational review processes to optimise operational efficiency.	Chief Executive Officer	100%		The program of activities in the service review space has concluded for 2021-2022 new opportunities will continue to be explored in the 2022 - 2023 financial year and ongoing. with workforce alignment opportunities being considered as vacancies occur and business process re- engineering continuing to evolve to deliver efficient and effective services to the community. A high level executive review of the the structure has been concluded as part of the development of Councils workforce plan requirement and the core structural elements remain unchanged as the core service functions remain unchanged. The key focus for service review remains in the Corporate Strategies directorate with the shared Information technology project underway with Moyne and Corrangamite shires. Concurrently process re-engineering continues around billing, payroll, rosters development and contracts management to improve efficiency and add automated processes. Shared technology strategy has been completed across the Moyne Corrangamite and Warrnambool. A centralized Training and development system has

 
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 Not Progressing
 Not Completed
 Withdrawn
 31



# Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
					been scoped and is being introduced to ensure greater efficiency compliance and targeted staff development across the organisation.
5.4.2	Support an organisational approach to strategic procurement to ensure effective operational decision making that improves organisational performance.	General Counsel, Strategy & Procurement	100%		More centralised approach is being supported by the new structure. An internal audit is also taking place on the tendering process which will further support strategic procurement.
5.4.3	Review and improve human resource operational processes to ensure best practice.	Manager Organisation Development	100%		The Human Resource function has implemented actions form the recent internal audit and is now operating along best practice principles.
5.4.4	Enhance organisational awareness of Victoria's Child Safe Standards.	Manager Organisation Development	100%		Organisation awareness of Child Safe Standards has increased following the reformation of the Child Safe Committee.
5.4.5	Continue to evolve the staff training and development programs in order to drive enhanced employee engagement and culture.	Manager Organisation Development	100%		The training requirements for all staff now sit within the remit of the OD Branch. As such on-line training application and approval processes have been developed and implemented. Planned training has also been aligned to the annual performance review process.
5.4.6	Implement workplace actions to meet the requirements of the Gender Equality Act 2020 resulting in improved gender equity outcomes.	Manager Organisation Development	100%		Gender equity Action Plan completed and submitted to Gender Equity Commission in line with legislative requirements. All actions have now been allocated and recorded in the Corporate reporting data base, Pulse.
5.4.7	Support the resourcing of Development Engineering assessments and approvals.	Director City Infrastructure	100%		Current vacancy in this area, which will be filled as soon as possible. The time taken for approvals has shortened when the resources were available.
5.4.8	Develop a Workforce Management Plan which will include an approach to attracting and enhancing workforce to the area/region and ensure effective resource planning.	Manager Organisation Development	100%		The Workforce Plan has been developed and adopted.
5.4.9	Improve systems and structures that facilitate the recruitment and retention of volunteers.	Service Manager Healthy Engaged Communities	100%		Our Volunteers Special Projects Officer developed & delivered cultural awareness training for community & volunteer organisations across the region providing an understanding of the benefits of working in a diverse environment, including the tools to create a more inclusive organisation. Participants now have an enhanced understanding of engaging with volunteers from a culturally &

Completed Progressing On Hold	Not Progressing	Not Completed	Withdrawn	32
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# Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
					linguistically diverse backgrounds & are able to promote the benefits of a diverse volunteer workforce. The Volunteering Strategic Plan 2021- 2024 was adopted by Council on 4 July 2022. Volunteers across Warrnambool were recognised and acknowledged at the annual Volunteer Appreciation Movie Night during National Volunteer Week. Volunteer Connect continue to support Council volunteers to update data on the Better Impact volunteer management software to ensure data is accurate and appropriate screening occurs across the organisation. Position Descriptions have been revised across a number of program areas to accurately reflect volunteer roles to assist in recruitment.

# Objective 5: ORGANISATIONAL & FINANCIAL SUSTAINABILITY: Council will ensure organisational and financial sustainability through the effective and efficient use of Council's resources and assets.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
5.5.1	Review and embed the legal and procurement processes to ensure compliance and risk mitigation and that Council is operationally effective.	General Counsel, Strategy & Procurement	100%		Induction training updated and new basic broad training to be captured in Litmos.
5.5.2	Review Council's property management processes, including for Crown land that Council is the Committee of Management for, with consideration of rental agreements, property and current market valuations and disposal of surplus land.	Governance, Property, Projects & Legal	100%		Small improvements in property management processes continue to be implemented such as seeking template agreements for specific agreement types - for example the agreements for hangar spaces at the Warrnambool Airport.
5.5.3	Allocate financial resources in accordance with strategic plans.	Manager Financial Services	100%		The budget was adopted by Council at a meeting on 27 June 2022.
5.5.4	Review and update the Long Term Financial Plan to ensure Council remains financially sustainable into the future.	Manager Financial Services	100%		The long term financial plan has been updated and formed the basis of the budget preparation for the 2022/23. The long term indicators are forecasting that Council will remain sustainable into the future.
5.5.5	Enhance business processes including IT systems integration.	Manager Financial Services	100%		Accounts payable automation has been installed with a post implementation review completed to establish whether the goals were achieved and future improvements. Council wide roster system has been implemented with the initial go-live phase

Progressing Completed
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# Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
					at Aquazone, a post implementation review will begin in the 2022/23 financial year. A new business process automation has been developed to assist the new centralised learning and development model.
5.5.6	Improve digital capacity for Council staff.	Manager Information Services	100%		Shared Service activities scheduled for completion by 30/6/2022 have been completed. EOI evaluations are progressing according to schedule. Invitation To Offer should proceed with little or no delay. Regional Digital Strategy development is on schedule. First draft is out for review.
5.5.7	Monitor asset condition to ensure they meet users' needs and remain fit for purpose.	Director City Infrastructure	100%		Full scale assessment of entire footpath network completed in May 2022. Ongoing monitoring of every asset class, with a percentage of each class reviewed every year.
5.5.8	Implement COVID-19 recovery plans for Council business units.	Manager Recreation & Culture	100%		All of Council business units have current COVID plans that align with government public health orders. Plans are updated regularly to adapt to changing restrictions.
5.5.9	Recommence rollout of Shared Services Project with surrounding councils.	Director Corporate Strategies	100%		The Shared Services Program has recommenced with Warrnambool City, Moyne Shire and Corangamite Shire.

# Objective 6: RISK MITIGATION: Council will mitigate and manage organisational risks through sound management systems and processes.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
5.6.1	Review the IT Strategy and system resilience in relation to data security, confidentiality and critical incidents.	Manager Information Services	100%		Shared ICT Strategy with Moyne and Corangamite developed and adopted by all three councils.
5.6.2	Assist development of Victorian Protective Data Security Plan and lodging of attestation to Office of the Victorian Information Commissioner.	Manager Information Services	100%		Project with Votar Partners is progressing on schedule. All activities due for completion by 30/6/2022 have been. Maturity assessment completed. Information Asset Register discovery interviews completed. First draft of Information Asset Register ready for review. Protective Data Security preparation has commenced.
5.6.3	Ensure effective Business Continuity Planning (BCP) is in place.	Manager Organisation Development	100%		The overarching BCP has been reviewed and is in place. Work continues on the sub-plans.

Completed         Progressing         On Hold         Not Progressing         Not Completed         Withdrawn         34	Completed	Progressing	On Hold	Not Progressing	Not Completed	Withdrawn	
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# Q4, 2021/2022

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
5.6.4	Enhance Councils risk management processes to ensure key strategic and operational decision making considers risk factors.	Manager Organisation Development	100%		The entire risk framework has undergone a thorough review, including a full review and update of strategic and corporate risks. The risk register has been transitioned across to a more user friendly environment and relevant officers have undergone training in both awareness of the new risk profile and use of the software system.
5.6.5	Continue the development and implementation of Councils Health and Safety Management System with a focus on injury prevention, improved return-to-work processes, OHS training calendar implementation and increased organisation engagement.	Health & Safety Project Officer	100%		Councils Health and Safety Management System continues to be review, refined and implemented. All Health and Safety Management System documents are now in controlled documents and available to all staff via the intranet page.
5.6.6	Partner with State Government to activate and maintain Public Health Pandemic and Emergency Management Operations for staff and community wellbeing.	Director City Infrastructure	100%		Continue to provide services that Council is required to provide. The food delivery service ceased on 30 June for Local Government with residents requiring relief, to apply via the COVID hot-line.

# Objective 7: EFFECTIVE ADVOCACY: Council will pursue effective advocacy by providing compelling materials for desired support and funding for community priorities through establishing strong relationships with other levels of government, strategic partners and key stakeholders.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
5.7.1	Provide materials to support advocacy efforts and report on advocacy outcomes.	Manager Communications	100%		A suite of advocacy documents was developed that summarised Council's advocacy priorities. These were presented to Victorian Government politicians and key department representatives during recent meetings.
5.7.2	Advocate for access to safe and secure housing that is appropriate and affordable for a diversity of needs.	Manager Infrastructure Services	100%		Advocacy for diversity of housing leading to affordability is being undertaken through representation at the regionally based key worker housing strategy project. Advocacy and active engagement is also being undertaken at a regional level through the Big Housing Build agency.

Completed	Progressing	On Hold	Not Progressing	Not Completed	Withdrawn	35



# Q4, 2021/2022

Objective 8: REGIONAL ROLE & RELATIONSHIPS: Council will acknowledge Warrnambool's capability as the regional centre of south-west Victoria through appropriate leadership, advocacy and partnerships that enable greater opportunity for the region.

Action Code	Action Name	Responsible Officer	Progress	Traffic Lights	Comments
5.8.1	Participate in shared services project - for a shared Information technology enterprise system and associated processes - with Moyne and Corangamite shires.	Director Corporate Strategies	100%		2021 -2022 program of works completed with expression interest out to market and submissions being assessed to move to request for select tender for shared enterprise system for the three Councils
5.8.2	Pursue funding for animal shelter redevelopment in collaboration with surrounding municipalities to facilitate a regional facility if appropriate.	Coordinator Local Laws Traffic Fire & Animal Contr	100%		The agreement with the Glenelg Shire is progressing well. Council officers continue to meet with RSPCA management relating to the project. Funding options are continually being discussed.
5.8.3	Participate in advocacy efforts as part of Regional Cities Victoria, Regional Capitals Australia and Great South Coast Group of Councils.	Chief Executive Officer	100%		Advocacy efforts for 2021- 2022 culminated with a visit to parliament by Councillors and senior executive to advocate for Key councils projects and issues to ministers and shadow ministers of State Parliament.

36

#### 7.2. PROCUREMENT OF TELECOMMUNICATIONS SERVICES

#### DIRECTORATE : Corporate Strategies

#### **PURPOSE:**

This report informs Council about the procurement process which has been undertaken regarding Telecommunications services for the next three years and flags to Council the requirement for their approval to enter into a new contract exceeding the Chief Executive's financial delegation.

#### **EXECUTIVE SUMMARY**

Council has been procuring telecommunications services from Telstra under the Victorian State Government TPAMS (Telecommunications Procurement and Management Strategy) contract.

TPAMS has expired. Victorian State Government has established a fresh panel of suppliers and established the Victorian Telecommunications Services (VTS) contract to replace TPAMS. This is a schedule of rates contract. There is no fixed sum.

Mobile communications is a key element required by Council. There are only two viable mobile communications providers operating in the Warrnambool area: Telstra and Optus. The Telstra service has been demonstrated to provide better throughput.

The value of fixed and mobile telephony procurement over the next three years, based on current usage patterns and device numbers is expected to be approximately \$500,000. A saving of approximately \$2,000 per month is expected compared to current expenditure by transitioning to the VTS contract.

## MOVED: CR BEN BLAIN SECONDED: CR RICHARD ZIEGELER

- 1. That Council authorise the Chief Executive Officer to enter into a contract with Telstra Corporation Ltd for the provision of telecommunications services in accordance with the VTS Head Agreement schedule of rates contract [dated on or about 17 December 2021] as reported to Council with an initial term of three years and value of approximately \$[0.5m] including GST (Contract).
- 2. That the Council authorise the Chief Executive Officer to complete the necessary actions required for the operation of this Contract including authorising any variation or extension available under the Contract which the Chief Executive Officer considers will continue to ensure best value for money for the services procured under the Contract.

CARRIED - 7:0

#### BACKGROUND

The Contract involves the provision of telecommunications services (fixed, mobile and data). Council are proposing Telstra because their mobile communications has superior throughput, enabling more reliable and efficient mobile computing applications.

Council has been consuming Telstra telecommunications based on the TPAMS (Telecommunications Purchasing and Management Strategy) contract negotiated by Victorian State Government and made available to local government on the State Purchase Contracts panel. The TPAMS contract has expired. The State of Victoria, through the Department of Premier and Cabinet has conducted a fresh procurement process and replaced TPAMS with VTS (Victorian Telecommunications Services). The VTS Head Agreement was signed with Telstra on or about 17 December 2021.

Municipal Association of Victoria (MAV) Procurement has also established a panel of telecommunications suppliers (NPN 1.18), which we have also investigated.

There are only two viable mobile network providers within Warrnambool City; Telstra and Optus.

The initial term of this telecommunications contract is three years. Based on current usage and schedules of rates, approximately \$500,000 will be expended in this time.

## ISSUES

History has shown that the Telstra mobile network provides superior throughput to Optus. A recent survey conducted by WCC IT staff has confirmed that this is still the case. Refer attached table of mobile network survey data.

The cost and performance of fixed telephony services offered by both Telstra and Optus are the same, so mobile performance is the determining factor. As Telstra's mobile network has superior performance, Telstra is the preferred supplier.

#### FINANCIAL IMPACT

As outlined above, there are two panels council is entitled to purchase telecommunications services from, VTS and MAV. Based on our current usage pattern, number of services and schedules of rates, the monthly cost of the two options is the same. The differentiating factor is the upfront technology fund on offer on the VTS contract, worth \$31,698 inc gst. Therefore VTS is the preferred contract.

Technology funds are intended to fund innovative use of mobile computing systems or hardware.

The new VTS rates are cheaper that the expired TPAMS rates. A saving of approximately \$2,000 per month is anticipated which would equate to approximately \$72,000 over the three year term of the contract.

## LEGISLATION/POLICY/COUNCIL PLAN CONTEXT

#### **5** An effective Council

5.4 High-performance culture: Council will foster an organisational culture to support engaged, committed and high-performing staff for the effective delivery of Council's services and programs.

5.6 Risk mitigation: Council will mitigate and manage organisational risks through sound management systems and processes.

#### TIMING

A new contract is required to be entered into at the earliest opportunity possible.

## COMMUNITY IMPACT/CONSULTATION

There will be no functional impact associated with this change. The change is purely contractual affecting billing rates and technology funds.

Consultation has been limited to ensuring we meet our procurement obligations.

# LEGAL RISK/IMPACT

Procurement advise has been sought from the Director Corporate Strategies and the General Counsel, Strategy & Procurement.

# **OFFICERS' DECLARATION OF INTEREST**

Nil

## COLLABORATIVE PROCUREMENT

This procurement is being done from a panel established by the Victorian State Government and is available to all Councils.

## CONCLUSION

That Council enter into a contract with Telstra under the VTS contract for the provision of telecommunications services for a term of three years.

## **ATTACHMENTS**

1. Table of mobile network survey data [7.2.1 - 1 page]

## Table of mobile network survey data;

					TELS	TRA					0	PTUS		
Date	Lat	Lon	Download	DownloadBytes	Upload	UploadBytes	Latency	ServerName	Download	DownloadBytes	Upload	UploadBytes	Latency	ServerName
6/07/2022	-													
15:08	38.390856	142.53972	414703	725746670	34017	38999313	23	Melbourne	212458	278887370	25690	39151667	22	Melbourne
6/07/2022	-													
14:38	38.401687	142.475395	176311	275152882	12404	20453102	23	Melbourne	63214	77689682	23332	36434474	31	Melbourne
6/07/2022	-	1 40 40000	000.45	100707000	11000	1 60 17070			20572	45444959	20720	27465002		Malla surray
14:30 6/07/2022	38.392496	142.48206	99345	180707328	11903	16947878	24	Melbourne	30572	45444352	28730	27465882	31	Melbourne
14:27	-	142.484228	175525	118898026	32009	22699653	22	Melbourne	35928	60476835	31770	46122330	30	Ballarat
6/07/2022		142,404220	175525	110050020	32005	22055055	22	Webburne	55520	00470835	51770	40122330	50	Danarat
14:18	38.379275	142,460192	181462	221090116	5423	3968704	39	Melbourne	55419	70484241	8549	14872146	26	Ballarat
6/07/2022														
14:08	38.354071	142.460417	114969	164615581	33233	51748886	23	Melbourne	121769	86079054	20903	36158241	21	Melbourne
6/07/2022	-													
13:55	38.299656	142.449129	22317	37141524	1347	2099110	37	Melbourne	7538	12130434	2425	4307460	26	Melbourne
6/07/2022	-													
13:01	38.293861	142.366409	20299	30302486	13595	23644083	23	Melbourne	16855	27145862	2768	4821924	31	Melbourne
6/07/2022	-													
12:21	38.386106	142.483796	93745	146066384	2783	4625552	39	Melbourne	80827	98085133	23988	42976010	30	Melbourne
6/07/2022 12:19	-	142,483796	70000	00005100	10401	10750060	21	Melbourne	46966	04500000	10400	27001000	20	
6/07/2022	38.380100	142.483796	73220	98365100	10491	19758268	21	weldourne	40900	84508983	16469	27001086	30	Melbourne
11:54	20 2060/0	142.484022	68914	117425210	19988	33558150	22	Melbourne	77814	125850434	54351	94017736	20	Limestonecoast
6/07/2022	30.330045	142,404022	00014	11,425210	1000	55556150	25	Meibourne	,7014	120000404	54551	54017730	50	Linesconecoast
10:49	-38,38565	142,481182	163821	240297844	16878	29694252	24	Melbourne	79374	126100526	10167	18505548	31	Melbourne
6/07/2022	-	1.2	100021	2.3257044	20070	23034202	2-1	mensourne	. 5574	120100020	1010/	2000040	51	
9:23	38.385837	142.481713	80478	137020286	6870	12721742	28	Melbourne	8552	14500056	320	168276	31	Melbourne

#### 7.3. CONTRACT 2022038 AND RFQ 2022041 FOR THE DESIGN AND CONSTRUCTION OF GANTRIES, ROOF SHELTER AND ASSOCIATED WORKS (SALEYARDS REFURBISHMENT PROJECT) AT THE SOUTH WEST VICTORIAN LIVESTOCK EXCHANGE (SWVLX]

**DIRECTORATE : Corporate Strategies** 

## PURPOSE:

This report discusses the option to award or reject the tender for the Design and Construction of Gantries, Roof Shelter and Associated Works (Saleyards Refurbishment Project) at the South West Victorian Livestock Exchange (SWVLX], Caramut Road Warrnambool.

## **EXECUTIVE SUMMARY**

Since structural issues were discovered with SWVLX buyers' walkways in October 2020, Council has continually considered the future needs of the yards with a detailed chronology of the history of the yards being presented on 26 April 2021. Councillors have continued to be overtly supportive of the role that the yards play for Warrnambool.

Further information was sought by Council for a desk top analysis of market forces affecting the saleyards and a second directions briefing was held at an informal meeting on 15 November 2021. The direction was given at this meeting to proceed to test the market for the refurbishment of the yards including refurbishment of current structurally compromised elements and moving to the view of a design and construction tender of a new roofed area of the yards.

Those tender outcomes have been returned and are available for Council consider. To further aid Council in their final investment decision, they have been provided with a commercial analysis of paybacks on the capital investment required, economic analysis on the supply side of the industry, the detailed structural engineering reports for the extent of works to be rectified at the yards and the facilities draft Asset Management Plan.

The tender outcome is the first in a series of decisions Council is faced with. Each decision is quite complex and has significant impacts on a much-valued service.

No one decision is free from commercial, social or economic ramifications. The following are the key decisions facing Council:-

- The first and the key focus of this report is whether to let the tender and refurbish the yards to a commercially competitive level and extend the useful life of the facility; dependent on the outcome of that decision future decisions either arise or disappear.
- Refurbish the yards to a minimum standard to the life of the yards though leaving the facility less viable;
- Or explore an accelerated close of the yards and the implications for the industry locally.

## MOVED: CR BEN BLAIN SECONDED: CR DEBBIE ARNOTT

- 1. That Council write to Bolden Constructions informing them that Council will not be letting the tender.
- 2. That the tenderer be thanked for their excellent and comprehensive response to the tender.
- 3. That the Council commence a stakeholder and community engagement exercise based on the implications of not committing to the upgrade works and the questions raised by the financial commitments required relating to the longer term financial viability of the operation.

**CARRIED - 4 : 3** 

Crs Blain, Arnott, Jellie and Paspaliaris voting for the motion.

Crs. Ziegeler, Akoch and Taylor voting against the motion.

## BACKGROUND

Local Government has provided and managed the Warrnambool Saleyards since 1883. In 1970, the Saleyards moved from Raglan Parade to the present site in Caramut Road, where it occupies 7.88 hectares of land bordered by Caramut Rd, Coghlans Rd and Rooneys Rd.

The Southwest Victorian Livestock Exchange "SWVLX" has provided an important stock trading hub for local producers and buyers for over 52 years at Caramut Road. This regional selling Centre has transitioned from both a sheep and cattle selling Centre to a specialist Cattle selling Centre. At its peak, the SWVLX had a throughput of over 100,000 head of cattle and has ranked in the top 5 selling centres in the State for cattle for many years.

Industry trends have seen a significant shift to alternate selling methods, with direct sales to processors, online at farm auctions and new direct competitors in the market.

The SWVLX has, through sound operations from the staff at the facility, dedicated support from the agents associated with the yards and loyal producers, remained a financially viable contributor to Council's consolidated revenue.

The centre has also been seen as an important driver in the local agribusiness supplier economy, with many material selling facilities establishing near the yards. Likewise, the yards fulfil a social cohesion role for many of the primary producers who use the selling days to meet people at the yards and in the city.

The SWVLX has suffered from intermittent investment in the physical capital of the facility for an extended period that has reflected a conflicted view as to the future of the yards at the site.

Despite the machinations surrounding the future of the yards, they have continued to be heavily supported by local producers and buyers.

At a briefing of Council on 26 April 2021, officers detailed the background to the yard's history and operations at this meeting, it was also outlined the critical issues facing the facility.

At this briefing, Council provided general directions to support the continuing operations of the yards.

This included allocating a significant sum circa \$2.5 million to the further roofing of the yards in the 2021 – 2022 Budget as an overt sign to the industry of Council's ongoing support of the operations. A further allocation in the form of borrowings was allocated to cover what was anticipated to be the rising costs of construction and to allow Council to make a fully informed decision as to the cost benefits of further investment in the yards.

However, at this meeting an additional piece of work was requested which was to detail the market forces in play and to provide the Council with further independent assessment of the viability of the yards. A request for quotation and scope of works was prepared and this work was put out to market. The management consultancy firm with substantive Agri-business credentials BDO was employed to undertake the desktop exercise market analysis. This desktop exercise work has now been fully informed with a more detailed financial analysis of the market response of the tender before you for consideration. Attached is a copy of the desk top exercise completed by BDO.

On 21 October 2020, one of the buyers' walkways at the yards collapsed. Whilst there were no injuries, the issue was a notifiable incident and Worksafe was called. A series of prohibition notices were issued by Worksafe, which required a detailed investigation into all aspects of the selling Centers' infrastructure. The subsequent structural engineering reports have highlighted a significant number of failing or non-compliant structures across the yards.

Attached to this report are the structural engineer assessments completed after the work safe notices were issued and the high-level draft asset management plan that details the extent of assets to be maintained or replaced over the useful life of the facility.

In the interim, staff, agents and buyers at the Centre have worked together to ensure safe workarounds which have been put in place to maintain the operations of the Centre. Whilst these temporary measures have meant we have been able to continue to operate safely, the workarounds are inefficient and are not a sustainable way to operate into the future.

The structural engineers' reports indicated that significant residual elements of structure not already replaced under the emergency works need to be replaced in the very near future.

## (Attachment 2, 3, 4 and 5 CSE engineering assessments)

Significant demolition work has been completed on the buyers' walkways to eliminate the inherent risk, and replacement works to a limited section of these buyers' walkways have now been completed to operate the areas of highest demand. Issues exist with both the auctioneers' walkways, pens and some of the shelter structures. Intermediate workarounds continue to be in place for these operational areas, but the operation continues to be affected by suboptimal work flows due to these workarounds.

Whilst many of the elements in the yards have been "made safe" the lack of significant infrastructure improvements has meant the competitor yards have continued to push that the Warrnambool yards should be closed through media and competitor connected influencers.

Further complicating the investment decision has been the escape of a wild cow which needed to be euthanized in a nearby location outside of the yards. This escape was a reportable incident and the subsequent investigation by Worksafe will require the entire site to be fenced and cattle grids placed at the vehicle entrances.

## The tendered project for consideration by Council includes:

The detailed design and construction of gantries, a roof shelter system over existing stock pens, and other associated works at the South West Victorian Livestock Exchange (SWVLX), 81 Caramut Rd Warrnambool Victoria 3280

The overall project's aim is to provide:

- 1. Design and replacement of existing gantries/walkways and construction of new gantries/walkways as detailed, including alterations and reinstatement of services for water, electricity and data; and
- 2. Design and construction of a roof shelter in either multiple or single span shelters over an approximate area of 50m wide by optional lengths of approximately 82m (Option A), 108m (Option B), and 142m (Option C).

## SCOPE OF WORKS

Design and construction Works Under Contract (WUC) includes:

- 1. Design and construction of new and replacement gantries and walkways as shown on Plan SWVLX Stage 2 Plan Gantries, Walkways & Stairs, refer Section 2.3 (5);
- 2. Construct new fence and gates under gantry EW6 to split existing pens in half as shown on Plan SWVLX Stage 2 Plan Gantries, Walkways & Stairs, refer Section 2.3 (5);
- 3. The removal of existing services and reinstatement, whilst maintaining all services during construction for ongoing operations of the saleyards;
- 4. Design and construction of a shelter roof structure approximately 51.0m wide and priced in three optional lengths:
- 1. Option A Approximately 82.0m long;
- 2. Option B Approximately 109.0m long; and
- 3. Option C Irregular side lengths of approximately 133.0m and 142.0m.

## Attachment 9

The roof coverage includes livestock pens and outer limits of the adjacent laneways.

Supplementary lighting and power outlets determined during Design in consultation with the Service Manager;

- Investigations and works including:
- The design and construction of gantries and walkways, including investigations to reduce costs by utilizing existing livestock pen fencing posts that are assessed as structurally satisfactory;
- The design and construction of stair access to gantries and walkways, including investigations to determine the minimum legal access requirements to reduce costs;
- Supplementary lighting and power outlets under the proposed roof, including:
- Electricity connection to main switchboard;
- Investigations to determine if existing switchboard capacity is satisfactory or if increased capacity is required; and
- Switchboard works associated with WUC,
- Collection of all roof stormwater and disposal to the northern end of the proposed roof with downpipes for connection into a stormwater disposal system at the legal point of discharge including;
- Investigations to determine if an existing stormwater pipe from the Saleyards along Caramut Road to the Merri River has adequate capacity to provide for required stormwater disposal from the new roof.
- Investigations to determine if temporary storage is required for storm retention to manage disposal of stormwater, which if required could be integrated into fire service tank storage requirements;

- Determine if there are increased fire service requirements for onsite storage of water for firefighting purposes;
- Use of existing structures to support the roof structure is subject to certification by the Structural Engineer;
- All site surveys necessary for design, construction, and set out of the works; and
- Coordination of activities with the Service Manager to ensure normal operations of the saleyards continue unimpeded.

Additionally, the construction of the fence and cattle grids has been added to the total project costs and is included in the recommendation by way of a variation.

#### ISSUES

The Council is faced with a decision as to the appropriateness of the size of its response to the most recent changes in the industry and the physical requirements of modernizing an aging facility to compete on an equal basis with its competitors.

Ordinarily when faced with escalating costs for a service provision or a project Council is forced to choose between competing community priorities. It seeks to act in the best interest of the broader community's good.

These decisions ordinarily result in a delay to other facility upgrades or finding efficiencies within other services in order to find the additional funds, sometimes it is through new revenue sources.

The Council, like all its community members, has limited funds available for work, it must therefore make strategic decisions based on priorities it has for the community.

The investment decision facing the Council in this instance differs, as the investment is a direct investment in the operations of a commercial enterprise. The value of the investment should be measured on the return on investment, primarily in financial terms and only to a lesser degree the socio and economic drivers,

These social and economic benefits are real, but are secondary, to the operation the Saleyards as a place of commerce.

The assessment of the tender for the upgrade works to the SWVLX requires two lenses;

- firstly the achievement of the objectives from the specification tendered
- the second criteria is the value equation that the investment achieves for community benefit.

What is the appropriate level of the community's financial investment that should be allocated to support the commercial, social and economic development outcomes sought by the Council from this facility?

Key to any decision of Council is the useful life of the asset in its current location.

The saleyards have moved twice before over its history due to the demands of a growing urban community.

Any decision on letting this tender is also underpinned with the knowledge that the service has a finite future in its current location. The situation and ultimate decision before Council is a culmination of previous indecision to effectively deal with the <u>long-term</u> future of the yards and the implications of their location becoming centered within an ever-increasing urbanized environment.

Reasonable short-term measures have continued to ensure continued operations at the current location since the location of the yards was first brought into question over a decade ago.

All Councils for the past decade have continued to support the operation of the yards in their current location.

However, increased competition and aging infrastructure has created a situation where Council is required to once again assess the level of investment into the saleyards and consider the implications of that investment decision.

The objective of letting this tender was to provide for refurbishments and improvements to this facility that would enable it to continue to compete effectively in an increasingly competitive and tightening market. The commercial environment holds multiple competitors growing from increased direct farm sales to innovation in online selling, to new selling facilities being established in the region.

Whilst only one response was received to the tender, the response provided was a comprehensive and professional answer to the design and construct brief, from a well-credentialed local business with direct experience in the project and the site.

The only issue that arises from the tender, which meets all of Councils requirements for the future provision of the service, is the value equation.

At what price does the investment outstrip the return to the community?

The Council has allowed significant funds to cover this decision in the form of access to capital reserves and flagging the potential for additional borrowings within the budget.

However, even within the assessment period the borrowing costs available to Council have risen over 2 percentage points on a 10-year loan from State Treasury and the costs for construction have risen over 4% from the tender price from construction industry inflation.

This additional cost has had a detrimental effect on the payback ability of a significant capital investment. The letting of this tender now relies more heavily on the perceived social and economic benefit of the facility, rather than where traditionally a more robust return on investment was an equally compelling incentive to invest in the service.

In a highly competitive market, there is no surety on a return on investment from commercial activity.

Where the decision is for community facilities, the equation is predicated solely on community benefit and what a project would add to the community fabric.

In this instance the project is subject to consideration for a return on investment for the Council. Complicating the decision is that there are now viable alternate competitors in the market. There is a lessened requirement for the Council to step in to support the industry.

Alternatively, any investment into the saleyards would reinforce Council's commitment to the industry locally and would provide a platform to best compete in the sector giving Council the best opportunity to continue to provide an operating surplus.

An investment in the refurbishment of the yards remains a viable but marginal option for Council and the investment decision for a refurbished yards lays before Council as has been Council's intent and the financial capacity remains to complete the project but not without risk.

The Council has also reviewed the history of the yards including previous decisions to retain the yards - refer **Attachment 6** 2010 discussion paper.

## FINANCIAL IMPACT

# (Calculations on borrowing cost have increased to 4.15% at new Treasury 10 year fixed borrowing rate these may rise after Tuesday's reserve bank decision)

#### **Option A**

Walkways, lighting, fencing, roof covering @ 50 x82 m2, 99 Pens Cost: \$4,041,671 (ex GST) Inflation from time of Tender to August decision \$161,667 Fence and cattle grid costs \$160,000 Curbing and drainage additional works \$124,000 RFQ 2022041

# Cost: \$4,487,338 (ex GST)

## Option B

Walkways, lighting, fencing, roof covering @ 50 x108 m2, 99 pens + 28 additional Pens Cost: \$4,576,155 (ex GST) Inflation from time of Tender to August decision \$183,046 Fence and cattle grid costs \$160,000 Curbing and Drainage \$124,000 RFQ 2022041

# Cost: \$5,043,201 (ex GST)

## Option C

Walkways, lighting, fencing, roof covering @ 50 x 142m2, 127 pens + an additional 31 pens for a total of 154 pens covered

Cost: \$5,179,763 (ex GST)

Inflation from time of Tender to August decision \$207,398

Fence and cattle grid costs \$160,000

Curbing and drainage \$124,000 RFQ 2022041

# Cost: \$5,666,953 (ex GST)

# A 10% contingency should be factored to all costs listed with current market and financing volatility

1. Agents associated with the yards have agreed to alterations in the fee schedules that would see increased contributions to Councils revenue. However, these positives have been eroded over the potential payback periods by increased project and funding costs.

Attached are the investment and payback scenarios based on a low moderate and optimistic throughput. Against each of the investment options being considered by the tender.

#### Attachment 1 - capital payback evaluation.

Attachment 7 - March 2021 high level quantity surveyor cost plan for the roof element of the project.

Attachment 8 - High level draft asset management plan for the whole of life cost estimates for facility refurbishment and upkeep.

## LEGISLATION / POLICY / COUNCIL PLAN CONTEXT

#### 3 Maintain and improve the physical places and visual appeal of the City

3.3 Build Infrastructure that best meets current and future community needs.

3.4 Maintain and enhance existing Council infrastructure

#### 4 Develop a smarter economy with diverse and sustainable employment

4.1 Grow the Cities population through local economic growth

# 5 Practice good governance through openness and accountability while balancing aspirations with sound financial management

5.3 Ensure financial sustainability through effective use of Council's resources and assets and prudent management of risk

#### TIMING

Ongoing discussions continue with preferred tenderer Bolden Constructions Pty Ltd to finalize the construction program and the associated cost implications this would involve.

Bolden have held their tender price with a 4% uplift for construction material inflation at the request of Council to allow for the delay created by consideration of the financial implications of letting the tender.

Any construction based on the draft program would commence post the winter season.

Stakeholders have worked through an initial logistics plan to ensure the ongoing operations of the selling centre through construction.

## **COMMUNITY IMPACT / CONSULTATION**

Council would be required to commence stakeholder and community consultation in relation to the future of the yards if as an outcome of this tender assessment there was a significant alteration of the service levels of the facility.

## LEGAL RISK / IMPACT

- Council faces significant commercial risk if it over invests in a facility with a limited life span and does not gain expected returns.
- Council faces imminent legal risks if it chooses not to invest in the facility and to keep operating.
- Council faces reputational and financial risk if it invests in the facility and the expected returns are not achieved.
- Council faces reputational risk if does not invest in the facility sufficiently and it fails commercially.
- The business is subject to the operation, reputation and efforts of third parties. Council provides the facility for other people to operate their business.
- There are significant rising cost pressures on the project and a significant contingency for the project is suggested.
- We are experiencing a volatile cost of funding environment and borrowing rates are rising significantly any delay on a decision puts the cost of money estimates at risk.

## **OFFICERS' DECLARATION OF INTEREST**

No officers have a conflict of interest in this matter.

## CONCLUSION

With the yards effectively reaching the end of their useful life over many parts of the facility and despite goodwill and the recent substantial investment in the roofing of the dirt yards, refurbishment of some buyer walkways and rectification works to many of the races. The Council is now in an unenviable position where it needs to act to rectify a vexed issue.

Ultimately the significant investment associated with accepting the tender would provide for a future decision point in some 20 years at which time it is a fair assessment to say the land holding value would remain and would likely have increased.

Economic factors have severely impacted on the costs and payback of the yards and the commercial return has been negatively impacted.

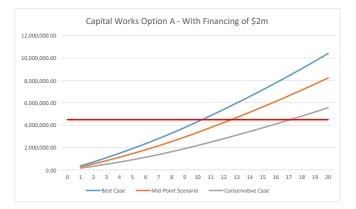
Realistic urban pressure will continue to see the useful life at the site be closer to the 10 - 20-year range rather than another 50 years at the site.

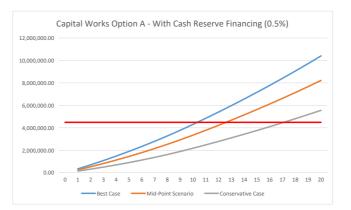
## ATTACHMENTS

- 1. Payback Periods with Capex Options modified 21 july [7.3.1 6 pages]
- 2. 2020294 SWVLX Auctioneers Catwalks Review [7.3.2 35 pages]
- 3. 2020294 Pens Buildings and Treatment Plant Report ID 216382 w (1) [7.3.3 44 pages]
- 4. 2020294 Loading Ramps Roofed Structures and Treatment Plant Hoist Review [7.3.4 34 pages]
- 5. 2020278 Warrnambool Saleyards Walkway Platforms Assessment ID 210482 [7.3.5 7 pages]
- 6. 100716 Council discussion paper SALEYARDS [7.3.6 43 pages]
- 7. 21030-cp 1 A cost plan [7.3.7 16 pages]
- 8. WCC Saleyards Asset Management Plan V1 0 2022 1 6 22 [7.3.8 40 pages]
- 9. Future Roof area v 2 [7.3.9 1 page]
- 10. Draft Discussion Paper SWVLX [7.3.10 35 pages]

Years	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Best Case (BDO Model)		334,952	343,326	351,909	360,707	369,724	378,967	388,442	398,153	408,106	418,309	428,767	439,486	450,473	461,735	473,278	485,110	497,238	509,669	522,411	535,471
Change in Agent Fee Model		90,000	92,250	94,556	96,920	99,343	101,827	104,372	106,982	109,656	112,398	115,208	118,088	121,040	124,066	127,168	130,347	133,606	136,946	140,369	143,879
Interest on Loan (\$2m)		-80455	-73,504	-66,259	-58,709	-50,840	-42,640	-34,095	-25,189	-15,907	-6,235	0	0	0	0	0	0	0	0	0	0
Best Case		344,497	362,072	380,206	398,918	418,227	438,154	458,719	479,946	501,855	524,472	543,974	557,574	571,513	585,801	600,446	615,457	630,844	646,615	662,780	679,350
Without Finance Using Reserves		402,515	413,139	424,029	435,190	446,631	458,357	470,377	482,698	495,326	508,270	543,974	557,574	571,513	585,801	600,446	615,457	630,844	646,615	662,780	679,350
Years	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Mid-Point Scenario (BDO Model)		249,464	255,701	262,093	268,645	275,362	282,246	289,302	296,534	303,948	311,546	319,335	327,318	335,501	343,889	352,486	361,298	370,331	379,589	389,079	398,806
Change in Agent Fee Model		90,000	92,250	94,556	96,920	99,343	101,827	104,372	106,982	109,656	112,398	115,208	118,088	121,040	124,066	127,168	130,347	133,606	136,946	140,369	143,879
Interest on Loan (\$2m)		-80,455	-73,504	-66,259	-58,709	-50,840	-42,640	-34,095	-25,189	-15,907	-6,235	0	0	0	0	0	0	0	0	0	0
Mid-Point Scenario		259,009	274,447	290,391	306,857	323,864	341,432	359,580	378,327	397,697	417,709	434,543	445,406	456,541	467,955	479,654	491,645	503,936	516,535	529,448	542,684
Without Finance Using Reserves		317,027	325,514	334,213	343,129	352,268	361,636	371,237	381,079	391,167	401,507	434,543	445,406	456,541	467,955	479,654	491,645	503,936	516,535	529,448	542,684
Years	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Conservative Case (BDO Model)		145,288	148,920	152,643	156,459	160,371	164,380	168,490	172,702	177,019	181,445	185,981	190,630	195,396	200,281	205,288	210,420	215,681	221,073	226,600	232,265
Change in Agent Fee Model		90,000	92,250	94,556	96,920	99,343	101,827	104,372	106,982	109,656	112,398	115,208	118,088	121,040	124,066	127,168	130,347	133,606	136,946	140,369	143,879
Interest on Loan (\$2m)		-80,455	-73,504	-66,259	-58,709	-50,840	-42,640	-34,095	-25,189	-15,907	-6,235	0	0	0	0	0	0	0	0	0	0
Conservative Case		154,833	167,667	180,941	194,671	208,874	223,567	238,767	254,495	270,768	287,608	301,189	308,718	316,436	324,347	332,456	340,767	349,286	358,019	366,969	376,143
Without Finance Using Reserves		212,851	218,734	224,763	230,943	237,277	243,770	250,425	257,247	264,239	271,406	301,189	308,718	316,436	324,347	332,456	340,767	349,286	358,019	366,969	376,143
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Best Case		344,497	706,569	1,086,775	1,485,693	1,903,920	2,342,074	2,800,794	3,280,740	3,782,595	4,307,067	4,851,041	5,408,615	5,980,128	6,565,929	7,166,375	7,781,833	8,412,676	9,059,291	9,722,071	10,401,421
Mid-Point Scenario		259,009	533,456	823,846	1,130,703	1,454,567	1,796,000	2,155,579	2,533,907	2,931,603	3,349,312	3,783,855	4,229,261	4,685,802	5,153,757	5,633,411	6,125,056	6,628,992	7,145,527	7,674,975	8,217,659
Conservative Case		154,833	322,499	503,440	698,111	906,984	1,130,551	1,369,318	1,623,813	1,894,581	2,182,189	2,483,377	2,792,095	3,108,532	3,432,879	3,765,335	4,106,102	4,455,388	4,813,407	5,180,376	5,556,519
Best Case		402,515	815,654	1,239,683	1,674,873	2,121,504	2,579,861	3,050,239	3,532,936	4,028,262	4,536,533	5,080,507	5,638,081	6,209,594	6,795,395	7,395,841	8,011,298	8,642,142	9,288,757	9,951,537	10,630,886
Mid-Point Scenario		317,027	642,541	976,754	1,319,883	1,672,151	2,033,787	2,405,024	2,786,103	3,177,271	3,578,778	4,013,321	4,458,727	4,915,268	5,383,223	5,862,877	6,354,522	6,858,458	7,374,993	7,904,441	8,447,125
Conservative Case		212,851	431,585	656,348	887,290	1,124,568	1,368,338	1,618,763	1,876,010	2,140,249	2,411,654	2,712,843	3,021,561	3,337,997	3,662,344	3,994,800	4,335,567	4,684,854	5,042,872	5,409,841	5,785,985
Capital Works Option A	4,487,338	4.487.338	4.487.338	4.487.338	4.487.338	4.487.338	4.487.338	4.487.338	4.487.338	4.487.338	4.487.338	4.487.338	4.487.338	4.487.338	4.487.338	4.487.338	4.487.338	4.487.338	4.487.338	4.487.338	4.487.338

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Best Case

The payback period would be within 10 years based on an uplifted throughput of 87,289. This assumes

#### Mid-Point Scenario

The payback period would be within 13 years based on throughput of 86,587. This scenario is based on

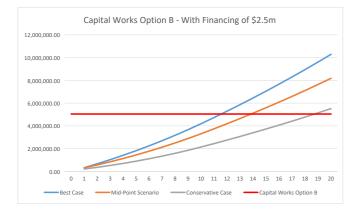
#### **Conservative Case**

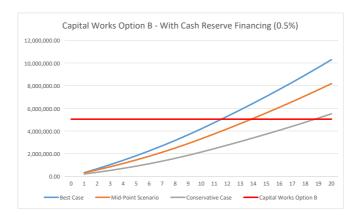
The capital outlay would within 17 years within the 20 year period. This scenario is based on the poorer

Added in an additional \$90k income for change in fee structure Saving opportunity in expenditure (blackwater, etc) Capital allocations fluctuating over time Jason Black strategic land planning work Value of the land now vs 20 years Split of rectification / roof Key person risk Borrowings/interest - finance document Do nothing scenario / rectification only Private operator Capacity of covered area Fence Throughput - low 66k, mid 75k, best 87k Interest on Ioan

Years	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Best Case (BDO Model)		334,952	343,326	351,909	360,707	369,724	378,967	388,442	398,153	408,106	418,309	428,767	439,486	450,473	461,735	473,278	485,110	497,238	509,669	522,411	535,471
Change in Agent Fee Model		90,000	92,250	94,556	96,920	99,343	101,827	104,372	106,982	109,656	112,398	115,208	118,088	121,040	124,066	127,168	130,347	133,606	136,946	140,369	143,879
Interest on Loan (\$2.5m)		(100,569)	(91,880)	(82,824)	(73,386)	(63,550)	(53,300)	(42,618)	(31,486)	(19,884)	(7,794)	0	0	0	0	0	0	0	0	0	0
Best Case		324,383	343,696	363,642	384,241	405,517	427,494	450,196	473,649	497,878	522,913	543,974	557,574	571,513	585,801	600,446	615,457	630,844	646,615	662,780	679,350
Without Finance Using Reserves		399,736	410,360	421,249	432,411	443,851	455,578	467,598	479,918	492,547	505,491	543,974	557,574	571,513	585,801	600,446	615,457	630,844	646,615	662,780	679,350
Years	0	1	2	3	4	5	6	7	8	٩	10	11	12	13	14	15	16	17	18	19	20
Mid-Point Scenario (BDO Model)	Ŭ	249.464	255,701	262,093	268,645	275,362	282,246	289,302	296,534	303,948	311,546	319.335	327.318	335,501	343.889	352.486	361,298	370.331	379,589	389,079	398,806
Change in Agent Fee Model		90,000	92,250	94.556	96,920	99,343	101,827	104,372	106,982	109,656	112,398	115,208	118,088	121,040	124.066	127.168	130.347	133.606	136.946	140,369	143,879
Interest on Loan (\$2.5m)		(100,569)	(91,880)	(82,824)	(73,386)	(63,550)	(53,300)	(42,618)	(31,486)	(19,884)	(7,794)	115,200	110,000	121,040	124,000	127,100	130,347	133,000	130,540	140,505	143,075
Mid-Point Scenario		238.895	256.071	273.826	292.180	311.154	330.772	351.056	372.030	393.720	416.150	434.543	445.406	456.541	467.955	479.654	491.645	503.936	516.535	529.448	542.684
Without Finance Using Reserves		314,248	322,735	331,433	340,350	349,489	358,856	368,458	378,300	388,388	398,728	434,543	445,406	456,541	467,955	479,654	491,645	503,936	516,535	529,448	542,684
Years	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Conservative Case (BDO Model)		145,288	148,920	152,643	156,459	160,371	164,380	168,490	172,702	177,019	181,445	185,981	190,630	195,396	200,281	205,288	210,420	215,681	221,073	226,600	232,265
Change in Agent Fee Model		90,000	92,250	94,556	96,920	99,343	101,827	104,372	106,982	109,656	112,398	115,208	118,088	121,040	124,066	127,168	130,347	133,606	136,946	140,369	143,879
Interest on Loan (\$2.5m)		(100,569)	(91,880)	(82,824)	(73,386)	(63,550)	(53,300)	(42,618)	(31,486)	(19,884)	(7,794)	0	0	0	0	0	0	0	0	0	0
Conservative Case		134,719	149,291	164,376	179,994	196,164	212,906	230,244	248,198	266,791	286,049	301,189	308,718	316,436	324,347	332,456	340,767	349,286	358,019	366,969	376,143
Without Finance Using Reserves		210,072	215,954	221,983	228,163	234,498	240,991	247,646	254,467	261,460	268,626	301,189	308,718	316,436	324,347	332,456	340,767	349,286	358,019	366,969	376,143
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Best Case		324,383	668,079	1,031,721	1,415,962	1,821,479	2,248,973	2,699,168	3,172,817	3,670,696	4,193,609	4,737,583	5,295,157	5,866,670	6,452,471	7,052,917	7,668,375	8,299,218	8,945,833	9,608,613	10,287,963
Mid-Point Scenario		314,248	570,319	844,145	1,136,325	1,447,479	1,778,251	2,129,307	2,501,337	2,895,057	3,311,207	3,745,750	4,191,156	4,647,697	5,115,652	5,595,306	6,086,951	6,590,887	7,107,422	7,636,870	8,179,554
Conservative Case		210,072	359,363	523,739	703,732	899,896	1,112,802	1,343,046	1,591,244	1,858,035	2,144,084	2,445,272	2,753,990	3,070,427	3,394,774	3,727,230	4,067,997	4,417,283	4,775,302	5,142,271	5,518,414
Best Case		200 726	810.000	1 221 245	1 662 756	2.107.607	2 5 6 2 4 0 5	3.030.784	2 510 702	4 002 240	4 500 700	5 052 714	5 610 200	C 101 001	6 767 602	7.368.048	7.983.505	0.014.240	9.260.964	0 022 744	10.603.093
Mid-Point Scenario		399,736	810,096 636,983	1,231,345 968.416	1,663,756 1,308,766	1.658.254	2,563,185	2,385,569	3,510,702	4,003,249	4,508,739	5,052,714	5,610,288	6,181,801 4,887,475	6,767,602	.,	6,326,729	0,02.,0.0	-)=,	9,923,744 7,876,647	8,419,332
		314,248		, -		1,110,271	/- /	//	2,763,869	3,152,257	3,550,985	3,985,527	4,430,934		5,355,430				7,347,199	5.382.048	
Conservative Case		210,072	426,026	648,010	876,173	1,110,671	1,351,662	1,599,308	1,853,775	2,115,235	2,383,861	2,685,050	2,993,768	3,310,204	3,634,551	3,967,007	4,307,774	4,657,061	5,015,079	5,382,048	5,758,191

 Capital Works Option A
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#### Best Case

The payback period would be within 12 years based on an uplifted throughput of 87,289. This

#### Mid-Point Scenario

The payback period would be within 14 years based on throughput of 86,587. This scenario is based

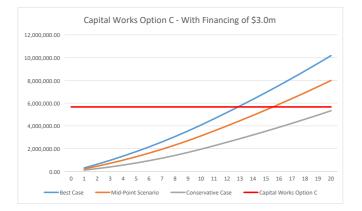
#### **Conservative Case**

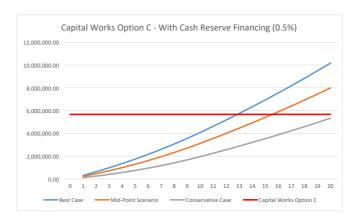
The capital outlay would be within 19 years period. This scenario is based on the poorer performing

Added in an additional \$90k income for change in fee structure Saving opportunity in expenditure (blackwater, etc) Capital allocations fluctuating over time Jason Black strategic land planning work Value of the land now vs 20 years Split of rectification / roof Key person risk Borrowings/interest - finance document Do nothing scenario / rectification only Private operator Capacity of covered area Fence Throughput - low 66k, mid 75k, best 87k Interest on Ioan

Years	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Best Case (BDO Model)		334,952	343,326	351,909	360,707	369,724	378,967	388,442	398,153	408,106	418,309	428,767	439,486	450,473	461,735	473,278	485,110	497,238	509,669	522,411	535,471
Change in Agent Fee Model		90,000	92,250	94,556	96,920	99,343	101,827	104,372	106,982	109,656	112,398	115,208	118,088	121,040	124,066	127,168	130,347	133,606	136,946	140,369	143,879
Interest on Loan (\$3m)		(120,683)	(110,255)	(99,388)	(88,063)	(76,260)	(63,960)	(51,142)	(37,783)	(23,861)	(9,352)	0	0	0	0	0	0	0	0	0	0
Best Case		304,269	325,320	347,077	369,564	392,807	416,834	441,672	467,351	493,902	521,354	543,974	557,574	571,513	585,801	600,446	615,457	630,844	646,615	662,780	679,350
Without Finance Using Reserves		399,736	410,360	421,249	432,411	443,851	455,578	467,598	479,918	492,547	505,491	543,974	557,574	571,513	585,801	600,446	615,457	630,844	646,615	662,780	679,350
Years	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Mid-Point Scenario (BDO Model)		249,464	255,701	262,093	268,645	275,362	282,246	289,302	296,534	303,948	311,546	319,335	327,318	335,501	343,889	352,486	361,298	370,331	379,589	389,079	398,806
Change in Agent Fee Model		90,000	92,250	94,556	96,920	99,343	101,827	104,372	106,982	109,656	112,398	115,208	118,088	121,040	124,066	127,168	130,347	133,606	136,946	140,369	143,879
Interest on Loan (\$3m)		(120,683)	(110,255)	(99,388)	(88,063)	(76,260)	(63,960)	(51,142)	(37,783)	(23,861)	(9,352)	0	0	0	0	0	0	0	0	0	0
Mid-Point Scenario		218,781	237,695	257,261	277,503	298,444	320,112	342,532	365,733	389,743	414,592	434,543	445,406	456,541	467,955	479,654	491,645	503,936	516,535	529,448	542,684
Without Finance Using Reserves		314,248	322,735	331,433	340,350	349,489	358,856	368,458	378,300	388,388	398,728	434,543	445,406	456,541	467,955	479,654	491,645	503,936	516,535	529,448	542,684
Years	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Conservative Case (BDO Model)		145,288	148,920	152,643	156,459	160,371	164,380	168,490	172,702	177,019	181,445	185,981	190,630	195,396	200,281	205,288	210,420	215,681	221,073	226,600	232,265
Change in Agent Fee Model		90,000	92,250	94,556	96,920	99,343	101,827	104,372	106,982	109,656	112,398	115,208	118,088	121,040	124,066	127,168	130,347	133,606	136,946	140,369	143,879
Interest on Loan (\$3m)		(120,683)	(110,255)	(99,388)	(88,063)	(76,260)	(63,960)	(51,142)	(37,783)	(23,861)	(9,352)	0	0	0	0	0	0	0	0	0	0
Conservative Case		114,605	130,915	147,811	165,316	183,453	202,246	221,720	241,900	262,814	284,490	301,189	308,718	316,436	324,347	332,456	340,767	349,286	358,019	366,969	376,143
Without Finance Using Reserves		210,072	215,954	221,983	228,163	234,498	240,991	247,646	254,467	261,460	268,626	301,189	308,718	316,436	324,347	332,456	340,767	349,286	358,019	366,969	376,143
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Best Case	-	304.269	629,589	976.666	1.346.230	1.739.037	2.155.871	2.597.543	3.064.894	3.558.796	4.080.151	4.624.125	5.181.699	5.753.212	6.339.013	6.939.459	7.554.916	8.185.760	8.832.375	9.495.155	10.174.504
Mid-Point Scenario		218,781	456,476	713.737	991.240	1,289,684	1.609.796	1.952.328	2.318.061	2.707.804	,,	3.556.938	4.002.345	4.458.886	4.926.841	-,,	5,898,140	6.402.076	6.918.611	7,448,059	7,990,743
Conservative Case		114.605	245,520	393,331	558,647	742.101	944.347	1.166.067	1.407.968	1.670.782	1.955.272	2,256,461	2,565,179	2.881.615	//-	-,,	3.879.185	-, - ,	4.586.490	4.953.459	5,329,602
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Best Case		399,736	810,096	1,231,345	1,663,756	2,107,607	2,563,185	3,030,784	3,510,702	4,003,249	4,508,739	5,052,714	5,610,288	6,181,801	6,767,602	7,368,048	7,983,505	8,614,349	9,260,964	9,923,744	10,603,093
Mid-Point Scenario		314,248	636,983	968,416	1,308,766	1,658,254	2,017,111	2,385,569	2,763,869	3,152,257	3,550,985	3,985,527	4,430,934	4,887,475	5,355,430	5,835,084	6,326,729	6,830,665	7,347,199	7,876,647	8,419,332
Conservative Case		210,072	426,026	648,010	876,173	1,110,671	1,351,662	1,599,308	1,853,775	2,115,235	2,383,861	2,685,050	2,993,768	3,310,204	3,634,551	3,967,007	4,307,774	4,657,061	5,015,079	5,382,048	5,758,191

 Capital Works Option A
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#### Best Case

The payback period would be within 13 years based on an uplifted throughput of 87,289. This

#### Mid-Point Scenario

The payback period would be within 16 years based on throughput of 86,587. This scenario is based

#### **Conservative Case**

The capital outlay would not be paid back within the 20 year period. This scenario is based on the

Added in an additional \$90k income for change in fee structure Saving opportunity in expenditure (blackwater, etc) Capital allocations fluctuating over time Jason Black strategic land planning work Value of the land now vs 20 years Split of rectification / roof Key person risk Borrowings/interest - finance document Do nothing scenario / rectification only Private operator Capacity of covered area Fence Throughput - low 66k, mid 75k, best 87k Interest on Ioan



116 Timor Street Warrnambool Vic 3280 **T.** 03 5562 4930 **F.** 03 5562 0763 **ABN.** 59 077 506 506 **E.** engineers@thecsegroup.com.au **thecsegroup.com.au** 

Project Name:	WCC Warrnambool Saleyards Overall Structural Safety Review 2020.2												
Report Title:	Auctioneers Catw	alks Structural Review	N										
Project Location:	81-91 Caramut	Road, Warrnambool											
Client:	Warrnambool City Council - WCC	Report Author:	Brett Johnsto	on									
Report To:	Adam Williams	Report Copies To:	Nil										
Revision No.:	A	Report Date:	21/12/2020										
Summary:	The Auctioneers Catwalks are suffering from fa compliant with current standards and there are required to satisfy the requirements of the NCC	e locations where handrails are	e too low. Modifica	•									



Docu	ment History			
Rev. No.	Description of Revision	Prepared By	Checked By	Date Issued
А	First Report	B. Johnston	P. Graesser	21 December 2020

#### Disclaimer:

This report and the results shown and recommendations made herein are based upon the information, drawings, samples, tests and measurements referred to. The CSE Group, its consultants and agents accepts no liability for any damages, charges, costs or expenses in respect of or in relation to injury or death of any person or damage to any property or of other loss whatsoever arising either directly or indirectly from the use of this report, the carrying out of recommendations contained herein or the use of any goods or materials referred to.



# Table of Contents

## Report

1.0	INTRO	DDUCTION
2.0	GENE	RAL STRUCTURAL LAYOUT
3.0	CODE	REQUIREMENTS4
4.0	DISCL	JSSION ON COMPLIANCE4
5.0	SPEC	IFIC ISSUES FOR WALKWAYS
	5.1	Walkway W15
	5.2	Walkways W2 & W35
	5.3	Walkways W4 & W55
	5.4	Walkways W6, W8 & W106
	5.5	Walkways W7, W9, W11 & W126
	5.6	Walkway W136
	5.7	Walkway W146
	5.8	Walkway W157
	5.9	Walkway W167
	5.10	Walkway W177
	5.11	Walkway W187
	5.12	Walkways W19, W20 & W217
	5.13	Walkways W22, W23, W24 & W258
	5.14	Walkway W26
	5.15	Walkway W278
	5.16	Walkway W28
6.0	SPEC	IFIC ISSUES FOR STAIRS
	6.1	Stair S19
	6.2	Stairs S2, S3 & S49
	6.3	Stairs S5 to S13 and S16 to S269
	6.4	Stair S149
	6.5	Stair S159
	6.6	Stair S279
	6.7	Stair S28
	6.8	Stair S299
7.0		LUSIONS
8.0	RECC	MMENDATIONS

Appendix 1 Aerial Plan

Appendix 2 Photographs



# 1.0 INTRODUCTION

The South-West Victorian Livestock Exchange (SWVLX) located at 81-91 Caramut Rd Warrnambool is managed by the Warrnambool City Council (WCC). The saleyards predominantly service the cattle sales industry with sales conducted weekly on Wednesdays and a store sale held on the last Friday of each month.

A recent collapse failure of a public sheltered walkway platform has prompted a review of various structures at the site and an associated Improvement Notice has been issued by WorkSafe Victoria.

This report provides condition information on the auctioneers elevated walkways and associated stairs. The report was commissioned by WCC Health & Safety Specialist, Adam Williams to evaluate the structural and safety conditions of the elevated structures.

The auctioneers walkways and stairs were inspected on Tuesday 15 December 2020 by the CSE Group Consulting Engineer's structural engineer, Brett Johnston, to determine their condition and to make recommendations on remedial works.

# 2.0 GENERAL STRUCTURAL LAYOUT

The elevated walkways at the SWVLX are extensive and service most pen areas on the north and east sides of the yarding. The aerial photo in Appendix 1 illustrates the layout of the walkways and locations of access stairs, and a reference numbering system has been formulated for each segment as shown in the appendix.

The walkways have been broken up into 28 segments across the site. Most walkways are constructed with their deck level between 2.0 and 2.4m above the ground level below.

The decking consists of either two or four 225mm wide perforated galvanised steel planks similar to Gripspan 6512G 225mm wide Slotted Dimple planks (Locker Group Pty Ltd). The planks have a base material thickness of 1.2mm and are clipped together via their bottom folded proprietary lip system. The planks being 225mm wide yield platform widths of 450mm for two plank walkways and 900mm for four plank walkways.

Each side of the walkway is finished with a proprietary toe-board unit that fixes to the outer plank lip and extends up to form a toe-board height of approximately 95mm above the walkway level.

The walkway planks span between support frames constructed in various forms from galvanised steel unequal angle (UA), circular hollow section (CHS), square hollow section (SHS), universal beams/columns (UB/UC) and railway line profile steel. The support frames are spaced up to 3.25m apart at the extreme, but typically between 2.4 and 3.0m.

Most frames supporting the walkways consist of a single leg vertical pole in cantilever support being embedded into a concrete footing in the ground. Atop the pole is a horizontal 125x75x8 UA spanning slightly wider than the walkway floor assembly, with the overhangs at each side used to support handrail stanchions. The support poles consist of either steel railway line, 89 O.D. CHS, 89 SHS or a combination of the three. Most frames have a 125x75x8 UA stiffener welded to the top 250-450mm.

Some walkways are supported on dual leg frames which bridge over ground level walkways. For the dual leg frames, the main support beam is typically a 150UB14.0 or 100UC14.8 spanning 2.5 to 3.1m over the support posts. Support posts are similar to the single leg frames.

Handrails typically consist of 48 O.D. CHS stanchions welded directly off the support frames, with 48 O.D. CHS top rails and 42 O.D. mid-rails. The top of the top rail is typically 950 to 1010mm above the walkway level, though a localised area of top rail was found to be 790mm high. The mid-rail was typically 420 to 525mm above the walkway level.

There were 29 stair structures providing access to and from the elevated walkways from the ground level. Stair structures typically consisted of 100x50 Rectangular Hollow Section (RHS) stringers supporting Webforge type bar and cross rod proprietary stair treads. Handrails were typically 48 O.D. CHS set at 780 to 940mm high above the stair

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nosing. Mid-rails were 42 O.D. CHS in general and set 350 to 490mm above the stair nosing. Stair riser and going dimensions varied and stair widths generally matched the width of the walkway it provided access to.

# 3.0 CODE REQUIREMENTS

It is assumed that the walkways and associated access stairs would come under the auspices of AS1657:2018 Fixed platforms, walkways, stairways and ladders – Design, construction and installation. This Standard sets out the requirements for walkways and stairs that are intended to provide safe access to places for inspection, maintenance, operating and servicing personnel that are generally not used by the public.

In summary, the Standard sets the following requirements:

- Design imposed loads for stairs and walkways shall not be less than 2.5kPa uniformly distributed, or 1.1kN concentrated on a 100x100mm pad
  - Floor surfaces shall be slip resistant
- Walkways shall not exceed 20 degrees in slope in the direction of travel
- The clear width of walkway between guardrails shall not be less than 550mm
- There shall be no obstructions within 2.0m above the walkway surface
- Where persons have access to the area underneath walkways, a toeboard shall be provided to at least 100mm above the walkway surface and the walkway flooring shall not have apertures that permit a 15mm diameter sphere to pass through
- A handrail shall be provided within 900mm and 1100mm above the walkway surface or stair tread nosing and 50mm of hand clearance shall be provided around the handrail for the top 240 degree sector
- Handrails shall be between 30mm and 65mm outside diameter
- Guardrailing may incorporate the handrail and shall consist of a top rail and mid rail parallel to the slope of the floor or stair, with the top rail being no less than 900mm above the walkway floor
- The gap between the top rail and mid rail and the gap between the mid rail and the toeboard in guardrailing shall not exceed 450mm
- Stairways shall not be less than 600mm wide inside the stringers and 550mm wide clear between handrails.
- The number of risers in a flight shall not be less than 2 nor more than 18
- Stair risers and goings in the same flight shall be uniform dimensions within a tolerance of plus or minus 5mm
- Stair risers shall be dimensioned between 130mm and 225mm
- Stair goings shall be dimensioned between 225mm and 355mm
- A combination of twice the riser plus the going shall not be less than 540mm and not greater than 700mm
- Stair nosings must be clearly visible against the background
- Walkways that change in level in the path of travel may do so utilising a single riser of no more than 300mm in height.

The list above is not exhaustive and there are numerous other requirements stipulated in the Standard that apply.

# 4.0 DISCUSSION ON COMPLIANCE

Many of the stairs and auctioneers walkways do not comply with AS1657 nor the materials Standard – specifically *AS4100: 1998 Steel structures*. The reasons for non-compliance can be generalised as follows:

- The two plank walkways are generally 465mm clear between guardrails being less than the minimum 550mm required.
- Toeboards are 95mm high, being less than the 100mm minimum requirement
- Many walkway planks have localised failures creating openings greater in size allowing a 15mm sphere to pass through
- Localised areas have handrails and guardrails lower than the minimum required height
- Some stairways are narrower than the 600mm required between stringers and 550mm minimum required between guardrails
- Many stair riser dimensions exceed allowable height difference tolerances of plus or minus 5mm
- Stair nosings are not clearly visible due to the background (yards and fencing below) being of very similar contrast through the stair treads



- Walkway planks are spanning excessively for the design implied loads maximum allowable span of 2.7m
- Some walkways have changes in height of over 300mm in a single step.

In addition to the above, there are several locations on the walkways where paths of travel can lead to seemingly excessive distances from a stair access point and some walkways lead to dead-ends, long distances from stairs. This can pose as a safety issue should emergency egress be required if the only path of egress becomes blocked.

# 5.0 SPECIFIC ISSUES FOR WALKWAYS

The following sections detail specific issues that were found with various parts of the walkways. All walkways were non-compliant with the toeboard being slightly under the required height of 100mm (95mm measured). This non-compliance will not be discussed further.

Furthermore, this office conducted a preliminary investigation into the walkways in June 2015 for Council and at the time reported that the walkway planks were not compliant, recommending they be replaced. Replacement of the planks has not occurred and the planks now have numerous fatigue failures.

It is noted that as the inspection of the structures was visual only, not all issues may have been detected.

#### 5.1 Walkway W1

This walkway runs north south and is the main access walkway from the auctioneers offices. The walkway is 4 planks wide with 910mm clearance between guardrails.

Non-compliance was found with the span of the walkway planks exceeding the maximum allowable span of 2.7m with some spans reaching 2.75m.

#### 5.2 Walkways W2 & W3

Running east from W1, walkway W2 runs between pens R55/R73 and R59/R69 and walkway W3 runs between pens R60/R68 and ends at a dead-end at pen R64. The walkways are two planks wide with 465mm clearance between guardrails.

Non-compliance was found with the width being narrower than the 550mm minimum. Walkway W3 also ends at a dead-end which is a possible safety issue for emergency egress. There is no toeboard at the end of W3 and a section of toeboard is missing adjacent to pen R64 at an eyewash and shower station.

At several locations, walkway planks were joined remote from the support frames which is a structural issue as the walkway could collapse if the loose joint in place were to fail.

#### 5.3 Walkways W4 & W5

Running east from W1, walkway W4 runs between pens R54 and R49 and walkway W3 runs between pens R37/R48 and ends at a dead-end at pens R42/R43. The walkways are two planks wide with 465mm clearance between guardrails.

Non-compliance was found with the width being narrower than the 550mm minimum. Walkway W5 also ends at a dead-end which is a possible safety issue for emergency egress. There is no toeboard at the end of W5.

At several locations, walkway planks were joined remote from the support frames which is a structural issue as the walkway could collapse if the loose joint in place were to fail.

The guardrail is not continuous at the junction of walkways W1 and W4 as the first segment of W4 looks to be removable.

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There are numerous fatigue failures of the walkway planks with many bars between slots broken and large patches placed over other failures.

There is a level change in walkway W5 with two risers in place measuring 250mm and 220mm high each. The 30mm difference in riser height exceeds the allowable 5mm tolerance, and the larger rise exceeds the allowable 225mm maximum riser height. The guardrail/handrail at these risers is not compliant in that it does not follow the grade of the stairs and the guardrail in place on the first tread is too low.

#### 5.4 Walkways W6, W8 & W10

Running east from walkway W13, walkway W6 runs between pens R26/R36 and R30/R31, walkway W8 runs between pens R13/R24 and R18/R19 and walkway W10 runs between pens R1/R12 and R6/R7. The walkways are two planks wide with 465mm clearance between guardrails.

Non-compliance was found with the width being narrower than the 550mm minimum. The walkways also end at a dead-end which is a possible safety issue for emergency egress. There is no toeboard at the east end of the walkways.

At several locations, walkway planks were joined remote from the support frames which is a structural issue as the walkway could collapse if the loose joint in place were to fail.

There is a level change near the west end of all three walkways with single risers in place measuring 305mm. This exceeds the allowable maximum in riser height of 300mm for a single riser level change. The riser for walkway W8 also has dangerously sharp projections on the face of the riser. The guardrail/handrail at these risers is not compliant in that it does not follow the grade change with a sloped transition from the upper to lower level.

#### 5.5 Walkways W7, W9, W11 & W12

Running east from W1/W16, walkway W7 runs between pens 172/183 and 177/178, walkway W9 runs between pens 122/133 and 127/128, , walkway W11 runs between pens 72/81 and 76 and the calf shed, and W12 runs between pens 24/31 and 27/28. The walkways are two planks wide with 465mm clearance between guardrails.

Non-compliance was found with the width being narrower than the 550mm minimum.

At several locations, walkway planks were joined remote from the support frames which is a structural issue as the walkway could collapse if the loose joint in place were to fail.

Walkway W9 was experiencing toeboard damage with the vertical edges displaced outwards away from the walkway planks leaving a gap between the planks and the toeboard.

#### 5.6 Walkway W13

This walkway runs north south between pens R59/R60 and 76/R1. The walkway is two planks wide with 465mm clearance between guardrails.

Non-compliance was found with the width being narrower than the 550mm minimum. The walkway plank spans also exceeded the allowable 2.7m maximum with some spans reaching 3.3m.

#### 5.7 Walkway W14

This walkway runs north south adjacent to the calf shed between pens 75 and 27. The walkway is two planks wide with 465mm clearance between guardrails.

Non-compliance was found with the width being narrower than the 550mm minimum. Sections of toeboard were also missing in two locations along this walkway.

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At the north end, the guardrail height was measured to be 790mm which is well below the 900mm minimum allowed by the Standard.

#### 5.8 Walkway W15

This walkway runs north south between pens R63/R64 and R8/R7. The walkway is two planks wide with 465mm clearance between guardrails.

Non-compliance was found with the width being narrower than the 550mm minimum.

There are several level changes along the walkways with single risers in place measuring 300mm. This is on the limit of allowable maximum in riser height for a single riser level change. The guardrail/handrail at these risers is not compliant in that it does not follow the grade change with a sloped transition from the upper to lower level.

#### 5.9 Walkway W16

This walkway runs parallel to walkway W1 between pens 183 and 81. The walkway is two planks wide with 465mm clearance between guardrails.

Non-compliance was found with the width being narrower than the 550mm minimum. The walkway plank spans also exceeded the allowable 2.7m maximum with some spans reaching 3.3m.

Toeboards were missing at decommissioned stairs.

#### 5.10 Walkway W17

This walkway runs in a loop off walkway W1 around the angled pens west of pen R55. The walkway is two planks wide with 465mm clearance between guardrails.

Non-compliance was found with the width being narrower than the 550mm minimum. The walkway plank spans also exceeded the allowable 2.7m maximum with some spans reaching 3.0m.

Toeboards were seen to be spreading with the vertical edges displaced outwards away from the walkway planks leaving a gap between the planks and the toeboard.

#### 5.11 Walkway W18

This walkway runs east west off walkway 1 between pens 171 and 53. The walkway is 4 planks wide with 950mm clearance between guardrails.

Non-compliance was found with the span of the walkway planks exceeding the maximum allowable span of 2.7m with some spans reaching 3.0m. The deck planks were also fatigue cracked in many places and plank joins were found not to be over main support frames.

#### 5.12 Walkways W19, W20 & W21

These walkways run east west off walkway 1 with walkway W19 running between pens 134/121 and 152/102, walkway W20 running between pens 82/71 and 101/52 and walkway W21 running between pens 32/23 and pen 1. The walkways are 2 planks wide with 465mm clearance between guardrails.

Non-compliance was found with the width being narrower than the 550mm minimum.

The deck planks were fatigue cracked in many places and plank joins were found not to be over main support frames.



There is a level change along walkway W19 with a single riser in place measuring 215mm. This is allowable as it is below the 300mm maximum riser height for a single riser level change. The guardrail/handrail at this riser is not compliant in that it does not follow the grade change with a sloped transition from the upper to lower level.

#### 5.13 Walkways W22, W23, W24 & W25

These walkways run north south between walkways W18 and W21 with walkway W22 running between pens 166/167 and 37/36, walkway W23 running between pens 160/161 and 43/42, walkway W24 running between pens 156/157 and 48/47 and walkway W25 running between pens 53 and 51. The walkways are 2 planks wide with 465mm clearance between guardrails.

Non-compliance was found with the width being narrower than the 550mm minimum.

The deck planks were fatigue cracked in many places and plank joins were found not to be over main support frames.

Toeboards were missing where stairs have been recently removed.

#### 5.14 Walkway W26

This walkway runs east west and is the main access walkway from the south side of the Frank Carey Scale House to pen 153. The walkway is 2 planks wide with 465mm clearance between guardrails.

Non-compliance was found with the span of the walkway planks exceeding the maximum allowable span of 2.7m with some spans reaching 3.0m.

#### 5.15 Walkway W27

This walkway runs east west and is the main access walkway from the north side of the Frank Carey Scale House to pens 52/101. The walkway is two planks wide with 465mm clearance between guardrails.

Non-compliance was found with the width being narrower than the 550mm minimum. The walkway plank spans also exceeded the allowable 2.7m maximum with some spans reaching 3.0m.

Toeboards were missing at the top of the stairs at the western end of the walkway.

#### 5.16 Walkway W28

This walkway runs around the north and east side of the Frank Carey Scale House. The walkway deck is of expanded metal (Expamet) profile and set approximately 1250mm above the ground level. As the space below the walkway is not accessible, there is no requirement for a toeboard, though some areas of this walkway do have toeboards installed.

Non-compliance was found with the handrail along the side of the compressor shed not having 50mm of clearance behind it for hand grip (Handrail against shed wall). The gap beside the toilets wall and the expanded deck measured up to 120mm which exceeds the allowable maximum of 45mm as stipulated in the Standard.

# 6.0 SPECIFIC ISSUES FOR STAIRS

The following sections detail specific issues that were found with various parts of the access stairs. Almost all stairs did not have highly visible nosings and were rendered obscure by the background of the yards and fencing below, which is not compliant with the Standard.

It is noted that as the inspection of the structures was visual only, not all issues may have been detected.



#### 6.1 Stair S1

This stair provides access to walkway W1 from the auctioneers offices to the south end of the site. The clear width between guardrails measured 1005mm and was compliant in this regard.

The stair did not meet compliance with the Standard in that the first riser on the steel stair measured 225mm whilst the remaining risers measured 205 to 210mm in height.

#### 6.2 Stairs S2, S3 & S4

These stairs provided access to walkway W1 from the angled pens around walkway W17 and were all of similar construction. These stairs were compliant with the Standard.

#### 6.3 Stairs S5 to S13 and S16 to S26

These stairs were not assessed as all had been decommissioned and were in the process of being removed at the time of inspection.

#### 6.4 Stair S14

This stair is located on the east side of the scale house and provides access to walkway W4 near pen 1.

This stair is not compliant with the standard in that it lacks a mid-rail in the guardrail, it had extremely weathered timber decking at the mid-landing with large gaps in between the planks and it has riser heights in the upper flight between 195 and 250 mm and in the lower flight between 230 and 260mm, which exceeds the 5mm variance allowed.

#### 6.5 Stair S15

This stair is located at the west end of walkway W21 near pen R52.

This stair is not compliant with the standard in that it is only 500mm wide between guardrails which is less than the 550mm minimum allowed.

#### 6.6 Stair S27

This stair is located on the south side of the Frank Carey Scale House and provides access to walkway W26.

This stair is not compliant with the standard in that it has riser heights between 153 and 182 mm, which exceeds the 5mm variance allowed. It also has going dimensions between 296 and 310 mm which also exceeds allowable tolerances.

#### 6.7 Stair S28

This stair is located on the east side of the Frank Carey Scale House and provides access to walkway W27 from walkway W28.

This stair is not compliant with the standard in that it has riser heights between 203 and 210 mm, which exceeds the 5mm variance allowed. It also has only 515mm clear width between guardrails which is less than the 550mm minimum allowed.

#### 6.8 Stair S29

This stair is located on the west side of the Frank Carey Scale House and provides access to walkway W28 from the ground.

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This stair is not compliant with the standard in that it has riser heights between 195 and 230 mm, which exceeds the 5mm variance allowed.

# 7.0 CONCLUSIONS

In general, almost all the walkways and stairs do not comply with the required Standard for these types of structures. The non-compliance issues are related to dimensional tolerances, handrail heights, riser heights, allowable deck plank spans, insufficient toeboard height, minimum widths between guardrails and aperture opening sizes in deck planks due to fatigue failures creating gaps.

Deck planks were also found to be not spanning between support frames and some were connected midspan with a dubious detail, relying on a small lap in the toeboard for continuity.

It is obvious that the deck planks have been subject to failure for some time with the numerous patch repairs evident, and the planks are clearly over stressed and at the end of their life.

Some walkways lead to dead-ends with long travel distances to the closest stair, which could pose a safety issue in an emergency situation.

## 8.0 **RECOMMENDATIONS**

Due to the numerous non-conformities, it is recommended that the walkways and stairs be replaced with fully compliant structures to meet the requirements of AS1657.





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Page 11 of 35







# **APPENDIX – Photographs**



**Stair S1** Facing NE

Stair riser height variance outside acceptable tolerance limits.

Photo 1 'IMG\_8754.JPG'

Photo 2 'IMG\_8755.JPG'

Walkway W1 Facing NW

Walkway planks exceed maximum allowable span.



Walkway W1 Facing E

Walkway plank fatigue cracking.

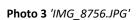




Photo 4 'IMG\_8757.JPG'

Walkway W1 Facing NE

Repair plates welded over cracked walkway planks.





Photo 5 'IMG\_8758.JPG'



Photo 6 'IMG\_8759.JPG'

Walkway W1 Facing N

View of support structure, cantilever monopole frames.

Walkway W1 Facing NE

View under walkway planks showing failed sections deflected downwards.



Stair S2 Facing NE

No compliance issues other than stair nosings were not clearly visible against background.

Photo 7 'IMG\_8760.JPG'



Photo 8 'IMG\_8761.JPG'

Stair S5 Facing NW

Stair decommissioned.



Walkway W2 Facing SE

Width between handrails narrower than minimum limits.

Photo 9 'IMG\_8762.JPG'

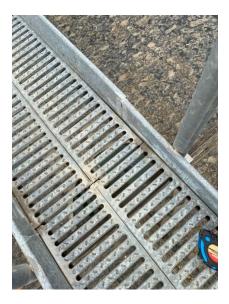


Photo 10 'IMG\_8763.JPG'

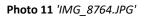
Walkway W2 Facing SE

Joins in walkway planks not directly over support frames.



## Walkway W2 Facing NE

View of monopole support frames.





**Photo 12** '*IMG\_8765.JPG*' - (-38.3533, 142.4601)

Walkway W3 Facing E

No toeboard at end of walkway and long distance to nearest stair access point.



Walkway W3 Facing E

No toeboard at south side.



Photo 13 'IMG\_8766.JPG'



Photo 14 'IMG\_8767.JPG'

Walkway W4 Facing NE

Gaps in handrails at removable bridging unit. Width narrower than allowable minimum.





Walkway W4 Facing E

Walkway planks suffering fatigue cracking failure and numerous repairs made with steel plate.

Photo 15 'IMG\_8768.JPG'



Photo 16 'IMG\_8769.JPG'

Walkway W4 Facing SW

Walkway support monopole frames.



Facing SW

Stair S14

No mid-rail, weathered timber landing with large gaps in planks, riser height variance in both flights exceeds allowable tolerance limits.

Photo 17 'IMG\_8770.JPG'



Photo 18 'IMG\_8771.JPG'

## Stair S14 Facing NW

No mid-rail at landing and lower flight, weathered timber landing with large gaps in planks, riser height variance in both flights exceeds allowable tolerance limits.





Walkway W5 Facing W

Width narrower than minimum allowable; two risers near west end have riser height variance of 30mm which exceeds tolerance limits; handrails at risers do not follow slope of stair.

Photo 19 'IMG\_8772.JPG'



Photo 20 'IMG\_8773.JPG'

#### Walkway W6 Facing W

Riser height exceeds maximum allowable and handrails do not follow slope at level change. Walkway width narrower than minimum allowable.





Walkway W7 Facing SW

Walkway support frame spanning over ground level walkway below.

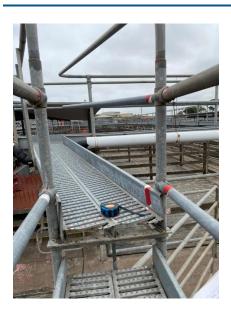


Photo 22 'IMG\_8775.JPG'

Walkway W7 Facing SW

Width narrower than allowable minimum.





Walkway W8 Facing SW

Dangerously sharp projections at riser; riser height exceeds allowable maximum; handrails do not follow slope at level change; width narrower than allowable minimum.

Photo 23 'IMG\_8776.JPG'



Photo 24 'IMG\_8777.JPG'

Walkway W9

Facing SW

Width narrower than allowable minimum; toeboard failing laterally with gap formed between toeboard and walkway plank.





Photo 25 'IMG\_8778.JPG'



Photo 26 'IMG\_8779.JPG'

## Walkway W10 Facing SW

Riser height exceeds allowable maximum; handrails do not follow slope at level change; width narrower that allowable minimum.

Walkway W14 Facing NW

Width narrower than allowable minimum; toeboard missing where stair S13 has been recently removed.



Photo 27 'IMG 8780.JPG'



Photo 28 'IMG\_8781.JPG'

## Walkway W14 Facing N

Width narrower than allowable minimum; toeboard missing at side and end; guard rail lower than allowable minimum at side and end.

## Walkway W15 Facing N

Width narrower than allowable minimum; guard rail does not follow slope at risers over ground level walkways.



## Walkway W15 Facing S

Width narrower than allowable minimum; guard rail does not follow slope at risers over ground level walkways; projection at half riser height is a trip hazard.

Photo 29 'IMG\_8782.JPG'



Photo 30 'IMG\_8783.JPG'

## Walkway W16 Facing N

Width narrower than allowable minimum; walkway planks exceed maximum allowable span.



Photo 31 'IMG\_8784.JPG'



Photo 32 'IMG\_8785.JPG'

#### Walkway W17 Facing E

Width narrower than allowable minimum; walkway planks exceed maximum allowable span; toeboards spreading creating gap between toeboard and walkway plank.

Walkway W18 Facing W

Walkway plank spans exceed the maximum allowable limit; walkway planks fatigue cracked.



Photo 33 'IMG\_8786.JPG'



Photo 34 'IMG\_8787.JPG'

Walkway W18 Facing W

Walkway plank spans exceed the maximum Walkway planks fatigue cracked.

Walkway W18 Facing SW

Walkway plank joins not directly over a support frame.



# 

Photo 35 'IMG\_8788.JPG'



Photo 36 'IMG\_8789.JPG'

## Walkway W19 Facing W

Walkway narrower than allowable minimum, walkway planks fatigue cracked; guardrail does not follow slope at change in level.

Walkway W19 Facing E

Walkway narrower than allowable minimum, walkway planks fatigue cracked and patched with steel plate.



Photo 37 'IMG\_8790.JPG'



Photo 38 'IMG\_8791.JPG'

Stair S15 Facing S

Width narrower than allowable minimum.

Walkway W22 Facing SE

Walkway narrower than allowable minimum, walkway planks fatigue cracked and patched with steel plate; toeboard missing at defunct stair.



Photo 39 'IMG\_8792.JPG'



Photo 40 'IMG\_8793.JPG'

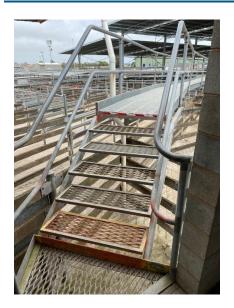
Walkway W22 Facing S

Walkway plank failed from fatigue cracking.

Walkway W25 Facing N

Walkway narrower than allowable minimum, walkway planks fatigue cracked and patched with steel plate.





Stair S27 Facing SE

Riser height and going length variance exceeds allowable tolerance limits; nosings not clearly visible against background.

Photo 41 'IMG\_8794.JPG'



Photo 42 'IMG\_8795.JPG'

## Stair S27 Facing E

Riser height and going length variance exceeds allowable tolerance limits; nosings not clearly visible against background.





Stair S28 Facing NE

Width narrower than allowable minimum; riser height variance exceeds allowable tolerance limit.

Photo 43 'IMG\_8796.JPG'



Photo 44 'IMG\_8797.JPG'

Walkway W 28 Facing E

Handrail obstructed behind by adjacent compressor shed.



Gap between Expamet flooring and block wall exceeds

Photo 45 'IMG\_8798.JPG'



Photo 46 'IMG\_8799.JPG'

Stair S29 Facing NW

Walkway W28 Facing SW

allowable minimum.

Riser heights exceed variance tolerance limits, nosings not clearly visible against background.

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116 Timor Street Warrnambool Vic 3280 **T**. 03 5562 4930 **F**. 03 5562 0763 **ABN**. 59 077 506 506 **E**. engineers@thecsegroup.com.au **thecsegroup.com.au** 

Project Name:	WCC Warrnambool Saleyards Overall Review	Structural Safety	Project Number:	2020.294		
Report Title:	Stock Pens, Buildings and Treatment Plant Review					
Project Location:	81-91 Caramut Road, Warrnambool					
Client:	Warrnambool City Council - WCC	Report Author:	Brett Johnston			
Report To:	Adam Williams	Report Copies To:	Nil			
Revision No.:	A	Report Date:	30 March 2021			
Summary:	There are numerous defects within stock pens that pose safety issues to stock and personnel that require maintenance.					
	The administration building, store (former bar) and Dairy Selling Shed are in good structural condition and only require minor maintenance works for ongoing protection from the elements.					
	The treatment plant has several areas of safety concern that require upgrade.					



Document History						
Rev. No.	Description of Revision	Prepared By	Checked By	Date Issued		
А	First Report	B. Johnston	P. Graesser	30 March 2021		

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This report and the results shown and recommendations made herein are based upon the information, drawings, samples, tests and measurements referred to. The CSE Group, its consultants and agents accepts no liability for any damages, charges, costs or expenses in respect of or in relation to injury or death of any person or damage to any property or of other loss whatsoever arising either directly or indirectly from the use of this report, the carrying out of recommendations contained herein or the use of any goods or materials referred to.

Stock Pens, Buildings and Treatment Plant Review 81-91 Caramut Road, Warrnambool



## **Table of Contents**

## Report

1.0	INTRODUCTION	3
2.0	SITE LAYOUT	3
3.0	STOCK PENS	3
4.0	ADMINISTRATION BUILDING	4
5.0	STORE BUILDING	6
6.0	DAIRY SELLING SHED	6
7.0	WASTEWATER TREATMENT PLANT AREA	8
8.0	CONCLUSIONS	10
9.0	RECOMMENDATIONS	11

APPENDIX 1– Aerial Plan	12
APPENDIX 2– Stock Pens Defects Table	13
APPENDIX 3– Typical Defects Photographs	30

Stock Pens, Buildings and Treatment Plant Review 81-91 Caramut Road, Warrnambool



# 1.0 INTRODUCTION

The South-West Victorian Livestock Exchange (SWVLX) located at 81-91 Caramut Rd Warrnambool is managed by the Warrnambool City Council (WCC). The saleyards predominantly service the cattle sales industry with sales conducted weekly on Wednesdays and a store sale held on the last Friday of each month.

A recent collapse failure of a public sheltered walkway platform has prompted a review of various structures at the site and an associated Improvement Notice has been issued by WorkSafe Victoria.

This report provides condition information on the stock pens, the administration, store and dairy selling buildings, and the wastewater treatment plant area. The report was commissioned by WCC Health & Safety Specialist, Adam Williams to evaluate the structural and safety conditions of the structures.

The items were inspected over various days in February and March 2021 by the CSE Group Consulting Engineer's structural engineer, Brett Johnston, to determine their condition and to make recommendations on remedial works.

# 2.0 SITE LAYOUT

The sale yards site covers an area of approximately seven hectares in the corner of Caramut Road and Coghlans Rd on Warrnambool's outskirts. The facility encompasses holding pens predominantly for cattle, loading ramps, weighing facilities, several roofed structures, administration and store buildings, a dairy selling shed and a treatment plant. There are dilapidated sheep holding pens on the northern side of the facility that are no longer used and are thus not included in this report assessment.

The aerial view in Appendix 1 shows the location of the main structural features of the saleyards covered by this report being the cattle holding pens, administration building, store building, dairy selling shed and the wastewater treatment plant.

# 3.0 STOCK PENS

All cattle holding yards (pens) were inspected and assessed visually for safety and integrity. There is currently no Australian Standard that provides guidelines for stock holding pens, though there are several publications by industry bodies such as the Australian Livestock and Rural Transport Association that provides some information on yard design around loading and unloading areas. These general industry guides were referred to for this report for lack of other information.

For this assessment, pen components were separated into posts, rails separating stock from other stock, rails separating stock from people, gates and floors and troughs.

Posts were typically steel circular hollow section or railway line profile, cast into concrete footings. Defects with posts were limited to corrosion (C) or deformation in that the post was bent (B). Posts are critical elements in pens as they support the barrier rails and gates.

Rails were divided into two categories being rails separating stock only and rails separating stock from people, including boundary rails and rails between pens and walkways. Rails separating stock only would be considered less critical than rails separating stock from people as failure of rails between stock pens would have a lesser risk to people in the event of failure. The risk of failure of a rail includes an escaping animal coming into contact with people, or the risk of injury to a people climbing the rail if the rail failed. Though people should not climb rails, on occasion, it is required for people to stand on rails to herd stock on the other side of the barrier, or in less frequent situations, people may need to completely climb over rails as a means of rapid escape from a disturbed animal. Rails must therefore be required to safely support the load of a person. Check calculations for a design point load of 1.4kN (140kg) show that timber rails should be a minimum of 140x45 F8 HW (150x50 if unseasoned). Timber rails smaller in cross-section than this may not support loads from people climbing the rails if rail spans are over 2.4m. Steel rails are normally

Stock Pens, Buildings and Treatment Plant Review 81-91 Caramut Road, Warrnambool



proprietary and fit for purpose if in good condition. It is to be noted, that a startled animal could break through even a good quality rail if extremely agitated and thus load assessment for stock impact is difficult to quantify.

Rail defects found were decay or rot to timbers (D); bolts loose, missing nuts or washers, or bolts missing altogether (F), steel rails corroded (C); Steel rails beint (B), rails being split, fractured or broken away (S); rails being undersized (U); rails missing completely (M); or other (O) which were detailed further in the table comments.

Gates had similar defects to rails as well as issues with latches and hinges. It is noted that some laneway gates were found to have chain fixings only which is not recommended by industry body publications due to possible sudden failure of chains when animals kick or strike the gate. Such sudden failure can result in the gate swinging open rapidly and impacting people. Slide bolt latch systems are the more accepted means of fastening gates.

The floors of all pens were found not to be of concern however several stock water troughs were found to be leaking or overflowing.

The table in Appendix 2 lists all pens on the site and the defects found in each pen. Cells left blank in the table indicate that the component was present but had no observed defects. Examples of defects found are shown in the photographs in Appendix 3. These examples are indicative of defects found in many locations across the site and are not exhaustive of all defects found.

In general, all items found to be defective should be scheduled for repair or replacement as the defects found present risks to safety of personnel and animals. Primarily, many timber rails were found to be experiencing levels of decay from minor to extreme. In some cases, rails had decayed completely away from their fixing bolts and were no longer attached to support posts. Split timbers were also found to be prominent defects causing a loss of structural section of the rail. These defective rails would not be able to safely support people climbing on or over rails.

It appears that maintenance has mostly been reactive in the past, with items repaired or replaced once failure occurs and is detected. A more proactive approach is warranted with maintenance occurring before failure occur. It would be advised to maintain a pen asset inventory and inspect pens on a regular basis to detect and rectify issues before they become hazardous.

# 4.0 ADMINISTRATION BUILDING

The administration building is a U shaped single storey full masonry structure with a Stramit roofing system and concrete floors. The building encompasses stock agent offices, the superintendents office, a cafeteria type area and toilet and shower facilities.



Photo 1: Administration building viewed from north west showing single story full masonry structure with flat pitched roof.

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The masonry walls were found to be in good structural condition with no significant damage evident.

The Stramit roofing system consists of Stramit beams with compressed infill ceiling panels and a Kliplok type flat pitched roof over. The roof system projects beyond the external walls to form eave overhangs around the perimeter of the building. Some of the exposed Stramit beams have surface rust which can be scoured back and repainted to maximise their life. There is some dislodged guttering in the courtyard, though this is not of structural concern. In general, the roof is in good condition for the age of the building and only minor repairs to the guttering, and maintenance painting of the exposed eave are required.



Photo 2: Minor surface corrosion to exposed Stramit beam.



Photo 3: Dislodged guttering on west side of courtyard.

The floors withing the building had no defects found and were considered in satisfactory condition.

Brief observation of steps and handrails associated with the building showed no areas of concern.

Overall, the administration building was deemed fit for purpose and did not impose any significant safety risk.

Stock Pens, Buildings and Treatment Plant Review 81-91 Caramut Road, Warrnambool



# 5.0 STORE BUILDING

This single storey building to the east of the administration building was a former bar area and is used at present predominantly for storage. It has full masonry external walls supporting Oregon timber rafters with compressed panel ceilings and a Stramit roof system. The external roofing is of Kliplok type profile at a flat pitch. The floor is a concrete slab.



Photo 4: Store building (former bar) viewed from north west showing masonry external walls and a flat pitched roof.

All components of this building were found to be in good structural condition and there were no apparent safety risks found.

# 6.0 DAIRY SELLING SHED

This steel portal framed structure is located at the south east corner of the saleyards site and has concrete block external walls, standard steel portal frames at regular spacings, Z-purlins supporting insulated roofing panels and steel sheet roofing over. The shed contains a maintenance workshop in the south east corner, a tiered seating area across the centre and a walk-through ground level area for displaying sale cattle, with the auctioneers platform in the north west corner.

The concrete block walls were in good condition and no structural or safety issues were observed.

The tiered seating area for the buyers gallery was constructed of timber support framing and plywood cladding. Plastic bucket style seats were fastened to the tiers which were accessed by stairs bounded by steel handrails. The tiered seating area did not have any notable items of structural or safety concern.

The auctioneers platform was bounded by concrete block sub walls to the front and side behind which was the auctioneers desk and seating. This area had no structural or safety concerns evident.

The cattle walk-through was bounded by steel pipe rails and posts and had a layer of woodchips on the floor. The rails had steel framed access gates on each side of the walk-through and there were roller shutter doors at each end. All components of the cattle walk-through were in very good condition and had no issues of concern.

The portal frames and roof purlins were generally in good condition apart from the column and exposed purlins in the north-west corner behind the auctioneers desk. This small triangular area was external to the building walls and the steelwork including the column, purlins, purlin bridging and ceiling soffit were displaying surface corrosion. This

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steelwork requires an abrasive clean and maintenance painting to protect it from further damage. There is currently no safety concern with these elements however it would be prudent to treat the area in the short term.



Photo 5: Dairy Selling Shed viewed from north-east with blockwork external walls.

Photo 6: Tiered seating with handrails, cattle walk-through with steel pipe rails and auctioneers platform with blockwork walls.





Photo 7: Corrosion of exposed column, purlins, bridging and soffit lining to dairy selling shed.

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# 7.0 WASTEWATER TREATMENT PLANT AREA

This rectangular area measures approximately 75m long and 12m wide and is located along Coghlans Road on the north side of the site.

At the western end are two solids bunds below a pair of primary screens. The bunds provide storage for screened solids from wastewater collected from the yards. Both bunds are bounded by 600mm high block walls and have removable gates on the north side to allow access by a loader to remove solids periodically for disposal. The bunds were found to be in good condition.

Over the eastern most bund, an elevated steel framed platform supports two mechanical screens through which wastewater passes to perform primary separation of solids from liquid.

The smaller screen on the south side of the plant platform has a raised steel personnel access platform beside it which is accessed by a step-type ladder. The step-type ladder is at an incline of 66 degrees and has two slip-resistant treads measuring 125mm deep. The treads are 260mm apart vertically. This is all in compliance with AS1657:2018 Fixed platforms, walkways, stairways and ladders – Design construction and installation. The step-type ladder lacks a handrail on the north side and the Standard requires step-type ladders to have handrails on both sides.

The small screen platform itself has non-compliant handrails in that the slope of the rail at the step-type ladder is incorrect, the toe-board is not continuous around the platform and the mid-rail is missing from the north side.



Photo 8: Small screen access platform and step-type ladder with noncompliant handrails, lack of toe-board to near side and mid-rail missing next to screen.

The large screen also has a personnel access platform on its north side. This platform lacks a continuous toeboard for its full perimeter and the step-type ladder access does not have a handrail on its west side. The step ladder itself is inclined at 52 degrees which is considered the "unsafe zone" by AS 1657 (access ways between 45 and 60 degrees are considered in the unsafe zone). The 125mm tread and 220mm riser height are satisfactory.

Of most concern, there is no barrier under the large screen platform and a person could fall under the platform and off the edge of the main platform to the ground, approximately 3.5m below. The rest of the main platform is compliant with AS1657 including its main access stair and handrails.

Central in the treatment plant area, a 4.5m diameter wastewater pit collects incoming flows from the yards area. This pit has recently had its perimeter barrier rail upgraded and is now compliant with AS1657. The former pump hoisting frame mentioned in a previous report has also been decommissioned.

To the north of the incoming wastewater pit, a small steel shed housing the main switchboard is in good structural condition and posed no apparent safety concerns.

**Stock Pens, Buildings and Treatment Plant Review** 81-91 Caramut Road, Warrnambool

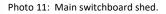




Photo 9: Large screen access platform and step-type ladder with handrail missing from one side of ladder and no barrier under platform protecting the exposed north edge.

Photo 10: Incoming wastewater pit with newly modified barrier rails and decommissioned hoist (background).







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East of the incoming wastewater pit are two gravity clarifying basins which are rectangular in shape and have steeply sloping floors to aid in sludge settlement. Both basins are protected by personnel guardrails which are compliant with AS1657. The short access platform extending over the western most basin has an access gate at the end for a ladder which leads down into the basin. This gate is not locked and perhaps should be so to prevent unauthorised access.



Photo 12: Gate at end of platform over west clarifying basin with no lock to prevent unauthorised access.

At the eastern end of the treatment plant site, two additional filter screens appear to serve the truck-wash area and these screens are set at ground level. There are no concerns with this equipment.

The entire treatment plant area is bounded by high cyclone wire fencing and locked access gates to prevent unauthorised access.

# 8.0 CONCLUSIONS

The yard pens at the SWVLX have all been inspected for structural adequacy and safety. Nearly all pens were found to have various defects requiring maintenance. The predominant defect was decayed timber rails and it appears as though the maintenance regime in the past has been to replace rails when they break rather than before they fail. Rails could fail due to striking impact from stock or by people climbing the rails. At present, the risk of failure of a rail is low, but likely in many locations and it would be prudent to adopt a rail replacement program to rectify all defective rails over the next six month period to minimise risk of injury.

Other defects found with the pens were bent steel rails, bent gates, missing components, chain latches to gates being the primary latching mechanism, faulty or missing fixings and corrosion of steel. Again, a replacement program for all these items over the next six months would be a suitable target to reduce exposure to risk.

All pens appear to be functioning without incident at present, perhaps indicating that the probability of an injury occurring is low, though with the defects observed and with deterioration unabated, the level of risk will increase over time unless rectification works are performed. With an accepted level of risk, and with a maintenance plan in place for the coming six month period that will be reducing the risk gradually over this time, the yards can still be used, provided a works program is adopted.

The administration, store and dairy selling buildings are all in good structural condition and only require small areas of steelwork maintenance cleaning and painting to protect from corrosion.

Most areas of the treatment plant were compliant with AS1657 apart from the small platforms and step-type ladders on the main screens platform over the solids bunds. These platforms and ladders require modifications to handrails,

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toe-boards and one ladder requires replacing due to its angle of inclination being considered not safe. A small gate on the platform over the western clarifier pit should have a lock attached to prevent unauthorised access into the pit.

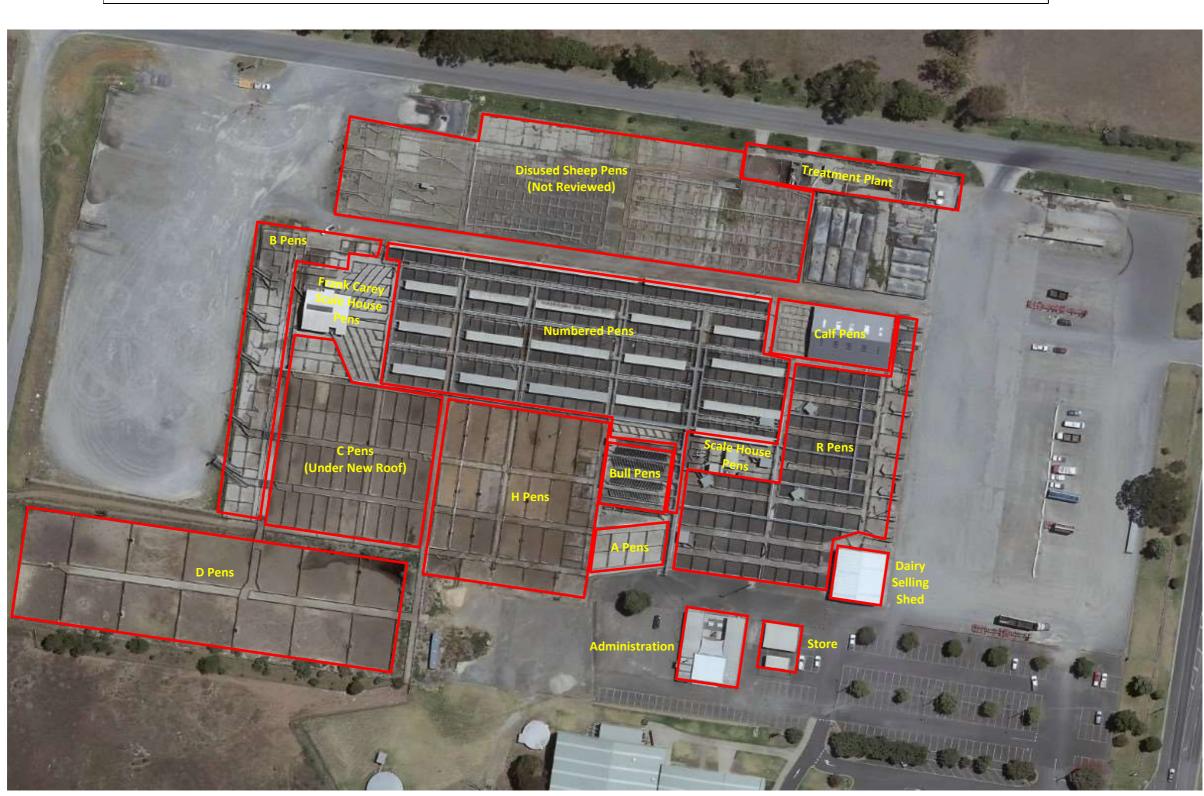
# 9.0 RECOMMENDATIONS

The following recommendations are made for the Saleyards site:

- i. Procure funding and develop a yarding maintenance program such that all defective components are repaired or replaced over the next six month period to mitigate risk of injury should yard components fail. Yards should be inspected on a regular basis using an inventory type database to record defects and have items repaired before they fail. A thorough inspection should be conducted of all components annually and brief inspections conducted three-monthly. Brief inspections can be performed by saleyards staff as most defects found are obvious and require no specific training to detect. Annual detailed inspections should be conducted by a person with a trained eye such as an engineer, builder or health and safety officer that can certify compliance.
- ii. Clean back (abrasive blast to AS1627 class 2 ½ standard) and paint coat corroding exposed steelwork to the eave of the administration building and to the exposed area on the north west corner of the dairy selling shed to protect the steelwork from attack by the weather. The paint system should be equivalent to one coat of 75 micron inorganic zinc silicate plus one coat of acrylic gloss.
- iii. Upgrade the step-type ladder and guardrails/handrails to the treatment plant elevated screens platforms in compliance with AS1657. Step-type ladders should be inclined at between 60 and 70 degrees and have handrails both sides as per clause 7.3.4 of AS1657. Platforms shall have handrails, mid rails and toe-boards in accordance with section 6 of AS1657.
- iv. Install a locking mechanism to the gate on the end of the central clarifier platform to prevent unauthorised access to the clarifier below.



# APPENDIX 1– Aerial Plan



stock pens, buildings and treatment plant review (id 216250).docx

Page 12 of 44







**APPENDIX 2– Stock Pens Defects Table** 



2020.2 81-91 (	94 WCC Warrr Caramut Road,	ambool Saleyar Warrnambool	ds Overall Struc	tural Safety Re	view	B = Bent C = Corrosion	M = Item missing completely S = Split/Fractured
Pen Com	ponents Safety I	Review				D = Decay/Rot F = Fixtures/bolts missing or loose	U = Undersized/inappropriate material O = Other
		1			1	Blank cells = no defects sighted	NA = Not Applicable
Pen #	Posts	Rails Separating Stock Only (Minor)	Rails Separating Stock & People (Critical)	Gates	Floor & Troughs		Comments
1		B D	D F S				
2		B D	D F S	D S			
3		D	D	D			
4		D	D				
5		D F	D F	D F			
6	В	D F	D				
7	В	D F	D	D			
8		D F S	D	F			
9		D F S	D	D			
10		D S	D				
11		D F S	D F S	В			
12		D F	D				
13		D F	D	D			
14		D F	D	D S			
15		D S	D	D			
16		D S	D	D			
17		D F	D	D			
18		D F	D				
19		D F		D			
20		D F		D S			
21		D F	D	D S			
22		D	D				
23		D	D				
24		D F		D			
25		D F					
26			D				
27							
28		D	D S	DO		Gate bolt poorly aligned	
29		D	D F	D			
30		D F	D F	D			
31		D F	D F	D F			
32		D	D F	D F O		Rail support cleat bent on gate	
33		D	D F	D F			
34		D F	D	D S			
35		D F	D	DO		Gate bolt poorly aligned	
36		D F	D F	0		Gate bolt poorly aligned	
37	В	D	D F	D S			
38	В	D	DF	D S			

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Page 14 of 44



81-91 (	94 WCC Warrn Caramut Road, nponents Safety F		ds Overall Struc	ctural Safety Re	B = Bent C = Corrosion D = Decay/Rot F = Fixtures/bolts missing or loose Blank cells = no defects sighted	M = Item missing completely S = Split/Fractured U = Undersized/inappropriate material O = Other NA = Not Applicable	
Pen #	Posts	Rails Separating Stock Only (Minor)	Rails Separating Stock & People (Critical)	Gates	Floor & Troughs	c	omments
39		D F S	D F	D			
40		D F S	DF				
41		D	D F	F			
42		D	D F S	D			
43		D S	D F				
44		D S	D F				
45		D	D F	D			
46		D F	D F				
47		D F	D F S				
48		D	D S				
49		DFU	D			Undersized rail between pens 49 and 9	50
50		DFSU	D				
51		D S	D	D			
52		D	DU				
53		D	DU	D			
54		D					
55		D	D				
56			U				
57							
58		D F	D	D S			
59		D F		D			
60		D	D S	D			
61							
62		D	D				
63		D F	FO			Bottom rail notched out at tap	
64		D F S	U				
65		D F S	U				
66			DU	D F			
67		D	DFU				
68		D F	D S	D S			
69		D F	DU	D			
70		D F	DFU	F			
71		D F	DFU	D			
72		D	D F S	D S			
73		D F S	DU	D F			
74		D F S		D			
75		D F S	D F				
76				D F			

File: 2020.294 Pen Components Inventory Safety Review (ID 215815).xlsx

Page 15 of 44



	94 WCC Warrn Caramut Road, V		ds Overall Struc	tural Safety Re	view	B = Bent C = Corrosion	M = Item missing completely S = Split/Fractured
Pen Com	ponents Safety R	leview				D = Decay/Rot F = Fixtures/bolts missing or loose Blank cells = no defects sighted	U = Undersized/inappropriate material O = Other NA = Not Applicable
Pen #	Posts	Rails Separating Stock Only (Minor)	Rails Separating Stock & People (Critical)	Gates	Floor & Troughs		Comments
77		м	D	C D		Bottom rail missingbetween pens 77 8	& 78
78		м	D	C D			
79		F D	D	D			
80		D F	D F	D F S			
81			D F	D F S			
82		D	D F	D F S			
83		D S	DU	F			
84		D S	D U F	F			
85		D F S	D F	D S F			
86		D S	D F S	D F			
87		D S	D F S	D			
88		D F S	D F U	D S			
89		D F S	D F	D S			
90		D F S	DU	D			
91		D S U	DFU	D F S			
92		D S	D				
93		D F S	D				
94		D F S	D				
95		D	D S				
96		D	D				
97		D	D				
98		D					
99		D	D				
100		D	D	D			
101		D	D				
102		D S	D S	D S			
103		D S	D S	D S			
104		D S	D S	D S			
105		D S	D F	D F S			
106		D F	D	D			
107		D F S	D	D			
108		D F S	DU	D			
109		D F S	D S				
110		D F S	D F S	D F			
111	0	D F	D F	DO		Large hole in post @ gate bolt	
112		D F		D			
113		D F S	D	D			
114		D F S	D	D			

File: 2020.294 Pen Components Inventory Safety Review (ID 215815).xlsx

Page 16 of 44



81-91 (	94 WCC Warrn Caramut Road, uponents Safety F	ambool Saleyar Warrnambool Review	ds Overall Struc	tural Safety Re	eview	B = Bent C = Corrosion D = Decay/Rot F = Fixtures/bolts missing or loose Blank cells = no defects sighted	M = Item missing completely S = Split/Fractured U = Undersized/inappropriate material O = Other NA = Not Applicable
Pen #	Posts	Rails Separating Stock Only (Minor)	Rails Separating Stock & People (Critical)	Gates	Floor & Troughs		Comments
115		D F S	D F	D			
116		D F S		D			
117		F		D			
118		D F					
119		D F S	D F S	D F			
120		D F S		B D			
121		D F S	F	D			
122		D F S	D S				
123		D F S	D F	D F S			
124		F	D F	D			
125		F	D	D			
126		F	F S	D F S			
127		F	D F S	D			
128		F S	D F	D F S			
129		F S	D F				
130		F	D F	C D		Gate mid-rail corroded	
131			D F				
132		F	D F	D			
133		F	D F S	D			
134		D	D	D			
135		D	D F S	D F			
136		D	D	D			
137		D F S	D F	D		Broken rail	
138		D F S		D F		Broken rail	
139		D	D				
140		D F	D				
141		D F S	D F				
142		D F S	D				
143		D F S	D				
144		D	D S				
145		D	D S F				
146		D F	D				
147		D F S	D				
148		D F S	D S U				
149		D	D	D			
150		D F S	D	D F			
151		D F S	D	D F			
152		D F S	D F S	S			

File: 2020.294 Pen Components Inventory Safety Review (ID 215815).xlsx

Page 17 of 44



81-91 C	94 WCC Warrr Caramut Road, oponents Safety P	ambool Saleyar Warrnambool Review	rds Overall Struc	ctural Safety Re	eview	B = Bent C = Corrosion D = Decay/Rot F = Fixtures/bolts missing or loose Blank cells = no defects sighted	M = Item missing completely S = Split/Fractured U = Undersized/inappropriate material O = Other NA = Not Applicable
Pen #	Posts	Rails Separating Stock Only (Minor)	Rails Separating Stock & People (Critical)	Gates	Floor & Troughs		Comments
153		D F	D F				
154		D F	D S				
155		D F					
156		D F	D F				
157		D	D				
158		D					
159							
160			D				
161		D F S	D				
162		D F S					
163		D					
164		D	D F S				
165		D S	S	с		Middle steel gate rail split and corroo	ded
166		D S	D F S				
167		D F S	D	D			
168		D F S	D F S	D F S			
169		D F S	D F S	D			
170		D	D S	D S			
171		D	D	D F			
172			D				
173		F	D F S	D			
174		F	D				
175				D			
176		D				Pens 176 & 177 have been merged ir	ato a crush/marking pen
177		D				rens 170 & 177 have been merged in	to a crush marking per
178			D	B D F S		Gate top rail bent	
179		F		D F S			
180		F S	D F S	D			
181		F S	D F	D			
182		D F	F	D F S			
183		D F	F				
240		D F S	NA	D			
241		D F S	NA	D			
242		D	NA	D			
243		D	NA	D			
244		D	NA	D			
245		D S	NA				
246		D S	D	D			

File: 2020.294 Pen Components Inventory Safety Review (ID 215815).xlsx

Page 18 of 44



81-91 (	94 WCC Warrr Caramut Road, nponents Safety P		ds Overall Struc	ctural Safety Re	view	B = Bent C = Corrosion D = Decay/Rot F = Fixtures/bolts missing or loose Blank cells = no defects sighted	M = Item missing completely S = Split/Fractured U = Undersized/inappropriate material O = Other NA = Not Applicable
Pen #	Posts	Rails Separating Stock Only (Minor)	Rails Separating Stock & People (Critical)	Gates	Floor & Troughs		Comments
247		NA	D S				
248		NA	D F S	D			
249			D	D			
250			D S	D F S			
251			D F S	D S			
1A		D S	D S	D			
2A		D S	NA	D			
3A		D S	NA	D			
4A		D S	D F S	D			
5A		D F S	D S	D			
6A		D S	NA	D F			
7A		D S	NA	D			
8A		D S	D F S	D F			
B1		D	D F				
B2		D	D F				
B3		D		0		Slam shut gate to loading ramp could	d trap foot on step.
B4		D	D				
B5		D					
B6		D	D F S				
B7		D					
B8		D					
B9		D					
B10		D					
B11		D	NA				
B12		D					
B13		D	D				
B14		D	D				
B15		D S	NA				
B16		D S	D				
B17		D S	D F				
B18		D	D				
B19		D	NA				
B20		D					
B21		D					
B22							
B23							

File: 2020.294 Pen Components Inventory Safety Review (ID 215815).xlsx

Page 19 of 44



81-91 (	94 WCC Warm Caramut Road, nponents Safety F		ds Overall Struc	ctural Safety Re	view	B = Bent C = Corrosion D = Decay/Rot F = Fixtures/bolts missing or loose Blank cells = no defects sighted	M = Item missing completely S = Split/Fractured U = Undersized/inappropriate material O = Other NA = Not Applicable
Pen #	Posts	Rails Separating Stock Only (Minor)	Rails Separating Stock & People (Critical)	Gates	Floor & Troughs		Comments
B24							
B25			D F S				
B26		D					
B27		D					
B28							
B29			NA				
B30		D	NA				
B31		D	NA				
B32		S	D S				
B33		D					
B34		D	D S				
BP1			NA			BP denotes "Bull Pen" but pens simpl	y marked with a number only.
BP2			NA				
BP3			NA				
BP4			NA				
BP5			NA				
BP6			NA	с			
BP7			NA				
BP8			NA				
BP9			NA				
BP10			NA				
BP11			NA				
BP12			NA				
BP13			NA				
BP14			NA				
BP15			NA				
BP16			NA				
BP17			NA				
BP18			NA				
BP19			NA				
BP20			NA				
BP21			NA				
BP22			NA				
BP23			NA	С			
BP24			NA				
BP25			NA				
BP26			NA				

File: 2020.294 Pen Components Inventory Safety Review (ID 215815).xlsx

Page 20 of 44



81-91 (	94 WCC Warrn Caramut Road, Iponents Safety F		ds Overall Strue	ctural Safety Re	view	B = Bent C = Corrosion D = Decay/Rot F = Fixtures/bolts missing or loose	M = Item missing completely S = Split/Fractured U = Undersized/inappropriate material O = Other
				-	Blank cells = no defects sighted	NA = Not Applicable	
Pen #	Posts	Rails Separating Stock Only (Minor)	Rails Separating Stock & People (Critical)	Gates	Floor & Troughs		Comments
BP27			NA				
BP28			NA				
BP29			NA				
BP30			NA				
BP31			NA				
BP32			NA				
BP33			NA				
BP34			NA				
BP35			NA				
BP36			NA				
BP37			NA				
BP38			NA				
BP39			NA				
BP40			NA				
BP41			NA				
BP42			NA				
BP43			NA				
BP44			NA				
BP45			NA				
BP46			NA				
BP47			NA				
BP48			NA				
BP49			NA				
BP50			NA				
BP51			NA				
BP52			NA				
BP53			NA				
BP54			NA				
BP55			NA				
BP56			NA				
BP57			NA				
BP58			NA				
BP59			NA				
BP60			NA				
BP61			NA				
BP62			NA				
BP63			NA				
BP64			NA				

File: 2020.294 Pen Components Inventory Safety Review (ID 215815).xlsx

Page 21 of 44



81-91 (	94 WCC Warrn Caramut Road, V nponents Safety R		ds Overall Struc	ctural Safety Re	view	B = Bent C = Corrosion D = Decay/Rot F = Fixtures/bolts missing or loose	M = Item missing completely S = Split/Fractured U = Undersized/inappropriate material O = Other
Pen #	Posts	Rails Separating Stock Only (Minor)	Rails Separating Stock & People (Critical)	Gates	Floor & Troughs	Blank cells = no defects sighted	NA = Not Applicable
BP65			NA				
BP66			NA				
BP67			NA				
BP68			NA				
BP69			NA				
BP70			NA				
BP71			NA				
BP72			NA				
?		NA	D			Crush pen beside bull pens 37-72	
C1		D	D	В			
C2		D	NA				
C3		D	NA				
C4		D	D				
C5		D	D				
C6		D	NA				
C7		D	NA	С			
C8	В	D	NA	С			
C9	В	D	NA				
C10		D	D				
C11		D	D				
C12		D	NA				
C13		D	NA				
C14		D	D				
C15	В	D	D				
C16	В	D	NA	В			
C17		D	NA	В			
C18		D	NA				
C19	В	D	NA				
C20	В	D	D S				
C21		D	D F				
C22		D	NA				
C23		D	NA				
C24		D	D				
C25		D	D				
C26		D F S	NA				
C27		D F S	NA				
C28		D F	NA				

File: 2020.294 Pen Components Inventory Safety Review (ID 215815).xlsx

Page 22 of 44



81-91 (		nambool Saleyar Warrnambool Review	ds Overall Struc	ctural Safety Re	view	B = Bent         M = Item missing completely           C = Corrosion         S = Split/Fractured           D = Decay/Rot         U = Undersized/inappropriate material           F = Fixtures/bolts missing or loose         O = Other	I
Pen #	Posts	Rails Separating Stock Only (Minor)	Rails Separating Stock & People (Critical)	Gates	Floor & Troughs	Blank cells = no defects sighted NA = Not Applicable Comments	
C29		D	NA				
C30		D	D				
C31		D S F	D	В			
C32		D S F	NA	S		Steel gate rail split apart at join.	
C33		D	NA				-
C34		D	D	В			
C35		D	D	В			
C36		D	NA				
C37		D	NA				
C38		D	NA				-
C39		D	NA	В			
C40		D	D				-
C41		D	NA				
C42		D S	NA				
C43		D S	NA				
C44		D	D S				
C45		D					
C46		D	NA				
C47		D	D				
CP1						CP denotes "Calf Pen" but pens simply marked with a number only.	
CP2							
CP3							
CP4							
CP5	С						
CP6	С						
CP7	С	С					
CP8	С	с					
CP9	С	С	С				
CP10							
CP11							
CP12							
CP13							
CP14							
CP15							
CP16							
CP17							
CP18							

File: 2020.294 Pen Components Inventory Safety Review (ID 215815).xlsx

Page 23 of 44



81-91 (	94 WCC Warrr Caramut Road, nponents Safety I	nambool Saleyar Warrnambool Review	ds Overall Struc	ctural Safety Re	view	B = Bent C = Corrosion D = Decay/Rot F = Fixtures/bolts missing or loose	M = Item missing completely S = Split/Fractured U = Undersized/inappropriate material O = Other
Pen #	Posts	Rails Separating Stock Only (Minor)	Rails Separating Stock & People (Critical)	Gates	Floor & Troughs	Blank cells = no defects sighted	NA = Not Applicable Comments
CP19							
CP20							
CP21							
CP22			с				
CP23	С	с	С	с			
CP24	с	с	с	с			
CP25	с	с	С				
CP26	С	с					
CP27		С					
CP28							
CP29							
CP30							
CP31							
CP32							
CP33							
CP34							
CP35							
CP36							
CP37							
CP38		с					
CP39		с					
CP40							
CP41		В					
CP42		В					
CP43							
CP44							
CP45							
CP46							
CP47		В					
CP48		В					
CP49		В					
CP50		В					
CP51							
CP52	с	ВC		с			
CP53	с	ВC		с			
CP54	с	с		с			
CP55	с	С		с			
CP56	С	с		ВC		Gate hinge bent.	

File: 2020.294 Pen Components Inventory Safety Review (ID 215815).xlsx

Page 24 of 44



81-91 (		nambool Saleyar Warrnambool Review	ds Overall Struc	tural Safety Re	eview	B = Bent     M = Item missing completely       C = Corrosion     S = Split/Fractured       D = Decay/Rot     U = Undersized/inappropriate material       F = Fixtures/bolts missing or loss     O = Other
Pen #	Posts	Rails Separating Stock Only (Minor)	Rails Separating Stock & People (Critical)	Gates	Floor & Troughs	Blank cells = no defects sighted NA = Not Applicable Comments
CP57	с	С		С		
CP58	с	ВC		с		
CP59	с	ВC		с		
CP60	с	с		В		Gate hinge bent.
D1	В	D F S	D	В		
D2		D F M S	D	В	0	Overgrown with weeds
D3	В	D F S	D F S	В		
D4		D	D M			
D5	В	D	D S			
D6		D	D			
D7	В	D	D F S			
D8		D	D			
D9	В	D S	D			
D10		D F S	D			
D11		D S	D S			
D12		D F S	D			
D13		D S	D			
D14	В	D	D			
H1	S	D F	D F S			Cleat broken off post.
H2		D F	D F S	D		
Н3		D F	D F S	B D S		Bent rails on gates and gate hinge fractured.
H4		D F S	D F S	ВD		
H5		D F S	D F S	В		
H6		D	D F	В		
H7		D F S	D F S	В		
Н8		D F S	D F S		0	Trough leaking.
Н9		D	D F S	В		
H10		D F S	D F	В		
H11		D F S	D F S	В		
H12		D S	D F S			
H13		D S		В		
H14		D S	D F S			
H15		D	D F S			
H16		D F S	NA			
H17		D	D S			
H18		D F S	D			

File: 2020.294 Pen Components Inventory Safety Review (ID 215815).xlsx

Page 25 of 44



81-91 (	94 WCC Warrn Caramut Road, ' nponents Safety R		ds Overall Struc	tural Safety Re	B = Bent C = Corrosion D = Decay/Rot F = Fixtures/bolts missing or loose	M = Item missing completely S = Split/Fractured U = Undersized/inappropriate material O = Other	
Pen #	Posts	Rails Separating Stock Only (Minor)	Rails Separating Stock & People (Critical)	Gates	Floor & Troughs	Blank cells = no defects sighted	NA = Not Applicable Comments
H19		DFS		В			
H20		D	D F S				
H21		D	D F	В			
H22		DFS	D	В			
H23		D F S	D	В			
H24		D F S	D F S				
H25	В	D S	D F S	В			
H26	В	D F S	D	В			
H27	В	D S F	D	В			
H28	В	D	D F	В			
H29	В	D		В			
H30	В	D		В			
H31	В	D	D				
H32		D	F				
Н33		D		В			
H34		D	D S	В			
R1		F S	F	D F S			
R2		D F S	NA	D			
R3		F	NA	D F			
R4			NA	D F S			
R5		D F S	NA	F S			
R6		D S	D	D F S			
R7		D S	D S	D F			
R8		D	NA	D F			
R9			NA	D F			
R10		D F S	NA	D F			
R11		D F S	NA				
R12		F S	D F	D			
R13				0			nto a crush/marking pen. Gate @ exit held by
R14				0		chain only when closed.	
R15		D F					
R16		D F	NA				
R17		D F	NA	D F			
R18		D	D S	D S			
R19		D	D F				
R20			NA	С			
R21			NA	D F			

File: 2020.294 Pen Components Inventory Safety Review (ID 215815).xlsx

Page 26 of 44



81-91 (		ambool Saleyar Warrnambool Review	ds Overall Struc	ctural Safety Re	B = Bent         M = Item missing completely           C = Corrosion         S = Split/Fractured           D = Decay/Rot         U = Undersized/inappropriate material           F = Fixtures/bolts missing or loose         O = Other           Blank cells = no defects sighted         NA = Not Applicable	
Pen #	Posts	Rails Separating Stock Only (Minor)	Rails Separating Stock & People (Critical)	Gates	Floor & Troughs	Comments
R22		D F S	NA	D F		
R23		D F S		D F S		
R24		D F S	F	F S		
R25		D	D	D F S		
R26		D F	NA	D F S		
R27		D	NA	D F		
R28	с	D F	NA	F		Rear post corroded. Trough overflowing continuously.
R29	С	D F	NA	D	0	Rear post corroded. Trough overflowing continuously.
R30		D S		D F S	0	Trough overflowing continuously.
R31		D	D F	D		
R32	с	D	NA	D		Rear post corroded.
R33	с	D F S	NA	D F S		Rear post corroded.
R34		D F S	NA	D F S		
R35		D F S	NA			
R36		D F S		D S		
R37		D	D	D		
R38		D F S		D F M		Bottom rail missing off gate.
R39	с	D F S	NA	D		Rear post corroded.
R40		D F S	NA	D		
R41		DU	D	D S		Bottom rail short from post at rear.
R42		D S	D F S			
R43	С	D S	D F S	DFSO		Side gates held closed by chain only.
R44	С	DU	NA	D F S		Post between pens R43 & R44 corroded and bottom rail short.
R45		F	NA	D		
R46	С	D	NA	D F		Rear post corroded.
R47		D	D			
R48		D F S	D F S	D		
R49						
R50			D F S	D F		
R51			D F S	D F S		
R52		D	D S			
R53						
R54		NA		D		
R55		D	D			
R56		D	NA			
R57		D F	NA			
R58		D F	NA			
R59		DF	D			

File: 2020.294 Pen Components Inventory Safety Review (ID 215815).xlsx

Page 27 of 44



81-91 (	94 WCC Warrn Caramut Road, nponents Safety F		ds Overall Struc	ctural Safety Re	B = Bent C = Corrosion D = Decay/Rot F = Fixtures/bolts missing or loose Blank cells = no defects sighted	M = Item missing completely S = Split/Fractured U = Undersized/inappropriate material O = Other NA = Not Applicable	
Pen #	Posts	Rails Separating Stock Only (Minor)	Rails Separating Stock & People (Critical)	Gates	Floor & Troughs		Comments
R60		D S	D F S				
R61		D S	NA				
R62		D	NA				
R63		D S	NA				
R64		D S	D				
R65		D F	D				
R66	В	D F S	NA				
R67	В	D F S	NA				
R68		D F S	D				
R69		D S	D				
R70		D S	NA				
R71		D S	NA				
R72		D S	NA				
R73		D S	D F				
R74		NA					
R75		D F S	D F S				
R76		D F S					
R77		D F S					
R78		D S	D	В			
R79		D	D				
R80		D					
R81		D					
R82		D					
R83		D	С				
R84		D F S					
R85		D F S					
R86		D F S					
R87		D F S	D				
R88		D F	D				
R89		D F					
R90		D S					
R91		D F S					
R92		D F S	D				
R93		D	D	D			
R94		D	D	D			
R95		D S	D	B D			
R96		D	D	D			
R97		D F S	D	D			

File: 2020.294 Pen Components Inventory Safety Review (ID 215815).xlsx

Page 28 of 44



81-91 (	94 WCC Warrn Caramut Road, N nponents Safety R	Warrnambool	ds Overall Struc	ctural Safety Re	B = Bent C = Corrosion D = Decay/Rot F = Fixtures/bolts missing or loose Blank cells = no defects sighted	M = Item missing completely S = Split/Fractured U = Undersized/inappropriate material O = Other NA = Not Applicable	
Pen #	Posts	Rails Separating Stock Only (Minor)	Rails Separating Stock & People (Critical)	Gates	Floor & Troughs	is Comments	
R98		D F S	D F	D			
R99		D F S	D S	D			
R100		D F S	D	D			
R101?		D F S	D	D		Adjacent to calf pens	
R102?		D F	D F S	D		Adjacent to calf pens	
R103?		D F S	D F S	D		Adjacent to calf pens	
Frank Carey Scale House Pens:							
		D F S	D F S	В			



# **APPENDIX 3– Typical Defects Photographs**



Pen Rail Separating Stock from People

Material Decay and Fixture Fault.

Fixture bolts missing washer and nut on both rails. Timber decayed.

Photo 1 'IMG\_9501.JPG'



# Pen Rail Separating Stock from People

Rail Split/Fractured, Fixture Fault, Material Decay.

Timber split and broken away from fixture bolt. Fixture bolt loose. Timber decayed.

Photo 2 'IMG\_9502.JPG'



Photo 3 'IMG\_9503.JPG'

# Pen Rail Separating Stock from People

Material Decayed. Fixture Bolts Loose.

Timber decayed around fixture bolts. Fixture bolts loose.



# Pen Rail Separating Stock from Stock

Item Bent.

Top steel rail bent.

Photo 4 'IMG\_9504.JPG'



Pen Rail Separating Stock from Stock

Item Bent.

Top steel rail bent.

Photo 5 'IMG\_9505.JPG'



Photo 6 'IMG\_9506.JPG'

Gate

Item Broken.

Gate latch broken.

stock pens, buildings and treatment plant review (id 216250).docx





Photo 7 'IMG\_9507.JPG'

# Pen Rail Separating Stock from People

Material Decayed. Fixture Bolts Loose.

Timber decayed around fixture bolts. Fixture bolts loose. Countersunk depth of bolts too deep.



# Pen Rail Separating Stock from People

Material Decayed. Fixtures Missing and Loose.

Timber decayed around fixture bolts. Fixture bolts loose. Bolt missing entirely.

Photo 8 'IMG\_9508.JPG'



Photo 9 'IMG\_9509.JPG'

# Pen Rail Separating Stock from People

Material Decayed. Fixtures Missing and Loose.

Timber decayed around fixture bolts. Fixture bolts loose. Bolts missing entirely off both rails.





Pen Rail Separating Stock from Stock and Stock from People.

Material Decayed. Fixture Bolts Loose.

Timber decayed around fixture bolts. Fixture bolts loose. Countersunk depth of bolts too deep.

Photo 10 'IMG\_9510.JPG'



# Pen Rail Separating Stock from Stock

Material Decayed. Fixture Bolts Loose. Fixture Nut Missing.

Timber decayed around fixture bolts. Fixture bolts loose. Nut and washer missing off left rail.

Photo 11 'IMG\_9511.JPG'



Photo 12 'IMG\_9669.JPG'

# Pen Rail Separating Stock from People

Rails and Fixtures.

Top rail almost at end of structural life. Other rails in good condition. Fixture bolt missing from right end of second rail up from ground.



# 

Pen Rail Separating Stock from Stock

Rails and Fixtures.

Rail detached completely from left end.

Photo 13 'IMG\_9670.JPG'



# Pen Rail Separating Stock from Stock

Material Decayed. Fixture Bolts Loose.

Timber decayed completely away from fixture bolt. Fixture bolts loose.

Photo 14 'IMG\_9671.JPG'



Photo 15 'IMG\_9672.JPG'

# Pen Rail Separating Stock from Stock

Rails and Fixtures.

Bottom rails and fixtures in good condition.



# Pen Rail Separating Stock from Stock

Rails and Fixtures.

Top rail and fixtures in good condition.

Photo 16 'IMG\_9673.JPG'



# Pen Rail Separating Stock from People.

Rail Split/Fractured, Fixture Fault, Material Decay.

Timber split and broken away from fixture bolt. Fixture bolt loose. Timber decayed.

Photo 17 'IMG\_9674.JPG'



Photo 18 'IMG\_9675.JPG'

# Gate

Material Decayed. Fixture Bolts Loose.

Bottom timber rail decayed and fixture bolts loose.





# Gate

Item Bent.

Steel gate rail bent.

Photo 19 'IMG\_9676.JPG'



# Gate

Material Decayed. Fixture Bolts Loose.

Timber gate rail decayed completely away from fixture bolt. Fixture bolts loose.

Photo 20 'IMG\_9677.JPG'



Photo 21 'IMG\_9678.JPG'

# Gate

Material Decayed and Split.

Top timber gate rail decayed and split away causing loss of section. Middle timber gate rail decayed and split away from right end fixture bolt. Bottom timber gate rail decayed.



Steel gate rail corroded completely through depth of



# Photo 22 'IMG\_9679.JPG'



# Gate

Gate.

material.

Steel Corrosion.

Fixture.

Bolt missing off timber gate rail.

Photo 23 'IMG\_9680.JPG'



Photo 24 'IMG\_9681.JPG'

# Gate

Material.

Bottom timber rails in good condition. Top timber rail near to end of structural life due to decay.

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# Material.

Gate

Bottom timber gate rail decayed and at end of structural life. Middle timber gate rail in good condition.

Photo 25 'IMG\_9682.JPG'



# Pen Rail Separating Stock from Stock

Material Decayed. Fixture Bolts Loose.

Nut and washer missing off fixture bolt. Timber rails decayed.

Photo 26 'IMG\_9683.JPG'



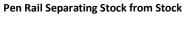
Photo 27 'IMG\_9684.JPG'

# Pen Rail Separating Stock from Stock

Material Decayed. Fixture Bolts Loose.

Nut and washer missing off fixture bolt. Timber rails decayed.





Material Split.

Timber rail split.

Photo 28 'IMG\_9685.JPG'



# Pen Rail Separating Stock from Stock

Material Decayed and Split.

Timber rail decayed and split causing loss of material section.

Photo 29 'IMG\_9686.JPG'



Photo 30 'IMG\_9687.JPG'

Gate

Material Corroded and Split.

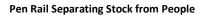
Corrosion and splitting of steel gate rail.



# Pen Rail Separating Stock from People

Fixture.

Second fixture bolt not installed to timber rail end.



Fixture.

Second fixture bolt not installed to timber rail end.

Photo 32 'IMG\_9689.JPG'

Photo 31 'IMG\_9688.JPG'



Photo 33 'IMG\_9690.JPG'

# Pen Rail Separating Stock from People

Material Decayed. Fixture Bolts Loose.

Bolts fixed too close to end of rail and decay of timber has released bolts rendering rail loose and almost detached completely.



Photo 34 'IMG\_9691.JPG'



# Gate

Gate

split.

Material Decayed and Split.

Fixture and Material Splitting.

Timber gate rail decayed and split causing loss of material section.

**ECSEGR** 

Fixture bolt to timber gate rail loose. Timber gate rail

**CONSULTING ENGINEERS** 

Photo 35 'IMG\_9692.JPG'



Photo 36 'IMG\_9693.JPG'

# Gate

Corrosion.

Bottom steel gate rail corroded completely through section.

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Gate

Corrosion.

Steel gate rail corroded completely through section thickness.

Photo 37 'IMG\_9694.JPG'



# Post and Rail

Corrosion and Decay

Base of steel post corroded and cut away severely weakening section. Timber rail decayed and split.

Photo 38 'IMG\_9695.JPG'



Photo 39 'IMG\_9696.JPG'

Gate

Item Missing.

Bottom timber gate rail missing.





Pen Rail Separating Stock from Stock

Material Decayed and Split.

Timber gate rail decayed and split causing loss of material section.

Photo 40 'IMG\_9697.JPG'



# Pen Rail Separating Stock from Stock

Inappropriate Installation.

Bottom timber rail does not reach post and has no post fixing.

Photo 41 'IMG\_9698.JPG'



Photo 42 'IMG\_9700.JPG'

# Pen Rail Separating Stock from Stock

Inappropriate Installation. Material Decay.

Rail fastened inappropriately with looped wire. Timber decayed.



Timber rails decayed and split causing loss of material

Pen Rail Separating Stock from Stock

Material Decayed and Split.



# Photo 43 'IMG\_9701.JPG'



# Gate

section.

Item Bent.

Top steel gate rail bent.

Photo 44 'IMG\_9702.JPG'



Photo 45 'IMG\_9703.JPG'

Post

Item Bent.

Post bent out of alignment.

---- END OF REPORT ----

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Project Name:	WCC Warrnambool Saleyards Overall Review	Project Number:	2020.294	
Report Title:	Loading Ramps, Roofed Structur	nt Hoist Revie	ew	
Project Location:	81-91 Caramut Road, Warrnambool			
Client:	Warrnambool City Council - WCC	Report Author:	Brett Johnston	
Report To:	Adam Williams	Report Copies To:	Nil	
Revision No.:	А	Report Date:	21/01/2021	
Summary:	The loading ramps on the east and west sides of Australian Standards and some have suffered of Several roofed structures are at the end of thei The sump pump hoist gantry in the treatment p operation.	perational damage. Ir serviceable life and steel con	nponents are corro	ding.



Document History						
Rev. No.	Description of Revision	Prepared By	Checked By	Date Issued		
A	First Report	B. Johnston	P. Graesser	21 January 2021		
D: 1 :						

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This report and the results shown and recommendations made herein are based upon the information, drawings, samples, tests and measurements referred to. The CSE Group, its consultants and agents accepts no liability for any damages, charges, costs or expenses in respect of or in relation to injury or death of any person or damage to any property or of other loss whatsoever arising either directly or indirectly from the use of this report, the carrying out of recommendations contained herein or the use of any goods or materials referred to.

Loading Ramps, Roofed Structures and Hoist Structural Review 81-91 Caramut Road, Warrnambool



# **Table of Contents**

# Report

1.0							
2.0							
3.0							
4.0	DISCU	JSSION ON COMPLIANCE					
5.0		IFIC ISSUES FOR LOADING RAMPS					
	5.1	Loading Ramp LR15					
	5.2	Loading Ramp LR2					
	5.3	Loading Ramp LR3					
	5.4	Loading Ramp LR4					
	5.5	Loading Ramp LR56					
	5.6	Loading Ramp LR66					
	5.7	Loading Ramp LR77					
	5.8	Loading Ramp LR87					
	5.9	Loading Ramp LR97					
	5.10	Loading Ramp LR108					
	5.11	Loading Ramp LR118					
	5.12	Loading Ramp LR128					
	5.13	Loading Ramp LR138					
	5.14	Loading Ramps LR14 – LR179					
6.0	SPECI	IFIC ISSUES FOR ROOFED STRUCTURES					
	6.1	Frank Carey Scale House9					
	6.2	Compressor Shed9					
	6.3	Buyers Shelter Adjacent to Pen 24010					
	6.4	Cattle Marking Shelter Adjacent to Pen R7510					
	6.5	Cattle Marking Shelter Adjacent to Pen R5210					
	6.6	Scale House Behind Pen R5210					
	6.7	Shelter Adjacent to Scale House Behind Pen R5111					
	6.8	Cattle Marking Shelter Behind Pen R4911					
	6.9	Cattle Marking Shelter at Pen R4711					
	6.10	Cattle Marking Shelter Adjacent to Pen 17512					
	6.11	Cattle Marking Shelter Adjacent to Pen R15					
	6.12	Calf Shed					
7.0	TREA	TMENT PLANT SUMP PUMP HOIST					
8.0		LUSIONS					
9.0	RECOMMENDATIONS						

Appendix 1 Aerial Plan

Appendix 2 Photographs

Loading Ramps, Roofed Structures and Hoist Structural Review 81-91 Caramut Road, Warrnambool



# 1.0 INTRODUCTION

The South-West Victorian Livestock Exchange (SWVLX) located at 81-91 Caramut Rd Warrnambool is managed by the Warrnambool City Council (WCC). The saleyards predominantly service the cattle sales industry with sales conducted weekly on Wednesdays and a store sale held on the last Friday of each month.

A recent collapse failure of a public sheltered walkway platform has prompted a review of various structures at the site and an associated Improvement Notice has been issued by WorkSafe Victoria.

This report provides condition information on the stock loading ramps, various roofed structures across the site and the sump pump hoist within the wastewater treatment plant. The report was commissioned by WCC Health & Safety Specialist, Adam Williams to evaluate the structural and safety conditions of the structures.

The items were inspected on Tuesday 5 January 2021 by the CSE Group Consulting Engineer's structural engineer, Brett Johnston, to determine their condition and to make recommendations on remedial works.

# 2.0 GENERAL LAYOUT

There are 17 loading ramps located at the east and west ends of the saleyards site for the loading and unloading of stock from trucks. The ramps are of various types with some being fixed position ramps and others being adjustable height structures.

Across the site are scattered several roofed structures with some being quite small at less than 3m x 3m in plan area, and others being large like the 28m by 18m calf shed. Most of the smaller roofs are used at tagging stations where cattle crushes are installed. There are also two scale houses that were included in this assessment.

Within the wastewater treatment plant on the north side of the site, a fixed gantry supports a chain block which is used to lift a sump pump from a sub ground level tank for maintenance. No other structures within the treatment plant were assessed for this report.

The aerial photo in Appendix 1 illustrates the locations of all the structures reviewed, with a reference numbering system formulated for each item as shown.

# 3.0 CODE REQUIREMENTS

The Australian Standard AS1657:2018 Fixed platforms, walkways, stairways and ladders – Design, construction and *installation* is the most applicable document covering personnel access structures at this site. This Standard sets out the requirements for walkways, ramps, stairs and ladders that are intended to provide safe access to places for inspection, maintenance, operating and servicing personnel that are generally not used by the public. The document supersedes previous versions of the Standard published in 2013, 1992 and 1985.

In summary, the AS1657 sets the following requirements:

- Design imposed loads for stairs and walkways shall not be less than 2.5kPa uniformly distributed, or 1.1kN concentrated on a 100x100mm pad.
- Floor surfaces shall be slip resistant.
- Walkways shall not exceed 20 degrees in slope in the direction of travel.
- The clear width of a walkway between guardrails shall not be less than 550mm.
- There shall be no obstructions within 2.0m above any walkway surface.
- Where persons have access to the area underneath walkways, a toeboard shall be provided to at least 100mm above the walkway surface and the walkway flooring shall not have apertures that permit a 15mm diameter sphere to pass through.
- A handrail shall be provided within 900mm and 1100mm above the walkway surface or stair tread nosing and 50mm of hand clearance shall be provided around the handrail for the top 240 degree sector.
- Handrails shall be between 30mm and 65mm outside diameter.

## Loading Ramps, Roofed Structures and Hoist Structural Review

81-91 Caramut Road, Warrnambool



- Guard railing may incorporate the handrail and shall consist of a top rail and mid rail parallel to the slope of the floor or stair, with the top rail being no less than 900mm above the walkway floor.
- The gap between the top rail and mid rail and the gap between the mid rail and the toeboard in guard railing shall not exceed 450mm.
- Stairways shall not be less than 600mm wide inside the stringers and 550mm wide clear between handrails.
- The number of risers in a flight shall not be less than 2 nor more than 18.
- Stair risers and goings in the same flight shall be uniform dimensions within a tolerance of plus or minus 5mm.
- Stair risers shall be dimensioned between 130mm and 225mm.
- Stair goings shall be dimensioned between 225mm and 355mm.
- A combination of twice the riser plus the going shall not be less than 540mm and not greater than 700mm.
- Stair nosings must be clearly visible against the background.
- Walkways that change in level in the path of travel may do so utilising a single riser of no more than 300mm in height.

The list above is not exhaustive and there are numerous other requirements stipulated in the Standard that apply.

The requirements roofed structures are generally specified in the National Construction Code (NCC), formerly known as the Building Code of Australia. The NCC references numerous Australian Standards for buildings to comply with to ensure safe and functional construction.

For the cattle unloading ramps, there was no direct Australian Standard that was applicable at the time they were constructed. A newly created Australian Standard on these structures was published on 20 November 2020 being *AS5340:2020 – Livestock loading/unloading ramps and forcing pens*. This document will be referenced as a guide for this report for lack of any other publication, but it is emphasised was not in existence at the time of construction.

In summary, the AS5340 sets the following requirements:

- Fixed livestock ramps shall not be inclined at steeper than 20 degrees.
- Adjustable livestock ramps shall be inclined at no more than 25 degrees.
- Operator walkways associated with loading/unloading ramps shall comply with AS1657 (no steeper than 20 degrees and so forth)
- Livestock ramps shall have a level area at the top of the ramp for large livestock (cattle/horses)
- Ramps for large livestock shall have minimum clear internal clear width of 800mm and side wall heights of 1700mm. Widths shall not be so wide as to allow stock to turn around.
- Livestock ramp floors shall not be see-through and shall have sufficient grip (cross battens or grooves)
- Adjustable ramps shall be prevented from free-falling in the event of failure using mechanical safety locks which automatically latch.
- Adjustable ramps shall have working load limits (WLL) clearly displayed and shall only be operated by appropriately trained personnel.
- Adjustable ramps shall have signage with operating instructions, WLL and no-go-zones.
- No-go zones shall be bounded by guarding fitted below adjustable ramps.
- Ramps shall have compressible interface buffers/bumpers for alignment with vehicles that leaves no gaps at floor level.
- A safety gate shall be provided at the top of the ramp to protect operators from being struck by livestock coming back out of the vehicle while closing the door of the vehicle crate or retrieving the bridging flap.
- A ramp entry gate shall be provided at the top of the ramp for operators to close the crate door and retrieve the bridging flap so operators do not have to climb over the wall.

The treatment plant sump pump hoist is governed by AS 1418.1: 2002 – Cranes, hoists and winches Part 1: General requirements(supersedes 1994 document) and by AS 1418.2: 1997 – Cranes (including hoists and winches) Part 2: Serial hoists and winches (supersedes 1990 document). No significant changes occurred between the superseded and new documents that would impact the design, construction or operating procedures for the hoist at the treatment plant.

In summary, the AS1418 series of Standards sets the following:

- WLL assessment procedure for hoists
- Requirements for placarding WLL on hoists.



# 4.0 DISCUSSION ON COMPLIANCE

Most of the livestock loading ramps do not comply with AS5340, though as previously mentioned, this Standard did not exist when the ramps were constructed. Areas of non-compliance include:

- Operator walkways not complying with AS1657 with dimensions and grades not being within allowable limits and guard rails not meeting the required specifications as required.
- Lack of level area at the top of ramps to operate gates and lack of safety gates and ramp entry gates at the top end of ramps.
- Adjustable ramps lacking safety and operator signage and no apparent lock-out mechanism to prevent usage by untrained operators.
- Adjustable ramps lacking barriers to no-go zones under the ramp.

The roofed structures assessed in this report generally lacked compliance in the following areas:

- Roof sheeting spans and overhangs being more than maximum allowable limits.
- Steel roof framing being extremely corroded.
- Fixing bolts and cleats being extremely corroded

The treatment plant sump pump hoist, though meeting the working load limit (WLL) requirements for its use, was found not to have WLL signage and posed a manual handling issue for operators having to swing the hoisted equipment up onto the edge of the pit when hoisted. Also, during the removal and installation of the sump pump, the guardrail is removed from the work zone leaving the operator vulnerable to falling into the pit whilst slinging the pump.

# 5.0 SPECIFIC ISSUES FOR LOADING RAMPS

The following sections detail specific issues that were found with the livestock loading ramps.

It is noted that as the inspection of the structures was visual only, not all issues may have been detected.

### 5.1 Loading Ramp LR1

This ramp services the calf shed at the north east end of the saleyards site. The fixed ramp has bluestone base walls, a concrete infill slab forming the ramp and steel and timber rails.

- The ramp railing was noted as being in poor condition as timber rails were rotted and some were broken.
- The concrete infill ramp slab was in good condition.
- The bluestone masonry base walls were in good condition.
- The truck bumper was in fair condition with the timber aged and starting to rot.
- There was no operator ramp adjacent to the livestock ramp.
- There was no safety gate or ramp entry gate at the top of the ramp.

### 5.2 Loading Ramp LR2

This adjustable ramp services the calf shed and is located to the south of loading ramp LR1. The structure is galvanised steel framed and contains an operator walkway on each side.

- The livestock ramp railing was noted as being in good condition and was covered with flat steel sheeting.
- The livestock ramp flooring was timber in fair weathered condition with cross battens at regular spacing.
- The operator side ramps did not comply with AS1657 in that the clear width of the walkway was 450mm (550mm required), the top handrail was 860mm above the floor (900-1000mm required), there was no intermediate rail and no toeboard.
- The operator side ramps had a 360mm high step (300mm is allowable maximum) for access, and when the ramp is at its lowest setting, access to the ramp is obstructed by a fence.
- The steel and rubber truck bumper were in good condition.
- There was no safety gate or ramp entry gate at the top of the ramp.
- There was no barrier preventing access under the ramp.



- There was no WLL signage associated with the hoist.
- The hoist hook was rated to 1.0T WLL as depicted by a small stamp and it is possible that the ramp load could exceed 1.0T if loaded.
- There were no safety notices or usage instructions associated with the hoist mechanism.

### 5.3 Loading Ramp LR3

This fixed ramp also services the calf shed and has bluestone base walls, a concrete infill slab forming the ramp and steel and timber rails.

- The ramp railing was noted as being in fair condition as timber rails were starting to rot and some were broken.
- The concrete infill ramp slab was in good condition.
- The bluestone masonry base walls were in good condition.
- The truck bumper was in fair condition with the timber aged and starting to rot.
- The operator ramp on the south side was not compliant with AS1657 in that the ramp grade was at approximately 45 degrees (20 degrees is the maximum allowable), there were no guard rails or handrails on the ramp, the ramp floor was too narrow at 340mm wide (550mm is the allowable minimum) and there was a trip hazard from the truck bumper brace passing through the decking.
- There was no safety gate or ramp entry gate at the top of the ramp.

### 5.4 Loading Ramp LR4

This fixed ramp appears to not have been in use for a long time. It has bluestone base walls, a concrete infill slab and bluestone pitchers forming the ramp and steel and timber rails.

- The ramp railing was noted as being in fair condition as timber rails were starting to rot and some were broken.
- The concrete infill ramp slab and bluestone pitchers were in good condition.
- The bluestone masonry base walls were in good condition.
- The truck bumper board had been removed from the support columns.
- The operator ramp on the north side had been partially demolished and was not compliant with AS1657 in that the ramp section was missing, there were no guard rails or handrails, the ramp floor was too narrow at 340mm wide (550mm is the allowable minimum) and there was a trip hazard from the truck bumper brace passing through the decking.
- There was no safety gate or ramp entry gate at the top of the ramp.

### 5.5 Loading Ramp LR5

This fixed ramp is signed for usage by J&J Kelly Stock Agents. It has bluestone base walls, a concrete infill slab forming the ramp and steel and timber rails.

- The ramp railing was noted as being in good condition.
- The concrete infill ramp slab was in good condition and appeared to have been recently renewed.
- The bluestone masonry base walls were in fair condition with some stone units dislodged.
- The truck bumper was in good condition with the timber having been recently replaced.
- The operator ramp on the south side was not compliant with AS1657 in that the ramp grade was exceeded the 20 degree maximum allowable limit, there were no guard rails or handrails on the ramp, the ramp floor was too narrow at 340mm wide (550mm is the allowable minimum), there was a trip hazard from the truck bumper brace passing through the decking and the lower end of the ramp was completely obstructed by a yarding fence.
- There was no safety gate at the top of the ramp though a ramp entry gate was in place.

### 5.6 Loading Ramp LR6

This fixed ramp appears to not have been in use for a long time. It has bluestone base walls, a concrete infill slab forming the ramp and steel and timber rails.

## Loading Ramps, Roofed Structures and Hoist Structural Review

81-91 Caramut Road, Warrnambool



- The ramp railing was noted as being in poor condition as timber rails were starting to rot and some were
  missing.
- The concrete infill ramp slab was in fair condition.
- The bluestone masonry base walls were in fair condition with some stone units dislodged.
- The truck bumper board had been removed from the support columns.
- The operator ramp on the north side had been partially demolished and was not compliant with AS1657 in that the ramp grade was exceeded the 20 degree maximum allowable limit, the flooring was partially missing, there were no guard rails or handrails, the ramp floor was too narrow at 340mm wide (550mm is the allowable minimum), there was a trip hazard from the truck bumper brace passing through the decking and the lower end of the ramp was completely obstructed by a yarding fence.
- There was no safety gate or ramp entry gate at the top of the ramp.

### 5.7 Loading Ramp LR7

This fixed ramp is signed for usage by J&J Kelly Stock Agents. It has bluestone base walls, a concrete infill slab forming the ramp and steel and timber rails.

- The ramp railing was noted as being in good condition.
- The concrete infill ramp slab was in good condition.
- The bluestone masonry base walls were in fair condition with some stone units dislodged.
- The truck bumper was in good condition.
- The operator ramp on the south side was not compliant with AS1657 in that the ramp grade was exceeded the 20 degree maximum allowable limit, there were no guard rails or handrails on the ramp, the ramp floor was too narrow at 340mm wide (550mm is the allowable minimum), there was a trip hazard from the truck bumper brace passing through the decking and the lower end of the ramp was completely obstructed by a yarding fence.
- There was no safety gate at the top of the ramp though a ramp entry gate was in place.

### 5.8 Loading Ramp LR8

This fixed ramp is signed for usage by Brian O'Halloran & Co. It has bluestone base walls, a concrete infill slab forming the ramp and steel and timber rails.

- The ramp railing was noted as being in good condition.
- The concrete infill ramp slab was in good condition.
- The bluestone masonry base walls were in fair condition with some stone units dislodged.
- The truck bumper was in fair condition with the timber deteriorated.
- The operator ramp on the south side was not compliant with AS1657 in that the ramp grade was exceeded the 20 degree maximum allowable limit, there were no guard rails or handrails on the ramp, the ramp floor was too narrow at 340mm wide (550mm is the allowable minimum), there was a trip hazard from the truck bumper brace passing through the decking and the lower end of the ramp was completely obstructed by a yarding fence.
- There was no safety gate at the top of the ramp though a ramp entry gate was in place.

### 5.9 Loading Ramp LR9

This fixed ramp has bluestone base walls, a concrete infill slab forming the ramp and steel and timber rails.

- The ramp railing was noted as being in good condition.
- The concrete infill ramp slab was in good condition.
- The bluestone masonry base walls were in fair condition with some stone units dislodged.
- The truck bumper was in good condition with the timber having been recently replaced.
- The operator ramp on the south side was not compliant with AS1657 in that the ramp grade was exceeded the 20 degree maximum allowable limit, there were no guard rails or handrails on the ramp, the ramp floor was too narrow at 340mm wide (550mm is the allowable minimum), there was a trip hazard from the truck bumper brace passing through the decking and the lower end of the ramp was completely obstructed by a yarding fence.
- There was no safety gate at the top of the ramp though a ramp entry gate was in place.



### 5.10 Loading Ramp LR10

This fixed ramp is signed for usage by Nutrien Ag Solutions. It has bluestone base walls, a concrete infill slab forming the ramp and steel and timber rails.

- The ramp railing was noted as being in good condition.
- The concrete infill ramp slab was in good condition.
- The bluestone masonry base walls were in good condition.
- The truck bumper was in good condition with the timber having been recently replaced.
- The operator ramp on the south side was not compliant with AS1657 in that the ramp grade was exceeded the 20 degree maximum allowable limit, there were no guard rails or handrails on the ramp, the ramp floor was too narrow at 340mm wide (550mm is the allowable minimum), there was a trip hazard from the truck bumper brace passing through the decking and the lower end of the ramp was completely obstructed by a yarding fence.
- There was no safety gate at the top of the ramp though a ramp entry gate was in place.

#### 5.11 Loading Ramp LR11

This low level fixed ramp has concrete base walls, a concrete infill slab forming the ramp and steel and timber rails.

- The ramp railing was noted as being in good condition.
- The concrete infill ramp slab was in good condition though progressively widened towards the base which could allow cattle to turn around or get stuck.
- The concrete base walls were in good condition.
- The truck bumper was in good condition though not on a separate structure to the ramp.
- There were no operator side ramps.
- There was no safety gate or ramp entry gate at the top of the ramp and no level platform for operators to work off at the top of the ramp.

#### 5.12 Loading Ramp LR12

This fixed ramp is signed for usage by Saffin Kerr Bowen Rodwells. It has bluestone base walls, a concrete infill slab forming the ramp and steel and timber rails.

- The ramp railing was noted as being in good condition.
- The concrete infill ramp slab was in good condition.
- The bluestone masonry base walls were in fair condition with some bluestone units dislodged.
- The truck bumper was in good condition.
- The operator ramp on the south side was not compliant with AS1657 in that the ramp grade was exceeded the 20 degree maximum allowable limit, there were no guard rails or handrails on the ramp, the ramp floor was too narrow at 340mm wide (550mm is the allowable minimum), there was a trip hazard from the truck bumper brace passing through the decking and the lower end of the ramp ended abruptly at a high step.
- There was no safety gate at the top of the ramp though a ramp entry gate was in place.

### 5.13 Loading Ramp LR13

This adjustable ramp is located at the south west corner of the saleyards site. The structure is galvanised steel framed and contains an operator walkway on each side.

- The livestock ramp railing was noted as being in good condition and was covered with flat steel sheeting.
- The livestock ramp flooring was galvanised steel in good condition with cross battens at regular spacing.
- The operator side ramps did not comply with AS1657 in that the access stairs at the east end had inconsistent riser heights and the top handrail was 1200mm above the floor in places which is outside the 900-1000mm limit.
- The access stair from the truck parking area to the side ramp was missing guard railing on the south side at the top landing.
- The steel and rubber truck bumper were in good condition.
- There was a safety gate and ramp entry gates in place at the top of the ramp.
- There was no barrier preventing access under the ramp.



• There was an operating procedure sign associated with the hoist mechanism.

### 5.14 Loading Ramps LR14 – LR17

These ramps are located on the west side of the saleyards site and are almost identical.

- Ramp railing was noted as being in fair to good condition.
- Concrete infill ramp slabs were in good condition.
- The precast concrete base walls were in good condition.
- Truck bumpers were in fair condition showing signs of wear and tear.
- The operator ramps on the south side of each loading ramp had a dangerously sloped access step.
- The operator ramps had insufficient working clearance widths of 450mm whereas 550mm is required by AS1657.
- The toe board on the operator ramps was 90mm high, not meeting the 100mm minimum requirement of AS1657.
- LR14 had a stair stringer that was rusted out on the north side.
- The access stairs to the operator ramps were not compliant with AS1657 as riser heights were inconsistent (varied between 215 and 235mm) and there were large gaps behind stair treads as the treads did not overhang each other. There were also no handrails for the stairs at all and the 440mm unobstructed width was too narrow (550mm minimum required)
- There were ramp entry gates in place new the end of the ramp, and a safety gate part way along the ramp, though there was no safety gate at the truck unloading end.
- Access ladders from the truck parking area were not compliant with AS1657 in that ladder rungs were at
  inconsistent spacing, stiles were too small at 34mm diameter (40mm minimum allowable), rungs were not
  slip resistant, in some instances the top rung was not level with the top landing and the ladder stiles did not
  extend the required minimum of 1000mm above the top landing.

# 6.0 SPECIFIC ISSUES FOR ROOFED STRUCTURES

The following sections detail specific issues that were found with various roofed structures across the site.

It is noted that as the inspection of the structures was visual only, not all issues may have been detected.

### 6.1 Frank Carey Scale House

This building is located at the western end of the site and consists of steel sheet roofing supported on prefabricated timber roof trusses. The trusses are supported by glulaminated roof beams and concrete block walls.

The roof sheeting is of Colorbond Trimdek profile in good condition. The northern roof slope also has a section of polycarbonate roofing which has safety mesh in place underneath.

The Gang-Nail pine timber roof trusses are in fair condition being completely exposed to the underside. Some Gang-Nail connectors are at the commencement of corroding, though not significantly deteriorated at present.

The blockwork walls are in good condition with no damage evident.

### 6.2 Compressor Shed

Adjacent to the north side of the Frank Carey Scale House, the compressor shed is fabricated from 50x50 SHS (square hollow section) galvanised steel columns and purlins and is approximately 2.9m high. Purlins span 2.2m and are spaced between 850mm and 1600mm apart. The roofing and wall cladding is Colorbond Trimdek.

Trimdek roofing can span up to 1300mm for end spans and 1900mm for intermediate spans for the most common 0.42BMT material and 1850mm end span and 2600mm intermediate spans for the less used 0.48BMT material. If the roofing on the compressor shed is 0.42BMT material (undetermined at time of inspection), then the end span limit of



roofing at the west end of the shed is exceeded. This could pose a safety threat if personnel were to walk on the roof with the possibility of sheeting collapse.

### 6.3 Buyers Shelter Adjacent to Pen 240

This small shelter is located at the end of a slightly raised concrete platform and measures approximately 2.5m x 2.5m in plan with the roof being approximately 3.0m above the ground.

The Kliplok roofing is a single span of 2.83m with 280mm overhangs at each end. The span exceeds the allowable maximum for Kliplok roofing and has risk of collapse if personnel were to walk on the roof.

The purlins at each end of the roof sheet have severely corroded and starting to disintegrate.

The four galvanised circular hollow section (CHS) supporting columns are in good condition.

Due to the extent of corrosion and non-compliant roof arrangement, this building is at the end of its safe useable life.

## 6.4 Cattle Marking Shelter Adjacent to Pen R75

This small shelter measures approximately 3.8m x 3.3m in plan with the roof being approximately 2.7m above the ground.

The Kliplok roofing is in double spans of 1450mm with 220mm overhangs at each end. The spans are satisfactory though the end overhangs exceed the allowable maximum of 200mm for Kliplok roofing and has risk of collapse if personnel were to walk on the roof overhangs.

The three C150 purlins and two side purlins are corroding to various degrees.

The four galvanised circular hollow section (CHS) supporting columns are in good condition.

Due to the extent of corrosion and non-compliant roof arrangement, this building is at the end of its safe useable life.

### 6.5 Cattle Marking Shelter Adjacent to Pen R52

This small shelter measures approximately 3.3m x 2.9m in plan with the roof being approximately 2.7m above the ground.

The Kliplok roofing is in double spans of 1500mm with 230mm overhangs at each end. The spans are satisfactory though the end overhangs exceed the allowable maximum of 200mm for Kliplok roofing and has risk of collapse if personnel were to walk on the roof overhangs.

The three C150 purlins and two side purlins are in good condition.

The four galvanised circular hollow section (CHS) supporting columns are in good condition.

Due to the non-compliant roof arrangement, this building is deemed of safety concern.

### 6.6 Scale House Behind Pen R52

This elevated building measures approximately 4.1m long x 2.3m wide. It consists of concrete block base walls supporting a Bondek slab on which the SHS framed building is supported. The building is clad in Colorbond Trimdek sheeting on the roof and walls, with C purlins and girts supporting the cladding. The subfloor space houses a compressor and storage.

This stair access to this building is not compliant with AS1657 and is detailed in a separate report.



The roof purlins and wall girts are severely corroded and disintegrating in many locations.

The Trimdek roofing has excessive eave overhang exceeding the allowable maximum of 150mm for this profile and has risk of collapse if personnel were to walk on the roof overhangs.

The Bondek sheeting which forms the reinforcement for the floor slab has started to corrode and disintegrate, particularly in the vicinity of subfloor vents where exposure to the elements is the most extreme.

Due to the extent of corrosion and non-compliant roof arrangement, this building is at the end of its safe useable life.

## 6.7 Shelter Adjacent to Scale House Behind Pen R51

This roofed area measures approximately 7.23m x 5.5m and shelters cattle and personnel working with livestock using the scales.

The Longline roofing is in a double span arrangement with spans exceeding the allowable maximum of 2.0m and has risk of collapse if personnel were to walk on the roof.

The roof support purlins are severely corroded and disintegrating and the southern 900mm cantilever on the westernmost purlin has been overloaded and partially collapsed at some point.

The C100, C150 and C200 roof purlins are also over the allowable maximum span being 6.4m without any bridging.

A series of CHS and SHS columns support the roof and all are galvanised and in fair to good condition.

Due to the extent of corrosion and non-compliant roof arrangement, this building is at the end of its safe useable life.

#### 6.8 Cattle Marking Shelter Behind Pen R49

The roofed area of this shelter measures approximately 4.0m x 3.0m.

The Kliplok roofing is in double spans of 1250mm with 220mm overhangs at each end. The spans are satisfactory though the end overhangs exceed the allowable maximum of 200mm for Kliplok roofing and has risk of collapse if personnel were to walk on the roof overhangs.

The three C150 purlins and side purlins are corroding to various degrees, with some purlins disintegrating.

The two galvanised circular hollow section (CHS) supporting columns at the west end are in good condition.

The support of the east end of the roof structure off the elevated auctioneers platform handrail stanchions is concerning as these stanchions do not typically function as structural building supports.

Due to the extent of corrosion and non-compliant roof arrangement, this building is at the end of its safe useable life.

#### 6.9 Cattle Marking Shelter at Pen R47

This small shelter measures approximately 3.5m x 2.9m in plan with the roof being approximately 2.7m above the ground.

The Kliplok roofing is in double spans of 1500mm with 220mm overhangs at each end. The spans are satisfactory though the end overhangs exceed the allowable maximum of 200mm for Kliplok roofing and has risk of collapse if personnel were to walk on the roof overhangs.

The three C150 purlins and two side purlins are corroding to various degrees and starting to disintegrate.

The four galvanised circular hollow section (CHS) supporting columns are in good condition.



Due to the extent of corrosion and non-compliant roof arrangement, this building is at the end of its safe useable life.

### 6.10 Cattle Marking Shelter Adjacent to Pen 175

The roofed area of this shelter measures approximately 4.8m x 2.9m.

The Kliplok roofing is in double spans of 1300mm with 150mm overhangs at each end. The spans and overhangs are satisfactory.

The three C150 purlins and side purlins are corroding to various degrees, but not yet disintegrating.

The roof is supported on a mix of CHS stubs as well as the remnants of the adjacent buyers platform roof framing. The Buyers platform had been demolished along with most of its roof, however, the supporting purlin for this small roof was still in place and severely corroded. The CHS stubs were supported on galvanised steel UC/CHS frames on the south side which were in good condition.

As this building is being partially supported by a structure being demolished, alterations will need to be made if this roof is to be retained.

### 6.11 Cattle Marking Shelter Adjacent to Pen R15

This small shelter measures approximately 3.4m x 3.0m in plan with the roof being approximately 2.7m above the ground.

The Kliplok roofing is in double spans of 1500mm with 210mm overhangs at each end. The spans are satisfactory though the end overhangs exceed the allowable maximum of 200mm for Kliplok roofing and has risk of collapse if personnel were to walk on the roof overhangs.

The three C150 purlins and two side purlins are in good condition.

The four galvanised circular hollow section (CHS) supporting columns are in good condition.

Due to the non-compliant roof arrangement, this building is deemed of safety concern.

#### 6.12 Calf Shed

This relatively large structure measures approximately 28m x 18m and covers the calf pans on the north east corner of the site.

The corrugated roofing and hardwood purlins appear to have been replaced recently, possibly replacing a former asbestos roof, and both the roofing and purlins were in good condition. Purlins are 170x70 hardwood spaced at 900mm centres and spanning 4.9m over portal frames. The purlins cantilever 1700mm at each end of the building.

Unfortunately, during the roof replacement works, it appears no maintenance was performed on the remaining structure with purlin cleats, portal rafters and columns, braces, ties and bolts all severely corroded and material flaking off the structural members. The portal frames consist of 230mm deep Taper Flanged Beams (TFB) for columns and rafters and there are 150TFB outriggers at each eave extending the roof 1500mm beyond the columns. The portal frame is welded at the portal knees and apex and has bolted splices part way along the rafter. The splice connection is severely corroded.

The floor is sloped towards the north to facilitate cleaning and the eave heights are 2.7m at the south and 3.1m at the north. The ridge line is at a height of 4.1m.

Due to the extent of corrosion, this building is at the end of its safe useable life.

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# 7.0 TREATMENT PLANT SUMP PUMP HOIST

A galvanised steel frame supports a chain-block for removal and installation of a sump pump at a pit in the saleyards treatment plant. It is believed that the pump and its attachments weigh in the order of 150kg.

The frame is fabricated from 50 SHS columns, cross beam and braces and is approximately 3.1m high and 1.03m wide.

There is no permanent signage indicating the working load limit (WLL) for the hoist assembly. Design check computations show the frame assembly is suitable for sustaining hoisted loads of up to 250kg.

The frame is positioned on the edge of a relatively deep 4.5m diameter pit with barrier rails around the perimeter. The barrier rail is removable at the lifting frame.

During removal of the sump pump, the barrier rail is removed, leaving operators dangerously exposed to the open edge of the pit. The chain block is used to hoist the sump pump and operators must manually reach over the pit and swing the pump onto the edge of the pit. The pump is then dragged to a vehicle nearby and taken for repairs before being returned to the pit.

The entire assembly and hoisting procedure are considered dangerous and should be reviewed. A purpose built monorail system with appropriate end cantilevers would be more suited to hoist the pump and transfer it directly onto the tray of a ute, without having to reach over the put, remove handrails or manually lift the pump once on the edge of the pit. Appropriate WLL signage should also be erected.

## 8.0 CONCLUSIONS

In general, almost all the livestock unloading ramps, miscellaneous roofed structures and the treatment plant sump pump hoist have compliance issues that pose a safety risk to the users of the saleyards site.

Most of the compliance issues with the livestock ramps pertain to non-conformity with dimensions and grades set in AS1657 for operator walkways, stairs, ladders and ramps which have been in place since the ramps were constructed and thus did not conform from the beginning.

Non-compliance with AS5340 is also prolific though this Standard was not in use at the time of construction. Many ramps lack safety gates, ramp access gates, have trip hazards and some have excessive widths that could allow stock to turn around or get stuck. Adjustable ramps also do not have adequate barriers to prevent access below, lack appropriate instructional signage and have some non-conforming rails which pose a safety issue.

Roofed structures are generally regarded as in very poor condition and in many cases roof sheeting exceeds allowable spans and/or end overhangs. Purlins are severely corroded on most structures and losing material section. The calf shed portal frame members are completely corroded and material is flaking off the flanges, webs, cleats and bolts.

The treatment plant hoist presents a hazard to users with the handrail requiring removal from the adjacent the pit during the use of the hoist and users needing to reach over the pit to swing the pump into place. The assembly also does not have placarded WLL signage.

# 9.0 RECOMMENDATIONS

It is recommended that the following actions take place:

- i. Replace all loading ramp operator walkways, ramps and handrails with new installations compliant with AS1657.
- ii. Remove or close off any loading ramps no longer being used.
- iii. Repoint loosened bluestone masonry on eastern loading ramps LR1 LR12.
- iv. Replace all worn, broken, rotted and missing timber rails and truck bumpers.

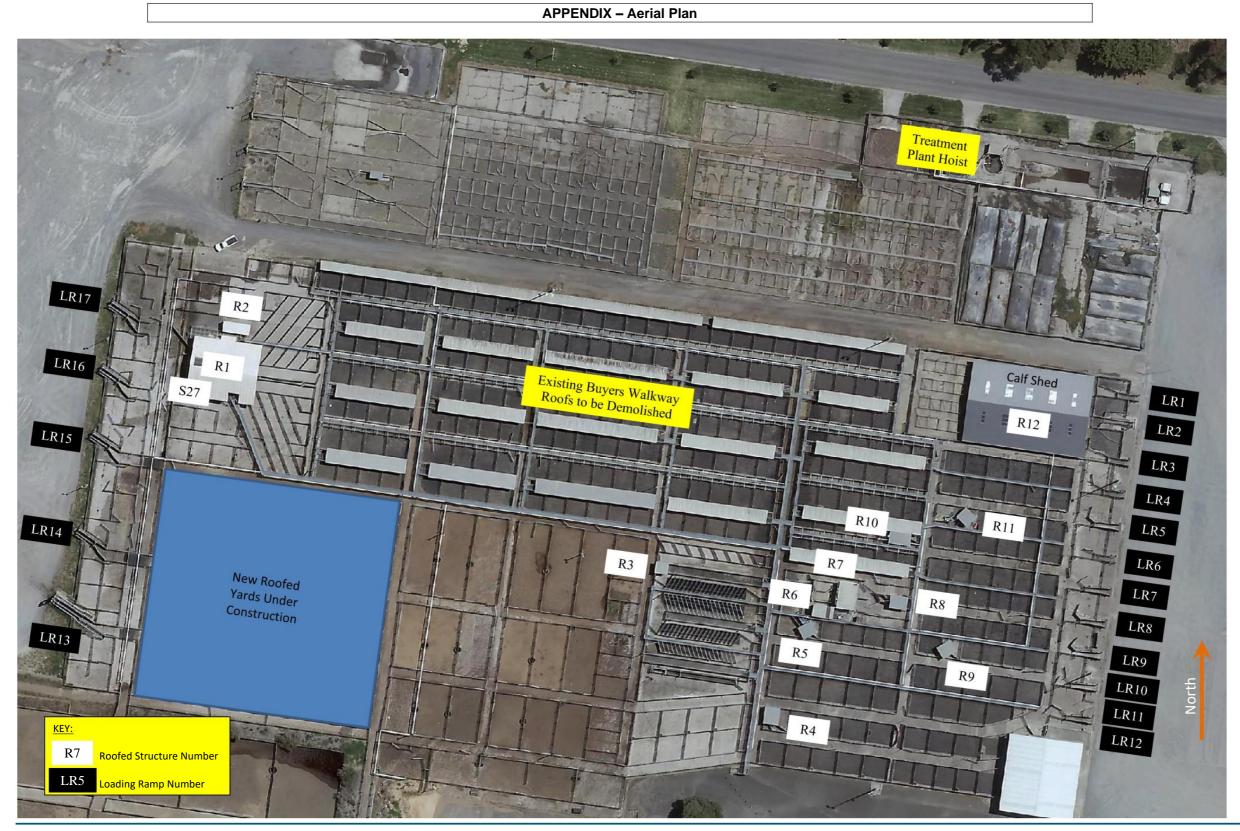
# Loading Ramps, Roofed Structures and Hoist Structural Review

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- v. Install safety gates and ramp entry gates at the top of all loading ramps for the safety of operators to prevent livestock coming back out of the vehicle and to negate the need to climb over rails when operators retrieve the bridging flap.
- vi. Install barriers below adjustable ramps LR2 and LR13 to prevent people from accessing the space under the ramp.
- vii. Install WLL and operational instruction signage for adjustable ramp LR2.
- viii. Provide secure locking mechanism to prevent unauthorised operation of adjustable ramps LR2 and LR13.
- ix. Replace ramp LR11 with new structure with a safety gate and a ramp entry gate with the ramp narrower to prevent livestock turning around, and with a level platform at the top of the ramp for operators to safely stand on to open and close gates.
- x. Replace all stairs and ladders for loading ramps LR13-LR17 with structures compliant with AS1657.
- xi. Monitor the roof trusses for the Frank Carey Scale House (roofed structure R1) for degradation from exposure and consider replacement when Gang Nail plates start to corrode.
- xii. Install additional roof purlins in compressor shed (roofed structure R2) ensuring Trimdek spans do no exceed 1300mm for end spans and 1900mm for intermediate spans.
- xiii. Demolish roofing and roof framing and replace for shelters denoted R3, R4, R7, R8 and R9.
- xiv. When replacing shelter denoted R8, do not support off auctioneers platform handrail stanchions.
- xv. Replace roofing on shelters denoted R5 and R11 with cladding compliant with maximum allowable spans and end overhangs (current end overhangs excessive).
- xvi. Replace Scale House building denoted R6 due to corroded roof framing, corroded Bondek suspended floor.
- xvii. Reconfigure shelter denoted R10 so that it is not supported by the adjacent partially demolished buyers platform roof.
- xviii. Demolish and replace calf shed denoted R12 due to severe corrosion of all steel structural elements.
- xix. Replace treatment plant sump pump hoist frame with monorail structure with trolley spanning approximately 4.5m with 1.5m cantilevers at each end over the pit and over the vehicle loading point. Install WLL and operator instructional signage. Reinstate permanent guardrail structure around pit. Monorail to be set at a height to allow hoisting of the pump over the guardrail.





loading ramps, roofed structures and treatment plant hoist review (id 212348).docx

Page 15 of 34







## **APPENDIX – Photographs**



Photo 1 'IMG\_9064.JPG' - (-38.35262, 142.46031)



Photo 2 'IMG\_9065.JPG' - (-38.35269, 142.46036)



Photo 3 'IMG\_9066.JPG' - (-38.35267, 142.46024)

Loading Ramp LR1 Facing NW

Rails in poor condition. No operator ramp/walkway beside loading ramp. No safety gate or ramp entry gate at top of ramp.

#### Loading Ramp LR2 Facing NW

Adjustable ramp. No barriers preventing access under ramp. No safety gate or ramp entry gate at top of ramp. Side walkways missing mid-rail and are too narrow. No detailed operator instructions or WLL signage.

### Loading Ramp LR2 Facing E

Adjustable ramp. No barriers preventing access under ramp. No safety gate or ramp entry gate at top of ramp. Side walkways missing mid-rail and are too narrow. No detailed operator instructions or WLL signage.





Photo 4 'IMG\_9067.JPG' - (-38.35279, 142.4603)



Photo 5 'IMG\_9068.JPG' - (-38.35276, 142.46024)



Photo 6 'IMG\_9069.JPG' - (-38.35277, 142.46028)

Loading Ramp LR3 Facing NW

Rails in fair condition. Operator ramp/walkway beside loading ramp too steep, narrow and has trip hazard. No railing to operator ramp. No safety gate or ramp entry gate at top of ramp.

Loading Ramp LR3 Facing N

Rails in fair condition. Operator ramp/walkway beside loading ramp too steep, narrow and has trip hazard. No railing to operator ramp. No safety gate or ramp entry gate at top of ramp.

Loading Ramp LR4 Facing S

Rails in fair condition. Operator ramp/walkway beside loading ramp partially missing, narrow and has trip hazard. No railing to operator ramp. No safety gate or ramp entry gate at top of ramp. Truck bumper/buffer missing.





Photo 7 'IMG\_9070.JPG' - (-38.35292, 142.4603)



Photo 8 'IMG\_9071.JPG' - (-38.3529, 142.46027)



Photo 9 'IMG\_9072.JPG' - (-38.35295, 142.46028)

Loading Ramp LR5 Facing NW

Rails in good condition. Operator ramp/walkway beside loading ramp too steep, narrow and has trip hazard. No railing to operator ramp and ramp ends on fence rail. No safety gate at top of ramp. Masonry dislodged.

Loading Ramp LR5 Facing NW

Rails in good condition. Operator ramp/walkway beside loading ramp too steep, narrow and has trip hazard. No railing to operator ramp and ramp ends on fence rail. No safety gate at top of ramp. Masonry dislodged.

#### Loading Ramp LR6 Facing NW

Rails in poor condition with some completely missing. Operator ramp/walkway beside loading ramp partially missing, too steep, narrow and has trip hazard. No railing to operator ramp and ramp end support on fence rail. No safety gate or ramp entry gate at top of ramp. Truck bumper/buffer removed.





Photo 10 'IMG\_9073.JPG' - (-38.35304, 142.46027)



**Photo 11** '*IMG\_9074.JPG*' - (-38.35311, 142.46027)



Photo 12 'IMG\_9075.JPG' - (-38.35315, 142.46025)

Loading Ramp LR7 Facing NW

Rails in good condition. Operator ramp/walkway beside loading ramp too steep, narrow and has trip hazard. No railing to operator ramp and ramp ends on fence rail. No safety gate at top of ramp. Masonry dislodged.

Loading Ramp LR8 Facing W

Rails in good condition. Operator ramp/walkway beside loading ramp too steep, narrow and has trip hazard. No railing to operator ramp and ramp ends on fence rail. No safety gate at top of ramp. Masonry dislodged.

Loading Ramp LR9 Facing W

Rails in good condition. Operator ramp/walkway beside loading ramp too steep, narrow and has trip hazard. No railing to operator ramp and ramp ends on fence rail. No safety gate at top of ramp. Masonry dislodged.





Photo 13 'IMG\_9076.JPG' - (-38.35322, 142.46024)



Photo 14 'IMG\_9077.JPG' - (-38.35325, 142.46024)



Photo 15 'IMG\_9078.JPG' - (-38.35328, 142.46024)

Loading Ramp LR10 Facing W

Rails in good condition. Operator ramp/walkway beside loading ramp too steep, narrow and has trip hazard. No railing to operator ramp and ramp ends on fence rail. No safety gate at top of ramp.

Loading Ramp LR11 Facing W

Rails in good condition. No operator ramp/walkway beside loading ramp. No safety gate or ramp entry gate at top of ramp. No level platform at top of ramp and ramp flares wide at the bottom.

#### Loading Ramp LR12 Facing W

Rails in good condition. Operator ramp/walkway beside loading ramp too steep, narrow and has trip hazard. No railing to operator ramp and ramp ends at a high drop-off. No safety gate at top of ramp. Masonry dislodged.





Photo 16 'IMG\_9079.JPG' - (-38.35308, 142.45741)



Photo 17 'IMG\_9080.JPG' - (-38.35301, 142.45751)



Photo 18 'IMG\_9081.JPG' - (-38.35305, 142.45754)

Loading Ramp LR13 Facing E

Adjustable ramp. No barriers preventing access under ramp. Side walkways handrails too high. Stairs accessing side walkways have inconsistent riser heights. Guard railing missing from south side of northern access stair landing.

Loading Ramp LR13 Facing SE

Adjustable ramp. No barriers preventing access under ramp. Side walkways handrails too high. Stairs accessing side walkways have inconsistent riser heights. Guard railing missing from south side of northern access stair landing.

Loading Ramp LR13 Access Stair Facing SE

Guard railing missing from south side of northern access stair landing.



Photo 19 'IMG\_9083.JPG' - (-38.35311, 142.45764)



Photo 20 'IMG\_9084.JPG' - (-38.35292, 142.45754)



Photo 21 'IMG\_9085.JPG' - (-38.35295, 142.45757)

Loading Ramp LR13 - Southern Operator Walkway Facing NW

Inconsistent riser heights to stair.

Loading Ramp LR14 Facing E

Rails in fair to good condition. Truck bumper/buffer in fair to poor condition. Dangerously sloped access stair to side operator ramps. Operator ramps too narrow and toe board does not meet height requirements. Access stairs at end of operator ramps have noncompliant riser and going dimensions and there were large gaps where a foot could slip through. No safety gate at end of ramp, though a cut-off gate was in place mid-way along the ramp. Access ladders from truck parking had inconsistent rung spacing, undersized stiles, rungs were not slip resistant and the stiles did not extend high enough above the top landing.

### Loading Ramp LR14 South Access Ladder Facing NE

Access ladder from truck parking had inconsistent rung spacing, undersized stiles, rungs were not slip resistant and the stiles did not extend high enough above the top landing. Top rung was not level with the top landing. Area overgrown with weeds.





Photo 22 'IMG\_9086.JPG' - (-38.35297, 142.45764)



Photo 23 'IMG\_9087.JPG' - (-38.35295, 142.45762)



Photo 24 'IMG\_9088.JPG' - (-38.35289, 142.45757)

### Loading Ramp LR14 - South Operator Walkway Facing W

Dangerously sloped access step to side of operator walkway. Operator walkway too narrow and toe board does not meet height requirements. Guard railing missing from east end though arguable if required as height is low.

### Loading Ramp LR14 - South Operator Walkway Facing N

Dangerously sloped access step to side of operator walkway. Operator walkway too narrow and toe board does not meet height requirements. Guard railing missing from east end though arguable if required as height is low.

### Loading Ramp LR14 - North Access Ladder Facing E

Access ladder from truck parking had inconsistent rung spacing, undersized stiles, rungs were not slip resistant and the stiles did not extend high enough above the top landing. Area overgrown with weeds.





Photo 25 'IMG\_9089.JPG' - (-38.35293, 142.45766)



Photo 26 'IMG\_9090.JPG' - (-38.35295, 142.45759)



Photo 27 'IMG\_9091.JPG' - (-38.35271, 142.45757)

### Loading Ramp LR14 - North Operator Walkway Facing NW

Operator walkway too narrow and toe board does not meet height requirements. Access stairs at end of operator ramps have non-compliant riser and going dimensions and there were large gaps where a foot could slip through. No handrails to access stair.

### Loading Ramp LR14 - North Operator Walkway Facing NW

Stair stringer corroded through.

#### Loading Ramp LR15 Facing E

Rails in fair to good condition. Truck bumper/buffer in fair to poor condition. Dangerously sloped access stair to side operator ramps. Operator ramps too narrow and toe board does not meet height requirements. Access stairs at end of operator ramps have noncompliant riser and going dimensions and there were large gaps where a foot could slip through. No safety gate at end of ramp, though a cut-off gate was in place mid-way along the ramp. Access ladders from truck parking had inconsistent rung spacing, undersized stiles, rungs were not slip resistant and the stiles did not extend high enough above the top landing.





Loading Ramp LR16 Facing NE

Rails in fair to good condition. Truck bumper/buffer in fair to poor condition. Dangerously sloped access stair to side operator ramps. Operator ramps too narrow and toe board does not meet height requirements. Access stairs at end of operator ramps have noncompliant riser and going dimensions and there were large gaps where a foot could slip through. No safety gate at end of ramp, though a cut-off gate was in place mid-way along the ramp. Access ladders from truck parking had inconsistent rung spacing, undersized stiles, rungs were not slip resistant and the stiles did not extend high enough above the top landing.

Loading Ramp LR16 - South Access Ladder

Access ladder from truck parking had inconsistent rung spacing, undersized stiles, rungs were not slip resistant and the stiles did not extend high enough above the

Photo 28 'IMG\_9092.JPG' - (-38.35258, 142.45758)



Photo 29 'IMG\_9093.JPG' - (-38.35262, 142.45762)



Loading Ramp LR17 Facing E

Facing NE

top landing.

Rails in fair to good condition. Truck bumper/buffer in fair to poor condition. Dangerously sloped access stair to side operator ramps. Operator ramps too narrow and toe board does not meet height requirements. Access stairs at end of operator ramps have noncompliant riser and going dimensions and there were large gaps where a foot could slip through. No safety gate at end of ramp, though a cut-off gate was in place mid-way along the ramp. Access ladders from truck parking had inconsistent rung spacing, undersized stiles, rungs were not slip resistant and the stiles did not extend high enough above the top landing.

**Photo 30** '*IMG\_9094.JPG*' - (-38.35245, 142.45759)

loading ramps, roofed structures and treatment plant hoist review (id 212348).docx





Photo 31 'IMG\_9095.JPG' - (-38.35246, 142.45783)



Photo 32 'IMG\_9096.JPG' - (-38.35255, 142.45795)



Photo 33 'IMG\_9097.JPG' - (-38.35248, 142.45804)

Frank Carey Scale House - (R1) Facing SE

Good condition though exposed Gang Nail plates will corrode.

Frank Carey Scale House - (R1) Facing S

Good condition though exposed Gang Nail plates will corrode.

Compressor Shed - (R2) Facing SW

Roof purlins at excessive spacing for roof sheeting support at west end.





Photo 34 'IMG\_9098.JPG' - (-38.35295, 142.45912)



Photo 35 'IMG\_9099.JPG' - (-38.35293, 142.45915)



Photo 36 'IMG\_9100.JPG' - (-38.3533, 142.45944)

Buyers Shelter Adjacent to Pen 240 - (R3) Facing W

Allowable roof sheeting span and end overhangs exceeded. Purlins severely corroded.

Buyers Shelter Adjacent to Pen 240 - (R3) Facing N

Roof purlins severely corroded.

Cattle Marking Shelter Adjacent to Pen R75 - (R4) Facing NW

Roof sheeting end overhangs exceed allowable maximum. Purlins corroding.



Photo 37 'IMG\_9101.JPG' - (-38.35313, 142.45949)



Photo 38 'IMG\_9102.JPG' - (-38.35305, 142.45958)



Photo 39 'IMG\_9103.JPG' - (-38.35305, 142.45952)

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Cattle Marking Shelter Adjacent to Pen R52 - (R5) Facing NW

Roof sheeting end overhangs exceed allowable maximum.

Scale House Behind Pen R52 - (R6) Facing W

Roof purlins severely corroded. Excessive end overhang of roof sheeting. Bondek sheeting supporting floor slab corroding.

Scale House Behind Pen R52 - (R6) Facing SE

Roof purlins severely corroded.





Scale House Behind Pen R52 - (R6) Facing W

Bondek sheeting corroded.

Photo 40 'IMG\_9104.JPG' - (-38.35311, 142.45947)



Photo 41 'IMG\_9105.JPG' - (-38.35306, 142.45943)



Photo 42 'IMG\_9106.JPG' - (-38.35302, 142.45944)

Scale House Behind Pen R52 - (R6) Facing E

Bondek sheeting corroded and collapsing near subfloor grated vent.

Scale House Behind Pen R52 - (R6) Facing E

Purlin end overhang severely corroded.





Photo 43 'IMG\_9107.JPG' - (-38.35305, 142.4595)



Photo 44 'IMG\_9108.JPG' - (-38.35307, 142.45967)



Photo 45 'IMG\_9109.JPG' - (-38.35314, 142.45982)

Shelter Adjacent to Scale House Behind Pen R51 - (R7) Facing NE

Roof purlins severely corroded, over span and west purlin buckled and partially collapsed.

**Cattle Marking Shelter Behind Pen R49 - (R8)** Facing NE

Roof sheet end overhang exceeds allowable limits. Purlins corroding. Purlins supported off Auctioneers walkway handrail stanchions.

Cattle Marking Shelter at Pen R47 - (R9) Facing NW

Roof sheet end overhang exceeds allowable limits. Purlins corroding.





Photo 46 'IMG\_9110.JPG' - (-38.35291, 142.45966)



Photo 47 'IMG\_9111.JPG' - (-38.35288, 142.45969)



Photo 48 'MG\_9111a.JPG' - (-38.35288, 142.45981)

Cattle Marking Shelter Adjacent to Pen 175 - (R10) Facing E

Purlins corroding. Roof supported on partially demolished buyers platform roof adjacent.

**Cattle Marking Shelter Adjacent to Pen 175 - (R10)** Facing SW

Purlins corroding.

Cattle Marking Shelter Adjacent to Pen R15 - (R11) Facing E

Roof sheet end overhang exceeds allowable limits.



Photo 49 'IMG\_9112.JPG' - (-38.35252, 142.46025)



Calf Shed - (R12) Facing S

Calf Shed - (R12) Facing SW

and bolts.

Steelwork severely corroded including frames, cleats

**CONSULTING ENGINEERS** 

Splice connection in rafter severely corroded.

Photo 50 'IMG\_9113.JPG' - (-38.35269, 142.46019)



Photo 51 'IMG\_9114.JPG' - (-38.35271, 142.46005)

Calf Shed - (R12) Facing E

Portal knee and tie connection severely corroded.

loading ramps, roofed structures and treatment plant hoist review (id 212348).docx





Facing E Portal column severely corroded.

Calf Shed - (R12)

Photo 52 'IMG\_9115.JPG' - (-38.35275, 142.46004)



Photo 53 'IMG\_9116.JPG' - (-38.35276, 142.46002)



Photo 54 'IMG\_9117.JPG' - (-38.35276, 142.46002)

Calf Shed - (R12) Facing NE

Portal rafter, bracing and splice connection severely corroded.

Calf Shed - (R12) Facing NE

Purlin cleats and bolts severely corroded.





Photo 55 'IMG\_9120.JPG' - (-38.35211, 142.45985)



Photo 56 'IMG\_9121.JPG' - (-38.35211, 142.45985)



Photo 57 'IMG\_9122.JPG' - (-38.35217, 142.45988)

Facing SE No WLL. Dangerous to operate as guardrail is

removed.

**Treatment Plant Hoist** 

Treatment Plant Hoist Facing E

No WLL. Dangerous to operate as guardrail is removed.

**Treatment Plant Hoist** Facing N

No WLL. Dangerous to operate as guardrail is removed.

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116 Timor Street Warrnambool Vic 3280 **T**. 03 5562 4930 **F**. 03 5562 0763 **ABN**. 59 077 506 506 **E**. engineers@thecsegroup.com.au **thecsegroup.com.au** 

Project Name:	WCC Saleyards Walkway Platform	Project Number:	2020.278				
Report Title:	Warrnambool Saleyards Walkway Platforms Assessment						
Project Location:	71-99 Caramut Road, Warrnambool						
Client:	Warrnambool City Council - WCC	Report Author:	Brett Johnston				
Report To:	Paul Cugley	Report Copies To:	Adam Williams				
Revision No.:	А	Report Date:	26/10/2020				
Summary:	The Bondek sheeting for the raised concrete walkway platforms has severely corroded and one platform has collapsed. Most platforms are structurally unsound and require replacement. In addition, the roofing and roof support purlins are also corroded and require replacing.						



Document History							
Rev. No.	Description of Revision	Prepared By	Checked By	Date Issued			
А	First Report	B. Johnston	P. Graesser	26 October 2020			

#### Disclaimer:

This report and the results shown and recommendations made herein are based upon the information, drawings, samples, tests and measurements referred to. The CSE Group, its consultants and agents accepts no liability for any damages, charges, costs or expenses in respect of or in relation to injury or death of any person or damage to any property or of other loss whatsoever arising either directly or indirectly from the use of this report, the carrying out of recommendations contained herein or the use of any goods or materials referred to.



# Table of Contents

# Report

1.0	INTRODUCTION	3
2.0	STRUCTURAL LAYOUT	3
3.0	STRUCTURAL DAMAGE	3
4.0	CAUSE OF DAMAGE AND DISCUSSION	6
5.0	CONCLUSIONS	7
6.0	RECOMMENDATIONS	7



# 1.0 INTRODUCTION

The South West Victorian Livestock Exchange (SWVLX) located on the outskirts of Warrnambool conducts stock sales for sheep and cattle generally weekly and the facility consists of a large array of stock yards with elevated vendor and purchaser viewing platforms for each yarding.

The viewing platforms are raised above the yard floor level and are suspended concrete slabs. One such platform has recently collapsed prompting an investigation into the structural integrity of the remaining platforms.

Under instruction from Warrnambool City Council's Paul Cugley and Adam Williams, structural engineer, Brett Johnston of the CSE Group Consulting Engineers Pty Ltd visited the saleyards site on Thursday 21 October 2020 and visually inspected all suspended concrete platforms. This report details the findings from this inspection.

# 2.0 STRUCTURAL LAYOUT

The saleyards contain numerous stock pens located either side of a series of raised covered platforms. The platforms are typically 2.4m wide and of various lengths.

The platforms are constructed from one-way spanning Bondek concrete slabs which consist of Bondek sheeting supported by 100PFC beams at either side. The slabs are nominally 100mm thick and contain a single layer of mesh reinforcement. The structural span of the slabs is 2.4m and the height above ground varies from around 200mm to 600mm.

A steel framed roof structure provides limited weather protection to the platforms. The roof consists of tray deck roof sheeting in a one way fall supported on steel purlins spaced at 2.4m apart. The purlins are bolted to steel hollow section columns.

# 3.0 STRUCTURAL DAMAGE

On Wednesday 21 October one of the raised concrete platforms partially collapsed during a stock auction. The platform at pens 128-133 and 172-177 was occupied by people at the time of the collapse. In total, an approximate area of 10m x 2.4m of the platform structure fell approximately 500mm to the ground after suffering a bending stress failure at midspan at the point of highest positive moment.



**Photo 1:** Collapsed section of platform.

warrnambool saleyards walkway platforms assessment (id 210445).docx



Observation of the failed section revealed that the Bondek support sheeting had corroded completely through. With the Bondek being the primary bending reinforcement for the suspended slab, and with the dovetail ribs having corroded away totally, the slab underwent a sudden brittle failure. In addition, the light shrinkage reinforcement within the concrete was also found to be almost completely corroded out, suggesting that the concrete was not providing protection to the embedded steel.



**Photo 2:** View on broken section of platform at edge support showing corroded Bondek sheeting and remnants of dovetail ribs embedded within the concrete



**Photo 3:** View on broken section of platform at midspan showing Bondek completely corroded through leading to brittle failure of concrete.

Further investigation into all other platforms on the site revealed that Bondek sheeting was highly corroded and all platforms except for the three smaller structures at the southern end (pens 247, 249 and 250) were undergoing various stages of collapse. In many situations, Bondek sheeting had fallen away from the underside of the slab due to the complete disintegration of the dovetail ribs. Longitudinal cracks had also formed in several platforms along

warrnambool saleyards walkway platforms assessment (id 210445).docx



potential failure lines. All platforms are highly susceptible to sudden collapse failure at any moment, like the collapse that occurred last week.



**Photo 4:** Different platform structure viewed from underside showing Bondek sheeting has corroded out and is collapsing away from the concrete.



**Photo 5:** Longitudinal fracture line formed near support for platform where hogging moments are at their highest and failure of the platform is imminent.

In addition, the roof structures over the platforms are also in a highly corroded state and susceptible to failure. In particular, the roof purlins are highly corroded and starting to disintegrate in many locations. The roof sheeting is also spanning excessive distances at 2.4m in most cases, which is beyond the maximum recommended span for single span sheets. The roof structures are not compliant in that they would not safely support design imposed loads from wind action or from people accessing the roof. Should people such as plumbers or service personnel walk on the roof, the sheeting could collapse.

warrnambool saleyards walkway platforms assessment (id 210445).docx

WCC Warrnambool Saleyards Walkway Platforms 71-99 Caramut Road, Warrnambool





**Photo 6:** View of typical roof structure showing corroded support purlins and roof sheeting in single span arrangement over excessive distance for capability of sheeting.

### 4.0 CAUSE OF DAMAGE AND DISCUSSION

The platform collapse was caused due to corrosion of the Bondek sheeting dovetails which is the primary bending reinforcement for the suspended concrete. With the dovetail ribs completely corroded and disintegrated, there was no effective remaining ductile reinforcing steel in the concrete capable of withstanding bending stresses. The load of people on the platform led to a brittle failure of the concrete.

The Bondek sheeting disintegrated due to the extremely high corrosive environment. The sheeting was directly exposed on the underside to splash of animal faeces and urine along with wash-out water, marine air and general air-borne moisture. The repetitive wash down of the adjacent stock yard pens has also added to the problem with manure and urine being washed under the platforms and splashing up and adhering to the underside, directly onto the exposed Bondek sheeting. With the detritus not being removed, the corrosive environment has been allowed to establish and attack the sheeting continuously and unchecked.



Photo 7: View under typical platform showing manure adhered to underside and Bondek sheeting starting to peel away from concrete.

warrnambool saleyards walkway platforms assessment (id 210445).docx

WCC Warrnambool Saleyards Walkway Platforms 71-99 Caramut Road, Warrnambool



The use on Bondek as a permanent formwork and reinforcement in such a highly corrosive environment is not currently advised and in hindsight was a poor choice for these structures as the corrosion effect was always going to be problematic. It would perhaps be more appropriate to utilise open grating type walkway systems which can be easily cleaned and maintained. Such systems can be manufactured from fibre reinforced plastics which are not susceptible to corrosion.

The roof purlins have corroded due predominantly to the exposed conditions, with marine air exposure and to a lesser extent the effects of the by-products of the saleyards use. Upturned purlin lips have trapped moisture and debris on top of the bottom flanges allowing corrosion to continue unabated.

The excessive span of the roof sheeting is attributed to incorrect design and/or construction for the product used. Over-length roof sheet spans are considered extremely dangerous for personnel that may access the roof as the sheets are susceptible to collapse under load.

Throughout the entire saleyards site, all platform and roof structures are subject to similar deterioration and defects and have the possibility of a collapse, apart from the three lower set platforms at the south end as mentioned previously. As such all effected structures should be closed and barricaded to prevent access and programmed for immediate replacement.

## 5.0 CONCLUSIONS

The sudden collapse of an elevated platform structure was caused by the failure of the supporting Bondek sheeting to the suspended concrete. The Bondek sheeting failed due to severe corrosion of the dovetail ribs facilitated by the extremely corrosive environment.

All platforms on the site, apart from the three lower platforms at pens 247, 249 and 250 are subject to similar degradation and could collapse at any moment. As such, all affected platforms should be decommissioned immediately.

The roof structures over the platforms are also subject to possible failure due to corrosion of the support purlins and the excessive spans of the roof sheeting.

### 6.0 **RECOMMENDATIONS**

It is recommended that the following works are performed:

- i. Immediately barricade off all platforms and prohibit access, apart from the platforms at pens 247, 249 and 250.
- ii. Completely demolish all effected platforms and associated roof structures and replace with new structures formed from materials suitable for the environment and loading conditions.



## WARRNAMBOOL LIVESTOCK EXCHANGE

# **DISCUSSION PAPER**



## **JUNE 2010**

## WARRNAMBOOL LIVESTOCK EXCHANGE

### **DISCUSSION PAPER**

### **CONTENTS**

1.	BACKGROUND 4					
	a. History					
	b. Operations					
	c. Infrastructure					
	d. Best Value Review (2005)					
2.	MARKET ANALYSIS					
	a. Activity – Warrnambool Saleyards					
	b. Origin of Cattle – Warrnambool Saleyards					
	c. Industry overview					
	d. Competition					
	e. Saleyards Fees					
3.	CITY LAND USE PLANNING					
	a. Strategic Planning					
	b. Existing location of Saleyards					
	c. Mapping of future Growth Areas					
	d. Alternative uses of the existing site					
4.	ENVIRONMENTAL SUSTAINABILITY					
	a. Waste treatment					
	b. Water usage					
	c. Solutions to managing environmental issues					
5.	FINANCIALS – WARRNAMBOOL SALEYARDS					
6.	ECONOMIC IMPACT ASSESSMENT					
7.	RISK MANAGEMENT					
•	SWOT ANALYSIS					
8.						
9.	CONSULTATION					

#### **APPENDICES**

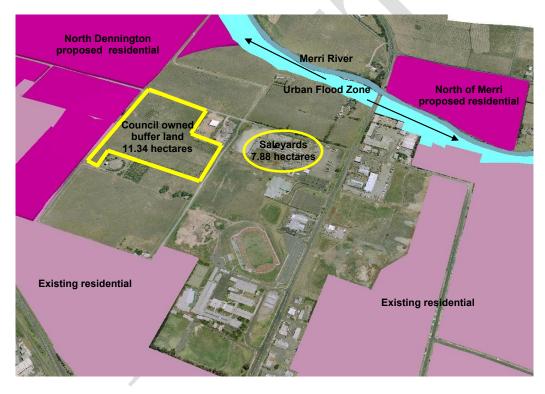
- A. SITE PLAN WARRNAMBOOL SALEYARDS
- B. BEST VALUE REVIEW WARRNAMBOOL LIVESTOCK EXCHANGE (2005)
- C. 10 YEAR CATTLE THROUGHPUT MEMBERS OF LIVESTOCK SALEYARDS ASSOCIATION OF VICTORIA INC.
- D. LAND VALUATION WARRNAMBOOL SALEYARDS
- E. SITE CLEAN-UP COSTS
- F. WARRNAMBOOL LIVESTOCK EXCHANGE TRADE WASTE MANAGEMENT PLAN (2009)
- G. WHK HORWATH REPORT WARRNAMBOOL SALEYARDS
- H. ECONOMIC IMPACT ASSESSMENT, WARRNAMBOOL LIVESTOCK EXCHANGE, AEC Group (April 2008)
- I. ECONOMIC IMPACT ASSESSMENT CAMPERDOWN LIVESTOCK EXCHANGE, Street Ryan (May 2009)
- J. LIST OF CARAMUT RD BUSINESSES IN CLOSE PROXIMITY TO SALEYARDS
- K. COPY OF ALL PUBLIC SUBMISSIONS RECEIVED

#### 1. BACKGROUND

#### a) History

Local Government has provided and managed the Warrnambool Saleyards since 1883. In 1970, the Saleyards moved from Raglan Parade to the present site in Caramut Road, where it occupies 7.88 hectares of land bordered by Caramut Rd, Coghlans Rd and Rooneys Rd.

Council also owns an 11.34 hectare parcel of land to the west of the Saleyards site on Rooneys Rd. This land contributes, in part, to the planning requirement to maintain a 500 metre buffer zone around the Saleyards site that separates its activity from residential zones. Further descriptions of the land uses in and around the Saleyards are discussed at Section 5 of this report.



#### Figure 1 View from the South – Saleyards location

By cattle throughput, the Saleyards are currently the largest stock selling centre in South West Victoria and one of the five largest saleyards located in Victoria. In recent years, the Saleyards has consistently processed in excess of 100,000 head per annum, predominantly in cattle and drawing from a large catchment area across South West Victoria.

Over the past decade Council has invested in major capital improvements at the Saleyards with an emphasis on achieving quality assurance and the introduction of related technology. Major investments over recent years include:

- Installation of the National Livestock Identification Scheme (NLIS), Australia's system for identifying and tracking beef and dairy cattle.
- In 2000, the Saleyards achieved European Union Quality Assurance and accreditation which enabled EU accredited producers to sell stock through the yards to EU processors without losing status.
- Between 1997 and 2002 the Saleyards facilities were expanded under a \$2 million capital works program that included the provision of live weight scales, equipment for post-weigh process, additional pens and yards, new dairy ring and new facilities for post sale loading of stock.
- Since 2005, net capital expenditure of \$837,000 has been undertaken at the Warrnambool Saleyards. Examples of Capital works included OH&S and effluent system upgrades, conversion of truck wash facility to AVDATA, and purchase of NLIS scanning equipment.

#### b) Operations

Key features of the operations of the Saleyards include:

- weekly Wednesday fat cattle, dairy, calf and sheep sales. A store sale is also held monthly on a Friday;
- Council employs six full time equivalent (FTE) staff to manage, operate and maintain the Saleyards facility;
- there are currently five agents who operate through the Saleyards:
  - Brian O'Halloran & Co;
  - Elders V P Ltd;
  - J & J Kelly;
  - Landmark; and
  - Saffin Kerr Bowen & Wilson.
- animals are sold (auctioned) using selling methods of open auction and live weight (cents per kg);
- all cattle are scanned under the National Livestock Exchange Identification Scheme (NLIS) and checked against the database for Lifetime Traceability; and
- sales are managed and operated in accordance with full quality assurance accreditations including Ausmeat Quality Assurance, European Union Quality Assurance and Accreditation, and Meat Standards Australia.

#### c) Infrastructure

The Saleyards comprise the following main infrastructure:

- dirt floor cattle pens (9,225 m2);
- concrete floor cattle pens (20,655 m2), of which 3,280m2 are covered with woodchips at a depth of approximately 100mm between November and April;
- concrete floor sheep pens (6,170 m2);
- scale house and dairy ring (both roofed);
- administration buildings;
- two bay truck wash and sealed truck offloading area; and
- unsealed truck loading area; and an effluent treatment plant (2,100 m2).

A site plan of the Saleyards facility is shown at A. As noted previously in this report, there is also a requirement to maintain a 500 metre buffer zone around the Saleyards site that separates its activity from residential zones.

#### d) Best Value Review (2005)

A *Best Value Review* of the Warrnambool Saleyards was undertaken in 2005 to identify key issues and to articulate areas for improvement or change. The full report is shown at Appendix B. Key findings of the 2005 report were:

- the Saleyards have important economic spin-offs for the city in the form of direct employment, the weekly presence and economic activity of buyers, producers, truck drivers and the establishment and operation of related commercial activities;
- the Saleyards have met the full quality assurance accreditations; and
- management and facilities are generally well regarded by users of the Saleyards.

The 2005 report also noted that the facility faces the following significant challenges:

- environmental compliance with Wannon Water;
- keeping pace with the introduction of additional technology;
- the extension of soft flooring; and
- over the short term, the funding capacity of Council would not be commensurate with the level of capital works and priorities that need to be established.

In summary, the report concluded that at that time, "the interests of all parties were satisfied and proposed no changes to the current Saleyards arrangements." It was also the conclusion of the 2005 report "that if the occasion arises where alternative options are presented to Council, any benefits and/or disadvantages accompanying these proposals should be analysed carefully and with an open mind."

#### 2. MARKET ANALYSIS

#### a) Activity - Warrnambool Saleyards

Sales trends at the Saleyards over the past five years show cattle sales consistently in excess of 100,000 head each year and diminishing lamb numbers. The relevant market of the Warrnambool Saleyards is the provision of saleyards services for cattle, with these sales comprising around 90% of the total yard throughput in 2009.

#### <u>Table 1</u> Sales activity – Warrnambool Saleyards

	Year ending 30 June				
Stock sold	2005	2006	2007	2008	2009
Cattle*	114,956	102,275	118,044	102,872	106,145
Lambs / Sheep	49,325	54,638	33,213	13,881	6,289
Calves	n/a	n/a	11,464	9,732	10,875

Source : Livestock Saleyards Association Victoria Inc, 2009; Warrnambool Livestock Exchange. \* Approximately 5,000 dairy stock are sold per year which are included in the cattle numbers.

Approximately 75% of the cattle are sold at the weekly Wednesday sale and the remaining 25% at the monthly store sale on the last Friday of each month.

The steady cattle throughput numbers can be attributed to:

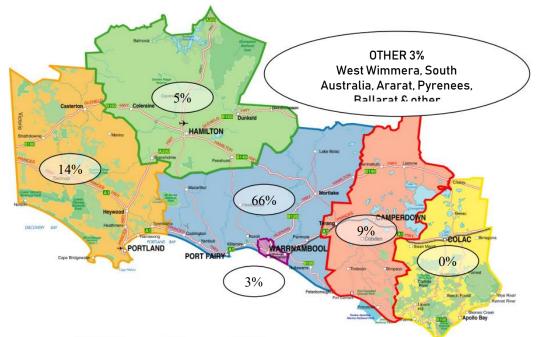
- good representation of buyers and agents;
- adherence to quality assurance and accreditation processes;
- good facilities relative to other competitors in the region;
- good sales results; and
- use of latest technology.

Lambs / Sheep numbers have declined sharply over the past four years due to:

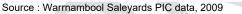
- strong competition by saleyards at Ballarat (1.5 million head) and Hamilton (1.2 million head) that process much larger numbers;
- steady growth of the dairy industry in the region;
- decrease in sheep farming with blue gum plantations replacing some properties; and
- limited number of buyers operating at the Warrnambool Saleyards resulting in a perception by producers of a lack of local competition.

#### b) Origin of cattle – Warrnambool Saleyards

Analysis was undertaken to inform the geographical origin of cattle sold at the Warrnambool Saleyards. The origin of all cattle sold (including weekly and monthly store sales) at Warrnambool Saleyards was categorised by municipality. Data was sourced from the electronic Product Identification Code (PIC) assigned to all beasts sold at the Saleyards, and subsequently uploaded electronically into reporting software. One of the several identification symbols contained in the PIC is the municipality of origin.

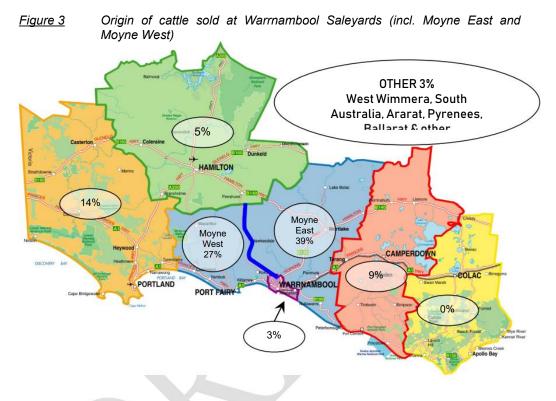


#### Figure 2 Origin of cattle sold at Warrnambool Saleyards (2009)



The catchment analysis of the Warrnambool Saleyards shows that 66% of cattle throughput for all agents for both store and prime cattle is located in Moyne Shire, followed by the municipalities of Glenelg (14%), Corangamite (9%), Southern Grampians (5%) and Warrnambool (3%). The above map shows that the majority of the Saleyards catchment area is located typically within 1-1.5 hours transportation time from Warrnambool.

To further inform the origin of cattle analysis, the municipality of Moyne Shire was divided into Moyne West and Moyne East on the basis of a hypothetical dividing boundary between Warrnambool and Penshurst following the Penshurst – Warrnambool Road. While the land area of the Moyne land to the east of this hypothetical boundary is larger than the area of Moyne land to the west, for the purposes of this analysis it was deemed appropriate to broadly determine the number of cattle processed at the Saleyards that originated from the eastern and western parts of the Moyne Shire. Based on the *Supervisors Log and Agents List – Arrival of Cattle for Sale* log reports, a sample of 29,912 cattle processed on Wednesday sales days was collated. These log reports detail the origin location of the cattle arriving at the Saleyards. The sample size is the equivalent of 30% of cattle throughput for the 12 months ending 31 December 2009. The key finding of this analysis was that in the 2009 calendar year 39% of cattle originated from Moyne East and 27% from Moyne West.



Source : Sample from Combined Supervisors Log and Agents List - Arrival of Cattle for Sale, 2009

Based on the hypothetical defined boundary that separates Moyne East and Moyne West, the Saleyards catchment can be categorised into:

- 48% of the Saleyards catchment is sourced North East of Warrnambool (incorporating Moyne East, Corangamite, Colac-Otway, and Ararat);
- 47% of the Saleyards catchment is sourced North West of Warrnambool (incorporating Moyne West, Southern Grampians, Glenelg, West Wimmera, and South Australia); and
- The residual 5% catchment includes Warrnambool (3%) and miscellaneous others.

#### c) Industry overview

Traditionally, saleyards facilities have been located in most regional towns throughout Australia. However in the last 20 years it is estimated that as many as half the cattle and sheep saleyards in Australia have closed. Many of the closures can be attributed to the significant challenges that the saleyards industry and livestock producers are facing some of which include:

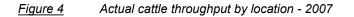
- Animal welfare compliance;
- Competition with other selling systems like direct selling from farmers to processors, feedlot selling, and independent buyers;
- Environmental sustainability issues (waste water and water efficiency);
- Provision of animal shade and shelter;
- Increasing OH&S compliance and risk management issues;
- High cost of compliance with industry regulations (EPA, Quality Assurance, Meat Standards Australia, National Livestock Inspections Service and EU compliance);
- Saleyard capacities; and
- Increased emphasis on lifetime traceability of cattle and application of computerised management systems for cattle movement through saleyards.

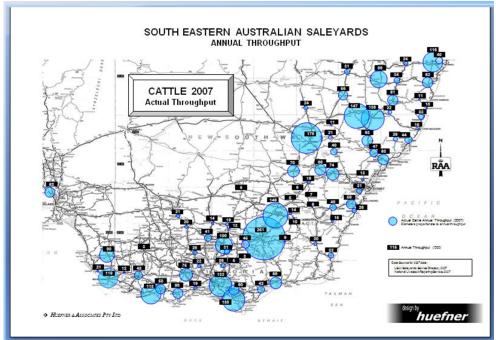
Opportunities for the saleyards industry include:

- Saleyards are a low cost way of selling;
- Better sale prices are achieved due to competition;
- I.T. can be better utilised to attract increased sales;
- Improve animal welfare through provision of soft floors;
- Move to paperless transactions with direct credit to bank accounts and emailing of invoicing;
- Large producers want better value; and
- Consider fees based on auction lots rather than per head.

The saleyards industry experiences a multitude of threats as do many other industries. Those saleyards that remain confront some serious challenges over their future direction and their management. In a study commissioned by the City of Wodonga in 2006 to evaluate saleyard location options for the Wodonga Livestock Exchange, it was noted that *"two out of three yards in Victoria will no longer be in operation by 2030."* The smaller selling centres are particularly vulnerable and face pressing challenges due to increasing costs for environmental protection works, quality accredited facilities and reducing numbers of stock.

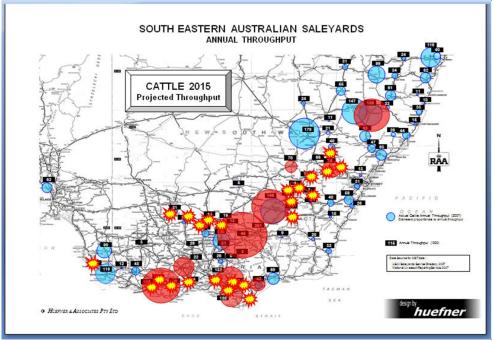
Over recent years there has been a growing emphasis towards the regionalisation of selling yards. Regionalisation translates to fewer and bigger yards which are usually privately owned and operated. A study by livestock exchange consultancy Huefner and Associates has estimated cattle throughput scenarios through to 2015 (refer overleaf). The study forecasts that regionalisation and rationalisation of saleyards in Victoria will continue with fewer and larger livestock exchange facilities in Victoria particularly in East Gippsland, Northern Victoria, South West Victoria, and parts of southern NSW.





Source: Huefner & Associates Pty Ltd presentation to 2008 Victorian Saleyards Conference

Figure 5 Projected cattle throughput by location - 2015



Source: Huefner & Associates Pty Ltd presentation to 2008 Victorian Saleyards Conference

Examples of rationalisation of the livestock industry in parts of NSW and Victoria are detailed below.

#### New South Wales

The Central Tablelands Livestock Exchange (CTLX) development has replaced three former saleyards at Bathurst, Orange and Blayney. The facility is owned and operated privately by Regional Infrastructure Pty Ltd (RIPL) and required a total investment of \$18 million. The site opened in early 2008 and is situated at Carcoar (NSW) on a 230 acre site and has 3 ½ acres of roof covering the yards. In 2008/09 the CTLX processed 138,000 head of cattle along with 573,000 sheep and lambs. The CTLX is now the second biggest cattle selling centre in NSW and currently pulls stock from as far as 400 – 500 km away.

#### <u>Victoria</u>

The Leongatha (Koonwarra) facility in South Gippsland has consolidated the market previously service by three saleyards at Traralgon, Korumburra and Yarram. The facility is owned and operated by Victoria Livestock Exchange Pty Ltd (VLE). Over the past two years VLE has upgraded the Leongatha saleyards into a covered soft floor facility with no reliance on town water. The Leongatha facility has an annual throughput capacity of 150,000 cattle and 50,000 sheep.

Rationalisation and regionalisation are important issues for Warrnambool as it provides an opportunity to develop a strategy to gradually increase market share at the expense of surrounding saleyards. Council must be proactive to this challenge and develop a strategy to ensure the significant direct and indirect economic benefits associated with a successful saleyards business are retained in the Warrnambool and surrounding region.

The vast majority of the livestock cattle selling centres located in Victoria and their respective owner/operator arrangements are shown below.

Those saleyards which are privately operated and/or owned are shaded in grey.

<u>Table 2</u> Cattle selling centres in Victoria

Livestock Centre	Owner and/or Operator (Private shaded in grey)	Cattle throughput (2009)
Wodonga	Wodonga City Council (Owner) Regional Infrastructure Pty Ltd (Operator)	205,000*
Pakenham	Victorian Livestock Exchange Pty Ltd	131,820
Leongatha (Koonwarra)	Victorian Livestock Exchange Pty Ltd	120,000*
Shepparton	Greater Shepparton City Council	110,000*
Warrnambool	Warrnambool City Council	106,145
Bairnsdale	East Gippsland Shire Council	72,664
Warragul	Baw Baw Livestock Exchange	65,000*
Ballarat**	Ballarat City Council (Owner) Regional Infrastructure Pty Ltd (Operator)	56,915
Sale	Wellington Shire Council (Owner) Victorian Livestock Exchange Pty Ltd (Operator)	53,714
Colac	Colac-Otway Shire Council	51,599
Camperdown	Corangamite Shire Council	50,294
Hamilton	Southern Grampians Shire Council	47,776
Wangaratta	Rural City of Wangaratta Council	43,852
Echuca	Shire of Campaspe	33,214
Euroa	Strathbogie Shire Council	21,948
Yea	Murrindindi Shire Council	21,071
Bendigo	Greater City of Bendigo Council	20,360
Swan Hill	Swan Hill Rural City Council	17,100
Kerang	Gannawarra Shire Council	14,042
Kyneton	Macedon Shire Council	13,432
Casterton	Glenelg Shire Council	12,194
Geelong	Greater City of Geelong Council	8,303
Cobram	Moira Shire Council	7,270
Horsham	Horsham Rural City Council	2,264

Source: Livestock Saleyards Association Victoria Inc, 2009; Warrnambool City Council

Estimate only.

\*\* Ballarat has been listed as being privately operated. Contracts between Ballarat City Council and Regional Infrastructure Pty Ltd (RIPL) were signed in late February 2010 for RIPL to now operate and manage the saleyards on Ballarat City Council's behalf until a new facility is built.

For the year ending 30 June 2009, the total cattle throughput of livestock cattle selling centres located in Victoria was estimated to be 1.3 million. While the majority of saleyards facilities in Victoria continue to remain under the ownership and operation of Local Government, some Council's have chosen to withdraw from the Saleyards business preferring to let private enterprise carry out that role.

Of the total 1.3 million cattle processed by saleyards located in Victoria, some 632,000 cattle (or 49%) were processed by privately operated and/or owned saleyard facilities. Six of the top ten largest cattle selling centres in Victoria are now under private operation and/or ownership. The growing prominence of private sector involvement in the saleyards market supports the trend towards to fewer and bigger yards in regionally significant locations.

There are currently only a small number of private players in the saleyards market. These players and a summary of their involvement in current saleyard locations in Victoria are shown below.

#### Regional Infrastructure Pty Ltd (RIPL)

- Wodonga In 2008 Wodonga City Council appointed Regional Infrastructure Pty Ltd (RIPL) to operate the existing Wodonga Livestock Exchange with the view of building and managing a new facility on a green-field site. While a new site location has been identified, RIPL are yet to formally indicate the timing of construction of the new facility. A planning application for the new site is expected by Wodonga City Council in March / April 2010.
- Ballarat In November 2008 RIPL were named as the preferred tenderer to operate the Ballarat saleyards with the view of constructing a new purpose-built livestock selling centre on a new site. In February 2010 Ballarat City Council signed contracts with RIPL. As part of the contractual arrangements, RIPL will operate the existing Ballarat Livestock Selling Centre. RIPL are yet to formally indicate the location or timing of construction of the new facility.

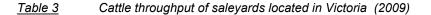
#### Victorian Livestock Exchange Pty Ltd (VLE)

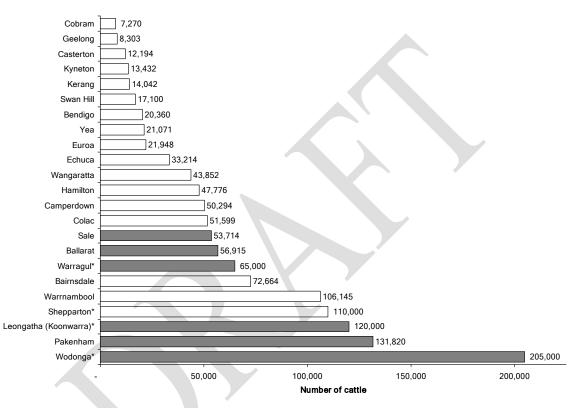
- Pakenham the new Pakenham Livestock Exchange facility was completed in 2000 at a capital cost of \$8 million. It was the first saleyard in Victoria to be built entirely undercover with a soft floor.
- Koonwarra (Leongatha) The Koonwarra Saleyards were sold by Landmark to VLE in 2005. VLE commenced operating in Koonwarra in May 2006.
- Sale In July 2006, VLE acquired the operations of the Sale Livestock Exchange which is the property of Wellington Shire Council.

#### Baw Baw Livestock Exchange Pty Ltd

 Warragul – The private company Baw Baw Livestock Exchange Pty Ltd has owned and operated the saleyards in Warragul since 2004/05. The Livestock Saleyards Association of Victoria (LSAV) reports on throughput figures for its thirty Victorian members and eight associate members (NSW four and South Australia four). LSAV member cattle throughput for saleyards located in Victoria for the year ending 30 June 2009 is shown in Table 3 below. Additional Victorian saleyards who are not members of the LSAV and process material levels of cattle throughput have also been added. These include Wodonga, Leongatha (Koonwarra), Warragul and Shepparton.

Those saleyards which are privately operated and/or owned are shaded in grey.





Source : Livestock Saleyards Association Victoria Inc, 2009; Warrnambool Livestock Exchange.

\*\* Note : Ballarat has been listed as being privately operated. Contracts between Ballarat City Council and Regional Infrastructure Pty Ltd (RIPL) were signed in late February 2010 for RIPL to now operate and manage the saleyards on Ballarat City Council's behalf until a new facility is built.

The Warrnambool Saleyards is one of the five largest cattle selling centres located in Victoria along with Wodonga, Pakenham, Leongatha and Shepparton.

The cattle throughput figures for the past ten years for LSAV members are shown in full at Appendix C.

non LSAV member and denotes estimate only.
 Note: - Rollaret has been listed as being mixed.

#### d) Competition - South West Victoria region

The geographic scope of the market is likely to be different for different parties - local for livestock sellers and smaller agents, and regional or trans-regional for livestock buyers and larger agents (and possibly other users).

The Warrnambool Saleyards is the dominant cattle selling centre in the South West Victoria region. In 2009, cattle throughput at the Warrnambool Saleyards (106k) was broadly twice the size of the next largest livestock centres in South West Victoria - Colac (52k), Camperdown (50k) and Hamilton (48k).



#### <u>Figure 6</u> Cattle throughput (2009) – South West Victoria

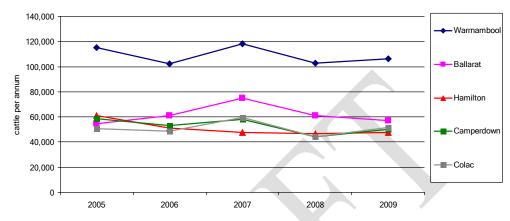
Source : Livestock Saleyards Association Victoria Inc, 2009

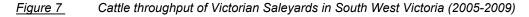
According to the cattle throughput reported by the LSAV, the average throughput over the last ten years for each of the above saleyards in Victoria is as follows:

- Hamilton 50,678;
- Casterton 12,684;
- Warrnambool 101,303;
- Camperdown 56,349;
- Colac 48,758;
- Ballarat 58,107; and
- Geelong 19,163.

The total throughput of saleyards in the South West of Victoria (including Ballarat and Geelong) located to the east of Warrnambool is 182,378 head. This compares with 63,363 located to the west of Warrnambool.

The five year trend of cattle throughput of major selling centres in South West Victoria (including Ballarat) is shown below. The Warrnambool Saleyards have consistently been the leading Victorian selling centre for cattle in the South West Victorian region over the past five years.





Source : Livestock Saleyards Association Victoria Inc, 2009

Mt Gambier (SA), Hamilton, Ballarat, Colac and/or alternative methods of selling would be regarded as potentially the major competitors to the Warrnambool Saleyards. Notes on neighbouring saleyards and alternative methods of selling appear below.

#### Mt Gambier

- Processed 129,730 cattle and 244,671 sheep in 2008/09.
- Cattle throughput is consistently the largest in Southern Australia with strong buyer competition.
- Attracts stock from a wide area of South Australia and some parts of Western Victoria
- Weekly Wednesday sales day and monthly store sale.

#### Hamilton

- Processed 1.2 million sheep and 47,776 cattle in 2008/09.
- Major livestock selling centre in Southern Grampians region.
- Some undercover cattle yards.
- Weekly Monday cattle and sheep markets.
- Seven agents.

#### <u>Ballarat</u>

- Processed 1.5 million sheep and 56,915 cattle in 2008/09.
- Private operator, Regional Infrastructure Pty Ltd (RIPL) has been announced as the successful tenderer to develop a new purpose-built livestock selling centre on a new site.
- RIPL are currently managing the existing Ballarat livestock selling centre. An alternative location is yet to be formally identified by RIPL.
- Weekly Monday cattle and monthly cattle store sale.
- Six agents.

#### <u>Colac</u>

- Processed 51,599 cattle in 2008/09.
- Rubber flooring trialled.
- Thursday sales day.
- Four agents.

#### Camperdown

- Processed 50,294 cattle in 2008/09.
- Future of the facility is in doubt due to considerable capital investment requirements to
  overcome environmental trade waste challenges, upgrade the existing saleyards
  infrastructure and to overcome occupational health and safety issues.
- At this stage Corangamite Shire Council have made no formal decision on the future of the Camperdown Livestock Exchange.

#### Casterton

- Low cattle throughput of around 13,000 per annum.
- Old facility but a good name for quality stock.

#### Alternative methods of selling

The 'traditional' Saleyards selling system now has to compete with other selling systems like direct selling from farmers to processors, feedlot selling, contract selling and independent buyers. These methods of selling are actively supported and promoted by agents. One of the major strengths of these forms of selling is its convenience to the producer/farmer. There is no need to incur transportation costs and yard fees. Another argument for these forms of selling is the reduction of stress and undue handling of the livestock. The saleyards system cannot compete against some of these advantages and it is likely that many producers will choose to use a combination of selling systems rather than necessarily bind themselves to one.

There is a trend of the livestock industry becoming increasingly vertically integrated. Vertical integration is the degree to which a business owns or has formal arrangements with its upstream suppliers and its downstream buyers. As direct supply agreements and other forms of vertical integration remove an increasing number of livestock from 'traditional' saleyard markets, the threat to saleyards operations will become greater in the future.

#### Regionalisation and rationalisation of the saleyards market

A major threat that exists to the Warrnambool Saleyards would be the introduction of a South West Victorian regional saleyards facility located some distance (for example, Mortlake, Terang, Colac, Caramut, Lismore) from Warrnambool. A new, modern and larger facility some distance from Warrnambool that targets some or all of the existing Warrnambool Saleyards catchment would not be an advantage for Warrnambool. Any significant loss of market share will result in loss of economic benefits to the Warrnambool economy.

While cattle throughput at the Warrnambool Saleyards have been consistently steady over recent years, the Saleyards operate in a competitive market with a consequent requirement to be seeking new and additional means of promoting the product. There are no guarantees cattle throughput numbers over the past five years will be maintained over the next five to ten years. Council must be proactive to the potential threat of a 'super selling' centre some distance from Warrnambool and develop a strategy to ensure the significant economic benefits associated with a successful saleyards business are retained in close proximity to the Warrnambool and surrounding region.

#### e) **Saleyards Fees**

Fees and charges at different Saleyards can be somewhat difficult to compare on a consistent basis due to various methods by which they are applied and what services they include. A summary of yarding and weighing fees across a number of saleyards is shown below.

Table 4 Saleyard Yarding and Weighing Fees

#### [Data to be updated to reflect latest prices. To be supplied to WLE Reference Group when completed]

Saleyards User fees* as at March 2010					
Location	Yarding fee	Weighing fee	Total		
Pakenham (VLE)					
Leongatha (VLE)					
Camperdown**					
Colac					
Warrnambool					
Hamilton					
Ballarat					
Mt Gambier					

urce : Saleyards operators.

#### 4. CITY LAND USE PLANNING

#### a. Strategic Planning for the City of Warrnambool

The Strategic Framework Plan contained in the Municipal Strategic Statement (MSS) of the Warrnambool Planning Scheme provides a guide for how Council expects the urban area of Warrnambool to grow in the future. This Framework Plan was prepared as part of the Warrnambool Land Use Strategy 2004 and is currently subject to review in terms of where the urban growth boundary is located. The whole MSS is a strategic component of the planning scheme and will be subject to a review in the financial year 2010-11.

The purpose of the Framework Plan is to highlight where future residential, industrial and commercial/retail growth can occur, and indicate the timing of that development. Warrnambool is one of the fastest growing regional cities in Victoria and Council is planning for a population of 50,000 by 2030. The identification of residential and industrial land supply is a high priority Council strategy to address the growth and land affordability issues in Warrnambool. The future growth rate of Warrnambool is dependant on the availability of well-positioned, serviced land that is comparable in price to other large regional centres. An overview of proposed growth precincts in Warrnambool is shown below.

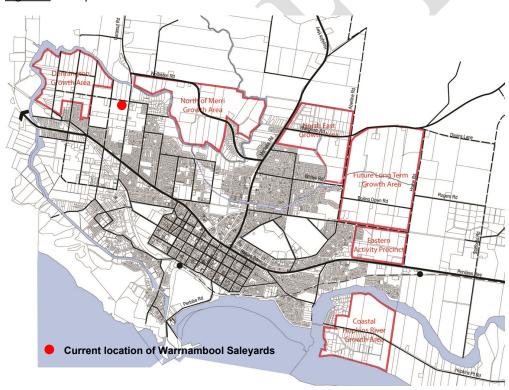


Figure 8 Proposed Growth Precincts – Warrnambool

Source : Warrnambool Industrial Land Use Review, Mesh (2010)

#### b. Existing location of Saleyards

The Warrnambool Saleyards was relocated to the present site in Caramut Rd in 1970. At that time, Warrnambool's population was around 19,000.

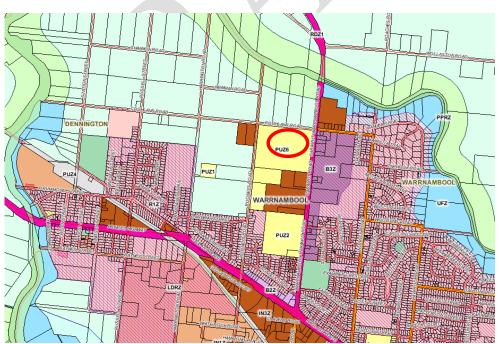
Figure 9 Present Warrnambool Saleyards site - Early 1970's



Source: Warrnambool City Council

The plan below provides a zoning map as it relates to the area in and around the site of the Warrnambool Saleyards. It indicates the Saleyards site is zoned Public Use Zone 6 (PUZ6). The PUZ6 land has a site area of 16.5ha of which 12.3ha is owned by Council.

Figure 10 Zoning map – in and around Saleyards location



The land immediately surrounding the Saleyards is zoned Business 3 (B3Z), Industrial 3 (IN3Z) and Farming. It is important to note there is a requirement to maintain a 500 metre buffer zone around the Saleyards site that separates its activity from residential zones. This buffer is indicated in the Strategic Framework Plan.

#### c. Mapping of future zones / growth projections

Figures 11 and 12 below provide a more detailed interpretation of the Framework Plan as it relates to the area surrounding the Warrnambool Saleyards. It highlights the proximity of the Saleyards to the proposed Growth Areas in Dennington North and North of the Merri. Open space provision is planned for in both of these Growth Areas.

Figure 11 Proposed residential growth areas surrounding Saleyards





*Figure 12* View from the South – Saleyards and surrounds

Areas surrounding the Saleyard site include:

- <u>To the North:</u> urban flood zone and the Merri River. The proposed North of the Merri Growth Area provides for up to 3,000 dwellings (or 7,200 people) over 10-15 years with the first lots expected to be on the market some time before the end of 2011.
- <u>To the East</u>: existing light industrial and agricultural businesses. A further subdivision
  of lots in the Business 3 Zone fronting Caramut Road (opposite Brauerander Park) is
  currently under construction. This subdivision comprises 18 lots varying in area size
  from 2,300 m2 up to 5,600 m2.
- <u>To the South:</u> Warrnambool Stadium, two businesses and Brauer Secondary College.
- <u>To the West:</u> the Dennington Rise residential development is currently on the market. The first lots of the North Dennington Growth Area (north of Dennington Rise) expected to be on the market in 2011. The Dennington Rise/North Dennington Growth Area provides for up to 1,200 dwellings (2,900 people). Council is investigating options to increase the number of dwellings likely in this growth area.

Land use planning considerations in and around the existing Saleyards site include:

- There is little, if any, land available for expansion at the Saleyards site.
- As the Saleyards site is located nearby to an 1,100 student secondary school and will be ringed by existing and planned residential developments, the site can no longer be considered to be on the 'outskirts' of town.
- One of the major entries of traffic for the Dennington North Growth area and St John's Primary School will be from Coghlans Road. It is anticipated that as traffic volumes rise, there will be an increased conflict between stock transport vehicles and residential vehicles in the area.
- The buffers and zoning factors surrounding the Saleyards will be challenged further with the planned expansion of the North Dennington and North of the Merri residential developments. These two residential developments will have the capacity for 4,200 dwellings and accommodate up to 10,000 persons.
- As this precinct transitions into more consolidated and higher density residential development, there must be some consideration given to the underutilisation of the asset with the significant capital investment only being utilised once per week for cattle sales and once per month for store cattle sales. The land would potentially offer higher commercial returns for Council under an alternative residential, industrial or commercial use.
- It is unlikely that an alternative site within the City's boundaries is available to build a new purpose-built livestock exchange.

In summary, the zoning and growth pressures in the area limit the satisfactory operation of the Saleyards facility life to 5-10 years.

#### d. Alternative uses of existing Saleyards site

No planning investigations have occurred on alternative uses of the existing Saleyards site. Any alternative uses would be the subject of a more detailed study and further consultation during any relocation process.

A market valuation of Council owned land in and around the Saleyards site was prepared in August 2007. The two parcels of land valued include:

- Saleyards site 81-99 Caramut Rd; 7.88 hectares; land rezoned for industrial purposes; market valuation \$5.95 million.
- Saleyards buffer zone Lot 2 Rooneys Rd; 11.34 hectares; land rezoned for residential purposes; market valuation \$3.0 million.

The locations of these two parcels of land are shown below.



Figure 13 Market valuation of land

The market valuations for each parcel of land and associated assumptions are shown at Appendix D. The cost of removal of the infrastructure at the Saleyards site and other land reclamation costs are estimated to be around \$1 million. Further detail of these costs is shown at Appendix E.

Some suggestions for alternative uses of the 7.88 hectare Saleyards site are not limited to but might include an opportunity for the extension of the Business 3 zone with a focus on end uses that service the agricultural sector. The Saleyards site would provide a major light industrial land resource for a mixture of local industries with a market focus that is predominantly within the region. With Warrnambool's current shortage of industrial land and the need for additional ongoing provision of industrial land, the alternative use of the site as a business park may generate similar, or possibly greater economic development benefits and returns to the local economy.

Alternative uses of the 11.34 hectares covering Lot 2 Rooneys Rd would most likely be residential. When added to the adjoining land north and south (shown in yellow below), up to 500-600 dwellings (1,200 persons) worth an estimated \$165m in housing could potentially be made available on this land area of 50 hectares

*Figure 14* Alternative uses of Lot 2 Rooneys Rd – Residential rezoning



\* approximation only. The size and layout of any proposed residential development in this area would be the subject of a more detailed study and further consultation during any relocation process.

#### 5. ENVIRONMENTAL SUSTAINABILITY

In recent years the Warrnambool Saleyards has faced significant challenges in the areas of effluent disposal and water efficiency.

#### a) Waste treatment

In the absence of significant further investment Council will be required to manage the pressing challenges of containing waste on the existing site. Yard wash-down water, truck wash water and stormwater runoff is collected from the yards and directed to the Effluent Treatment Facility (ETF) on site. Effluent passes over a bar rack to remove gross solids and screening systems to remove further primary solids. The waste water runs through a number of wedge wire screens and then passes through two baleen filters which remove further solids. The solids are collected in geo-drainage bags and are periodically emptied and shipped to waste. The waste water directed to the sewer is 1600 parts per million concentration of solids (i.e. every 1,000 litres of water contain 1.6kg of waste).

In recent years the Warrnambool Saleyards has faced significant challenges to meet the environmental discharge requirements of Wannon Water. In 2005, Wannon Water (then known as the South West Water Authority) advised Council that the Saleyards were exceeding their loading limits. It was agreed that a Trade Waste Management Plan (TWMP) would be submitted to Wannon Water every four years to identify waste minimisation opportunities and reduction in trade waste volumes. The first TWMP was produced in 2005 and was recently updated by a consultancy firm in November 2009.

Key findings of the 2009 TWMP report relevant to waste treatment were:

- operations and maintenance issues exist with the Effluent Treatment Facility (ETF) on site, particularly wear and tear through the high fibre and grit content and on pumps forcing regular replacements, and miscellaneous mechanical breakdowns of the baleen filters;
- there are periodic instances of untreated effluent overflows into the Merri River during heavy rain events. It should be noted that this result is based on modelling only and overflows of this sort have not been observed by staff working at the livestock exchange; and
- Financial charges are imposed on the Saleyards by Wannon Water for discharging effluent to the public wastewater system. Trade waste charges paid to Wannon Water. have increased eight-fold from \$14k in 2000/01, to \$118k in 2008/09.

The 2009 TWMP report is shown in full at F.

The rising costs of effluent treatment and disposal are adversely impacting the financial results of the Saleyards operations. In 2008/09 the total cost associated with processing waste treatment on site was estimated to be \$290,000. This includes trade waste charges paid to Wannon Water, salaries directly associated with waste treatment and ongoing maintenance costs of the ETF. The costs of waste and wastewater treatment are not expected to reduce over the short to medium term but are likely to rise further.

#### b) Water usage

The water used in the Saleyards is sourced from two supplies:

- Bore water from a nearby aquifer, which is pumped into the 250kL storage tank; and
- Rainwater falling on a section of the roof of the nearby Warrnambool Stadium which is also pumped into the 250kL tank.

The yards are the principal water use area at the Saleyards site. Yards are washed down after each sale day and can take four employees up to two days to complete after a large sale day. The truck wash operates on an AVDATA national truck wash system with truck wash usage paid for by the users. All stormwater falling on the Saleyards area (a total catchment area of approximately 38,000 m2) runs off into the Effluent Treatment Facility.

For the 12 months ending June 2009, the Saleyards discharged total trade waste of 59.23 ML (or 59 million litres). A total volume of water of 59.23 ML is the equivalent volume of:

- around one 50m swimming pool every fortnight for a year;
- the average water consumption of 360 residential households for one year; or
- Around 590 litres of water for each cow sold through the exchange.

The 2009 TWMP also identified some uncertainty regarding the ongoing secure access to the bore water used at the site. Council currently has consent from Southern Rural Water to extract 35ML/year of water from the aquifer at a cost of \$1.78/ML. Should the life of the Saleyards be significantly extended at its current site, it is possible that access to this water source under such financially advantageous conditions may be threatened. The costs to Council of paying market rates for 35ML of water are significant – approximately \$80,000 per annum at Wannon Water's rates of \$2.29/kL (the typical rate for high use in a residential setting in Warrnambool).

#### c) Solutions to manage environmental issues

Council have considered a number of supplementary processes to assist in reducing the Saleyards trade waste (and particularly reduction of solids) which is delivered to the Wannon Water sewerage system.

- 18 months ago Council considered a process using mineral flocculants and undertook a trial which proved to be operationally successful but not financially viable. The cost benefit did not stack up - the process involved purchase of additional equipment, ongoing purchase of mineral additives with no guarantee the annual charge by Wannon Water (\$118k in 2008/09) could be reduced.
- Council has also been in discussions with Owens of Warrnambool in relation to an installation of a process which basically extrudes the water through a meshing system and would produce almost the same resulting quality wastewater. The process would involve a capital investment in the machinery of \$50,000 plus further uncalculated costs to move the water onto nearby farmland which may or may not be allowable. The main advantage would be that the water could be disposed to a user other than Wannon Water but this is considered unlikely. The main drawback of this proposal is that it requires an almost constant stream of waste material and a very constant percentage of waste in the water. The Saleyards operations is unable to provide this as it operates on a two day per week wash down and with the addition of stormwater the concentration of the waste solution is highly variable.
- Several years ago Council investigated a replacement water treatment system. The capital cost was \$2-3 million. The variability of flow and the need for an onsite operator remained major problems.

In relation to these supplementary processes, the overriding principle seems to be that Wannon Water is expert at treating waste water and their process is proven and reliable. Any improvements Council make to the quality of the water delivered will cost more to realise than the savings generated from charges by Wannon Water.

Council have identified waste water upgrades of \$400,000 that will need to be undertaken at the Saleyards site progressively over the next five years. These include improving stormwater storage, improvements to the truck wash pre-clean system, mechanical precleaning of the yard and effluent treatment improvements.

The best practice approach of modern saleyards is to roof pens and install organic soft stand flooring. The cost of roofing the concrete yards is estimated to be approximately \$5 million. The roof area generates clean water that can be reused on-site considerably reducing the use of potable water. The soft floor negates the need for wash-down thereby significantly reducing the liquid and solid waste disposed to the ETF.

#### The 2009 TWMP concluded that:

"The existing livestock exchange is old and has an uncertain future meaning that funding beyond a 3-5 year payback to bring it up to a proper environmental standard is not available. .... A new facility could be designed according to stringent environmental controls, which would lead to a superior environmental outcome. For example, the new facility could incorporate a roof, allowing uncontaminated rainwater to be collected for reuse instead of causing a possible stormwater pollution problem. It would dispense existing problems with having to treat stormwater runoff as contaminated trade waste. Also, the facility could be designed with better access to pens, allowing management of contaminants without using a predominantly water based washdown system. Features such as these would lead to significantly better environmental performance, through reductions in water usage and trade waste volumes, and improvements in trade waste quality." [page 21]

The TWMP report (2009) is shown in full at Appendix F.

#### 6. FINANCIALS – WARRNAMBOOL SALEYARDS

A summary of the Saleyards financial position for the past two years is shown below.

<u>Table 5</u> Warrnambool Saleyards – Financials

	Year ending June 30	
	2008	2009
Revenue	1,010,695	1,076,672
Expenses	759,422	766,254
Operating Surplus/(Deficit) for the year -		
cash	251,272	310,418
Depreciation	239,501	252,368
Surplus/(Deficit) for the year	11,771	58,050

Source: Warrnambool City Council

Other overhead expenditure items such as Council administrative costs for payroll, accounts payable, accounts receivable, human resources and information technology support have not been included in the above financial statements. It is estimated that the total of such overheads costs would be around \$30,000 per annum.

For the 12 months ending 30 June 2009 the Saleyards reported a surplus of \$58k (2008: \$11k). A small deficit of \$8k is forecast for the 12 months ending 30 June 2010. Revenue is determined by throughput of cattle and the charge that is applied to each beast, fees for weighing and use of the truck wash. For the year ending 30 June 2009, revenue increased by 6.5%, reversing a 1.9% drop in turnover in 2008.

In 2009, the Saleyards incurred the following major expense items:

- salaries and on-costs (\$306k);
- depreciation (\$252k);
- trade waste sewerage (\$118k);
- maintenance of effluent systems (\$111k); and
- general maintenance (\$111k).

As noted in Section 5, trade waste charges paid to Wannon Water under the Trade Waste Agreement have increased eight-fold from \$14k in 2000/01, to \$118k in 2008/09. Without significant further investment, the costs of waste and wastewater treatment are not expected to reduce over the long term but are likely to rise further.

To gain a meaningful understanding of the financial contribution of the Saleyards, it is appropriate to include costs for depreciation. The depreciation charges are in recognition that the future economic benefits associated with the asset will flow to the Saleyards operations. Depreciation charges have increased in recent years due to the capitalisation of previous capital investments. Since 2005, net capital expenditure of \$837,000 has been undertaken at the Warrnambool Saleyards some of which included: OH&S and effluent system upgrades, conversion of truck wash facility to AVDATA, and purchase of NLIS scanning equipment.

Council have engaged its internal auditors WHK Horwath to undertake an analysis of the Saleyards as a business and what the business would be valued at as a saleable commodity. This report noted the following findings on the financial position of the Saleyards:

- the reported cash surplus does not incorporate the full cost of the operations of the Saleyards, nor include a return on investment to reflect the value of Council assets employed at the Centre. When the full cost of the Saleyards, along with an inclusion for a reasonable return on investment is factored in the operating position is estimated to be a loss of around \$900,000 annually;
- the current operations of the Saleyards represent a significant financial risk to Council and are not providing a commercial return to Council;
- in a commercial sense, the current Livestock Exchange is not viable and a sale arrangement would not generate any goodwill, this would be evident to the proponent; and
- changing land use and increasing costs associated with environmental regulation are likely to increase the difficulty of achieving a reasonable return from the current operations.

The WHK Horwath report adds that "although this does not preclude Council from requesting a payment for discontinuing the operations of the Livestock Exchange such a payment could not be justified on commercial grounds. In addition it is highly likely that any potential operator of a similar facility would be aware of the viability of the existing centre and the imminent need for significant capital expenditure to be able to maintain the operations in its current location."

#### The WHK Horwath report is shown in full at Appendix G.

Taking into account the above, the Saleyards operations do not generate profits to the level claimed by many during the public submission process. It is therefore a legitimate concern that Council will need to increase borrowings and debt at a time when there is a high demand for expenditure on other Council commitments and priorities. A Council operation that is not cash generative should not be a reason alone for withdrawing from the Saleyards business. Council provides a range of valued services to the community that do not deliver a financial return. However, these services are usually in an area where private industry does not provide a service i.e. where a market failure exists. Private sector operators now see an opportunity to invest long term in large-scale purpose-built saleyards facilities. The recent entry of a number of private sector parties to the saleyard market suggests that a market failure no longer exists.

Within the context of the financial returns generated by the Warrnambool Saleyards, there should be some consideration given to:

- the underutilisation of the asset with the significant capital investment only being utilised once per week for sales days and once per month for store sales;
- alternative uses of the Saleyards site; and
- the proceeds of the land supplementing further capital investment by the City, and in particular, the current shortage of industrial land in Warrnambool.

#### 7. ECONOMIC IMPACT

The Warrnambool Saleyards is a driver of business, employment and trade of the Warrnambool regional economy. There is a clear argument for Council to consider the provision of saleyards as a service because, like many other business there is significant value to the community as a whole and the business generates employment to local communities.

Council will need to consider whether the economic benefits associated with the operation of Saleyards by Council at its existing location offer significant advantages over:

- operation of a private facility located within 20 kilometres of Warrnambool; and
- alternative uses of the site as a business park and residential growth area.

#### a. Economic impact assessment of relocating to Garvoc

In 2008, Council commissioned a study to be undertaken by a consultancy group (AEC Group) to determine the economic contribution the Saleyards makes to the Warrnambool regional economy on an annual basis, and identify any change in the economy as a result of relocating. At the time of the study, the alternative location was nominated as a site near Garvoc, some 35km east of the current site. Key findings of the AEC Group economic impact assessment were:

- Current expenditure and business activity undertaken by persons related to the Saleyards amounts to approximately \$34.1m per annum (\$17.9m direct and \$16.2m flow on);
- If the Saleyards was to relocate to a site near Garvoc, the indicative total loss (or economic leakage) in output (gross sales) to the Warrnambool regional economy is estimated to be approximately \$13.7m per annum (\$7.2m direct and \$6.5m flow on effects). i.e. economic leakage of 40% of the total current spend associated with the Saleyards at its present site.
- The indicative total loss in output represents less than 1% (0.46%) of the total output (\$2.98 billion) for the economy of Warrnambool.
- The study indicated that an annual reduction of \$13.7m in business turnover in the local economy could adversely impact some businesses, particularly those located along Caramut Rd in close proximity to the current Saleyards site; and
- If the Saleyards was to relocate to a site near Garvoc, the indicative total loss (or economic leakage) in value added was estimated to be \$6.4m per annum (\$3.5m direct and \$2.9m flow on effects). The indicative total loss in value added represents 0.29% of the Gross Regional Project (\$1.5 billion) for the economy of Warrnambool.

The full report of the AEC Group economic impact assessment is shown at Appendix H. The AEC Group study was based on the Saleyards relocating to Garvoc. Corangamite Shire Council also commissioned an economic impact assessment of the Camperdown Livestock Exchange, including an assessment of the likely economic impact of locating a regional facility in Garvoc (the preferred location at the time of the study). One of the key findings of this report was that based on 170,000 annual stock throughput, Warrnambool is projected to attract 75% of annual direct and indirect expenditure derived from a regional facility if it were based in Garvoc. It would follow that a site closer to Warrnambool would generate an even greater retention of spend.

The full report of the economic impact assessment of the Camperdown Livestock Exchange is shown at Appendix I.

## b. Economic impact of a bigger regional facility located within 20kms of Warrnambool

A consideration that was not reflected in the findings of the AEC Group economic impact assessment was the presence of a much bigger regional saleyards facility located within 20 kilometres of Warrnambool. A new regional facility is likely to generate up to 50% higher cattle throughput than the current Saleyards facility. While it is acknowledged that some cattle may be lost to the west, it is expected that throughput will be compensated by increased numbers from the east. Experience of new and modern regional centres in Queensland, New South Wales and Victoria is that they draw from a much larger area than traditional town based centres.

A bigger saleyard with up to 50% higher throughput located within 20kms of Warrnambool could be expected to draw more buyers and visitors to Warrnambool who will require services and products. Regionally based carriers and agents would also expect to benefit directly from the higher throughput. A new larger regional facility within 20km of Warrnambool will also attract a similar, although not necessarily the same, category of employees, most of whom could be expected to come from the Warrnambool area. It is plausible that once a regional facility of this magnitude is established within close proximity to Warrnambool, the economic benefits in the form of employment and financial returns to the Warrnambool economy could be similar or greater than those that exist currently. The key strategic threat is that a regional facility is established some distance from Warrnambool whereupon the market share of the Warrnambool Saleyards and associated economic benefits for the local economy could be materially eroded or lost altogether.

#### c. Economic impact of alternative uses of the existing Saleyards site

No planning investigations have occurred on alternative uses of the existing Saleyards site. Any alternative uses would be the subject of a more detailed study and further consultation during any relocation process. However, it is valid that any economic impact assessment of a potential relocation of the Saleyards should consider the alternative uses of the Saleyards site and an estimate of the associated economic benefits that such uses would generate.

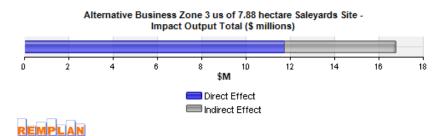
#### Economic benefits of a business park on the site of the existing Saleyards

With Warrnambool's current shortage of industrial land and the need for additional ongoing provisional of industrial land, the alternative use of the site as a business park is likely to generate greater economic development benefits and returns to the local economy.

The potential economic benefit of an additional 7 hectares of Business 3 zone land subdivided into 15 lots of 4,500m2 each have been modelled under two scenarios:

- 1. employing 100 persons; and
- 2. employing 150 persons.

### *Figure 15* Alternative use as a Business Park Scenario 1 - employing 100 persons

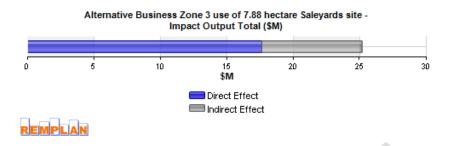


- Direct increase in output of \$11.8 million per annum
- Total output, including all direct and indirect effects is estimated to increase by up to \$16.7 million per annum.

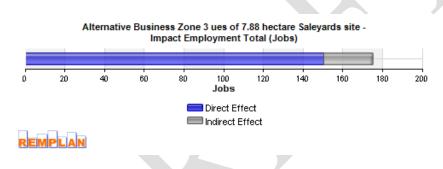
	Alternative Business Zone 3 use of 7.88 hectare Saleyards site - Impact Employment Total (Jobs)						
		Imp	act Employm	ient i otal (Jo	obs)		
)	20	40	00 Joi	80 bs	100	120	140
				ct Effect			
EM			- Indire	ect Effect			

- Direct increase in employment of 100 jobs.
- Total employment, including all direct and indirect effects is estimated to increase by up to 117 jobs.

### Figure 16 Alternative use as a Business Park Scenario 2 - employing 150 persons



- Direct increase in output of \$17.6 million per annum.
- Total output, including all direct and indirect effects is estimated to increase by up to \$25.2 million per annum.



- Direct increase in employment of 150 jobs.
- Total employment, including all direct and indirect effects is estimated to increase by up to 175 jobs.

In summary, it is estimated that the alternative use of the 7.88 hectare Saleyards site as a business park could generate economic benefits in the range of:

- Total direct and indirect employment of between 100-175 jobs; and
- Total direct and indirect output in the range of \$16m \$18m.

### Economic benefits of a residential development on the land surrounding the Saleyards

In addition to the Business Park, an alternative use of the 11.34 hectares covering Lot 2 Rooneys Rd would most likely be residential. When added to the adjoining land north and south up to 500-600 dwellings (1,200 persons) worth an estimated \$165m\* in construction of housing could potentially be made available on this land area of 50 hectares. The economic benefits of constructing a \$165m\* residential development in terms of output and employment are shown below.

### Figure 17 Alternative use as a Residential Development



In summary, it is estimated that the alternative use of the land surrounding the Saleyards site as a residential growth area could generate construction economic benefits in the range of:

- Total direct and indirect output of \$270 million; and
- Total direct and indirect employment of 596 jobs.

The above are construction economic benefits only and exclude the longer term consumption benefits of an additional 1,200 persons in the municipality of Warrnambool.

### d. Economic inter-dependence between Warrnambool and Moyne municipalities

The municipalities of Warrnambool and Moyne share a strong inter-dependence between their communities and local economies. On the basis that any new regional saleyards facility is located within 20 kms of Warrnambool, there will be no loss of economic impact to the sub-region of Warrnambool and Moyne.

### e. Economic impact of surrounding businesses

The present Saleyards site is surrounded by a number of light industrial and agricultural supply type businesses. Council officers had face-to-face meetings with 25 businesses located along Caramut Rd, Fotheringham St and Coghlans Rd ("the study area").

Key findings of the businesses located in the study area were:

- employs 303 direct persons which accounts for 2.2% of the 13,385 employees whose place of work is located in Warrnambool.
- total direct wages and salaries estimated to be \$11 million per annum which accounts for approximately 1.3% of the \$872 million total wages and salaries estimate for Warrnambool.
- 12 (or 48%) of the 25 businesses offer a core product/service that is rural related.
   The remaining 13 (or 52%) businesses offer products/services that are non-rural related.
- The 12 rural related businesses employ 127 direct persons contributing towards an estimated total direct wages and salaries of \$4.7 million per annum.
- All 12 rural related businesses in the study area indicated they experience some increase in sales activity on either or both the weekly sales day or monthly store sale.
- 1 of the 13 non-rural related businesses in the study area indicated they experience some increase in sales activity on either or both the weekly sales day or monthly store sale.
- Two respondents quantified the increase in sales activity experienced on weekly sales days or monthly store sales. The amount of sales activity for these two businesses was in the range of 10% 30%. Several other respondents indicated that the flow of 'foot traffic' was noticeably greater on sales days, particularly on monthly store sales where the Saleyards customer base is different from the weekly Wednesday sales.
- 2 of the 25 businesses indicated they would relocate if the Saleyards were moved to another location. Several respondents indicated they would be influenced by the actions of other businesses in the study area.
- If the Saleyards was to be relocated, all businesses in the study area were asked how the existing site should be rezoned. All businesses indicated that a rezoning should allow for more businesses to be established with a strong preference for light industrial use to complement the existing businesses in the area.

A list of the 25 businesses located in the study area is shown at Appendix J.

In summary, the economic impacts relevant to any potential relocation of the Saleyards appear below:

## Economic impact of closing Saleyards and relocating to Garvoc (AEC Group Study)

- Loss of output of \$13.7 million per annum.
- Loss of 48 jobs (32 direct and 16 indirect).
- Some adverse impact on businesses located in close proximity to Saleyards (included in loss of output of \$13.7 million per annum).

### Economic impact of a bigger regional saleyards facility within 20km of Warrnambool

- The findings of the AEC Group study do not consider the presence of a much bigger regional saleyards facility located within 20 kilometres of Warrnambool. A bigger saleyards with up to 50% higher cattle throughput than the existing facility is expected to draw more buyers and visitation to Warrnambool who will require goods and services.
- New saleyards facility will attract a similar, although not necessarily the same category of employees, most of whom could be expected to come from Warrnambool and the Western District region.
- Economic benefit of \$12m construction cost of new facility. Local contractors to be used where possible.

## Economic impact of alternative uses of existing site

- Business park Increase in output of \$16m-\$18m Business park Increase of 100-175 jobs
- Residential development of 500-600 dwellings construction economic benefit of • \$270 million and 596 jobs
- Ongoing consumption economic benefit of additional 500-600 dwellings (1.200 persons

## 8. RISK MANAGEMENT

The operation of the Saleyards requires Council to effectively manage risk issues. Council has to date where possible identified risk and then implemented a strategy to minimise the risk exposure to Council and the community. Transferring ownership and operations of the Saleyards to a private operator where Council does not have responsibility or control of a Saleyards facility is an option that eliminates all of Council's risk with regards to Saleyards operations.

The following major risks to Warrnambool City Council have been identified at the Saleyards and while managed and controlled present a major exposure to Council.

### a) Potential for competitive neutrality challenge

Under the *Competition Principles Agreement*, Victoria is obliged to apply competitive neutrality policy and principles to all significant business activities undertaken by government agencies and local governments. Clause 3(1) of the Agreement states:

" the objective of competitive neutrality is the elimination of resource allocation distortions arising out of the public ownership of entities engaged in significant business activities: Government business should not enjoy any net competitive advantage simply as a result of their public sector ownership."

Competitive Neutrality Policy (CNP) sets out the Victorian approach to competitive neutrality. The requirement is that the fees charged for the use of Saleyards should be reflective of the full costs of running the saleyards (including a 'return on investment of 8%'). Currently Council fees are not reflective of full cost, therefore a private operator could argue that Council is not compliant with the provisions of CNP.

Realistically it is unlikely that any current users of the Warrnambool Saleyards will raise this issue because they are the beneficiaries of the current pricing regime. Potential business competitors that wish to enter into a market are entitled to lodge a complaint against a government agency or local government if it were believed that the relevant government business activity is not applying CNP correctly. Concerns have been raised in the debate about the cost of privately operated services under the misunderstanding that this is a good reason to keep the Council facility open. Unfortunately this flies directly in the face of competitive neutrality policy and a risk exists that the current subsidised operation of the Warrnambool Saleyards could result in an adverse finding if challenged and Council should prepare for the complaint that is likely to come from a private operator. Officers are currently undertaking a detailed costing of the Saleyards service, applying competitive neutrality measures to understand the extent of the subsidy.

The following livestock exchange cases have been referred to the Victorian Competition and Efficiency Commission (VCEC) on grounds of competitive neutrality:

- In 2002/03 East Gippsland Shire Council was found to be in breach of CNP by failing to include appropriate cost adjustments in its pricing structure at Bairnsdale Livestock Exchange (BRLE). At the time Council projected an increase of fees and changes of 31% would be required to achieve full cost reflective pricing. BRLE raised its fee and is now CNP compliant; and
- The City of Greater Geelong (2004) was challenged in relation to the operation of its Saleyards by a private operator. That challenge was specifically around the deliberations of Council to invest an additional \$5m in capital into their saleyards. The VCEC formed the view that the complaint should be accepted but that a Council could not be considered to be in breach of Competitive Neutrality requirements while the Council was still considering the investment and had made

no binding contractual commitments. However, in providing advice to the Council the VCEC stated:

"If a subsequent complaint was received after the Council had committed to a significant investment, to be compliant Council would need to demonstrate that the investment was planned on the basis of full cost recovery pricing and a reasonably based expectation of commercial viability. Alternatively the Council would need to have determined that the activity warranted a subsidy based on having undertaken a robust public interest test. If the Council was then found to be in breach, this would date from the time of the binding decision to invest."

## b) Occupational Health and Safety (OH&S)

OH&S risk arises from an incident that may cause injury or death with consequential penalties and fines.

Stock handling is an activity with inherent risk and almost daily there is a "near miss" event involving cattle and people. Typically staff who are involved with stock are likely to be stock savvy and Agents are well experienced in the handling of stock.

At present a significant responsibility lies with the Warrnambool City Council as the operator of a saleyards facility. Council has addressed and continues to address OH&S issues as they arise.

## c) Animal Welfare

The Warrnambool Saleyards currently meet requirements for appropriate animal welfare standards. Procedures at Saleyards may subject animals to a number of stressful situations such as yarding (in particular, hard standing yards), handling, restricted access to food and/or water, exposure to extremes of weather, unfamiliar surroundings, noises and sensations, mixing with unfamiliar animals, overcrowding or isolation of animals, or exposure to infectious diseases. It is anticipated that compliance with animal welfare requirements will become more onerous in future years.

## d) Environmental

Financial risk exposures arise from potential for future capital expenditure and the need for associated borrowings as well as potential exposure to penalties and fines that may arise from environmental incidents or human injury.

Risk from an environmental incident may arise from high rainfall and spillage into the Merri River which has the potential to involve the EPA.

## e) Fatigue Laws

Recently amended fatigue laws place a greater burden on the Saleyards Manager to ensure that the operation of the saleyards does not excessively contribute to the fatigue of livestock carriers. The Saleyards Manager has an as yet undefined responsibility to ensure that carriers leaving the facility are not fatigued.

### 11. SWOT ANALYSIS

### a) Remain at existing Warrnambool Saleyards site

#### WEAKNESSES **STRENGTHS** Location - the Saleyards are located in close proximity Location - current location will eventually be ringed by North to the Warrnambool township and provide good access Dennington and North of the Merri growth areas and a for buyers and vendors. The Saleyards are also Secondary College. The surrounding area is separated by a 500m buffer zone. There is no land available for expansion. positioned well in the region and have a large catchment area. Environmental - existing site continues to face a significant Economic impact - the Saleyards are an important and pressing challenge to meet the environmental discharge requirements of Wannon Water, limited trade waste storage enabler in direct and indirect economic activity. study commissioned by Council reported that current volumes, and rising costs of waste and wastewater treatment. expenditure and business activity undertaken by The facility has high usage levels of water and trade waste. persons related to the Warrnambool Saleyards amounts Need for redevelopment and capital funding - To keep to approximately \$34.1m per annum (\$17.9m direct and pace with industry standards and competition, asset renewal \$16.2m flow on). /upgrades are required such as soft flooring and roofing. Support from Agents - the Warrnambool saleyards Increased income and/or additional funding sources are likely to be required to guarantee sufficient funds to upgrade the has strong support from local stock agents. facility as and when required. Buyer support - the regular sales receive good support from buyers. Financial returns - Over the past two years, the Saleyards return on sales has been in the range of 1%-5% on turnover of Associated Industries - Warrnambool has a major \$1 million. In the absence of significant capital investment in abattoir that drives demand for livestock. coming years, the viability of the saleyards operations to Council will be under pressure. Social outlet benefits of a Saleyards located in Warrnambool. THREATS **OPPORTUNITIES** Decline of other saleyards - the decline in smaller Environmental - there could be a risk of closure of the regional saleyards could create an opportunity for saleyards due to environmental challenges of containing waste Warrnambool to gain additional throughput and levels on-site. potentially run another sales day. Regionalisation - the establishment of a 'regional super selling' centre some distance from Warrnambool would not be an advantage for the Warrnambool Saleyards and has the Leasing facilities - the options of leasing the entire potential to adversely impact market share and potentially site or facilities such as agents' offices could be erode a significant, if not all, economic benefits to explored. Warrnambool. Financial - asset renewal, upgrades and rising operational and maintenance costs will place the viability of the saleyards Grant funding - pursue grant funding opportunities to operations to Council under pressure in coming years. If upgrade the saleyards (based on current information, additional capital is not secured the complex may not meet no such funding opportunities are available). industry requirements and/or lose market share. Opportunity cost of capital - funds for capital expenditure Increase revenue streams - sponsorship and paid could be used elsewhere by Council that could represent advertising (signage) could be utilised at the complex. better value for money. Additional marketing, provision of specialist facilities for Alternative livestock sales - There has been an increase in users of the facility and promotional incentives could be the level of stock that bypasses traditional saleyards. This used. includes major feedlots selling directly to abattoirs, on-farm and internet based sales. New legislation for livestock handling - The introduction of mandatory Australian Animal Welfare Standards and Guidelines for land transportation could have implications on the saleyards. Increased cost in transport to and from the saleyards could lead to a drop in throughput.

## 12. CONSULTATION

There is a diverse range of stakeholders that contribute to the successful operation of the Warrnambool Saleyards. These stakeholders include:

- Agents;
- Buyers;
- Carriers and transport industry;
- Personnel who work at the Saleyards (employed by Council and agents);
- Ratepayers;
- City of Warrnambool staff and Councillors;
- Local business community;
- Farmers that sell stock through the Saleyards; and
- The Livestock industry.

Council has undertaken a number of consultation processes to inform Council's development of a future strategy for the Saleyards. Examples of consultation undertaken to date include:

- Economic impact study by a consultant which involved face-to-face interviews, telephone interviews and consultation meetings with key stakeholder groups. A survey was distributed to 700 businesses within the Warrnambool trade area;
- Council meetings with representatives of the Warrnambool Stock Agents Association;
- Input from the Warrnambool Livestock Exchange Advisory Committee;
- Council officer meetings held face-to-face meetings with 25 businesses on Caramut Rd, Fotheringham St and Coghlans Rd; and
- Council undertook a consultation process which called for public submissions and heard submitters at a public meeting in October 2009. Council received 94 submissions with 14 submitters accepting the opportunity to address Council.

Issues raised in the consultation process could be categorised as follows:

- Loss of economic benefits from the Saleyards relocating out of Warrnambool;
- Issues with the proposed Cudgee site (traffic impacts, environmental waste and pollution, eastern side of city, reduce land values, reduce population growth, loss of high quality farming land);
- o Lack of consultation and tight timeframe for the decision making process;
- Strong viability / self-funding of the existing Saleyards operation;
- Need for further capital investment into the existing Saleyards site;
- Suggested alternative sites for a saleyards operation;
- o Increase in costs and diminished service levels of a private operator;
- o Lack of transparency of a private operator;
- Lack of proposal for a regional livestock exchange);
- Loss of throughput if an operation is established at the proposed site in Cudgee (threat of moving to alternative markets);
- o Background and financial strength of the proponent;
- Alternative uses of the existing Saleyards site;
- o High cost of upkeep of the existing Saleyards operation;
- Installation of an anaerobic digester/liquid fertilise distribution business and water recycling facility on the saleyards site;
- Higher transport costs associated with a Cudgee site
- Adverse Impact on traders especially those located in close proximity to existing Saleyards site;
- Formation of an expert and representative regional saleyards strategic planning advisory committee;
- Loss of jobs;
- Legal and planning / permit considerations;
- Opportunity for other operators to tender;
- Environmental impact study on new site

- Ensure new project is built to the highest standard possible, not the cheapest way possible;
- Enter discussions with private sector to redevelop the present facility; Long term lease arrangements could be negotiated; Land fronting Caramut Rd could be rezoned by light industrial/retailers; and
- Council can increase its debt capacity (up to 60% prudential limit) to finance upgrades.

A copy of all submissions received is attached at Appendix K.

GEELONG 2 Hampton St, Newtown VIC 3220 03 5222 2562 ABN 31 600 499 965 MELBOURNE Suite 3/ Level 1, 420 Spencer St, West Melbourne VIC 3003 03 9052 3212 info@zinccm.com.au

**ZIIIC** COST MANAGEMENT

Ref 21030-cp1A

29 March, 2021

Warrnambool City Council PO Box 198 WARRNAMBOOL VIC 3280

Via email pgardiner@warrnambool.vic.gov.au

Attention Ms. Paula Gardiner

Dear Paula,

## Warrnambool Sale Yards - Structural Safety Review Cost Plan No. 1A

We have prepared Cost Plan No. 1 revA for the above project based on the documentation provided and our discussions.

### Cost Summary

The cost plan can be summarised as follows:

	Total End Cost (\$)
Saleyards Walkways	\$512,000
Replacement of Roof Structures	\$432,000
Auctioneer Catwalk Removal and Replacement	\$860,000
New Roofed Area of Existing Saleyards	\$1,894,000

Please refer to the attached cost plan for further information and scope of works included. All costs are reported exclusive of GST.

## Documentation

The cost plan is based on independent structural safety reports provided by Warrnambool City. Council and has been prepared using the following:

- Structural Safety Review Loading Ramps, Roofed Structures and Treatment Plant Hoist Review prepared by The CSE Group dated 21 January, 2021
- Structural Safety Review Warrnambool Saleyards Walkway Platform Assessment prepared by The CSE Group dated 26 October, 2020
- Structural Safety Review Auctioneers Catwalks Structural Review prepared by The CSE Group dated 21 December, 2020
- Site visit dated 3 February, 2021
- Revised scope discussions with WCC 19 March, 2021



### Engineering

We advise that services documentation was not available at the time of preparing the cost plan and have therefore included allowances based on our observations on the day of the site visit and assumptions of the scope of the works required. Confirmation will be required once further documentation is available.

We also note that structural documentation was not available and therefore the assumptions made will require confirmation once further documentation is available.

### Water Treatment Plant

The cost plan excludes any allowance for works to the Water Treatment Plant.

No allowance has been included for any works to the existing treatment plant equipment or in regard to upgrade or removal/ decommission of this area and due to the potential costs involved and specialist nature of the works, we would recommend a specialist consultant be engaged to provide a report to outline potential upgrade or removal/ decommission of this area.

### Non-Construction Costs

The cost plan does not include any allowance for non-construction cost such as Consultant fees Council costs or relocating/ decanting allowances for existing Saleyards users.

### Contingency

The cost plan includes allowances for design contingency (10%) and contract contingency (10%). The cost plan assumes the contingency will be required for design documentation related issues and not for changes in scope.

### **Cost Escalation**

The cost plan is based on costs current at March 2021, and includes allowance for cost escalation to March 2022, the anticipated tender date. No allowance for cost escalation has been made beyond this date.

### Assumptions

The following assumptions have been made with regards to the cost plan:

- Demolition of existing suspended concrete cattle yard walkways and associated roof completed as advised by WCC
- Covered walkways not required above new open grate walkway system as advised by WCC
- Works to loading ramps LR1 17 to be complete as part of Maintenance works as advised by WCC
- Works to treatment plant sump pump & hoist to be completed as part of Maintenance works as advised by WCC
- Existing structures to be cut off at ground level
- No allowance for removal of existing surface



- Areas have been measured of the site aerial plan however we not that the scale will need verification
- The allowance for the new roofed area to the existing slae yards has been assumed to be similar size to the recently completed area (i.e. approx. 2,600m2). We also note that the existing surface will remain.
- No allowance has been included for sitewide demolition of existing pens, loading ramps, structures not included above
- No allowance has been included for any works to the existing treatment plant equipment or in regard to upgrade or removal / decommission of this area.
- No allowance has been included for removal of contaminated soil, water treatment etc.

The cost plan is indicative only of the possible order of cost. All components of the cost plan will require confirmation once the design has developed further.

The cost plan assumes specified cladding materials are compliant with applicable building standards in respect of fire resistance.

Costs are also based on the assumption that the project will be competitively tendered to a select list of appropriate and interested builders in the form of a fixed lump sum contract. The cost plan makes no allowance for cost plus, negotiated, staged or construction management forms of procurement.

### **Contaminated Soil Remediation**

In regard to the remediation for contaminated soil, costs will vary in regards to the type of contamination and also location of where the fill will be required to be disposed of.

We also note that another varying factor will be the bulking factor from m3 to tonnes which ranges from 1.5 - 2 depending on weight of soil, volume of sand, soil, rubble etc.

Indicative costs for the excavation and disposal of contaminated soil are as follows:

Description	Unit	Rate
Category A	Per Tonne	\$1,000-\$1,400/T
Category B	Per Tonne	\$500-\$700/T
Category C	Per Tonne	\$150-\$200/T
Asbestos in fill	Per Tonne	\$240-\$280/T

Other costs that should also be considered are hygienists fees, air-monitoring, clearance certificates, disposable items (i.e hazmat suits, liners), contractors margin, supervision fees etc.

### Main Risks

The main risks associated with cost are:

• Existing building and services conditions remaining



- Design of new catwalks, shelters etc.
- Asbestos / hazardous material removal
- Market conditions / cost escalation beyond tender date
- Assumptions (refer above)
- Exclusions (refer below)

### Exclusions

Please note that the cost plan specifically excludes any allowances for the following:

- Demolition of existing suspended concrete cattle yard walkways and associated roof
- New covered walkways above new open grate walkway system
- Works to loading ramps LR1 17
- Works to treatment plant sump pump & hoist
- Water filtration/ treatment
- Asbestos / hazardous material removal
- Relocate or upgrade of existing services and infrastructure.

- Works outside site boundary
- Abnormal ground conditions (i.e., rock, ground water, filling, etc.)
- Site decontamination and remediation
- Cost escalation beyond March, 2022
- Client management or direct costs
- Authority / headwork's charges
- Decanting or relocation
- Temporary accommodation and services
- Staging of the works
- Goods and Services Tax

Where appropriate, allowances for the above items should be made in the overall feasibility study.

Do not hesitate to contact us to discuss any clarifications or if you require further information.

Yours faithfully,

Justin Zumpe Managing Director

Encl. Appendix A - Cost Plan No. 1A

1 August 2022 Page | 230



APPENDIX A



## SUMMARY

# ZINC

29 March, 2021

Warrnambool Saleyards - Structural Review
Caramut Road, Warrnambool

Saleyards Walkways			Rate (\$/unit)		Cost (\$)	Cost (\$)	Cost (\$)	Cost (\$)
	Item	1	410,000	410,000	-	-	-	410
Replacement of Roof Structure	Item	1	347,000	-	347,000	-	-	347
Auctioneer Catwalks	Item	1	690,000	-	-	690,000	-	690
New roofed area of existing Saleyards	ltem	1	1,520,000		-	-	1,520,000	1,520
- · · ·								
otal Building Cost				410,000	347,000	690,000	1,520,000	2,967
Exclusions								
Demolition of existing Saleyards, loading ramps etc.	Item			Excluded	Excluded	Excluded	Excluded	Excl
Walter filtration/ treatment area	Item			Excluded	Excluded	Excluded	Excluded	Excl
Asbestos / hazardous material removal	Note			Excluded	Excluded	Excluded	Excluded	Excl
Existing site amenities, lunch room etc.	Item			Excluded	Excluded	Excluded	Excluded	Excl
Roofed yards, Loading ramps (LR1-17)	Item			Excluded	Excluded	Excluded	Excluded	Excl
Weighing station etc.	Item			Excluded	Excluded	Excluded	Excluded	Excl
Relocate or upgrade of existing services and infrastructure	Note			Excluded	Excluded	Excluded	Excluded	Excl
Works outside site boundary	Note			Excluded	Excluded	Excluded	Excluded	Excl
Abnormal ground conditions / site decontamination / remediation	Note			Excluded	Excluded	Excluded	Excluded	Excl
otal Building and External Works & Services (refer Cost Plan Detail)				410,000	347,000	690,000	1,520,000	2,967
ESD Initiatives								
ESD initiatives (over and above BCA Section J)	Note			Excluded	Excluded	Excluded	Excluded	Excl
Contingencies & Escalation								
Staging of the works	Note			Excluded	Excluded	Excluded	Excluded	Excl
Design contingency	Item		10.0%	41,000	35,000	69,000	152,000	297
Cost escalation (say 12 months)	Item		3.0%	14,000	11,000	23,000	50,000	98
Total Anticipated Construction Tender Sum				465,000	393,000	782,000	1,722,000	3,362
Contract contingency	Item		10.0%	47,000	39,000	78,000	172,000	336
otal Construction Cost (at March, 2022)				512,000	432,000	860,000	1,894,000	3,698
Non-Construction Costs			├				[]	
Consultants fees	Note			Excluded	Excluded	Excluded	Excluded	Excl
Council costs (Building Permit)	Note			Excluded	Excluded	Excluded	Excluded	Excl
Client costs	Note			Excluded	Excluded	Excluded	Excluded	Excl
Authority / headwork's charges	Note			Excluded	Excluded	Excluded	Excluded	Excl
Goods & Services Tax	Note			Excluded	Excluded	Excluded	Excluded	Excl

This cost plan is based on preliminary information and therefore is indicative only of the possible order of cost. All components of the cost plan will require confirmation once the design has developed further. Refer to the accompanying letter for details of basis of cost plan and exclusions from above costs.

						ANAGEMEN
	<b>Project:</b> Warrnambool Saleyards Structural Review <b>Building:</b> Caramut Road, Warrnambool	Details	: Cost PLa	n 1 – re	vA	
Code	Description		Quantity	Unit	Rate	Total
Saleya	ards Walkways & Roof Structure Replacement					
Prelim	inaries					
1	Allowance for builder's preliminaries, overheads and margin, traffic man	agement etc	1	Item	25,000.00	25,000
	Preliminaries				·	25,000
Demol	lition					
2	Allowance for demolition of existing suspended concrete cattle yards wa WORKS COMPLETED	lkways -	1,059	m2	0.00	C
3	Allowance for demolition of existing roof structures, columns etc - WOR COMPLETED	ks	1,059	m2	0.00	C
4	Allowance for disconnected of services to walkways (i.e water, power et COMPLETED	c.) - WORKS	1	Note	0.00	C
5	Allowance for dust suppression during demolition - WORKS COMPLET	ED	1	Note	0.00	(
						<u>(</u>
Site Pr	reparation					
6	Allowance for preparation of site once demolition has taken place includ earthworks etc	ing minor	1,059	m2	10.00	10,590
7	Removal of contaminated material - EXCLUDED		0	Note	0.00	C
	Site Preparation			•		<u>10,590</u>
Outbu	ildings & Covered Ways					
8	Open grate walkway system including primary and secondary support fra 2400 wide	aming - assume	1,059	m2	250.00	264,750
9	Covered walkways including steel frame, metal sheet roof, roof plumbing cappings - WORKS NOT REQUIRED	g, flashings and	1,059	m2	0.00	C
10	Allowance for steps to each end of walkway platform		36	No.	500.00	18,000
	Outbuildings & Covered Ways					<u>282,750</u>
Extern	nal Stormwater Drainage					
11	Allowance for stormwater drainage to walkway structures - ASSUME NO	DT REQUIRED	0	Note	0.00	(
	External Stormwater Drainage					<u>(</u>
Extern	nal Water Supply					
12	Allowance for reconnection of water services to walkway structures		1	Item	45,000.00	45,000
	External Water Supply	·			· •	45,000
Extern	nal Electrical Services					
13	Allowance for lighting (assume 1 No. every 2.4 metres)		185	No.	250.00	46,250
	External Electrical Services	·		-	•	46,250

To Collection 409,590

		Elemental Co	ost Plan			
	-	Warrnambool Saleyards Structural Review Caramut Road, Warrnambool	Details: Cost PLa	n 1 – revA		
Code		Description	Quantity	Unit	Rate	Total
Saleya	rds Walkway	vs & Roof Structure Replacement				(Continued)

## COLLECTION

Page 1:

Saleyards Walkways & Roof Structure Replacement Carried to Summary:

409,590

409,590

	Elemental Cost Pla	n			
	Project:Warrnambool Saleyards Structural ReviewDetBuilding:Caramut Road, Warrnambool	<b>ails</b> : Cost PLa	n 1 – re		MANAGEME
Code	Description	Quantity	Unit	Rate	Total
Loadin	g Ramps & Roof Structures				
Prelimi	naries				
14	Allowance for builder's preliminaries, overheads and margin, traffic management etc	1	Item	40,000.00	40,00
	<u>Preliminaries</u>				40,00
Demoli	ition				
15	Allowance for demolition of existing roof structures, columns etc	815	m2	50.00	40,75
16	Allowance for disconnected of services to walkways (i.e water, power etc.)	1	Item	10,000.00	10,00
17	Allowance for dust suppression during demolition	1	Item	5,000.00	5,00
	Demolition				55,75
Site Pre	eparation				
18	Removal of contaminated material - EXCLUDED	0	Note	2.00	
	Site Preparation				
Roads,	Footpaths & Paved Areas				
19	Item 1 - Loading ramp operator walkway, ramps and handrails - LR1 - 12 (assume 1 side only) - MAINTENANCE WORKS	12	No.	0.00	
20	Item 1 - Loading ramp operator walkway, ramps and handrails - LR13 - 17 - MAINTENANCE WORKS	5	No.	0.00	
21	Item 2 - Allowance to remove or close off loading ramps no longer being used - assun LR4 & 6 - MAINTENANCE WORKS	ne 2	No.	0.00	
22	Item 3 - Allowance to re-point loosened bluestone masonry to Eastern loading ramps LR1 - 12 - MAINTENANCE WORKS	- 12	No.	0.00	
23	Item 4 - Allowance to replace worn, broken, rotted and missing timber rails - LR1, 3, 4 6, 11, 14, 15, 16, 17 - MAINTENANCE WORKS	, 432	m2	0.00	
24	Item 4 - Allowance to replace truck bumpers - LR1 - 17 - MAINTENANCE WORKS	17	No.	0.00	
25	Item 5 - Safety gates and ramp entry gates to top of loading ramps - LR1 - 17 - MAINTENANCE WORKS	17	No.	0.00	
26	Item 6 - Barrier below adjustable ramps to prevent access - LR2, 13 - MAINTENANCE WORKS	Ξ 2	No.	0.00	
27	Item 7 - WLL and operational instruction signage for adjustable ramp - LR2 - MAINTENANCE WORKS	1	No.	0.00	
28	Item 8 - Secure locking mechanism to adjustable ramp - LR2, 13 - MAINTENANCE WORKS	2	No.	0.00	
29	Item 9 - Replace ramp with new structure, gate etc - LR11 - MAINTENANCE WORKS	6   1	No.	0.00	
30	Item 10 - Replace all stairs and ladders to loading ramps - LR13 - 17 - MAINTENANC WORKS	E 5	No.	0.00	
	Roads, Footpaths & Paved Areas				
	Idings & Covered Ways		<u>г</u>		
31	Item 11 - Allowance to monitor roof trusses to Frank Carey Scale House and replace gain nail plates if required - R1 - MAINTENANCE WORKS	200	m2	0.00	
32	Item 12 - Roof purlins to compressor shed ensuring Trimek spans do not exceed 1300mm for end spans and 1900mm for intermediate spans - R2	16	m2	250.00	4,00
33	Item 13, 14 - Demolish and replace Shelters - R3, 4, 7, 8 & 9	75	m2	1,000.00	75,00
34	Item 15 - Remove and replace roofing only to shelters - R5 & 11	20	m2	500.00	10,00

To Collection 184,750

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Zinc Cost Management Page 3 of 10

# Elemental Cost Plan

	Project:       Warrnambool Saleyards Structural Review       Details         Building:       Caramut Road, Warrnambool       Details	: Cost PLa	n 1 – re	evA	
Code	Description	Quantity	Unit	Rate	Total
Loadin	ig Ramps & Roof Structures				(Continuea
Outbui	ildings & Covered Ways				(Continuea
35	Item 16 - Remove and replace Scale house building (assume masonry sub-base remains) - R6	10	m2	2,500.00	25,000
36	Item 17 - Reconfigure shelter so its separately supported - R10	15	m2	500.00	7,500
37	Item 18 - Demolish and replace calf shed shelter and framing - R12 - NOT PROCEEDING	483	m2	0.00	0
	Outbuildings & Covered Ways				121,500
Extern	al Stormwater Drainage				
38	Allowance for reconnection of stormwater drainage to structures	1	Note	50,000.00	50,000
	External Stormwater Drainage				50,000
Extern	al Water Supply				
39	Allowance for reconnection of water services to structures	1	Item	30,000.00	30,000
	External Water Supply				<u>30,000</u>
Extern	al Electrical Services				
40	Allowance for reconnection of electrical services	1	Item	50,000.00	50,000
	External Electrical Services				50,000
Specia	l Provisions				
41	Item 19 - Replace treatment plant sump pump hoist frame with monorail structure - MAINTENANCE WORKS	1	Item	0.00	0
42	Item 19 - Install WLL and operator instructional signage - MAINTENANCE WORKS	1	Item	0.00	0
43	Item 19 - Reinstate permanent guardrail structure around pit - MAINTENANCE WORKS	1	Item	0.00	0
	Special Provisions				<u>0</u>
	Loading Domne & Doof Structures				247 250

Loading Ramps & Roof Structures

347,250

To Collection 162,500

		Elemental Co	ost Plan		
	-	Warrnambool Saleyards Structural Review Caramut Road, Warrnambool	<b>Details:</b> Cost PLan 1 – revA		
Code		Description	Quantity Unit	Rate	Total
Loading	g Ramps &	Roof Structures			(Continued)

## COLLECTION

Page 3:	184,750
Page 4:	162,500
Loading Ramps & Roof Structures Carried to Summary:	347,250

	Project: Warrnambool Saleyards Structural Review	Details:	Cost PLa	n 1 – re	vA	
	Building: Caramut Road, Warrnambool					
Code	Description		Quantity	Unit	Rate	Total
Auctio	oneers Catwalks					
<u>Prelimi</u>	inaries					
44	Allowance for builder's preliminaries, overheads and margin, traffic manageme	nt etc	1	Item	35,000.00	35,000
	<u>Preliminaries</u>					<u>35,000</u>
<u>Demol</u> i	lition					
45	Allowance for demolition of existing catwalk system, columns, footings etc		1,266	m	100.00	126,600
46	Allowance for disconnected of services to walkways (i.e water, power etc.)		1	Item	10,000.00	10,000
47	Allowance for dust suppression during demolition		1	Item	5,000.00	5,000
	<u>Demolition</u>					<u>141,600</u>
Site Pro	eparation					
48	Removal of contaminated material - EXCLUDED		0	Note	2.00	C
	Site Preparation					<u>C</u>
<u>Roads,</u>	, Footpaths & Paved Areas					
49	Replace walkways including columns, footings etc W1 - 28		1,266	m	300.00	379,800
50	Replace stairs - S1 - 29		29	No.	1,500.00	43,500
	Roads, Footpaths & Paved Areas					<u>423,300</u>
Extern	al Stormwater Drainage					
51	Allowance for reconnection of stormwater drainage to structures - ASSUME NO REQUIRED	т	1	Note	0.00	C
	External Stormwater Drainage					<u>C</u>
Extern	al Water Supply					
52	Allowance for reconnection of water services to structures		1	Item	40,000.00	40,000
	External Water Supply					40,000
Extern	al Electrical Services					
53	Allowance for reconnection of electrical services		1	Item	50,000.00	50,000
	External Electrical Services					<u>50,000</u>

To Collection 689,900

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Project:Warrnambool Saleyards Structural ReviewDetails:Cost PLan 1 - rBuilding:Caramut Road, Warrnambool	evA
Code Description Quantity Unit	Rate Total
Auctioneers Catwalks	(Continued)

## COLLECTION

Page 6:

Auctioneers Catwalks Carried to Summary:

689,900

689,900

	Elemental Cost Plan ZI				
	Project:Warrnambool Saleyards Structural ReviewDetails:Building:Caramut Road, Warrnambool	Cost PLa	n 1 – rev	A	
Code	Description	Quantity	Unit	Rate	Total
Other	Scope Items				
Prelimi	naries				
54	Allowance for builder's preliminaries, overheads and margin, traffic management etc 1 Item 70,000.00 70				70,000
	Preliminaries 7				70,000
<u>Outbui</u>	Outbuildings & Covered Ways				
55	Allowance for new roofed area to Salewayrds comprisng structas steel frmaing, roof decking rainwater goods etc. ( assume areas as per adjacent structure)	2,635	m2	450.00	1,185,750
56	Allowance for services (i.e lighting, water supply, fire etc.) connectioon to eixtsig 2,635 m2 100.00 services in clsoe proximity		263,500		
	Outbuildings & Covered Ways				<u>1,449,250</u>
	Other Scope Items				1,519,250

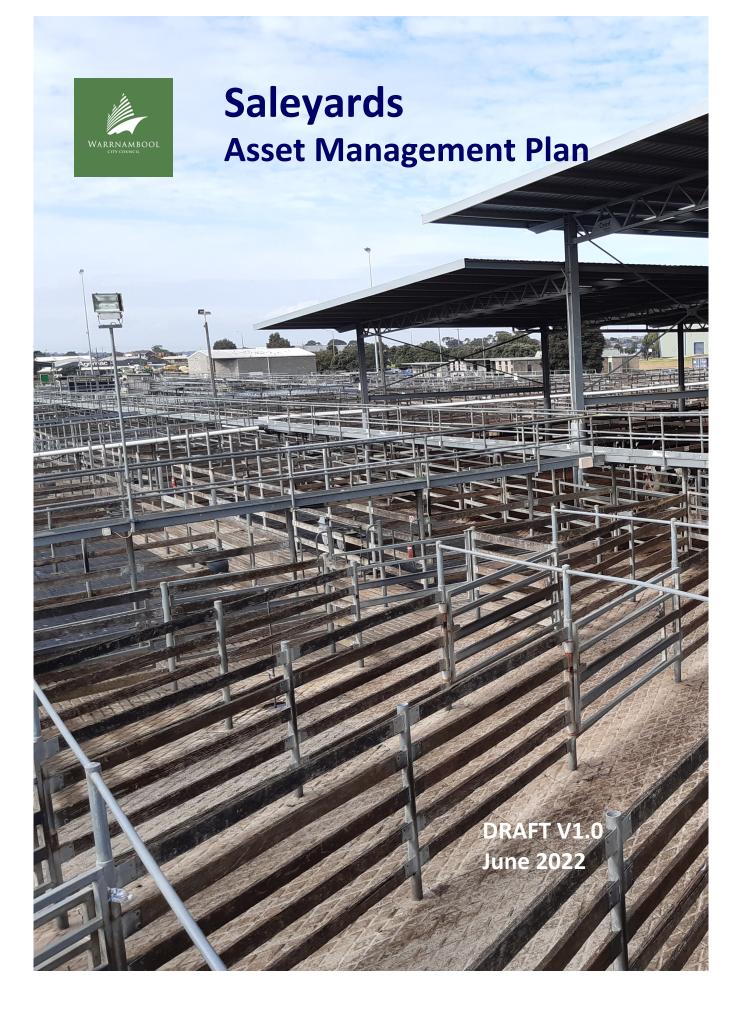
**To Collection** 1,519,250

	Elemental Cost Plan Z						
	-	Warrnambool Saleyards Structural Review Caramut Road, Warrnambool	Details	Cost PLa	n 1 – rev		
Code		Description		Quantity	Unit	Rate	Total
Other	Scope Items	5					(Continued)
	COLLECTIO	ON					
	Page 8:						1,519,250
	Other Sco Carried to	pe Items Summary:					1,519,250
Report	Summary						
	GFA: 0.00	m2					2,965,990

ZINC

# Elemental Cost Plan

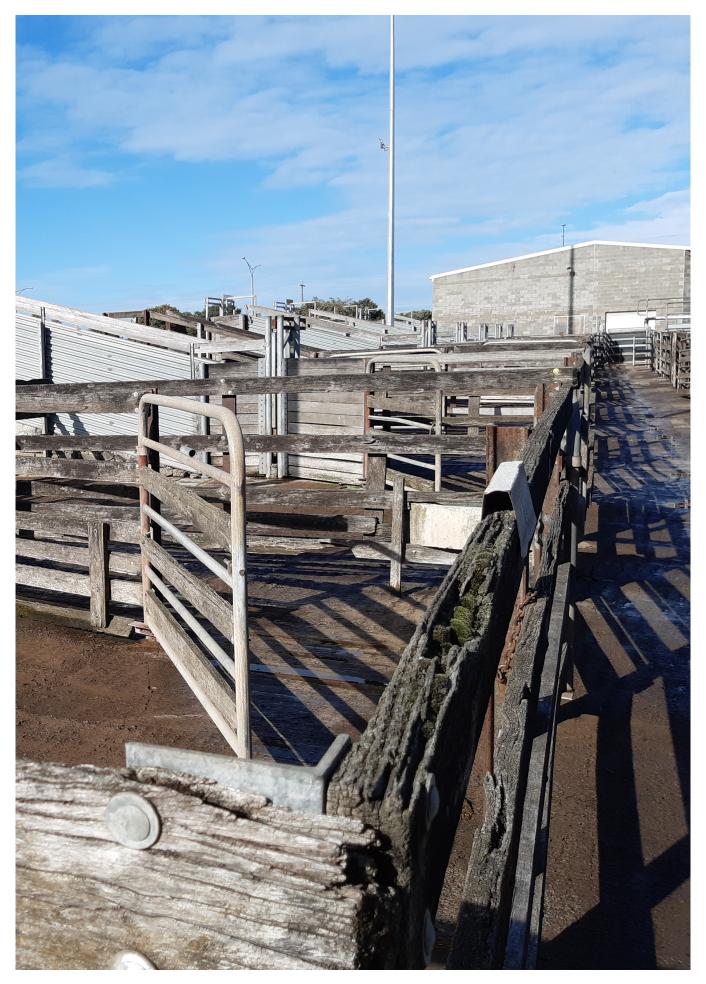
	<b>Project:</b> Warrnambool Saleyards Structural Review <b>Building:</b> Caramut Road, Warrnambool	<b>Details:</b> Cost PLan 1 – revA	STMANAGEMENT
Code	Description	Quantity Unit Rate	Total
	COLLECTION SUMMARY	PAGE NO	
	Saleyards Walkways & Roof Structure Replacement	2	409,590
	Loading Ramps & Roof Structures	5	347,250
	Auctioneers Catwalks	7	689,900
	Other Scope Items	9	1,519,250
	Total Amount:		2,965,990



Document Control		Saleyards Asset Management Plan			
Document ID :					
Rev No	Date	Revision Details	Author	Reviewer	Approver
Draft V1.0	1 June 2022	Draft for review	Warrnambool City Council	Director Corporate Strategies	Executive Management Team

## TABLE OF CONTENTS

1	EXECUTIVE SUMMARY	1
	1.1 The Purpose of the Plan	1
	1.2 Asset Description	1
	1.3 Levels of Service	1
	1.4 Future Demand	
	1.5 Lifecycle Management Plan	
	1.6 Financial Summary	
	1.7 Managing the Risks	
	1.8 Asset Management Practices	
	1.9 Monitoring and Improvement Program	
2.	INTRODUCTION	
۷.	2.1 Background	
	<ul><li>2.1 Background</li></ul>	
	<ul><li>2.2 Goals and Objectives of Asset Ownership</li></ul>	
2	2.4 Core and Advanced Asset Management	
3.	LEVELS OF SERVICE	
	3.1 Customer Research and Expectations	
	3.2 Strategic and Corporate Goals	
	3.3 Legislative Requirements	
	3.4 Current Levels of Service	
	3.5 Customer Levels of Service	
4.	FUTURE DEMAND	
	4.1 Demand Drivers	
	4.2 Demand Forecasts	
	4.3 Demand Impact on Assets	.15
	4.4 Demand Management Plan	.15
	4.5 Asset Programs to meet Demand	.15
5.	LIFECYCLE MANAGEMENT PLAN	.16
	5.1 Background Data	.16
	5.2 Operations and Maintenance Plan	.18
	5.3 Renewal/Replacement Plan	
	5.4 Creation/Acquisition/Upgrade Plan	
	5.5 Disposal Plan	
6.	RISK MANAGEMENT PLAN	
0.	6.1 Risk Assessment, Critical Risks and Treatment Plan	
	6.2 Service and Risk Trade-Offs	24
7.	FINANCIAL SUMMARY	
<i>.</i>	7.1 Financial Statements and Projections	
	7.2 Funding Strategy	
	7.3 Valuation Forecasts	
	<ul><li>7.3 Valuation of ecasts</li><li>7.4 Key Assumptions Made in Financial Plans</li></ul>	
0	7.5 Forecast Reliability and Confidence PLAN IMPROVEMENT AND MONITORING	
8.		
	8.1 Status of Asset Management Practices	
	8.2 Improvement Plan	
	8.3 Monitoring and Review Procedures	
	8.4 Performance Measures	
9.	REFERENCES	
10.	APPENDICES	.32
	Appendix A: Projected 20-year Capital Works Program	
	Appendix B: Definitions	



## **1. EXECUTIVE SUMMARY**

## **1.1 The Purpose of the Plan**

Asset management planning is a comprehensive process to ensure delivery of services from infrastructure is provided in a financially sustainable manner.

This Saleyards Asset Management Plan has been primarily formulated to document:

- The Saleyards assets Council owns, with these assets also known as the South West Victoria Livestock Exchange (SWVLX)
- Funding required to maintain the SWVLX at current levels of service
- Future demand for renewal and improvements (new/ upgrade works) to the Saleyards, and how demand for livestock exchange services may change over time.

This plan covers all Saleyards assets, and reviews future asset demand over a 20 year timeframe.

## **1.2 Asset Description**

Saleyard assets include truck turnarounds, parking, and stock load-in and load-out areas, 183 concrete selling pens with rubber matting, 40 roofed dirt floor selling pens, holding pens, weighing stations, amenities/ canteen/ offices building, dairy ring and workshop, calf shed, fire and washdown water storage tanks and pumping system, effluent treatment facility, truck-wash, and effluent dump point.

These Saleyard assets account for approx. 1.5% of Warrnambool City Council's Infrastructure asset value, with a total replacement cost of approx. \$10,849,556.

The facility was opened in 1970 and originally consisted of stock penning areas for cattle and sheep. The sheepyards have been disused for some time because of lack of demand, and are planned for removal. The Saleyards are currently in an overall fair condition.

## **1.3 Levels of Service**

The stock selling services provided by the SWVLX have been in place for over 50 years at its current location in Caramut Road Warrnambool. In more recent times there have been significant competition for these services, with increased direct selling by producers, a new saleyards facility opened in Mortlake in 2018, and an ever changing demand equation. The SWVLX is aiming to increase its service levels, and constructed a 3,600m2 cover to 40 dirt selling pens in 2020-21, with a proposal (currently in discussion May 2022) to roof over the other selling pens area with 7,000m2 of shedding.

This Plan provides an outline of Customer levels of service for the Saleyards. These levels of service are focused on '*Providing a safe, accessible, well maintained, and highly functional saleyards that meet customer's selling and buying expectations'*.

## 1.4 Future Demand

Saleyard facilities are normally viewed as commercial enterprises that seek to **foster demand** to allow economies of scale and funding towards infrastructure to improve saleyards amenity and functionality. In this respect it is different to most other services provided by Council to the local community.

The SWVLX is well supported by four local agents and local/ regional producers. Anecdotally over the last four years it has seen throughput decline due to direct selling of stock, and the impact of the larger and more amenable saleyards constructed near Mortlake in 2018.

There have been recent significant saleyards improvements including the roofed shedding placed over 40 dirt selling pens in 2021-22. In addition, Council tendered out works to provide roofing over the concrete rubber mat flooring selling pens, to replace gantries in this area, and to provide new gantries to the 40 dirt floor selling pens. These works are proposed for the 2022-23 and 2023-24 financial years but have not been adopted by Council at the time of writing (May 2022).

## 1.5 Lifecycle Management Plan

### What does it Cost?

The projected outlays necessary to provide SWVLX services covered by this Asset Management Plan includes operations, maintenance, renewal, upgrade and new assets, over the next 20-year planning period with an average cost of approx. \$1,515,250 per year. This amount includes an average of \$1,040,000 per annum for SWVLX operations and maintenance.

## **1.6 Financial Summary**

The financial projections from this asset plan are shown in Figure 1.6 for projected operating (operations and maintenance) and capital expenditure (renewal/ replacement and upgrade/ new assets), noting that the 'budgeted expenditure' line shown is the expenditure required to meet these requirements.

The projected budget for the SWVLX averages out at approx. \$1,515,250 p.a. (in today's dollars) on average over the 20 year timeframe. This amount includes:

- average annual renewal of \$202,000 and upgrade/ new works of \$273,250, with a combined capital works average amount of \$475,250 p.a.
- average operational and maintenance costs of approx. \$1,040,000 (combined), with this amount equating to that budgeted for the 2022-23 financial year.

The funding demand from this and other asset management plans will be considered further within the Long Term Financial Plan for the entire Council organisation.

The infrastructure reality is that only what is funded in the Long Term Financial Plan can be provided. The purpose of this Asset Management Plan is to communicate the required funding to meet defined service levels, and the consequences and risks associated with not providing these funding requirements, so that decision making is "informed".

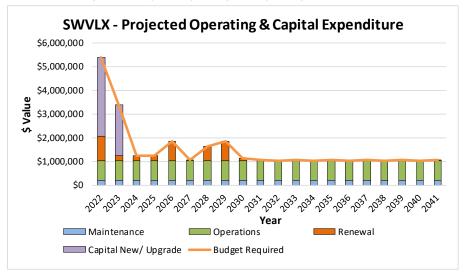


Figure 1.6: Projected Operating and Capital Expenditure

Figure Values are in current (real) dollars.

The funding requirements outlined provide SWVLX services for the operation, maintenance, renewal and upgrade of Saleyards infrastructure to the service levels noted in this plan.

### **1.7 Managing the Risks**

The main SWVLX service risks and associated consequences are:

- An unsafe workplace and external environs, leading to injury and loss of reputation.
- No movement or sale of stock because of an exotic animal disease outbreak, leading to loss of saleyards revenue.
- Lack of competition from buyers, leading to loss of agent/ producer support and/or selling accreditation, and revenue loss.
- Decreasing saleyards stock numbers, leading to loss of reputation with stakeholders and loss of revenue.
- Loss of Saleyard infrastructure due to fire or natural disaster, leading to financial and revenue loss.

Treatments to manage these risks include addressing current safety issues in a timely manner, and improving service levels at the facility to maintain/ increase current stock throughput and revenue.

## **1.8 Asset Management Practices**

Our systems to manage assets include:

- Council's corporate financial system Technology One.
- Conquest, Council's Asset Management System Software.
- Council's Corporate GIS MapInfo and QGIS.
- Assetic's Predictor asset modelling software.

SWVLX assets are contained within Conquest under the financial categories of 'Other Infrastructure', 'Off Street Car Parks', and 'Buildings'.

Assets requiring renewal/replacement have been identified in this plan using asset inventory and condition assessments undertaken on-site in May 2022 as part of this asset management plan, with this and financial values then used to develop forward works programs. Upgrade and New assets work programs have been outlined in this plan based on the work in-train in May 2022 proposing to construct the works outlined in the program.

## 1.9 Monitoring and Improvement Program

The next steps resulting from this asset management plan to improve asset management practices include the following tasks:

1. Undertake focussed and renewed customer surveys and key stakeholder interviews to inform strategic SWVLX master planning and renewal and new/ upgrade requirements.

**2.** Develop, review and implement a long-term master plan for the SWVLX to inform/ confirm future direction, and provide confirmation of renewal and new/ upgrade requirements as outlined in this asset management plan.

**3.** Review and revise: **1**. Renewal; and **2**. New/ upgrade; works programs in this Plan in accord with data from Task **1** and **2**; Particularly in consideration of on-going strategic planning for the Shire and the Integrated Strategic Planning and Reporting Framework.

4. Implement initiatives and actions identified through facility master planning.

5. Consider treating the SWVLX as a separate Council controlled commercial entity.

# 2. INTRODUCTION

## 2.1 Background

This asset management plan communicates the actions required for the responsive management of the Warrnambool City Council saleyards (known as the South West Victoria Livestock Exchange or SWVLX) and the services provided from this facility, compliance with regulatory requirements, and funding needed to provide the documented levels of service over a 20-year planning period.

The key purposes of the document are to:

- 1. Identify the current asset management regime and forecast financial requirements for the SWVLX for the next 20 years.
- 2. Identify the asset management regime required for sustainable SWVLX asset management, and the risk and service level consequences from this asset management regime.
- 3. Outline the future demand for renewal and improvements (upgrade/ new works) to the SWVLX, and how to manage demand in the long term.
- 4. Identify improvement actions to address the limitations and gaps in asset management activities and drive improvements in asset management processes.

The SWVLX was opened in 1970 and has been in operation at its current site at 81-99 Caramut Road Warrnambool from that time. The saleyards site comprises of the general saleyards area of 5.3 Ha, a pound paddock of 1.6 Ha, and a large holding paddock of 11.3 Ha. This gives a total area of 18.2 Ha, with the 11.3 Ha holding paddock acting as a saleyards buffer to the south.

As a 52 year old facility, the SWVLX is nearing the end of its useful life in terms of amenity and the original service levels provided. It faces the pressures of urban development from the south and industrial development from the east and west, and an increasingly busier road network on the east and northern sides. In order to improve the facility's service levels, there was a 3,600m2 roof constructed over 40 dirt selling pens in 2021-22. There are also plans in-train to roof approx. 7,000m2 of existing concrete floor selling pens and provide new and upgrade catwalk gantries to both the dirt and concrete floor selling pens. These measures, if undertaken, will further enhance the SWVLX facility.

The SWVLX includes saleyards for both cattle and sheep, but with the trending decline of sheep coming in for sale and the yards and loading facilities degrading over time, this section of the saleyards is no longer used and is scheduled for demolition and removal in the next 12 months. The SWVLX will continue to operate as a Cattle only saleyard facility (as it is currently) into the future.

The saleyards generally have one significant sale on the Wednesday of each week with a total of 50 of these sales per year. In addition there are 13 special sales per year, including 11 Store sales, an annual Weaner sale, and an annual F1 sale. Four Stock and Station agents operate from and support the sales through the SWVLX facility. The 2021-22 sales totalled 65,611 head of cattle with 93% of this total being adult cattle. The 2021-22 sales are expected to be in the same order of 65,000 to 66,000 head.

This asset management plan defines the forecast funding requirements for renewal/ replacement and upgrade/ new works by means of a projected (indicative) 20 year forward works program.

This asset management plan is to be read in conjunction with relevant Warrnambool City Council planning documents. This should include the Asset Management Policy and Asset Management Strategy along with other key planning documents including:

- Council Plan
- Strategic Resource Plan
- Asset Plan
- Long Term Financial Plan
- Economic Development & Investment Strategy 2015-2020 (under review).

The saleyards assets considered in this plan are described as including all assets directly associated with the provision of saleyard services and located within the saleyards land parcel(s), for which Warrnambool City Council is the responsible authority. These assets are listed predominantly in Council's asset category of 'Other Infrastructure', but are also found under the 'Buildings' and 'Off Street Car Parks' asset categories. For the purposes of this asset management plan, the 'Warrnambool Livestock Exchange Carpark (South)' asset has been allocated 50% towards the SWVLX facility and 50% towards car parking for the adjacent Stadium and netball court facility.

The assets covered by this asset management plan are used to provide livestock exchange services and are shown in Table 2.1. The SWVLX accounts for approx. 1.5% by replacement value of Warrnambool City Council's asset base excluding land value (refer Warrnambool City Council Annual Report 2020/21).

Asset Type	Indicative Quantity/ Description	Replacement Value	Depreciated Value	Annual Depreciation
Earthworks, Retaining Walls, Site Services	Retaining wall and earthworks load-out area; site electricity supply/ network, site sewer, site water supply and reticulation	\$1,175,150	\$440,997	\$23,815
Truck/ Car Parking	Truck load-in and load-out areas, parking and turn-around; 50% value of shared carpark with stadium/ netball courts	\$1,367,015	\$250,099	\$46,984
Truck-wash	2-Truck wash area with adjacent truck effluent dump point	\$71,163	\$18,900	\$2,698
Buildings and Structures	Dirt Pen Shedding, weighbridge and building, Agents Offices/ Canteen/ Amenities, Dairy Ring building, Calf Shed, Loading Ramps, Branding Station, Catwalks	\$4,286,613	\$3,144,764	\$60,103
Livestock Holding Pens - Cattle	Calf penning, Cattle penning, Cattle holding yards, 183 concrete selling pens, 40 dirt floor selling pens under roof, concrete aisleway and pen flooring, rubber sale pen matting,	\$3,039,229	\$1,376,437	\$51,090
Livestock Holding Pens - Sheep	Dis-used sheep penning and loading	\$105,145	\$40,893	\$2,208
Effluent System	Pumps, solids removal systems, wastewater treatment, pumping and discharge systems	\$640,288	\$115,459	\$28,845
Lighting	Site lighting system including pole area lighting and localised pen/ structure lighting	\$164,953	\$107,920	\$8,296
TOTAL		\$10,849,556	\$5,495,470	\$224,040

## 2.2 Goals and Objectives of Asset Ownership

Our goal in managing infrastructure assets is to meet the current or other ways defined level of service as reviewed and/ or amended from time to time) in the most cost effective manner for present and future users/ consumers. 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 developing cost-effective management strategies for the long-term that meet the defined level of service,
- Identifying, assessing and appropriately controlling risks, and
- Linking to a long-term financial plan which identifies required, affordable expenditure, and how it will be allocated.

Other references to the benefits, fundamental principles and objectives of asset management are the:

- 'International Infrastructure Management Manual 2015' 1,
- 'International Infrastructure Management Manual 2020', and
- ISO 55000<sup>2</sup>.

## 2.3 Key Stakeholders

Key stakeholders are internal custodians as well as external individuals, companies, service authorities, government authorities and community groups who have a vested interest in the management of the Saleyards. The groups that have been identified as key stakeholders are set out in Table 2.3 below.

Stakeholder	Role
Elected Members	Set the high level direction through the development of asset management principles and considering adoption of capital works programs.
Saleyards Advisory Committee	Committee established under the Local Government Act consisting of key stakeholders and two elected Councillors, with defined responsibilities and terms of reference in relation to management oversight of the Saleyards facility.
Executive Management Team	Endorse the development of asset management plans and provide the resources required to complete this task. Set high level priorities for asset management development in Council and raise the awareness of this function among Council staff and contractors. Support the implementation of actions resulting from this plan and are prepared to make changes to a better way of managing assets and delivering services providing support for an asset management driven budget and Long Term Financial Plan.
Saleyards Manager and Staff	Provide local knowledge and operational level detail to the management of this service.
Engineering and Finance Units	Consolidating the asset register and ensuring the asset valuations are accurate. Development of supporting policies such as capitalisation and depreciation. Preparation of asset sustainability and financial reports incorporating asset depreciation in compliance with current Australian accounting standards. Capital Works planning and budgeting, Asset Management, and GIS support and administration.
Stock Agents	Have a vested interest in the management and operations of the saleyards.
Producers/ Sellers and Buyers	Have a vested interest in the management and operations of the saleyards.
Transport Operators	Have a vested interest in the management and operations of the saleyards.
Local Community	Have a vested interest in the management and operations of the saleyards.
Local Businesses	Have a vested interest in the management and operations of the saleyards.

### Table 2.3: Key Stakeholders

## 2.4 Core and Advanced Asset Management

This asset management plan is prepared as a 'core' asset management plan over a 20 year planning period in accordance with the International Infrastructure Management Manual<sup>3</sup>. Core asset management is a 'top down' approach where analysis is applied at the system or network level. An 'advanced' asset management approach uses a 'bottom up' approach for gathering detailed asset information for individual assets.

- <sup>2</sup> ISO 55000 Overview, principles and terminology
- <sup>3</sup> IPWEA, 2015, IIMM.

<sup>&</sup>lt;sup>1</sup> Based on IPWEA 2015 IIMM, Sec 2.1.3, p 2 | 13

# 3. LEVELS OF SERVICE

## 3.1 Customer Research and Expectations

There has not been any dedicated or recent customer research to identify the importance of or satisfaction with the livestock exchange services provided by the SWVLX. This gap requires further exploration in future planning for the facility, and will assist the Council and the community in matching the level of service needed by the community, service risks and consequences, and the community's ability and willingness to pay for the service. This equation becomes even more complex with the SWVLX predominantly servicing regional agribusiness from adjoining Shires, with Warrnambool City Council (a largely urban based community) being the owner, manager, and service provider.

Anecdotally, the general expectation by those who use or have a stake in the facility is that the SWVLX will continue to provide livestock exchange services to the region over the next 10-20 years. Beyond this timeframe things become more difficult in recognition of an ageing facility, urban encroachment/surrounding, and lack of suitable sites within Warrnambool City Council's local government area to build a replacement facility.

In an overarching sense, the Local Government planning and accountability framework guides the Council in identifying community needs and aspirations, and determining how it will deliver on them.

The Community Vision, Warrnambool 2040, was developed over two years and involved thousands of Warrnambool residents and numerous of clubs, groups, schools, businesses and community organisations who shared their 'Wishes for Warrnambool' and their aspirations for the future of the city. The plan is owned by the community and the W2040 network partners including Warrnambool City Council.

Throughout February 2021 Council completed workshops with Councilors and staff, and undertook community surveys to seek ideas for the Council Plan and to review the community vision Warrnambool 2040. This was followed by establishing listening posts to hear what the community had to say. Listening posts were set up at the Lighthouse Studio and Warrnambool Stadium with sessions for residents of all Warrnambool localities including Allansford, Bushfield-Woodford, Dennington, Central Warrnambool, Warrnambool-Botanic, East Warrnambool, North Warrnambool, North-East Warrnambool, South-East Warrnambool, South-Warrnambool-Merrivale and West Warrnambool.

Council then undertook deliberative community engagement for the Council Plan and review of the community vision Warrnambool 2040 in two March 2022 sessions with 60 participants attending.

The community engagement process outlined provided the basis for the documentation of the Draft Council Plan 2021-25 and the reviewed Community Vision, Warrnambool 2040. These two key documents were considered at open Council meeting in May 2022 and subsequently released for community review and submissions. Warrnambool 2040 and the Draft Council Plan were exhibited together to provide context around strategic direction and to demonstrate an alignment between the vision and the plan. The Council Plan 2021-25 was adopted by Council in June 2021 following the consideration of three community submissions.

The Council Plan 2021-25 is a high level document and does not outline any specific actions related to the SWVLX. However, the Council Plan does contain 'Our services to the community – a snapshot' which lists the 'South-West Victorian Livestock Exchange – livestock sales centre.' as one of the 28 services provided within this snapshot.

## 3.2 Strategic and Corporate Goals

This Saleyards Asset Management plan has been prepared based on the Community Vision, Warrnambool 2040, and Council Plan 2021-25 which in turn have been informed by participatory and deliberative engagement processes undertaken by Council in 2021.

Warrnambool 2040:

A thriving city at the heart of coast and country.

#### Warrnambool is the bright beacon at the western edge of the Great Ocean Road.

Within the Warrnambool municipality are beautiful beaches, parks, buildings and pathways. The city of Warrnambool is the South West's professional, commercial, retail, education, sporting and health capital and our attractive townships of Allansford, Bushfield and Woodford enhance our liveability.

The Council Plan 2021-25 lists key activities and initiatives Council will undertake over 2021-2025 to deliver on the five plan objectives developed in response to visions and goals in Warrnambool 2040:

1. A HEALTHY COMMUNITY: To be a healthy, inclusive, and thriving community with equitable access to services, cultural opportunities and recreational activities.

2. A SUSTAINABLE ENVIRONMENT: To protect and strengthen local ecosystems, enhance biodiversity and enable sustainable communities.

3. A STRONG ECONOMY: Support a resilient local and self-sustaining regional economy that encourages economic growth and provides increased employment opportunities attracting ongoing investment.

4. A CONNECTED, INCLUSIVE PLACE: Provide quality places that all people value and want to live, work, play and learn in.

5. AN EFFECTIVE COUNCIL: To be recognised as a collaborative Council and a high-performing organisation that enables positive outcomes for Warrnambool's community, environment and economy and Victoria's south west

The **Council Plan 2021-25** cascades directly from **Warrnambool 2040**. The four-year Plan, developed by Council, guides the work of the organisation in making progress towards the community's 2040 vision. The relevant Council Plan objectives and how these are addressed in this asset management plan are outlined in Table 3.2 below.

#### Table 3.2: Objectives and how these are addressed in this Plan

Objective 4: A connected, inclusive plac	e
We will provide high quality places that people value and want to	live, work, play and learn in.
<b>4.4 Sustainable practices</b> : Council will promote and encourage the implementation of sustainable design across the municipality including the attractiveness, safety, accessibility and functionality of our built environment.	This Saleyards AMP outlines the management and funding required for a sustainable and functional saleyards facility.
Objective 5: An effective Council	
We will be recognised as a collaborative Council and a high-performing organis Warrnambool's community, environment and economy and fo	
5.1 Leadership and governance: Council will be a high-functioning team committed to respectful relationships, collaboration and ongoing engagement.	This Saleyards AMP provides a base document for on-going service and asset
It will provide strong, effective leadership, sound governance and informed decision-making.	planning improvement, and outlines the management, risk mitigation, and
<b>5.2 Engaged and informed community</b> : Council will ensure ongoing community engagement to identify changing needs and priorities when developing and delivering services and programs.	funding required for sustainable saleyard assets over the medium term. It also facilitates informed
<b>5.5 Organisational and financial sustainability</b> : Council will ensure organisational and financial sustainability through the effective and efficient use	organisational and financial decision making to ensure sustainability,
of Council's resources and assets. 5.6 Risk mitigation: Council will mitigate and manage organisational risks	serviceability, and fitness for purpose; and a focus on efficient use of Council's
<b>e e e e</b>	

## **3.3 Legislative Requirements**

Statutory requirements set the framework for minimum levels of service that saleyards are required to meet. Some of the more significant legislative requirements and standards relating to the management of saleyard assets are outlined in Table 3.3 following.

Table 3.3: Legislative Requirements and Standards

Legislation	Details/ Requirement
Local Government Act 2020. Local Government Finance and Reporting Regulations 2004.	Sets out role, purpose, responsibilities and powers of local governments including a requirement for the preparation of minimum 10-year asset and financial plans.
National Asset Management Framework Legislation 2010.	Focuses on long term financial sustainability and provides a mandate to have long term strategy, financial statements and annual reporting mechanisms. Asset management plans are likely to be audited.
Australian Animal Welfare Standards and Guidelines - Livestock at Saleyards and Depots (2018).	Sets out animal welfare standards and guideline requirements for saleyards and depots.
Prevention of Cruelty to Animals Act (1986).	Sets out animal welfare requirements in Victoria (under review)
Prevention of Cruelty to Animals Regulations (2019).	Sets out animal welfare regulations in Victoria
Stock (Seller Liability and Declarations) Act 1993.	Aims to protect and ensure the quality of livestock and livestock products for national and international markets
Veterinary Practice Act 1997.	Defines who can perform various husbandry practices and procedures
Agriculture and Veterinary Chemicals (Control and Use) Act 1992.	Defines who is allowed to administer drugs and regulates or prohibits the manufacture, production, sale, supply, possession, handling or use of certain poisons, drugs, therapeutic and other substances, and of certain therapeutic devices.
Livestock Disease Control Act 1994.	The main purposes of this Act are to provide for the prevention, monitoring and control of livestock diseases and to provide compensation for losses caused by certain livestock diseases
Disability Discrimination Act 1992.	Sets out the responsibilities of Council and staff in dealing with access and use of public infrastructure.
Occupational Health and Safety Act 2004.	Aims to secure the health, safety and welfare of people at work. It lays down general requirements that must be met at places of work in Victoria. The provisions of the Act cover every place of work in Victoria. The Act covers self-employed people as well as employees, employers, students, contractors and other visitors.
Occupational Health and Safety Regulations 2007.	Outlines minimum actions to be taken to comply with OH&S Act. It explains plants such as Lifts, boilers maintenance, inspection and testing and WorkCover registration requirements.
Planning and Environment Act 1987.	Planning and Environment Act 1987. Sets of legislative requirements for planning and environmental concerns in new and upgraded areas. Allows for the impact of asset construction and growth and sets parameters to trigger Council activities/actions.
Workplace Health & Safety Act 2011.	The objective of this Act is to prevent a person's death, injury or illness being caused by a workplace, by a relevant workplace area, by work activities, or by plant or substances for use at a relevant place

## 3.4 Current Levels of Service

The Saleyards provides services as follows:

- Sale of cattle stock including bulls, bullocks, yearlings, cows and calves at public sale days on Wednesdays for 50 weeks of the year;
- Sale of stock through monthly store sales for 11 months of the year;
- An annual Weaner sale and annual F1 cattle sale;
- Selling pens fitted with rubber matting to minimise lameness;
- Undercover dirt floor selling pens;
- Partially undercover calf selling pens;
- Largely unsealed truck loading, unloading, turnaround, and parking areas;
- Sealed car parking area;
- Modern digital weighing facilities;
- Facility for washing of trucks;
- Facility for effluent dumping from trucks;
- Stock impounding; and the
- Provision of canteen facilities, agents offices, and managers office.

### 3.5 Customer Levels of Service

Levels of service are defined in this asset management plan using Customer Levels of Service, sometimes known as Strategic Levels of Service.

**Customer Levels of Service** measure how the customer receives the service and whether value to the customer is provided. Customer levels of service measures used in this asset management plan are:

Quality	How good is the service what is the condition or quality of the service?
Function	Is it suitable for its intended purpose Is it the right service?
Capacity/Use	Is the service over or under used do we need more or less of these assets?

The current and targeted customer service levels are detailed in Table 3.5 following.

Key Performance	Level of Service/ Expectation	Performance Measure Used	Performance Target	Current Performance
Measure				
Service Objec	tive: Provide safe, accessil	ble, well maintained, and highly funct buying expectations.	tional saleyards that meet cu	istomer's selling and
Quality	The saleyards are a safe facility to use, and provide nil risk to the surrounding environs.	Currently known safety issues are addressed in a timely manner in conjunction with WorkSafe Victoria.	Nil outstanding safety issues.	Planning to address known safety issues in 2022-23.
	The saleyard is available and accessible in line with the published operating days and hours.	Saleyard is accessible to both buyers and sellers, outside of natural disaster events.	Nil closures due to poor site conditions or staff unavailability, excluding natural disaster events.	100% Compliance
	Management of livestock at saleyards is conducted to ensure that risk to animal welfare is minimised.	Compliance with Prevention of Cruelty to Animals Act 1986 and Australian Animal Welfare Standards and Guidelines - Livestock at Saleyards and Depots (2018).	Compliance with Legislation and Regulations.	100% Compliance

#### Table 3.5: Customer Level of Service

Warrnambool City Council - SALEYARDS ASSET MANAGEMENT PLAN

Table 3.5:	Customer Level of Service (continue	ed)
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Key Performance Measure	Level of Service/ Expectation	Performance Measure Used	Performance Target	Current Performance
Service Objec	tive: Provide safe, accessibl	e, well maintained, and highly buying expectatior	functional saleyards that meet co	ustomer's selling and
Quality	Regular authorised scale calibration checks are undertaken to ensure the accuracy of weighing at all times.	Procedures established to ensure accurate and fair operation of the scales at all times.	Procedures established and regularly undertaken.	100% Compliance
	forward planned Capitalahead and completed onWorkstime and within budget eachProgramfinancial year.		>90% programme completed and allocated funds spent. Long-term planned forward works progamming completed.	TBA Initial draft completed as part of this asset management plan
Function	The saleyard is located and provided with essential services to facilitate safe, efficient and environmentally friendly operation.	Fresh Water Supply. Waste Disposal System. Energy Supply. Roadways and unloading bays.	Constant supply when livestock on-site. Suitable operational system. Constant supply when livestock on-site. No closures when livestock on- site or immediately prior or post sale days.	100% Compliance
	To operate and manage a saleyard in a manner conducive to a hazard free environment in accordance with OH&S Legislation and Council's Work Health and Safety (WHS) Manual.	Effective implementation of WorkSafe required facilty improvements and Council's Work Health and Safety (WHS) Manual.	Facility Safety improvements programmed and completed. Development of appropriate WHS Policies and Procedures and staff adequately trained.	ТВА
	Livestock quality and operations are carried out in an expeditious and humane manner.	Livestock securely yarded at the saleyard. Where pen allocation is drawn it is to be clearly communicated to all agents in adequate time to prevent any delays in the operational processes.	Pens in adequate structural condition. Effective communication preventing delays, by no more than 1 hour. Saleyards-Sale Process as documented by management to be adhered to.	ТВА
	Provision of a transport wash area and truck effluent dump area that enables effective cleaning of vehicles, to prevent environmental contamination.	Provision of an operational truck wash area and truck effluent dump point.	< 2 times per year that the truck wash and/ or dump area is unavailable for use due to failure.	ТВА
	Generic coordinated emergency response management plan for the control of an exotic or emergency disease within a saleyards complex.	Development of a Response Plan and Local Disaster Plan and the State Animal Health Emergency Plan.	Plans established and staff trained.	ТВА
Capacity and Use	Livestock footprint.	Livestock pen density.	Compliance with density tables as documented in standards and regulations.	ТВА

## 4. FUTURE DEMAND

Council's fundamental role is to provide services to the community and its saleyards is a means to support this. Consequently, future demand for assets and services is very complex and consideration needs to be given to regional issues including demand and the mix of competing regional saleyard facilities. This picture becomes even more interesting with an urban based Council (Warrnambool City Council) as the service provider having its saleyards customer base located largely outside of its local government area, and in view of an ageing facility which would be (likely) located outside of their Council area if replaced.

The SWVLX is competing with a number of facilities for market share, with the closest of these being the Mortlake saleyards (known as the Western Victoria Livestock Exchange or WVLX) approximately 40km away. The WVLX was constructed in 2017-2018 and is a privately owned and operated business with an estimated throughput of 150,000 head of cattle per year. Regionalisation, privatisation, and the on-going requirement for improved saleyard facilities will continue to place pressure on the viability of existing saleyards, meaning infrastructure improvements will be required in order to maintain current throughput and market share. Larger producers in the catchment will seek the highest price available for their stock. Given the significant competitive pressures faced by saleyards in general, Council could face significant risk of throughput decline and viability issues if the existing facilities are not improved to align with competing saleyards.

## 4.1 Saleyards Demand Drivers

The following extract is taken from the *Kyneton Saleyards Plan* (Macedon Ranges Shire Council, 2016) and is particularly relevant in understanding saleyard demand (or success) drivers:

#### 'Saleyards Success Drivers

The success of stock saleyards is primarily dependent on a competitive and sustainable auction process. Auction sales require a sufficient number of buyers, sellers and stock in order to underpin a competitive bidding environment and therefore to generate sale prices that accurately and fairly reflect the value of the stock for sale.

Livestock producers will sell stock at locations that (a) are close to the point of production; and (b) generate the highest price possible. Although a number of other factors will naturally influence this decision, these two main economic factors are the primary motivators for producers.

Selling stock through alternative avenues to auctions at Saleyards is now significantly more viable and available than for previous generations. Globalisation of agriculture (producers) and retailers (key buyers) has resulted in more direct contracts between producers and buyers, and online sales are now a viable alternative to physical auction sales. All of these factors mean that saleyards are competing not only with each other, but with alternative selling options for throughput and therefore price.

The inter-relationship between throughput and price drives the success of auction sales, and therefore the success of saleyards. Attracting greater throughput is generally driven by the prices that are achieved in a certain saleyard. Prices are subsequently driven by a range of factors as shown in the Figure below. It is these factors that a Saleyards facility should attempt to control and improve in order to drive success. This is particularly important given the strong competition faced by *SWVLX (inserted)* from other saleyards and alternative selling options.'

#### Saleyards Success Drivers Flow Chart



## 4.2 Demand Forecasts

Saleyard facilities are normally viewed as commercial enterprises that seek to **foster demand** to allow economies of scale and funding towards infrastructure to improve saleyards amenity and functionality. In this respect it is different to most other services provided by Council to the local community.

The SWVLX is well supported by four local agents and local/ regional producers. Anecdotally over the last four years it has seen throughput decline due to direct selling of stock and the impact of the larger and more amenable WVLX constructed near Mortlake in 2018.

There have been recent significant saleyards improvements including the roofed shedding placed over 40 dirt selling pens in 2021-22. In addition, Council tendered out works to provide roofing over the concrete rubber mat flooring selling pens, to replace gantries in this area, and to provide new gantries to the 40 dirt floor selling pens. These works are proposed for the 2022-23 and 2023-24 financial years but have not been adopted by Council at the time of writing (May 2022).

Demand at any particular saleyards is dependent on a number of factors, with the 'Saleyards Success Drivers Flow Chart' above describing the major growth processes. It is expected that if the infrastructure works proposed proceed that cattle throughput may increase by as much as 20% in coming years. If these works do not proceed market share will (likely) gradually decline over the years from current levels.

The demand for saleyard services is fluid with saleyards throughput also dependent on the following:

- competitiveness of fees and amenity provided by other regional facilities
- the returns from producing cattle vs other agribusiness activities
- seasonal conditions, with prolonged drought periods seeing an increase of livestock during sale days
- the trend towards direct selling of stock by producers, with this selling method currently providing the second highest throughput of stock behind the saleyards auction process.

**SWLX Cattle throughput** – The total head of cattle passing through the SWVLX has significantly decreased in the last eight years, with a throughput of approx. 109,000 in 2014-15; 82,000 in 2016-17; 78,488 in 2019-20; 65,511 in 2020-21; and an expected 65,797 head in 2021-22. This represents a decline in throughput of 40% in the six years between 2014-15 and 2020-21, with a static result over the last two years. Table 4.2 below outlines the throughput over the last three years and the revenue generated from the SWVLX.

#### Table 4.2: Cattle Throughput and Overall SWVLX Revenue Generated

Year	Head of Cattle Throughput	Total SWVLX Revenue
2019-20 (Actual) 78,488 (93% adult cattle) \$1,318,641		\$1,318,641
2020-21 (Actual)	65,611 (93% adult cattle)	\$1,213,761
2021-22 (Forecast)	65,797 (expected 93% adult cattle)	\$1,195,663 (forecast)

## 4.3 Demand Impact on Assets

There is considerable capital cost impact for new and upgraded assets at the SWVLX if Council wishes to foster demand for the facility. In addition, there are immediate priorities to undertake safety upgrades at the facility, and medium term asset renewal requirements. These are further explored in section 5 of this asset management plan.

## 4.4 Demand Management Plan

Clearly there is a demand for Council to continue providing this service at present and therefore the asset demand forecast will assume a 20 year planning period

Demand for new service levels at the saleyards requires further stakeholder consultation (agents and producers in particular), facility and financial master-planning, and careful consideration. Not all these planks are in place currently, and the options of how (1) Council seeks to increase demand to provide a commercially viable facility; or (2) Maintains the current demand profile and addresses required safety improvements; or (3) Plans for the long overall term future of the SWVLX; are yet to be fully investigated.

It is not the purpose of this asset management plan to fully explore these options, and in this circumstance a considered Demand Management Plan has not been formulated as part of this plan.

## 4.5 Asset Programs to meet Demand

The new assets required to meet demand can be acquired, donated or constructed. Additional assets are discussed in Section 5.4.

The value of new/ upgrade assets over the 20 year life of the plan is \$5,465,000 with construction occurring over the first two years, and includes \$3,315,000 expenditure in 2022-23, and \$2,150,000 expenditure in 2023-24. Based on these numbers, the total replacement value of the SWVLX would be approx. \$10,850,000 (current) + \$5,465,000 (new/ upgrade works) = \$16,315,000 as at June 2024, with this value remaining constant for the following 18 year plan period. In the same manner as the replacement value increasing approx. 50%, it is anticipated that depreciation will increase approx. 50% from \$224,000 to \$336,000 as at June 2024, with this value remaining constant (in current real dollar terms) for the following 18 year plan period.

## 5. LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how Warrnambool City Council plans to manage and operate the assets at the agreed levels of service (defined in Section 3) while managing life cycle costs.

## 5.1 Background Data

### 5.1.1 Physical parameters

The Saleyard assets covered by this asset management plan are shown in Table 5.1.1 below, with all values in accord with the 2021-22 Council Annual Report, and Condition rated from 0 (as new condition) to 5 (no longer serviceable condition).

Asset Type	Indicative Quantity/ Description	Replacement Value	Depreciated Value	Annual Depreciation	Condition estimate 0 (new) - 5 (v. poor)
Earthworks, Retaining Walls, Site Services	Retaining wall and earthworks load-out area; site electricity supply/ network, site sewer, site water supply and reticulation	\$1,175,150	\$440,997	\$23,815	3.1
Truck/ Car Parking	Truck load-in and load-out areas, parking and turn-around; 50% value of shared carpark with stadium/ netball courts	\$1,367,015	\$250,099	\$46,984	4.1
Truck-wash	2-Truck wash area with adjacent truck effluent dump point	\$71,163	\$18,900	\$2,698	3.7
Buildings and Structures	Dirt Pen Shedding, weighbridge and building, Agents Offices/ Canteen/ Amenities, Dairy Ring building, Calf Shed, Loading Ramps, Branding Station, Catwalks	\$4,286,613	\$3,144,764	\$60,103	1.3
Livestock Holding Pens - Cattle	Calf penning, Cattle penning, Cattle holding yards, 183 concrete selling pens, 40 dirt floor selling pens under roof, concrete aisleway and pen flooring, rubber sale pen matting,	\$3,039,229	\$1,376,437	\$51,090	2.7
Livestock Holding Pens - Sheep	Dis-used sheep penning and loading	\$105,145	\$40,893	\$2,208	3.1
Effluent System	Pumps, solids removal systems, wastewater treatment, pumping and discharge systems	\$640,288	\$115,459	\$28,845	4.1
Lighting	Site lighting system including pole area lighting and localised pen/ structure lighting	\$164,953	\$107,920	\$8,296	1.7
TOTAL		\$10,849,556	\$5,495,470	\$224,040	2.5

#### 5.1.2 Asset capacity and performance

New assets are generally provided to meet design standards relevant to those assets at that time. In the case of the SWVLX, there are assets that were originally constructed or have been constructed/ developed over time that do not meet current structural design standards or required service levels.

Areas where significant deficiencies in service performance are known are detailed in Table 5.1.2 following.

#### Table 5.1.2: Known Service Performance Deficiencies

Description/ Item	Service Deficiency
Catwalks/ Gantries	Auction gantries are not structurally adequate to meet current design standards.
Escape from Saleyards by Stock	Stock that escape from the saleyards proper may freely access nearby roads and urban areas creating havoc and safety issues. Grids and fencing are required to confine escaped stock to the saleyard environs.
Effluent pump removal	Reinstatement of adequately rated gantry required to allow ease of removal of main effluent pump.
Truck Wash	Current configuration and shielding allows overspray between trucks and outside of wash area.

The above service deficiencies have been identified by relevant service managers and WorkSafe Victoria as part of site visits and notices.

#### 5.1.3 Asset condition

Condition is monitored as part of periodic assessment/ review of Council assets.

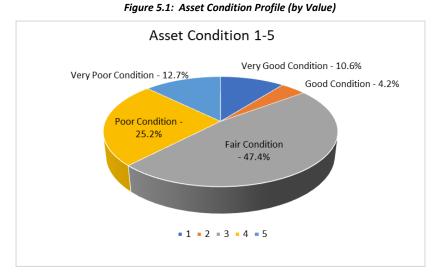
Condition is reported in this asset management plan using a 0 – 5 grading system described below in Table 5.3.1.

Rating	Condition Description
0 - New	Brand new asset or recently rehabilitated to as new condition. Only cyclical routine maintenance is required.
1 - Very Good	Asset is in very good overall condition only routine maintenance is required.
2 - Good	Superficial defects may be present requiring minor maintenance, in addition to cyclical routine maintenance.
3 - Fair	Moderate deterioration. More frequent maintenance is required in addition to cyclical routine maintenance, in order to maintain adequate serviceability.
4 - Poor	High deterioration is evident. Maintenance costs rising in order to maintain serviceability. The asset would be at the point where it can be considered for renewal.
5 - Very Poor	Asset is no longer serviceable and should not remain in service.

#### Table 5.1.3: Condition Rating Descriptions

It is understood that asset inventory and condition was recollected for the SWVLX in 2019-20 by Warrnambool City Council, with this work taking assets down to a detailed component level. The condition ratings shown in this asset management plan are based on: (1) the depreciated value of assets with this value directly related to the condition assessments undertaken in 2019-20; and (2) A general condition and asset inventory survey completed as part of this asset management plan.

The general condition of SWVLX assets are shown in Figure 5.1 following.



Overall, the saleyards assets are in a Fair condition.

### 5.2 Operations and Maintenance Plan

Operations include regular activities to provide Saleyards services such as employee activities and services costs.

Routine 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, for example replacing a broken stockyard rail. Maintenance includes all actions necessary for retaining an asset as near as practicable to an appropriate service condition.

Operations and maintenance expenditure is shown in Table 5.2 following.

Table 5.2:	<b>Operations and</b>	Maintenance	Expenditure Trends
------------	-----------------------	-------------	--------------------

Year	Operations Expenditure	Maintenance Expenditure	Total
2019-20 (actual)	\$808,253	\$140,889	\$949,142
2021-22 (actual)	\$803,785	\$200,640	\$1,004,425
2021-22 (forecast)	\$812,780	\$165,000	\$977,780
2022-23 (budget)	\$830,152	\$210,000	\$1,040,152

Maintenance expenditure levels are considered to be adequate to meet projected service levels. If the roofing of the concrete penning proceeds and sawdust/ bark-chip litter is introduced to this area, it is anticipated that the subsequent decrease in washdown labour, wastewater treatment, and industrial wastewater charges may well lower operational expense.

#### Summary of future operations and maintenance expenditures

Future operations and maintenance expenditure is forecast to be static as shown in Figure 5.2. Note that all costs are shown in current 2021-22 dollar values (i.e. real values).

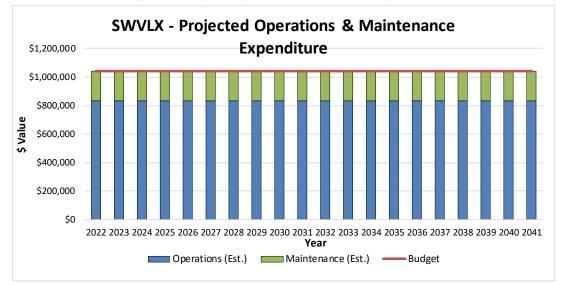


Figure 5.2: Projected Operations and Maintenance Expenditure

It should be noted that even although significant new and upgrade works are proposed, there is no anticipated net increase in operations and maintenance expenditure in the 20 year forecast period. This operations and maintenance expense will require funding consideration and allocation within the Long Term Financial Plan (LTFP).

## 5.3 Renewal/Replacement Plan

#### 5.3.1 Basis of renewal plan

Renewal and replacement expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to original service potential is considered to be an upgrade/expansion or new work expenditure and may result in additional future operations and maintenance costs.

This asset management plan uses medium level asset inspection and assessment data in formulating a 20 year forward works renewal program for the saleyards, with asset assessment completed in May 2022.

At a program level the major items of the forecast renewal program and estimated costs are:

- (a) Replace sub-standard gantries to facility at a cost of \$840,000 programmed for 2022-23
- (b) Progressive replacement of timber railing throughout the saleyards over a five year timeframe at an estimated cost of \$200,000 p.a. x 5 years (estimated upgrade component of \$60,000 p.a. included in this amount)
- (c) Allocation of \$10,000 every two years for mechanical and services replacement, particularly in the areas of pumps, compressors and water supply
- (d) Amenities/ Agents Office/ Canteen Re-Fit at a cost of \$300,000 programmed for 2026
- (e) Calf Shed replacement due to structural steel corrosion at a cost of \$300,000 programmed for 2026
- (f) Load-In Ramps Renewal (80%) and Upgrade at a cost of \$600,000 programmed for 2028
- (g) Load-Out Ramps Renewal (80%) and Upgrade at a cost of \$800,000 programmed for 2029
- (h) Weigh Station electronic refurbishment at a cost of \$100,000programmed for 2030.

The program is aimed at renewing those assets that are beyond a condition level of 4 (current asset backlog) and addressing renewal demand proactively. The program will maintain and enhance current service levels delivered from the SWVLX, but will require on-going review and update as part of future updates to this asset management plan.

The 20 year Renewal/ Replacement capital works program is shown as part of Appendix A.

#### 5.3.2 Summary of future renewal and replacement expenditure

The projected capital renewal and replacement program is shown as part of Appendix A with the resultant expenditure required shown in Figure 5.3 below.

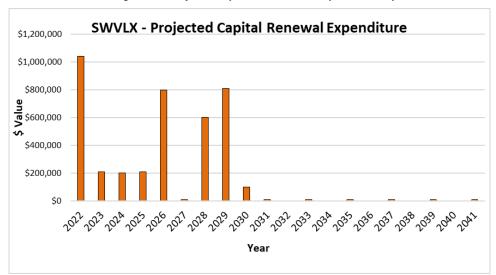


Figure 5.3: Projected Capital Renewal and Replacement Expenditure

Figure Values are in current (real) dollars.

The total renewal expense is \$4,040,000 with almost all of this spent in Years 1-9, with an average spend of \$202,000 p.a. over the 20 year timeframe. This average expenditure is close to the 2021-22 depreciation of \$224,000 for the SWVLX. The projected renewal expense will require funding consideration within the Long Term Financial Plan (LTFP).

## 5.4 Creation/Acquisition/Upgrade Plan

New works are those that create a new asset that did not previously exist, or works which will upgrade or improve an existing asset beyond its existing capacity. They may result from growth, regulatory, amenity, functionality, or other needs.

#### 5.4.1 Basis of new/upgrade plan

Construction of new assets and the upgrade/expansion of existing assets are identified from various sources such as:

- feedback and requests from community groups, stakeholders, and Council
- noted deficiencies within existing infrastructure
- strategic planning and master planning processes, and
- regional strategic planning frameworks (often in partnership with others).

Project proposals are considered by Council in view of available funds, grant funding opportunities, and the Long Term Financial Plan, with priority projects considered for inclusion in the annual capital works budget and/ or specific grant funding applications.

This asset management plan provides the following preliminary new/ upgrade works program and cost estimates:

 (a) Construct cattle grids (3) and fencing to confine stock to saleyards environs at a cost of \$500,000 programmed for 2022-23

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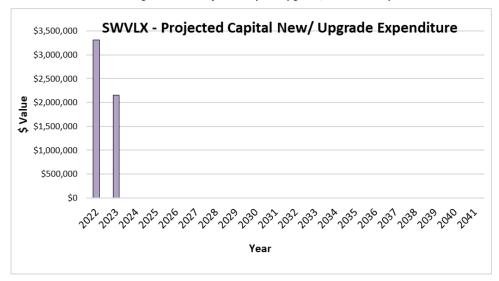
- (b) Construct roof cover shed (approx. 7050m2) to concrete selling pens at a cost of \$3,900,000 programmed for 2022-24
- (c) Install sawdust containment measures to new roofed area at a cost of \$100,000 programmed for 2022-23
- (d) Install auction gantries to covered dirt selling pens at a cost of \$165,000 programmed for 2022-23
- (e) Stormwater and water collection/ storage works with new roofed area at a cost of \$400,000 programmed for 2022-24
- (f) Power system upgrade and lighting with new covered selling pens at a cost of \$400,000 programmed for 2022-23.

There are no proposed upgrades to the existing truck turning and load-in/ load-out areas to a sealed standard in this asset management plan. These areas are currently functional with the gravel pavement filled and graded at least once a year. The cost to seal these areas (if required) is estimated at \$1,160,000 for the Load-In area and \$1,000,000 for the Load-Out area, a total of approx. \$2,260,000.

The proposed new/ upgrade works program is aimed at addressing current known service and safety deficiencies, and providing increased saleyards amenity to maintain and increase current stock throughput.

#### 5.4.2 Summary of future upgrade/new assets expenditure

Projected upgrade/new asset expenditures are summarised in Figure 5.4.2 following. The projected 20-year upgrade/new capital works program is shown as part of Appendix A.



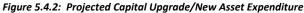


Figure Values are in current (real) dollars.

The new/ upgrade program totals \$5,465,000 with all of this expenditure occurring in the coming two years 2022-24. The average expenditure equates to \$273,250 p.a. over the 20 year timeframe. Expenditure on new assets and services in the capital works program will only be accommodated in the Long Term Financial Plan to the extent of the available funds and Council's capital works prioritisation framework.

#### 5.4.3 Summary of asset expenditure requirements

The financial projections from this asset plan are shown in Figure 5.4.3 for projected operating (operations and maintenance) and capital expenditure (renewal/ replacement and upgrade/ new assets). Note that all costs are shown in current (real) dollars.

The bars in the graphs represent the projected budget requirements as outlined above in this Lifecycle Management Plan section 5 for maintenance and operations, renewal, and new/ upgrade works.

The projected budget for the SWVLX averages out at approx. \$1,515,250 p.a. (in today's dollars) on average over the 20 year timeframe. This amount includes:

- average annual renewal of \$202,000 and upgrade/ new works of \$273,250, with a combined capital works average amount of \$475,250 p.a.
- average operational and maintenance costs of approx. \$1,040,000 (combined), with this amount equating to that budgeted for the 2022-23 financial year.

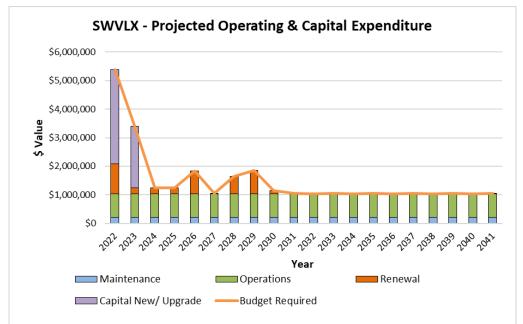


Figure 5.4.3: Projected Operating and Capital Expenditure

Figure Values are in current (real) dollars.

#### 5.5 Disposal Plan

Disposal includes any activity associated with the disposal of a decommissioned asset including sale, demolition or relocation.

The sheepyards are no longer used at the SWVLX and are scheduled for demolition and removal in the next 12 months. The sheepyards 2020-21 replacement value is listed as \$105,145 with a written down value of \$40,893. It is anticipated that there will be a small net income from disposal of the sheepyards, with this amount not included as part of income or expenditure amounts shown in this asset management plan. There are Nil other items programmed for disposal at the SWVLX over the coming 20 years.

In a wider context, it should be noted that the SWVLX has potentially a 20 year timeframe for relevant operation within Warrnambool City Council, and may face facility/ site disposal at this stage due to the issues of an encroaching urban environment and the ever-changing saleyards demand equation.

## 5. RISK MANAGEMENT PLAN

The purpose of infrastructure risk management is to document the results and recommendations resulting from the periodic identification, assessment and treatment of risks associated with providing services from infrastructure, using the fundamentals of International Standard ISO 31000:2009 Risk management – Principles and guidelines.

Risk Management is defined in ISO 31000:2009 as: 'coordinated activities to direct and control with regard to risk'<sup>4</sup>.

A corporate assessment of risks associated with service delivery from the SWVLX is required to identify/ verify the facility's critical risks that will result in loss or reduction in service or a 'financial shock'. 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.

## 6.1 Risk Assessment, Critical Risks and Treatment Plan

The risk management process used in this asset management plan is shown in Figure 11 below. It is an analysis and problem solving technique designed to provide a logical process for the selection of treatment plans and management actions to protect the community against unacceptable risks.

The process is based on the fundamentals of the ISO risk assessment standard ISO 31000:2009.



#### Figure 11 Risk Management Process – Abridged

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.

A preliminary assessment of risks associated with service delivery from the SWVLX has identified the critical risks that will result in significant loss, 'financial shock', or a reduction in service.

Critical risks are those assessed with 'Very High' risk rating (requiring immediate corrective action) and 'High' risk rating (requiring corrective action). The critical risks identified in the preliminary assessment, with associated residual risk and treatment cost after the selected treatment plan is implemented, is shown in Table 6.1.

<sup>4</sup> ISO 31000:2009, p 2

Service or Asset and Risk	What can Happen	Risk Rating (L, M, H, VH)	Risk Treatment Plan	Residual Risk *	Treatment Costs
No movement or sale of stock can occur.	Exotic Animal Disease Outbreak such as Foot and Mouth Disease.	VH	Staff training and education of stakeholders to be aware and look out for signs of any affected stock.	Н	Comply with authorities and stop movement of stock from the Saleyards until all clear is given.
Unsafe workplace and external environs. Unable to operate.	Injury or death. Non-compliance with safety requirements and/ or EPA standards.	Н	Ensure compliance with WorkSafe noted safety issues. Undertake periodic safety inspections and risk assessments. Continual monitoring and compliance with EPA requirements that are in place.	Μ	Working with Worksafe, EPA and other authorities to put in place measures to enable operations to recommence.
Lack of competition from buyers.	Loss of agent/ producer support. Loss of established accreditations.	Η	Seek to improve service levels. Continue to improve internal systems and liaise with those authorities that audit annually for compliance with our various accreditations.	М	Approx. \$6m required to improve service levels. Make sure that our staff and stakeholders continue to use established selling practices and abide by the various government regulatory authorities.
Saleyard stock numbers.	Loss of reputation with stakeholders.	Н	Ensure staff are adequately trained and capable of dealing with stakeholders for any scenario that may occur.	L	Keep up to date with industry issues and incidents that have occurred at other Saleyards.
Loss of Saleyard Infrastructure.	Fire and other natural disasters.	Н	Adequate Insurance cover and continual review of Emergency Plans.	L	Treatment costs included with proposed new pen shedding.

#### Table 6.1: Critical Risks and Treatment Plans

Note \* The residual risk is the risk remaining after the selected risk treatment plan is operational

## 6.2 Service and Risk Trade-Offs

The decisions made in adopting this asset management plan are based on the objective to achieve the optimum benefits from the available resources.

#### 6.2.1 What the plan does not cover

The Long Term Financial Plan provides 10 year planning for the entire Council organisation and considers projected operational, maintenance, renewal/ replacement, and upgrade/ new funding requirements from this and other asset management plans. This asset management plan does not determine the priority of funds allocation towards SWVLX assets within the competing interests of Council's total asset portfolio.

#### 6.2.2 Service trade-off

Operations and maintenance activities and capital renewal and new/ upgrade projects that cannot be undertaken will maintain or create service consequences for users. There are service trade-offs noted in this asset management plan including the potential for slowing demand for SWVLX services particularly if proposed infrastructure new/ upgrade works do not proceed and/ or safety issues and improvements are not completed expeditiously.

#### 6.2.3 Risk trade-off

Operations and maintenance activities and capital projects that cannot be undertaken may maintain or create risk consequences. The major risks from this plan that require treatment have been listed within the proposed capital works program. Failure to address these risks in a timely manner may result in an unacceptable risk to Council.

## 7. FINANCIAL SUMMARY

This section contains the financial requirements resulting from all the information presented in the previous sections of this asset management plan. The financial projections are best estimates only and subject to improvement as further information becomes available on desired levels of service, funding availability, and current and projected future asset performance.

## 7.1 Financial Statements and Projections

#### 7.1.1 Asset valuations

The best available estimate of the value of SWVLX assets included in this asset management plan are shown below. Assets are valued at Fair Value, with the following values applicable at 30 June 2021:

Gross Replacement Cost	\$10,849,556	Gross Replacement
Depreciable Amount	\$10,849,556	CUSI Accumulated Depreciation Replacement Depreciation Annual Depreciation Annual Depreciable Amount
Depreciated Replacement Cost <sup>5</sup>	\$5,495,470	Cost Expense Residual
Annual Average Asset Consumption	\$224,000.	value verting verting value verting verting value verting vert
		◀ Useful Life

#### 7.1.1 Sustainability of service delivery

The sustainability of service delivery at the SWVLX is a complex equation particularly when demand factors and longterm viability at its current location is considered. This asset management plan has identified forecast expenditure to both sustain and improve on current service delivery over a 20 year timeframe. Overall sustainability in regard to revenue generation as part of-long term master planning for the facility are not explored in this plan.

Asset Sustainability Ratio – One indicator for service delivery sustainability is known as the Asset Sustainability Ratio (ASR), this ratio is expressed as a percentage:

Asset Sustainability Ratio (ASR) = Renewal Planned Budget / Asset Depreciation (%)

With a Capital Renewal Planned (proposed) Budget of an average \$202,000 over the next 20 years (2022-23 dollar values), and a 2020-21 depreciation amount of \$224,000, the:

#### Asset Sustainability Ratio (ASR) = 90%.

However, with the planned renewal of existing long life assets over the next nine years (including existing backlog), and proposed expenditure on long-life new/ upgrade assets that will not require renewal for an estimated 50 years, it is anticipated that 100% of those assets requiring renewal will be renewed over the 20 year forecast period based on the renewal program/ expenditure provided in this plan.

#### Medium term projected expenditures - 20 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 relevant stakeholders over a 20 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 Long Term Financial Plan period to identify any funding shortfall.

The projected operations, maintenance and capital renewal and new/ upgrade expenditure required over a 20 year planning period is approx. \$1,515,250 on average per year.

Warrnambool City Council - SALEYARDS ASSET MANAGEMENT PLAN

<sup>&</sup>lt;sup>5</sup> Also reported as Written Down Value, Carrying or Net Book Value.

Estimated available operations, maintenance and capital renewal and new/ upgrade funding is to be confirmed within the Long Term Financial Planning process which will take into consideration funding demands across the organisation for all Council assets, and the revenue generated from the SWVLX.

#### 7.1.2 Projected expenditures for Long Term Financial Plan

Table 7.1.2 shows the projected expenditures for the 10 year Long Term Financial Plan. Expenditure projections are in 2021-22 real dollar values.

Year	Operations	Maintenance	Projected Capital Renewal	Projected Capital Upgrade/ New	Disposals	Projected Total Exp.
2022	\$830,000	\$210,000	\$1,040,000	\$3,315,000	\$0	\$5,395,000
2023	\$830,000	\$210,000	\$210,000	\$2,150,000	\$0	\$3,400,000
2024	\$830,000	\$210,000	\$200,000	\$0	\$0	\$1,240,000
2025	\$830,000	\$210,000	\$210,000	\$0	\$0	\$1,250,000
2026	\$830,000	\$210,000	\$800,000	\$0	\$0	\$1,840,000
2027	\$830,000	\$210,000	\$10,000	\$0	\$0	\$1,050,000
2028	\$830,000	\$210,000	\$600,000	\$0	\$0	\$1,640,000
2029	\$830,000	\$210,000	\$810,000	\$0	\$0	\$1,850,000
2030	\$830,000	\$210,000	\$100,000	\$0	\$0	\$1,140,000
2031	\$830,000	\$210,000	\$10,000	\$0	\$0	\$1,050,000
2032	\$830,000	\$210,000	\$0	\$0	\$0	\$1,040,000
2033	\$830,000	\$210,000	\$10,000	\$0	\$0	\$1,050,000
2034	\$830,000	\$210,000	\$0	\$0	\$0	\$1,040,000
2035	\$830,000	\$210,000	\$10,000	\$0	\$0	\$1,050,000
2036	\$830,000	\$210,000	\$0	\$0	\$0	\$1,040,000
2037	\$830,000	\$210,000	\$10,000	\$0	\$0	\$1,050,000
2038	\$830,000	\$210,000	\$0	\$0	\$0	\$1,040,000
2039	\$830,000	\$210,000	\$10,000	\$0	\$0	\$1,050,000
2040	\$830,000	\$210,000	\$0	\$0	\$0	\$1,040,000
2041	\$830,000	\$210,000	\$10,000	\$0	\$0	\$1,050,000
Yearly Av.	\$830,000	\$210,000	\$202,000	\$273,250	\$0	\$1,515,250

Table 7.1.2: Projected Expenditures for the SWVLX

## 7.2 Funding Strategy

Funding for assets is provided within the annual budget with funding amounts linked to projections within the Strategic Resource Plan and Long Term Financial Plan and as verified/ reviewed annually. The financial strategy of the Council determines how funding will be provided, whereas the asset management plan communicates renewal requirements along with the service and risk consequences of not fully funding these requirements.

Some of the critical items in Warrnambool City Council's funding strategy for the SWVLX should include:

- Targeting grant funding opportunities for renewal, new and upgrade projects to minimise Council's capital expenditure
- Focussing expenditure on renewal of existing assets and those upgrade/ new works that are aligned with
  adopted strategies and plans
- Careful and rigorous documentation of forward work programs to enable good reliability of projected expenditure in all asset classes.

Warrnambool City Council - SALEYARDS ASSET MANAGEMENT PLAN

## 7.3 Valuation Forecasts

Asset values are forecast to increase as additional assets are added.

The value of new/ upgrade assets over the 20 year life of the plan is \$5,465,000 with construction occurring over the first two years, and includes \$3,315,000 expenditure in 2022-23, and \$2,150,000 expenditure in 2023-24. Based on these numbers, the total replacement value of the SWVLX would be approx. \$10,850,000 (current) + \$5,465,000 (new/ upgrade works) = \$16,315,000 as at June 2024, with this value remaining constant for the following 18 year plan period. In the same manner as the replacement value increasing approx. 50%, it is anticipated that depreciation will increase approx. 50% from \$224,000 to \$336,000 as at June 2024, with this value remaining constant (in current real dollar terms) for the following 18 year plan period.

## 7.4 Key Assumptions Made in Financial Plans

This section details the key assumptions made in presenting the information contained in this asset management plan. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial aspects of this plan.

Key assumptions made in this asset management plan are:

- The assignment of maintenance and operation costs as shown in this Plan (refer Table 7.1.2) are based on these costs remaining static, with the funds being allocated in 2022-23 being adequate for maintenance and operations activities.
- The 20 year capital works program for renewal/ replacement and new/ upgrade is reliable, with the proposed major new/ upgrade works planned for 2022-2024 being prioritised and approved to proceed; and the estimated costs shown being adequate to cover the real value costs for these works.
- Budget funding of projected renewal and upgrade/ new requirements are to be considered within the review
  of the Long Term Financial Plan and as part of annual budgeting processes. The availability of budget funds is
  heavily dependent on continuation of State and Federal grant funding streams and success in winning
  targeted grant funding opportunities.
- The SWVLX base data for assets and their valuation are reliable and accurate.

## 7.5 Forecast Reliability and Confidence

The expenditure and valuation projections in this asset management plan 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 5 level scale in accordance with Table 7.5.1 following.

Confidence Grade	Description
A Highly reliable	Data based on sound records, procedures, investigations and analysis, documented properly and agreed 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 ± 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 ± 25%
D Very Uncertain	Data is 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 ± 40%
E Unknown	None or very little data held.

Table 7.5.1: Data Confidence Grading System

The estimated confidence level for and reliability of data used in this asset management plan is shown in Table 7.5.2.

Data	Confidence Assessment	Comment
Demand drivers	С	Demand drivers are generally recognised but specific regional data or analysis has not been undertaken
Growth projections	D	Growth projections have not been based on structured background analysis
Operation and maintenance expenditure	В	Current levels historically known and recorded
Asset values	В	Data collection, condition assessment, and valuation undertaken by WCC recently, with a sense-check of this data completed as part of this plan's formulation
Asset useful lives	В	Data collection, condition assessment, and valuation undertaken by WCC recently
Condition modelling	D	Specific condition modelling has not been undertaken for the SWVLX
Renewals	В	Generally sound renewal programs based on operational knowledge and on-site assessment
New/ Upgrade expenditure	С	Generally recognised over all budget quantums identified, but Council yet to adopt proposed expenditure (May 2022)

## 8. PLAN IMPROVEMENT AND MONITORING

## 8.1 Status of Asset Management Practices

#### 8.1.1 Accounting and financial data sources

This asset management plan utilises accounting and financial data. All financial processes including budgets, forecasts, profiling and transactions are recorded in Council's corporate financial system Technology One.

#### 8.1.2 Asset management data sources

Warrnambool City Council's asset data is stored in Conquest, Council's Asset Management System Software. The accuracy and extent of data across the various asset categories varies significantly, however, the asset register attribute data includes the asset location, description, dimension, condition, function, replacement cost, written down value, useful life, construction date, inspection and maintenance histories, and more.

All data is stored and maintained solely within Conquest, providing confidence in having a single point of truth for asset data. Infrastructure assets are represented spatially using Council's Corporate GIS, as well as being available via MapInfo and QGIS for analytical purposes. Council also uses predictive modelling software Assetic Predictor to allow modelling of relevant assets to produce renewal programs.

SWVLX assets are contained within Conquest under the financial categories of 'Other Infrastructure', 'Off Street Car Parks', and 'Buildings'.

## 8.2 Improvement Plan

The asset management improvement plan generated from this asset management plan is shown in Table 8.2.

Task No	Task	Responsibility	Resources Required	Timeline
1	Undertake focussed and renewed customer surveys and key stakeholder interviews to inform strategic SWVLX master planning and renewal and new/ upgrade requirements.	Director Corporate Strategies. Manager SWVLX. SWVLX Advisory Committee.	External Resource (est. \$10,000). Staff Time.	2022
2	Develop, review and implement a long-term master plan for the SWVLX to inform/ confirm future direction, and provide confirmation of renewal and new/ upgrade requirements as outlined in this asset management plan.	Director Corporate Strategies. Manager SWVLX. SWVLX Advisory Committee.	External Resource (est. \$40,000). Staff Time.	2022-23
3	Review and revise: 1. Renewal; and 2. New/ upgrade; works programs in this Plan in accord with data from Task 1 and 2; Particularly in consideration of on-going strategic planning for the Shire and the Integrated Strategic Planning and Reporting Framework.	Manager Assets	Staff Time.	2023-4
4	Implement initiatives and actions identified through saleyards facility master planning.	Director Corporate Strategies. Manager SWVLX. SWVLX Advisory Committee.	Staff Time. Resource requirements as identified in the Master Plan.	2023-28
5	Consider treating the SWVLX as a separate Council controlled commercial entity to allow its viability to be clearly understood.	Director Corporate Strategies.	Staff Time	2022-23

Table 8.2: Improvement Plan

## 8.3 Monitoring and Review Procedures

This asset management plan is to be reviewed during annual budget planning processes along with other asset management plans, and, if applicable, may be amended to show any material changes in service levels and/or resources available to provide those services as a result of budget decisions.

The asset management plan will be reviewed annually in terms of current service level; asset values; projected operations, maintenance, capital renewal/ replacement, capital upgrade/new, and asset disposal expenditures; with projected expenditure values incorporated into the Long Term Financial Plan.

The asset management plan has a life of four years and is due for complete revision and updating in 2026.

## 8.4 Performance Measures

The effectiveness of the asset management plan can be measured in the following ways:

- The degree to which the projected expenditures identified in this asset management plan are considered and incorporated (or not) into annual budget formulation and the Long Term Financial Plan.
- The degree to which the Improvement Plan is both considered and acted upon, particularly in terms of stakeholder survey and master planning for the SWVLX.
- Stakeholder acceptance of the rationale, funding and trade-offs (what we cannot do) outlined in this asset management plan, and its overall relationship to other Council asset management plans and financial plans.

## 9. **REFERENCES**

- 'Warrnambool 2040', Warrnambool City Council
- 'Council Plan 2021-25', Warrnambool City Council (2021)
- 'Long-Term Financial Plan 2021-31', Warrnambool City Council
- 'Asset Plan 2022-32' (draft), Warrnambool City Council
- 'Warrnambool City Council Annual Report 2021-22', Warrnambool City Council
- 'Warrnambool City Council Asset Management Policy (2019)', Warrnambool City Council
- 'Warrnambool City Council Asset Management Strategy (July 2020)', Warrnambool City Council
- 'Economic Development & Investment Strategy 2015-2020', Warrnambool City Council
- 'Kyneton Saleyards Plan', 2016, Macedon Ranges Shire Council
- 'Mount Gambier and District Saleyards Master Plan 2018-28', District Council of Grant
- 'Swimming Pools, Aerodrome & Saleyards Asset Management Plan', Upper Hunter Shire Council
- 'Management Plan-Tenterfield Shire Council Saleyards', Tenterfield Shire Council (2021)
- Local Government Act 2020 (Victoria)
- 'Integrated Strategic Planning and Reporting Framework Guidance', State Government
- 'Asset Management Better Practice Guide', State Government
- 'International Infrastructure Management Manual', IPWEA, 2020
- 'International Infrastructure Financial Management Manual', IPWEA, 2020.

## **10. APPENDICES**

Appendix A:Projected 20 year Capital Works ProgramAppendix B:Definitions

Project				Capital V	Capital Works Program: Years 1-10	ram: Years	1-10			
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Renewal Project:										
Replace sub-standard gantries/ walkways	\$840,000									
Replace timber railing with steel RHS railing	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000					
Mechanical items and services replacement		\$10,000		\$10,000		\$10,000		\$10,000		\$10,000
Amenities/ Agents Office/ Canteen Building Re-fit					\$300,000					
Calf Shed replacement (structural steel corrosion)					\$300,000					
Load-In Ramps Renewal and Upgrade							\$600,000			
Load-Out Ramps Renewal and Upgrade								\$800,000		
Weigh Station Electronic Refurbishment									\$100,000	
New/ Upgrade Project:										
Cattle Grids and fencing to enclose Saleyards	\$500,000									
7050m2 Roof Cover to concrete Selling Pens	\$1,950,000	\$1,950,000								
Sawdust litter containment to new roofed areas	\$100,000									
Auction gantries to newly covered dirt pens	\$165,000									
Stormwater water collection and storage	\$200,000	\$200,000								
Site power system upgrade and lighting	\$400,000									
Total:	\$4,355,000	\$2,360,000	\$200,000	\$210,000	\$800,000	\$10,000	\$600,000	\$810,000	\$100,000	\$10,000
Project				Capital <b>V</b>	Capital Works Program: Years 11-20	ram: Years	11-20			
	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
Renewal Project:										
Mechanical items and services replacement		\$10,000		\$10,000		\$10,000		\$10,000		\$10,000
New/ Upgrade Project:										
(Nil)										
Total:	\$0	\$10,000	\$0	\$10,000	\$0	\$10,000	\$0	\$10,000	\$0	\$10,000

## Appendix A: Projected 20-year Capital Works Program

## **Appendix B: Definitions**

Item	Definition
Asset class	Grouping of assets of a similar nature and use in an entity's operations (AASB 166.37).
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 management	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 backlog	Asset backlog is defined as the total assets value in condition above the intervention level.
Assets	Future economic benefits controlled by the entity as a result of past transactions or other past events (AAS27.12). Property, plant and equipment including infrastructure and other assets (such as furniture and fittings) with benefits expected to last more than 12 months.
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 funding	Funding to pay for capital expenditure.
Capital new expenditure	Expenditure which creates a new asset providing a new service to the community that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operating and maintenance expenditure.
Capital renewal expenditure	Expenditure on an existing asset, which returns the service potential or the life 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 has no impact on revenue, but may reduce future operating 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. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.
Capital upgrade expenditure	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 discretional and often does not result in additional revenue unless direct user charges apply. It will increase operating and maintenance expenditure in the future because of the increase in the Council's asset base, e.g. widening the sealed area of an existing road, replacing drainage pipes with pipes of a greater capacity, enlarging a grandstand at a sporting facility. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.
Carrying amount	The amount at which an asset is recognised after deducting any accumulated depreciation / amortisation and accumulated impairment losses thereon.
Component	An individual part of an asset which contributes to the composition of the whole and can be separated from or attached to an asset or a system.
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, plus any costs necessary to place the asset into service. This includes one-off design and project management costs.

Item	Definition
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.
Current Replacement Cost "As New" (CRC)	The current cost of replacing the original service potential of an existing asset, with a similar modern equivalent asset, i.e. the total cost of replacing an existing asset with an as NEW or similar asset expressed in current dollar values.
Cyclic Maintenance	Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, building roof replacement, cycle, 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.
Depreciable amount	The cost of an asset, or other amount substituted for its cost, less its residual value (AASB 116.6)
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.
Expenditure	The spending of money on goods and services. Expenditure includes recurrent and capital.
Fair value	The amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties, in an arm's length transaction.
Greenfield asset values	Asset (re)valuation values based on the cost to initially acquire the asset.
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 of the entity or of another entity that contribute to meeting the public's need for access to major economic and social facilities and services, e.g. 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 market value.
Intervention Level	The condition rating set that will trigger the renewal of the asset.
Level of service	The defined service quality for a particular service against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental, acceptability and cost).
Life Cycle Cost	The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises annual maintenance and asset consumption expense, represented by depreciation expense. 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 actual or planned annual maintenance and capital renewal expenditure incurred in providing the service in a particular year. Life Cycle Expenditure may be compared to Life Cycle Expenditure to give an initial indicator of life cycle sustainability.
Maintenance and renewal gap	Difference between estimated budgets and projected expenditures for maintenance and renewal of assets, totalled over a defined time (e.g. 5, 10 and 15 years).

Item	Definition
Maintenance expenditure	Recurrent expenditure, which is periodically or regularly required as part of the anticipated schedule of works required 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.
Maintenance and renewal sustainability index	Ratio of estimated budget to projected expenditure for maintenance and renewal of assets over a defined time (e.g. 5, 10 and 15 years).
Materiality	An item is material is its omission or misstatement could influence the economic decisions of users taken on the basis of the financial report. Materiality depends on the size and nature of the omission or misstatement judged in the surrounding circumstances.
Modern equivalent asset.	A structure similar to an existing structure and having the equivalent productive capacity, which could be built using modern materials, techniques and design. Replacement cost is the basis used to estimate the cost of constructing a modern equivalent asset.
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, e.g. parks and playgrounds, footpaths, roads and bridges, libraries, etc.
Operating expenditure	Recurrent expenditure, which is continuously required excluding maintenance and depreciation, e.g. power, fuel, staff, plant equipment, on-costs and overheads.
Overall Condition Index (OCI)	An <u>Overall Condition Index</u> ( <u>C</u> ) is a numerical score given to an asset to represent its condition. This index which is an output from Predictor will take into account all of the condition parameters and averages them to provide a score out of 5 with 5 being the worst.
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.
Rate of annual asset consumption	A measure of average annual consumption of assets (AAAC) expressed as a percentage of the depreciable amount (AAAC/DA). Depreciation may be used for AAAC.
Rate of annual asset renewal	A measure of the rate at which assets are being renewed per annum expressed as a percentage of depreciable amount (capital renewal expenditure/DA).
Rate of annual asset upgrade	A measure of the rate at which assets are being upgraded and expanded per annum expressed as a percentage of depreciable amount (capital upgrade/expansion expenditure/DA).
Reactive maintenance	Unplanned repair work that carried out in response to service requests and management/supervisory directions.
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 operating and maintenance expenditure.
Recurrent funding	Funding to pay for recurrent expenditure.
Rehabilitation	See capital renewal expenditure definition above.
Remaining life	The time remaining until an asset ceases to provide the required service level or economic usefulness. Age plus remaining life is economic life.
Renewal	See capital renewal expenditure definition above.
Residual value	The net amount which an entity expects to obtain for an asset at the end of its useful life after deducting the expected costs of disposal.
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.

Item	Definition	
Service potential	The capacity to provide goods and services in accordance with the entity's objectives, whether those objectives are the generation of net cash inflows or the provision of goods and services of a particular volume and quantity to the beneficiaries thereof.	
Service potential remaining	A measure of the remaining life of assets expressed as a percentage of economic life. It is also a measure of the percentage of the asset's potential to provide services that are still available for use in providing services (DRC/DA).	
Strategic Management Plan	Documents Council objectives for a specified period (3-5 years), the principal activities to achieve the objectives, the means by which that will be carried out, estimated income and expenditure, measures to assess performance and how rating policy relates to the Council's objectives and activities.	
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. It is the same as the economic life.	

#### Disclaimer:

Map: Proper

The information contained in this map are derived from a variety of sources, ongoing updates are provided in a timely manner. Please be aware the information provided here are for general guide only and the provider has no obligation or liability for the use of the map data. Distribution of this data is for information purposes and should not be considered authoritative for construction, geotechnical, engineering, navigational, legal or other site-specific uses. Consulting the map service should not be considered a replacement for on-site inspections and appropriate investigations.



4 November 2021

# Warrnambool City Council Discussion Paper RE: South West Victorian Livestock Exchange Capital Expenditure

**BDO Consultancy Report** 



BDO

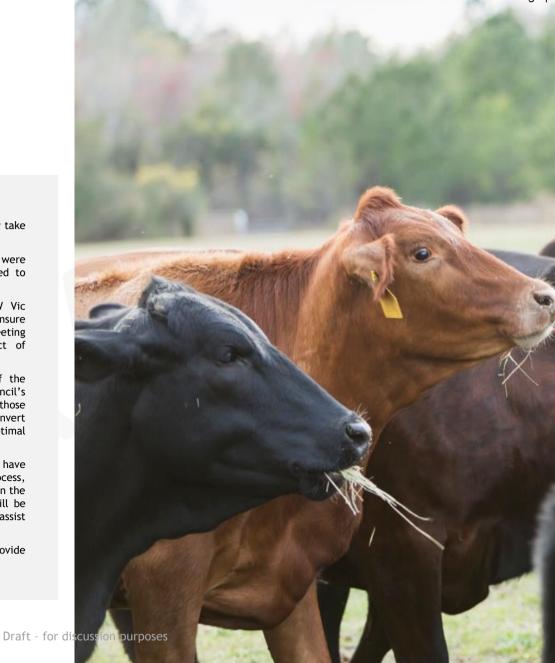
## At a Glance

Discussion Paper for the Warrnambool City Council ('Council') Re: The South West Victorian Livestock Exchange ('SWVLX') ('the Report')

A summary of findings detailed in the Report are as follows:

- Based on SWVLX's performance for the last 8 years, it will likely take between 8 and 17 years to recoup a Capital Expenditure of \$3M.
- Throughput requirements for Victoria and South West Victoria were temporarily impacted by drought conditions and have returned to greater than pre-drought levels.
- Competition poses a greater threat to the SWVLX than SW Vic throughput requirements. It will be critical for the Council to ensure its Capital Expenditure is based upon objective criteria, in meeting appropriate governing standards and addressing the impact of competition.
- The SWVLX throughput will not be the sole determinant of the facility's trading performance and, by extension, the Council's recovery of its Capital expenditure. SWVLX should identify those costs, currently fixed, and identify ways that those costs may convert to variable costs an operating expense review identifying optimal fixed cost base will assist.
- Various issues and risks have been identified and considerations have been given to same eg. Investment decision documentation process, 'key man' risk, etc. For proper governance, the Council should, in the least, document how these risks have been considered and will be mitigated. We have attached a potential template which may assist council in its consideration of this issue.

We provide relevant referencing throughout the report and also provide further details in the Appendices.



1 August 2022 Page | 284

> Peter Utri, Director of Corporate Strategies David Harrington, Manager of Financial Services Warrnambool City Council

By email:

putri@Warrnambool.vic.gov.au

dharrington@Warrnambool.vic.gov.au

Nicholas Martin Partner

#### SOUTH WEST VICTORIAN LIVESTOCK EXCHANGE DISCUSSION PAPER

We refer to the engagement of BDO by the Warrnambool City Council to provide a discussion paper addressing various issues relating to Capital Expenditure for the South West Victorian Livestock Exchange.

In particular, the Council is considering the merit of contributing approximately \$3M to repair and upgrade SWVLX (the 'Capital Expenditure'). This Report discusses the following considerations:

- Current and future landscape for the Victorian and South West Victorian cattle industry
- The historical financial performance of SWVLX and the timeframe it may take to recoup the Capital Expenditure
- Considerations for pricing and allocation of the expenditure to improve SWVLX performance
- Potential key risks affecting the Council's decision and how they may be mitigated

If you have any questions please do not hesitate to contact Mathew Blum on 03 9244 2009 or me on 03 9603 1758.



1 August 2022 Page | 285

## **Overview**

Discussion Paper for the Council Re: SWVLX

1. THE LANDSCAPE

2. THROUGHPUT REQUIREMENT ANALYSIS

3. INDUSTRY SALE METHODS AND PRICING MODELS

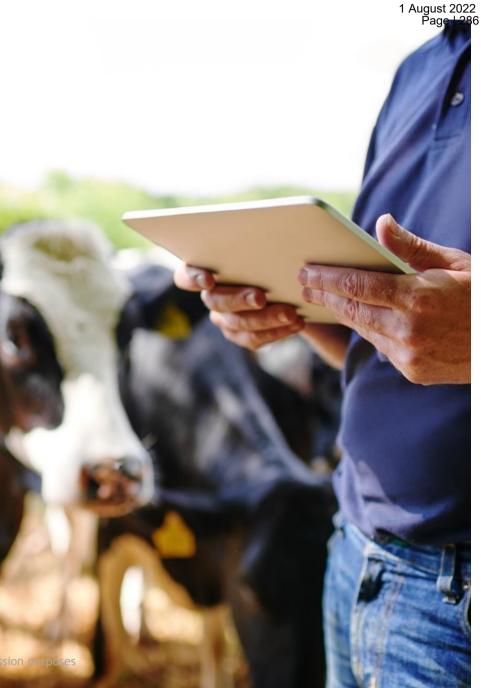
4. KEY AREAS OF FOCUS INCLUDING RISK MANAGEMENT

5. ALTERNATE OPTIONS

6. CAPITAL EXPENDITURE CONSIDERATIONS

#### 7. APPENDICES:

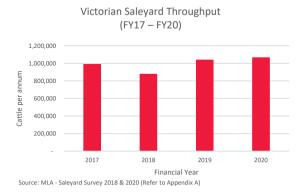
APPENDIX A - MLA SALEYARD SURVEYS (FY17 - FY20) APPENDIX B - SWVLX FINANCIAL REPORTS (FY14 - FY21) APPENDIX C - AUCTIONSPLUS EOFY SUMMARY (FY21) APPENDIX D - MLA SALEYARD REPORTS AND DATA (OCT 18 - OCT 21)



Draft - for discussion purposes

## The Landscape

Victorian cattle throughput has recovered well after the adversities caused by drought conditions. SWVLX continues to have one of the highest throughputs of Victorian saleyards, with the Mortlake saleyard emerging as a close competitor.



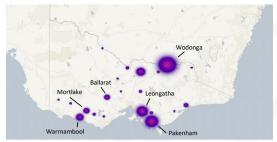
Despite adversity during FY18, Victorian throughput has increased against FY17:

- Victoria's cattle throughput numbers had a temporary decline in FY18 which is consistent with the timing of the drought that affected parts of Victoria<sup>1</sup>.
- Cattle throughput rebounded rapidly with throughput number in FY19 exceeding FY17.
- Notwithstanding FY18, Victoria's saleyards have increased their throughput at an average rate of 3.24% per financial year
- Fluctuations in Victorian throughput are consistent with the movements in throughput for SW Vic.

Region	FY17 / FY18	FY18 / FY19	FY19 / FY20	Average
Vic	-11.23%	18.36%	2.58%	3.24%
SW Vic	-13.54%	20.84%	3.26%	3.52%

Source: MLA - Saleyard Survey 2018 & 2020 (Refer to Appendix A)





Source: MLA - Saleyard Survey 2020 (Refer to Appendix A)

The above visualisation presents the competing saleyards within Victoria based on throughput size and location:

- Geographically, there is considerable distance between the SWVLX and the competing saleyards that have had the highest throughput in Victoria.
- SWVLX has transacted the highest number of cattle in the SW Vic district.
- By proximity, Mortlake and Ballarat present the greatest potential threat may be benefited by being closer to parts of the market.
- Wodonga, Leongatha and Pakenham saleyards are the 3 largest Victorian exchanges by cattle throughput numbers, these saleyards are located approximately 565kms and 366kms from SWVLX, respectively. All other things being equal, these saleyards likely pose a lesser threat to local throughput given transport costs.
- South Australian demand was outside the scope of this engagement, however may impact SWVLX.

State Ranking	Saleyard	Cattle Throughput FY20	Victorian Market Share (%)
1 <sup>st</sup>	Wodonga	183,574	17.18
2 <sup>nd</sup>	Leongatha	143,441	13.42
3 <sup>rd</sup>	Pakenham	122,141	11.43
4 <sup>th</sup>	Shepparton	97,444	9.12
5 <sup>th</sup>	Warrnambool	78,443	7.34
6 <sup>th</sup>	Mortlake	64,827	6.07

Source: MLA - Saleyard Survey 2020 (Refer to Appendix A)

#### **Global Environment**

Of the states and territories, the Victorian Government considers Victoria to be Australia's largest export oriented region for beef<sup>2</sup>. As such, the global environment and forecast will have a significant influence on the outlook for Victoria's cattle industry.

The Organisation of Economic Co-operation Development ('OECD') and Food and Agricultural Organisation ('FAO') forecast livestock's quantity and quality to increase over the next 20 years<sup>3</sup>.

While the key export markets for Australia's beef and veal are expected to retain consistent growth, an increase in China's beef imports is anticipated as a result of its economic recovery providing opportunity for Australian beef farmers<sup>4</sup>. MLA forecasts that the change on cattle (head number) and beef (carcase weight) exports would increase by 32% and 26% over the next 2 financial years, respectively<sup>5</sup>.

<sup>1</sup> Meat & Livestock Australia ('MLA') - Global beef industry and trade report Draft - for discussion purposes

<sup>2</sup> Agriculture Victoria - Beef (https://agriculture.vic.gov.au/livestock-and-animals/beef)
<sup>3</sup> Organisation for Economic Co-operation and Development ('OECD') & Food and Agricultural Organisation ('FAO') of the United Nations - Global Agricultural Outlook

Department of Agriculture, Water and the Environment ('DAWE') - Agricultural Forecasts and Outlook MLA - Industry Projections 2021

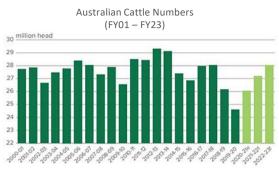


## The Landscape

Increased competition will have an ongoing effect and has partially diluted throughput in the South West Victorian region. A portion of SWVLX's throughput numbers may be temporarily deferred due to reduced supply while herd numbers are replenished, post drought.

#### Global Environment (continued)

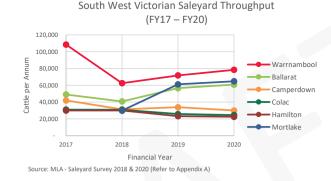
The Department of Agriculture, Water and Environment ('DAWE') anticipates that there will be an increase in Australian cattle numbers by 1.7% as well as a rise of 7.2% in beef production in FY22<sup>4</sup>.



Note: FY21 is estimated, FY22 – FY23 are forecasted Source: MLA - Industry Projections 2021

The historical drop off in cattle numbers is attributed to the 2018 drought. MLA forecast producers to retain and rebuild herd sizes to take advantage of expected rainfall and consequential pasture growth. MLA anticipate that the supply to saleyards and therefore throughput will be temporarily impacted due to cattle being retained<sup>5</sup>.

The rebuild of herd sizes is forecasted to continue to FY23 with the average adult carcase weight projected to rise in conjunction with the improved conditions<sup>5</sup>. Once herd sizes rebuild to adequate levels and supply stabilises, saleyard throughput should benefit from the increased numbers.



SW Vic throughput has experienced overall growth with Mortlake's competitiveness impacting the surrounding saleyards:

- The introduction of the Mortlake Saleyard in FY18 impacted the throughput of the neighbouring saleyards and diluted the SW Vic market.
- Total cattle throughput for SW Vic has increased at an average rate of 3.52% over the preceding 4 financial years.
- The relative drop in throughput for FY18 is consistent with the drop in Victoria's total cattle throughput and does not appear to be an issue that is unique to SW Vic.

Region	FY17	FY18	FY19	FY20
SW Vic Total	260,726	225,422	272,396	281,277

Source: MLA - Saleyard Survey 2018 & 2020 (Refer to Appendix A)

- The new Mortlake saleyard throughput is on an upward trend and has been able to capture SW Vic's second largest market share within 2 years of operations.
- Although the introduction of the Mortlake Saleyard affected the demand for the other SW Vic's saleyards, SWVLX and the Ballarat Saleyard recovered their respective annual throughput numbers over the next two financial years.
- That said, Ballarat and Mortlake remain key competitors of SWVLX and their throughput has continued to increase over recent years. These competing saleyards promote themselves for animal safety & well being, environmental sustainability, and workplace health and safety.
- We refer to comments in the Capital Expenditure Considerations section regarding key factors that drive throughput. Generally, market participants consider that the larger saleyards with quality facilities will continue to gain market share from smaller saleyards, which is consistent with the widening gap between the throughput of the larger and smaller SW Vic saleyards.
- All other things remaining equal, the sustainability of smaller yards may be affected given the shift in throughput.
- If any of the neighbouring saleyards at Camperdown (FY20 throughput of 30,023) and Colac (FY20 throughput of 24,586) were to close then a portion of their throughput would likely be disbursed to other surrounding saleyards, given the market's propensity to have regard to the geographical location of saleyards.

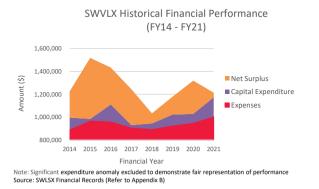
Draft - for discussion purposes

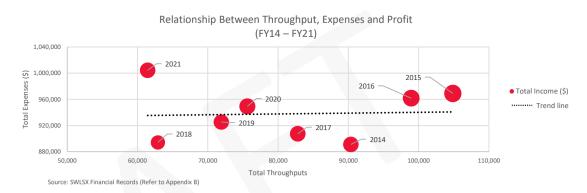




# **Throughput Requirement Analysis**

The SWVLX throughput numbers will not be the sole determinant in recouping the Capital Expenditure. Council should consider shifting the SWVLX fixed cost base to variable, to the greatest extent possible.





The above chart demonstrates the volatility in SWVLX's financial performance.

**Revenue** - Whilst there are opportunities to optimise throughput and sales, SWVLX's revenue will generally be exposed to economic/market forces. As such, a level of revenue volatility is unavoidable. See the Landscape section regarding the impact of drought and the Mortlake salevard on the SWLSX throughput.

**Operating Expenditure** - Generally, a portion of operating expenditure will rise and fall with revenue ie. variable costs: this has not regularly been the case with SWVLX. See the 'Relationship Between Throughput and Expenses' chart.

Net Surplus - Ideally, the net surplus would be maximised by ensuring that operating expenditure/variable costs are agile and fluctuate proportionately with sales/throughput. This is particularly important due to the volatile nature of sales and will assist with maximising the net surplus.

The above visualisation dives deeper into the relationship between throughput numbers and operating expenses. The trend line demonstrates that there is minimal correlation between throughput and expenses. Accordingly, the level of throughput alone will not assist with determining how long it will take for Council to recoup its Capital Expenditure and fluctuations in operating expenses should also be considered.

Industry participants have expressed that salevard expenses are largely variable, changing proportionally with the movements in sales, this is also typical of general business operations. If this was the case with SWVLX then the expense trend line would start lower and increase with throughput.

An assessment of the salevard's expenditure, with an emphasis on ensuring costs are largely variable, could assist in ensuring an optimal net surplus is achieved.

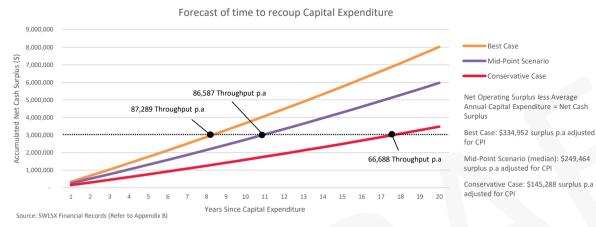
In order to accurately forecast future annual net surplus and the requirements to meet same, cost processes and structures should be adequately reviewed, see the Key Risks section context.





# Throughput Requirement Analysis

Capital Expenditure may be recouped from SWVLX's trading within 8 to 17 years albeit dependant upon throughput numbers and management of operating expenditure.



#### Key Points

- **Cost management** The historic financial performance of SWVLX has been inconsistent and operating expenditure has not varied in line with sales (see the 'Relationship Between Throughput and Expenses' chart). Whilst an optimal outcome will naturally need a base line level of throughput, managing operating expenditure is a key driver of achieving an operational surplus. Hence why there is little difference in the throughput between best case and mid-point scenarios.
- **'Top line' improvement** If throughput is increased/optimised then there is an opportunity for sales and net surplus to be improved. Key considerations are:
  - If the Capital Expenditure is properly allocated to align with the market's expectations then there is an opportunity for sales to be higher than they otherwise would be (see Capital Expenditure Considerations section).
  - Optimal pricing, whilst not deterring clientele, would improve revenue and associated margins potentially without a need for increased throughput (see Industry Pricing Models section).
  - Providing interested parties the option of attending/bidding physically or virtually 'connects' the saleyard to a wider pool of buyers. The integration of online auctions could improve throughput and mitigate the competition that's emerged with online auctions.
  - Sheep sales for SWLSX have reduced since FY14 at an average rate of 37.14% per year to nil sheep sales in FY21. Although sheep sales have reduced across the state at 10.9% over the last 2 years<sup>6</sup>, the reduction in SWLSX has been disproportionately greater. A return in sheep sales could help optimise throughput.
- **Continued Planning** The Council should develop a structured plan for driving optimal performance which can be utilised to set KPI targets and ensure milestones are met. It should be reviewed and amended (if required) monthly to guarantee desired outcome is achieved. Risks should also be mitigated in the planning, see 'Key Risks Management'.



Draft - for discussion purposes

#### Scenario summary

Three scenarios calculated from historical performance of SWVLX over the preceding 8 FYs.

- **Best Case** The Capital Expenditure would be paid back within 8 years of operations, with well managed costs and annual throughputs of 87,289. Improved facilities may also provide an 'uplift'.
- **Mid-Point Scenario** The Capital Expenditure would be paid back within 11 years of operations with annual throughputs of 86,587. This scenario is based on SWVLX's median historical financial performance and considers the volatility in performance (see the 'Historical Financial Performance' chart).
- **Conservative Case**, the capital outlay would be paid back within 17.5 years of operations and require annual total throughputs of 66,688. This scenario is based on the poorer performing years of SWVLX.

#### Key assumptions

The forecast is formulated from historical financial information and data for the FY14 to FY21. With an adjustment for CPI to be factored into future pricing.

We have based the sensitivity analysis on the SWVLX's better, mid-point and poorer years of operating performances by utilising median and interquartile ranges. Abnormally strong or weak years of operating performances are discounted with this method.

An average annual capital expenditure was applied to keep consistency across the scenario calculations.

In FY 2021 a large capital expenditure was outlaid to improve the roofing of the saleyard. Due to the abnormality of this expense, it was excluded from the capital expenditure provisioning calculation.



# **Industry Sale Methods and Pricing Models**

Online selling has rapidly gained support in the Victorian and SW Victorian market over the past 2 financial years. Saleyards or online sales may coexist and SWVLX should explore and potentially take advantage of online auction facilities.

SWVLX generates its throughput from saleyard auctions without online selling facilities. We provide the following comments in relation to the competing/alternative selling methods derived from analysis and interviews of industry participants.

Method	Description
Stockyard Direct Sales	Vendors sell their livestock without the use of an intermediary such as a saleyard. Livestock are weighed, graded, priced for sale and then transported directly to the purchaser.
	Due to the private nature of the sale, there is a lack of public data to measure trends and obtain insights, as advised by industry participants.
	Industry participants advised that large scale feedlot sales have recently trended away from a direct selling method, opting to utilise saleyards due to improvements in their facilities. This is consistent with Victorian saleyard throughput trending towards newer facilities.
Online	Livestock is sold via an electronic online auction, by description with images. Whilst there are cost savings there is a greater risk in buying livestock "sight unseen" which can impact on the selling price.
	Again, there is a lack of complete data for online sales however we have obtained data from the key provider of online sales, AuctionsPlus. There has been a large increase in online sales and the Victorian throughput of AuctionsPlus equated to 7.01% of total Victorian throughput in FY20. It should be noted that MLA have not yet released their cattle throughput numbers for FY21.
Hybrid - Saleyard online sales	Saleyards have the ability to integrate online auctions into there saleyards. In essence, this introduces the online auction as a bidder in their selling process. AuctionsPlus advised:
	• it does not record the portion of its sales that relate to saleyards.
	<ul> <li>there is an increased number of saleyards utilising their facility and that it is an easy facility to setup.</li> </ul>

Draft - for discussion purposes

# BDO

Australian Bureau of Statistics - Online Sales Analysis (https://www.abs.gov.au/articles/online-sales-january-2021-supplementary-covid-19-analysis)

#### Online selling - AuctionsPlus

Due to the effects of COVID-19 lockdowns, various industries and businesses have turned to electronic sales to remain competitive/operational which has resulted in record high online sales<sup>7</sup>. The significant increase in the use of AuctionPlus online livestock auctions coincided with the governments COVID-19 related restrictions/'lockdowns' that commenced in late March 2019.

COVID-19 restrictions were still a factor in FY21 and, notably, online sales continued to increase. The ongoing effect and change in online selling/buying habits will become more apparent if/when restrictions ease.

Cattle Sold Exclusively Through AuctionsPlus



Source: AuctionsPlus - EOFY Summary 2021 (Refer to Appendix C)

AuctionsPlus has emerged as a competitor of SWVLX and a material player within Victoria. The AuctionsPlus Victorian cattle sales have increased over recent years and are of a similar size to the SWVLX throughput. The cattle sold to SW Vic alone is comparable to the throughput of smaller SW Vic saleyards.

# **Industry Sale Methods and Pricing Models**

Council should consider appropriate modelling to identify the impact of various pricing models - recognising the trade-offs between pricing models.

#### Online Selling (continued)

Online auctions and saleyards are not mutually exclusive sale methods. Saleyards have the ability to increase the buyer pool that participate in livestock sales by integrating online bidders into the bidding process. AuctionsPlus claims that this function is simple to setup.

Given the material SW Vic online buyers, SWVLX could share in this buying pool by integrating online bidding. Market participants have also advised that increased buyers can attract more sellers leading to an increase in throughput.

#### Industry Pricing Models

From high level research and analysis we offer the following comments and comparisons.

Category	Approx. Price Range \$/head
Yard Usage - Bulls	9 - 18
Stock in Transit - Cattle	5 - 12
Ear Tagging - Cattle	35 - 52
Private Weighs	7 - 9

Note: Saleyards' names to remain anonymous

#### Pricing Model Examples (names withheld)

Saleyards 1 & 2 - disclose a strict price per head structure. These models are solely based on revenue from throughput quantity/per head. The only significant difference between these two models is the style in which the agent's fees are charged. Saleyard 1 charges a flat fee of approx. \$170 for the use of the yard with an additional \$1 per 'prime' livestock sale. Saleyard 2 seeks to charge their agents per annum with approx. \$150,000 paid by the agents to use the saleyard for 1 year.

Saleyard 3 - charges price per head for yard usage however these prices are dependant on the sale price of the livestock. The scaling ranges start from under \$250 being charged \$6.50 per head, to over \$1,501 being charged \$15 per head.

Saleyard 3 also uses this scaling-type pricing method in its agent fees with 0.275% of the gross sale proceeds being charged per livestock sold as a way to maximise its profit off high value sales and not be dependent on throughput numbers alone.

#### **Historical Sale Trends**

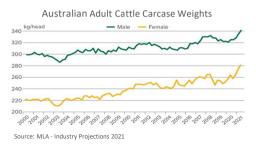
The price per head and price per kilogram of carcase weight at SWVLX has risen over the past 3 calendar years as seen in the table in the next column.

Charging agents/sellers with a per head model will not capture the rise in cattle value. Similarly, it will avoid a decrease in price if cattle value should drop.

Туре	Change in \$/head	Change in ¢/kg cwt
Yearling Steer	5.10%	4.45%
Cows	4.73%	3.69%
Bulls	6.01%	2.79%
Yearling Heifer	6.51%	4.67%
Vealer Heifer	1.74%	1.42%

Note: Data taken from common weight class for each respective cattle type Source: MLA - Market Reports and Prices (Refer to Appendix D)

It would seem that charging agents based on livestock weight will present a more reliable increase in profit as the cattle weight has steadily increased over time.



The challenge with non per-head charging methods will be ensuring that weights/values are recorded accurately to avoid profit leakage.

Market participants have expressed a preference for simple pricing structures and advised that they would be deterred from lock-in contracts.



# Key areas of focus including risk management

As part of the decision making process, Council may benefit from developing a key issues/risk matrix and mitigation framework as part of proper governance and to document mitigations.

During the course of our review and from discussions with various parties, we have identified some potential key risks, summarised below.

Priority Rating	Mitigation Response
High	To be addressed prior to project commencement
Medium	To be addressed in the short to medium term
Low	Ongoing, or long term

Whilst the list is not exhaustive, we suggest that Council considers these and any other risks it has identified, together with potential mitigation options.

Risk	Description	Mitigation / Management
Decision making process	Due consideration should be given to the available alternatives to the Capital Expenditure prior to proceeding with the decision.	Document decision making process and rational, including the exploration and assessment of alternatives. An Alternative Options working document is overleaf.
Capital expenditure allocation	The proper allocation of Capital Expenditure avoids missing an opportunity to increase sales or preserve the outlay.	See the working document at Capital Expenditure Considerations section for further information. Please also see previous comments in this Report for further context regarding the impact on sales and competition.
Operating expenditure	Inefficient operating expenditure will impact SWVLX's ability to recoup the Capital Expenditure, see Throughput Requirement Analysis section.	Operational costs could be reviewed with regard to processes, structures and minimisation. The key objective would be to ensure that when sales/throughput reduce then expenses proportionately reduce.
Project costs	Repair and refurbishment works if not managed effectively could result in greater costs than budgeted for.	The development of a process, planning and due consideration when assessing tenders and completing the project will assist in this regard.
Key man	The SWVLX has a well regarded manager who is a driving factor behind throughput. If there is a loss of this key man it may adversely effect the saleyard.	Succession planning should be considered in the event of an injury or retirement. An emphasis on recruiting, training and mentoring for the unique key man skills will assist with mitigating the risk.
Modelling Assumptions	Future performance of SWVLX may not align with historical financial movements resulting in misleading projections and recommendations.	Review sources utilised and determine the confidence the Council's has in the same. Council should also be aware that unforeseen factors could also impact on forecasts.
Unforeseen factors	Various unpredictable events such as disease on an industrial scale, drought, natural disasters and/or establishment of additional competing saleyards, trade policy etc. could impact on the performance of SWVLX.	This risk may be difficult to mitigate against however, due to its ability to have a significant impact on SWVLX's ability to recoup its outlay, it is a risk to be aware of, nonetheless.
Other - Identified by Council	The Council should give thought to other possible issues and risks	Upon identifying other risks and issues, they should be considered, documented and mitigated.

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# **Alternate Options**

Documenting due consideration of alternatives will contribute to good governance in the Capital Expenditure decision making process. Alternatives along with their advantages and disadvantages have been summarised below as a working guide.

With reference to the Key Risks section of this Report, the alternatives ought be considered prior to proceeding with the Capital Expenditure. Alternatives are not necessarily mutually exclusive and a combination of alternatives could be considered. Similarly, investing in the Capital Expenditure now does not mean that an alternative cannot be explored and proceeded with at a later date eg. Retaining SWVLX now *could* result in a positive land investment if the saleyard was to later be relocated and the land sold.

Again, this is not necessarily an exhaustive list of alternatives nor is it designed to provide comprehensive considerations. However, they are alternatives that may be available and giving alternatives due consideration will demonstrate that a thorough process has been undertaken by Council.

Option	Description	Apparent advantages	Apparent disadvantages
Realise the Asset as a Going Concern	Sell the saleyard, transferring it from public to private sector through privatisation	<ul> <li>Additional funds available to Council for other council needs</li> <li>Eliminates the need for continual evaluation regarding saleyard operations and investment</li> </ul>	<ul> <li>Loss of ongoing revenue</li> <li>Loss of control regarding future relocation and/or redevelopment</li> <li>Public interest may be a lesser priority for the purchaser which could impact the community</li> <li>Could impact Council's reputation in the community</li> </ul>
Private Investment	Obtain funding for repairs/ refurbishment through private investors in exchange for an equity share in SWVLX	<ul> <li>This could fund all or part of the Capital Expenditure for refurbishment although unlikely to be available in time for repairs required in the short term</li> <li>Industry participants that influence SWVLX's throughput would have a vested interest in saleyard</li> </ul>	<ul> <li>Will reduce Council's equity share in saleyard reducing Council's future share in revenue</li> <li>The Council may not have the same level of control over future decisions, including relocation etc.</li> </ul>
Close Site - Rebuild	Close saleyard and rebuild a new saleyard. Future development and zoning would be a due consideration.	<ul> <li>Subject to environmental and planning considerations, the land could be realised for a considerable sum or made available for other projects</li> <li>Neighbouring residences would no longer be impacted by any noise and traffic that SWVLX might cause.</li> </ul>	<ul> <li>See significant detriment referred to in the Economic Impact Assessment report to Council</li> <li>Larger capital expenditure required to rebuild</li> <li>There could be a loss of vendors and purchasers in transition</li> <li>If existing saleyard is retained during the rebuild, then expenditure for repairs may still be required</li> </ul>
Close Site - No Rebuild	Close saleyard without a rebuild. Future development and zoning would be a due consideration.	• See advantages re closing the site above	<ul> <li>See significant detriment referred to in the Economic Impact Assessment report to Council</li> <li>Loss of ongoing income for council</li> <li>If the land is sold, loss of a real estate investment.</li> <li>Loss of jobs and work for community residents and businesses</li> </ul>
		Draft - for discussion purposes	Potential community backlash



# **Capital Expenditure Considerations**

Optimising how Capital Expenditure is allocated will improve the financial performance of SWVLX. The realignment could reduce the impact of competition, attract more vendors to SWVLX and, in turn, increase throughput.

An important consideration is the prioritisation of capital expenditure. Industry participants have expressed that facilities with quality facilities will attract more vendors, creating greater throughput which will attract buyers and, in turn, more buyers will attract more vendors etc. As such, effective expenditure will invariably improve throughput/sales and the time that it takes to recoup the Capital Expenditure.

Various considerations have been raised by council and industry participants that will need to be addressed. Given funding limits, weighting the importance of these considerations will assist in determining how much funding they should be allocated.

Consideration	Explanation		Weighting %	
Repairs	It is understood that repairs are unavoidable for ongoing operations at SWVLX. The cost of repairs and nature of any redevelopment will impact on the funding available for alternative facilities.			
Animal Welfare	If the livestock's comfort and wellbeing are a priority throughout the sale p animal and a higher value. Higher values will attract more vendors and thro			
	Soft flooring (sub-weighting%)	Horseback droving (sub-weighting%)	%	
	Pavilion style roofing (sub-weighting%)	Cattle processing (sub-weighting%)		
Facilities	Industry participants have expressed that vendors will prefer facilities with some suggested facilities which may increase potential vendors and buyers:			
	Streamlined livestock traffic (sub-weighting%)	Raised buyer walkways (sub-weighting%)	%	
	Toilet/shower amenities (sub-weighting%)	Rental offices and cafeteria (sub-weighting $\_\%$ )		
Environmental Sustainability	<ul> <li>Regional communities can broadly be committed to sustainability. These ve surrounding environment and may opt to take their business elsewhere, sign operational process such as waste treatment and water usage should be con</li> <li>Water efficient fixtures and fittings for hoses, amenities, etc.</li> <li>Collection of rainwater from overhead roof (as suggested above) into rai</li> <li>On-site treatment of effluent and truck wash water for use on site</li> </ul>	ificantly reducing the saleyard's competitiveness. Aspects in the tinually assessed. The following are suggested sustainable practises:	%	
Other	Regard should be given to any deficiencies with SWVLX's facilities, pre and proximity and other market leaders.	post repairs, with particular comparison to competitors that are in close	%	



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MEAT AND LIVESTOCK AUSTRALIA SALEYARD SURVEYS

FY17 - FY20

# **BDO**

### Victoria

Town	Saleyard	2016-17	2017-18	% of State	% Change
Wodonga (Barnawartha)	Northern Victoria Livestock Exchange**	184,588	200,000	22.7%	8.39
Leongatha	Leongatha Saleyards**	127,914	116,675	13.3%	-8.85
Pakenham	Victorian Livestock Exchange**	96,879	91,498	10.4%	-5.6
Shepparton	Shepparton Regional Saleyards**	96,662	89,436	10.2%	-7.5
Bairnsdale	East Gippsland Livestock Exchange**	61,454	70,000	8.0%	13.9
Warrnambool	Warrnambool Livestock Exchange**	108,557	62,500	7.1%	-42.4
Ballarat	Central Victoria Livestock Exchange**	49,081	40,798	4.6%	-16.9
Camperdown	Corangamite Regional Livestock Exchange**	42,047	31,385	3.6%	-25.4
Sale	Gippsland Regional Livestock Exchange	32,000	31,300	3.6%	-2.2
Colac	Colac Regional Saleyards**	31,055	30,922	3.5%	-0.4
Hamilton	Hamilton Regional Livestock Exchange	29,986	29,986	3.4%	0.0
Mortlake	Western Victorian Livestock Exchange**	•	29,831	3.4%	N
Echuca	Echuca Livestock Exchange	31,875	29,042	3.3%	-8.9
Wangaratta	Wangaratta Livestock Exchange	30,311	26,785	3.0%	-11.6
Swan Hill	Swan Hill Saleyards**	16,710	23,652	2.7%	41.5
Bendigo	Bendigo Regional Livestock Exchange	8.111	15,000	1.7%	84.9
Kyneton	Kyneton Saleyards	*	7,515	0.9%	04.5 N
			3.232	0.9%	-32.1
Kerang	Kerang Saleyards	4,761			
Horsham	Horsham Regional Livestock Exchange	80	99	0.0%	23.8
Casterton	Casterton Saleyards	9,507		NA	N
Corryong	Corryong Saleyards	2,340		NA	N
Yea	Yea Saleyards	27,541	Closed	NA	N
Total		991,459	880,158		-11.2
		991,459	880,158		-11.29
	Saleyard	991,459 2016–17	880,158	% of State	-11.2
iheep Town			,	% of State 30.0%	% Change
Sheep Town Ballarat	Central Victoria Livestock Exchange**	2016-17	2017-18		
Sheep Town Ballarat Bendigo	Central Victoria Livestock Exchange** Bendigo Regional Livestock Exchange**	2016–17 1,345,468 877,445	2017-18 1,375,326 1,024,000	30.0%	% Change 2.2 16.7
Sheep Town Ballarat Bendigo Hamilton	Central Victoria Livestock Exchange** Bendigo Regional Livestock Exchange** Hamilton Regional Livestock Exchange**	2016-17 1,345,468 877,445 1,004,719	2017-18 1,375,326 1,024,000 1,004,719	30.0% 22.4% 21.9%	% Change 2.2 16.7 0.0
Town Ballarat Bendigo Hamilton Horsham	Central Victoria Livestock Exchange** Bendigo Regional Livestock Exchange** Hamilton Regional Livestock Exchange** Horsham Regional Livestock Exchange**	2016-17 1,345,468 877,445 1,004,719 437,305	2017–18 1,375,326 1,024,000 1,004,719 411,703	30.0% 22.4% 21.9% 9.0%	% Change 2.2 16.7 0.0 -5.9
Town Town Ballarat Bendigo Hamilton Horsham Swan Hill	Central Victoria Livestock Exchange** Bendigo Regional Livestock Exchange** Hamilton Regional Livestock Exchange** Horsham Regional Livestock Exchange** Swan Hill Saleyards**	2016-17 1,345,468 877,445 1,004,719 437,305 213,919	2017-18 1,375,326 1,024,000 1,004,719 411,703 204,121	30.0% 22.4% 21.9% 9.0% 4.5%	% Change 2.2 16.7 0.0 -5.9 -4.6
Town Town Ballarat Bendigo Hamilton Horsham Swan Hill Ouyen	Central Victoria Livestock Exchange** Bendigo Regional Livestock Exchange** Hamilton Regional Livestock Exchange** Horsham Regional Livestock Exchange** Swan Hill Saleyards** Ouyen Saleyards	2016–17 1,345,468 877,445 1,004,719 437,305 213,919 267,325	2017-18 1,375,326 1,024,000 1,004,719 411,703 204,121 163,223	30.0% 22.4% 21.9% 9.0% 4.5% 3.6%	% Change 2.2' 16.7' 0.0' -5.9' -4.6' -38.9'
Town Town Ballarat Bendigo Hamilton Horsham Swan Hill Ouyen Shepparton	Central Victoria Livestock Exchange** Bendigo Regional Livestock Exchange** Hamilton Regional Livestock Exchange** Horsham Regional Livestock Exchange** Swan Hill Saleyards** Ouyen Saleyards Shepparton Saleyards	2016–17 1,345,468 877,445 1,004,719 437,305 213,919 267,325 96,765	2017-18 1,375,326 1,024,000 1,004,719 411,703 204,121 163,223 103,027	30.0% 22.4% 21.9% 9.0% 4.5% 3.6% 2.2%	% Change 2.2 16.7 0.0 -5.9 -4.6 -38.9 6.5
Town Ballarat Bendigo Hamilton Horsham Swan Hill Ouyen Shepparton Warracknabeal	Central Victoria Livestock Exchange** Bendigo Regional Livestock Exchange** Hamilton Regional Livestock Exchange** Horsham Regional Livestock Exchange** Swan Hill Saleyards** Ouyen Saleyards Shepparton Saleyards Warracknabeal Saleyards	2016–17 1,345,468 877,445 1,004,719 437,305 213,919 267,325 96,765 105,349	2017-18 1,375,326 1,024,000 1,004,719 411,703 204,121 163,223 103,027 98,979	30.0% 22.4% 21.9% 9.0% 4.5% 3.6% 2.2% 2.2%	% Change 2.2 16.7 0.0 -5.9 -4.6 -38.9 6.5 -6.0
Town Town Ballarat Bendigo Hamilton Horsham Swan Hill Ouyen Shepparton Warracknabeal Wycheproof	Central Victoria Livestock Exchange** Bendigo Regional Livestock Exchange** Hamilton Regional Livestock Exchange** Horsham Regional Livestock Exchange** Swan Hill Saleyards** Ouyen Saleyards Shepparton Saleyards Warracknabeal Saleyards Wycheproof Saleyards	2016–17 1,345,468 877,445 1,004,719 437,305 213,919 267,325 96,765 105,349 84,339	2017-18 1,375,326 1,024,000 1,004,719 411,703 204,121 163,223 103,027 98,979 87,500	30.0% 22.4% 21.9% 9.0% 4.5% 3.6% 2.2% 2.2% 1.9%	<b>% Change</b> 2.2 16.7 0.0 -5.9 -4.6 -38.9 6.5 -6.0 3.7
Town Town Ballarat Bendigo Hamilton Horsham Swan Hill Ouyen Shepparton Warracknabeal Wycheproof Bairnsdale	Central Victoria Livestock Exchange** Bendigo Regional Livestock Exchange** Hamilton Regional Livestock Exchange** Horsham Regional Livestock Exchange** Swan Hill Saleyards** Ouyen Saleyards Shepparton Saleyards Warracknabeal Saleyards Wycheproof Saleyards East Gippsland Livestock Exchange	2016–17 1,345,468 877,445 1,004,719 437,305 213,919 267,325 96,765 105,349 84,339 43,554	2017–18 1,375,326 1,024,000 1,004,719 411,703 204,121 163,223 103,027 98,979 87,500 35,000	30.0% 22.4% 21.9% 9.0% 4.5% 3.6% 2.2% 2.2% 1.9% 0.8%	% Change 2.2 16.7 0.0 -5.9 -4.6 -38.9 6.5 -6.0 3.7 -19.6
Sheep Town Ballarat Bendigo Hamilton Horsham Swan Hill Ouyen Shepparton Warracknabeal Wycheproof Bairnsdale Sale	Central Victoria Livestock Exchange** Bendigo Regional Livestock Exchange** Hamilton Regional Livestock Exchange** Horsham Regional Livestock Exchange** Swan Hill Saleyards** Ouyen Saleyards Shepparton Saleyards Warracknabeal Saleyards Wycheproof Saleyards East Gippsland Livestock Exchange Gippsland Regional Livestock Exchange	2016–17 1,345,468 877,445 1,004,719 437,305 213,919 267,325 96,765 105,349 84,339 43,554 30,158	2017-18 1,375,326 1,024,000 1,004,719 411,703 204,121 163,223 103,027 98,979 87,500 35,000 31,000	30.0% 22.4% 21.9% 9.0% 4.5% 3.6% 2.2% 2.2% 1.9% 0.8% NA	% Change 2.2 16.7 0.0 -5.9 -4.6 -38.9 6.5 -6.0 3.7 -19.6 N
Sheep Town Ballarat Bendigo Hamilton Horsham Swan Hill Ouyen Shepparton Warracknabeal Wycheproof Bairnsdale Sale Leongatha	Central Victoria Livestock Exchange** Bendigo Regional Livestock Exchange** Hamilton Regional Livestock Exchange** Horsham Regional Livestock Exchange** Swan Hill Saleyards** Ouyen Saleyards Shepparton Saleyards Warracknabeal Saleyards Wycheproof Saleyards East Gippsland Livestock Exchange Gippsland Regional Livestock Exchange Leongatha Saleyards	2016–17 1,345,468 877,445 1,004,719 437,305 213,919 267,325 96,765 105,349 84,339 43,554 30,158 23,495	2017-18 1,375,326 1,024,000 1,004,719 411,703 204,121 163,223 103,027 98,979 87,500 35,000 31,000 26,671	30.0% 22.4% 21.9% 9.0% 4.5% 3.6% 2.2% 2.2% 1.9% 0.8% NA 0.6%	% Change 2.2: 16.7? 0.00 -5.9; -4.6; -6.0; -3.8; -6.0; 3.7; -19.6; N 13.5;
Town Town Ballarat Bendigo Hamilton Horsham Ouyen Uyen Warracknabeal Wycheproof Bairnsdale Sale Leongatha Kyneton	Central Victoria Livestock Exchange** Bendigo Regional Livestock Exchange** Hamilton Regional Livestock Exchange** Horsham Regional Livestock Exchange** Swan Hill Saleyards** Ouyen Saleyards Shepparton Saleyards Warracknabeal Saleyards Wycheproof Saleyards East Gippsland Livestock Exchange Gippsland Regional Livestock Exchange Leongatha Saleyards Kyneton Saleyards	2016–17 1,345,468 877,445 1,004,719 437,305 213,919 267,325 96,765 105,349 84,339 43,554 30,158 23,495 •	2017-18 1,375,326 1,024,000 1,004,719 411,703 204,121 163,223 103,027 98,979 87,500 35,000 31,000 26,671 10,474	30.0% 22.4% 21.9% 9.0% 4.5% 3.6% 2.2% 2.2% 1.9% 0.8% NA 0.6% 0.2%	% Change 2.2 16.7 - 0.0 - 5.9 - 4.6 - 5.9 - 6.0 - 3.8 9 - 6.5 - 6.0 3.7 - 19.6 N 13.5 ' N
Town Ballarat Bendigo Hamilton Horsham Swan Hill Ouyen Shepparton Warracknabeal Wycheproof Bairnsdale Sale Leongatha Kyneton Pakenham	Central Victoria Livestock Exchange** Bendigo Regional Livestock Exchange** Hamilton Regional Livestock Exchange** Horsham Regional Livestock Exchange** Swan Hill Saleyards Ouyen Saleyards Shepparton Saleyards Warracknabeal Saleyards Wycheproof Saleyards East Gippsland Livestock Exchange Gippsland Regional Livestock Exchange Leongatha Saleyards Kyneton Saleyards Victorian Livestock Exchange	2016–17 1,345,468 877,445 1,004,719 437,305 213,919 267,325 96,765 105,349 84,339 43,554 30,158 23,495 • • • 4,467	2017-18 1,375,326 1,024,000 1,004,719 411,703 204,121 163,223 103,027 98,979 87,500 35,000 31,000 26,671 10,474 3,561	30.0% 22.4% 21.9% 9.0% 4.5% 3.6% 2.2% 2.2% 1.9% 0.8% NA 0.6% 0.2% 0.1%	% Change 2.2 16.7 0.0 -5.9 -4.6 -38.9 -6.0 3.7 -19.6 N 13.5 N N 13.5 N N -20.3
Town Ballarat Bendigo Hamilton Horsham Swan Hill Ouyen Shepparton Warracknabeal Wycheproof Bairnsdale Sale Leongatha Kyneton Pakenham	Central Victoria Livestock Exchange** Bendigo Regional Livestock Exchange** Hamilton Regional Livestock Exchange** Horsham Regional Livestock Exchange** Swan Hill Saleyards** Ouyen Saleyards Shepparton Saleyards Warracknabeal Saleyards Wycheproof Saleyards East Gippsland Livestock Exchange Gippsland Regional Livestock Exchange Leongatha Saleyards Kyneton Saleyards	2016–17 1,345,468 877,445 1,004,719 437,305 213,919 267,325 96,765 105,349 84,339 43,554 30,158 23,495 •	2017-18 1,375,326 1,024,000 1,004,719 411,703 204,121 163,223 103,027 98,979 87,500 35,000 31,000 26,671 10,474	30.0% 22.4% 21.9% 9.0% 4.5% 3.6% 2.2% 2.2% 1.9% 0.8% NA 0.6% 0.2%	% Change 2.2 16.7 0.0 -5.9 -4.6 5 -38.9 6.5 -6.0 3.7 -19.6 N 13.5
Town Ballarat Bendigo Hamilton Horsham Ouyen Ouyen Warracknabeal Wycheproof Bairnsdale Sale Leongatha Kyneton	Central Victoria Livestock Exchange** Bendigo Regional Livestock Exchange** Hamilton Regional Livestock Exchange** Horsham Regional Livestock Exchange** Swan Hill Saleyards Ouyen Saleyards Shepparton Saleyards Warracknabeal Saleyards Wycheproof Saleyards East Gippsland Livestock Exchange Gippsland Regional Livestock Exchange Leongatha Saleyards Kyneton Saleyards Victorian Livestock Exchange	2016–17 1,345,468 877,445 1,004,719 437,305 213,919 267,325 96,765 105,349 84,339 43,554 30,158 23,495 • • • 4,467	2017-18 1,375,326 1,024,000 1,004,719 411,703 204,121 163,223 103,027 98,979 87,500 35,000 35,000 31,000 26,671 10,474 3,561 650 476	30.0% 22.4% 21.9% 9.0% 4.5% 3.6% 2.2% 2.2% 1.9% 0.8% NA 0.6% 0.2% 0.1%	% Change 2.2 16.7 0.0 -5.9 -4.6 -38.9 6.5 -6.0 3.7 -19.6 N 13.5 N N 13.5 N N -20.3 34.0
Town Town Ballarat Bendigo Hamilton Horsham Swan Hill Ouyen Shepparton Warracknabeal Wycheproof Bairnsdale Sale Leongatha Kyneton Pakenham Warrnambool Colac (Irrewarra)	Central Victoria Livestock Exchange** Bendigo Regional Livestock Exchange** Hamilton Regional Livestock Exchange** Horsham Regional Livestock Exchange** Swan Hill Saleyards ** Ouyen Saleyards Shepparton Saleyards Warracknabeal Saleyards Wycheproof Saleyards East Gippsland Livestock Exchange Gippsland Regional Livestock Exchange Leongatha Saleyards Kyneton Saleyards Victorian Livestock Exchange Warrnambool Livestock Exchange	2016–17 1,345,468 877,445 1,004,719 437,305 213,919 267,325 96,765 105,349 84,339 43,554 30,158 23,495 • 4,467 485	2017-18 1,375,326 1,024,000 1,004,719 411,703 204,121 163,223 103,027 98,979 87,500 35,000 31,000 26,671 10,474 3,561 650	30.0% 22.4% 21.9% 9.0% 4.5% 3.6% 2.2% 2.2% 1.9% 0.8% NA 0.6% 0.2% 0.1% 0.0%	% Change 2.2 16.7 0.0 -5.9 -4.6 -38.9 -6.0 3.7 -19.6 N 13.5 N 13.5 N N 20.3 34.0 -19.6
Town Ballarat Bendigo Hamilton Horsham Ouyen Shepparton Warracknabeal Wycheproof Bairnsdale Sale Leongatha Kyneton Pakenham Warrnambool	Central Victoria Livestock Exchange** Bendigo Regional Livestock Exchange** Hamilton Regional Livestock Exchange** Horsham Regional Livestock Exchange** Swan Hill Saleyards ** Ouyen Saleyards Shepparton Saleyards Warracknabeal Saleyards Wycheproof Saleyards East Gippsland Livestock Exchange Gippsland Regional Livestock Exchange Leongatha Saleyards Victorian Livestock Exchange Warrnambool Livestock Exchange Colac Regional Saleyards	2016–17 1,345,468 877,445 1,004,719 437,305 213,919 267,325 96,765 105,349 84,339 43,554 30,158 23,495 • 4,467 4,467 485 592	2017-18 1,375,326 1,024,000 1,004,719 411,703 204,121 163,223 103,027 98,979 87,500 35,000 35,000 31,000 26,671 10,474 3,561 650 476	30.0% 22.4% 21.9% 9.0% 4.5% 3.6% 2.2% 2.2% 1.9% 0.8% NA 0.6% 0.2% 0.1% 0.0%	% Change 2.2 16.7 0.0 -5.9 -4.6 -38.9 -6.0 3.7 -19.6 N 13.5 N N 13.5 N N -20.3

4,535,385

4,580,430

1.0%

Total

\*Survey data not supplied \*\* Reported by the National Livestock Reporting Service (NLRS)



# Victoria cattle saleyard transactions

Town	Saleyard	State	2018/19	2019/20	% of State	% Change
Wodonga (Barnawatha)	Northern Victoria Livestock Exchange**	VIC	175,993	183,574	17.2%	4.3%
Leongatha	Leongatha Saleyards**	VIC	138,846	143,441	13.4%	3.3%
Pakenham	Victorian Livestock Exchange**	VIC	117,944	122,141	11.4%	3.6%
Shepparton	Shepparton Regional Saleyards**	VIC	106,342	97,444	9.1%	-8.4%
Warrnambool	Warmambool Livestock Exchange**	VIC	71,746	78,443	7.3%	9.3%
Mortlake	Western Victorian Livestock Exchange**	VIC	61,121	64,827	6.1%	6.1%
Ballarat	Central Victoria Livestock Exchange**	VIC	56,586	60,830	5.7%	7.5%
Bairnsdale	East Gippsland Livestock Exchange**	VIC	44,182	47,503	4.4%	7.5%
Echuca	Echuca Livestock Exchange	VIC	37,370	35,000	3.3%	-6.3%
Yea	Yea Saleyards	VIC	36,372	33,230	3.1%	-8.6%
Warragul	Victorian Livestock Exchange	VIC		30,167	2.8%	N/A
Camperdown	Corangamite Regional Livestock Exchange**	VIC	33,861	30,023	2.8%	-11.3%
Wangaratta	Wangaratta Livestock Exchange	VIC	30,335	28,999	2.7%	-4.4%
Colac	Colac Regional Saleyards**	VIC	25,815	24,586	2.3%	-4.8%
Hamilton	Hamilton Regional Livestock Exchange	VIC	23,267	22,568	2.1%	-3.0%
Swan Hill	Swan Hill Saleyards**	VIC	24,976	19,931	1.9%	-20.2%
Sale	Gippsland Regional Livestock Exchange**	VIC	27,318	18,553	1.7%	-32.1%
Kyneton	Kyneton Saleyards	VIC	11,014	8,427	0.8%	-23.5%
Bendigo	Bendigo Regional Livestock Exchange	VIC	9,524	8,058	0.8%	-15.4%
Casterton	Casteron Saleyards	VIC	9,130	6,277	0.6%	-31.2%
Corryong	Corryong Saleyards	VIC		4,563	0.4%	N/A
Total		VIC	1.041.742	1.068.585		2.6%

# Victoria sheep saleyard transactions

Town	Saleyard	State	2018/19	2019/20	% of State	% Change
Bendigo	Bendigo Regional Livestock Exchange**	VIC	1,154,017	1,044,012	23.0%	-9.5%
Ballarat	Central Victoria Livestock Exchange**	VIC	1,553,494	1,491,937	32.8%	-4.0%
Hamilton	Hamilton Regional Livestock Exchange**	VIC	1,011,364	977,589	21.5%	-3.3%
Horsham	Horsham Regional Livestock Exchange**	VIC	477,387	428,859	9.4%	-10.2%
Ouyen	Ouyen Saleyards	VIC	264,816	175,462	3.9%	-33.7%
Swan Hill	Swan Hill Saleyards**	VIC	241,607	169,891	3.7%	-29.7%
Warracknabeal	Warracknebeal Saleyards	VIC	115,219	94,322	2.1%	-18.1%
Shepparton	Shepparton Saleyards	VIC	79,809	46,144	1.0%	-42.2%
Wycheproof	Wycheproof Saleyards	VIC	90,885	44,619	1.0%	-50.9%
Bairnsdale	East Gippsland Livestock Exchange	VIC	29,523	23,504	0.5%	-20.4%
Sale	Gippsland Regional Livestock Exchange	VIC	25,400	13,879	0.3%	-45.4%
Kyneton	Kyneton Saleyards	VIC	12,218	11,240	0.2%	-8.0%
Leongatha	Leongatha Saleyards	VIC	22,795	10,920	0.2%	-52.1%
Casterton	Casteron Saleyards	VIC	17,155	7,969	0.2%	-53.5%
Nhill	Nhill Saleyards	VIC	6,931	5,245	0.1%	-24.3%
Pakenham	Victorian Livestock Exchange	VIC	4,326	2,222	0.0%	-48.6%
Colac	Colac Regional Saleyards	VIC		68	0.0%	N/A
Warrnambool	Warrnambool Livestock Exchange	VIC	423	63	0.0%	-85.1%
Corryong	Corryong Saleyards	VIC		10	0.0%	N/A
Total		VIC	5,106,946	4,547,882		-10.9%

\*Survey data not supplied \*\* Reported by the National Livestock Reporting Service (NLRS)







SWVLX FINANCIAL REPORTS FY14 - FY21

# BDO

#### Warrnambool Livestock Exchange

	2013/14 Actual	2014/15 Actual	2015/16 Actual	2016/17 Actesi	2017/16 Actual	2018/19 Actual	2019/20 Actesi	2020/21 Actual	2021/22 Budget
1013 - Operations	0	0	0	1.598	8.015	1.059	387	396	0
1029 - Livestock - Bulls	21,193	31,513	26,773	31,258	23,646	21,936	31,564	24,628	24,103
1030 - Livestock - Bobby Calves	40,180	38,965	30,958	15,950	14,937	14,200	14,827	14,057	9,773
1031 - Livestock - Cattle	578,587	723,555	669,695	528,352	393,768	510,312	585,484	448,431	528,818
1032 - Livestock - Stock Agents Fees	94,212	96,818	97,273	97,273	103,218	105,456	100,000	100,000	134,381
1033 - Livestock - Sheep's & Lambs	736	621	609	286	315	265	43	0	0
1034 - Livestock - Store Cattle	237,477	317,466	309,586	298,919	232,792	218,274	263,195	323,803	290,909
1035 - Property Rental - Cafeteria 1025 - Deservery Rental - Officer	4,546 21,334	4,455 21,961	4,545 22,243	4,727 22,279	4,798 24,902	4,504 24,084	4,977	5,086 17,673	5,000 20.000
1036 - Property Rental - Offices 1037 - Livestock - Truck Wash Fees	21,334	186,640	22,243	158,943	24,302	188,129	8,101 211,959	200,175	130,000
1038 - Livestock - Weighing Fees	75,589	87,286	81,971	66,386	56,575	68,295	83,484	69,131	60,000
1044 - Sundry Income	0	01,200	0,011	00,000	3,625	00,200	00,404	00,101	0,000
1668 - Insurance	ō	8,252	ŏ	ŏ	0	ō	ŏ	ŏ	ő
1814 - Livestock - Store Calves	Ő	0	4,805	16,975	12,710	21,703	14,621	10,379	15,055
1895 - Transit Cattle	0	0	0	0	0	0	0	0	2,000
Total Income	1,225,324	1,517,533	1,433,873	1,243,545	1,033,447	1,178,219	1,318,642	1,213,761	1,280,045
1012 - Payroll	400.746	429,525	450,451	442,409	462,856	430,626	455,375	465,715	493,488
1013 - Operations	72,815	119,930	104,977	16,166	27,196	36,169	31,783	28,549	31,000
1014 - Plant Operating Costs	64,306	60,559	52,405	49,515	55,434	45,305	39,579	38,869	40,500
1020 - Maintenance Effluent System	97,164	91,061	74,759	63,783	63,879	82,182	78,730	77,268	70,000
1023 - Maintenance General	89,435	98,139	104,587	35,138	50,643	68,514	62,160	123,372	95,000
1024 - Security Services	20,855	19,832	24,884	29,451	29,580	30,009	31,412	32,733	34,000
1025 - Trade Waste Sewerage	145,603	149,900	149,666	135,804	119,748	153,356	175,338	153,600	160,000
1042 - Staff Learning & Development	0	0	0	4,164	999	0	0	0	4,000
1515 - Annual Subscriptions	0	0	0	15,253	14,325	5,677	0	0	0
1820 - IT Expenses	0	0	0	10,375 45,223	15,125	3,131 70,272	0 74,767	78,319	85,200
1822 - Property Costs	-	-	-		54,298				-
Total Expenses	890,924	968,946	961,730	907,280	894,084	925,242	949,143	1,004,425	1,013,188
Net Operating Surplus/(Deficit)	334,400	548,587	472,143	336,265	139,363	252,976	369,499	209,336	266,857
1283 - Minor Improvements	0	0	0	8,384	0	0	0	0	60,000
2000 - Timber Rail Replacement (Pens)	10,126	35,784	24,465	0	0	0	0	0	0
2001 - Rubber Flooring	0	0	33,731	586	0	0	0	0	0
2002 - Light Pole Replacement	20,539	(34,273)	0	0	0	0	0	0	0
2004 - Replacement of Ramp Supports	6,561	0	0	0	0	0	0	0	0
2087 - Lighting Improvements	67,837 0	13,207 0	30,5 <b>4</b> 7 0	9,505 5,153	0	0	0	0	0
2163 - Pump & Tank at Truck Wash 2165 - Water Main Upgrade	0	0	60,000	5,155	0	0	0	0	0
2184 - Roof Construction	ŏ	ŏ	00,000	ő	1,679	90	78,537	574,341	ő
2218 - Baleen Upgrade	ŏ	ŏ	ō	ŏ	25,000	0	0	0	ő
2219 - Weigh Cell Replacement	ō	ō	ō	ő	23,695	ō	, o	ŏ	ő
2235 - 6 Way Multi Reader	0	0	0	0	0	96,817	0	0	0
2284 - Walkway Rectification	0	0	0	0	0	0	0	168,979	0
2297 - Saleyards Rectification Works	0	0	0	0	0	0	0	0	2,500,000
Captial	105,063	14,718	148,743	23,629	50,374	96,907	78,537	168,979	2,560,000
Average Capital Expenditure	85,869	85,869	85,869	85,869	85,869	85,869	85,869	85,869	
	248,532	462,719	386,274	250,396	53,494	167,108	283,630	123,467	
Net Surplus/(Deficit) after Average Capital Expenditure									
Net Surplus/(Deficit) after Average Capital Expenditure "Expenditure anomoly excluded from calculations		Mat Sugar	1		heau akouta				
		Net Surplus	462 719		"hroughputs				
			462,719 386.274	104,868					
	3rd Int Q	Net Surplus 334,952	462,719 386,274 283,630		"hroughputs 87,289	3rd Int Q			
		334,952	386,274	104,868 98,947	87,289				
	3rd Int Q Med point		386,274 283,630	104,868 98,947 75,631		3rd Int Q Med point			
	Med point	334,952 249,464	386,274 283,630 250,396	104,868 98,947 75,631 82,807	87,289 86,587	Med point			
		334,952	386,274 283,630 250,386 248,532	104,868 98,947 75,631 82,807 90,367	87,289				







AUCTIONSPLUS EOFY SUMMARY FY21



#### CATTLE SOLD EXCLUSIVELY THROUGH AUCTIONSPLUS

NO. of Head - Sold	FY21	FY20	% Change	FY19	FY18	FY17	FY16
Total	675,464	521,084	30%	288,011	291,320	356,478	297,468
QLD	244,135	154,519	58%	60,337	79,073	123,037	117,490
NSW	242,403	243,211	0%	170,163	150,271	157,397	124,311
VIC	102,663	74,947	37%	34,390	33,089	37,865	27,237
SA	49,665	22,401	122%	7,685	13,637	13,973	9,077
TAS	17,275	13,142	31%	6,214	5,884	6,725	4,477
WA	16,859	10,528	60%	8,060	7,986	10,323	10,012
NT	2,464	2,336	5%	1,162	1,380	7,158	4,864

Data based on non-audited information BDO has obtained from third parties. Accordingly, we offer no warranty with respect to the accuracy of the calculations.

#### TOP 10 CATTLE PURCHASING REGIONS

NO. Head - Purchasing	FY21	FY20	% Change	FY19	FY18	FY17	FY16
Southern QLD	124,701	79,396	57%	48,858	55,122	64,330	68,464
N.W. Slopes & Plains	82,550	70,272	17%	39,723	33,242	46,706	48,308
Central Western NSW	80,014	53,798	49%	25,766	16,254	34,860	29,886
Riverina NSW	50,814	41,203	23%	24,322	24,472	17,834	14,409
Northern T'Land NSW	48,950	35,604	37%	14,436	24,704	26,222	18,801
Hunter NSW	21,127	12,260	72%	9,774	5,648	7,803	6,342
Southern Tablelands	20,060	13,498	49%	5,636	6,147	6,256	5,868
S.W. VIC	19,672	24,991	-21%	10,955	14,135	11,452	4,504
N.E. VIC	18,567	15,591	19%	6,614	7,922	4,418	2,863
Western QLD	18,159	11,444	59%	13,758	9,173	18,535	12,433







MEAT AND LIVESTOCK AUSTRALIA SALEYARD REPORTS AND DATA

OCT 18 - 0CT 21

Warrnambool Saleyard - Yearling Steer								
Report Date	\$/Head	¢∕kg cwt	Report Date	\$/Head	¢/kg cwt			
10/10/2018	667	396	18/09/2019	813	525			
24/10/2018	604	424	25/09/2019	896	539			
7/11/2018	589	380	2/10/2019	634	414			
14/11/2018	379	276	9/10/2019	428	294			
5/12/2018	388	249	16/10/2019	390	277			
12/12/2018	782	485	13/11/2019	747	490			
9/01/2019	876	529	4/12/2019	641	450			
6/02/2019	471	303	15/01/2020	588	351			
13/02/2019	657	424	22/01/2020	832	492			
27/02/2019	713	460	5/02/2020	593	418			
6/03/2019	733	494	12/02/2020	729	486			
13/03/2019	570	400	26/02/2020	891	527			
20/03/2019	634	418	4/03/2020	1,000	636			
3/04/2019	732	462	11/03/2020	968	646			
10/04/2019	583	387	18/03/2020	953	654			
24/04/2019	362	261	29/04/2020	1,188	679			
15/05/2019	651	408	20/05/2020	960	568			
22/05/2019	674	424	3/06/2020	1,106	742			
29/05/2019	726	474	10/06/2020	1,189	736			
5/06/2019	613	377	17/06/2020	987	679			
19/06/2019	759	462	24/06/2020	1,024	640			
26/06/2019	713	481	1/07/2020	1,161	745			
17/07/2019	384	267	15/07/2020	1,090	693			
24/07/2019	696	480	29/07/2020	1,024	640			
14/08/2019	488	300	5/08/2020	1,056	640			

26/08/2020	1,125	749	17/03/2021	1,243	829
2/09/2020	1,365	824	24/03/2021	1,456	878
16/09/2020	1,277	775	7/04/2021	845	542
23/09/2020	858	531	28/04/2021	1,062	706
30/09/2020	846	588	5/05/2021	1,609	1099
7/10/2020	1,254	820	19/05/2021	1,049	670
21/10/2020	1,101	717	26/05/2021	1,117	749
4/11/2020	1,106	706	9/06/2021	897	592
11/11/2020	1,056	702	16/06/2021	1,150	759
18/11/2020	1,054	694	23/06/2021	1,418	877
25/11/2020	1,053	702	30/06/2021	1,083	776
2/12/2020	1,080	720	7/07/2021	862	632
9/12/2020	896	571	4/08/2021	1,436	903
16/12/2020	900	588	11/08/2021	1,377	870
20/01/2021	907	602	25/08/2021	736	489
3/02/2021	1,249	796	1/09/2021	1,339	863
10/02/2021	1,531	910	8/09/2021	1,200	870
17/02/2021	1,039	709	15/09/2021	1,484	937
3/03/2021	1,222	813	29/09/2021	1,334	838

		Warrnambool Saley	yard - Cows		
Report Date	\$/Head	¢/kg cwt	Report Date	\$/Head	¢/kg cwt
10/10/2018	221	153	19/06/2019	401	258
17/10/2018	335	257	26/06/2019	347	290
24/10/2018	516	343	3/07/2019	544	396
31/10/2018	482	309	10/07/2019	504	381
7/11/2018	542	361	17/07/2019	658	463
14/11/2018	308	216	31/07/2019	634	426
21/11/2018	473	316	7/08/2019	547	381
28/11/2018	552	329	14/08/2019	435	329
5/12/2018	554	360	21/08/2019	620	439
12/12/2018	510	306	28/08/2019	464	351
9/01/2019	468	267	4/09/2019	508	363
23/01/2019	543	296	11/09/2019	626	424
6/02/2019	339	232	18/09/2019	456	312
13/02/2019	432	303	25/09/2019	605	407
20/02/2019	537	359	2/10/2019	543	282
27/02/2019	240	167	9/10/2019	616	390
6/03/2019	397	273	16/10/2019	568	370
13/03/2019	360	237	23/10/2019	632	398
10/04/2019	261	192	6/11/2019	629	438
24/04/2019	444	292	13/11/2019	504	355
8/05/2019	216	144	20/11/2019	695	445
15/05/2019	235	189	27/11/2019	599	410
22/05/2019	260	167	4/12/2019	511	378
29/05/2019	418	254	11/12/2019	560	410
12/06/2019	443	299	8/01/2020	568	335

15/01/2020	546	298	9/09/2020	717	529
22/01/2020	596	363	16/09/2020	583	438
5/02/2020	374	290	23/09/2020	571	442
12/02/2020	735	458	30/09/2020	638	446
19/02/2020	710	476	7/10/2020	735	496
26/02/2020	647	471	14/10/2020	702	473
4/03/2020	807	434	21/10/2020	548	417
11/03/2020	514	378	28/10/2020	833	535
18/03/2020	604	403	4/11/2020	654	422
25/03/2020	673	477	11/11/2020	760	500
15/04/2020	620	408	25/11/2020	780	526
20/05/2020	730	411	2/12/2020	651	451
27/05/2020	784	425	9/12/2020	600	411
3/06/2020	672	447	16/12/2020	828	526
10/06/2020	590	423	6/01/2021	735	490
17/06/2020	714	521	20/01/2021	864	554
24/06/2020	491	435	27/01/2021	644	513
1/07/2020	700	557	3/02/2021	693	461
8/07/2020	810	540	10/02/2021	870	524
15/07/2020	791	530	17/02/2021	796	535
22/07/2020	694	490	24/02/2021	592	425
29/07/2020	738	507	3/03/2021	704	531
5/08/2020	652	511	10/03/2021	923	621
12/08/2020	766	513	17/03/2021	787	523
19/08/2020	820	537	24/03/2021	725	537
26/08/2020	808	554	7/04/2021	674	447
2/09/2020	663	461	14/04/2021	1,170	707

21/04/2021	564	419	21/07/2021	863	581
28/04/2021	652	446	28/07/2021	732	455
5/05/2021	1,077	692	4/08/2021	775	471
12/05/2021	606	446	11/08/2021	887	600
19/05/2021	701	472	18/08/2021	869	639
26/05/2021	624	459	25/08/2021	812	565
2/06/2021	828	512	1/09/2021	1,063	700
9/06/2021	819	534	8/09/2021	1,012	736
16/06/2021	684	464	15/09/2021	840	627
23/06/2021	1,056	669	22/09/2021	780	546
30/06/2021	818	574	29/09/2021	1,047	733
7/07/2021	698	505	6/10/2021	1,015	692
14/07/2021	744	496			

Warrnambool Saleyard - Bulls							
Report Date	\$/Head	¢/kg cwt	Report Date	\$/Head	¢/kg cwt		
10/10/2018	754	330	31/07/2019	731	362		
17/10/2018	497	284	7/08/2019	375	208		
24/10/2018	773	364	14/08/2019	755	373		
31/10/2018	630	327	28/08/2019	612	374		
7/11/2018	699	349	4/09/2019	1,224	495		
14/11/2018	693	374	18/09/2019	923	418		
21/11/2018	491	266	25/09/2019	873	422		
28/11/2018	515	290	2/10/2019	811	424		
5/12/2018	568	335	9/10/2019	539	319		
12/12/2018	608	336	16/10/2019	540	333		
9/01/2019	810	401	30/10/2019	706	394		
6/02/2019	489	345	6/11/2019	791	430		
13/02/2019	549	334	13/11/2019	908	447		
20/02/2019	668	344	20/11/2019	749	415		
27/02/2019	508	318	27/11/2019	749	388		
6/03/2019	582	310	4/12/2019	844	459		
13/03/2019	378	209	11/12/2019	651	347		
3/04/2019	696	366	18/12/2019	678	389		
10/04/2019	427	255	8/01/2020	763	401		
24/04/2019	725	364	15/01/2020	448	269		
15/05/2019	163	164	22/01/2020	941	439		
12/06/2019	640	345	5/02/2020	772	445		
10/07/2019	774	417	12/02/2020	1,024	488		
17/07/2019	601	394	19/02/2020	906	497		
24/07/2019	656	421	26/02/2020	925	539		

4/03/2020	1,014	472	11/11/2020	823	497
11/03/2020	1,138	567	18/11/2020	1,139	578
18/03/2020	832	478	25/11/2020	1,079	563
25/03/2020	990	478	2/12/2020	788	475
20/05/2020	938	456	9/12/2020	918	523
27/05/2020	892	566	16/12/2020	848	484
3/06/2020	1,055	545	6/01/2021	1,106	539
10/06/2020	1,154	614	13/01/2021	1,280	592
17/06/2020	733	427	20/01/2021	934	551
24/06/2020	1,011	533	27/01/2021	1,334	610
1/07/2020	944	510	3/02/2021	1,006	560
8/07/2020	1,134	539	10/02/2021	1,277	649
15/07/2020	1,018	574	17/02/2021	1,147	602
29/07/2020	807	458	24/02/2021	1,167	655
5/08/2020	833	492	3/03/2021	930	565
12/08/2020	854	526	10/03/2021	1,369	669
19/08/2020	1,010	554	17/03/2021	1,142	621
26/08/2020	1,043	556	24/03/2021	1,161	583
2/09/2020	936	533	7/04/2021	907	544
9/09/2020	1,022	573	14/04/2021	981	569
16/09/2020	1,057	587	21/04/2021	1,103	597
23/09/2020	806	457	28/04/2021	1,373	651
7/10/2020	920	532	5/05/2021	1,108	657
14/10/2020	1,191	573	12/05/2021	1,100	564
21/10/2020	917	616	19/05/2021	1,100	556
28/10/2020	1,033	588	26/05/2021	957	522
4/11/2020	1,050	577	2/06/2021	769	519

9/06/2021	1,122	540	11/08/2021	1,046	639
16/06/2021	1,018	619	25/08/2021	1,020	599
23/06/2021	985	622	1/09/2021	1,117	697
30/06/2021	1,124	703	8/09/2021	1,119	611
7/07/2021	967	593	15/09/2021	1,368	728
14/07/2021	1,187	632	22/09/2021	1,573	698
21/07/2021	1,244	672	29/09/2021	1,420	769
28/07/2021	588	412	6/10/2021	1,236	695
4/08/2021	1,081	649			

	Warrnambool Saleyard - Yearling Heifer							
Report Date	\$/Head	¢/kg cwt	Report Date	\$/Head	¢/kg cwt			
10/10/2018	264	186	19/06/2019	824	505			
17/10/2018	346	233	26/06/2019	693	440			
24/10/2018	594	410	3/07/2019	837	519			
31/10/2018	585	367	10/07/2019	704	434			
7/11/2018	546	348	17/07/2019	336	262			
14/11/2018	471	309	24/07/2019	558	395			
21/11/2018	608	380	31/07/2019	434	323			
5/12/2018	710	444	7/08/2019	763	482			
12/12/2018	266	189	14/08/2019	725	426			
9/01/2019	541	336	21/08/2019	715	468			
16/01/2019	488	326	28/08/2019	469	345			
6/02/2019	376	261	4/09/2019	541	386			
13/02/2019	480	313	11/09/2019	683	488			
27/02/2019	643	406	18/09/2019	515	346			
13/03/2019	530	362	25/09/2019	460	305			
20/03/2019	434	269	2/10/2019	786	474			
27/03/2019	713	442	9/10/2019	507	348			
3/04/2019	662	415	16/10/2019	748	469			
10/04/2019	516	362	30/10/2019	488	360			
1/05/2019	512	320	6/11/2019	598	417			
8/05/2019	327	239	13/11/2019	746	492			
15/05/2019	477	308	20/11/2019	605	448			
22/05/2019	630	393	4/12/2019	641	450			
5/06/2019	735	435	11/12/2019	529	345			
12/06/2019	323	230	18/12/2019	437	318			

8/01/2020	572	348	16/09/2020	899	608
15/01/2020	625	385	23/09/2020	998	686
29/01/2020	363	244	30/09/2020	1,254	774
5/02/2020	671	452	7/10/2020	1,234	748
12/02/2020	892	556	21/10/2020	1,192	754
26/02/2020	563	408	28/10/2020	1,205	790
4/03/2020	1,103	658	4/11/2020	837	592
11/03/2020	793	542	11/11/2020	995	635
25/03/2020	876	564	25/11/2020	1,040	653
22/04/2020	1,024	615	9/12/2020	792	511
29/04/2020	961	631	16/12/2020	664	475
6/05/2020	1,214	694	13/01/2021	684	511
20/05/2020	885	539	20/01/2021	1,100	703
27/05/2020	1,095	650	27/01/2021	913	658
3/06/2020	1,144	707	3/02/2021	1,074	688
10/06/2020	716	505	10/02/2021	1,418	900
17/06/2020	1,053	716	17/02/2021	1,116	755
24/06/2020	725	520	24/02/2021	798	543
1/07/2020	921	633	3/03/2021	1,161	798
8/07/2020	637	467	17/03/2021	954	720
15/07/2020	930	632	24/03/2021	1,014	710
22/07/2020	1,198	712	7/04/2021	795	547
29/07/2020	703	479	14/04/2021	702	489
12/08/2020	851	540	21/04/2021	1,062	720
19/08/2020	1,050	700	28/04/2021	1,240	828
2/09/2020	900	607	5/05/2021	1,159	809
9/09/2020	720	511	12/05/2021	819	553
·					

19/05/2021	913	603	28/07/2021	930	620
26/05/2021	1,023	667	4/08/2021	914	601
9/06/2021	798	578	11/08/2021	990	625
16/06/2021	781	564	18/08/2021	1,260	800
23/06/2021	1,101	735	25/08/2021	814	592
30/06/2021	1,183	820	1/09/2021	1,083	737
7/07/2021	946	632	8/09/2021	928	649
14/07/2021	910	608	15/09/2021	993	695
21/07/2021	864	575	22/09/2021	1,107	692

	Warrnambool Saleyard - Vealer Heifer				
Report Date	\$/Head	¢∕kg cwt	Report Date	\$/Head	¢/kg cwt
24/10/2018	690	442	2/10/2019	783	540
31/10/2018	780	462	16/10/2019	642	409
7/11/2018	829	487	30/10/2019	708	462
21/11/2018	719	432	4/12/2019	825	486
28/11/2018	725	463	22/01/2020	809	462
5/12/2018	709	449	29/01/2020	770	493
12/12/2018	814	472	5/02/2020	858	490
9/01/2019	805	488	12/02/2020	771	512
16/01/2019	709	433	19/02/2020	992	574
23/01/2019	592	389	26/02/2020	1,012	615
30/01/2019	725	442	4/03/2020	964	594
6/02/2019	721	428	11/03/2020	1,090	661
13/02/2019	761	439	25/03/2020	1,098	648
20/02/2019	645	401	20/05/2020	1,042	667
27/02/2019	801	458	8/07/2020	1,032	659
6/03/2019	735	439	15/07/2020	1,077	655
13/03/2019	731	442	19/08/2020	1,220	708
10/04/2019	798	493	26/08/2020	1,024	604
22/05/2019	728	464	16/09/2020	1,209	736
5/06/2019	580	385	30/09/2020	1,283	743
12/06/2019	713	442	7/10/2020	1,235	728
10/07/2019	714	441	14/10/2020	1,273	762
31/07/2019	770	500	28/10/2020	1,362	762
28/08/2019	888	518	4/11/2020	1,237	716
11/09/2019	976	587	11/11/2020	1,430	800

18/11/2020	1,402	791	14/04/2021	1,407	843
25/11/2020	1,379	774	19/05/2021	1,495	852
2/12/2020	1,144	682	26/05/2021	1,419	827
9/12/2020	1,227	725	2/06/2021	1,271	842
13/01/2021	1,255	755	16/06/2021	1,271	817
20/01/2021	1,323	759	23/06/2021	1,358	820
27/01/2021	1,120	673	14/07/2021	1,506	885
3/02/2021	1,355	797	21/07/2021	1,357	836
10/02/2021	1,416	801	28/07/2021	1,600	909
17/02/2021	1,425	827	4/08/2021	1,452	893
24/02/2021	1,302	778	18/08/2021	1,474	860
3/03/2021	1,308	815	25/08/2021	1,410	904
10/03/2021	1,352	823	6/10/2021	1,620	982
17/03/2021	1,248	736			

## 7.4. CITY CENTRE PEDESTRIAN PRIORITY CROSSINGS AT ROUNDABOUT EVALUATION REPORT

# DIRECTORATE : City Infrastructure

## PURPOSE:

This report provides the analysis of the various studies undertaken on the CBD Roundabouts and Pedestrian Crossings, following a request from Council, that the effectiveness of the pedestrian priority roundabouts be investigated.

## **EXECUTIVE SUMMARY**

This report provides an expert review on the effectiveness of pedestrian priority works at the roundabouts within the City Centre to improve road safety and amenity of users. The following information has been provided in the Movement in the City Centre Evaluation Report - **Refer Attachment 1**.

- This review is a result of Council seeking community and user feedback, where it was determined that there are varied community perceptions and experiences when using the City Centre pedestrian crossings -
- The Safe Systems roads safety audit advises that road safety at the City Centre Roundabouts has improved for all road users, in particular for people walking -
- The Safe Systems road safety audit advises that there may be minor vehicle to vehicle collisions but with the low speed these would not result in injury -
- Traffic Counts have determined that speeds in the City Centre Roundabouts are within the recommended safe speeds of less than 30km/hr -
- The Traffic Flow analysis has found that the changes to the intersection to include pedestrian priority has only had a minimal impact to traffic capacity and operation of these intersections –
- The reports and summary of surveys have been discussed at Council Informal meetings, with two issues raised for consideration. Improving the visibility of pedestrians at the crossings for approaching vehicles and increasing the directional signage to assist people to the off street car parks, where they can access the 1 free hour in the two hour zones.

# MOVED: CR MAX TAYLOR SECONDED: CR DEBBIE ARNOTT

- 1. That Council accepts the information provided, makes the report available to the public and maintains the current arrangements for Pedestrian crossings in the City Centre Roundabouts.
- 2. Maintain vegetation at crossing points to provide appropriate site distances and;
- 3. Develop a program of signage improvements to direct motorists to off street parking.

CARRIED - 5:2

Crs. Taylor, Arnott, Jellie, Ziegeler and Akoch voting for the motion.

Crs. Blain and Paspaliaris voting against the motion.

Warrnambool's City Centre aligns with W2040 Community Plan:

- Goal 1. Warrnambool is a welcoming and inclusive city
- Goal 2. Warrnambool is a safe and connected community
- Goal 7. Warrnambool encourages and prioritizes sustainable transport
- Goal 9. Warrnambool has accessible, high quality public spaces and facilities

In 2021, Council undertook a community focused approach to reviewing the effectiveness of the roundabouts crossings to assist Council in making an evidence-based decision on the future of the crossings. The investigation considered all City Centre users, people walking, driving, shopping, working. People of all ages and abilities.

Data was collected from a cross section of the community to evaluate peoples experience of the roundabouts, as per the following methods:

- 1. Digital Listening Post- YOUR SAY webpage and social media (901 respondents) of which over 80% lived in Warrnambool.
- 2. Intercept Survey- 6 sessions Liebig St/Koroit and Liebig/Lava intersections (198 respondents)
- 3. Digital Intercept Survey- people who worked in Liebig St (26 respondents)
- 4. Focus Groups- 5 interviews
- 5. Letters from the community

The statistical evaluation of the Digital listening posts has found there are two areas of correlation:

A correlation between drivers concentrating more; the streets they choose and feelings of safety- so the intention of the roundabouts encouraging drivers to be more careful has been met.

A low correlation between the mode of transport and feelings of safety when walking across the crossing. People whose mode of transport is vehicle do not feel safe whilst those who walk or cycle feel safer – this corresponds to the Intercept survey where 61% of respondents felt happy to use the crossings when walking.

The lack of correlation in responses means that there is no definitive issue which can be identified. However, there is a range of perceptions and experiences which the community has shared with Council.

The Community provided insight into the following:

### Have people's habits changed?

Yes, most people are concentrating more when driving, Yes, some people are choosing different streets depending on the time of day, Yes, weekday peak hour occupancy in off-street parking has found a higher use from 2015 (58%) to 2019 (75%).

### Has it achieved the outcome of pedestrian-friendly City Centre?

Feedback from the disability sector suggests it has been achieved, however there remains concern about cars not stopping. For those walking in the City Centre, 92% have had good experiences walking across the crossings most of the time, their biggest concern is driver behavior (24 mentions). From the digital survey 30% of people felt safer walking across the crossings at the roundabouts. 70% of people were concerned about holding up the traffic.

# ISSUES

In 2021, a number of stakeholders and the wider community were approached directly to have a say on the roundabouts. With over 1000 respondents- via a digital survey (N=901) and intercept survey (N=198) in the City Centre, the evaluation of the data from the respondents found that the perception and experiences of the pedestrian priority roundabouts are complex and there is no definitive issue which can be identified.

Council engaged expert advice to evaluate some motorists' concerns about safety and navigating the roundabouts, determine if the road safety rating had improved and the impact on traffic flow -

Issue	Community Response	Evidence
Safety	Digital survey (N=901) 28%	24% improvement in safety (Liebig/Koroit)
-	were concerned about car and	27% improvement in safety (Liebig/Lava)
	pedestrian crashes	Crash Risk has dropped
		People on motorbikes- slight drop from 30-24
	In Person Survey (N=198) 91%	People on bikes- dropped from 30-20
	felt safe using the crossing all	People walking- dropped from 20-12
	(58%) or some (33%) of the	People driving- slight drop from 9-6*
	time.	
Whv?	· · ·	·

Lower speed limit and changes to intersection layout reduces likelihood and severity of crash. Widened Crossings provide pedestrian priority and consolidate pedestrian movement. The

average speed in Liebig St (2021) is 20km/hr, with the 85% tile being 26km.

\*There is a potential increase in minor vehicle to vehicle collisions but the likelihood of these resulting in injury is reduced because of reduced speeds.

Issue	Community Response	Evidence		
Traffic Flow	Digital survey (N=901) 51%	Degree of Saturation (DOS) has increased.		
	were concerned about traffic	(DOS is how many vehicles can enter the		
	flow	intersection which has been reduced from 2		
		lanes to 1 lane)		
	In Person Survey (N=198) most			
	people (50 mentions) were concerned about congestion	Overall performance of the intersections in terms of Queuing and Delays has improved		
	and stopping in the roundabout. Some people parked and	with the exception of Banyan St with Timor St and Koroit St respectively, this is reflective of		
	walked (17 mentions) to avoid	decrease in traffic volume in Liebig, Timor,		
	driving in the roundabouts, and	Koroit and Lava Street.		
	to some it is no issue at all (19			
	mentions)			

Why?

The works and resulting traffic volumes, include a noticeable diversion of traffic away from Liebig Street, have had minimal impact to intersection operation. During PM peak hour all intersections are operating under acceptable conditions with regard to queuing and delays.

# FINANCIAL IMPACT

There has been cost associated with obtaining the expert advice for the Safe Systems Audits and Traffic Flow Analysis.

# LEGISLATION/POLICY/COUNCIL PLAN CONTEXT

The design and layout of the City Centre supports the following Council Plan actions.

# 1 A healthy community

1.1 Be a welcoming and inclusive city: Warrnambool will be a city that is more welcoming to all and which fosters diversity.

1.3 Health and wellbeing: Council will take action to improve health, wellbeing and safety outcomes for Warrnambool's community.

1.4 An accessible city: Council will improve physical and social accessibility to community services, facilities, places and precincts.

## 4 A connected, inclusive place

4.1 Effective planning: Council will ensure its planning acknowledges the unique character and attributes of local places and that that supports social connection, equitable access, appropriate housing and sustainable population growth.

4.2 A connected community: Council will enhance Warrnambool's connectivity through the delivery of, or advocacy for, improvement to roads, public transport, footpaths, trails and digital infrastructure.

4.4 Sustainable practices: Council will promote and encourage the implementation of sustainable design across the municipality including the attractiveness, safety, accessibility and functionality of our built environment.

# TIMING

The required data collection for the traffic flow had to occur in "normal operating" conditions so the several lockdowns over 2021 prevented a timely gathering of traffic data. This was completed in March 2022.

# COMMUNITY IMPACT/CONSULTATION

Council has an opportunity to address community concerns by:

- 1. Working with user groups to develop a suite of tools/messages for the wider community to have an improved experience of the roundabouts.
- 2. Where possible make small infrastructure changes which are supported by "community stories" which explain how to navigate the changes and the impact of the changes have on various user groups.
- 3. Acknowledging that the City Centre was designed for pedestrian priority and in doing so has created a more equitable experience for everyone. To support this a change in behavior and expectation of how the City Centre functions is required.

## LEGAL RISK/IMPACT

Whilst there are no legal implications in undertaking a community survey on the subject, any subsequent actions resulting from the feedback, may result in a legal assessment to ensure that the actions are compliant with regulations.

## **OFFICERS' DECLARATION OF INTEREST**

No officers declared an interest in this matter.

## CONCLUSION

The safety of all road users has improved:

- 1. A very low likelihood of pedestrian crashes in the City Centre.
- 2. An increased risk of minor vehicle to vehicle collisions within the roundabout if vehicles stop suddenly but due to the low speeds (under 30km) this has minimal risk of injury.

In PM peak times changes to intersection infrastructure to include pedestrian priority has had only a minimal impact to traffic capacity and operation of those intersections:

- 1. In all instances Degree of Saturation (DOS) has increased.
- 2. The overall performance of the intersections in terms of Queuing and Delays has improved with the exception of Banyan St with Timor St and Koroit St respectively.
- 3. The improvement to queuing and delays are reflective of decrease in traffic volume in Liebig, Timor, Koroit and Lava Street.

This report be made available to the wider public. Council to consider how to assist the community to better understand the rationale behind pedestrian priority and equity for all users when travelling in the City Centre.

## ATTACHMENTS

1. 3222 Traffic Movement [**7.4.1** - 9 pages]



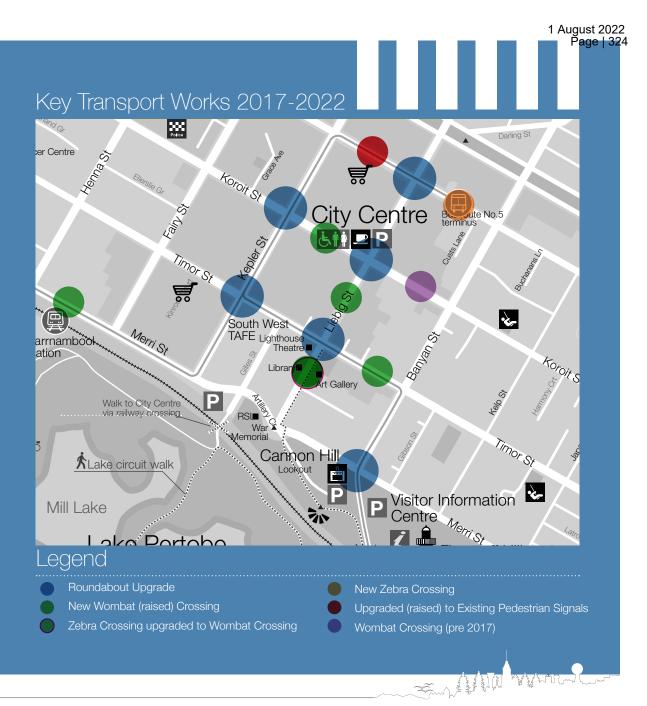
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# City centre transformation

In 2017-2018 Warrnambool's city centre was transformed by a renewal project that included the elimination of high gutters, a resurfacing of the road and footpaths and the introduction of crossings at roundabouts that gave people walking priority over people driving cars.

Other changes included lowering of the speed limit, widening of footpaths, public art and the addition of infrastructure geared towards encouraging people to stay longer in the city centre including landscaping, seating, drinking fountains and "activity nodes".

Changes to the built environment designed to have an impact on the movement of vehicle, pedestrian and cyclist traffic are depicted in the map to the right.



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#### 1 August 2022 Page | 325

## Public perceptions and experiences

Two surveys were undertaken to gauge public opinion about the changes for pedestrians and vehicles in the city centre and about people's experiences of using the pedestrian priority roundabouts.

The responses from the surveys showed there is a range of perceptions and experiences however key concerns for drivers were feeling uncomfortable (traffic speed/flow and queuing) and pedestrian safety, both of which have been addressed in the road safety and traffic safety reports.

Council also received correspondence in relation to people and vehicle movement and conducted focus group discussions.

## A summary of findings

## Survey 1. Online survey and call for submissions April 2021

The first survey was an online survey, responded to by more than 900 people, more than 85 per cent of whom were from Warrnambool with most of the other respondents from Koroit, Bushfield-Woodford, Allansford, Port Fairy and Woolsthorpe.

More than 91 per cent of respondents regularly visited

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the city centre (either daily, more than once a week or weekly).

More than 87 per cent came to the city centre by car with the next most popular mode walking, 10.2 per cent.

The survey revealed a correlation between drivers concentrating more when driving, the streets they chose and their feelings of safety, which met the intention of encouraging drivers to be more careful was met through the redesigned streets and roundabouts.

While 30 per cent of respondents said they felt safer crossing at the pedestrian priority intersections, 69 per cent said they were worried about delaying vehicle traffic.

More than 40 per cent of motorists indicated they already gave way to pedestrians at roundabouts before the pedestrian priority intersections were introduced. A further 36 per cent of motorists said they stopped for pedestrians if it was really hot or raining, or if the pedestrian had limited mobility.

Nearly 90 per cent of motorists said they had to concentrate more when driving through pedestrian priority roundabouts. Most motorists said the pedestrian priority roundabouts had created traffic congestion.

## Survey 2: the intercept survey

The intercept survey was conducted in-person within the city centre during business hours

More than 40 per cent of respondents were aged over 60 years; more than 24 per cent were aged 41 to 59 years while those under 40 comprised 34 per cent.

The survey found wombat crossings helped make the city centre pedestrian friendly from the intercept survey, that 97 percent of respondents used the crossings and 72 per cent found them to be safer and quicker.

More than 87 per cent of respondents said the new



crossings at the roundabouts had assisted people of all ages and abilities to cross roads.

Of those using the new crossings, 60.7 per cent were happy to do so, 21 per cent were worried about it, 2.5 per cent were cross and 16 per cent had not thought about it.

When cars stopped too give way, 43.6 per cent of pedestrians said they felt happy about it, 13.3 per cent were worried, 6.9 per cent were cross and 36.1 per cent had no feeling one way or the other about it.

Of those who drive through the roundabouts, 22 per cent said they were happy to, 29 per cent said they were worried by the experience and 23 per cent said it made them cross while 28 per cent said they had not thought about it.

## Correspondence

While the April 2021 survey was under way Council also received seven letters (attached).

Southern Stay Disability Services expressed support for the service through local media (The Standard, May 15, 2021).

Council also received a phone call from a Liebig Street property owner who said the pedestrian priority crossings had made motorists more aggressive and pedestrians more arrogant, with the latter now expecting motorists to stop at other roundabouts in the city centre that did not have pedestrian-priority infrastructure.

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# Focus groups

Council spoke to several groups to gain different perspectives about the city centre.

## 1. Teenagers

- The interviewees were five local students, three of whom lived out of the city. This discussion focused on their experiences as L-plate drivers who felt vulnerable because of tailgating if they had to stop suddenly for pedestrians using the crossings.
- When walking across the roundabouts this group felt guilty about stopping traffic and some motorists seemed cross about having to stop.
- The group thought the crossings would help those who found it hard to cross the road and if people driving were happy to stop for people walking then they thought the crossings were a good idea.

## 2. Visually impaired group

Comments and observations from the group

- This group said it was important to listen and feel when crossing with the cane, lights mad this easier because the clicking sound provide a cue that it was safe to cross.
- After the implementation of the crossings in Warrnambool one member had to be retaught use of their cane.
- Often when crossing, people with vision impairments just have to guess that it is safe to cross, not all cars on the crossings stop as they should.
- Newer cars (especially hybrids) are becoming quieter and harder to hear.
- The timing for Pedestrian Crossing at traffic lights needs to be longer (Raglan Parade).
- Sometimes buttons for the lights can be hard to find.

- Crossings in Liebig Street made it safer for people walking.
- Need to have faith that motorists will stop.
- Not all cars stop (mention of crossing at Archie Graham).
- One member believed drivers were speeding up to get across before pedestrians.
- Suggestion to change the colour of crossings to yellow to help drivers realise they must give way to pedestrians.
- Signage in the middle of islands mean people can blend in and can be hard to spot for drivers.
- New footpath up Liebig Street is excellent because of its smooth surface.
- Gutters through Liebig Street make it easier to manoeuvre because they are even.
- One member thought Liebig Street was too narrow for cars and worried about what would happen in an emergency with cars banked up.
- Koroit Street footpath was rough.

## 3. All-abilities Advocacy Group

- When you driving along Liebig Street it can be hard to see someone crossing at the roundabouts.
- It is safer to cross the roundabouts with the new infrastructure.
- The group supports the crossings at the roundabouts.
- Crossing at lights helps because of the clicking sound.
- People in wheelchairs need to ensure they have been seen because they are lower to the ground.
- Not all drivers slow down or wait for pedestrians to cross.
  - The raised footpath with no gutter at the crossing makes it easier to cross the road. It is much easier and safer for people with canes, prams, wheelchairs, scooters to cross the road.

Employant R.



- Laneways are access points from carparks but some have uneven surfaces and are difficult to use.
- Roundabout at Koroit and Banyan streets is difficult to cross.
- Walkers need to be confident to use the crossings
- It is cultural change required
- Recommend yellow lines at the crossing with tactile surface to remind motorists to look for pedestrians.

## 4. Social motorcycling group

- Roundabouts challenging because people just walk out in front of riders.
- Traffic is backed up when travelling north from Timor Street.
- Not sure what will occur if there is an emergency in the city centre.

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- Had several near misses on the motorcycle while waiting for a pedestrians to cross. Use alternative streets.
- Riders are avoiding the street.
- It has made a difference, as a motorcyclists you can park anywhere. It has improved for pedestrians but to the detriment of traffic flow.
- The focus has shifted to safety of pedestrians instead of the safety of the vehicles. Improve the safety of the vehicles then consider helping pedestrians.

## 5. Warrnambool Buslines

• Drivers concerned about stopping in the roundabout to allow pedestrians to cross.

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# Road safety and traffic analysis

Council engaged an independent engineering firm, Safe System Solutions, to make a traffic safety assessment of the Liebig Street and Koroit Street intersection and the Liebig Street and .

This involved a comparison of safety levels before and after the city centre renewal. Changes to the roundabout from pre-existing to current conditions included treatments such as a single level footpath and road, widened footpaths, enlargement of the roundabout central island, zebra crossings across all legs of the roundabout and sharrow pavement markings on all approaches to the roundabout. A 30kmh speed limit was also introduced for Liebig Street between Timor Street and Raglan Parade.

## Key findings of the assessment were:

- The lower 30kmh speed limit along Liebig Street together with the changes to the intersection layout (road narrowing and increased central island size) reduce both the likelihood and severity of all crash types in existing conditions
- The widened zebra crossings at the splitter islands of the roundabout provide pedestrian priority and consolidate pedestrian movements, decreasing the likelihood of collisions between vehicles and pedestrians
- This arrangement is noted however to cause a potential increase in minor vehicle-to-vehicle

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collisions as motorists may stop abruptly to allow pedestrians to cross and due to congestion resulting from vehicles queueing at pedestrian crossing points

Sharrow markings across Liebig Street enhances motorist awareness of cyclists on-road, reducing likelihood of collisions

The results of the assessment were as follows (lower scores are better, indicating greater alignment with safe system principles.

Conditions	SSA score
Pre-upgrade	114/448
Post renewal	87/448

Council also engaged another firm Ratio Consultants, to

review intersection and pedestrian safety infrastructure added to the city centre since 2017.

The report by Ratio Consultants found that in 2022 peak hour vehicle traffic volumes had increased on streets without pedestrian priority compared to traffic volumes in 2015. Vehicle traffic decreased in the streets where pedestrians were prioritised. This was the desired outcome of the pedestrian priority infrastructure.

The changes are illustrated in the diagram below.

The Ratio report noted that "overall, the traffic volumes during the 2022 survey period within the core activity centre internal roads have reduced, while volumes of traffic have increased on higher order arterial or road such as Raglan Parade and Banyan Street".





## The Ratio report also looked at intersection performance at peak hour (4.30pm to 5.30pm) preand post-city centre renewal.

The analysis of the intersections was done using software called SIDRA Intersection (SIDRA stands for Signalised and unsignalised Intersection Design and Research Aid).

The key parameters used to measure the performance of an intersection are: queue length, average delay and degree of saturation – Degree of Saturation (DOS) considers the volume of traffic and the capacity of a road to carry that volume.

## A rating scale applies to DOS, which is:

Degree of saturation	Rating
Up to 0.6	Excellent
0.61 to 0.70	Very good
0.71 to 0.80	Good
0.81 to 0.90	Fair
0.91 to 1.00	Poor
Greater than 1	Very poor

Intersection	December 2016			March 2022				
	DOS	95th percentile queue (m)	Ave delay (sec)	DOS rating	DOS	95th percentile queue (m)	Ave delay (s)	DOS rating
Timor/Banyan	0.41	20	7	Exc	0.48	26	8	Exc
Timor/Liebig	0.51	27	8	Exc	0.72	17	6	Good
Koroit/Kepler	0.52	30	9	Exc	0.77	17	11	Good
Koroit/Liebig	0.46	23	9	Exc	0.55	15	5	Exc
Koroit/Banyan	0.37	17	7	Exc	0.40	23	9	Exc
Lava/Liebig	0.54	31	9	Exc	0.73	17	8	Good

The results of the analysis by Ratio highlight that "while in all instances the overall intersection DOS has increased. the overall performance of each intersection in terms of queuing and delays has improved, with the exception of the intersection of Banyan Street with Timor Street and Koroit Street respectively.

"The analysis shows that during the PM peak hour all intersections are operating under acceptable conditions having regard to level of service, including queuing and delavs."

## Road safetv

Records from 2015 to 2020 indicate that along Liebig Street and the intersections where pedestrian priority treatments have been installed (Liebig-Koroit, Liebig-Lava, Liebig-Timor, Kepler-Timor, Kepler-Koroit) there have been just two accidents since the city centre renewal was completed in 2018.

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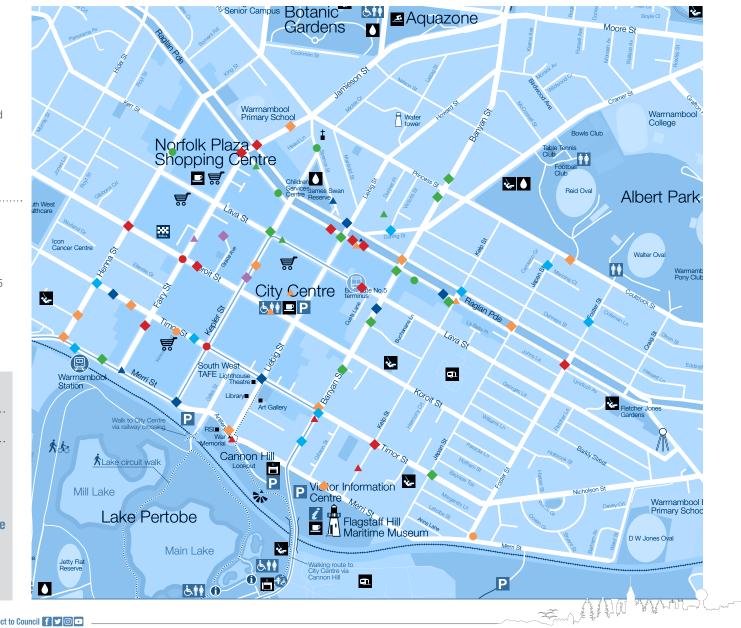
## Pedestrian traffic

Pedestrian numbers have remained relatively constant across the city centre since 2015 with highest pedestrian activity recorded on Liebig Street between Lava and Koroit streets.

## Cyclists

The numbers of cyclists in the city centre during commuter hours are consistent with numbers from 2015 which suggests that at this point the city centre renewal has not resulted in a significant change in the number of people riding bikes during commuter times

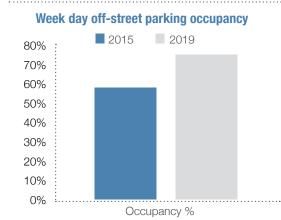


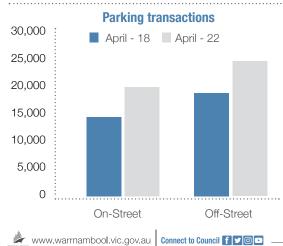


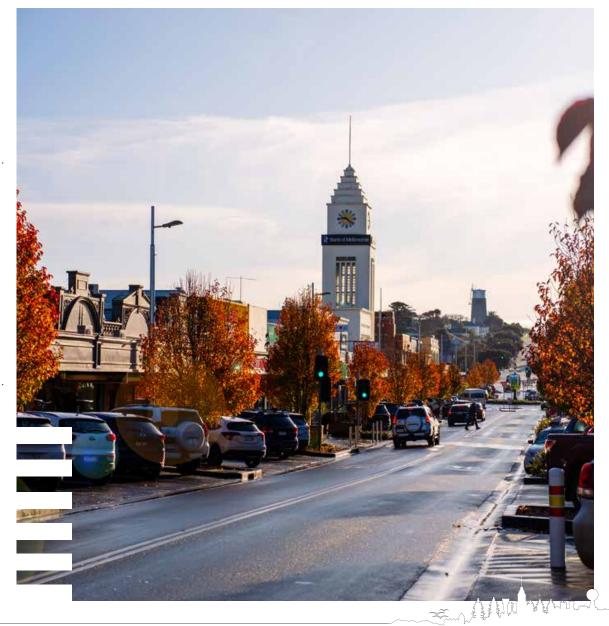
## Access to parking

While some of the feedback from the community suggested some motorists were discouraged from coming to the city centre the occupancy levels at Council-managed car parks have increased since the city centre renewal.

**Note:** free one-hour parking was introduced at selected Council-owned and managed car parks in 2021.







## 7.5. PLANNING APPLICATION PP2020-0050 - 63 MCKENZIES ROAD BUSHFIELD

## • Cr Taylor declared a conflict of interest and left the meeting at 6.39pm.

DIRECTORATE : City Growth

## PURPOSE:

This report summarises the planning assessment that provides a recommendation for the application to use and develop the land for a telecommunications facility (4G & 5G) and create an access to a transport zone 2, and recommends that Council issue a Notice of Decision to grant a permit subject to conditions.

## **EXECUTIVE SUMMARY**

Council has received an application to use and develop the land known as 63 McKenzies Road Bushfield for a telecommunication facility. The proposal is to construct a 35m high monopole with a triangular headframe and nine attached panel antennas, all on a 5m x 5m concrete footing. The equipment would be contained in a secure compound, and an associated 3m x 2.4m building would house associated infrastructure. A new crossover and access would be required onto Hopkins Highway.

The application triggers a permit under the zone and a particular provision to both use and develop the land. The creation of the access onto the major arterial road also triggers a permit under a particular provision.

The application was subject to internal and external referrals, and was subject to public notice. As a result of notification, 17 submissions were received both in objection and support. Primarily in response to objections, amended plans were submitted with a new location closer to the highway. Additional submissions were received as a result of re-notification, where the grounds of objection are primarily related to the visual and health impacts, while submissions in support outlined the need for the services the facility would provide.

A planning assessment should factor both positive and negative amenity impacts, and as a result of the assessment, the proposal has been shown to meet the requirements of the planning scheme and should be supported. Should support be confirmed, a Notice of Decision would be required as multiple objections have been sustained.

## MOVED: CR RICHARD ZIEGELER SECONDED: CR BEN BLAIN

That the planning application to use and develop the land for a telecommunications facility (4G & 5G) and create an access to a transport zone 2 be refused pursuant to Section 65 of the Planning & Environment Act 1987 on the following grounds:

- 1. The proposal does not respond to the decision guidelines under the farming zone, including having an adverse impact on the character and appearance of the area;
- 2. The proposal is not suitable in relation to the decision guidelines of Clause 52.19 of the Warrnambool Planning Scheme, most notably through the adverse effect of the proposal on adjacent land; and
- 3. The resultant use and development would not lead to net community benefit.

## BACKGROUND

The proposal seeks to permit the use and development of a telecommunications facility in the Farming zone, and the creation of an access to a Transport zone 2. Specifically, a new telecommunications facility is proposed with the following components:

- A 35m high monopole with nine (9) attached panel antennas on a triangular headframe, installed on a 5m x 5m slab footing
- A building (3m x 2.4m on pier footings) containing associated electrical equipment
- A new high security electrical chain wire fence to surround all works

A new 3m crossover onto Hopkins Highway, culvert, 15m access track, and 3.2m wide access gate.

The primary justification for the facility is the provision of the new 5G network to the area, and to provide capacity relief for existing 4G facilities.

The site has been identified by Telstra as their preferred location for a new telecommunications facility. This process involves the identification of other potential locations, as well as any potential for co-location. Co-location could only occur at the existing tower to the east of Bushfield Reserve, where that facility has been assessed as already at capacity.

## ISSUES

As a result of notification, Council received seventeen (17) submissions, where 14 were considered as objections, and 3 in support of the proposal. While the grounds of objections were varied across submissions, a number of themes emerged:

- a. the visual impact of the development
- b. potential health effects
- c. de-valuation of property values
- d. lack of community consultation and/or investigation of other sites

Amended plans were also subject to re-advertising, by again sending notices to all original parties, all original objectors, and again posting an advertisement in the newspaper. The notification period ended 9 May 2022. As a result of re-notification, one original objector withdrew, 11 new objections were lodged, and 5 new submissions of support were received. New submissions largely re-enforced the original main themes.

## FINANCIAL IMPACT

The costs associated with the assessment of the application and any subsequent reviews have been allowed for in the City Strategy and Development budget.

## LEGISLATION/POLICY/COUNCIL PLAN CONTEXT

## 3 A strong economy

3.1 Build on competitive strengths: Council will support initiatives that foster ongoing development and investment in the industries which underpin Warrnambool's economic strengths and comparative advantages

## 4 A connected, inclusive place

4.1 Effective planning: Council will ensure its planning acknowledges the unique character and attributes of local places and that that supports social connection, equitable access, appropriate housing and sustainable population growth.

4.2 A connected community: Council will enhance Warrnambool's connectivity through the delivery of, or advocacy for, improvement to roads, public transport, footpaths, trails and digital infrastructure.

## TIMING

The required statutory period has already been exceeded.

## **COMMUNITY IMPACT/CONSULTATION**

In line with Council's delegation instrument, as more than 5 objections have been received, the application will be considered by councillors at a Scheduled Council meeting. Consequently, a consultation meeting with councillors, objectors, and the applicant was held, both in relation to the original proposal (meeting held at Council offices 30 March 2021), and the amended proposal (meeting held at Council offices 7 July 2022).

## LEGAL RISK/IMPACT

The proposal has been assessed against all relevant requirements of the Planning Scheme and the *Planning and Environment Act 1987.* 

## **OFFICERS' DECLARATION OF INTEREST**

None.

## **COLLABORATIVE PROCUREMENT**

Not applicable.

## CONCLUSION

Two rounds of consultation have been undertaken, and an investigation of alternative sites was provided in the report. The impact on property values has in both the case above and many other Tribunal decisions been ruled as not relevant to the planning process. This leaves two grounds for consideration.

## Impacts on health from EME exposure

The applicant has included in their original planning report an assessment of the proposal against the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) standards. It is also stated that "The proposed telecommunications facility has been designed and will be installed to ensure that the maximum human exposure levels to radio frequency emissions comply with Radiation Protection Standard- Maximum Exposure Levels to Radiofrequency Fields-3kHzto300GHz, ARPANSA, May 2002."

Relating to the amended location, the applicant provided an updated EME report which confirms the maximum EME levels from the tower in its new location would not exceed 2.23% of the public exposure limit as set by ARPANSA.

Public perceptions relating to the health impacts telecommunication facilities is varied and at times contradictory. However, in relation to the planning outcome, given there is documented evidence that EME levels are in line with appropriate standards, there is insufficient justification to refuse the application.

## Visual impact of the tower

It is understood that other locations were considered however did not meet the objectives for mobile coverage. The applicant has also provided examples of VCAT decisions where the Tribunal has upheld the view that;

 [telecommunications] "facilities of this sort are necessarily visible. They need to be tall enough (and consequently visible) to serve their purpose of providing telecommunications"

- The Code [of Practice for Telecommunications Facilities in Victoria 2004] does not require that telecommunications facilities be invisible, rather that they be sited to minimise visual impact"
- An acceptable planning outcome cannot always be ideal or perfect and must be a balance between demonstrated net community benefit and an acknowledgement of some visual impact.

The proposed tower will be visible with a reasonable degree of impact from both immediately neighbouring dwellings, and likely some impact on surrounding residential areas. A visual impact assessment or photomontage was not provided with the amended application, and it is entirely possible that the amended location represents a worse outcome for some, despite being an improved outcome for others. Consequently, visual impact is acknowledged, but the impact is acceptable having regard to the relevant objectives in the Warrnambool Planning Scheme and decisions of the Tribunal.

In summary, the zone allows for an application to be made to Council and an assessment against the relevant state and local policy provides more reason to support than to refuse the application. While the tower structure would have an impact on the visual outlook from some neighbouring residential properties, the proposal is on balance considered to result in net community benefit.

## ATTACHMENTS

- 1. PP2020 0050 Delegate Report 63 McKenzies Road Bushfield [7.5.1 14 pages]
- 2. 63 Mc Kenzies Rd Bushfield Planning Report Visi [7.5.2 31 pages]
- 3. 63 Mc Kenzies Rd Bushfield Plans (S 57 A) Vision [7.5.3 5 pages]
- 4. 63 Mc Kenzies Rd Bushfield EME Report (S 57 A) Vi [7.5.4 2 pages]
- Cr. Taylor returned to the meeting at 6.52pm.



## **Delegate Planning Assessment Report**

Application Detail	15.
Application is for:	Use and development of a Telecommunications Facility (4G & 5G), and creation of access onto a Transport zone 2
Applicant's/Owner's Name:	Telstra Corporation Limited C/- Visionstream Australia Pty Ltd 20 Corporate Dr HEATHERTON VIC 3202
Date Received:	19 March 2020
Statutory Days:	163 from submission of S57a amendment to 22 July 2022
Application Number:	PP2020-0050
Planner:	Rob Wandell
Land/Address:	Lot 2 PS 719344J PSH PUR TSH BUSH 63 McKenzies Rd BUSHFIELD VIC 3281
Zoning:	Farming Zone (FZ)
Overlays:	Nil
Under what clause(s) is a permit required?	Clause 35.07 (use/devt of the land for a telecommunications facility) Clause 52.19 (construct a building for a telecommunications facility) Clause 52.29 (create access to a road in a Transport zone 2)
Restrictive covenants on the title?	Section 173 agreement AK723898E
Current use and development:	Agriculture

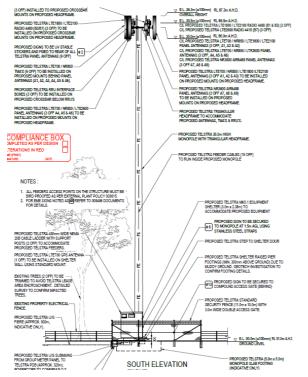
## **Application Details:**

## Proposal

The proposal seeks to permit the use and development of a telecommunications facility in the Farming zone, and the creation of an access to a Transport zone 2. Specifically, a new telecommunications facility is proposed with the following components:

- A 35m high monopole with nine (9) attached panel antennas on a triangular headframe, installed on a 5m x 5m slab footing
- A building (3m x 2.4m on pier footings) containing associated electrical equipment
- A new high security electrical chain wire fence to surround all works
- A new 3m crossover onto Hopkins Highway, culvert, 15m access track, and 3.2m wide access gate

Figure 1: Proposed elevation of new monopole (source: applicant submission)



Development requires some trimming but no removal of existing trees, and relies on a new crossover for vehicle access.

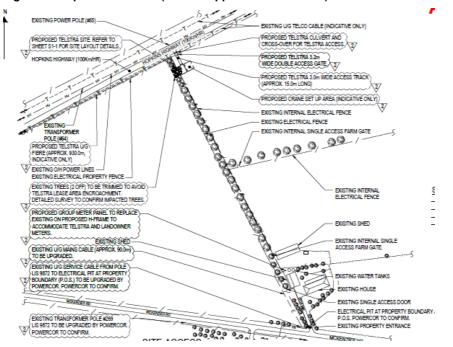


Figure 2: Proposed Site Plan (source: applicant submission)

The primary justification for the facility is the provision of the new 5G network to the area, and to provide capacity relief for existing 4G facilities.

## Subject site & locality

The site known as 63 McKenzies Road totals approximately 21.5 hectares in an irregular polygon shape, and is positioned between a major arterial road (Hopkins Highway) to the north, and a local access road (McKenzies Road) to the south. The land is currently improved with a dwelling located towards the southern boundary, with access from McKenzies.

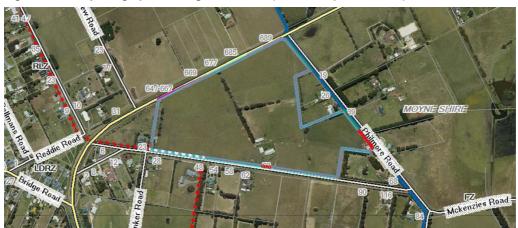


Figure 3: Aerial photograph showing site context (source: Exponare, 2022)

The site is primary cleared for pasture, where significant vegetation is limited to a linear stretch of trees from the dwelling site north towards the highway. Within the triangular parcel bounded by roads, three surrounding lots each improved with dwellings have likely been excised at some point from the original landholding. To the east, 62 Philmore Road contains a single dwelling with vegetation on surrounding boundaries, to the northeast, 26 and 28 Philmore have each been improved by single dwellings situated towards the eastern (front) boundary. To the west, 23 McKenzies is improved with a single dwelling and associated outbuildings, situated against the common western boundary.

Figure 4: Site photographs (source: Officer site visit, June 2022)



(standing on the corner of Philmore Road and Hopkins Highway facing west)



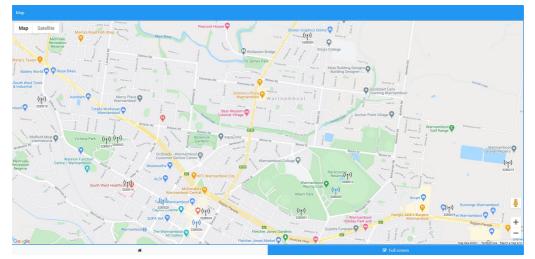
## (standing on Hopkins Highway facing east)

The site could be characterised as relatively flat with a slight fall from north to south, with a greater degree of fall towards the very south extent.

The broader area is primarily divided into rural residential zones to the west and south (Rural Living and Low Density Residential), clustered around the emerging Bushfield community, and larger lots in the Farming zone to the east and north. The lot is outside Warrnambool's urban settlement boundary, and at the very edge of the shire boundary, with properties to the east being within the Moyne LGA.

Other towers in the Warrnambool area are shown below, where the subject site is out of screen to the north.

## Figure 5: Location of telecommunication towers (source: Radio Frequency National Site Archive (RFNSA))



An additional NBN/Optus tower exists on the eastern side of the Bushfield Recreation Reserve.

## **Permit/Site History**

## Past Permits

A review of Council's online permit history reveals that there are no relevant planning permits associated with the land since the system was put in place.

## Cultural Heritage

A review of Council's GIS system reveals that the site is not within an area of cultural sensitivity, and therefore a Cultural Heritage Management Plan is not required.

## Restrictions on Title

Section 173 agreement AK723898E applies to the land. The agreement was entered into in 2013 in relation to a re-subdivision permit. The agreement restricts further subdivision. As the agreement only relates to subdivision, it can be concluded that the current proposal does not contravene the agreement.

## **Public Notification**

A telecommunications tower that is not defined as a low impact facility is not exempt from notice under Clause 52.19.

The application has therefore been advertised pursuant to Section 52 of the *Planning and Environment Act 1987*, by:

- Sending notices to the owners and occupiers of adjoining land
- Posting a newspaper advertisement

Notice has been given of the original application, ending 10 June 2020, where notification has been carried out correctly.

As a result of notification, Council received seventeen (17) submissions, where 14 were considered as objections, and 3 in support of the proposal. While the grounds of objections were varied across submissions, a number of themes emerged:

- the visual impact of the development
- potential health effects
- de-valuation of property values
- lack of community consultation and/or investigation of other sites

In response to objections, amended plans were submitted under Section 57a (amendment after notification). The amendment involved moving the proposed location from its original central location, to a new location towards the northern boundary of the site as described above. This new location required a new access onto the highway, which therefore also required amending the proposal to include the new permit trigger. These amended plans were received by Council 10 March 2022, and are the plans being assessed.

Amended plans were subject to re-advertising, by again sending notices to all original parties, all original objectors, and again posting an advertisement in the newspaper. The notification period ended 9 May 2022. As a result of re-notification, one original objector withdrew, 11 new objections were lodged, and 5 new submissions of support were received.

All grounds of objection and support were reviewed and form part of this assessment, where further discussion concerning grounds of objection and support is provided below.

## Consultation

In line with Council's delegation instrument, as more than 5 objections have been received, the application will be considered by councillors at a general council meeting. Consequently, a consultation meeting with councillors, objectors, and the applicant was held, both in relation to the original proposal (meeting held at Council offices 30 March 2021), and the amended proposal (meeting held at Council offices 7 July 2022).

## Referrals

The original application was referred under Section 52 to DELWP as an adjacent landowner. A response was provided 9 June 2020 indicating no objection. The amended proposal was also referred where no response was provided.

As the amended application seeks to create a new access to Hopkins Highway, the amended proposal was referred to the Department of Transport under Section 55, as required by Clause 52.29. A response has not been provided as of the time of writing.

The proposal was referred internally to Council's infrastructure department, who provided consent with a number of conditions. Those conditions have been added below. Additionally, the proposal was referred to Council's Airport Facilities & Projects team. The position at the top of the tower was checked in relation to prescribed airspace (Obstacle Limitation Surface) and confirmed as being no issue. An airport reference group meeting was held 23 May 2022 where minutes indicated Council's intent to request the tower be obstacle lit with a steady red light, and published in En Route Supplement Australia (ERSA), but that request is not seen as a planning matter and can be made outside of planning considerations.

## Assessment

## **Planning Policy**

Planning policy at either a state or local level does not have a great deal of input concerning telecommunications facilities, based on their specialised nature and carriage under a particular provision. However, it can be stated that policy supports a clear understanding of overlapping land use, where proximate uses are not in conflict with each other. Despite the agricultural surroundings, the subject site's frontage onto an arterial road makes impact of the facility on surrounding uses limited, at least in relation to the impact from related activity (traffic, access, maintenance, noise, etc), if not the overall visual impact. The proposed use does not appear to have any adverse impacts on surrounding uses including primary agricultural output, barring the impact on individuals as described in the objections section below.

Council acknowledges that new infrastructure is required to support a growing population and has specific policy objectives to "facilitate the orderly development, extension and maintenance of telecommunication infrastructure" (Clause 19.03-4S). Associated strategies include ensuring modern facilities are widely accessible to business, industry and the community, and to encourage the deployment of services that are easily accessible. The proposed tower would serve to improve choice and network coverage within Bushfield and the municipality which is a relevant council strategy.

Council is directed to consider a balance between the provision of services and the need to protect the environment from adverse impacts. The impact on the natural environment is limited in this case, and no significant trees are required to be removed to accommodate development.

A broad emphasis of relevant policy at the State and local level is on the preservation of significant landscapes and character of regional areas like Bushfield, and as the highest priority the preservation of human life in bushfire affected areas. While the protection of human life from bushfire is to be prioritised over other policy considerations, this should not be at the expense of all other policy objectives. In other words if the risk from bushfire can't be appropriately minimised while balancing other objectives the use or development should not be approved.

The overall objective of Clause 13.02-1S Bushfire planning is "To strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life." Although the site is not located within a Bushfire Management overlay (BMO), given the fact that the site continues to be in a bushfire prone area consideration for appropriate risk assessment is required. The use in this instance leads to increased connectivity and communication capability, and does not in and of itself require large gatherings of people for its ongoing maintenance. Therefore, the protection of human life has been properly considered, and the use does not contradict policy guidance.

## Zone

#### Farming (35.07 and Schedule)

Under Clause 35.07, Utility Installation other than Telecommunications facility is listed as a Section 2 use. Telecommunications facilities are not listed in either Section 1 or 3, therefore it is then considered Section 2. It is noted that under Clause 62.01, a use exemption is provided for a Telecommunications facility "if the associated buildings and works meet the requirements of Clause 52.19". This has been debated at length by the Tribunal, given that the exemption becomes in a way circular and therefore inconclusive. Indeed, there have been conflicting VCAT decisions about whether a permit is required for use in a variety of situations; however, Pfarr v Campaspe SC [2014] VCAT 872 (18 July 2014) has recently considered both sides of the debate, and ruled that if a permit is required under 52.19 then a permit will also be required under the zone. This has become a reasonably consistent position and generally followed in other cases.

Given the establishment of a Section 2 use, it is also true that a permit triggers under 35.07-4 for buildings and works relating to that use. Decision guidelines are provided under 35.07-6, where relevant considerations are as follows:

- Whether the site is suitable for the use or development and whether the proposal is compatible with adjoining and nearby land uses.
- How the use and development makes use of existing infrastructure and services.
- Whether the use or development will support and enhance agricultural production.
- The potential for the use or development to limit the operation and expansion of adjoining and nearby agricultural uses.
- The impact of the use or development on the flora and fauna on the site and its surrounds.
- The need to locate buildings in one area to avoid any adverse impacts on surrounding agricultural uses and to minimise the loss of productive agricultural land.
- The impact of the siting, design, height, bulk, colours and materials to be used, on the natural environment, major roads, vistas and water features and the measures to be undertaken to minimise any adverse impacts.
- The impact on the character and appearance of the area or features of architectural, historic or scientific significance or of natural scenic beauty or importance.

The land in this case is nominally characterised as farming, however it is just outside the settlement boundary, and therefore in close proximity to the emerging Bushfield community. The proposed facility does not rely on existing infrastructure and services, and requires new access and connections, however there is no perceived impact on soils, and limited impact on native vegetation. The nearby agricultural areas would be largely unaffected by the proposal, other than from a visual sense. In this regard, the visual impact of the height of the structure on the natural environment, the major road, and the general hinterland vistas are not inconsequential. The proposal outlines that the visual impact will be largely limited to the monopole, where other infrastructure will be intentionally integrated into the limited lease area. It has been acknowledged that the height of the monopole cannot be entirely hidden, however it is reasonable in its context, and intentionally designed at a specific height to

provide a balance between optimal coverage versus impact on its surroundings. The planning rationale was provided for the original location, and not updated for the amended location. Notwithstanding, the argument that the development continues to be setback from neighbouring property interfaces continues to hold. Crucially, despite the apparent certainty that the development would cause negative impacts no matter where it was located, the impact on agriculture would seem to be limited in its current location. Indeed, the facility's proposed location closer to main road access is in line with many other facilities of this nature across Victoria.

The decision guidelines also point to whether any "measures to be undertaken" are employed to minimise impacts. It is clear that traditional methods of screening via built form or vegetation are ineffective after a certain height. Reasonable steps have been undertaken to maintain existing vegetation to provide some level of cover, as well as the consolidation of equipment into a limited amount of space. The full extent of the tower cannot be hidden, but its design in accordance with Section 4 of the Code suggests that its impact has been limited where possible.

For these reasons, the decision guidelines have been considered, and the use and development is considered acceptable.

## **Particular Provisions**

#### Car Parking (52.06)

Clause 52.06-1 specifies that the clause is relevant to any new use. Clause 52.06-2 indicates that before a new use commences the number of car spaces required under Table 1 of Clause 52.06-5 must be provided; however, the use in question is not listed under Table 1. Under Clause 52.06-6, where a use is not specified under Table 1, before a new use commences, car parking spaces must be provided to the satisfaction of the responsible authority. In this instance, parking is not shown on associated plans, but is discussed under the traffic section of the written report. The base station is not seen as a significant generator of traffic, and visits are only anticipated on a quarterly basis for maintenance. It is obvious from the site plan that parking can be accommodated either within the compound, or informally in front of the gate. As such, it is considered that adequate parking spaces have been provided.

#### Telecommunications facility (52.19)

Under Clause 52.19-1, a permit is required to construct a building for a Telecommunications facility. A number of exemptions apply, however given the proposed works do not classify as low-impact, the exemptions do not apply. Application requirements are provided under 52.19-4, and include a site analysis, site boundaries, the purpose and location of all buildings including on adjoining properties, the location of all streets and access ways, height datum levels, and parking areas. The proposal includes both plans and a written submission, where the information as required has been provided.

Decision guidelines are provided under Clause 52.19-5 and include:

- The principles for the design, siting, construction and operation of a Telecommunications facility set out in A Code of Practice for Telecommunications Facilities in Victoria, July 2004.
- The effect of the proposal on adjacent land.
- If the Telecommunications facility is located in an Environmental Significance Overlay, a Vegetation Protection Overlay, a Significant Landscape Overlay, a Heritage Overlay, a Design and Development Overlay or an Erosion Management Overlay, the decision guidelines in those overlays and the schedules to those overlays.

In relation to the Code of Practice for Telecommunications Facilities in Victoria ("The Code"): Principle 1 requires that a *telecommunication facility should be sited to minimise visual impact*. Of the five "Applications of Principle" under Principle 1, two are relevant to this application:

- Equipment associated with the telecommunications facility should be screened or housed to reduce its visibility.
- A telecommunications facility should be located so as to minimise any interruption to a significant view of a heritage place, a landmark, a streetscape, vista or a panorama, whether viewed from public or private land.

As the facility relies on line of sight connection to other towers within the network, it will be visible in the landscape. The planning framework acknowledges telecommunications facilities must be taller than surrounding structures to effectively function and that this infrastructure forms part of a vital service to modern functioning communities. While it is acknowledged that the facility will be visible from beyond the site, this principle requires that the visual impact be minimised rather than avoided. Additionally, the principle in this instance does not relate to the visual impact of the facility on individuals or specific dwellings, rather to the avoidance of impacts on significant views.

The true degree of visibility of a facility such as this is difficult to predict as it will often be most visible at points some distance from the site. It is likely that close to the site, such as when travelling along Hopkins Highway or from nearby properties, the monopole will be screened at different intervals and extents, but largely viewable. The monopole will also likely be visible where the landscape is open, where the tower will be sceen as a distant projection above the tree canopy and above ridgelines. Although the scheme recognises the area as an attractive and valued landscape, the specific area is not a significant landscape or view. Although the tower may be visible from some locations, it is unlikely to be a prominent distraction in these views.

The tower is sited away from dwellings, and closer to the rear (north) of the site to minimise the impact on views from the township. The visibility of the tower from the highway is minimised somewhat by the presence of vegetation.

For the above reasons it is considered that the siting of the Facility will achieve a reasonable balance between the visual impacts and the overall community benefits provided from modern communications infrastructure.

Principle 2 requires that *telecommunication facilities should be co-located wherever practical:* 

The written application states that due to the identified lack of facilities in the vicinity, options for co-location were discounted. The nearest (and in reality only) proximal tower location is the Optus facility on the east side of Bushfield reserve. Council does not have the expertise to ascertain the suitability of any particular site to provide coverage, but it is stated in the report that as this facility is at capacity, other options become too far in regards to coverage targets.

Principle 3 requires that *Health standards for exposure to radio emissions will be met:* The applicant has advised that the proposed facility will be designed and installed to satisfy the mandated standard (RPS3) for EMF set by ARPANSA, which is based on the safety guidelines recommended by the WHO. The application has included a standard EME (Electromagnetic Environment) report to demonstrate compliance with predicted EME equating to 2.23% of the maximum exposure limit 60m from the location.

Principle 4 requires that *Disturbance and risk relating to siting and construction should be minimised.* 

Construction activity and site location should comply with State environmental protection policies and best practice environmental management guidelines:

The tower is proposed to be located within a cleared area that has been modified by past activity. The level of proposed modification is limited, no vegetation removal is proposed, and although new access is required, no objection has been lodged by Council's Infrastructure department, or the Department of Transport. Overall disturbance is seen as minimal, and appropriate construction techniques have been described in the proposal.

In relation to the other decision guidelines, the effect on adjacent land has been outlined by submissions as both positive and negative, where objectors point to the visual impact, and perceived health impacts as being primary negative effects, and supporters point to accessible communication networks as the primary positive outcome. There are no other overlays in question, so this overall impact on adjacent land becomes the remaining decision guideline. Although amenity is described in more detail below, as detailed in *Lagas v Brimbank CC (Red Dot) [2009] VCAT 568 (2 April 2009)*, an assessment of amenity should factor both positive and negative amenity impacts, understanding that an overall use may simultaneously represent a positive outcome for one individual and negative for another. The impact of the tower, as shown in objections, is far from benign, however Council must consider all proposals on a merits basis, and although a range of negative impacts are acknowledged, it is concluded that all decision guidelines of the provision have been assessed, and the proposal represents a reasonable outcome.

## Objections

In a practice day hearing for *Marshall v Ararat RCC [2013] VCAT 681*, Deputy President Gibson stated that a number of issues raised by objectors were not planning grounds. These issues were:

- Potential health risks from electro-magnetic radiation and the like;
- Lack of consultation with community;
- Alternative locations for the towers;
- Opposition to details of the NBN programme and preference for alternative technologies;
- Loss of property values.

Relevant planning considerations are:

- Visual impact.
- Noise.
- Amenity.
- Access.
- Compliance with State and Local planning policy.

As described above, the primary grounds of most objectors could be summarised into four main categories:

- the visual impact of the development
- potential health effects
- de-valuation of property values
- lack of community consultation and/or investigation of other sites

Despite the apparent direction by Tribunal not to consider three of the four categories, grounds have been considered in their context. Two rounds of consultation have been

undertaken, and an investigation of alternative sites was provided in the report. The impact on property values has in both the case above and many other Tribunal decisions been ruled as not relevant to the planning process. This leaves two grounds for consideration.

#### Impacts on health from EME exposure

The applicant has included in their original planning report an assessment of the proposal against the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) standards. It is also stated that "The proposed telecommunications facility has been designed and will be installed to ensure that the maximum human exposure levels to radio frequency emissions comply with Radiation Protection Standard- Maximum Exposure Levels to Radiofrequency Fields-3kHzto300GHz, ARPANSA, May 2002."

Relating to the amended location, the applicant provided an updated EME report which confirms the maximum EME levels from the tower in its new location would not exceed 2.23% of the public exposure limit as set by ARPANSA.

Public perceptions relating to the health impacts telecommunication facilities is varied and at times contradictory. However, in relation to the planning outcome, given there is documented evidence that EME levels are in line with appropriate standards, there is insufficient justification to refuse the application.

## Visual impact of the tower

It is understood that other locations were considered however did not meet the objectives for mobile coverage. The applicant has also provided examples of VCAT decisions where the Tribunal has upheld the view that;

- [telecommunications] "facilities of this sort are necessarily visible. They need to be tall enough (and consequently visible) to serve their purpose of providing telecommunications"<sup>1</sup>
- The Code [of Practice for Telecommunications Facilities in Victoria 2004] does not require that telecommunications facilities be invisible, rather that they be sited to minimise visual impact"<sup>2</sup>
- An acceptable planning outcome cannot always be ideal or perfect and must be a balance between demonstrated net community benefit and an acknowledgement of some visual impact.<sup>3</sup>

The proposed tower will be visible with a reasonable degree of impact from both immediately neighbouring dwellings, and likely some impact on surrounding residential areas. A visual impact assessment or photomontage was not provided with the amended application, and it is entirely possible that the amended location represents a worse outcome for some, despite being an improved outcome for others. Consequently, visual impact is acknowledged, but the impact is acceptable having regard to the relevant objectives in the Warrnambool Planning Scheme and decisions of the Tribunal.

## Summary

<sup>&</sup>lt;sup>1</sup> Optus Mobile Pty Ltd v Ballarat CC [2010] VCAT 661 (9 June 2010)

<sup>&</sup>lt;sup>2</sup> Murdoch v Greater Bendigo CC [2013] VCAT 1899 (11 November 2013)

<sup>&</sup>lt;sup>3</sup> Goodwin v Yarra Ranges SC [2015] VCAT 74 (27 January 2015),

The zone allows for an application to be made to Council and an assessment against the relevant state and local policy provides more reason to support than to refuse the application.

While the tower structure would have an impact on the visual outlook from some neighbouring residential properties, the proposal is on balance considered to result in net community benefit.

## Recommendation

That council:

 having caused notice of Planning Application No. PP2020-0050 to be given under Section 52 of the *Planning and Environment Act* 1987 and or the planning scheme, and

having considered all the matters required under Section 60 of *the Planning and Environment Act 1987* decides to determine the application under the provisions of the Warrnambool Planning Scheme in respect of the land known and described as Lot 2 PS 719344J PSH PUR TSH BUSH, 63 McKenzies Rd BUSHFIELD VIC 3281, for the Use and development of a telecommunications facility (4G & 5G) and access to a Transport zone 2 in accordance with the endorsed plans, subject to the following conditions:

- 1. Before the use and development starts, a landscape plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and three copies must be provided. The plan must show:
  - a. Details of how existing vegetation will be protected during construction works,
  - b. Landscaping and screen planting within a one (1) metre perimeter of the compound.

Plant species selected must be to the satisfaction of the Responsible Authority.

- 2. Within six (6) months of the tower being constructed or by such later date as is approved by the Responsible Authority in writing, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority.
- 3. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority, including that any dead, diseased or damaged plants are to be replaced.
- 4. The use and development of land shall not be altered without the consent of the Responsible Authority.
- 5. All external surfaces of the tower, inclusive of all antennae, equipment and fitments thereof shall be coloured in a matt, non-reflective colour blending with the environment in accordance with plans and specifications approved by the Responsible Authority and shall thereafter be maintained to the satisfaction of the Responsible Authority.
- 6. Before the use or occupation of the development, the applicant must provide vehicle access to the development to the satisfaction of the Responsible Authority. This includes the removal of existing substandard or redundant vehicle crossings and reinstatement of affected nature strip, shoulders and table drain. Satisfactory clearance is to be provided to any stormwater pit, power or telecommunications pole,

manhole cover, marker, or street tree. Any relocation, alteration or replacement required shall be at the applicant's expense.

- 7. Stormwater from all roofs, gutters, downpipes and hard stand shall be drained to a legal point of discharge or retained on the lot from which it originates to the satisfaction of the Responsible Authority.
- 8. To safeguard the amenity, reduce noise nuisance and to prevent environmental pollution during the construction period:
  - a. Stockpiles of top soil, sand, aggregate, spoil or other material shall be stored clear of any drainage path or easement, natural watercourse, footpath, kerb or road surface and shall have measures in place to prevent the movement of such material off site.
  - b. Building operations such as brick cutting, washing tools, concreting and bricklaying shall be undertaken on the building block. The pollutants from these building operations shall be contained on site.
  - c. Builders waste must not be burnt or buried on site. All waste must be contained and removed to a Waste Disposal Depot.
- 9. This permit will expire if one of the following circumstances applies:
  - d. the development is not started within two (2) years of the date of this permit.
  - e. the development is not completed within four (4) years of the date of this permit.

The responsible authority may extend the periods referred to if a request is made in writing before the permit expires, or within the time prescribed in Section 69 (1 or 1A) of the Planning and Environment Act 1987.

## NOTES

#### Road Reserve Works Permit

Before the commencement of any works within the road reserve, a Road Reserve Works Permit must be obtained from Council. All conditions on the Permit must be complied with.

## Asset Protection Permit

Before the commencement of any physical works to the site, an Asset Protection Permit must be obtained from Council. This purpose of this permit is to protect Council assets from damage which can result from the works and from the movement of heavy equipment and materials on and off the site. All conditions on the Permit must be complied with.

#### **Discharge of Polluted Water**

Polluted drainage must be treated and/or absorbed on the lot from which it emanates to the satisfaction of the Responsible Authority.

Polluted drainage must not be discharged beyond the boundaries of the lot from which it emanates or into a watercourse or easement drain.

Refer to Environment Protection Authority Victoria (EPA) guidelines.

Planner Responsible:	 Delegate:	Rob Wandell
Signature:	Signature:	Form del
Date:	 Date:	22 July 2022

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# **Planning Report**

## Application for a Planning Permit

Proposed Telecommunications Facility at 63 McKenzies Road, Bushfield VIC 3281 Prepared on behalf of Telstra Corporation Limited by Visionstream Australia Pty Ltd

May 2020

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## TABLE OF CONTENTS

EXEC	CUTIVE	SUMMARY	3
Sit	e and Pr	oposal Details	3
Ар	plicant [	Details	3
		DUCTION	
		OPOSED DEVELOPMENT	
		SE OF THE PROPOSAL	
		TELECOMMUNICATIONS NETWORKS	
		CATIONS FOR SITE SELECTION	
		GULATORY FRAMEWORK nmonwealth Telecommunications Act, 1997	
7.1			
	7.1.1 of 2012	Telecommunications (Low-impact Facilities) Determination, 1997 and Amendment No. 13	1
7.2	Cor	nmonwealth Environment Protection and Biodiversity Conservation Act 1999	13
7.3 De		nmunications Alliance Ltd. Code C564: 2011 Industry Code – Mobile Phone Base Static	
7.4	EM	E and Health	.14
8 1		NG ASSESSMENT	
8.1		is of Planning Assessment for Telecommunications Facilities	
8.2		te Planning Policy Framework (SPPF)	
8.3		torian Aboriginal Heritage Act 2006	
9 L		PLANNING POLICY FRAMEWORK (LPPF)	
9.1		nicipal Strategic Statement (MSS)	
9.2		al Planning Policies (LPP's)	
9.2		ticular Provision: Clause 52.19 Telecommunications Facility	
9.3		ode of Practice for Telecommunications Facilities in Victoria (the Code)	
9.4		ing	
9.5			
9.5 10		erlays RAL PROVISIONS: CLAUSE 65 DECISION GUIDELINES	
11		ING ZONE CLAUSE 35.07	
12		CLUSION.	
Apper		Title	
		Site Plans	
Apper	ndix 3 –	EPBC Act Protected Matters	
		Section 4.1 and 4.2 Precautionary Approach Checklists	
Apper	ndix 5 –	EME Report	36



.

1



## EXECUTIVE SUMMARY

Site and Proposal Details	
Address of Site	63 McKenzies Road, Bushfield VIC 3281
Legal Property Description	Lot 2 on PS719344
Local Authority	Warrnambool City Council
Permit Trigger	Clause 35.07
Zone and Overlay	Farming Zone and Schedule to the Farming Zone
Use	Telecommunications Facility
Owner	John Timothy Cozens
Applicant Details	
Applicant	Telstra Corporation Limited ABN 051 775 556 C/- Visionstream Pty Ltd Locked Bag 4001 Moorabbin VIC 3189
Contact Person	Patrick Armstrong Ph. 03 8547 7911 patrick.armstrong@visionstream.com.au
Our Reference	VT19474.01





## 1. INTRODUCTION

This report has been prepared by Visionstream on behalf of Telstra as supporting information to a Planning Permit Application for the installation of a 36.4m Telecommunications Facility at 63 McKenzies Road, Bushfield VIC 3281 more formally known as Lot 2 on PS719344

## Refer to Appendix 1 for Title details

This report addresses the merits of the development with regards to the provisions of the Warrnambool Planning Scheme.

## 2. THE PROPOSED DEVELOPMENT

The proposed telecommunications facility at 63 McKenzies Road, Bushfield VIC 3281 is comprised of the following:

- The installation of a new 35m telecommunications monopole;
- The attachment to the monopole of nine (9) panel antennas on a triangular headframe;
- The installation of one (1) equipment shelter used to house electrical equipment associated with the facility;
- The installation of the new 10m x 6m compound area to accommodate the facility. This compound will be surrounded by a 2.4m high security chain wire fence; and
- The installation of ancillary equipment such as cabling.

## Refer to Plans attached at Appendix 2.

## 3. PURPOSE OF THE PROPOSAL

The three primary drivers for proposing the development of a new telecommunications facility at Bushfields are as follows:

- <u>Installation of the new 5G Network</u> To provide for the installation of the new 5G network that is currently being rolled out across Australia.
- <u>Capacity relief to existing Telstra sites</u>

To provide much needed capacity relief for the existing Telstra facilities surrounding Bushfields and carry new local cellular traffic in its vicinity. Surrounding sites have been expanded to their 4G maximum capability and the proposed site is required to meet the traffic demand and growth in the area; and

<u>Reliable Telstra services</u>

Providing the depth of coverage required to enable reliable Telstra cellular services for local residents, businesses and other mobile users.

5G stands for fifth generation and is the next leap forward in mobile network technology. 5G builds on the foundation of 4G with innovative new technologies, base station upgrades and greater access to spectrum bandwidth. With an increase in the number of mobile phones and internet devices has placed a growing demand on the current network. 5G relieves the congestion on this network by adding lanes in the form of spectrum bandwidth. This increased capacity leads to faster data speeds and better performance-especially in crowded areas.





In 5G areas, people with compatible devices can look forward to:

- Extra coverage –which will boost in-building coverage for 5G services bringing speedy mobile web access to more offices, bedrooms and lifts. And in regional areas, 5G can go further than Telstra's existing frequencies creating better coverage.
- More to share 5G will double Telstra's bandwidth allowing people to enjoy their favourite content with fewer slowdowns even in peak hour or in crowded places like shops or on the bus.

#### 4. MOBILE TELECOMMUNICATIONS NETWORKS

A mobile telecommunications network is made up of multiple base stations covering a geographic area. They work by sending and receiving low power radio signals from their antennas to mobile phones and other mobile devices such as tablets, wireless dongles etc. Base stations are designed to provide service to the area immediately surrounding the base station which can be up to several kilometres. Depending on the technical objectives of a base station, the physical characteristics of each telecommunications facility; such as its height, number and size of antennas, equipment, cabling etc. will vary.

As a general rule, the higher the antennas at a base station, the greater it's range of coverage and its ability to relieve capacity issues. If this height is compromised, additional facilities, and thus more infrastructure will be required for any given locality. The further a facility is located away from its technically optimum position, the greater the compromise of service. This may result in coverage gaps and require additional or taller base stations to provide adequate service.

Each base station transmits and receives signals to and from mobile devices in the area. As the mobile device user moves around, their device will communicate with the nearest base station/ facility to them at all times. If they cannot pick up a signal, or the nearest base station is congested (already handling the maximum number of phone calls or maximum level of data usage) the user may not be able to place a call, could experience a call "drop out" or a slowing data rate while attempting to download content.

There are three main factors that can cause the above:

- You may be too far away from a facility to receive a signal, or there may be objects blocking the signal from the nearest facility; such as, hills, large trees or even buildings. To ensure optimum service the radio signals transmitted between the facility antennas and mobile devices need to be unimpeded, maintaining a "line-of-sight" between them.
- The facility may be handling as much data download and calls as it can handle call drop-outs and slower data rates can occur when too many users are connected to a facility at once.
- The depth of coverage (which affects the ability to make calls inside buildings), may be insufficient in some local areas.

The current proposal will form part of Telstra's NextG network solution in the Bushfield area and will deliver essential mobile services (voice calling, SMS), as well as live video calling, videobased content including; news, finance and sports highlights, and high-speed wireless internet – wireless broadband. With a coverage footprint of more than 2.1 million square kilometres and covering more than 99% of the Australian population. Telstra's NextG is Australia's largest and





6

fastest national mobile broadband network and as such requires more network facilities, located closer together to ensure a high-quality signal strength to achieve reliable service and the fastest possible data transfer rates.

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## 5. JUSTIFICATIONS FOR SITE SELECTION

Telstra carefully examined a range of possible deployment options in the area before concluding that a new telecommunications facility at 63 McKenzies Road, Bushfield would be the most appropriate solution to provide necessary mobile phone coverage to the future growth of the Bushfield and surrounding areas.

Accordingly, this section of the report will demonstrate the following:

- Colocation opportunities and existing telecommunications infrastructure within proximity to the proposed installation; and
- An analysis of the locations considered when determining an appropriate location for a new telecommunications installation within the required coverage area.

## **Colocation Opportunities**

The Communications Alliance Ltd. (formerly Australian Communications Industry Forum Ltd. - ACIF) *Industry Code C564:2018 – Mobile Phone Base Station Deployment* promotes the use of existing sites in order to mitigate the effects of facilities on the landscape. It should also be noted that as a first preference, Telstra attempts to utilise, where possible, any existing infrastructure or co-location opportunities.

Below is a map of the existing and proposed telecommunications facilities surrounding the proposed Bushfield area. There are two markers identifying existing and proposed telecommunications facilities in the greater area. The blue marker (Site: 3281004) refers to the proposed Telstra site at 63 McKenzies Road, Bushfield which is the subject of this application. As shown in the map below there are five alternative telecommunications sites located in the greater search area. These locations are as follows:

1. RFNSA: 3281002 Tinker Road Bushfield NBN Co & Optus

Of all sites were investigated into the viability and potential of collocating Telstra's equipment. The site referred to in RFNSA reference 3281002 has already maximised the colocation opportunities, as well as further equipment would impact/overload the existing structure. The area to which the proposal is located presents the best site location for the telecommunications facility.



Figure 1: Location of nearby existing telecommunications facilities (Source: RFNSA www.rfnsa.com.au)

#### Alternative Candidates Considered

Investigations into the installation of a new telecommunications facility in the Bushfields area have been ongoing to maintain and improve mobile coverage to this region, particularly since an existing facility housing Telstra equipment was confirmed to be discontinued.

Throughout this investigation, several candidates have been identified as potential site options. However, only one of these has been deemed to be the most appropriate location to not only achieve the required mobile coverage objectives, but also to fulfil the planning, property, design and construction requirements. visionstream



Figure 2: Location of Candidates considered (Source: Google Earth)

Candidate	Location	Proposal	Zoning	Comments
Candidate A	Tinker Road Bushfield	Proposed Greenfield Structure	Public Park and Recreation Zone & Schedule to Public Park and Recreation Zone	Candidate discounted due to structure not capable to accommodate further equipment.
Candidate C	3 McNamara Road Bushfield	Proposed Greenfield structure	Farming Zone & Schedule to the Farming Zone	Candidate discounted due to a lack of interest from land owner.
Candidate D	Hopkins Highway Bushfield	Proposed Greenfield structure	Farming Zone & Schedule to the Farming Zone	Candidate discounted due to a lack of interest from land owner.
Candidate E	3 McNamara Road Bushfield	Proposed Greenfield structure	Farming Zone & Schedule to the Farming Zone	Candidate discounted due to a lack of interest from land owner.
Candidate F	647-667 Hopkins Hwy Bushfield	Proposed Greenfield structure	Farming Zone & Schedule to the Farming Zone	Candidate discounted due to a lack of interest from land owner.





Candidate G	73 Barries Road Bushfield	Proposed Greenfield structure	Farming Zone & Schedule to the Farming Zone	Discounted on planning ground.
Candidate H	103 Barries Road Bushfield	Proposed Greenfield structure	Farming Zone & Schedule to the Farming Zone	Candidate discounted due to a lack of interest from land owner.
Candidate I	39 Valleyview Rd Bushfield	Proposed Greenfield structure	Farming Zone & Schedule to the Farming Zone	Candidate discounted due to a lack of interest from land owner.

#### **Conclusion**

Telstra has submitted this application for a new telecommunications facility in Bushfield after a thorough investigation to improve coverage and capacity in the area and in order to improve mobile communications performance in the area.

Telstra does not propose the installation of a new telecommunications facility without exhaustively investigating possible alternatives, including co-location on existing infrastructure. In this case, Telstra concluded that there is no viable existing infrastructure within the targeted search area in Bushfield to achieve co-location. Therefore, a new facility at 68 McKenzies Road Bushfield would be the most appropriate solution to pursue when all factors including, radio design, site construction, tenure and planning/environmental issues were considered.

It is submitted that the site is easily accessible, technically viable and will result in the least impact on residential amenity and future community sensitive areas, when compared to the alternative candidates investigated. This facility will also provide possible co-location opportunities for other carriers in the future.

As stated above, the site selection process carefully considered environmental and visual constraints, existing and future land use characteristics, the orderly planning of the area and the design of the facility. On balance, it is considered that the location and height of the facility ensures optimal service provision to the area.

#### 6. NOMINATED SITE AND SURROUNDING AREA

Bushfield is located approximately 6.7 kilometres north of the regional centre of Warrnambool. The area contains a mix of farms and large rural lots.

The property on which the proposed telecommunications facility is located is approximately 50 metres to the north-east of the Bushfield sports and recreation oval. The property can be described as a rural property with a number of garages and sheds and a pre-existing dwelling.

The proposed location will be setback approximately 100 metres from McKenzies Road, Bushfield, with a pre-existing crossover and driveway leading off McKenzies Road to a dwelling and outbuildings.

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To the west at approximately 400 metres is an existing dwelling with outbuildings, whilst to the north east sits two dwellings at an approximate distance of around 280metres. Directly East of the proposal sits a further dwelling at an approximate distance of 400metres.



Figure 3: Aerial View of Application Site and Surrounds - Source: Google Earth

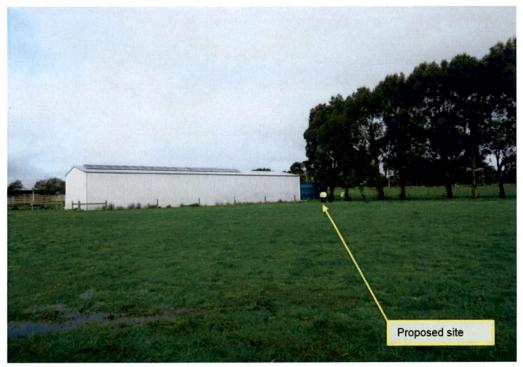


Figure 4: View of the proposed area looking south - Source: Visionstream Australia Pty Ltd





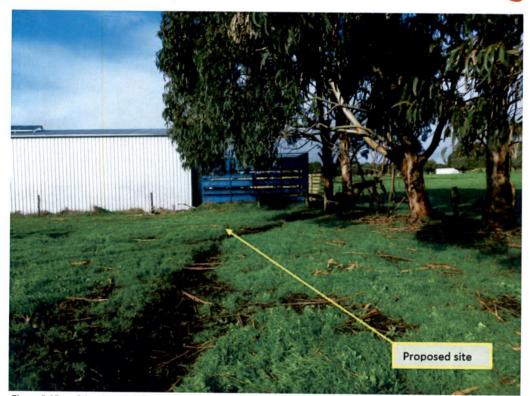


Figure 5: View of the proposed site looking south -east - Source: Visionstream Australia Pty Ltd

## 7. KEY REGULATORY FRAMEWORK

The following information provides a summary of the Federal legislation relevant to telecommunications development proposals.

## 7.1 Commonwealth Telecommunications Act, 1997

The *Telecommunications Act* 1997 (the Act) came into operation on 1<sup>st</sup> July 1997. The Act provides a system for regulating telecommunications and the activities of carriers and service providers.

Under the Act, telecommunications carriers are no longer exempt from State and Territory planning laws except in three limited instances:

- There are exemptions for inspection of land, maintenance of facilities, installation of "low impact facilities", subscriber connections and temporary defence facilities. These exemptions are detailed in the *Telecommunications (Low-impact Facilities) Determination* 2018;
- 2. A limited case-by-case appeals process exists to cover installation of facilities in situations of national significance; and
- 3. There are some specific powers and immunities from the previous Telecommunications Act 1991.





#### 7.1.1 Telecommunications (Low-impact Facilities) Determination 2018

The Telecommunications (Low-impact Facilities) Determination came into effect on 1<sup>st</sup> July 1997 and the Amendment to the Determination (No.1 of 2012) came into effect on 23<sup>rd</sup> November 2013. The latest version is dated 2018.

The Determination contains a list of Telecommunications Facilities that the Commonwealth will continue to regulate. These are facilities that are essential to maintaining telecommunications networks and are unlikely to cause significant community disruption during their installation or operation. These facilities are therefore considered to be 'Low-impact' and do not require planning approval under State or territory laws.

As the proposed development at Bushfield does not fall under the Determination, it will require approval under State planning legislation.

# 7.2 Commonwealth Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act* commenced on 16<sup>th</sup> July 2000. It introduces a new role for the Commonwealth Government in the assessment and approval of development proposals where those proposals involve actions that have a significant impact on matters of National Environmental Significance, the environment of Commonwealth owned land and actions carried out by the Commonwealth Government.

The proposal is not of National Environmental Significance, as it will not impact on:

- World Heritage Areas;
- Wetlands protected by International Treaty (The RAMSAR Convention);
- Nationally listed threatened species and communities;
- Nationally listed migratory species;
- All nuclear actions; or
- The environment of Commonwealth Marine area.

#### Refer to EPBC Act Protected Matters Report at Appendix 3.

# 7.3 Communications Alliance Ltd. Code C564: 2011 Industry Code – Mobile Phone Base Station Deployment

The new Communications Alliance Ltd. C564:2018 Industry Code – Mobile Phone Base Station Deployment (referred to as the Deployment Code) replaced the Australian Communications Industry Forum (ACIF) 'Industry Code - Deployment of Mobile Phone Network Infrastructure' (more commonly referred to as the ACIF Code) in July 2012. The purpose of the revisions incorporated in the new Deployment Code are to provide certainty and clarity for all parties in the implementation of the Code, for example, with regard to the consultation process with Councils and communities and with regard to providing and updating RF EMR Health and Safety information, reports and signage in keeping with relevant standards.

Similar to the ACIF Code, the new Deployment Code cannot change the existing regulatory regime for telecommunications at local, State or Federal level. However, it supplements the existing obligations on carriers, particularly in relation to community consultation and the consideration of exposure to radio signals, sometimes known as electromagnetic energy (EME or EMR).





The Code imposes mandatory levels of notification and community consultation for sites complying with the Telecommunications (Low-impact Facilities) Determination 2018. It identifies varying levels of notification and/or consultation depending on the type and location of the infrastructure proposed.

The subject proposal, not being designated a 'Low-impact' facility, is not subject to the notification or consultation requirements associated with the Deployment Code. These processes are handled within the relevant State and Local consent procedures.

Nevertheless, the intent of the Code, to ensure Carriers follow a 'precautionary approach' to the siting of infrastructure away from sensitive land uses, has been followed in the selection of this site as demonstrated in the Deployment Code section 4.1 Precautionary Approach Checklist which is attached at Appendix 4.

Included in the section 4.1 Checklist is a statement of how the public's exposure to EME from the site has been minimised. All emissions from the site will be well within the requirements of the relevant Australian Standard. Details of this standard are contained in the following section.

Also attached at Appendix 4 is the Deployment Code section 4.2 Precautionary Approach Checklist which demonstrates how the proposal has been designed in accordance with the Code's 'precautionary approach'.

This site has been selected and designed to comply with the requirements of the Deployment Code in so much as the precautionary approach has been adhered to and, as a result the best design solution has been achieved.

Refer to Precautionary Approach Checklists in Appendix 4.

#### 7.4 EME and Health

Telstra acknowledges some people are genuinely concerned about the possible health effects of electromagnetic energy (EME) from mobile phone base stations and is committed to addressing these concerns responsibly.

Telstra, along with the other mobile phone carriers, must strictly adhere to Commonwealth Legislation and regulations regarding mobile phone facilities and equipment administered by the Australian Communications and Media Authority (ACMA).

In 2003 the ACMA adopted a technical standard for continuous exposure of the general public to RF EME from mobile base stations. The standard, known as the *Radiocommunications* (*Electromagnetic Radiation – Human Exposure*) Standard 2003, was prepared by the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) and is the same as that recommended by ICNIRP (International Commission for Non-Ionising Radiation Protection), an agency associated with the World Health Organization (WHO). Mobile carriers must comply with the Australian Standard on exposure to EME set by the ACMA.

The Standard operates by placing a limit on the strength of the signal (or RF EME) that Telstra can transmit to and from any network base station. The general public health standard is not based on distance limitations, or the creation of "buffer zones". The environmental standard restricts the signal strength to a level low enough to protect everyone at all times. It has a significant safety margin, or precautionary approach, built into it.

On numerous occasions over the past 10 years the Victorian Civil and Administrative Tribunal has ruled that in regard to EME, that it was obliged to apply the relevant regulatory standards as it finds them - not to pioneer standards of its own. It states that the creation of new standards

14





is a matter for other authorities with special expertise such as the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA).

In order to demonstrate compliance with the standard, ARPANSA created a prediction report using a standard methodology to analyse the maximum potential impact of any new telecommunications facility. Carriers are obliged to undertake this analysis for each new facility and make it publicly available.

Importantly, the ARPANSA-created compliance report demonstrates the maximum signal strength of a proposed facility, assuming that it's handling the maximum number of user's 24-hours a day.

In this way, ARPANSA requires network carriers to demonstrate the greatest possible impact that a new telecommunications facility could have on the environment, to give the community greater peace of mind. In reality, base stations are designed to operate at the lowest possible power level to accommodate only the number of customers using the facility at any one time. This design function is called "adaptive power control" and ensures that the base station operates at minimum, not maximum, power levels at all times.

Using the ARPANSA standard methodology, Telstra is required to complete and make available an EME report which predicts the maximum environmental EME level the facility will emit. Telstra has undertaken a compliance report that predicts the maximum levels of radiofrequency EME from the proposed installation at 63 McKenzies Road, Bushfield (Lot 2 on PS719344). The maximum environmental EME level predicted from this proposed facility is substantially within the allowable limit under the ARPANSA standard.

#### Refer to the EME Report attached at Appendix 5.

Telstra relies on the expert advice of national and international health authorities such as the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) and the World Health Organisation (WHO) for overall assessments of health and safety impacts.

The WHO advises that all expert reviews on the health effects of exposure to radiofrequency fields have concluded that no adverse health effects have been established from exposure to radiofrequency fields at levels below the international safety guidelines that have been adopted in Australia.

Telstra has strict procedures in place to ensure its mobile phones and base stations comply with these guidelines. Compliance with all applicable EME standards is part of Telstra's responsible approach to EME and mobile phone technology.

#### 8 PLANNING ASSESSMENT

#### 8.1 Basis of Planning Assessment for Telecommunications Facilities

Of particular importance when assessing planning permit applications for telecommunications facilities are the following Planning Scheme clauses:

- General Provisions: Clause 62 Uses, buildings, works, subdivisions and demolition not requiring a permit, and
- Particular Provisions: Clause 52.19 Telecommunications Facility

Clause 62.01-1: 'Uses not requiring a permit' states that:





"Any requirement in this scheme relating to the use of land does not apply to:

• The use of land for a Telecommunications facility if the associated buildings and works meet the requirements of Clause 52.19."

Similarly, Clause 62.02-1: 'Buildings and works not requiring a permit' states as follows:

"Any requirement in this scheme relating to the construction of a building or the construction or carrying out of works does not apply to:

• Buildings and works associated with a telecommunications facility if the requirements of Clause 52.19 are met."

Therefore, once the requirements of Clause 52.19 are met, there is no permit trigger for use or buildings and works under either the zone or overlay which applies to the site. The only permit trigger is under Clause 52.19-2, which states as follows:

"A permit is required to construct a building or construct or carry out works for a Telecommunications facility."

With regard to meeting the requirements of Clause 52.19 (which has caused a degree of confusion) some VCAT cases which have been heard in the aftermath of VC77 coming into effect have dealt with this matter and provide useful guidance. For example, the Tribunal Member had the following to say in Willo Farm Pty Ltd v South Gippsland SC [2011] VCAT 2092 (4<sup>th</sup> November 2011), a case relating to proposed telecommunications facility in Mickleham:

"Nonetheless I have some doubt that a permit is required for use. A telecommunications facility is a use of land listed in Clause 62.01 of the scheme. In the B1Z, a use listed in Clause 62.01 is a section 1 use provided the use '...meet[s] the requirements of clause 62.01'. Clause 62.01 provides that '[a]ny requirement...relating to the use of land does not apply to...the use of land for a telecommunications facility if the associated buildings and works meet the requirements of clause 52.19'. The drafting of these provisions is inelegant and has a degree of circularity. What are the requirements of clause 52.19? The relevant requirement is that a permit is required for specified facilities, such as those in this proceeding. Therefore, if a permit is granted, the requirements are met and the use is section 1 in the B1Z. It is unclear if this outcome was intended but, in my opinion, that is the effect of clause 62.01. Clause 62.01 does **not** provide that '[a]ny requirement...relating to the use of land does not apply to the use of land for a facility if the associated buildings and works do not require a permit under clause 52.19-2'. If it did, the effect of the clause would be quite different, and a permit would be required for use."

Nevertheless, as will be discussed in Section 9.5, the land on which the proposed site is located is in the Farming Zone (FZ) as well as the Schedule to the Farming Zone. A full assessment of the current proposal against the pertinent parts of the Planning Scheme is set out in the following sections.

## 8.2 Planning Policy Framework (PPF)

Planning Policy Framework (PPF) sets out the specific policies relating the environmental, social and economic factors. The section of the PPF most relevant to this proposal is Clause 19.03-4S - Telecommunications. The objective of this is:

 To facilitate the orderly development, extension and maintenance of Telecommunications infrastructure.

Strategies

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- Facilitate the upgrading and maintenance of telecommunications facilities.
- Ensure that modern telecommunications facilities are widely accessible to business, industry and the community.
- Ensure the communications technology needs of business, domestic, entertainment and community services are met.
- Ensure that the use of land for a telecommunications facility is not prohibited in any zone.
- Encourage the continued deployment of broadband telecommunications services that are easily accessible by:

-Increasing and improving access for all sectors of the community to the broadband telecommunications trunk network.

-Supporting access to transport and other public corridors for the deployment of broadband networks in order to encourage infrastructure investment and reduce investor risk.

Ensure a balance between the provision of important telecommunications services and the need to protect the environment from adverse impacts arising from telecommunications infrastructure.

Planning should have regard to national implications of a telecommunications network and the need for consistency in infrastructure design and placement.

Planning decisions should reflect a reasonable balance between the provision of important telecommunication services and the need to protect the environment from adverse impacts arising from such development. Development must also reflect consistency in infrastructure design and placement, taking into account, as relevant, the principles contained in *A Code of Practice for Telecommunications facilities in Victoria* for the design and siting of telecommunication facilities.

Apart from Clause 19.03 - 4, there is little specific reference to telecommunications infrastructure provision throughout the Planning Policy Framework, however, it is clear through Clauses 12, 13, 15 and 19 in particular that the emphasis is placed on the balance between providing modern infrastructure to foster community connectivity, the efficient operation of existing business and attraction of new business, for example, against minimising any environmental impacts on such things as the landscape, water resources and cultural and built heritage.

In general, when considering proposals for telecommunications facilities against the SPPF, the responsible authority must seek a balance between the provision of important telecommunications services and the need to protect the environment from possible adverse impacts (e.g. visual intrusion) arising from telecommunications infrastructure. There is strong State policy support for improved telecommunications facilities if, when balancing improved telecommunications services with environmental impacts; including for example, visual impact and flood or fire hazard, a particular proposal provides a net community benefit.

#### 8.3 Victorian Aboriginal Heritage Act 2006

The Aboriginal Heritage Act 2006 commenced operation on 28 May 2007. The commencement of the Act proceeded as soon as practicable after the completion of the Regulations. The regulations are intended to provide for the effective protection and management of Aboriginal cultural heritage in Victoria by - amongst other things- specifying the circumstances in which a cultural heritage management plan (CHMP) is required and prescribing standards for the preparation of CHMPS. Under the regulations, Telecommunications Facilities are not considered "High Impact" activities (Division 5, regulation 43) and therefore are exempt from the





requirement to undertake a mandatory CHMP. In certain situations, the power line associated with the facility may not be exempt from the requirement to undertake a CHMP. As of 28<sup>th</sup> May 2009, the revised Act requires that underground lines (such as power routes) require a CHMP if over 100m in length and located within an area of cultural sensitivity.

Telstra takes its obligations under the act seriously and assesses each site against the Cultural Heritage Sensitivity Maps provided by Aboriginal Affairs Victoria (AAV). If a site is in an area of aboriginal cultural sensitivity, then Telstra will undertake a register check with AAV and consider further investigations to limit any impacts on any known or unknown heritage.

In the case of this proposal at Bushfield, the site is not located within an Area of Aboriginal Cultural Sensitivity as defined by the Act. Therefore, a CHMP is not required for the proposed development.

## 9 LOCAL PLANNING POLICY FRAMEWORK (LPPF)

## 9.1 Municipal Strategic Statement (MSS)

The Warrnambool Planning Scheme includes Council's Municipal Strategic Statement (MSS), which forms part of the Local Planning Policy Framework (LPPF) and is intended to guide future development within the municipality. Like the SPPF, the LPPF is a relevant consideration in determining any permit application.

Warrnambool City Council has outlined a number of key issues within their Strategic Statement, these are; population growth and associated needs for housing, infrastructure, employment and services, housing supply, community health and well-being, landscape character, climate change, environmental values and economic development.

The Municipal Strategic Statement and the Local Policy Framework does not specifically outline any policy related to the construction of telecommunications facilities within the Municipality.

#### Clause 21.01 Municipal profile

Clause 21.01-2 outlines the key planning issues facing Warrnambool City Council, these are summarised below;

- Population growth and associated needs for housing, infrastructure, community facilities, employment and services;
- · Housing supply, choice and affordability;
- Community health and wellbeing;
- Healthy transport;
- Landscape character;
- Access to open space;
- Climate change;
- Environmental values;





• Economic development

The development of a Telecommunications facility directly contributes to assisting in dealing with the above planning issues, in particular providing reliable and efficient telecommunications for economic development, emergency services, public transport and education.

#### **Clause 21.10-3 Community Infrastructure**

#### Telecommunications

Clause 21.10 of the Warrnambool City Council Planning Scheme provides local content to Support Clause 19 State Planning Policy Framework Infrastructure, within this local content outlines policy centred on Telecommunications facility, the policy has identified one objective with three (3) strategies, these are:

- Strategy 1:1 Support existing telecommunications infrastructure and encourage co-location of future infrastructure requirements
- Strategy 1.2 Encourage the extension of mobile phone networks and the National Broadband Network to cover the whole of the Municipality.
- Strategy 1.3 Ensure that all new communications facilities are located and constructed to that cultural landscape and natural values are protected

Warrnambool City Council has outlined that the above strategies will be applied on Planning Applications by the most appropriate zone to support the telecommunications facilities.

The above strategy will be further discussed and responded to Section 10 'General Provisions'

## 9.2 Particular Provision: Clause 52.19 Telecommunications Facility

Pursuant to Clause 52.19 of the Warrnambool Planning Scheme, the proposed facility requires a planning permit (i.e. the permit trigger) based on the below statement and due to the fact that the proposed facility does not meet any of the exceptions specified in Clause 52.19.

"A permit is required to construct a building or construct or carry out works for a Telecommunications facility."

The exceptions of most relevant, regular consideration by planning authorities relate to telecommunications facilities which are considered low-impact under the Telecommunication (Low-impact) Facilities Determination 2018 or those facilities described in Section 5 of A Code of Practice for Telecommunications Facilities in Victoria.

The purpose of Clause 52.19 is:

- To ensure that telecommunications infrastructure and services are provided in an efficient and cost-effective manner to meet community needs.
- To ensure the application of consistent provisions for telecommunications facilities.
- To encourage an effective state-wide telecommunications network in a manner consistent with the economic, environmental and social objectives of planning in Victoria as set out in Section 4 of the Planning and Environment Act 1987.

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 To encourage the provision of telecommunications facilities with minimal impact in the amenity of the area.

Before deciding on an application, in addition to the decision guidelines of Clause 65, Council must consider as appropriate:

# The principles for the design, siting, construction and operation of a Telecommunications facility set out in A Code of Practice for Telecommunications Facilities in Victoria.

In Section 10 below, the proposed telecommunications facility is assessed against the principles for design, siting, construction and operation of a telecommunications facility as set out in Section 4 of 'A Code of Practice for Telecommunications Facilities in Victoria'.

#### The effect of the proposal on adjacent land.

As part of the assessment against the principles set out in Section 4 of 'A Code of Practice for Telecommunications Facilities in Victoria' and the decision guidelines of Clause 65 of the Scheme, the effect of the proposal on adjacent land is examined in detail. In addition to the assessment against those principles, it is submitted that the current proposal will not affect the capacity of existing uses on adjacent land to continue with those uses. Nor will the proposed facility impact the possible future development of the surrounding land for a variety of urban growth and non-urban uses. While the surrounding land use is predominantly rural, the effect on adjacent land of the proposed facility is considered reasonable when considering the proposed location within undeveloped land earmarked for non-urban use.

The current proposal will meet the purpose of Clause 52.19 in that:

- The proposed facility will allow for the efficient provision of telecommunications services to the region in a cost-effective manner to meet growing community needs;
- It meets the design and siting requirements as specified in Section 4 of the Victorian Code of Practice (see Section 9.4 below), ensuring that there is a consistent approach to the development of telecommunications facilities within the region and ensuring there is no unreasonable effect on adjacent land; and
- It provides an improved telecommunications network in an area that is designed to reduce potential impact on surrounding uses. The facility will provide essential mobile services, whilst providing co-location opportunities to other carriers, reducing the overall impact of telecommunications facilities on the amenity of the area.

#### 9.3 A Code of Practice for Telecommunications Facilities in Victoria (the Code)

The Code is an incorporated document in all planning schemes in Victoria and the purpose of the Code is to:

- Set out the circumstances and requirements under which land may be developed for a telecommunications facility without the need for a planning permit.
- <u>Set out the principles for the design, siting, construction and operation of a</u> <u>telecommunications facility which a responsible authority must consider when deciding</u> <u>on an application for a planning permit.</u>

Furthermore, the Code aims to:

- Ensure that telecommunications infrastructure and services are provided in an efficient and cost-effective manner to meet community needs.
- Ensure the application of consistent provisions for telecommunications facilities.





- Encourage an effective state-wide telecommunications network in a manner consistent with the economic, environmental and social objectives of planning in Victoria as set out in section 4 of the Planning and Environment Act 1987.
- Encourage the provision of telecommunications facilities with minimal impact on the amenity of the area.

Where the requirements of Section 5 of the Code are met, telecommunications facilities do not require a planning permit under the applicable planning scheme. The requirements of Section's 4 and 5 of the Code do not apply to a telecommunications facility already exempt under the Telecommunications Act or the Low Impact Determination 2018 (both Federal legislation).

Section 4 of the Code sets out principles for the design, siting, construction and operation of telecommunications facilities. The following four principles must be applied where relevant to the design, siting, construction and operation of any telecommunications facility that is not exempt under Commonwealth legislation.

Principle 1: A telecommunications facility should be sited to minimise visual impact.

Principle 2: Telecommunications facilities should be co-located wherever practical.

Principle 3: Health standards for exposure to radio emissions will be met.

Principle 4: Disturbance and risk relating to siting and construction be minimised.

How the proposed telecommunication facility will meet the four principles identified in the Code is addressed below:

#### A Telecommunications facility should be sited to minimise visual impact.

- The proposal is for the installation of a new 35m telecommunications monopole. The monopole will be set back from the roadside within the established rural property area. Additionally, on the site there is well established vegetation that has grown in and around the site which provides some cover to the proposal.
- This proposed monopole has been strategically sited and designed to ensure that the visual impact of the facility is minimised as far as practical. The proposed monopole has been designed to be the smallest structure possible to meet Telstra's technical coverage objectives for the area. The proposed monopole and equipment will be similar in colour scheme to the surrounding structures, to further integrate the monopole into the area.

#### Telecommunications facilities should be co-located wherever practical

 Telstra has investigated other facilities in the area for the potential co-location of Telstra equipment. As discussed in Section 5, there were other co-location options investigated in the area. However, those facilities were insufficient both structurally and location-wise to accommodate Telstra's coverage requirements.

#### Health Standards for exposure to radio emissions will be met

 The proposed telecommunications facility has been designed and will be installed to
ensure that the maximum human exposure levels to radio frequency emissions comply
with Radiation Protection Standard- Maximum Exposure Levels to Radiofrequency Fields-3kHz to 300GHz, ARPANSA, May 2002.

#### Disturbance and risk relating to siting and construction should be minimised

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- Construction activity and site location will comply with State environment protection policies and best practice environmental management guidelines.
- The construction activity and site location will comply with state environmental protection policies and best practice environmental management guidelines at the construction stage.
- Construction activities on site will be limited to installation and intermittent maintenance. There will be limited excavation and formwork required to install the pole and equipment shelter. Once the facility is operational and integrated with the Telstra network, the facility requires minimal maintenance, with maintenance inspections typically carried out every six months.

## 9.4 Zoning

Under the Planning Scheme, the proposal is defined as a 'Telecommunications Facility'. Telecommunications Facilities are defined as:

Land used to accommodate any part of the infrastructure of a Telecommunications network. It includes any telecommunications line, equipment, apparatus, telecommunications tower, mast, antenna, tunnel, duct, hole, pit, pole, or other structure or thing used, or for use in or in connection with Telecommunications network.

#### Farming Zone (FZ) and Schedule to the Farming Zone

The subject land is located within the Farming Zone (FZ) under the Warrnambool Planning Scheme. The purpose of the Farming Zone is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for the use of land for agriculture;
- To encourage the retention of productive agricultural land;
- To ensure that non-agricultural uses, including dwellings, do not adversely affect the use of the land for agriculture;
- To encourage the retention of employment and population to support rural communities;
- To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.
- To provide for the use and development of land for the specific purposes identified in a schedule to this zone.

In accordance with Clause 35.07 of the Warrnambool Planning Scheme, the proposed facility is considered a Section 2 - Permit required use. Within Clause 36.02-2 'A permit is required to construct or carry out any of the following:

A building or works associated with a use in Section 2 of Clause 35.07-1. This does not apply to:

– An alteration or extension to an existing dwelling provided the floor area of the alteration or extension is not more than the area specified in a schedule to this zone or, if no area is specified, 100 square metres. Any area specified must be more than 100 square metres.

– An out-building associated with an existing dwelling provided the floor area of the out-building is not more than the area specified in a schedule to this zone or, if no area is specified, 100 square metres. Any area specified must be more than 100 square metres.





– An alteration or extension to an existing building used for agriculture provided the floor area of the alteration or extension is not more than the area specified in a schedule to this zone or, if no area is specified, 200 square metres. Any area specified must be more than 200 square metres. The building must not be used to keep, board, breed or train animals. – A rainwater tank. Earthworks specified in a schedule to this zone, if on land specified in a schedule. A building which is within any of the following setbacks:

 The setback from a Road Zone Category 1 or land in a Public Acquisition Overlay to be acquired for a road, Category 1 specified in a schedule to this zone or, if no setback is specified, 50 metres.

- The setback from any other road or boundary specified in a schedule to this zone.

- The setback from a dwelling not in the same ownership specified in a schedule to this zone.

– 100 metres from a waterway, wetlands or designated flood plain. Permanent or fixed feeding infrastructure for seasonal or supplementary feeding for grazing animal production constructed within 100 metres of:

- A waterway, wetland or designated flood plain.

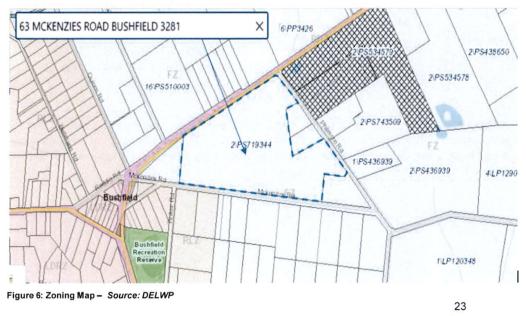
- A dwelling not in the same ownership.

- A residential or urban growth zone.'

"*Clause 62.01 Uses not requiring a permit -* The use of land for a Telecommunications facility if the associated buildings and works meet the requirements of Clause 52.19"

Any requirement in this scheme relating to the use of land does not apply to: *The use of land for a Telecommunications facility if the associated buildings and works meet the requirements of Clause 52.19*". However, the proposed building and works do not technically meet the requirements of Clause 52.19, as the development of a 40m telecommunications monopole does not fall within any of the permit exemption categories listed in Clause 52.19-2 - Permit requirement.

Accordingly, a planning permit is required for the use of land for a 36.4m telecommunications monopole and associated equipment.



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The buildings and works will be relatively minor and will not impede on any of the nearest dwellings and or outbuildings. The facility has been strategically sited to the rear of existing building on the land so as not to impede on any vantage points from the nearby roadways.

The proposed Telstra infrastructure is deemed to have less visual impact on surrounding properties uses given the proposed site is well setback from neighbouring property interfaces. Therefore, the proposed building and works are considered to be consistent with the objectives of the Farming Zone.

## 9.5 Overlays

The proposed site is subject to no overlays, no further assessment with regards 9.5 is required.

## 10 GENERAL PROVISIONS: CLAUSE 65 DECISION GUIDELINES

It is submitted that the proposed telecommunications facility will produce acceptable outcomes in terms of the decision guidelines of this clause. The table below provides an assessment against the decision guidelines of Clause 65.01 which must be considered, <u>as appropriate</u>, by the responsible authority.

Clause 65 Decision Guidelines	Assessment of Current Proposal
The matters set out in Section 60 of the	It is submitted that the current proposal accords with the Warrnambool Planning Scheme and any relevant codes, policy documents and guidelines and will have a positive social and economic effect on the Bushfield area and therefore, accords with Section 60 of the Act
	It is submitted that the current proposals accord with the SPPF and LPPF as detailed in Section's 10.2 and 10.3 above.
	It is considered that there is strong State and local policy support for improved telecommunications facilities. When balancing improved telecommunications services with environmental, including visual impact, this proposal provides a net community benefit.
The purpose of the zone, overlay or other Provision and any matter required to be considered in the zone, overlay or other provision.	The current proposal accords with the purposes of Clause 52.19: Telecommunications Facilities, contained within the Particular Provisions of the Scheme.



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The orderly planning of the area.	The proposed facility will have minimal off-site impacts and will not negatively affect the orderly planning of the area for other land uses.
	The proposal entails the installation of a new facility, which will be located amongst a rural farming area. Is it understood that this will not negatively impact the orderly planning of the area.
	Furthermore, the current proposal will facilitate the orderly development, extension and maintenance of telecommunications infrastructure for the area.
The effect on the amenity of the area.	The effect on the amenity of the area has been assessed against the principles in Section 4 of the Code (see Section 10.3).
	Notwithstanding the above, it is submitted that the current proposal's overall effect on the amenity of the area is well mitigated by the siting and design of the facility.
The proximity of the land to any public land.	The subject site is located on private land, the primary use being a farming and agriculture. Due to the small area of the proposal the overall effect on the amenity of the area is well mitigated by the siting and design of the facility.
Factors likely to cause or contribute to land degradation, salinity or reduce water	There are no factors relating to the current application which will cause or contribute to land degradation, salinity or reduce water quality.
Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the	The proposed development will not affect the quality of stormwater in and out of the site.
site.	However, should Council deem the area to be prone to flooding or affect stormwater, the relevant referrals will be undertaken, and appropriate conditions included should a permit be issued.
The extent of character of native vegetation and the likelihood of its	The proposal does not require the removal of any native vegetation.
Whether native vegetation is to be or can be protected, planted or allowed to	The proposal does not require the removal of native vegetation.





The degree of flood, erosion or fire hazard The site is not located within an area subject to associated with the location of the land and the Inundation Overlay, the proposal will not affect the use, development or management of theflooding, erosion or fire hazards. land so as to minimise any such hazard. However, should Council deem the area to be prone to flooding, erosion or the use or development deemed a potential fire hazard, the relevant referrals will be undertaken, and appropriate conditions included should a permit be issued. Adequacy of loading and unloading Generally, the timeframe for construction takes facilities and any associated amenity, around four weeks. It is outlined within this timeframe that all measures are undertaken to traffic flow and road safety impacts. ensure that traffic flow is not unnecessarily affected or that the construction does not cause negative amenity by way of unreasonable noise from the site.

## 11 WARRNAMBOOL PLANNING SCHME-CLAUSE 35.07 FARMING ZONE & Schedule to the Farming Zone (as relevant)

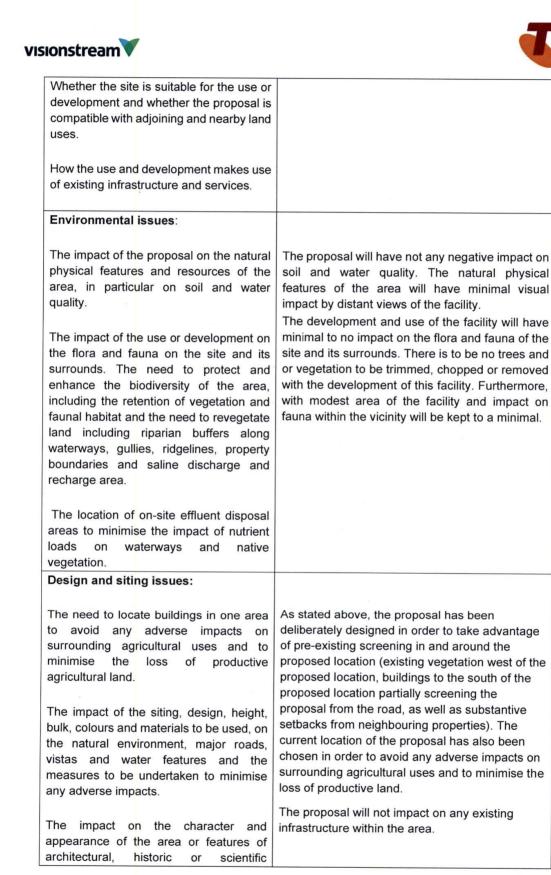
Clause 35.07-4 Buildings and Works A permit is required to construct or carry out any of the following: A building or works associated with a use in Section 2 of Clause 35.07-1. This does not apply to: – An alteration or extension to an existing dwelling provided the floor area of the alteration or extension is not more than the area specified in a schedule to this zone or, if no area is specified, 100 square metres. Any area specified must be more than 100 square metres.	The lease area for the proposal is 10.m X 6.0. The proposal is for a telecommunications facility and therefore Clause 35.07-4 does not apply in this instance.
An out-building associated with an existing dwelling provided the floor area of the out-building is not more than the area specified in a schedule to this zone or, if no area is specified, 100 square metres. Any area specified must be more than 100 square metres.	The lease area for the proposal is 10.m X 6.0. The proposal is for a telecommunications facility and therefore Clause 35.07-4 does not apply in this instance.
– An alteration or extension to an existing building used for agriculture provided the floor area of the alteration or extension is not more than the area specified in a schedule to this zone or, if no area is	Not applicable, the proposal is for a Telecommunications Facility.



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specified, 200 square metres. Any area specified must be more than 200 square metres. The building must not be used to keep, board, breed or train animals	
A rainwater tank.	Not applicable, the proposal is for a telecommunications facility.
Earthworks specified in a schedule to this zone, if on land specified in a schedule. A building which is within any of the following setbacks: – The setback from a Road Zone Category 1 or land in a Public Acquisition Overlay to be acquired for a road, Category 1 specified in a schedule to this zone or, if no setback is specified, 50 metres. – The setback from any other road or boundary specified in a schedule to this zone. – The setback from a dwelling not in the same ownership specified in a schedule to this zone. – 100 metres from a waterway, wetlands or designated flood plain.	The proposal will have a slab footing within an area of 10.m X 6.0 (Telstra lease area). This footing slab footing will have minimal disturbance to the area. The depth of this is subject to a geotechnical investigation and inspection, please review to elevation plans. The approximate setback from McKenzies Road is 100metres from the proposal location.
Permanent or fixed feeding infrastructure for seasonal or supplementary feeding for grazing animal production constructed within 100 metres of: - A waterway, wetland or designated flood plain A dwelling not in the same ownership A residential or urban growth zone.	Not applicable, the proposal is for a telecommunications facility.
Clause 35.07-6 Decision Guidelines General Issues: The Municipal Planning Strategy and the Planning Policy Framework.	The proposal will not produce any effluent once finished, there will be a minimal soil removal from the construction, which will be disposed of by the construction team at the time of construction.
Any Regional Catchment Strategy and associated plan applying to the land. The capability of the land to accommodate the proposed use or development, including the disposal of effluent.	The proposal has been deliberately designed in order to take advantage of pre-existing screening in and around the proposed location (existing vegetation west of the proposed location, buildings to the south of the proposed location partially screening the proposal from the road, as well as substantive setbacks from neighbouring properties).
How the use or development relates to sustainable land management.	





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significance or of natural scenic beauty or importance.	The use and developed of the facility will not require traffic management measures.
The location and design of existing and proposed infrastructure including roads, gas, water, drainage, telecommunications and sewerage facilities.	
Whether the use and development will require traffic management measures.	

## 11.5 Schedule to the Farming Zone (as relevant)

Minimum setback	A Road Zone	100 metres	The proposed
from a road (metres)	Category 1 or land in	1	location of the facility
	a Public Acquisition		is set back from
	Overlay to be		McKenzies Road by
	acquired for a road,		approximately 100m
	Category 1.		and approximately
		40metres	270m from Hopkins
	A Road Zone	4011101105	Highway.
	Category 2 or land in		
	a Public Acquisition	2	
	Overlay to be		
	acquired for a road,		•
	Category 2		
		20metres	
	Any other road		

# Clause 21.10 Infrastructure Warrnambool City Planning Scheme

## Telecommunications

Strategy	Applicant Comment
Strategy 1:1 Support existing telecommunications infrastructure and encourage co-location off future infrastructure requirements	Colocation of any facility within the Bushfield Township is not possible due to the current facility (RFNSA No. 3281002) already being at maximum of its load capacity. In order to support current infrastructure and to ensure that current facilities are not overloaded Telstra has committed to undertaking a new facility within the Bushfield area.
Strategy 1.2 Encourage the extension of mobile phone networks and the National Broadband Network to cover the whole of the	The current proposal is consistent with strategy 1.2 in the fact it is to give





Municipality.	coverage to Bushfield community which is within the city Council's regional areas.		
Strategy 1.3	The proposal has been strategically sited		
Ensure that all new communications	within an established rural property so that		
facilities are located and constructed to that	it does not impact on neighbouring		
cultural landscape and natural values are	properties and has minimal impact on the		
protected	landscape and natural values of the area.		

## 12 CONCLUSION

This application seeks to facilitate the development of a telecommunications infrastructure within the Bushfield area. It achieves this with a proposed Telstra 35m monopole, as well as the installation of antennas and ancillary equipment.

There is strong State policy support for telecommunications facilities if, when balancing improved telecommunications services with environmental impacts; including for example, visual impact and flood or fire hazard, this particular proposal provides a net community benefit.

The proposed works provide the community with reliable 4G and 5G access which in turn supports the residential growth area, commercial and tourist industries in the region and forms part of a wider plan to ensure reliable and accessible coverage during emergency situations.

The proposed telecommunications facility at 63 McKenzies Road, Bushfield (formally known Lot 2 on PS719344) will form an integral component in Telstra's national 4GX and 5G network. This 4G and 5G service brings higher speeds and extra coverage to a range of communities across the nation. 4GX will include services provided over Telstra's new 700MHz spectrum and deliver higher typical mobile speeds on compatible devices, allowing more Australians to experience more reliable connections and ultra-fast mobile internet.

The proposal will ensure that customers in Bushfield and its surrounds will have access to the best possible mobile phone and mobile broadband service.

Telstra, together with Visionstream have undertaken an assessment of the relevant matters as required by the *Telecommunications Act 1997* and the *Warrnambool Planning Scheme*. The proposal is considered appropriate in light of the relevant legislative, environmental, technical, radio coverage and public safety requirements.

The proposed facility is considered appropriate for the subject site for the following reasons:

- The proposal achieves the installation of Telstra's infrastructure, serving the Bushfield community via the development of a new 35m monopole;
- The proposal is consistent with the relevant provisions of the Warrnambool Planning Scheme;
- The facility will ensure the provision of significantly improved mobile phone coverage in regional areas, including along major transport routes, in small communities and in commercial areas;
- The new facility will provide much needed capacity relief when the nearby existing site is decommissioned. Additionally, the existing Telstra sites in the surrounding localities will also be better able to manage their share of local cellular traffic in the wider region. Surrounding

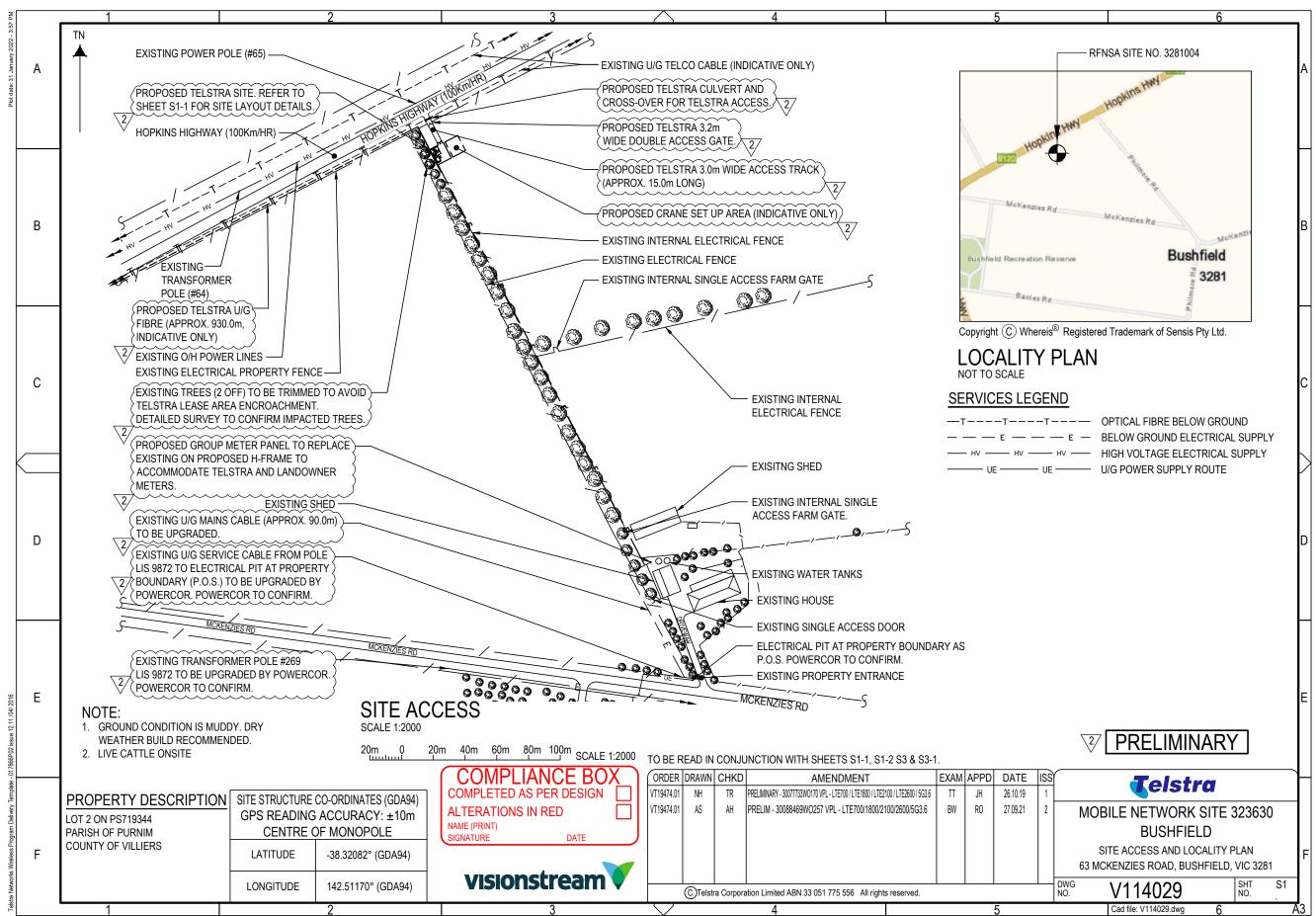
visionstream

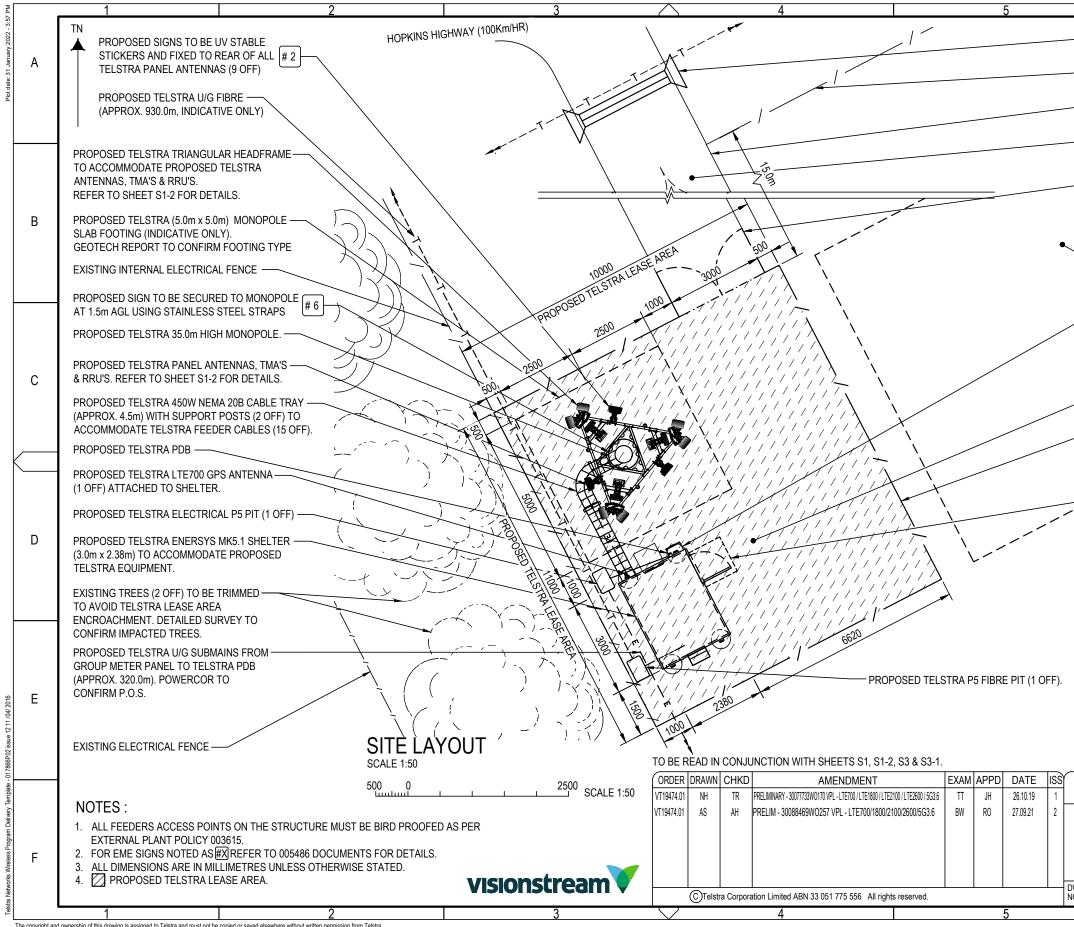


sites have been expanded to their maximum capability and this additional site is required to meet the traffic demand and mobile data usage growth in the Bushfield area;

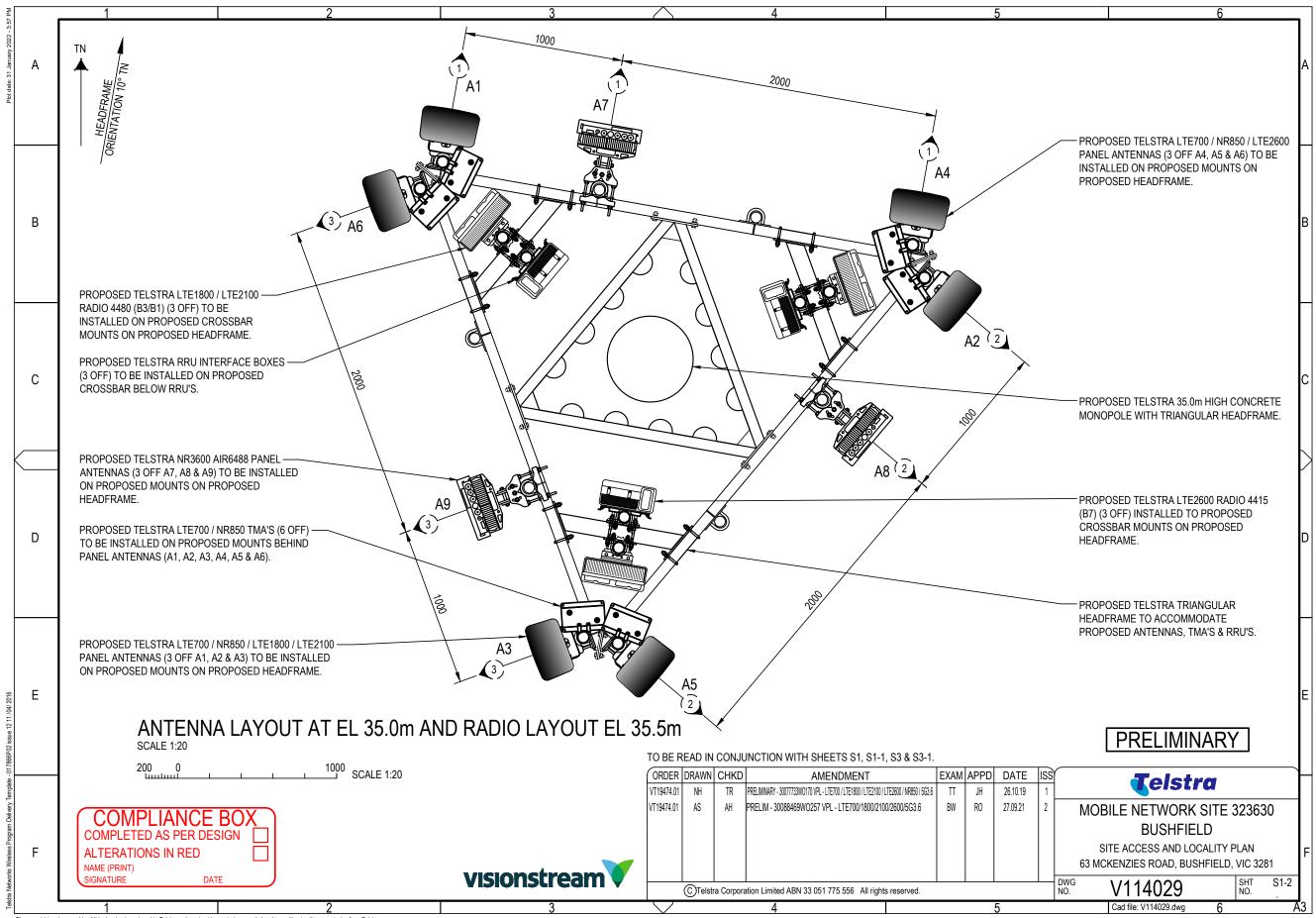
- The proposal will maintain and improve Telstra NextG communications services to the area, including voice calls, video calling and Wireless Broadband – a high speed wireless internet service via the 4G/5G phone network;
- The proposed installation will provide future opportunities for co-location on the structure by other carriers; and
- Emissions from the proposed facility will be significantly below the Australian Radiation Protection and Nuclear Safety Agency standards adopted by the Australian Communications and Media Authority.

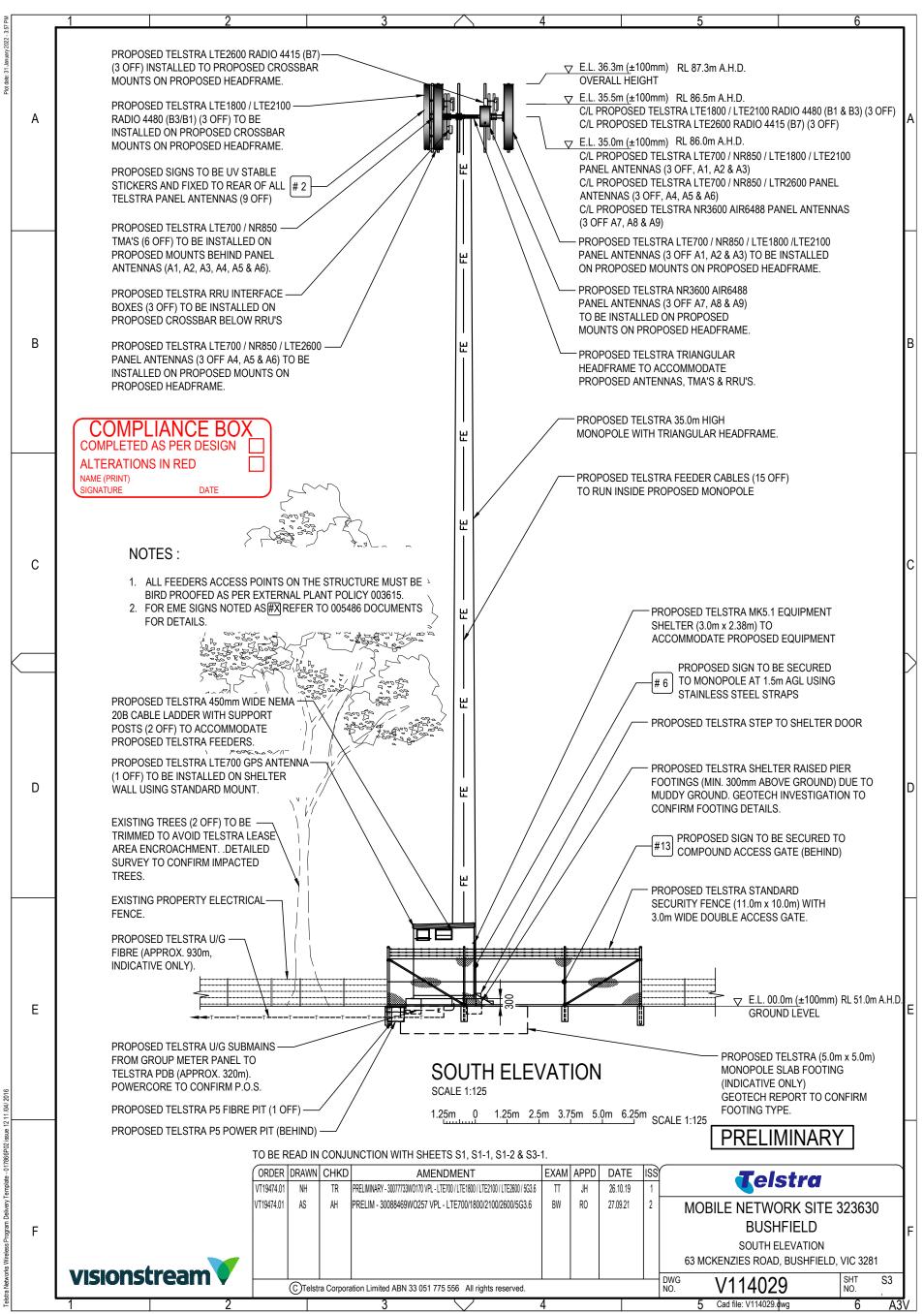
The assessment of the proposal demonstrates that the proposal represents sound and proper town planning and it is respectively requested that permission is granted for this Permit application.





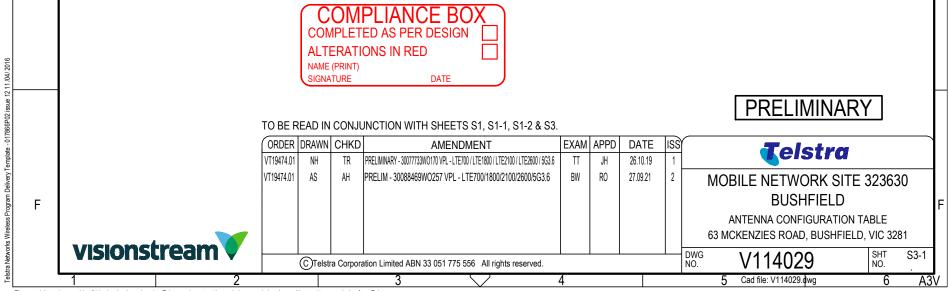
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	ROPOSED TELSTRA 3.2m VIDE DOUBLE ACCESS GATE	Ξ.	
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/	ROPOSED TELSTRA LEASE REA (11.0m x 10.0m)	C	5
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		TELSTRA ANTE	NNA C	ONFIG	URATIO	N TABLE	
	ANTENNA No	ANTENNA TYPE & SIZE H x W x D	ANTENNA ACTION REQUIRED	ANTENNA HEIGHT C/L A.G.L.	ANTENNA BEARING (x°T)	SECTOR NO. & TECHNOLOGY	
	A1	ARGUS RVVPX310.11B-T2H PANEL 2533 x 350 x 208mm	INSTALL	35.0m	10°	S1: LTE700 / S1: NR850 S1: LTE700 / S1: NR850 S1: LTE1800 / S1: LTE2100 S1: LTE1800 / S1: LTE2100 S1: LTE1800 / S1: LTE2100	
3	A2	ARGUS RVVPX310.11B-T2H PANEL 2533 x 350 x 208mm	INSTALL	35.0m	130°	S1: LTE1800 / S1: LTE2100         S2: LTE700 / S2: NR850         S2: LTE700 / S2: NR850         S2: LTE1800 / S2: LTE2100         S2: LTE1800 / S2: LTE2100         S2: LTE1800 / S2: LTE2100         S2: LTE1800 / S2: LTE2100	
	A3	ARGUS RVVPX310.11B-T2H PANEL 2533 x 350 x 208mm	INSTALL	35.0m	250°	S2: LTE1800 / S2: LTE2100 S3: LTE700 / S3: NR850 S3: LTE700 / S3: NR850 S3: LTE71800 / S3: LTE2100 S3: LTE71800 / S3: LTE2100 S3: LTE71800 / S3: LTE2100 S3: LTE71800 / S3: LTE2100	
C	A4	ARGUS RVVPX310.11B-T2H PANEL 2533 x 350 x 208mm	INSTALL	35.0m	10°	S3: LTE71800 / S3: LTE2100         S1: LTE700 / S1: NR850         S1: LTE700 / S1: NR850         S1: LTE2600         S1: LTE2600         S1: LTE2600         S1: LTE2600         S1: LTE2600         S1: LTE2600	
	A5	ARGUS RVVPX310.11B-T2H PANEL 2533 x 350 x 208mm	INSTALL	35.0m	130°	S2: LTE700 / S2: NR850           S2: LTE700 / S2: NR850           S2: LTE2600	
	A6	ARGUS RVVPX310.11B-T2H PANEL 2533 x 350 x 208mm	INSTALL	35.0m	250°	S3: LTE700 / S3: NR850           S3: LTE700 / S3: NR850           S3: LTE2600	
D	A7	ERICSSON AIR6488 PANEL 827 x 415 x 263mm	INSTALL	35.0m	10°	S1: NR3600 S1: NR3600	
	A8	ERICSSON AIR6488 PANEL 827 x 415 x 263mm	INSTALL	35.0m	130°	S1: NR3600 S2: NR3600 S2: NR3600	
	A9	ERICSSON AIR6488 PANEL 827 x 415 x 263mm	INSTALL	35.0m	250°	S3: NR3600 S3: NR3600	
	A200	GPS ANTENNA KRE 101 2082/1 Ø68 x 96mm	INSTALL	BASE OF GPS 3.0m	0°	-	



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visionstream					
Environmental EME Report					
Location	63 McKenzies Road, BUSHFIEL	D VIC 3281			
Date	25/11/2021	RFNSA No.	3281004		

## How does this report work?

This report provides a summary of levels of radiofrequency (RF) electromagnetic energy (EME) around the wireless base station at 63 McKenzies Road, BUSHFIELD VIC 3281. These levels have been calculated by Visionstream using methodology developed by the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA). A document describing how to interpret this report is available at ARPANSA's website: *A Guide to the Environmental Report*.

# A snapshot of calculated EME levels at this site

There are currently no existing radio systems for this site.	out of 100% of the public exposure limit, 60 m from the location.		
	EME levels v	with the proposed changes	
	Distance from the site	Percentage of the public exposure limit	
	0-50 m	1.82%	
	50-100 m	2.23%	
2 manualum 1	100-200 m	1.50%	
	200-300 m	0.96%	
Justite Magden Ig	300-400 m	0.61%	
Community Hall Map data COO21	400-500 m	0.35%	

For additional information please refer to the EME ARPANSA Report annexure for this site which can be found at <u>http://www.rfnsa.com.au/3281004</u>.

## Radio systems at the site

This base station currently has equipment for transmitting the services listed under the existing configuration. The proposal would modify the base station to include all the services listed under the proposed configuration.

	Existing		Proposed	
Carrier	Systems	Configuration	Systems	Configuration
Telstra			4G, 5G	LTE700 (proposed), NR850 (proposed), LTE1800 (proposed), LTE2100 (proposed), LTE2600 (proposed), NR3500 (proposed)

Issued by: Visionstream, NAD (v1.0.150220.50478) Environmental EME report (v12.4 Feb 2021)





# An in-depth look at calculated EME levels at this site

This table provides calculations of RF EME at different distances from the base station for emissions from existing equipment alone and for emissions from existing equipment and proposed equipment combined. All EME levels are relative to 1.5 m above ground and all distances from the site are in 360° circular bands.

	Existing configuration		Proposed configuration		ation	
Distance from the site	Electric field (V/m)	Power density (mW/m²)	Percentage of the public exposure limit	Electric field (V/m)	Power density (mW/m²)	Percentage of the public exposure limit
0-50m				8.24	180.14	1.82%
50-100m				9.10	219.78	2.23%
100-200m				7.47	147.87	1.50%
200-300m				5.35	76.06	0.96%
300-400m				4.27	48.44	0.61%
400-500m				3.22	27.56	0.35%

# **Calculated EME levels at other areas of interest**

This table contains calculations of the maximum EME levels at selected areas of interest, identified through consultation requirements of the <u>Communications Alliance Ltd Deployment Code C564:2020</u> or other means. Calculations are performed over the indicated height range and include all existing and any proposed radio systems for this site.

## Maximum cumulative EME level for the proposed configuration

Location	Height range	Electric field (V/m)	Power density (mW/m²)	Percentage of the public exposure limit
No locations identified				

## 7.6. PLANNING APPLICATION PP2021-146 - 39 ZIEGLER PARADE ALLANSFORD

## DIRECTORATE : City Growth

## PURPOSE:

This report summarises the planning assessment that provides a recommendation for the application for a nine (9) lot subdivision including the creation of a common property accessway, and the demolition of outbuildings, and recommends that Council issue a Notice of Decision to grant a permit subject to conditions.

## **EXECUTIVE SUMMARY**

Council has received an application to subdivide the land known as 39 Ziegler Parade into nine separate lots. An existing commercial heritage building and an associated dwelling along the streetscape will be retained on their own prospective lots serviced by existing crossovers onto Ziegler Parade. Seven (7) additional lots would be created behind, where those would be serviced by a commonly owned accessway. The application triggers a permit under the zone and heritage overlay for subdivision, and again under the overlay for the demolition of a number of outbuildings to the side and rear of the commercial building.

The application was subject to internal and external referrals, and was subject to public notice. As a result of notification, 10 objections were received, where the grounds were primarily in relation to stormwater management and drainage, traffic considerations, density and neighbourhood character, and the current strained parking situation along the road reserve in front of the operating bakery.

The application has been assessed against the various applicable planning controls, and has found that the subdivision pattern, although unusual in the existing context of Allansford, is generally supported by planning policy, and meets the objectives of the scheme. If the application is supported, a Notice of Decision would be required as all objections have been sustained.

## MOVED: CR RICHARD ZIEGELER SECONDED: CR ANGIE PASPALIARIS

That the planning application for a nine (9) lot subdivision including the creation of a common property access way, and demolition of existing outbuildings be refused pursuant to Section 65 of the Planning & Environment Act 1987 on the following grounds:

- 1. The associated density is not in line with existing neighbourhood character as defined under the Planning Policy Framework and the Allansford Strategic Framework Plan;
- 2. The pattern of subdivision does not lead to an appropriate spacing of buildings as per the decision guidelines of the Township zone;
- 3. The adverse effect on other land which has a common means of drainage; and
- 4. The lack of available off-street parking and overall adverse impact on traffic management.

## BACKGROUND

The existing site has a total area of approximately 4000m2, and is positioned in standard rectangular shape with the long axis stretching perpendicular to Zeigler Parade. A stone commercial building (previously Devenish general store circa 1898) is positioned on the front boundary and a number of supporting buildings are clustered around it. The building has been

used variously over time, but has recently been converted to a local bakery, where relative commercial success has led to commensurate issues with parking along the road reserve. The land behind the building has been historically vacant and underused. The Allansford Strategic Framework Plan adopted by Council in 2021 suggests some level of support for infill development, so long as it supports Allansford's unique rural identity.

## ISSUES

Objections exclusively came from local residents, where respondents were primarily local landowners in close proximity to the subject site. Grounds of objection were focused on the impact of the proposed density as is relates to impact on drainage and stormwater, traffic and parking, and the resultant built form that would eventuate from the creation of the lots. An understanding of these grounds is made clear currently, as the impact of the success of the bakery has already led to myriad issues of parking, safety, and drainage. The grounds of the objection, however, must be considered holistically and the application weighed on its overall merits. As such, an assessment has been made factoring in these issues, and the recommendation is shown to be appropriate.

## **FINANCIAL IMPACT**

The costs associated with the assessment of the application and any subsequent reviews have been allowed for in the City Strategy and Development budget.

## LEGISLATION / POLICY / COUNCIL PLAN CONTEXT

## 4 A connected, inclusive place

4.1 Effective planning: Council will ensure its planning acknowledges the unique character and attributes of local places and that that supports social connection, equitable access, appropriate housing and sustainable population growth.

4.2 A connected community: Council will enhance Warrnambool's connectivity through the delivery of, or advocacy for, improvement to roads, public transport, footpaths, trails and digital infrastructure.

## TIMING

A decision on the application has already exceeded statutory requirements.

## **COMMUNITY IMPACT / CONSULTATION**

In line with Council's delegation instrument, as a result of having more than five objections, a consultation meeting was held with Councillors on 28 June 2022 at Council offices. Nine parties plus the applicant were in attendance.

The application was also externally referred to FRV, Wannon Water, Downer, and Powercor, and internally referred to Council's Infrastructure and Strategy departments, and Council's Heritage advisor. No objections were received, and comments provided in responses from all parties has been included in the assessment.

## LEGAL RISK / IMPACT

The proposal has been assessed against all relevant requirements of the Warrnambool Planning Scheme and the *Planning and Environment Act 1987*.

## **OFFICERS' DECLARATION OF INTEREST**

No conflict of interest.

## **COLLABORATIVE PROCUREMENT**

Not applicable.

## CONCLUSION

A planning assessment must ensure that applications as they are received are suitable in their context, with regard to the range of requirements under the planning scheme. Part of this assessment includes the consideration of all written objections. The impact of the proposed subdivision in a locality the size of Allansford is reasonably acute, however it has been concluded that the proposal represents a suitable outcome, and the majority of the grounds of objection can be addressed via permit condition. Overall, the proposal has been assessed against the requirements of the zone, planning policy, particular and general provisions, and has integrated comments and feedback from both referral authorities and concerned objectors. The result of the assessment is that a Notice of Decision to grant a permit subject to conditions should be issued.

## ATTACHMENTS

- 1. Planning Delegate Planning Assessment Report PP2 [7.6.1 22 pages]
- 2. 39 Ziegler Pde Allansford Plan of Subdivision [7.6.2 3 pages]
- 3. 39 Ziegler Pde Allansford Planning Report Turn [7.6.3 59 pages]



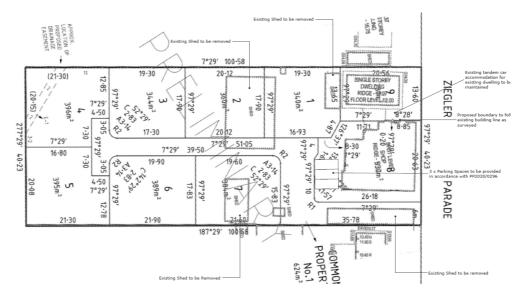
# **Delegate Planning Assessment Report**

Application Details:				
Application is for:	Nine (9) lot subdivision including the creation of a common property accessway, and demolition of existing outbuildings			
Applicant's/Owner's Name:	Turning Point Property and Projects PO Box 44 LAVINGTON NSW 2641			
Date Received:	10 June 2021	Further Info Rec: 31 August 2021		
Statutory Days:	334 as of 6 July 2022	Notice Period: 8 Sept – 23 Sept 2021		
Application Number:	PP2021-0146			
Planner:	Rob Wandell			
Land/Address:	Lot 1 TP 961731J PSH MEP TSH ALLA 39 Ziegler Pde ALLANSFORD VIC 3277			
Zoning:	Township (TZ)			
Overlays:	Heritage (Ho199)			
Under what clause(s) is a permit required?	Clause 32.05-5 (subdivision)			
Restrictive covenants on the title?	None			
Current use and development:	Residential / Accommodation (vacant), food & drink (bakery)			

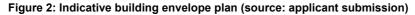
# Proposal

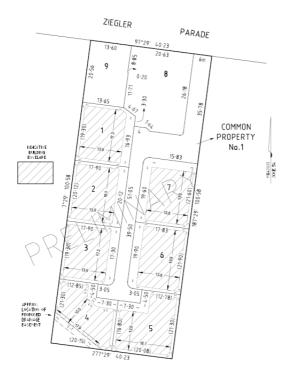
The proposal seeks to permit a nine lot subdivision plus a common accessway in the Township zone. Specifically, a 4000m2 lot has been improved with a stone commercial building, a dwelling, and associated outbuildings, all primarily sited towards the front setback. It is now proposed to retain the commercial building and dwelling, remove the associated outbuildings, and subdivide the lot into nine separate lots. Seven lots to the rear would be serviced by an accessway under common property along the eastern boundary; the existing dwelling would retain separate access directly onto Ziegler Parade, and the commercial building would maintain existing operations and configuration, with three designated car spaces as required under previous permit.

Figure 1: Proposed layout plan with existing buildings and features (source: applicant submission)



Lot sizes for vacant development would range between 340m2 to 396m2, meaning future development would not trigger a planning permit under the zone (although consideration would be required under the overlay. Development of future dwellings has not been included in this application, however indicative building envelopes have been shown on the plan in an effort to confirm that suitable development could occur.





# Subject site & locality

The site has a total area of approximately 4000 square metres in a regular rectangular shape with the long axis generally oriented north-south. A stone commercial building (circa 1898) is built on the front boundary, commensurate with its historical use as a former general store. A number of supporting buildings are clustered around it, where parking for the various uses has traditionally been informally arranged in the road reserve.

Figure 3: Aerial photograph showing site context (source: Exponare, 2022)



Ziegler Parade serves as a *de facto* main street serving the broader township, where surrounding uses could be described as generally established residential, with the interspersion of a variety of commercial and public uses. Immediately to the east, 41-43 Ziegler is similarly used jointly as a dwelling and separate use (service station). The Allansford CFA station is location approximately 250m to the east, and the recreation reserve just beyond. To the west, adjoining properties include 37 Ziegler (single dwelling), 2 Tooram (single dwelling and associated outbuildings) and 4 Tooram (single dwelling and associate outbuildings). 10 Tooram partially shares a common boundary to the south (lots in common ownership where one lot is developed with a dwelling and the other currently vacant). 10 Station Street shares the balance of the southern common boundary, and is a 2 hectare lot improved with a dwelling approximately 175m distant, where the lot is bisected by a waterway/channel feeding back to the Hopkins River to the west.

The topography of the subject site is gentle, however falling generally north to south, where drainage of the township generally runs northeast to southwest towards the river. This has led to recent and historic discussion concerning water flow to lower lying areas to the south, which is discussed in greater detail in later sections.



Figure 4: Site photographs (source: Officer site visit, June 2022)



(above: standing on Ziegler Parade facing southwest) (below: standing on Station Street facing north across to rear of subject site)

# **Permit/Site History**

The history of the site includes:

Planning ID	Description	Issue Date
P2020-0296	Use and development of land for a food and drink premises, advertising signage, external painting and waiver of car parking and bicycle facilities	5 March 2021
P2011-220	Alterations to existing verandah	20 October 2011
P362/99	To develop the land for a dwelling	17 November 1999
P2442.94	Change of use (furniture and antiques shop)	1 December 1994
P3405	Construction and use for domestic purposes of single storey outbuildings ancillary to an existing dwelling	26 February 1992

#### **Former General Store**

As described in the *Warrnambool Heritage Study, 2001*, the original building appears to have been built in stages, however a newspaper article of 1911 first confirms its use as general store, and indicates that it had been established by G.E. Devenish in 1898. It is described as a large general store with three entries onto (then) High Street, two of which have since been blocked. The cultural significance is almost entirely related to architecture and built form of the commercial building itself, however there is also mention of the "retention of weatherboard shedding and configuration of side carriage/vehicle entrance".

#### **Aboriginal Cultural Heritage**

Is the site in an area of significance? No

- Is the proposed development exempt? N/A
- Has the site been significantly disturbed in the past? N/A
- Is a Cultural Heritage Management Plan required? No
- Has the applicant provided an approved Cultural Heritage Management Plan? N/A

# **Public Notification**

The application has been advertised pursuant to Section 52 of the *Planning and Environment Act 1987*, by:

- Sending notices to the owners and occupiers of adjoining land, and
- Posting a sign on site

The notification has been carried out correctly, and a statutory declaration has been received.

As a result of notification, Council has received 10 submissions, where are could be considered to object the proposal. Detailed discussion relating to the grounds of objection is provided in later sections, however, the key issues that were raised in the objections are:

- Inadequate drainage and stormwater provision
- Impact of overshadowing, loss of privacy, noise
- Density not in line with neighbourhood character
- Inadequate provision for parking, overall increase in traffic
- Lack of fencing to provide privacy

# Consultation

In line with Council's delegation structure of calling in any application with more than 5 objections, a consultation meeting with councillors was held on 28 June 2022 at Council offices. The meeting was attended by 9 individuals relating to the objections, as well as the applicant and landowner. Objectors primarily referred and reinforced original grounds, with specific reference to the lack of visitor parking, the provision of increased setbacks, the overreliance on existing safety features of the surroundings to deal with increased traffic, the problematic impacts of imported fill and grade changes to the flow of water, and the overall notion that the size of lots and nature of presumed development would not be in keeping with the existing neighbourhood character.

The applicant contended that the application had been referred as required, where referral authorities have not objected. The point was raised that a more robust debate is required concerning the need for affordable housing and different lot sizes (and hence housing configurations) versus simply mandating large lots. Finally, it was contended that the overall stormwater design may stand to improve with the incorporation of a considered and professional design, and that at a minimum will return flows to pre-development levels.

As a result of consultation meeting, the applicant indicated that no amendment to the proposal was forthcoming; consequently, the plans considered in this assessment are the original plans (8 June 2021) in combination with the updated site plans submitted in response to a request for further information (1 September 2021). These are the plans that were advertised.

# Referrals

The application was referred under Section 55 (as per Clause 66.01) to the relevant utility authorities:

### Wannon Water

A response was provided 11 July 2022 indicating no objection subject to a number of conditions. The conditions have been added below.

#### Downer

A response was provided 24 June 2022 indicating no objection, with the requirement that the plan of subdivision be referred.

#### Powercor

No response was provided as at the time of writing.

The application was also referred under Section 52:

#### Fire Rescue Victoria

Based on the area being within a bushfire prone area and creating an as of right increase in dwellings, the application was referred to Fire Rescue Victoria. A response was provided 27 June 2022 indicating no objection, with a recommended condition. The condition has been added below.

Finally, the application was referred internally to a number of Council departments:

#### Infrastructure

A response was provided 25 June 2021 indicating no objection with a number of conditions. The conditions have been added below.

#### **Strategy**

A response was provided 6 July 2021 indicating no objection, and that the proposal would be unlikely to be impacted by the *Allansford Strategic Framework Plan* adopted by Council in May of 2021.

#### Heritage

A response was provided 16 July 2021 indicating that "the subdivision in itself will have no physical impact on the Heritage Overlay, however future development on the vacant lots will have the potential to affect the context of the HO. It is suggested that a subdivision for fewer lots with larger areas would be more appropriate, to reflect the density of development in the surrounding context". It was also noted that the subdivision would require demolition of the adjacent outbuilding, which itself is a trigger under the overlay.

## Assessment

#### **Planning Policy**

#### Municipal Planning Strategy

Clause 02.04 contains Warrnambool's Strategic Framework Plan, where the subject site is shown as within the urban settlement boundaries of Allansford, and the land in question has no specific designation and is not within a defined growth area. Clause 02.03-1 generally directs growth towards these defined areas, however there is also consideration for

increasing density for areas "close to transport corridors, activity centres, and open space". Allansford does not have an existing activity centre, however the intent is declared for a convenience centre given the lack of major retail stores/supermarkets.

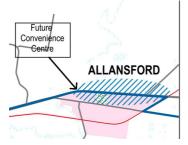
Neighbourhood character is not defined in great detail, however Clause 02.03-5 concedes that parts of Warrnambool are increasingly a focus for medium density redevelopment, and that where these are defined that "heritage and character considerations do not preclude infill development, rather they add to the range of design considerations that should be considered and responded to". Put another way, that infill development in and of itself should be considered on its merits, but when suitable should integrate with the existing character. Indeed, Clause 02.03-6 specifically promotes the concept of appropriate infill development with the express intent of providing more diversity of housing options. Specifically, Council is directed to consider:

- Providing infill opportunities to accommodate residential development.
- Ensuring future populations have access to a diverse range of housing options including increasing the supply of housing for smaller households.

#### Planning Policy Framework

Clause 11.03-1L-01 confirms the desired strategy for facilitating a new convenience centre at Allansford, which would generally include land to the north of the subject site.

Figure 5: Snip from Activity Centre Map (source: Clause 11.03-1L-01)



Clause 11.03-2L-04 provides strategic direction to "provide for further growth within the Allansford township on the basis of the availability of stormwater drainage infrastructure". Clause 15.01-3S provides general/over-arching guidance on subdivision design, where it is directed to consider creating compact neighbourhoods, providing a range of lot sizes to suit a variety of dwelling sizes, and facilitating an urban structure where neighbourhoods are clustered.

Relating to neighbourhood character, again there is little granular direction, however Clause 15.01-5S directs to consider the pattern of local urban structure and subdivision, and the neighbourhood character values and built form that reflect community identity. However, this is tempered by the direction in Clause 16.01-1L that supports increased density in established urban areas with proximity to existing transport corridors, activity centres, and open space. In short, there is fairly uncontroversial support for infill opportunity for proposals in established areas with adequate access to services, under the proviso that the design complements the area's character. The underlying rationale will be detailed in future sections, however the existing and emerging character of Allansford includes some evidence of diversity in lot sizes, and it can be concluded that the proposal takes reasonable steps to integrate with character, and therefore is generally consistent with the policy direction for suitable infill development.

Allansford Strategic Framework Plan

This plan was adopted by Council in 2021 and therefore becomes a relevant consideration as it is used by Council to guide consideration of planning applications. The plan identifies Allansford as having a "unique rural identity", and confirms that it has been identified in the Great South Coast Regional Growth Plan as a 'District Town' suitable for medium growth. While the capacity for growth is clear, it is directed to balance this against protection of the environment, flooding and stormwater concerns, and "maintaining its rural setting". Conversely, the role of the 'district town' should "be enhanced through development of underutilised residential lots in proximity to key community services and open space".

Neighbourhood character is addressed in the plan, where Allansford is divided into two precincts. The subject site is located within the 'land to the north of the railway line' (character area 1), where the precinct is currently defined as comprising houses of conventional to low-density size, with limited medium density development. The overall settlement pattern is described The as a 'dumbbell', with residential development focussed in nodes to the east and west, where the subject site would be located in the transition zone between the western node and the 'Civic, Recreation, and Tourism' link noted in orange in Figure 6. The plan suggests that "any pressure for higher density residential development should be centered around the nodes".



Figure 6: Map showing general dumbbell shape of pink TZ areas (source: Allansford Strategic Framework Plan, 2021)

Similar to the PPF assessment above, the Strategic Plan leaves an opening for appropriate medium density growth, or at the least does not discount its possibility. It also bolsters this with a call for increased housing options "to respond to the needs of all people in the community as they change over time".

## Zone

#### Township (32.05 and Schedule)

The existing use of 'food and drink' has been established via previous permit. Subdivision is not a defined land use under the scheme, and it is noted that Dwelling is a Section 1 use under Clause 32.05-1, assuming the requirements of 32.05-3 are met. Therefore, use is not being considered in this assessment.

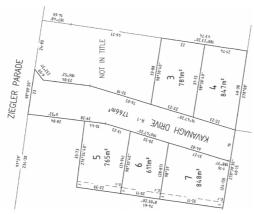
Under Clause 32.05-5, a permit is required to subdivide land. Applications must meet the requirements of Clause 56 (must meet all objectives and should meet all standards), where subdivisions between 3-15 lots must address a limited number of clauses. The application will provide a connection to reticulated sewer, therefore the requirement for a Land Capability Assessment is not relevant.

Decision Guidelines are provided under Clause 32.05-13, where those applicable to subdivision are as follows:

- The pattern of subdivision and its effect on the spacing of buildings.
- For subdivision of land for residential development, the objectives and standards of Clause 56.

An assessment against Clause 56 has been conducted and attached as an appendix to this report. It has been shown that the proposal meets all standards and objectives. The pattern of subdivision is atypical to the area, which has been raised by objectors and is discussed in further detail below. Commensurately, the building envelopes as shown suggest an eventual built form and overall massing that would result in much shorter spacing between buildings than in surrounding cases. Indeed, a review of surrounding lots suggests that the established pattern of subdivision results in lots sizes primarily ranging between 500-1000m2. The relatively recent subdivision at Kavanagh Drive (previously 51 Ziegler, approximately 100m to the east), however, reveals an emerging pattern that is in some ways being replicated in the current proposal. Although lot sizes in the approved example are typically 600m2 and above, the prevailing pattern is for larger/established lots facing the streetscape to remain, and the division of rear lots to accommodate smaller sizes.

#### Figure 7: Plan of subdivision (source: PS733749A)



The overall result is for infill opportunity which does not unduly impact the built form presentation to Ziegler Parade. The main difference between the two proposals is the lot size in question (generally 300-400m2 versus 600-700m2), however the overall impact is similarly mitigated based on no change to the public presentation. In this case, the significant heritage building remains as the primary presentation, where underused land to the rear is being converted for infill.

Although the grounds for objection are addressed later on where the general pattern of subdivision will be discussed in relation to relative personal amenity, for the purposes of the zone it can be concluded that the decision guidelines have been considered, and the proposal is suitable in its context.

#### Overlay

#### Heritage (43.01 and Schedule 199)

Under Clause 43.01-1, a permit is required to subdivide land, and to demolish or remove a building. Decision guidelines are provided under 43.01-8, and those relevant to subdivision and demolition include:

- The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.
- Any applicable statement of significance (whether or not specified in the schedule to this overlay), heritage study and any applicable conservation policy.
- Whether the proposed subdivision will adversely affect the significance of the heritage place.
- Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place.
- Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.

The subject site is not within a designated Heritage Precinct, and therefore there is no specific guidance under the Warrnambool Heritage Guidelines (Dec 2012). General guidance for subdivisions is provided in Section 3.1, where the overall objectives are to ensure potential negative effects of subdivision on the significance of a place are minimised, and to ensure that heritage places continue to be used and conserved.

As previously discussed, a Heritage Study was conducted in 2001 relating to specific sites in Allansford, Bushfield, and Woodford. The history of the general store is outlined within, and a statement of significance is provided. The significance relates primarily to the architecture of the central store and flanking side wings, the ornamental central parapet, and the juxtaposition of ornamental façade with utilitarian sides and rear. There is one minor mention of the retention of weatherboard shedding and the configuration of the side carriage/vehicle entrance.

Obviously, in order to unlock the land to the rear, access is required in line with modern standards. Given the current use of the bakery also relies on the adjoining 'dwelling', the only point of access reverts to the eastern side, which necessitates the removal of the sheds. Despite the reference above, this on balance represents a suitable outcome given the main focus of the architecture of the commercial building remains intact.

As noted above, the application was referred to Council's heritage advisor, who indicated general support, but queried whether lot sizes could be larger. The advice is therefore in some ways contradictory. First, it was stated that the subdivision itself will have no impact on the overlay. However, in line with the objective noted above, consideration must also be given to whether resultant development would unduly impact the heritage asset. Where the relationship falls apart is in relation to the provision of larger lot sizes necessarily being able to more or less effectively respond to the objective. In other words, the statement of significance places near total focus on the presentation of the commercial building and its associated architecture on the heritage outcome. Although development could form various outcomes, the provision of smaller lots is in many ways more likely to result in single storey form in order to comply with a variety of Clause 54 standards, notably side and rear boundary setbacks. This is confirmed via the applicant's submission of concept drawings showing one way development could unfold.

Figure 8: 3d rendering of potential development outcome (source: applicant submission)



With this in mind, it is as likely for a development outcome on 300m2 lots to achieve the objective as it would with larger lots.

While development is intentionally not included in this application, a certain level of foreshadowing is required, without the aid of as-of-yet uninvented time travel devices. As it is impossible to determine that the likely outcome of development under the current lot arrangement would result in any 'worse' an outcome (e.g. height, visual bulk, distracting built form) than with larger lots, the advice passed on from the advisor must be discounted, as the objectives of the overlay are being met.

#### **Particular Provision**

#### Residential Subdivision (Clause 56)

As outlined in the zone assessment above, an assessment against Clause 56 standards and objectives has been conducted, and the proposal meets all relevant standards.

#### Objections

As a result of public notification, ten (10) objections were received. The objections exclusively came from local residents, where respondents were primarily local landowners in close proximity to the subject site. The objections were somewhat varied, and expanded on via the consultation meeting, however many grounds were repeated across objectors. The grounds relating to planning considerations have been summarised and assessed as follows:

Inadequate drainage and stormwater provision

The prevailing objection amongst almost all submissions was that drainage across the land was already unsuitable, and the results of this could be felt by many surrounding properties. This seems to have only been exacerbated by the contention that soil/fill had recently been imported onto the site without consideration for levelling or drainage, and that recent flood activities had created reasonably catastrophic results. Clarification must be made that Council is aware of the importing of fill, and dealing with it under a separate planning compliance file to ensure that the land is brought back to compliance. Notwithstanding, any temporary effect of changes in ground level should not be used as evidence of the inappropriateness of the subdivision. A stormwater management plan will be required by condition, where as a baseline requirement flows must be restricted to pre-development levels. In this respect, the development of the land could in fact be viewed as a mechanism for an improved stormwater outcome. The number of lots or

dwellings is therefore not a meaningful metric, given that whatever development occurs, stormwater must be managed in accordance with the plan.

Impact of overshadowing, loss of privacy, noise

It is clear that the impact of any medium density development would be higher in areas where it is not yet established. However, whether assessed at planning permit or building permit stage, any development must comply with the standards and objectives of Clause 54, and there is no obvious reason that lot configuration as shown could not lead to compliant development. The level of density is reasonably supported in the Strategic Framework Plan, and the ultimate increase of 7 dwellings and their associated residents (likely less than 20 people) is not seen as a substantial detriment to privacy or noise.

Density not in line with neighbourhood character

Although this has been discussed already in relation to various planning controls, it is worthwhile also understanding from a surrounding resident's standpoint. Clearly, the development is in fact atypical in the area, as a surface review of lot sizes and configurations in the area confirms that almost all lots are above 500m2, and established in a conventional format (ie. not implemented via infill). Neighbourhood character, although not defined in a robust way in the Warrnambool Planning Scheme, is defined under Planning Practice Note 43 as "the combination of public and private realms", and includes concepts such as patterns of use and occupation, and diversity of housing. As a result, it is acknowledged that this ground is undoubtedly meaningful to surrounding residents who are reading neighbourhood character as it is currently expressed. In short, this ground is accepted and relevant. Notwithstanding, all applications must be assessed on their overall merits, and although the pattern of development represents a departure from established density levels, it is generally supported by policy, while presenting positive contributions to housing diversity and presumably affordability.

#### Inadequate provision for parking, overall increase in traffic

The argument made in relation to inadequate parking could be compartmentalised into two separate and related issues: 1) that 7 new dwellings represent new parking and traffic movement considerations that are unsuitable in the context, and 2) that the existing use of the bakery is already unsuitable in relation to parking demand in the road reserve. To illustrate the point, objectors circulated a collection of photographs showing potentially dangerous parking arrangements in front of the bakery. Additionally, it was argued at the meeting that parking would not be contained to garages, and parking would be extended to an already strained street level. Parking would also not be assessed at development stage for planning as Clause 52.06 does not apply to the construction and use of one dwelling in the Township Zone. However, it would be assessed at building permit stage, and parking requirements would therefore be in line with the expectations of the scheme. While it is acknowledged that an argument could be put forth that smaller houses lead to the possibility of garages being used as storage versus car parking, it would be unusual to refuse an application based on speculation.

Parking in front of the bakery is undoubtedly problematic, likely exacerbated by the popularity of the establishment beyond what was assumed when the parking reduction was assessed. However, the assessment was made and the permit granted, therefore the parking reduction has been formalised. It is again a stretch to require a change to these conditions based on the fact that the subdivision in and of itself has no impact on the functioning of the bakery use. While Council should endeavour to continue to work with the operator of the bakery use to improve parking conditions, this should be seen as a separate issue as to whether subdivision should proceed. With this in mind, it is suitable for conditions to be added to formalise the road reserve, as the application now

represents the full and best potential use of the lot as a whole. As a result, conditions requiring works have been added as appropriate.

Lack of fencing to provide privacy

This was a specific objection in relation to potential noise from traffic generated by the new common accessway, located along a common boundary. In their written response to objectors, the applicant indicated that the owner intended on installing a 2.1m high acoustic barrier as a mitigating strategy. It was understood from the consultation meeting that the fence was generally seen as an acceptable solution, and should be required by condition. The condition has been added below.

As a result, it can be concluded that grounds of objection have been considered, and while grounds are all generally valid, that issues have been assessed in relation to planning controls and the grounds should not change the recommendation below.

#### **General Provisions**

#### Approval of an application to subdivide land (Clause 65.02)

In addition to the variety of planning controls already discussed, before deciding on an application the responsible authority must also consider, as appropriate:

- The suitability of the land for subdivision.
- The existing use and possible future development of the land and nearby land.
- The availability of subdivided land in the locality, and the need for the creation of further lots.
- The effect of development on the use or development of other land which has a common means of drainage.
- The subdivision pattern having regard to the physical characteristics of the land including existing vegetation.
- The density of the proposed development.
- The area and dimensions of each lot in the subdivision.
- The design and siting of buildings having regard to safety and the risk of spread of fire.
- The provision of off-street parking.
- The provision and location of common property.
- The functions of any body corporate.
- The availability and provision of utility services, including water, sewerage, drainage, electricity and gas.

The land represents a reasonable opportunity for infill, where development of the rear land is not at odds with the existing food and drink use, or surrounding residential development. Drainage is a concern, but can be controlled via a stormwater management plan. There is no existing vegetation, and the proposed density, although atypical is generally in accordance with the strategic direction of the area. The lot configurations are in line with Clause 56 standards. The application has been referred to the fire authority and generally supported. Off-street parking has been identified as problematic in relation to the existing use, however an improvement to the formalisation of the streetscape infrastructure can be offered via permit condition. Common property for the accessway to rear dwellings is appropriate. Services are readily available.

#### Summary

The application seeks to permit a nine lot subdivision, and demolition of outbuildings in the Township zone. An assessment against planning policy and the objectives of the zone has shown that the proposal is suitable. Additionally, an assessment against the objectives of the heritage overlay has shown that the proposal does not impact the significance of the heritage asset. The application has been subject to public notification, and objections were received. The grounds of objection were considered, and it was concluded that the objections should not impede the recommendation. Referral responses were received and considered from all determining and recommending authorities. The proposal does not contravene the general provisions relating to subdivision applications. As a result of the above, the recommendation below has been reached.

## Recommendation

That council, having caused notice of Planning Application No. PP2021-0146 to be given under Section 52 of the *Planning and Environment Act 1987* and or the planning scheme, and having considered all the matters required under Section 60 of *the Planning and Environment Act 1987* should issue a Notice of Decision declaring an intent to grant a permit relating to the application under the provisions of the Warrnambool Planning Scheme in respect of the land known and described as Lot 1 TP 961731J PSH MEP TSH ALLA, 39 Ziegler Pde ALLANSFORD VIC 3277, for the Nine (9) lot subdivision including the creation of a common property accessway, and demolition of outbuildings in accordance with the endorsed plans, subject to the following conditions:

- Before the plan of subdivision is certified under the Subdivision Act 1988, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and then form part of the permit. The plans must be drawn to scale with dimensions, must be generally in accordance with the plans submitted with the application but modified to show:
  - a. The number of lots participating in body corporate;
  - **b.** Proposed management arrangements and/or maintenance standards for the common property;
  - **c.** An acoustic fence along the eastern boundary from the front building setback to the boundary of Lot 7.
  - d. Location of easements to the satisfaction of the Responsible Authority;

#### 2. Bushfire Management

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

- 1.1 Above or below ground operable hydrants must be provided (including within the common property). The maximum distance between these hydrants and the rear of all building envelopes (or in the absence of building envelopes, the rear of the all lots) must be 120 metres and the hydrants must be no more than 200 metres apart. These distances must be measured around lot boundaries.
- 1.2 The hydrants must be identified with marker posts and road reflectors as applicable to the satisfaction of the Country Fire Authority.

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

#### 3. Stormwater Management Plan

Before Certification of a Plan of Subdivision or the commencement of any construction activity (whichever occurs first), a detailed Stormwater Management Plan is to be submitted to and endorsed by the Responsible Authority. The stormwater works must be designed in accordance with the current Responsible Authority's Design Guidelines, the endorsed application plans and the approved Development Plan and must include:

- a) Identification of any existing drainage on the site.
- b) Details of how the works on the land are to be drained and/or retarded.
- c) Computations in support of the proposed drainage.
- d) A proposed Legal Point of Discharge for each lot.
- e) An underground drainage system to convey minor flows (as defined by the IDM) to the drainage outfall for the development;
- Details of how the storm water discharge from the development will be limited such that post development flows for the 20% and the 1% AEP do not exceed pre development flows;
- g) Details and measures to enhance stormwater discharge quality from the site and protect downstream waterways and groundwater in accordance with Clause 56.07-4 of the Planning Scheme;
- h) Where residential tank systems are included in the stormwater treatment train for the development, agreements to the satisfaction of Council for the provision and maintenance of these systems.
- i) Evidence that storm water runoff is able to pass through the development via reserves and/or easements, or be retained within lots without causing damage or nuisance to both upstream and downstream adjoining lots.
- j) Where interim or temporary works are proposed, details on how these interim or temporary works will integrate with the ultimate drainage systems.
- k) Where drainage is required to be conveyed across privately owned land, easements to be created or, demonstration that the consent of the landholder has been provided.
- I) Finished Surface Level Contour Plans showing areas of cut and fill and flow paths
- Any existing or proposed effluent disposal systems including buffer zones; certification from a suitably qualified person that the effluent treatment and drainage systems will not have any deleterious interactions.

#### 4. Stormwater Works

The endorsed Stormwater Management Plan is to be implemented to the satisfaction of the Responsible Authority prior to the issue of Statement of Compliance for the subdivision.

#### 5. <u>Waste Management Plan</u>

Before the commencement of any construction activity, a Waste Management Plan for the development must be submitted and approved by the Responsible Authority.

The Waste Management Plan must detail how all waste and recyclables generated by the development are sorted, stored on site and how waste collection trucks may access the site and empty waste, recycling and FOGO containers.

#### 6. Project Management Plan

Before the commencement of any works for each stage of the development (including any preliminary site preparation and establishment works, demolition or material removal) a Project Management Plan to the satisfaction of the Responsible Authority must be submitted for review. The Project Management Plan must include and address the following:

- a) Health & Safety Management Plan
  - i. Description of Works
  - ii. Site Security / Signage
  - iii. Worksite Safety / Public Safety
- b) Environmental Management Plan (EMP) in accordance with the Environment Protection Authority document Environmental Guidelines for Major Construction Sites, February 1996 or its successor document, including:
  - i. Operating Hours, Noise and Vibration Controls;
  - ii. Air and Dust Management;
  - iii. Stormwater and Sediment Control; and
  - iv. Waste and Materials Reuse Management.
  - v. Amenity Considerations
  - vi. Protection Zones (Flora, Fauna, Weeds, Pests and Cultural Heritage)
- c) Construction Management Plan
  - i. Company Structure / Site Contacts
  - ii. Company Policies (if applicable)
  - iii. Responsible Authority Approvals
  - iv. Insurances
  - v. Asset Condition Report
  - vi. Quality Management
  - vii. Construction Program
- d) Traffic Management Plan.
  - i. Traffic Guidance Schemes
  - ii. Site Compound Map
  - iii. WCC Road Reserve Works Permit
  - iv. VicRoads MoA (if applicable)

Throughout construction works, the Contractor or Developer's Representative is responsible for completion of Inspection and Test Plan (ITP) and Hold Point documentation to the satisfaction of the Responsible Authority. Completed ITP documentation is to be submitted prior to Practical Completion.

The Project Management Plan must be implemented to the satisfaction of the responsible authority for the duration of the works. The Warrnambool City Council template may be used if completed correctly and in full.

#### 7. Landscape Plan

Prior to the commencement of any works, a Landscape Plan, including a maintenance strategy that sets out maintenance responsibilities, requirements and detailed cost estimate to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Responsible Authority may give its consent in writing to the commencement of preliminary site preparation or establishment works, demolition or material removal prior to the landscape plan being approved. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale and must include:

- a. The location, quantity, size and botanical name of each proposed tree, shrub and ground cover;
- b. The treatment of each landscaped surface in all road reserves and public open spaces; and
- c. Plants in an advanced stage of growth and the predominant use of indigenous plants to the satisfaction of the Responsible Authority.

The landscaping works shown on the approved landscape plan for any stage must be carried out and completed to the satisfaction of the Responsible Authority prior to the issue of a statement of compliance under the Subdivision Act 1988.

#### 8. Road Construction Plans

Before any road, vehicle access or drainage works associated with the subdivision start, Detailed Road Construction Plans must be submitted to and endorsed by the responsible authority. The Construction Plans should be generally in accordance with any endorsed plans and the IDM. When endorsed the Road Construction Plans will then form part of the permit. The plans must be prepared by a suitably qualified civil engineer, drawn to scale with dimensions and be in accordance with Council's current Design Guidelines. The plans must include:

- Kerb and channel across the frontage of the development and extending to the existing kerb west of the development.
- Sealed pavement widening extending from the existing south edge of lane line to the new kerb.
- Underground drains incorporating water sensitive urban design features.
- Vehicle crossings to serve this subdivision
- Appropriate kerb laybacks and vehicle crossing alterations to suit the existing driveways between this site and the existing kerb to the west.

- Appropriate traffic management where the common property road meets the public footpath to mitigate the risk associated with the limited sight distance.
- Underground service conduits
- Line marking and signage for parallel parking along the frontage of the site

#### 9. Construction Works

All works shown on the endorsed construction plans must be constructed in accordance with the plans before the issue of a Statement of Compliance to the satisfaction of the responsible authority.

#### 10. Design Checking and Supervision Fee

Before the issue of Statement of Compliance, the developer must make payment of a fee for design checking and construction supervision of works in Road Reserves, Council easements, other Council reserves or Council managed land. The fee will be based on the endorsed total estimated construction cost of the works in the reserve / easement / Council managed land as shown on the endorsed Construction/Landscape/Stormwater/Lighting Plans. The construction cost estimate is to include, but not be limited to, road and drainage infrastructure, landscaping, public lighting and compliance testing. The fee is to be 3.25 % of the endorsed estimated cost.

#### 11. Defects Liability Period (DLP) and Bond

Before the issue of Statement of Compliance a Defects Liability Bond is to be lodged with Council. The bond is to be for a monetary value of 5% of the endorsed total estimated construction cost of works in road reserves, other public reserves, Council easements or Council managed land as shown on endorsed Construction / Landscape / Stormwater / Lighting Plans. This bond will be released following a satisfactory inspection:

- a) 12 months after practical completion of a road infrastructure;
- b) 12 months after practical completion of underground drainage;
- c) 24 months after practical completion of open drainage; and

d) 24 months after practical completion of landscaping.

CCTV footage of underground drainage in accordance with the IDM (Clause 7.9) is to be provided prior to the commencement of the DLP.

#### 12. As-Constructed Plans

Prior to the issue of Statement of Compliance or Certificate of Occupancy, the applicant must submit As-Constructed Plans in accordance with A–SPEC specifications to the satisfaction of the Responsible Authority.

#### 13. Vehicle Access

Before the use or occupation of the development, the applicant must provide vehicle access to all lots to the satisfaction of the Responsible Authority. This includes the removal of existing substandard or redundant vehicle crossings and reinstatement of affected kerb, nature strip and footpath.

Satisfactory clearance is to be provided to any stormwater pit, power or telecommunications pole, manhole cover, marker, or street tree. Any relocation, alteration or replacement required shall be at the applicant's expense.

#### 14. Car Parking & Common Property Areas

Before the issue of a Statement of Compliance for the subdivision, the internal / common property traffic and parking areas must be constructed to the satisfaction of the Responsible Authority, and must:

- a) Be in accordance with endorsed plans
- b) Be in accordance with Australian Standards
- c) Be finished with an all-weather sealed surface
- d) Be drained
- e) Include appropriate signage, lighting and line marking
- f) Include appropriate loading facilities for the development
- g) Include vehicle crossings and required traffic management works
- h) Turing areas to allow entry and exit in a forward direction

Areas designated for car parking on the endorsed plan are to be kept free and clear for that purpose.

#### 15. Modifying Existing Services

Existing services to the existing buildings on proposed Lots 8 and 9 must be modified so that they are exclusive to and totally within the boundaries of the new lot to which it is appurtenant. In particular, the following existing services must be modified:

- a) All downpipes and stormwater drainage must be taken to an approved legal point of discharge to the satisfaction of the Responsible Authority.
- b) Electricity, telephone, gas, water, sewerage. Location Of Utility Services .

#### 16. Drainage Easements

Prior to the Certification of any Plan of Subdivision under the Subdivision Act 1988, drainage easements must be created on the plan of subdivision to the satisfaction of the Responsible Authority.

#### 17. Filling of the land - Residential lots

Before a Statement of Compliance is issued all land to be filled and to be used for a dwelling must be filled and compacted in accordance with Australian Standard AS3798. The results of the tests must be produced and be to the satisfaction of the responsible authority.

All filling over 300mm in depth on the site must be supervised, carried out, completed and recorded in accordance with:

- The provisions of any Construction Management Plan; and
- Australian Standard AS 3798 2007 (Guidelines on earthworks for commercial and residential developments) to the satisfaction of the responsible authority.

Before the issue of a Statement of Compliance unless otherwise agreed in writing by the responsible authority, compaction test results and a report certifying that the filling has been properly carried out shall be provided to the satisfaction of the responsible authority. The land must be filled in a manner that does not:

- Cause a nuisance on nearby land through the emission of dust; or
- Adversely affect the drainage of adjacent land through sediment and the like.
- Affect overland flow paths.
- 18. Before the commencement of works a Road Reserve Works Permit Application must be approved by Council for all works on Council roads and assets.
- 19. All existing and proposed easements and sites for existing and required utility services and roads must be set aside in favour of the relevant authority for which the easement or site is to be created on the plan of subdivision submitted for certification under the *Subdivision Act 1988*.
- 20. The plan of subdivision submitted for certification under the Subdivision Act 1988 must be referred to the relevant authority in accordance with Section 8 of that Act.
- 21. Before the statement of compliance is issued under the *Subdivision Act 1988*, the applicant or owner must make a financial contribution to open space in accordance with the schedule to Clause 52.01 of the *Warrnambool Planning Scheme*.
- 22. The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, drainage, sewerage facilities, electricity and gas to each lot shown on the endorsed plan in accordance with the authorities' requirements and relevant legislation at the time.
- 23. The owner of the land must enter into an agreement with:
  - a) a telecommunications network or service provider for the provision of telecommunication services to each lot shown on the endorsed plan in accordance with the provider's requirements and relevant legislation at the time; and
  - b) a suitably qualified person for the provision of fibre ready telecommunication facilities to each lot shown on the endorsed plan in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.

#### 24. Wannon Water

Building envelopes shown on the plan of subdivision must be modified where required to allow for a 2 metre wide private sewer easement to the existing properties and to new dwellings.

25. The provision, at the developers cost, of the required water supply works necessary to serve each of the lots created by the Plan of Subdivision.

26. The provision, at the developers cost, of the required sewerage works necessary to serve each of the lots created by the Plan of Subdivision.

27. The provision at the developers cost, of any internal water supply works necessary to eliminate water supply pipework from crossing any adjoining lot boundary created by the plan of subdivision.

28. The developer is to enter into an agreement with Wannon Water for payment of the new customer contributions and subdivision fees applicable to the lots created.

29. Easements and/or other notations are to be shown on the endorsed plan to the satisfaction of Wannon Water for the provision of both existing and proposed water and/or sewerage services.

In this regard, Wannon Water requires modification of the existing plan as it does not show any easements.

30. The plan of Subdivision submitted for certification must be referred to Wannon Water in accordance with Section 8 of the Subdivision Act.

#### NOTES

1. This permit will expire if:

- (b) the plan of subdivision is not certified within two years of the date of the permit; or
- (c) the registration of the subdivision is not completed within five years of the date of certification.

The responsible authority may extend the periods referred to if a request is made in writing before the permit expires, or within the time prescribed in Section 69 (1 or 1A) of the Planning and Environment Act 1987.

#### Road Reserve Works Permit

Before the commencement of works a Road Reserve Works Permit must be approved by Council for all works on Council roads and assets.

#### Asset Protection Permit

Before the commencement of works an Asset Protection Permit must be approved by Council for all works on Council roads and assets.

**Discharge of Polluted Water** 

Polluted drainage must be treated and/or absorbed on the lot from which it emanates to the satisfaction of the Responsible Authority.

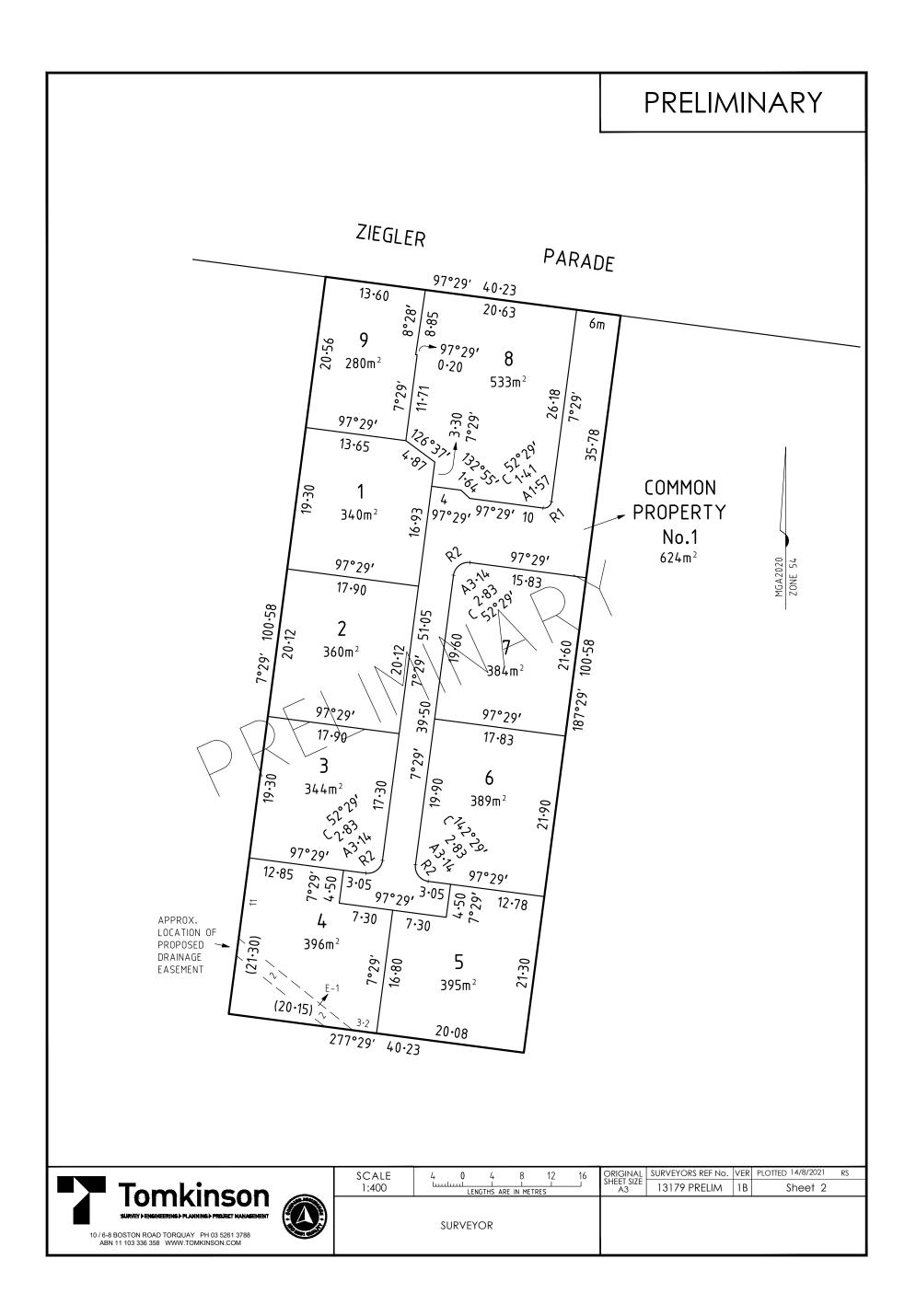
Polluted drainage must not be discharged beyond the boundaries of the lot from which it emanates or into a watercourse or easement drain.

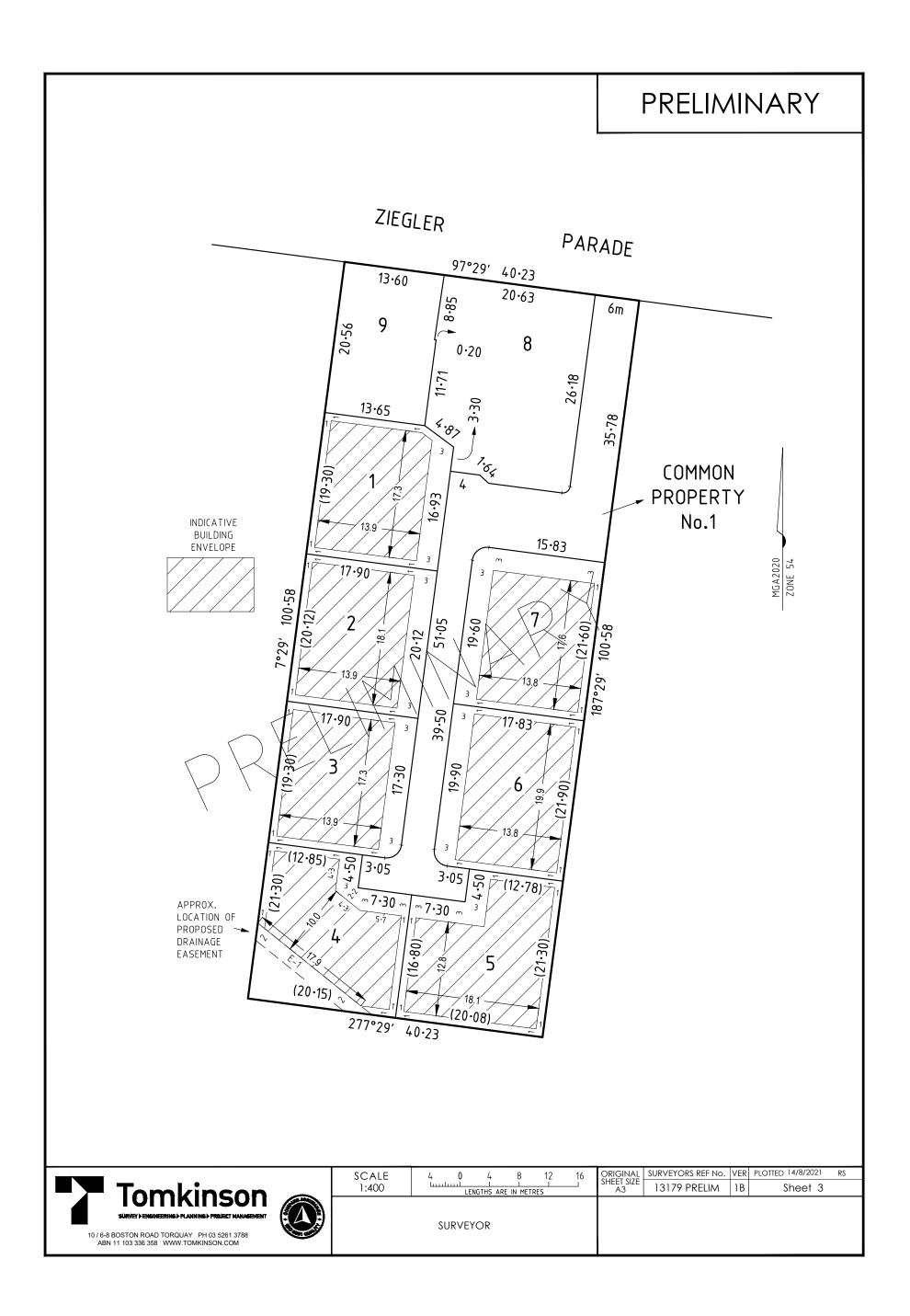
Refer to Environment Protection Authority Victoria (EPA) guidelines.

Planner Responsible:	Delegate:	Rob Wandell
Signature:	Signature:	Form de l
Date:	 Date:	14 July 2022

Р	LAN OF SUBDIVIS	SION		EDIT	ION 1	PRELIM	INARY
Location of Land			Council Name: WARNABOOL CITY COUNCIL Ref:				
Parish: MEPUN	GA						
Township:							
Section:	-						
Crown Allotme	ent:						
<b>Crown Portion</b>	20 A1 (PART)						
Title Reference	e: VOL. FOL.						
Last Plan Refer	Tence: LOT 1 TP961731J						
	39 ZIEGLER PARADE DN) ALLANSFORD 3277						
MGA Co-ordinat (of approx. centre c in plan)		Zone: 54 GDA 2020	4				
Ves	ting of Roads and/or R	eserves				Notations	
Identifier	Council/Boo	dy/Person		For details of any Owners Corporations including purpose, responsi			purpose, responsibility
NIL	NIL			Corporation rules	additional infor	mation and, if applicable	e, Owners Corporation
	Notations						
Depth Limitation:	DOES NOT APPLY			1			
Survey: This plan	is based on survey						
-	t a staged plan of subdivision						
Planning Permit I							
-	n connected to permanent mark(s):	:		WARNING:			
In Proclaimed Survey Area No. 130			This document is a copy of an unregistered plan. It is preliminary in nature and remains so until it is ultimately registered at Land Victoria and titles have bee amended or issued. Until that time changes may be made to this document without any notification. Tomkinson Group accepts no liability for any loss or damage arising from the use of this plan without you first having confirmed in writing, from Tomkinson the currency and suitability of this document for your particular intended use.				
		Eas	ement	ı Informatio	on		
Legend: E - Enc	cumbering Easement or Condition in	Crown Grant	in the Natu	re of an Easem	nent or other Enc	umbrance A - Appurter	ant Easement
	SECTION 12	(2) OF THE SUB	division ac	CT 1988 APPLIES	S TO ALL THE LAN	d in this plan	
Easement Reference	Purpose	Width (Metres)	0	rigin		Land Benefited/In Favo	our Of
E-1	DRAINAGE	2	THIS	PLAN	WARNAMBO	DOL CITY COUNCIL	

Tomkinson	SURVEYOR' PLOTTED 14/8/2	S FILE REF: 13179 PRELIM	VERSION 1B	ORIGINAL SHEET SIZE: A3	Sheet 1 of 3 Sheets
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# **Planning Application**

**Multi-Lot Subdivision** 

39 Ziegler Parade Allansford VIC 3277

Prepared by: Jason Schneider-Fuller PIA (Assoc.)

## 1. INTRODUCTION

The purpose of this report is to support an application for approval for a Planning Permit for a multi-lot subdivision at 39 Ziegler Parade, Allansford.

It is understood that a planning permit PP2020-0296 has been issued on the land relating to the commercial premises. PP2020-0296 relates to the use and development of land for a food and drink premises, advertising signage, external painting and waiver of car parking. The proposal plan identifies the car parking of three car spaces to be associated with proposed Lot 8 which addresses permit conditions relating to PP2020-0296.

Pre-application discussions have been undertaken with Council's internal department, in particular, where the design of the lots and internal road have been undertaken in consultation and recommendations of Warrnambool City Council.

## 2. SUBJECT SITE

The site is a regular shaped lot totalling 4,046m<sup>2</sup>, with a frontage of 40.23 metres and depth of 100.58 metres. It is located south of the Ziegler Parade, east of Tooram Road, west of Elizabeth Street and north of Station Street. The surrounding area is a mix of commercial properties, such as Caltex Service Station and Purple Pigeon – Tea rooms including residential dwellings, along Ziegler Parade. Across the road to the north are larger sized lots developed with dwellings, including vacant land to the north east.

The local area is an eclectic mix of developments, usually single storey, however either weatherboard or brick veneer and no particular period varying from existing period stock to recent development. There are no uniform setbacks with these varying with either large established gardens to none.

Title particulars are Lot 1 TP961731J and noted there are no restrictions on title in relation to Covenants or Section 173 Agreements. A current title search is attached to this report (Appendix A).



Subject Site: 39 Ziegler Parade Allansford



Surrounding Area: Ziegler Parade Allansford

Planning Application - 39 Ziegler Parade, Allansford

Page 3 of 3

The site is well serviced and already connected to reticulated water, sewer, underground power, telecommunications and gas. Additionally, there are no restrictions on title on the site presenting an impediment to the subdivision. Copies of the DBYD and other servicing plans are included attached to this report as Appendix B.

## 3. DEVELOPMENT AND SUBDIVISION PROPOSAL

The proposed application for this site is for a nine (9) lot subdivision. The lots will vary in size from  $280m^2$  to  $533m^2$  including common property totalling  $4046m^2$ .

It is noted that Lot 9 will retain the existing dwelling with Lot 8 retaining the commercial premises including three car spaces located at the rear, with the other lots being vacant land.

The subdivision has been designed to provide for additional width within the initial accessway and also near the rear of the commercial building to facilitate safe vehicle movements within these areas.

A drainage easement is also proposed on the south west corner of the site and identified on the plan as proposed Lot 4, which will provide for drainage for the subdivision.

It is considered that it is an appropriate location for subdivision of this type. It is in close proximity to a number of amenities, as follows:

- Drink and food premises located at proposed Lot 8 (walking distance)
- Allansford & District Primary School (approximately 450km to the south west)
- Allansford Post Office (approximately 1km to the east)
- The Vet Group (approximately 2.2km to the east)
- Allansford Hotel (approximately 1.1km to the west)
- Is located near Allansford Recreation Reserve and Hopkins River.

## 4. RELEVANT PLANNING CONTROLS

## 4.1 Township Zone (GRZ1)

The subject site is zoned Township Zone (TZ), and within the Warrnambool Planning Scheme the stated purpose for TZ zoned land is;

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To provide for residential. development and a range of commercial, industrial and other uses in small towns.

Planning Application - 39 Ziegler Parade, Allansford

- To encourage development that respects the neighbourhood character of the area.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

Pursuant to Clause 32.05-5 a permit is required to subdivide land. An application must meet the requirements of Clause 56 and:

- Must meet all of the objectives included in the clauses specified in the following table.
- Should meet all of the standards included in the clauses specified in the following table.

Additionally, any application to subdivide land must meet the requirements of Clause 56 and in the case of an application to create between 3-15 lots must meet the objectives and standards of;

All except Clauses 56.02-1, 56.03-1 to 56.03-4, 56.05-2, 56.06-1, 56.06-3 and 56.06-6

In addition to the decision guidelines in Clause 65, the responsible authority must consider as appropriate for subdivision as follows:

- The Municipal Planning Strategy and the Planning Policy Framework.
- The pattern of subdivision and its effect on the spacing of buildings.
- For subdivision of land for residential development, the objectives and standards of Clause 56.
- Any other decision guidelines specified in a schedule to this zone.

In response to the decision guidelines, the proposed subdivision has been designed to allow for the existing development on Lots 8 and 9 to have sufficient space to protect the level of amenity for the existing occupants. Each lot has been designed to be regular in shape and able to provide northern orientation.

## **Overlays**

## 4.2 Heritage Overlay (HO)

The Heritage Overlay Schedule HO199 relates to the subject where HO199 – Former General Store, where paint controls apply.

The stated purpose of the Heritage Overlay within the Warrnambool Planning Scheme is:

• To implement the Municipal Planning Strategy and the Planning Policy Framework.

Planning Application - 39 Ziegler Parade, Allansford

- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.
- To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

Pursuant to Clause 43.01-1 a permit is required to subdivide land.

The decision guidelines relating to subdivision are identified at Clause 43.01-8 and relate to:

- Whether the proposed subdivision will adversely affect the significance of the heritage place.
- Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place.

In response to the decision guidelines, it is considered that the proposal meets the requirements as the subdivision is located at the rear of the site with the only change being an extension to the width of the existing access.

## 4.3 PLANNING POLICY FRAMEWORK

The following Planning Policies were deemed to be relevant to this proposed development.

Clause 11 identifies that Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

Planning is to recognise the need for, and as far as practicable contribute towards:

- Health, wellbeing and safety.
- Diversity of choice.
- Adaptation in response to changing technology.
- Economic viability.
- A high standard of urban design and amenity.
- Energy efficiency. Prevention of pollution to land, water and air.
- Protection of environmentally sensitive areas and natural resources.
- Accessibility.

Planning Application – 39 Ziegler Parade, Allansford

• Land use and transport integration.

Planning is to facilitate sustainable development that takes full advantage of existing settlement patterns and investment in transport, utility, social, community and commercial infrastructure and services.

## 4.31 Settlement – Great South Coast (Clause 11.01-1R)

The objective of this clause is to attract more people to the region.

Strategies to achieve this are listed in the PPF as;

- Facilitate the district towns of Allansford, Camperdown, Casterton, Boden, Coleraine, Dunkeld, Heywood, Koroit, Mortlake, Port Campbell, Port Fairy, Terang and Timboon to support local communities, industry and services.
- Support development and investment in small towns that are facing economic and population challenges.
- Support growth and economic opportunities throughout the region, especially along the north-south (Henty Highway) and east-west (Princes Highway) corridors.

In the context of this subdivision these strategies are being implemented. Existing land that is strategically located is being developed and providing more intensive residential land to be made available.

## 4.32 Supply of Urban Land (Clause 11.02-1S)

The objective of this clause is to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional, and other community uses.

Strategies to achieve this are listed in the PPF as;

- Opportunities for the consolidation, redevelopment and intensification of existing urban areas.
- Neighbourhood character and landscape considerations.
- The limits of land capability and natural hazards and environmental quality.
- Service limitations and the costs of providing infrastructure.

In the context of this development these strategies are being implemented. Existing land that is strategically located is being developed and providing more intensive residential development in an area that is suitable for further subdivision.

Furthermore, this proposal is consistent with the surrounding Neighbourhood character, with a number of other sites in the vicinity being of similar size, and a higher density subdivision is also proposed at 51 Ziegler Parade which is similar to the proposal.

## 4.32 NEIGHBOURHOOD CHARACTER (Clause 15.01-5S)

The objective of this clause is to recognise, support and protect neighbourhood character, cultural identity and sense of place.

The proposed development is in keeping with the character of the local neighbourhood which features a variety of dwelling types. The proposed subdivision will allow for a higher density which is not dissimilar to another subdivision being undertaken further along Ziegler Parade. The proposal once developed is considered that it will be consistent with other existing residential dwellings in the neighbourhood.

## 4.33 RESIDENTIAL DEVELOPMENT

## Clause 16.01-1S Housing supply

The objective of this clause is to facilitate well-located, integrated and diverse housing that meets community needs.

The proposed development satisfies the objective and also strategies by providing an opportunity for higher density housing development that is well located to services within Allansford.

The proposed subdivision will be able to provide for future development that facilitates diverse housing that offers choice and meets changing household needs through a mix of housing types and adaptable internal dwelling design.

## 4.4 LOCAL PLANNING POLICY FRAMEWORK

The following clauses from the Local Planning Policy Framework were considered relevant to this application.

## 4.41 MUNICIPAL PROFILE, COUNCIL VISION AND STRATEGIC DIRECTIONS

## Clause 21.01-1 – Municipal Profile

This clause identifies that Warrnambool City is Victoria's largest coastal regional city and is the fastest growing economy and population centre in southwest Victoria. The City provides support to the region in the fields of commerce, governance, social services, health, education, the arts and recreation.

Warrnambool has a steadily growing population. The estimated resident population of Warrnambool was 33,501 in 2014 and is expected to increase to approximately 40,670 people by 2031.

## 4.42 Clause 21.01-2 – Key Issues in summary

Key planning issues facing the City into the future are summarised below.

- Population growth and associated needs for housing, infrastructure, community facilities, employment and services –
- Housing supply, choice and affordability Over the next two decades, Warrnambool's population is projected to age and household sizes are expected to continue to get smaller. Dwelling sizes however, are anticipated to increase. Careful planning is required to ensure future populations have access to a diverse range of housing options.

This proposal satisfies policy in that it is providing a wider range of housing that will assist with the needs of people whilst they go through all stages of the lifecycle.

## 4.43 SETTLEMENT (Clause 21.02)

This clause provides local content to support Clause 11 (Settlement) of the State Planning Policy Framework. Specific references to activity centres and growth areas are also included in Clause 21.11 (Local Areas).

## 4.44 ACTIVITY CENTRES (Clause 21.02-1)

## **Neighbourhood Activity Centres and Convenience Centres**

This clause identifies that there is the need for other strategically-located lower-order activity centres is also recognised, with Neighbourhood Activity Centres at Dennington and Northpoint Village, as well as new local or convenience centres proposed for Allansford and in the North of the Merri River Growth Area. Proposals for other convenience centres or nodes will be considered on their merits particularly where they support the development of new employment areas, encourage the provision of a range of complementary niche retailing and services in tourism nodes, and respond to future growth area development.

## 4.45 DEVELOPMENT INFRASTRUCTURE (Clause 21.10-3)

This clause identifies that water and sewerage services within the municipality are provided by Wannon Water. Significant infrastructure investments are planned from 2013 to 2018 to meet the expanding residential areas around the city. These works include new water towers, pipelines and pumping stations. The city's water treatment and sewerage treatment plants have sufficient capacity to meet the community needs for around 5 years before augmentation is required.

Drainage impediments in Allansford will have an impact on development.

The objective of this clause is to reduce environment degradation associated with stormwater run-off and effluent disposal. Strategies will require new development to include water sensitive urban design techniques and ensure further growth within the Allansford township consider the availability of stormwater drainage infrastructure.

The proposal will be undertaken to provide for water sensitive urban design techniques and the reuse of stormwater runoff will be undertaken where possible.

## 4.5 RESIDENTIAL SUBDIVISION (Clause 56)

The purpose of Clause 56 of the Warrnambool Planning Scheme is stated as;

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To create liveable and sustainable neighbourhoods and urban places with character and identity.

To achieve residential subdivision outcomes that appropriately respond to the site and its context for:

- Metropolitan Melbourne growth areas.
- Infill sites within established residential areas.
- Regional cities and towns.

To ensure residential subdivision design appropriately provides for:

- Policy implementation.
- Liveable and sustainable communities.
- Residential lot design.
- Urban landscape.
- Access and mobility management.
- Integrated water management.
- Site management.
- Utilities.

An application to subdivide land:

- Must be accompanied by a site and context description and a design response.
- Must meet all of the objectives included in the clauses specified in the zone.
- Should meet all of the standards included in the clauses specified in the zone.

A site and context description has been provided for reference in Clause 56 assessment.

A summary of Clause 56 requirements is included in the following table.

	ID ID	
Subdivision Site and Cor	ext	Compliant
Description		Provided as a part of responding to Clause 55.
Subdivision Design Response	<ul> <li>The design response must explain how the proposed design</li> <li>Derives from and responds to the site and con description.</li> <li>Responds to any site and context features for the a identified in a local planning policy or a Neighbourh Character Overlay.</li> <li>Responds to any relevant objective, policy, strateg plan set out for the area in this scheme.</li> <li>Meets the relevant objectives of Clause 56.</li> <li>The design response must include a dimensioned plan to s showing the layout of the subdivision in context with surrounding area. If in the opinion of the responsible author this requirement is not relevant to the assessment of application, it may waive or reduce the requirement.</li> </ul>	<ul> <li>based on the existing development and site constraints. The proposal will allow subdivision of smaller lots including communal common property which will allow access to the subdivision.</li> <li>There is no one particular neighbourhood character of the area as it is an eclectic mix of various lots and development. However it is considered the proposed subdivision once developed will respect the neighbourhood character of the area.</li> <li>The proposal is considered appropriate as it not dissimilar to an existing subdivision that is proposed also along Ziegler Parade</li> </ul>

56.02 POLICY IMPLEMENTATION		
Strategic Implementation Objective	Standard C1	Compliant
To ensure that the layout and design of a subdivision is consistent with and implements any objective, policy, strategy or plan for the area set out in this scheme.	An application must be accompanied by a written statement that describes how the subdivision is consistent with and implements any relevant growth area, activity centre, housing, access and mobility, community facilities, open space and recreation, landscape (including any native vegetation precinct plan) and urban design objective, policy, strategy or plan for the area set out in this scheme.	It is noted there is no development plan or structure plan identified for the area. It is understood that Warrnambool Council is currently preparing a structure plan for the township of Allansford. However, as the subdivision is an infill subdivision, it has been designed taking into consideration the existing development and site constraints. There is no native vegetation strategy nor is there any native vegetation located on the site.
56.03 LIVEABLE AND		
SUSTAINABLE COMMUNITIES		
Compact and Walkable	Standard C2	Compliant
Neighbourhoods To create compact neighbourhoods that are oriented around easy walking distances to activity centres, schools and community facilities, public open space and public transport.	A subdivision should implement any relevant growth area or any approved land-use and development strategy, plan or policy for the area set out in this scheme.	No specific growth area or development strategy applies to the area in which this development is located. As no new public roads are part of this subdivision the remaining standards are not relevant.
To allow easy movement through and between neighbourhoods for all people.		
Activity Centre	Standard C3	Not Applicable
To provide for mixed-use activity centres, including neighbourhood activity centres, of appropriate area and location.	A subdivision should implement any relevant activity centre strategy, plan or policy for the area set out in this scheme.	This is a development in a newly subdivision area undergoing development.
Planning for Community Facilities	Standard C4	Not Applicable
	A subdivision should:	

To provide appropriately located sites for community facilities including schools, libraries, preschools and childcare, health services, police and fire stations, recreation and sports facilities.	<ul> <li>Implement any relevant regional and local community facility strategy, plan or policy for the area set out in this scheme.</li> <li>Locate community facilities on sites that are in or near activity centres and public transport.</li> </ul>	This is development in an established area with existing community facilities.
Built Environment	Standard C5	Compliant
To create urban places with identity and character.	<ul> <li>The built environment should:</li> <li>Implement any relevant urban design strategy, plan or policy for the area set out in this scheme.</li> <li>Provide living and working environments that are functional, safe and attractive.</li> <li>Provide an integrated layout, built form and urban landscape.</li> <li>Contribute to a sense of place and cultural identity. An application should describe the identity and character to be achieved and the elements that contribute to that identity and character.</li> </ul>	These standards were satisfactorily addressed in response to Clause 55 of the planning scheme earlier in this report.
Neighbourhood Character	Standard C6	Compliant
To design subdivisions that respond to neighbourhood character.	<ul> <li>Subdivision should:</li> <li>Respect the existing neighbourhood character or achieve a preferred neighbourhood character consistent with any relevant neighbourhood character objective, policy or statement set out in this scheme.</li> <li>Respond to and integrate with the surrounding urban environment.</li> <li>Protect significant vegetation and site features.</li> </ul>	The proposed layout of the subdivision is consistent with other infill developments approved in the local area, and considered that the future development design will be complimentary to recent development within the area. There are no significant vegetation or site features that are required to be protected as part of this proposed development.

56.04 LOT DESIGN		
Lot Diversity and Distribution	Standard C7	Compliant
To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services. To provide higher housing densities within walking distance of activity centres. To achieve increased housing densities in	A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme. Lot sizes and mix should achieve the average net residential density specified in any zone or overlay that applies to the land or in any relevant policy for the area set out in this scheme. A range and mix of lot sizes should be provided including lots	The local area does not have a particular strategy or plan set out in the scheme. The proposed development will result in an increase in density in an area that is that is undergoing development and within driving distance of existing facilities and amenities and an area already serviced by public transport.
designated growth areas. To provide a range of lot sizes to suit a variety of dwelling and household types.	<ul> <li>suitable for the development of:</li> <li>Single dwellings.</li> <li>Two dwellings or more.</li> <li>Higher density housing.</li> <li>Residential buildings and Retirement villages.</li> </ul>	Lot sizes are a function of the constraints of the site. This proposed future development will fit the category of medium density housing which will provide for lot diversity including lots sizes to suit a variety of dwelling and household types.
Lot Area and Building Envelopes	Standard C8	Compliant
To provide lots with areas and dimensions that enable the appropriate siting and construction of a dwelling, solar access, private open space, vehicle access and parking, water management, easements and the retention of significant vegetation and site features.	<ul> <li>An application to subdivide land that creates lots of less than 300 square metres should be accompanied by information that shows:</li> <li>That the lots are consistent or contain building envelope that is consistent with a development approved under this scheme, or</li> </ul>	All the proposed vacant lots are over 300sqm, with the proposed lot totalling 280sqm has an existing dwelling.
	• That a dwelling may be constructed on each lot in accordance with the requirements of this scheme.	
Solar Orientation of Lots	Standard C9	Compliant
To provide good solar orientation of lots and solar access for future dwellings.		

	<ul> <li>Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation. Lots have appropriate solar orientation when:</li> <li>The long axis of lots are within the range north 20 degrees west to north 30 degrees east, or east 20 degrees north to east 30 degrees south.</li> <li>Dimensions of lots are adequate to protect solar access to the lot, taking into account likely dwelling size and the relationship of each lot to the street.</li> </ul>	The proposed design is the most favourable that could be achieved given the constraints of the site. However, all lots comply with this standard and are provided with appropriate solar access with the majority having a northern orientation.
Street Orientation	Standard C10	Compliant
To provide a lot layout that contributes to community social interaction, personal safety and property security.	<ul> <li>Subdivision should increase visibility and surveillance by:</li> <li>Ensuring lots front all roads and streets and avoid the side or rear of lots being oriented to connector streets and arterial roads.</li> <li>Providing lots of 300 square metres or less in area and lots for 2 or more dwellings around activity centres and public open space.</li> <li>Ensuring streets and houses look onto public open space and avoiding sides and rears of lots along public open space boundaries.</li> <li>Providing roads and streets along public open space boundaries.</li> </ul>	This is infill subdivision, with common property being the internal road with all future development facing the internal road and therefore being able to provide for visibility and surveillance.
Common Area	Standard C11	Compliant
To identify common areas and the purpose for which the area is commonly held. To ensure the provision of common area is appropriate and that necessary management	<ul> <li>An application to subdivide land that creates common land must be accompanied by a plan and a report identifying:</li> <li>The common area to be owned by the body corporate, including any streets and open space.</li> </ul>	The proposed plan of subdivision prepared by Tomkinson Group Surveyors is submitted with this report The accessway is provided as common property.
arrangements are in place.	• The reasons why the area should be commonly held.	

To maintain direct public access throughout the neighbourhood street network.	<ul> <li>Lots participating in the body corporate.</li> <li>The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held.</li> </ul>	This will be managed by an appropriately appointment of an appropriate Owners Corporation.
56.05 URBAN LANDSCAPE		
Integrated Urban Landscape	Standard C12	Compliant
To provide attractive and continuous landscaping in streets and public open spaces that contribute to the character and identity of new neighbourhoods and urban places or to existing or preferred neighbourhood character in existing urban areas. To incorporate natural and cultural features in the design of streets and public open space	An application for subdivision that creates streets or public open space should be accompanied by a landscape design.	This application does not create any streets or public open space. However, it does create common property for the access to the lots. Landscaping of the internal road will be undertaken in accordance with permit conditions.
where appropriate. To protect and enhance native habitat and		
discourage the planting and spread of noxious weeds.		
To provide for integrated water management systems and contribute to drinking water conservation.		
Public Open Space Provision	Standard C13	Not Applicable
To provide a network of quality, well- distributed, multi-functional and cost-effective public open space that includes local parks,	<ul> <li>Public open space should:</li> <li>Be provided along foreshores, streams and permanent water bodies.</li> </ul>	The proposed subdivision is not providing any public open space.
active open space, linear parks and trails, and links to regional open space.	Be linked to existing or proposed future public open spaces where appropriate.	It is anticipated that any consent issued with require a levy based on the value of the site to offset the lack of public open space provision in this development.

	<ul> <li>Be integrated with floodways and encumbered land that is accessible for public recreation.</li> <li>Be suitable for the intended use.</li> <li>Be of an area and dimensions to allow easy adaptation to different uses in response to changing community active and passive recreational preferences.</li> <li>Maximise passive surveillance.</li> <li>Be integrated with urban water management systems, waterways and other water bodies.</li> <li>Incorporate natural and cultural features where appropriate.</li> </ul>	
56.06 ACCESS AND MOBILITY MANAGEMENT	Standards C14 – C21	Not Applicable The proposed subdivision does not include the creation of any new public roads (apart from the internal common property road), as such the relevant standards do not apply to this development. The intent of these controls has been addressed through meeting other standards within the planning scheme.
56.07 INTEGRATED WATER MANAGEMENT	Standards C22 – C24	Not Applicable The proposed development does not include the creation of any new public roads or associated infrastructure, as such the relevant standards do not apply to this development.
Urban Run-off Management	Standard C25 The urban stormwater management system must be:	Compliant

To minimise damage to properties and inconvenience to residents from urban run-off. To ensure that the street operates adequately during major storm events and provides for public safety. To minimise increases in stormwater run-off and protect the environmental values and physical characteristics of receiving waters from degradation by urban run-off.	<ul> <li>Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority.</li> <li>Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of urban run-off is proposed.</li> <li>Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater – Best Practice Environmental Management Guidelines (Victorian Stormwater Committee 1999) as amended.</li> <li>Designed to ensure that flows downstream of the subdivision site are restricted to pre-development levels unless increased flows are approved by the relevant drainage authority and there are no detrimental downstream impacts.</li> </ul>	It is anticipated that any consent issued will require the provision of an appropriately designed and engineered stormwater management plan to council for approval. This plan will be required to achieve the standards set out in C25.
56.08 SITE MANAGEMENT		
Site Management	Standard C26	Compliant
To protect drainage infrastructure and receiving waters from sedimentation and contamination. To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works. To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.	<ul> <li>A subdivision application must describe how the site will be managed prior to and during the construction period and may set out requirements for managing: <ul> <li>Erosion and sediment.</li> <li>Dust.</li> <li>Run-off.</li> <li>Litter, concrete and other construction wastes.</li> <li>Chemical contamination.</li> <li>Vegetation and natural features planned for retention. Recycled material should be used for the construction</li> </ul></li></ul>	The proposed subdivision does include the creation of common property and where possible recycled materials for road construction will be undertaken. The majority of the work on site will be construction and it is anticipated that an appropriate construction management plan addressing the control of dust, run- off, erosion and sediment control will be a condition of any consent issued.

	of streets, shared paths and other infrastructure where	
	practicable.	
56.09 UTILITIES		
Shared Trenching	Standard C27	Not Applicable
To maximise the opportunities for shared trenching. To minimise constraints on landscaping within street reserves.	Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.	Services are already provided to the site, and will be extended to the proposed subdivided lots. Where possible onsite opportunities for shared trenching will be utilised.
Electricity, Telecommunications and Gas	Standard C28	Compliant
To provide public utilities to each lot in a timely, efficient and cost effective manner.	The electricity supply system must be designed in accordance with the requirements of the relevant electricity supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant electricity authority.	It is anticipated that relevant conditions requiring agreements to be entered into with the relevant supply authorities for electricity, telecommunications and gas will form part of any consent issued.
To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.	Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged.	
	The telecommunication system must be designed in accordance with the requirements of the relevant telecommunications servicing agency and should be consistent with any approved strategy, policy or plan for the provision of advanced telecommunications infrastructure, including fibre optic technology. The telecommunications system must be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority.	
	Where available, the reticulated gas supply system must be designed in accordance with the requirements of the relevant gas supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant gas supply agency.	

Fire Hydrants	Standard C29	Compliant
To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.	<ul> <li>Fire hydrants should be provided:</li> <li>A maximum distance of 120 metres from the rear of the each lot.</li> <li>No more than 200 metres apart. Hydrants and fire plugs must be compatible with the relevant fire service equipment. Where the provision of fire hydrants and fire plugs does not comply with the requirements of standard C29, fire hydrants must be provided to the satisfaction of the relevant fire authority.</li> </ul>	Infrastructure such as hydrants in will be undertaken if required and satisfy the conditions of the CFA.
Public Lighting	Standard C30	Compliant
<ul> <li>To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.</li> <li>To provide pedestrians with a sense of personal safety at night.</li> <li>To contribute to reducing greenhouse gas emissions and to saving energy.</li> </ul>	Public lighting should be provided to streets, footpaths, public telephones, public transport stops and to major pedestrian and cycle paths including public open spaces that are likely to be well used at night to assist in providing safe passage for pedestrians, cyclists and vehicles. Public lighting should be designed in accordance with the relevant Australian Standards. Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings.	Ziegler Parade already has public lighting installed, with the nearest being directly out the front of the subject site. Should it be deemed that additional lighting is required for the common property, it is anticipated this will be a condition of any consent issued.



## 5 GENERAL PROVISIONS (Clause 65)

## 5.1 Approval of an Application or Plan

Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:

- The matters set out in Section 60 of the Act.
- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- The purpose of the zone, overlay or other provision.
- Any matter required to be considered in the zone, overlay or other provision.
- The orderly planning of the area.
- The effect on the amenity of the area.
- The proximity of the land to any public land.
- Factors likely to cause or contribute to land degradation, salinity or reduce water quality.
- Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.
- The extent and character of native vegetation and the likelihood of its destruction.
- Whether native vegetation is to be or can be protected, planted or allowed to regenerate.
- The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.

In preparing this application these requirements have been reviewed and it is considered that the application fits the purpose of the zone, is representative of orderly planning for the area (especially considering other similar other subdivisions being undertaken) and will not have an adverse impact on the amenity of the local area.

There is no public land close enough to the subject site to be impacted by any development and a development of this size will not impact water quality.

The proposed subdivision will result in a carefully designed stormwater drainage system that will assist with mitigating the risk of flood on the site.



There is no native vegetation on the site and it is considered that the overall appeal of the site will be improved through a structured approach to landscaping the site as required as part of the conditional approval.

## 5.2 Approval of an Application to Subdivide Land

Before deciding on an application to subdivide land, the responsible authority must also consider, as appropriate:

- The suitability of the land for subdivision.
- The existing use and possible future development of the land and nearby land.
- The availability of subdivided land in the locality, and the need for the creation of further lots.
- The effect of development on the use or development of other land which has a common means of drainage.
- The subdivision pattern having regard to the physical characteristics of the land including existing vegetation.
- The density of the proposed development.
- The area and dimensions of each lot in the subdivision.
- The layout of roads having regard to their function and relationship to existing roads.
- The movement of pedestrians and vehicles throughout the subdivision and the ease of access to all lots.
- The provision and location of reserves for public open space and other community facilities.
- The staging of the subdivision.
- The design and siting of buildings having regard to safety and the risk of spread of fire.
- The provision of off-street parking.
- The provision and location of common property.
- The functions of any body-corporate.
- The availability and provision of utility services, including water, sewerage, drainage, electricity and gas.
- If the land is not sewered and no provision has been made for the land to be sewered, the capacity of the land to treat and retain all sewage and sullage within the boundaries of each lot.
- Whether, in relation to subdivision plans, native vegetation can be protected through subdivision and siting of open space areas.

Planning Application – 21 Wilson Street, Wodonga



Based on the design response, existing developments in the local neighbourhood and the zoning controls it is considered the site is suitable for subdivision in the manner proposed.

Policy identifies that opportunities should be provided for a diverse range of allotment densities and dwelling types, similar to this subdivision. The location of the proposed subdivision makes efficient use of existing infrastructure, provides for increased density and will ultimately provide a development that is will be respectful of the existing development in the local area.

This subdivision is not proposed to be staged, the lot size and design is a good outcome considering the constraints of the site.

The site has reticulated services and there is adequate capacity for the proposed development within those services. It is acknowledged that drainage within the Allansford township needs to be managed and design appropriately to ensure that any future subdivision or development does not impact the existing infrastructure. Drainage will be undertaken in accordance with engineering design and approval from Warrnambool City Council's engineering department.

## 6. Conclusion

It is submitted that upon review of the Warrnambool Planning Scheme that the submitted proposal is consistent with the objectives and standards of the planning scheme and also consistent with other recent subdivision in the local neighbourhood.

If approved this proposed subdivision will have a positive impact on housing choice in the local area, result in additional residents of Allansford which is identified in the planning scheme, whilst contributing to the neighbourhood of the area.

This application has satisfactorily addressed the requirements of Clause 56 and as such it is requested that council approve this application.

If you have any questions or require further information regarding this application please do not hesitate to contact me via email <u>Jason@turningpointproperty.com.au</u> or mobile phone 0448 980 652.

Regards,

Jason Schneider-Fuller PIA (Assoc.) Director

Planning Application – 21 Wilson Street, Wodonga

# Appendix A Current Title Search

Copyright State of Victoria. This publication is copyright. No part Copyright State of Victoria. This publication is copyright. No part may be reproduced by any process except in accordance with the provisions of the Copyright Act 1968 (Cth) and for the purposes of Section 32 of the Sale of Land Act 1962 (Vic) or pursuant to a written agreement. The information is only valid at the time and in the form obtained from the LANDATA REGD TM System. None of the State of Victoria, LANDATA REGD TM System, Victorian Land Registry Services Pty. Ltd. ABN 86 627 986 396 as trustee for the Victorian Land Registry Services Trust ABN 83 206 746 897 accept responsibility for any subsequent release, publication or reproduction of the information. information. REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958 Security no : 124090228317V VOLUME 12179 FOLIO 176 Produced 31/05/2021 09:48 AM LAND DESCRIPTION Lot 1 on Title Plan 961731J. PARENT TITLE Volume 11838 Folio 406 Created by Application No. 143802L 02/01/2020 REGISTERED PROPRIETOR \_\_\_\_\_ Estate Fee Simple Sole Proprietor VILLAGE VOGUE PTY LTD of 174 KOROIT STREET WARRNAMBOOL VIC 3280 AT063716N 11/03/2020 ENCUMBRANCES, CAVEATS AND NOTICES Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below. Warning as to Dimensions Any dimension and connecting distance shown is based on the description of the land as contained in the General Law Title and is not based on survey information which has been investigated by the Registrar of Titles. DIAGRAM LOCATION SEE TP961731J FOR FURTHER DETAILS AND BOUNDARIES ACTIVITY IN THE LAST 125 DAYS NIL ----- END OF REGISTER SEARCH STATEMENT------

Additional information: (not part of the Register Search Statement)

Street Address: 39 ZIEGLER PARADE ALLANSFORD VIC 3277

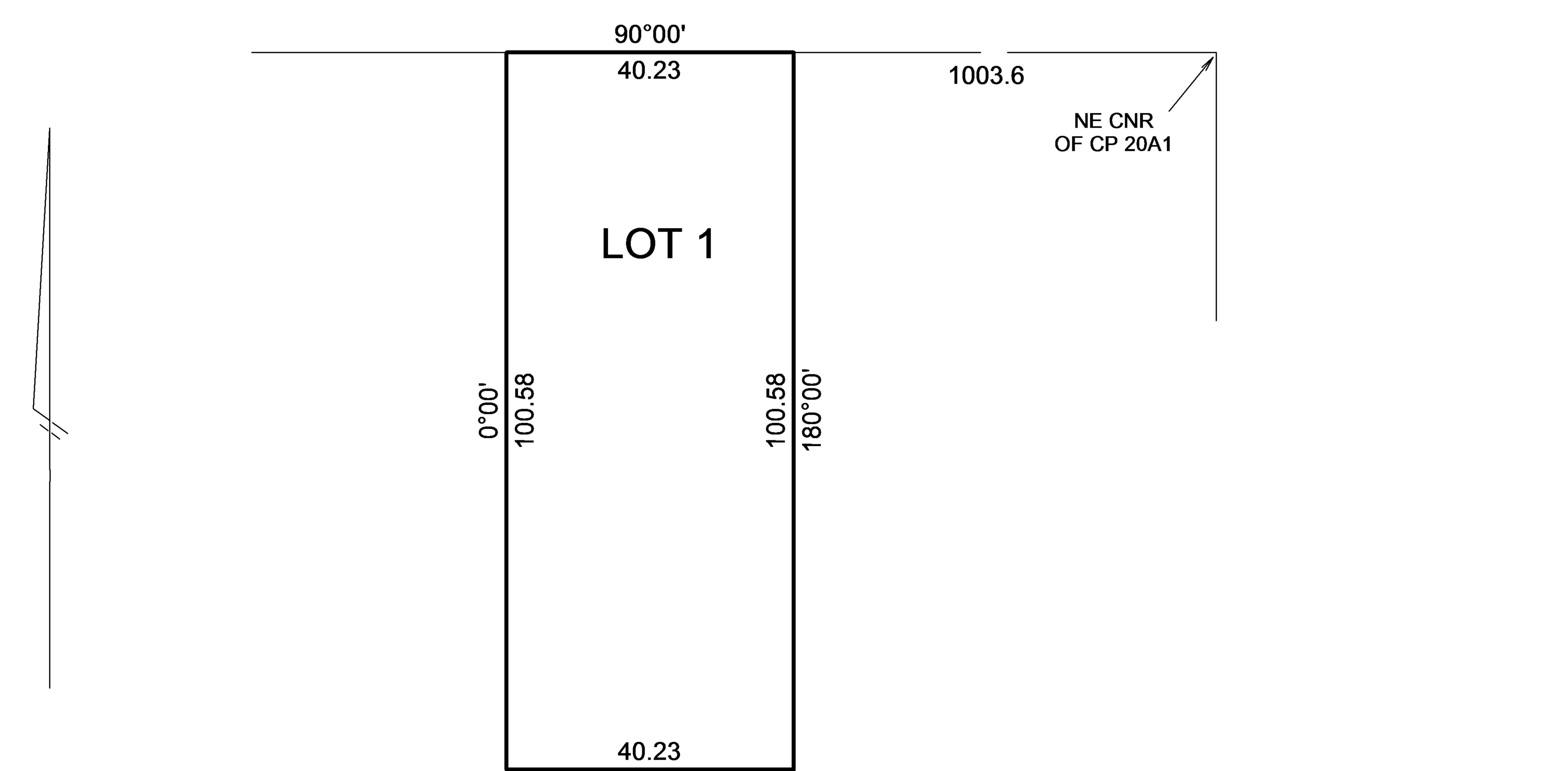
DOCUMENT END

Delivered from the LANDATA® System by GlobalX Pty Ltd

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TITLE PLAN	EDITION 1	TP961731J	
LOCATION OF LAND	NOTATIONS		
PARISH: MEPUNGA TOWNSHIP:	WARNING AS TO DIMENSIONS: ANY DIMENSION AND CONNECTING DISTANCE SHOWN IS BASED THE DESCRIPTION OF THE LAND CONTAINED IN THE GENERAL LA TITLE AND IS NOT BASED ON SURVEY INFORMATION WHICH HAS INVESTIGATED BY THE REGISTRAR OF TITLES.		
SECTION:			
CROWN ALLOTMENT: CROWN PORTION: 20A1 (PT)			

LAST PLAN	I REFERENCE:				
DERIVED F	ROM:				
DEPTH LIM	IITATION: NIL				
			NT INFORMATION BERING EASEMENT (ROAD). A - APF	PURTENANT EASEMENT.	THIS PLAN HAS BEEN PREPARED BY LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES
Easement Reference	Purpose / Authority	Width (Metres)	Origin	Land benefited / In favour of	
					Checked by: PRT
					Date: 30/11/2016
					Assistant Registrar of Titles
		ZIEG	Generational Science Parado	E	



		270°00'		
LENGTHS ARE IN	SCALE	DEALING / FILE No: AP136866X	DEALING	GCODE: 23
METRES		GOVERNMENT GAZETTE No:		SHEET 1 OF 1

1 August 2022 Page | 443



# Appendix B DBYD Plans



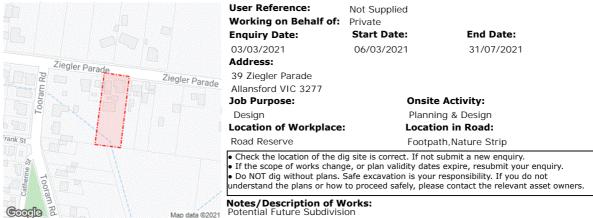
## Job No 21181499

Phone: 1100 www.1100.com.au

Caller D	Details					
Contact:	Mr Jason Schneider-Fuller	Caller Id:	1749332	Phone:	0448 980 652	
Company:	Turning Point Property	Mobile:	0448 980 652	Fax:	Not Supplied	
Address:	Unit 2 198 Melbourne Road Wodonga VIC 3690	Email:	Jason@turningpoi	ntproperty.c	com.au	

#### **Dig Site and Enquiry Details**

WARNING: The map below only displays the location of the proposed dig site and does not display any asset owners' pipe or cables. The area highlighted has been used only to identify the participating asset owners, who will send information to you directly.



#### Your Responsibilities and Duty of Care

• The lodgement of an enquiry does not authorise the project to commence. You must obtain all necessary information from any and all likely

- impacted asset owners prior to excavation.
  If plans are not received within 2 working days, contact the asset owners directly & quote their Sequence No. ALWAYS perform an onsite inspection for the presence of assets. Should you require an onsite location, contact the asset owners directly.
- Please remember, plans do not detail the exact location of assets. Pothole to establish the exact location of all underground assets using a hand shovel, before using heavy machinery.
- Ensure you adhere to any State legislative requirements regarding Duty of Care and safe digging requirements
- If you damage an underground asset you MUST advise the asset owner immediately.
- By using this service, you agree to Privacy Policy and the terms and disclaimers set out at www.1100.com.au
- For more information on safe excavation practices, visit www.1100.com.au

#### Asset Owner Details

The assets owners listed below have been requested to contact you with information about their asset locations within 2 working days.

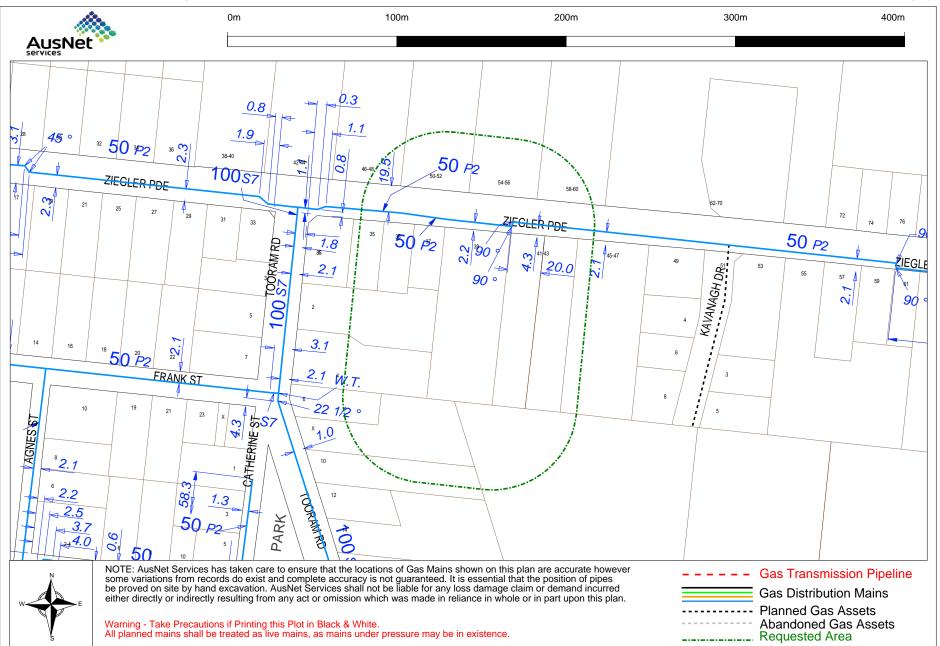
Additional time should be allowed for information issued by post. It is **your responsibility** to identify the presence of any underground assets in and around your proposed dig site. Please be aware, that not all asset owners are registered with the Dial Before You Dig service, so it is **your** responsibility to identify and contact any asset owners not listed here directly.
\*\* Asset owners highlighted by asterisks \*\* require that you visit their offices to collect plans.

# Asset owners highlighted with a hash require that you call them to discuss your enquiry or to obtain plans.

Seq. No.	Authority Name	Phone	Status
107167436	AusNet Gas Services Pty Ltd	1800088208	NOTIFIED
107167438	NBN Co, VicTas	1800626329	NOTIFIED
107167434	Powercor - Warrnambool	132206	NOTIFIED
107167435	Telstra VICTAS	1800653935	NOTIFIED
107167437	Wannon Region Water Corporation	1300926666	NOTIFIED

END OF UTILITIES LIST

Warrnambool City Council Minutes for Scheduled Council Meeting Attachment 7.6.3





LEGEND – GAS ASSETS

TYPE OF PIPE	FITTINGS AND NOTATIONS	
C2 CAST IRON MECHANICAL JOINT C3 CAST IRON MECHANICAL JOINT C4 CAST IRON SOUTHERN C5 CAST IRON SOUTHERN C6 CAST IRON STAVELEY C7 CAST IRON STAVELEY C7 CAST IRON STATON-STAVELEY C10 CAST IRON STATON-STAVELEY C10 CAST IRON STATON-STAVELEY C10 CAST IRON LEAD JOINT D2 DUCTILE IRON-PLASTIC COATED D3 DUCTILE IRON-PLASTIC COATED P2 FIBRO CEMENT P2 FIBRO CEMENT P4 FIBSTIC PDUCYTINTL CHLORIDE (PVC) P4 FIBSTIC PDUCYTINTL CHLORIDE (PVC) P4 FIBSTIC PDUCYTINTL CHLORIDE (PVC) P4 FIBSTIC PDUCYTINTL CHLORIDE (TYPE 3) P6 FIBRO CEMENT P5 FIBRO COMENTIERE (P,E) C1 SOU MEDIUM DENSITY (HP), (YELLOW) P7 FIBRO CHUCHTHERE (P,E) C1 SOU MEDIUM DENSITY (HP), (YELLOW) P7 FIBRO CHUCHTHERE (P,E) FIELOW METRIC, (BLACK WITH VELLOW STRIPES) P9 FIBRO COATED & SCREWED S4 STEEL COATED & SCREWED S4 STEEL CAATED & SCREWED S4 STEEL FLASTIC COATED & WELDED S5 STEEL FLASTIC COATED & WELDED S5 STEEL INTERCON FFE COATED S10 STEEL INTERCON FFE COATED S10 STEEL INTERCON FFE COATED S10 STEEL WELDED-ENTRUDED FOLIETHYLENE COATED (T.P.) S21 STEEL WELDED-FUSION BONDED POLYETHYLENE COATED (T.P.) S22 STEEL WELDED-FUSION BONDED POLYETHYLENE COATED (T.P.) S23 STEEL WELDED-FUSION BONDED POLYETHYLENE COATED (T.P.) S24 STEE	90°       BEND         B.P.       BLADDER PLATE         (C.B.)       COMBINED BEND         F. & F.       F. ANGE & FAUCET PIECE         F. & F.       F. ANGE & SPIGOT PIECE         LT.       LONGTHREAD         MA       MUELER ADAPTOR (HP)         OFF A WILLAMSON TEE       SCADA         D.E.       MUELER TOPPER         T.S.       MUELER TEE VALVE         P.L.       PROPERTY UNE         P.J.       PROPERTY UNE         S.SODLE (C.I. MAINS ONLY)       INSULATED FITTING         T.S.P.       THIMBLE SPLIT         TH.S.P.       THIMBLE SPLIT         S.S.       WILLAMSON SHORT STOPP         W.T.       WILLAMSON SHORT STOPP         W.T.       WILLAMSON TEE         A       INSTRUMENT STATION	Image: Construct of the second sec



This Legend relates to the Plot provided in response to your DBYD request.



То:	Mr Jason Schneider-Fuller
Phone:	0448 980 652
Fax:	Not Supplied
Email:	Jason@turningpointproperty.com.au

Dial before you dig Job #:	21181499	
Sequence #	107167438	
Issue Date:	02/03/2021	www.1100.com.au
Location:	39 Ziegler Parade, Allansford, VIC, 3277	

1

## **Indicative Plans**

Level 13, 100 Mount Street, North Sydney NSW 2060 © 2021 nbn co limited | ABN 86 136 533 741



.+.			
34	Parcel and the location		
3	Pit with size "5"		
25	Power Pit with size "2E". Valid PIT Size: e.g. 2E, 5E, 6E, 8E, 9E, E, null.		
	Manhole		
$\otimes$	Pillar		
2 PO - T- 25.0m P40 - 20.0m 9	Cable count of trench is 2. One "Other size" PVC conduit (PO) owned by Telstra (-T-), between pits of sizes, "5" and "9" are 25.0m apart. One 40mm PVC conduit (P40) owned by NBN, between pits of sizes, "5" and "9" are 20.0m apart.		
	2 Direct buried cables between pits of sizes ,"5" and "9" are 10.0m apart.		
-00	Trench containing any INSERVICE/CONSTRUCTED (Copper/RF/Fibre) cables.		
-0	Trench containing only DESIGNED/PLANNED (Copper/RF/Fibre/Power) cables.		
-00	Trench containing any INSERVICE/CONSTRUCTED (Power) cables.		
BROADWAY ST	Road and the street name "Broadway ST"		
Scale	0 20 40 60 Meters 1:2000 1 cm equals 20 m		

Level 13, 100 Mount Street, North Sydney NSW 2060 © 2021 nbn co limited | ABN 86 136 533 741

Email dbyd@nbnco.com.au Web www.nbn.com.au





## **Emergency Contacts**

You must immediately report any damage to the **nbn™** network that you are/become aware of. Notification may be by telephone - 1800 626 329.

Level 13, 100 Mount Street, North Sydney NSW 2060 © 2021 nbn co limited | ABN 86 136 533 741

Email dbyd@nbnco.com.au

Web www.nbn.com.au



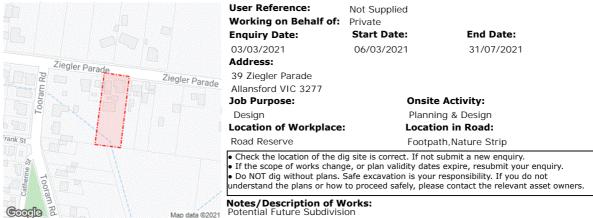
## Job No 21181499

Phone: 1100 www.1100.com.au

Caller D	etails					
Contact:	Mr Jason Schneider-Fuller	Caller Id:	1749332	Phone:	0448 980 652	
Company:	Turning Point Property	Mobile:	0448 980 652	Fax:	Not Supplied	
Address:	Unit 2 198 Melbourne Road Wodonga VIC 3690	Email:	Jason@turningpoi	ntproperty.c	com.au	

#### **Dig Site and Enquiry Details**

WARNING: The map below only displays the location of the proposed dig site and does not display any asset owners' pipe or cables. The area highlighted has been used only to identify the participating asset owners, who will send information to you directly.



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- Please remember, plans do not detail the exact location of assets. Pothole to establish the exact location of all underground assets using a hand shovel, before using heavy machinery.
- Ensure you adhere to any State legislative requirements regarding Duty of Care and safe digging requirements
- If you damage an underground asset you MUST advise the asset owner immediately.
- By using this service, you agree to Privacy Policy and the terms and disclaimers set out at www.1100.com.au
- For more information on safe excavation practices, visit www.1100.com.au

#### Asset Owner Details

The assets owners listed below have been requested to contact you with information about their asset locations within 2 working days.

Additional time should be allowed for information issued by post. It is **your responsibility** to identify the presence of any underground assets in and around your proposed dig site. Please be aware, that not all asset owners are registered with the Dial Before You Dig service, so it is **your responsibility** to identify and contact any asset owners not listed here directly. \*\* Asset owners highlighted by asterisks \*\* require that you visit their offices to collect plans.

# Asset owners highlighted with a hash require that you call them to discuss your enquiry or to obtain plans.

Seq. No.	Authority Name	Phone	Status
107167436	AusNet Gas Services Pty Ltd	1800088208	NOTIFIED
107167438	NBN Co, VicTas	1800626329	NOTIFIED
107167434	Powercor - Warrnambool	132206	NOTIFIED
107167435	Telstra VICTAS	1800653935	NOTIFIED
107167437	Wannon Region Water Corporation	1300926666	NOTIFIED

END OF UTILITIES LIST



03 Mar 2021

Mr Jason Schneider-Fuller Turning Point Property Unit 2 198 Melbourne Road Wodonga VIC 3690

Dear Mr Jason Schneider-Fuller

The following is our response to your Dial Before You Dig enquiry.

Sequence Number:	107167437	
Location:	39 Ziegler Parade	
	Allansford VIC 3277	
Commencement Date:	06/03/2021	

I refer to your recent Dial Before You Dig enquiry. Ensure you review all other documents included with this response for additional details.

Prior to commencing excavation, it is recommended that you contact Wannon Water to assist you in locating our assets on-site. Wannon Water will attend the site, locate any surface fittings and mark the approximate location of the assets on the ground. Wannon Water will not be held responsible for any damage caused where an on-site asset location has not been obtained prior to excavation works commencing.

There is no charge for a Wannon Water staff member to assist in an on-site asset location where you provide Wannon Water with 48 hours notice to attend the site. Should you require an on-site asset location within 48 hours a fee is applicable.

Wannon Water's assets are to be located by hand excavation prior to any mechanical excavation or underground boring in the vicinity of the assets. Care must be taken when excavating near bends and fittings on pressure pipelines to ensure thrust blocks are not disturbed.

In addition, care must be taken to locate water service pipe work (tappings) and property sewer branches which are not detailed on the attached plan. Care must be taken to ensure customer assets are not damaged during your works.

Replacement of bedding around pipes, trench backfill and minimum pipe clearance standards must be met as per Water Services Association Water Supply and Sewerage Codes of Australia.

To arrange an onsite asset location please contact a member of Wannon Water's Customer Relations team on 1300 926 666.

Yours sincerely,

#### Wannon Region Water Authority

While reasonable measures have been taken to ensure the accuracy of the information contained in this plan response, neither Wannon Water nor PelicanCorp shall have any liability whatsoever in relation to any loss, damage, cost or expense arising from the use of this plan response or the information contained in it or the completeness or accuracy of such information. Use of such information is subject to and constitutes acceptance of these terms.

Wannon Water does not have an obligation to maintain the information, however, we use our best endeavours with available resources to maintain the information, subject to current and accurate information being provided to Wannon Water. The information has not been verified by Wannon Water and may be incomplete, inaccurate, obsolete, superseded or duplicated. It is for the user to satisfy themselves that the information is appropriate for the proposed use and to satisfy themselves of the accuracy or otherwise of the information.

Email

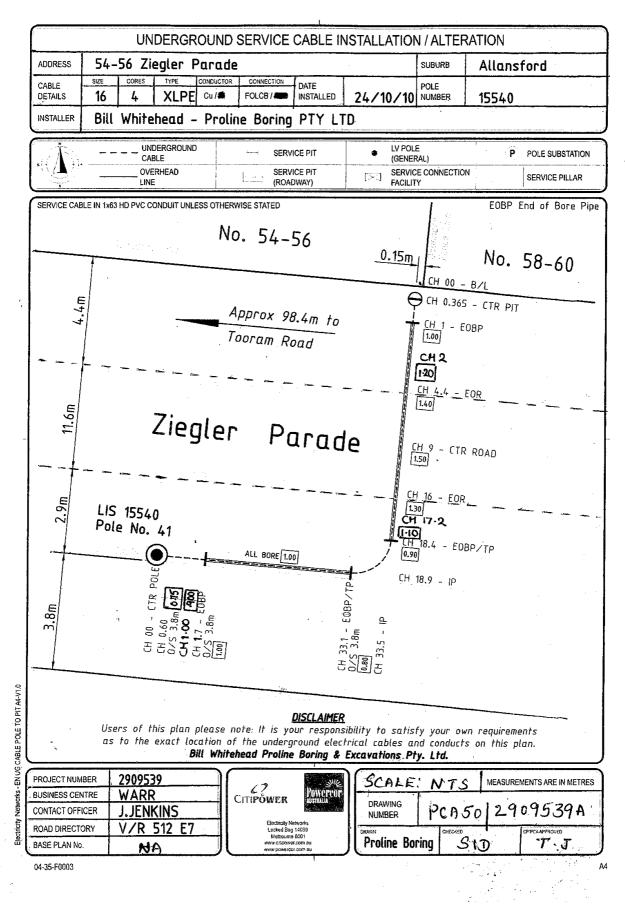
DX

Address	PO BOX 1158 Warrnambool VIC 3280
Phone	1300 926 666

info@wannonwater.com.au 28029



wannonwater.com.au



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ABN 76 064 651 056

www.citipower.com.au

Head Office: 40 Market Street Telephone: (03) 9683 4444 Facsimile: (03) 9683 4499 DX 433 Melbourne Postal Address: Locked Bag 14090 Melbourne Victoria 8001 Australia

28/03/2021

Reference Number 108081705

Mr Jason Schneider-Fuller Turning Point Property Unit 2 198 Melbourne Road Wodonga VIC

3690



Dear Customer

Thankyou for your enquiry on 28/03/2021 regarding the work at: 39 Ziegler Parade Allansford

## A SEARCH OF OUR RECORDS SHOWS THAT THERE ARE UNDERGROUND ELECTRICITY ASSETS WITH MISSING DETAILS WITHIN THE AREA OF YOUR REQUEST

## DO NOT PROCEED UNTIL YOU HAVE READ THIS NOTICE IN FULL

The following information is attached for your reference:

- Underground Electricity Asset location details
- Underground Electricity Hazard Awareness Instructions

To ensure that your proposed works do not impact on your safety or our assets please proceed as follows:

- Read all attached documents and observe the Exclusion Zones defined in the Underground Electricity Hazard Awareness Instructions

- Contact us for further advice with regards to the Underground Electricity Assets with missing details within the area of your request.

Contact details are available on the first page of the attached Underground Electricity Hazard Awareness Instructions (including **Request for Site Visit**)

Please note that **no work is to be undertaken in the vicinity of our Underground Electricity Assets that may breach the Exclusion Zones** (as defined by the Underground Electricity Hazard Awareness Instructions) until the completion of a further technical assessment of the area.

Upon receipt of your **Request for Site Visit** form you will be contacted by a responsible officer to assess your requirements. A site visit will be organised if required. During the site visit we will determine the location of our assets and any Permit to Work conditions applicable to your works. We will also be able to provide further details of any additional works which may be required to enable you to safely complete your proposed works.

Please note that the Permit to Work site visit timeframes are subject to enquiry volumes and specific site locations, therefore it may require up to 10 working days to contact you and arrange a site visit

Regards, CitiPower & Powercor Dial Before You Dig (DBYD) response team



ABN 89 064 651 109 www.powercor.com.au



## Dial Before You Dig (DBYD) Electricity Asset Location Information

CitiPower/Powercor

Locked Bag 14090, Melbourne VIC 8001 General Enquiries Telephone: 132 206



To:('Enquirer')Turning Point Property - Mr Jason Schneider-FullerUnit 2 198 Melbourne RoadWodongaVIC3690

Enquiry Details	
Utility ID	50026
Sequence Number	108081705
Enquiry Date	28/03/2021 13:41
Response	DANGER - Permit May Be Required
Response Address	DANGER - Permit May Be Required         39 Ziegler Parade         Allansford
	39 Ziegler Parade

Enquirer Details			
Customer ID	1749332		
Contact	Mr Jason Schneider-Fuller		
Company	Turning Point Property		
Email	Jason@turningpointproperty.com.au		
Phone	0448 980 652	Mobile	0448 980 652

## Enquirer Responsibilities

This notification is valid for 28 days from the issue date. CitiPower/Powercor assets are critical infrastructure and great care must be taken to avoid asset damage and risk to public safety. The information supplied in the DBYD Response is intended to be indicative only. External parties should make their own enquiries to ensure the accuracy of the information, including but not limited to:

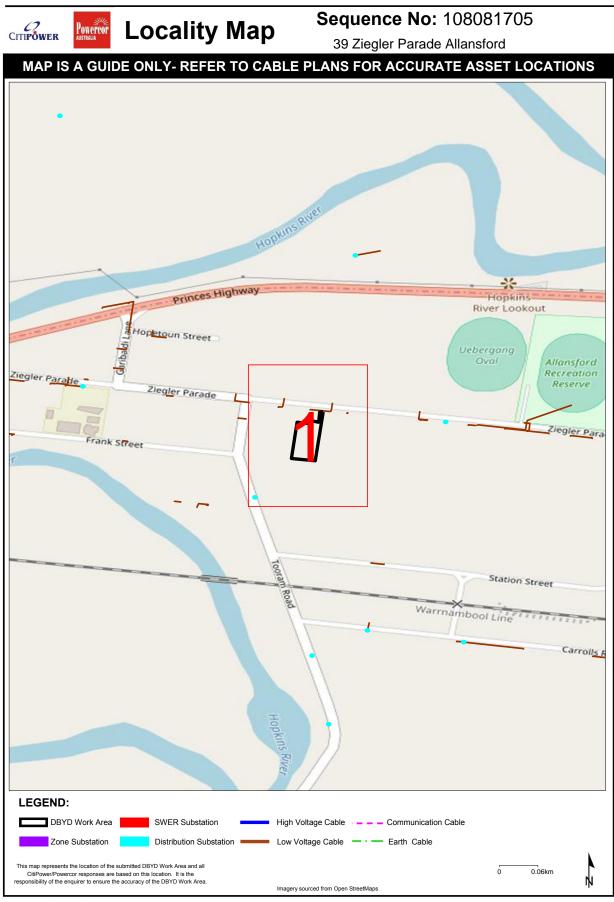
- Check that the location of the dig site indicated is correct, if not you must submit a new enquiry.
- Should your scope of works change or the plan validity dates expire, you must submit a new enquiry.
- If you do not understand the plans provided please contact CitiPower/Powercor prior to works commencing.
- Always perform an onsite inspection to establish the presence of assets.
- Ensure you adhere to any State legislative requirements regarding Duty of Care and safe digging requirements.

Report any asset damage immediately on 132 206. Note: CitiPower/Powercor reserves the right to recover compensation for damages.



Powered by State

Date: 28/03/2021



Powered by 🔀

Date: 28/03/2021



4

## UNDERGROUND ELECTRICITY HAZARD AWARENESS INSTRUCTIONS



## For CitiPower & Powercor Dial Before You Dig customers

Always complete a Dial Before You Dig request before you proceed with any work plans



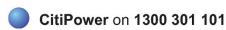
If there are Underground Electricity assets identified within your work area please ensure that you carefully evaluate all of the information provided

If any part of your proposed works impacts on the **EXCLUSION ZONES** shown on the next page then before proceeding you must contact CitiPower/Powercor to determine if a **PERMIT TO WORK** is required and to organise a **SITE VISIT** 

Site Visit/Permit To Work applications may be lodged at:

https://www.citipower.com.au/working-with-us/suppliers/online-permit-applications/site-visit/

If you need assistance to determine if you need a Site Visit please call:





**Underground Electricity Asset Location Details Accuracy:** 

The Underground Electricity asset location details provided with this response are based on the best information available at the time

All reasonable care has been taken to ensure the accuracy of the information provided but complete accuracy cannot be guaranteed

Please be aware that the Underground Electricity Asset depths shown on the attached plans are accurate at the time of recording, however, due to works undertaken over the years by parties other than CitiPower/Powercor the Underground Electricity Asset depths may differ to those shown on the plans

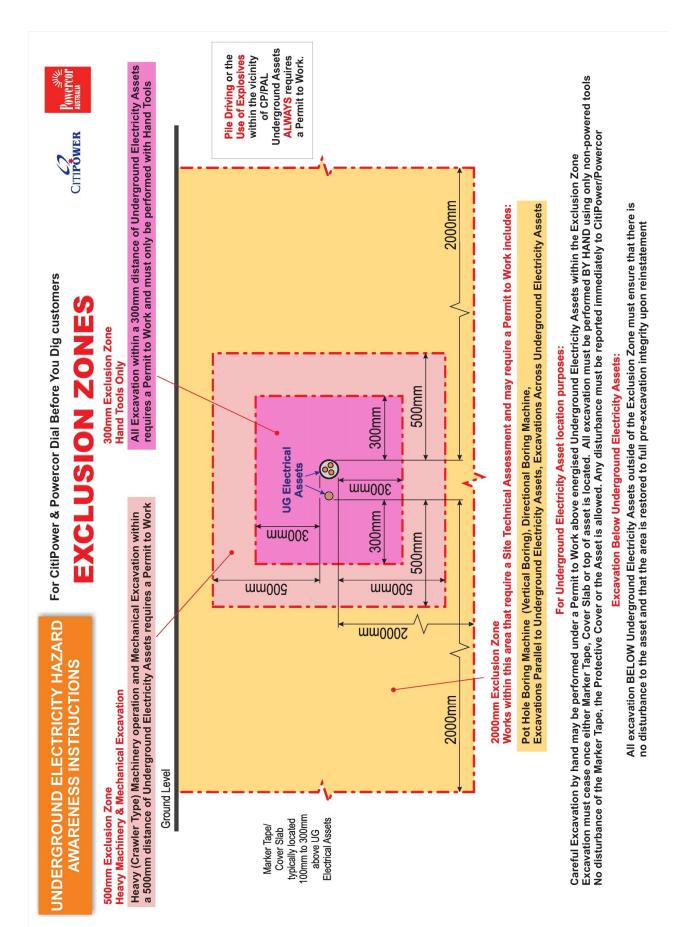
## Contact with Underground Electricity Cables can cause serious injury or death

If you observe any Underground Electricity Assets that do not appear on the records provided

**Stop Work Immediately** 

and contact CitiPower/Powercor on the above numbers

This DBYD response has been Automatically Generated



6

1 August 2022 Page | 459



# Appendix C Property Reports



### 39 Ziegler Parade, Allansford Vic 3277

Created On: December 14th, 2020

DETAILS		
LOT/PLAN NUMBER OR CROWN DESCRIPTION Lot. 1 TP961731	SPI (STANDARD PARCEL IDENTIFIER) 1\TP961731	
AREA 3958.87 m <sup>2</sup> Approx	COUNCIL PROPERTY NUMBER 140995	
LOCAL GOVERNMENT (COUNCIL) Warrnambool		
PROPERTY TYPE & ATTRIBUTES House 🛤 3 🔓 1 🚔 1		

STATE ELECTORATES			
LEGISLATIVE COUNCIL Western Victoria Region		LEGISLATIVE ASSEMBLY South-West Coast District	
SCHOOLS			
CLOSEST PRIVATE SCHOOLS     CLOSEST PRIVATE SCHOOLS       Our Lady Help of Christians School (6487m)     King's College (8160m)		DLS	
		CLOSEST SECONDARY SCHOOL Warrnambool College (8308m)	
BURGLARY STATISTICS Powered By			
POSTCODE AVERAGE 1 in 233 Homes	COUNCIL AVERAGE 1 in 115 Homes		STATE AVERAGE 1 in 76 Homes

## COUNCIL INFORMATION - WARRNAMBOOL

PHONE 03 5559 4800 (Warrnambool)	
WEBSITE	EMAIL
https://www.warrnambool.vic.gov.au/	planning@warrnambool.vic.gov.au





39 Ziegler Parade, Allansford Vic 3277	Created On: December 14th, 2020
RECENT PLANNING SCHEME AMENDMENTS (LAST 90 DA	AYS)
VC180 Facilitates the development of new, and the upgrade and expansion of existing, non-government primary and	secondary schools.
APPROVED 04/12/2020	
VC190 Introduces a new particular provision, Victoria's Big Housing Build at clause 52.20 of the Victoria Planning Pro- need for a planning permit to develop a housing project if funded under Victori	ovisions and all planning schemes. Clause 52.20 removes the
APPROVED 01/12/2020	
VC187 Introduces a new particular provision, Housing by or on behalf of the Director of Housing at clause 53.20 of the streamline the planning permit process to construct or extend a dwelling, or to	e Victoria Planning Provisions and all planning schemes to
APPROVED 01/12/2020	
VC192 amend the Victoria Planning Provisions (clause 72.01-1) to make the Minister the responsible authority for all APPROVED 16/11/2020	l large energy generation facilities and utility installations,.
VC176 Amends Clause 52.12 (Bushfire Protection: Exemptions) to align the 10/30 and fence line vegetation exemption councils, make administrative updates and further clarify the exemptions for dwellings	ons with the Bushfire Prone Area map across all Victorian
APPROVED 12/11/2020	
VC191 VC191 amends the Combustible cladding rectification exemptions at 52.01	
APPROVED 05/11/2020	
VC030 Introduces the Melbourne Airport Environs Overlay. Amends Clause 18 to update reference to the Australian documents. Removes the referral requirements under the Schedule to Clause 45.02 and provid	Noise Exposure Forecast (ANEF) and relevant reference
APPROVED 28/10/2020	
VC193 The amendment amends clause 52.18 (State of emergency exemption) to support Victoria's social and econom through temporary planning scheme and permit condition exemptions that enable outdoor dining APPROVED 21/10/2020	nic recovery from the coronavirus (COVID-19) pandemic
VC169 Amendment VC169 changes the Planning Policy Framework to help direct balanced outcomes for housing gro	owth and built form, while also clarifying and consolidating
housing policy.	
APPROVED 09/10/2020	
VC068 Amends the Casey, Hume, Melton, Mitchell, Whittlesea and Wyndham planning schemes to expand Melbourn Metropolitan Melbourne (Clause 72) to include part of the Mitchell planning scheme. Introduc	nes Urban Growth Boundary (UGB). Changes the definition of
APPROVED 06/10/2020	
VC188 Removes Clause 52.13 2009 Bushfire: Recovery Exemptions and references to it from all planning schemes fo	ollowing its expiry.
APPROVED 02/10/2020	
VC183 The amendment introduces a new state planning policy Clause 13.07-3S (Live Music) and makes changes to Cl Planning Provisions (VPP) and all planning schemes to encourage, create and protect	lause 53.06 (Live Music Entertainment Venues) of the Victoria
APPROVED 28/09/2020	
C206warr The amendment introduces an incorporated document to the land at 69-75 Mortlake Road, Warrnambool and development of a medical centre, food and drink premises, takeaway food premises, co APPROVED 24/09/2020	for construction of 68 dwellings and associated facilities, use
PROPOSED PLANNING SCHEME AMENDMENTS	





#### 39 Ziegler Parade, Allansford Vic 3277

Created On: December 14th, 2020

CO78 Corrects inaccuracies in the location of the Urban Floodway Zone (UFZ) and Land Subject to Inundation Overlay (LSIO) throughout the catchment area to reflect revised flood level information for Russells Creek and Merri River, and applies to all land subject to inundation in Dennington, and North and South Warrnambool.

WAITING ON COUNCIL 01/06/2015

CO78 Corrects inaccuracies in the location of the Urban Floodway Zone (UFZ) and Land Subject to Inundation Overlay (LSIO) throughout the catchment area to reflect revised flood level information for Russells Creek and Merri River, and applies to all land ...

SUBMISSIONS UNDER ASSESSMENT 05/05/2020

C219wynd The amendment proposes to give effect to the Quandong Precinct Structure Plan, December 2017 by incorporating the document into the Wyndham Planning Scheme, applying zones and overlays to the land and making several associated changes to other schedu...

APPROVAL UNDER CONSIDERATION 23/05/2019

VC189 The amendment changes the Victoria Planning Provisions by implementing the Alpine Resorts Strategic Plan 2020-2025 at Clause 12.04-15 Sustainable development in alpine areas. The amendment also translates the Alpine Resorts Planning Scheme into the n...

APPROVAL UNDER CONSIDERATION 28/08/2020



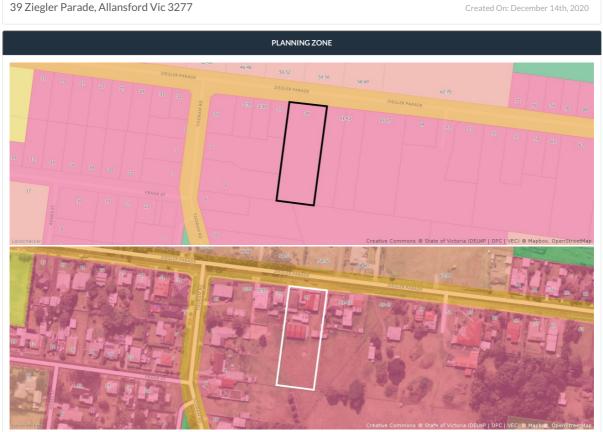












#### E TZ - Township Zone

To provide for residential development and a range of commercial, industrial and other uses in small towns. To encourage development that respects the neighbourhood character of the area. To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations. Neighbourhood character objectives A schedule to this zone may contain the neighbourhood character objectives to be achieved for the area.

#### Township Zone •

Schedule to Township Zone

For confirmation and detailed advice about this planning zone, please contact WARRNAMBOOL council on 03 5559 4800.

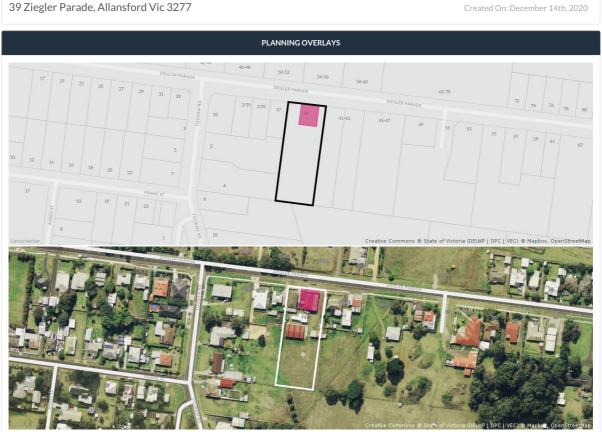
OTHER PLANNING ZONES IN THE VICINITY:

- LDRZ Low Density Residential Zone
- TZ Township Zone
- PUZ Public Use Zone

- PPRZ Public Park And Recreation Zone
- RDZ2 Road Zone







#### HO199 - Heritage Overlay (Ho199)

To conserve and enhance heritage places of natural or cultural significance. To conserve and enhance those elements which contribute to the significance of heritage places. To ensure that development does not adversely affect the significance of heritage places. To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

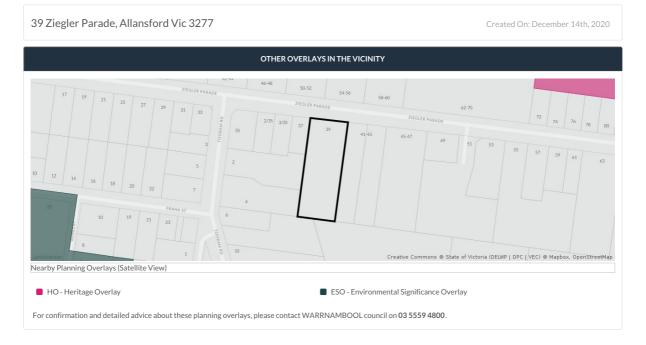
#### Heritage Overlay

Schedule to Heritage Overlay

For confirmation and detailed advice about this planning overlay, please contact WARRNAMBOOL council on 03 5559 4800.













 39 Ziegler Parade, Allansford Vic 3277
 Created On: December 14th, 2020

 PLANNING PERMIT HISTORY

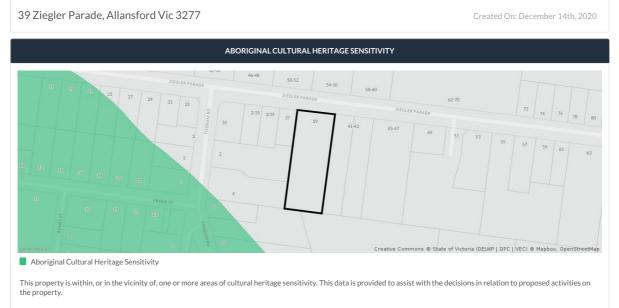
 No planning permit data available for this property.

 NEARBY PLANNING PERMITS

No planning permit data available.







For confirmation and detailed advice about the cultural sensitivity of the property, please visit the <u>Victorian Aboriginal Heritage Register</u>>.







39 Ziegler Parade, Allansford Vic 3277

Created On: December 14th, 2020

ELEVATION CONTOURS

Elevation Contours

10m-20m Contours

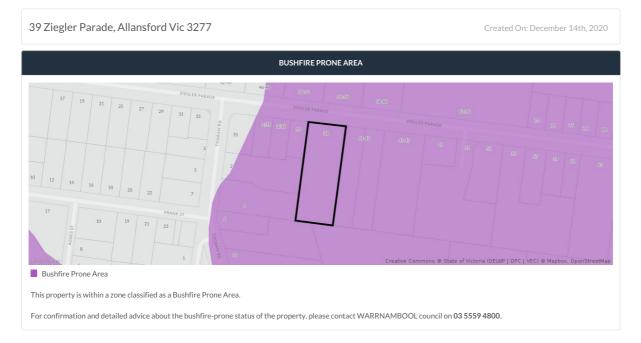
For confirmation and detailed advice about the elevation of the property, please contact WARRNAMBOOL council on 03 5559 4800.

Page 10 of 13



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Printed on December 14th, 2020 17:07 Copyright Landchecker 2020



 39 Ziegler Parade, Allansford Vic 3277

 Created On: December 14th, 2020

 EASEMENTS

 Easements

 The easement displayed is indicative only and may represent a subset of the total easements.

 For confirmation and detailed advice about the easement on or nearby this property, please contact WARRNAMBOOL council on 03 5559 4800.

Page 12 of 13



Printed on December 14th, 2020 17:07 Copyright Landchecker 2020



39 Ziegler Parade, Allansford Vic 3277

Created On: December 14th, 2020

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1 August 2022 Page | 473



## Appendix E Cultural Heritage Map



#### 7.7. PLANNING PERMIT PP2021-0103 - 200 TOORAM ROAD ALLANSFORD

#### • Cr Arnott declared a conflict of interest and left the meeting at 7.03pm.

DIRECTORATE : City Growth

#### **PURPOSE:**

This report summarises the planning assessment that provides a recommendation for the application to use the land as a function centre including live music and a waiver of bicycle facility requirements, and recommends that Council issue a Notice of Decision to grant a permit subject to conditions.

#### EXECUTIVE SUMMARY

Council has received an application to use and develop the land known as 200 Tooram Road as a function centre. The proposal is to formalise 'Stone Keepers Run', which is currently run as a bed and breakfast, as a function centre catering primarily to weddings. The proposal does not seek to develop the land or change the built form in any way, and would rely on existing amenities including the provision of temporary facilities as need requires.

The application triggers a permit under the Farming zone for use of the land, as well as under a particular provision relating to live music. The proposal also does not formally provide the required bicycle facilities under a particular provision, which requires a permit.

The application was subject to internal and external referrals, and was subject to public notice. As a result of notification, 12 objections were received, where grounds were primarily in regards to the proposed use being in conflict with surrounding agricultural uses.

If the application is supported, a Notice of Decision would be required as all 12 objections have been sustained.

#### MOVED: CR RICHARD ZIEGELER SECONDED: CR ANGIE PASPALIARIS

That the planning application for use of land for a function centre including live music and waiver of bicycle facility requirements be refused pursuant to Section 65 of the Planning & Environment Act 1987 on the following grounds:

- 1. The proposed use is incompatible with adjoining and nearby land uses; and
- 2. The adverse impact of the use on the flora and fauna on the site and its surrounds.

CARRIED - 5:1

Crs. Ziegeler, Paspaliaris, Taylor, Jellie and Akoch voting for the motion.

Cr. Blain voting against the motion.

#### BACKGROUND

The proposal seeks approval for the use of the site for the purpose of a function centre to operate on the land surrounding the existing homestead (the proposed function centre will not use the existing heritage homestead). Live music would be played at the site. No more than one event will occur per weekend, up to a maximum of 20 events per year with a maximum of 120 patrons on-site at any one time.

The proposal identifies three individual function spaces generally located along the site's interface with the Hopkins River. An existing area of hardstand adjacent to the existing shed has been nominated to accommodate portable toilets while the function centre use is in operation. A grassed area adjacent to the eastern boundary has been nominated for car parking.

The existing dwelling on site would continue to be used as a bed and breakfast.

The site has not been rezoned or subdivided.

There is one easement applying to the Site. The easement benefits Powercor, for the purpose of protecting the powerline asset running across the land and the adjoining Lot 1 to the east. No permanent works are proposed within the easement area. The easement extends over the existing driveway which will be used as a hardstand for portable toilets. This is not considered to conflict with the easement.

A planning compliance investigation has been associated with the land based on events previously running without a permit. The permit currently sought would be to legalise and formalise the types of uses that have already been occurring to some extent on the land.

The site is located within an area of Aboriginal Cultural Heritage Sensitivity. A CHMP, approved on 24 May 2021, has been submitted in support of the application. The CHMP requires a number of management conditions on site, including a requirement to restrict the use of the grassed area for parking from 15 April to 1 September unless measures to stabilise and protect the area from ground disturbance are undertaken.

#### ISSUES

While the grounds of objections were varied, many objectors cited the inappropriate outcomes of the proposed use in relation to surrounding uses as a main contention. The Allansford area, and the newly emerging area east of the Hopkins River, is increasingly the subject of interest for developers and business interests, where a firm policy on appropriate uses in rural zones is currently undeveloped. As a result, appropriate planning outcomes rely primarily on a merits assessment against the overall purpose of the zone. Additional planning related issues include increased traffic/road safety, alcohol, light and noise pollution, the environmental impact on the Hopkins River and surrounding farming and rural area, and the potential fire risk to the local area.

#### **FINANCIAL IMPACT**

The costs associated with the assessment of the application and any subsequent reviews have been allowed for in the City Strategy and Development budget.

#### LEGISLATION/POLICY/COUNCIL PLAN CONTEXT

#### 3 A strong economy

3.3 Visitor growth: Council will facilitate Warrnambool's visitor growth and year-round visitation through industry development, effective destination management and promotion of attractions, experiences and by leveraging key events.

#### 4 A connected, inclusive place

4.1 Effective planning: Council will ensure its planning acknowledges the unique character and attributes of local places and that that supports social connection, equitable access, appropriate housing and sustainable population growth.

#### TIMING

The required statutory period has already been exceeded.

#### COMMUNITY IMPACT/CONSULTATION

In line with Council's delegation policy, as a result of having more than 5 objections, a consultation meeting was held with councillors on 6 July 2022.

The application was also externally referred to EPA, Powercor, Department of Transport, CMA, and DELWP and internally referred to Council's Infrastructure, Building, Health and Sustainability departments. No outright objections were received, and comments provided in responses from all parties has been included in the assessment.

#### LEGAL RISK/IMPACT

The proposal has been assessed against all relevant requirements of the Planning Scheme and the *Planning and Environment Act 1987.* 

#### **OFFICERS' DECLARATION OF INTEREST**

None.

#### **COLLABORATIVE PROCUREMENT**

Not applicable.

#### CONCLUSION

The assessment relies on the outcomes of a number of consultant's reports which were submitted with the application. A venue management plan identifies that the function centre will operate seven days a week from 11am to 11pm, and from 12pm to 9pm on Good Friday and ANZAC Day. Wedding receptions will typically occur between 2pm and 4pm, and receptions between 6pm and 11pm. A maximum of 12 staff will be employed on the site at any-one-time. The plan outlines a number of mitigation strategies that will assist in controlling patron behaviour. With an appropriate plan in place, it would be unusual to pre-assume a level of negative or destructive behaviour, where it should be assumed that this would be controlled via local police, and not by planning controls.

A Traffic Impact Assessment, prepared by ESR, and an Environmental Noise Assessment, prepared by Marshall Day, have also been submitted in support of the application. The results and associated recommendations of these reports have been accepted, and translated into permit conditions. As a result, a Notice of Decision to grant a permit is recommended.

#### ATTACHMENTS

- 1. Delegate Report [7.7.1 15 pages]
- 2. 200 Tooram Rd Allansford Planning Report Myers [7.7.2 37 pages]
- 3. 200 Tooram Rd Allansford Site Plan (Appendix D) [7.7.3 1 page]
- 4. 200 Tooram Rd Allansford Venue & Patron Manageme [7.7.4 20 pages]
- 5. 200 Tooram Rd Allansford Traffic Impact Assessme [7.7.5 15 pages]
- 6. 200 Tooram Rd Allansford Stone Keepers Run Env [7.7.6 57 pages]

#### Cr. Arnott returned to the meeting at 7.16pm.



## **Delegate Planning Assessment Report**

Application Botal	Application Details:			
Application is for:	Use of land for a function centre including live music and waiver of bicycle facility requirements			
Applicant's/Owner's Name:	Myers Planning Group PO Box 207 WARRNAMBOOL VIC 3280			
	Received: 21 April 2021 Further Info sent: 17 May 2021 Further Info Rec: 22 Sept 2021			
Statutory Days:	324 days as at 21 July 2022	Notice Period: 28/10/2021 to 12/11/2021		
Application Number:	PP2021-0103			
Planner:	External consultant			
Land/Address:	Lot 2 Plan of Subdivision 412955L 200 Tooram Road ALLANSFORD VIC 3280			
Zoning:	Farming Zone – Schedule 1 (FZ1)			
Overlays:	Heritage Overlay (HO201) Environmental Significance Overlay (ESO)			
Under what clause(s) is a permit required?	Clause 35.07-1 for use of the land Clause 52.34-2 waiver of bicycle facilities requirement			
Restrictive covenants on the title?	There is one easement applying to the Site. The easement benefits Powercor, for the purpose of protecting the powerline asset running across the land and the adjoining Lot 1 to the east.			
Current use and development:	A dwelling and associated outbuildings currently exist on the site. The heritage homestead is used as a bed and breakfast.			

## **Application Details:**

#### Proposal

The proposal seeks approval for the use of the site for the purpose of a function centre to operate on the land surrounding the existing homestead (the proposed function centre will not use the existing heritage homestead). Live music would be played at the site. No more than one event will occur per weekend, up to a maximum of 20 events per year with a maximum of 120 patrons on-site at any one time.

The proposed land use is considered to fall within the land use definition of 'Function Centre', described under Clause 73.03 as "Land used, by arrangement, to cater for conferences, private functions, and in which food and drink may be served. It may include entertainment and dancing."

The proposal identifies three individual function spaces generally located along the site's interface with the Hopkins River. An existing area of hardstand adjacent to the existing shed has been nominated to accommodate portable toilets while the function centre use is in operation. A grassed area adjacent to the eastern boundary has been nominated for car parking.

The existing dwelling on site would continue to be used as a bed and breakfast.

The proposal also includes a waiver of the required number of bicycle parking facilities at the function centre.

A venue management plan, prepared by Myers Planning, has been submitted in support of the application. The function centre will operate seven days a week from 11am to 11pm, and from 12pm to 9pm on Good Friday and ANZAC Day. Wedding receptions will typically occur between 2pm and 4pm, and receptions between 6pm and 11pm. A maximum of 12 staff will be employed on the site at any-one-time.

The following management measures are proposed:

- Signs will be displayed along internal accessways and parking areas reminding patrons to leave the venue quietly.
- External lighting will be located, directed and baffled to limit light spill beyond the premises.
- Water and non-alcoholic options will be served alongside alcohol.
- Patrons will be restricted from consuming food or drink outside of designated venue areas.
- Standard liquor management protocols are proposed such as not serving intoxicated patrons and denying entry to already intoxicated patrons.
- Music will be limited to background noise.
- Noise limiters will be installed with the amplification system and set at a level by a qualified acoustic engineer that ensures noise does not exceed SEPP N-2 limits.
- Complaints and incident monitoring procedures.
- Delivery and waste collection to be limited to 7am to 8pm Monday to Friday, and 9am to 6pm Saturday, Sunday and public holidays.

A Traffic Impact Assessment, prepared by ESR, has been submitted in support of the application. The report details the following:

- Empirical evidence that function centre parking demand is above the statutory minimums and typically require 0.4 parking spaces per patron. At 120 patrons this equates to 48 parking spaces.
- An estimate of traffic volumes associated with the proposed use as expected to be in the order of 50 vehicle movements per hour during events. Tooram Road, as a link road, has capacity to accommodate up to 2,000 vehicle movements per hour and currently only accommodates 600 per day.
- A recommendation for the site access be widened to 6-7 metres within 15-25 metres of Tooram Road to enable the efficient ingress and egress to the site.
- A recommendation for four x two-way passing lanes be provided along the sites accessway consistent with Section 6 of the Traffic Impact Assessment.
- SIDRA analysis which demonstrates access to the site via Tooram Road would operate well below saturation when events are in operation.
- The site access exceeds minimum sightlines for the relevant Australian Standard.

An Environmental Noise Assessment, prepared by Marshall Day, has been submitted in support of the application. The report details:

- Existing background noise at the site of between 37 and 41 dBL at night and during the day respectively.
- An assessment of patron noise which indicates the proposal would likely meet the daylight noise standards but would exceed the evening standard by 4 dB at the nearest dwelling No.196 Tooram Road without suitable mitigation measures.
- A recommendation for the inhouse sound system to have a noise limiter installed by a suitably qualified acoustic engineer to meet SEPP-N2 and configured to set allowance levels corresponding to background noise levels as defined by the Tribunal in Whiting v Hosier Bar Pty Ltd.
- A recommendation for a 1.8m high solid boundary fence along the property boundary with 196 Tooram Road made of either timber, cement sheet, Hebel powerpanel or other suitably dense material.
- Noise associated with vehicle door slamming within the carpark and vehicles travelling along the accessway is expected to remain below relevant sleep disturbance criteria.
- A recommendation for deliveries and waste collection to occur between 7am and 8pm Monday to Saturday and 9am to 8pm Sundays and public holidays. This is consistent with the times in the venue management plan.
- A recommendation for refuse bins to be located at sites that provide minimal annoyance to residential premises, prohibition of breaking of bottles at the collection site, compaction to be carried out while the vehicle is moving and verbal communication between operators to be avoided where possible.
- A recommendation for a premises manager to direct all patrons to the carpark and to leave the premises quietly, signage to remind patrons that there are residential properties in the area and to leave in a quiet and orderly manner, a requirement to notify neighbours when outdoor marquee events are taking place and a process to handling noise complaints.

## Subject site & locality

The site has a total area of 2.26 hectares and includes a dwelling and a shed associated with the existing bed and breakfast use located at the site.

As shown by Figure 1, the subject site is accessed via a crossover from Tooram Road and associated driveway which is approximately 327m in length. The site has an interface to the Hopkins River at the western boundary. The site surrounds includes land which is primarily used for agricultural purposes to the north, south and west. The wider area includes primarily agricultural uses, including the neighbouring properties.



Figure 1: Subject site (Image source: NearMap 2022)

## **Permit/Site History**

#### **Rezoning and Subdivision History:**

The site has not been rezoned or subdivided.

There is one easement applying to the Site. The easement benefits Powercor, for the purpose of protecting the powerline asset running across the land and the adjoining Lot 1 to the east. No permanent works are proposed within the easement area. The easement extends over the existing driveway which will be used as a hardstand for portable toilets. This is not considered to conflict with the easement.

## **Public Notification**

The application has been advertised pursuant to Section 52 of the *Planning and Environment Act 1987*, by way of letters to adjoining properties and a sign on site.

The notification has been carried out correctly.

Council has received 12 objections to date. The key issues that were raised in the objections are:

- Increased traffic
- Road safety
- Alcohol
- Light and noise pollution
- Environmental impact on the Hopkins River and surrounding farming and rural area
- The potential fire risk to the local area

- Property devaluation as a result of the proposed land use
- Impact on surrounding agricultural uses.

#### Property Value Impacts

The Victorian Civil and Administrative Tribunal has consistently found that property values are not a planning matter. Fluctuations in property prices are not a relevant consideration in assessing an application under the provisions of the *Planning & Environment Act 1987*, or the Warrnambool Planning Scheme.

#### Alcohol

The proposal does not seek approval for a liquor licence and would instead rely on limited licences for individual events. Limited licences do not require a planning permit. Regardless, the proposal has prepared and submitted a Venue Management Plan to Council. Subject to the recommended conditions, this plan is considered to be comprehensive and will mitigate any impacts associated with patrons and the consumption of alcohol on site.

All other issues are addressed in the body of the report.

## Referrals

#### **External Referrals:**

The VicRoads referral raised no objection to the proposal.

The GHCMA referral did not object to the issue of a permit or require any conditions.

The EPA referral noted that the application provides limited information on the wastewater discharge of the site. The EPA require additional information to determine its role in the application. The applicant provided further information that indicated that portaloos would be used for the venue use and there would be no increase of use of the site septic system; however, details of food preparation wastewater were not provided. It is expected a suitable solution with temporary capture of wastewater and removal from the site is available. A condition of approval is recommended to require full details of the wastewater and effluent management prior to the endorsement of plans.

A referral was sought from Powercor Australia, who provided no objection to the proposal. Powercor Australia provided additional conditions which will be added to the permit.

#### Internal Referrals:

The application was referred to the Council's Infrastructure Management team, who did not object to the issue of a permit.

The application was referred to the Council's City Development team, who did not object to the application.

The application was referred to the Council's Health team who raised concerns with the proposed wastewater measures and sought additional information. The planning report contains conflicting information with page 23 indicating that all wastewater and effluent generated by the proposed use will be either managed on-site or removed offsite by professional services, however, page 24 indicates the on-site septic system will be installed and/or upgraded to the satisfaction of the Responsible Authority. Page 24 of the planning report indicates that wastewater and effluent will be managed with temporary moveable facilities which will then be transported off-site. The RFI response submitted clarifies that the wastewater generated by the venue use will be captured by portaloos and removed from the site at the conclusion of the event. The RFI response did not clarify the means of dealing with

food preparation wastewater. A condition of approval is recommended to provide full details of the wastewater and effluent management prior to commencing the use to address this inconsistency.

The application was referred to the Council's Natural Environment team who sought further details on the wastewater and septic system. As above, further detail has been provided by the applicant, however, further detail is sought via condition of approval.

Grieve Gillett Anderson Consulting were provided a heritage referral for the application. The referral raised no objection and advised the proposal will have no physical impact on the heritage value of the site.

#### Assessment

#### **MPS and PPF**

The following policies are relevant to this application:

- Clause 02.03 (Strategic Directions)
- Clause 02.04 (Strategic Framework Plan)
- Clause 12.05-1S (Environmentally Sensitive Areas)
- Clause 13.02-1S (Bushfire Planning)
- Clause 17.04-1S (Facilitating Tourism)
- Clause 17.04-1R (Tourism Great South Coast)
- Clause 17.04-1L (Tourism)
- Clause 19.02-6S (Open Space)
- Clause 19.02-6L (Open Space)

#### Response

The MPS and PPF broadly seek to promote sustainable development in a manner that recognises and protects distinctive landscapes and the valued characteristics of these areas while supporting productive agricultural use. The proposed development is limited to a fence and temporary portaloo facilities and is considered to retain the landscape and scenic characteristics of the area that the venue use is seeking to leverage. The existing site is not used for productive agricultural purposes; despite a number of objections, the results of a number of associated studies has recommended mitigating strategies where the result will assist the proposed use in not unduly impacting surrounding agricultural land.

The PPF includes policies that require the protection of human life to be prioritised over all other policy considerations. The proposal would increase the number of people on a site that is within a designated bushfire prone area. At the broader landscape and neighbourhood level there is very limited vegetation in proximity to the site. At a local level there is vegetation on the western side of Hopkins River and perimeter planting around the site. In this context, the bushfire risk to the site is considered to be low.

The MPS and PPF also seek tourism development which maximises the economic, social and cultural benefits and that preserve, are compatible with and build on the assets and qualities of surrounding activities and attractions. The proposal would leverage off the natural environment at the site and supports the growth of tourism infrastructure in Warrnambool. Given all of the above, the proposed replacement clubrooms are considered to accord with these relevant directives of the MPS and PPF.

#### Zoning:

The subject site is within the Farming Zone, Schedule 1.

The Purpose of this zone is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for the use of land for agriculture.
- To encourage the retention of productive agricultural land.
- To ensure that non-agricultural uses, including dwellings, do not adversely affect the use of land for agriculture.
- To encourage the retention of employment and population to support rural communities.
- To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.
- To provide for the use and development of land for the specific purposes identified in a schedule to this zone.

Pursuant to Clause 35.07-2, the use of land requires a permit.

The decision guidelines include the following relevant objectives:

#### General issues

- The Municipal Planning Strategy and the Planning Policy Framework.
- Any Regional Catchment Strategy and associated plan applying to the land.
- The capability of the land to accommodate the proposed use or development, including the disposal of effluent
- How the use or development relates to sustainable land management.
- Whether the site is suitable for the use or development and whether the proposal is compatible with adjoining and nearby land uses.
- How the use and development makes use of existing infrastructure and services.

Agricultural issues and the impacts from non-agricultural uses

- Whether the use or development will support and enhance agricultural production.
- Whether the use or development will adversely affect soil quality or permanently remove land from agricultural production.
- The potential for the use or development to limit the operation and expansion of adjoining and nearby agricultural uses.

- The capacity of the site to sustain the agricultural use.
- The agricultural qualities of the land, such as soil quality, access to water and access to rural infrastructure.
- Any integrated land management plan prepared for the site.

#### Environmental issues

- The impact of the proposal on the natural physical features and resources of the area, in particular on soil and water quality.
- The impact of the use or development on the flora and fauna on the site and its surrounds.
- The need to protect and enhance the biodiversity of the area, including the retention of vegetation and faunal habitat and the need to revegetate land including riparian buffers along waterways, gullies, ridgelines, property boundaries and saline discharge and recharge area.

#### Design and siting issues

• Whether the use and development will require traffic management measures.

#### **Response:**

The proposal is consistent with the purpose of the Farming Zone in that although agricultural productivity is paramount, non-agricultural uses can be permitted so long as they are compatible with surrounding productive agricultural land use and are based on comprehensive and sustainable land management practices and infrastructure provision. The proposed use will create a venue that will draw people into the Allansford area and provide tourism and visitor uses more broadly within Warrnambool.

The amenity impacts of the proposed use are considered to be within acceptable limits, subject to the recommended permit conditions and compliance with the venue management plan. To minimise the risk of unforeseen amenity impacts, various conditions have been added to the planning permit to ensure appropriate mitigation methods are implemented.

The environmental impact to the site and the surrounding area has been assesses as minimal. No vegetation removal is proposed, and the use and development will not result in the disturbance of any parts of the subject site. While the proposed venue locations would be located adjacent to the Hopkins River riparian corridor, no access is proposed from the venue into this corridor.

Given the above, the proposal is considered to be appropriately located within the Farming Zone.

#### **Overlays**

#### Heritage Overlay (HO201)

The site is within HO201 (Tooram Park). The purpose of the Heritage 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 conserve and enhance heritage places of natural or cultural significance. To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.
- To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

#### Response:

A permit is not required under Clause 43.01 as a permit is not required to use land within a Heritage Overlay, and the proposal does not involve any buildings or works.

#### Environmental Significance Overlay – Schedule 2

Part of the site is impact by the Environmental Significance Overlay – Schedule 1 (ESO1). The purpose of the ESO1 is:

- To protect the natural and cultural values of the coast, and appreciate the complex nature of biological and physical coastal processes.
- To promote the integrated management and protection of the coast and coastal areas by the community, private sector and various levels of government.
- To recognise the economic value of coastal tourism, and balance the desire for public access to the coast and proposals for coastal tourism facilities with the need to sustainably manage natural and cultural coastal values, which includes placing limitations upon the extent of coastal areas available for development.
- To ensure freehold land along the coast is used and developed in a sustainable manner.
- To prevent and arrest coastal erosion, including discouraging the grazing by stock of sensitive coastal environs and cliff tops.
- To maintain and enhance stands of remnant vegetation and encourage planting of locally indigenous species.
- To arrest the spread and encourage the removal of invasive environmental weeds.

The ESO applies generally along the interface to the ocean at the southern boundary of the site. As per Clause 42.01-2, a permit is not required use land impacted by an ESO.

#### **Response:**

The proposal is generally respectful of the natural and cultural values of the site and responds to the economic value of coastal tourism by providing opportunities for local employment to the area. The proposal will not result in the removal of any vegetation.

#### **Particular Provisions:**

Clause 52.06 - Car Parking

Pursuant to Clause 52.06-1, Clause 52.06 applies to:

- a new use; or
- an increase in the floor area or site area of an existing use; or
- an increase to an existing use by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use

The purpose of Clause 52.06 is as follows:

- To ensure that car parking is provided in accordance with the State Planning Policy Framework and Local Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

Clause 52.06-5 provides car parking rates for specific uses. The table at Clause 52.06-5 states that 0.3 car parking spaces should be provided for each patron admitted.

Clause 52.06-9 provides parking and accessway standards.

#### Assessment

- The existing grassed area at the site will be used to accommodate 60 car parking spaces at the site. The land use requires 36 car parking spaces. As a result, the proposal is in accordance with Clause 52.06.
- A further condition on the permit will require installation of signage and line marking to indicate the car parking spaces and loading area as indicated on the plans.
- The table below outlines the statutory parking requirement under Clause 52.06-5. The TIA report submitted in support of the application provides empirical evidence that parking demands for this kind of function centre are typically above the minimum requirements and often require 0.4 parking spaces per patron. Given the proposed 120 patrons, this equates to 48 parking spaces. The site is considered capable of accommodating 60 vehicles.
- While the carparking area is proposed to be un-lined, the plans in the appendix of the Traffic report indicate there is sufficient space to appropriately accommodate these 60 vehicles. It is noted the parking space sizes are larger than the minimum standards of Clause 52.06-9 which is considered appropriate given the spaces will not be line marked.

Use	Parking Rate	Measure	Parking Required
Place of Assembly	0.3 per patron permitted	120	36 parking spaces
(function centre)		Total	36 parking spaces

#### Clause 52.-34 – Bicycle Facilities

The purpose of Clause 52.34 is:

- To encourage cycling as a mode of transport.
- To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.

#### Response:

A 'place of assembly' land use attracts a statutory bike parking requirement for employees of 1 bike space per 1,500m<sup>2</sup> of net floor area and for visitors: 2 bike parking spaces + 1 space per 1,500m<sup>2</sup>. In this context, the proposal requires two visitor bike parking spaces. The plans do not identify any bicycle parking spaces and as such a permit is triggered by the proposal pursuant to Clause 52.34-2 to waive this requirement. No showers or change rooms are required under this clause.

Given the sites location, patrons visiting the site via bicycle may be limited; however, there is significant space on site to cater for any bicycle parking demand. In addition, any employee demand could also readily be met with parking within one of the existing sheds for example.

In this context, the proposal is considered to satisfy the purpose and decision guidelines of Clause 52.34 (Bicycle facilities).

#### Clause 53.06 – Live Music

The purpose of Clause 53.06 is:

- To recognise that live music is an important part of the State's culture and economy.
- To encourage the retention of existing and the development of new live music entertainment venues.
- To protect live music entertainment venues from the encroachment of noise sensitive residential uses.
- To ensure that noise sensitive residential uses are satisfactorily protected from unreasonable levels of live music and entertainment noise.
- To ensure that the primary responsibility for noise attenuation rests with the agent of change.

#### **Response:**

This clause applies to an application to use land or construct a building for a live music entertainment venue. A live music entertainment venue must be designed, constructed and managed to minimise noise emissions from the premises and provide acoustic attenuation measures that would protect a noise sensitive residential use within 50 metres of the venue.

An Acoustic Report, prepared by Marshall Day, has been submitted in support of the application. The report considers dwellings within 200m of the subject site. The report confirms the venue will operate within acceptable noise standards during the daytime period, but

without suitable mitigation measures would have an unacceptable impact on No.196 Tooram Road during the evening period.

The report recommends a series of mitigation measures, including an acoustic fence along the boundary with this neighbouring property. Acoustic modelling submitted with the report confirms this measure in particular would keep noise from the property below acceptable standards. A condition of approval is recommended to require all operational recommendations from the acoustic report to be adopted in the venue management plan. Other conditions are recommended to secure the acoustic fence and hours for delivery and waste collections as per the acoustic report.

Subject to these measures the proposal is considered to sufficiently comply with this particular provision and will not have unacceptable amenity impacts on neighbouring properties.

#### **Cultural Heritage Sensitivity Area:**

The site is located within an area of Aboriginal Cultural Heritage Sensitivity. The application has provided an output from the Department of Premier and Cabinet that indicates a mandatory CHMP is required under Division 3 of the *Aboriginal Heritage Regulations 2007*.

A CHMP, approved on 24 May 2021, has been submitted in support of the application. The CHMP requires a number of management conditions on site, including a requirement to restrict the use of the grassed area for parking from 15 April to 1 September unless measures to stabilise and protect the area from ground disturbance are undertaken. This requirement will form a permit condition in the event a permit is to be issued.

#### Recommendation

That notice was given pursuant to Sections 52(1)(a), (b) and (d) of the *Planning and Environment Act 1987* and having considered all the matters required under Section 60 of the Act decides to determine the application for PP2021-0103 under the relevant provisions of the Warrnambool Planning Scheme in respect of the land known and described as Lot 2 Plan of Subdivision 412955L, 200 Tooram Road ALLANSFORD VIC 3277, for the Use and development of land for a function centre including live music and the waiver of bicycle parking requirements in accordance with the endorsed plans, subject to the following conditions:

**1.** Before the use and development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority.

When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions, and must be generally in accordance with the advertised plans but modified to show:

- a) The site access widened to 7 metres within 25 metres of Tooram Road.
- b) Accessway amended to accommodate the four, two way passing areas consistent with Section 6 of the Traffic Impact Assessment prepared by ESR and dated 20 April 2021.
- c) An acoustic fence 1.8m high solid boundary fence along the property boundary with 196 Tooram Road consistent with the requirements of Section 10.1 of the Acoustic Report prepared by Marshall Day Acoustics.

- d) Waste storage details include location of waste storage and collection points consistent with the Acoustic Report prepared by Marshall Day Acoustics and dated 30 August 2021.
- e) An amended Venue Management Plan pursuant to Condition 3.
- f) Details of wastewater and effluent management pursuant to Condition 14.
- **2.** The layout of the venue and the development on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

#### **Operational conditions**

- **3.** Prior to the commencement of the use, an amended Venue Management Plan that is consistent with the recommendations in the Acoustic Report prepared by Marshall Day Acoustics with respect to managing vehicle access to and from the site, signage and prior notification for neighbours of outdoor events must be submitted to the Responsible authority for endorsement. The use must be operated in accordance with the Venue Management Plan, prepared by Myers Planning, submitted to the satisfaction of the Responsible Authority.
- **4.** No more than one event will occur per weekend, up to a maximum of 20 events per year and a maximum of 120 patrons on-site at any one time.
- **5.** The use may operate only between the following hours without the prior written consent of the Responsible Authority:
  - 11 am and 11 pm Monday to Sunday. 12pm and 9pm Good Friday and ANZAC Day.
- 6. Deliveries to and from the site (including waste collection) must only take place between:
  7am and 8pm Monday to Friday.
  9am and 6pm Saturday, Sunday or public holidays.
- 7. Bottles and rubbish must only be removed from within the premises between the hours of 7am and 8pm pm Monday to Friday.
  9am and 6pm Saturday, Sunday or public holidays.
- 8. Prior to the commencement of the use, the inhouse sound system must have a noise limiter installed by a suitably qualified acoustic engineer to meet SEPP-N2 and configured to set allowance levels corresponding to background noise levels as defined by the Tribunal in Whiting v Hosier Bar Pty Ltd.
- **9.** At the request of the Responsible Authority, the owner or operator must undertake noise measurements by a suitably qualified acoustic consultant and a report must be submitted to the Responsible Authority for compliance in relation to the relevant SEPP N-2 standards.
- **10.** All signage indicated in the Venue Management Plan and Acoustic Report must be installed prior to the operation of the use.
- **11.** External lighting must be designed, baffled and located so as to prevent any adverse effect on adjoining land to the satisfaction of the Responsible Authority.

#### **Construction Amenity**

- **12.** To safeguard the local amenity, reduce noise nuisance and to prevent environmental pollution during the construction period:
  - a. Stockpiles of topsoil, sand, aggregate, spoil or other material must be stored clear of any drainage path or easement, natural watercourse, footpath, kerb or road surface and must have measures in place to prevent the movement of such material off site.
  - b. Building operations such as brick cutting, washing tools, concreting and bricklaying must be undertaken on the building block. The pollutants from these building operations must be contained on site.
  - c. Builders waste must not be burnt or buried on site. All waste must be contained and removed to a Waste Disposal Depot.
  - d. All works on the land must be undertaken in accordance with the endorsed Construction Management Plan to the satisfaction of the Responsible Authority.

#### **Stormwater Management**

**13.** Storm water from all roofs, gutters, downpipes, and paved areas shall be drained to a legal point of discharge to the satisfaction of the Responsible Authority.

#### Car Parking

- **14.** The Function Centre can only be used between 15<sup>th</sup> April and 1<sup>St</sup> September if the following measures are implemented:
  - a. Prior to the use of the grassed area as a carpark, the ground surface must be protected by laying down geofabric across the entire area and covering it with a hardstand surface (i.e., granitic sand, crushed rock or a similar material). The geofabric and hardstand surface must remain in place permanently. The laying down of geofabric and covering it with a hardstand surface must occur without causing any ground disturbance; or
  - a. The existing hardstand surfaces (i.e., driveway, gravelled areas around the existing dwelling and shedding) may also be used for carparking.

#### **Health Conditions**

**15.** Prior to the endorsement of plans, full details of the proposed wastewater and effluent management, including a Land Capabilities Assessment if relevant, to the satisfaction of the Responsible Authority and the Environmental Protection Agency.

#### **Powercor Australia Conditions**

**16.** The applicant shall provide an electricity supply to development in accordance with the Distributor's requirements and standards.

Notes: Extension, augmentation or rearrangement of the Distributor's electrical assets may be required to make such supplies available, with the cost of such works generally borne by the applicant.

**17.** The applicant shall ensure that existing and proposed buildings and electrical installations on the subject land are compliant with the Victorian Service and Installation Rules (VSIR).

Notes: Where electrical works are required to achieve VSIR compliance, a registered electrical contractor must be engaged to undertake such works.

- 18. Any construction work must comply with Energy Safe Victoria's "No Go Zone" rules.
- **19.** Any buildings/structures must comply with the clearances required by the Electricity Safety (Installations) Regulations
- **20.** The property owner/builder should contact Dial before you Dig, before any excavation works are undertaken on the property.
- 21. Keep the easement land clear of any buildings or structures whatsoever.

#### Expiry

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

- a. The development is not started within two (2) years of the date of this permit.
- b. The development is not completed within four (4) years of the date of this permit.
- c. The use is not started within four (4) years of the date of this permit.
- d. The use is discontinued for a period of two years.
- **23.** The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires, or:
  - a. Within six (6) months afterwards for commencement, or
  - b. Within twelve (12) months afterwards for completion.

#### Permit Notes:

#### Road Reserve Works Permit

Before the commencement of any works within the road reserve, a Road Reserve Works Permit must be obtained from Council. All conditions on the Permit must be complied with.

Planner Responsible:	Delegate:	Rob Wandell
Signature:	Signature:	Porton dec
Date:	 Date:	21 July 2022

# MYERSBuilding Design<br/>Town PlanningPLANNING GROUPProject Management

## **Planning Permit Application**

200 Tooram Road, Allansford Prepared for Vicki and Murray Whiting

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Issued 23 September 2021 182B Lava Street Warrnambool VIC 3280 (03) 5562 9443 www.myersplanninggroup.com.au

## **Overview**

#### Background

Applicant / Owner	Vicki and Murray Whiting
Address	200 Tooram Road, Allansford
Lot Description	Lot 2 on Plan of Subdivision 412955N
Relevant Planning Controls	
Planning Policy Framework	Clause 11 Settlement
	Clause 12 Environmental and Landscape Values
	Clause 13 Environmental Risks and Amenity
	Clause 14 Natural Resource Management
	Clause 15 Built Environment and Heritage
	Clause 17 Economic Development
	Clause 18 Transport
	Clause 19 Infrastructure
Municipal Planning Strategy	Clause 21.01 Municipal Profile, Council Vision and Strategic Directions
	Clause 21.03-1 Environment and landscape values: Biodiversity
	Clause 21.03-4 Environment and landscape values: Significan environments and landscapes.
	Clause 21.04-5 Environmental Risks: Bushfire
	Clause 21.05-1 Natural Resource Management: Agriculture
	Clause 21.05-2 Natural Resource Management: Water
	Clause 21.06-3 Built Environment and Heritage: Heritage
	Clause 21.10-3 Infrastructure: Development infrastructure
Zone	Farming Zone (Schedule 1)
Overlays	Environmental Significance Overlay (Schedule 2)
	Heritage Overlay (Schedule 201)
Particular Provisions	Clause 52.06 Car Parking
	Clause 52.27 Licenced premises
	Clause 52.34 Bicycle Facilities
	Clause 53.06 Live Music Entertainment Venues
Strategic Planning Documents	None applicable

Myers Planning Group Planning Report, 23 September 2021

2

#### **Permit Application Details**

Description of Proposal	Use of Land for Function centre.
Permit requirement	Clause 35.07-1: Farming Zone - Table of Uses. A permit is required for the use of the land for a Function centre.
	Clause 52.34-2: Bicycle Facilities. A permit is required to waive the requirement for bicycle facilities.

#### Acknowledgement of Country

#### We care about our community

We acknowledge the Traditional Owners of the Country on which this application applies and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging. We donate a fixed percentage of our income each year to local organisations that work towards a better world. We also advise and represent a select group of clients on a reduced cost or pro bono basis.

## **Quality assurance**

#### **Town Planning Report**

200 Tooram Road, Allansford Lot 2 Plan of Subdivision 412955 Prepared for Vicki and Murray Whiting Project Number 21-300

## Revision

00 Prepared By

SMac

Reviewed By

DP

Project Lead

Issued 22 April 2021

_	Revision	Date	Issue
	01	22 April 2021	Final Town Planning Report
	02	23 September 2021	Updated Town Planning Report

## Contents

1	Ir	ntroduction	6
	1.1	Purpose	6
	1.2	Limitations	6
2	s	ite and surrounds	7
	2.1	Site description and title particulars	7
	2.2	Site analysis	8
	2.3	Site context	9
3	Р	roposal	12
	3.1	Overview	12
	3.2	Planning permit triggers	13
	3.3	Key elements	13
4	Р	lanning policies and controls	15
	4.1	Planning Policy Framework (PPF)	15
	4.2	Local Planning Policy Framework (LPPF)	16
	4.3	Farming Zone	17
	4.4	Overlays	17
	4.5	Particular Provisions	17
	4.6	Other planning considerations	20
5	Р	lanning assessment	21
	5.1	Overview	21
	5.2	Key considerations	21
6	С	onclusion	28
A	opend	lices	29

## Figures

Figure 1: Aerial Image: Subject Site	. 8
Figure 2: Aerial Image: Locality	11

## 1 Introduction

#### 1.1 Purpose

This report has been prepared by Myers Planning Group on behalf of Vicki and Murray Whiting in support of a planning permit application for the use of the land for a Function centre on land situated at 200 Tooram Road, Allansford (the 'Site'). The proposed use will occur on specified outdoor areas of the Site, with temporary facilities being transported in and removed away from the Site at the conclusion of each function.

The proposal seeks to leverage the intrinsic value of the Site as an attractive location for hire for functions, specifically weddings, during the warmer months of the year. The proposed use will complement the existing use of the Site for a dwelling and 'Bed and Breakfast' (No permit required). The proposed use is not associated with any agricultural activity, as the Site has been fragmented from the adjoining and nearby agricultural land use for many years. However, the proposed use will not compromise the use of the adjoining and nearby farmland for agriculture.

The proposal triggers the following permit requirements:

- Clause 35.07-1 Farming Zone
- Clause 52.34-2 Waiver of requirements for Bicycle Facilities.
- Clause 53.06 Live Music Entertainment Venues

Having considered the proposal with respect to the Warrnambool Planning Scheme, it is the conclusion of this report that the proposal is consistent with both state and local planning policy. As such, this report recommends, and requests Council issues a permit for the proposal.

The following documents should be read in conjunction with this report and are provided as part of the application:

- Certificates of title
- OneMap Site Report
- Site Photos
- Site Plan by MPG Design Studio
- Venue and Patron Management Plan
- Traffic Impact Assessment Report
- Environmental Noise Assessment
- Process check list generated by the Aboriginal Heritage Planning Tool.
- Notice of Intent to Prepare a Cultural Heritage Management Plan.

#### 1.2 Limitations

This report has considered the following documents:

- Warrnambool Planning Scheme (as of 22 April 2021)
- Certificates of Title (dated 7 April 2021)
- Glenelg Hopkins Regional Catchment Strategy 2013-2019

## 2 Site and surrounds

#### 2.1 Site description and title particulars

Site address	200 Tooram Road, Allansford		
Title details	Lot 2 Plan of Subdivision 412955N (Volume 10379, Folio 901).		
Site description	The Site consists of one lot, created in 1998 as part of a 13-lot subdivision which excised two dwellings from a large agricultural lot to the north.		
	The Site is located to the west of Tooram Road, and to the east of the Hopkins River. The Site is approximately 1.75 kilometres to the south of the township of Allansford. The Site is approximately 9.65 kilometres to the east of the central post office in Warrnambool.		
	The Site is approximately 2.33 hectares in area. It comprises a hammerhead shaped excised lot, with the frontage to Tooram Road consisting of the vehicle access, leading to a long narrow strip of land containing the internal access track, leading to an irregular polygon forming the body of the lot. The frontage to Tooram Road is approximately 13.5 metres in width. The length of the vehicle access strip up to the body of the lot is approximately 255 metres in length. The Site has western frontage to the Hopkins River of approximately 121 metres.		
	The topography is generally flat. It is lower than 10 metres Australian Height Datum.		
	The Site is wholly within an area of cultural heritage sensitivity as defined under the Aboriginal Heritage Regulations 2018.		
	The Site is wholly within a designated bushfire prone area as identified under the Building Regulations 2018.		
Landowners	For the purposes of Section 48 of the Planning and Environment Act 1987, the registered landowners of the property are Vicki Therese Whiting and Murray Robert Whiting.		
Easements,	The Site is not encumbered by any covenants or S.173 Agreements.		
restrictions or covenants	There is one easement applying to the Site. The easement benefits Powercor, for the purpose of protecting the powerline asset running across the land and the adjoining Lot 1 to the east. The easement has no impact on the proposal.		

Refer to Appendix A - Certificate of Title.

#### 2.2 Site analysis

The Site is wholly within the Farming Zone. The Site is partially covered by the Environmental Significance Overlay (Schedule 2) due to the Site's proximity to the Hopkins River. The Site is wholly covered by the Heritage Overlay (Schedule 201) due to the identified local heritage significance of the dwelling "Tooram Park"<sup>1</sup>. The dwelling is significant because it is the homestead associated with one of the earliest runs taken up in the Warrnambool area.

The Site has not been used for agriculture for some time, and the loss of the Site to agricultural production was formalised by the granting of a planning permit to authorise the excision of the dwelling from the larger farming lot to the north, resulting in the creation of the Site as Lot 2 on the Plan of Subdivision. The Site has since been used as a dwelling and 'bed and breakfast' accommodation.

The built form on the Site includes the heritage dwelling, comprising an Edwardian era home in good condition. A gazebo is located to the south of the dwelling. There is a non-contributory domestic outbuilding (a large vehicle garage) on the north side of the dwelling. A larger (non-contributory) outbuilding with power connected is located to the east of the body of the Site, with capacity for 10 vehicles as well as machinery storage. There are several other smaller outbuildings on the Site.

The Site contains extensive and well-maintained gardens, and mature screening vegetation along the northern boundary and the common boundary to the east. There is a hard surface tennis court to the north of the dwelling and garage.

Site infrastructure includes bore water connection, a number of water tanks, power connection, and on-site wastewater treatment system.

Refer to Figure 1 - Aerial Image.



Figure 1: Aerial Image: Subject Site

<sup>1</sup> Victorian Collections <u>https://victoriancollections.net.au/items/5397b4d52162ef0e043f15e6</u> (Accessed 6 April 2021)

Myers Planning Group Planning Report, 23 September 2021

#### 2.3 Site context

The locality is entirely within the Farming Zone, apart from the road reserve of Tooram Road which is within Road Zone - Category Two.

The Environmental Significance Overlay (Schedule 2) covers the Hopkins River and the riparian land on both sides of the water, extending over the body of the Site, but not over the narrow vehicle access of the Site. This overlay applies to all the lots with frontage to the Hopkins River.

The Heritage Overlay (Schedule 201) wholly covers the land. The nearest distinct Heritage Overlay is Schedule 349, located approximately 400 metres to the south-east of the area for the proposed Use on the Site. Schedule 349 protects the 'Logans Farmhouse and Diary' at 221 Tooram Road, Allansford (Lot 34 Lodged Plan 4058).

The Site is approximately 1.75 kilometres to the south of the township of Allansford (Tooram Road and Ziegler Parade intersection) and approximately the same distance to the south of the Princes Highway and the western intersection of Ziegler Parade with the highway. The Site is approximately 9.65 kilometres to the east of the central post office in Warrnambool.

The body of the Site is approximately 255 metres to the west of the Site's narrow frontage on Tooram Road, which has a width of approximately 13.5 metres to allow for vehicle access. The Site has frontage to the Hopkins River for approximately 121 metres along its western boundary.

The common boundary between the Site and the adjoining rural residential lot (196 Tooram Road) is approximately 139 metres in a north-south direction (the body of the Site). There is mature screening vegetation on the Site along this boundary. The common boundary continues for approximately 255 metres in an east-west direction (the vehicle access).

The Site was created at the same time as 196 Tooram Road. Both the Site and 196 Tooram Road are excised house lots, fragmented from the larger agricultural lot to the north which forms part of the extensive multi-lot agricultural landholding now known as 211 Tooram Road. This agricultural land holding is part of the original Tooram run which was taken up in 1839/40 by John McMahon Allan<sup>2</sup>. This large agricultural landholding effectively surrounds the Site and 196 Tooram Road, with lots to the north, south, and east of the two excised house lots. That is, the Site and the adjoining rural residential lot are surrounded by sustained agricultural production on high quality agricultural land.

The zoning ensures that the expectations from the occupants and visitors to the rural residential lots in the locality, with regard to amenity and infrastructure, can be managed with agriculture continuing to be facilitated and prioritised by the policy settings of the planning scheme.

Farming Zone; Environmental Significance Overlay (Schedule 2) North (partial): 211 Tooram Road, Allansford. Lot 3 PS 412955 is an agricultural lot of approximately 34.4 (Lot 3 Plan of Subdivision 412955) hectares. It forms part of a large agricultural land holding known as 211 Tooram Road. There is no built form on this lot. Public Parks and Recreation Zone; Environmental Significance West Overlay (Schedule 2) Hopkins River reserve The reserve for the Hopkins River is approximately 100 metres in width where it adjoins the Site. Farming Zone; Environmental Significance Overlay (Schedule 2) (partial): West of Hopkins River reserve: Directly to the west of the Hopkins River, 88 Smiths Lane is 88 Smiths Lane, Allansford approximately 17.5 hectares. It contains a dwelling, and is used for agriculture in the context of a rural lifestyle property.

The Site's key interfaces are as follows:

<sup>2</sup> Victorian Collections <u>https://victoriancollections.net.au/items/5397b4d52162ef0e043f15e6</u> (Accessed 6 April 2021)

Myers Planning Group Planning Report, 23 September 2021

(continued)	The dwelling on this lot is approximately 350 metres to the west of the location for the proposed Use on the Site.
East 196 Tooram Road, Allansford. (Lot 1 Plan of Subdivision 412955)	Farming Zone; Environmental Significance Overlay (Schedule 2) (partial): 196 Tooram Road is a rural residential lot, approximately 3.9 hectares. It contains a dwelling, domestic outbuildings, agricultural outbuildings, and several paddocks in agricultural production. There is mature screening vegetation on the common lot boundary with the Site, and other strategic places on this lot. The dwelling on this lot is approximately 150 metres to the south- east of the location for the proposed Use on the Site.
Road reserve.	Road Zone Category Two: The road reserve of Tooram Road is approximately 20 metres in width. The carriageway is a dual direction sealed surface, with line markings, in good condition.
East of road reserve: 211 Tooram Road, Allansford Lots 33 and 34 Lodged Plan 4058	Directly east of the road reserve, there are two more lots associated with the large agricultural land holding known as 211 Tooram Road. Lot 34 contains a dwelling, domestic outbuildings and agricultural outbuildings. The dwelling on Lot 34 is approximately 400 metres to the south-east of the area for the proposed Use on the Site.
South 211 Tooram Road, Allansford. ( <i>Lot 1 Plan of Subdivision 407582</i> )	Farming Zone; Environmental Significance Overlay (Schedule 2) (partial): Lot 1 PS 407582 is an agricultural lot of approximately 15.1 hectares. It forms part of a large agricultural land holding known as 211 Tooram Road. There is one agricultural outbuilding on this lot.

Refer to Figure 2 for aerial image of locality context.

Refer to  $\ensuremath{\textbf{Appendix}}\ensuremath{\,\textbf{B}}\xspace$  - OneMap Site Report; and  $\ensuremath{\textbf{Appendix}}\xspace$  - Site Photos



Figure 2: Aerial Image: Locality

Myers Planning Group Planning Report, 23 September 2021

## 3 Proposal

#### 3.1 Overview

The proposal seeks approval for the Use of the land for a 'function centre'. The function centre will be named 'Stone Keepers Run'. The function centre will be tailored for outdoor weddings, including both the ceremony and the reception. The purpose of the proposal is to leverage the intrinsic value of the Site as an attractive location for hire for functions, specifically weddings, during the warmer months of the year. The proposal will also establish a new venue within the City of Warrnambool that will bring benefits to the local economy within the municipality and the Great South Coast region. The business owners, Mrs Vicki Whiting and Mr Murray Whiting, have considerable experience in the wedding and event industry.

The proposed use will complement the existing use of the Site for a dwelling and established 'bed and breakfast' accommodation. The proposed use is not associated with any agricultural activity, as the Site has been fragmented from the adjoining and nearby agricultural land use for many years.

The proposed use will occur on specified outdoor areas of the Site, with temporary facilities being transported in and removed away from the Site at the conclusion of each function. The proponents expect the majority of bookings to be between Spring-early Autumn (inclusive), being the typical wedding season. The site will be available for bookings on any day, but the nature of wedding events and ceremonies is such that the proponents expect the vast majority of bookings to occur on weekends.

The proposed use for 'function centre' will operate during the following hours:

- Sunday through Saturday (inclusive): 11:00am 11:00pm
- Good Friday: between 12:00pm 9:00pm
- ANZAC Day (not being a Saturday or Sunday): between 12:00pm 9:00pm

Wedding ceremonies will typically occur between 2:00pm and 4:00pm and receptions will typically occur between 6:00pm and 11:00pm.

Each event will be catered by external catering firms consisting of up to 12 staff at any one time. The venue operators and catering staff will be generally on site in advance of the event to set up the venue, with most cleaning and removal of function paraphilia taking place the day following the event.

The Site and existing facilities, as detailed in this application, can suitably cater for up to 120 patrons per event.

Not more than one (1) event will occur per weekend (i.e. Saturday-Sunday), with up to 20 functions expected per calendar year.

Background music will be strictly controlled within the limits of *State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2* through adherence to the management procedures outlined in the Venue and Patron Management Plan at **Appendix E** and recommendations outlined in **Appendix H** (Environmental Noise Assessment).

See Appendix D for a site plan showing the proposed use of the land.

See **Appendix E** for a copy of the Venue and Patron Management Plan which demonstrates how operational matters will be managed as part of the running of the site as a venue for patrons.

See **Appendix F** for a copy of the Traffic Impact Assessment Report which demonstrates how car parking, bus parking and vehicle access/egress to the site will be managed as part of the running of the site as a venue for patrons.

The specifics of the proposed use are described in detail at Section 3.3 below.

### 3.2 Planning permit triggers

In accordance with the provisions of the Warrnambool Planning Scheme, the proposal triggers the following planning permit requirements:

- Clause 35.07-1 (Farming Zone) Use.
- Clause 52.34-2 (Bicycle Facilities) Waiver
- Clause 53.06 Live Music Entertainment Venues

The proposed use does not trigger any requirement for a planning permit in accordance with the Overlays applying to the land.

The proposed use does not trigger any requirement for a planning permit in accordance with the following particular provisions which are relevant to the proposal, being:

- Clause 52.06 Car Parking
- Clause 52.27 Licenced Premises

The above withstanding, these clauses have been considered for their relevance to the proposal.

### 3.3 Key elements

Key elements of the proposal include:

Three outdoor spaces for functions suited to weddings, that is, ceremonies and receptions:

- Function Space 1, gazebo and formal gardens to the south of dwelling, with an approximate area of 917 square metres;
- Function Space 2, the hard surface tennis court, with an approximate area of 375 square metres;
- Function Space 3, an open space riverside location with an approximate area of 2,025 square metres.
- A maximum patron capacity of 120 people.
- Ceremonies to occur during daylight hours only.
- Only one ceremony and one associated reception will be held on any weekend.
- The tennis court is expected to be the preferred location for receptions. Existing light fixtures will be baffled to limit light spill.

Facilities and Infrastructure:

- Car parking area of approximately 2,235 square metres, with space for 60 cars and space for buses, located on open space at eastern part of the Site.
- For ceremonies and receptions with less than 20 people, existing toilets within the dwelling may be used.
- For all ceremonies and receptions with 20 or more people, clients will be responsible for hiring portable toilets for the full period of the venue hire.
- Clients will be responsible for hiring marquees, tables/chairs, etc.
- Clients will be responsible for hiring entertainment (including live music entertainment if desired).
- Clients will be responsible for arranging all catering (food and beverages), including temporary limited licences for consumption of liquor on the premises.
- Existing kitchen facilities with refrigerator within the dwelling will be available to clients, or clients may choose to hire portable cool rooms.
- Caterers will be required to utilise a wash station, to be constructed inside the northern outbuilding. The wash station will be fitted with a grease trap, and connected to the on-site septic system.

- The on-site septic system, wash station, and all wastewater management associated with the proposed use, will be installed and/or upgraded in accordance with the State Environment Protection Policy (Waters) gazetted 23 October 2018 under the Environment Protection Act 1970, to the satisfaction of the responsible authority.
- All waste generated by each full period of venue hire will be collected in bins and/or skips, and removed from the Site, to be disposed of appropriately. Clients will be responsible for hiring waste collection and waste disposal services.

## 4 Planning policies and controls

### 4.1 Planning Policy Framework (PPF)

To ensure the overarching objectives of planning in Victoria are met, policies contained within the Planning Policy Framework (PPF) must be considered. The PPF clauses of most relevance the Site and the proposal are set out below.

### **Clause 11 Settlement**

Clause 11.01-1R – Settlement: Great South Coast - Seeks to attract more people to the region.
 Warrnambool is the key population and employment centre for the region.

#### Clause 12 Environmental and Landscape Values

- Clause 12.01-1S Protection of biodiversity Seeks to assist the protection and conservation of Victoria's biodiversity.
- Clause 12.05-1S Environmentally sensitive areas Seeks to protect and conserve environmentally sensitive areas.

### **Clause 13 Environmental Risks and Amenity**

- Clause 13.02-1S Bushfire planning Seeks to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.
- Clause 13.07-1S Land use compatibility Seeks to protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential offsite impacts.

### **Clause 14 Natural Resource Management**

- Clause 14.01-1S Protection of agricultural land Seeks to protect the state's agricultural base by preserving productive farmland.
- Clause 14.02-1S Catchment planning and management Seeks to assist the protection and restoration of catchments, water bodies, groundwater, and the marine environment.
- Clause 14.02-2S Water quality Seeks to protect water quality.

#### **Clause 15 Built Environment and Heritage**

- Clause 15.03-1S Heritage conservation Seeks to ensure the conservation of places of heritage significance.
- Clause 15.03-2S Aboriginal cultural heritage Seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance.

#### **Clause 17 Economic Development**

- Clause 17.01-1S - Diversified economy - Seeks to strengthen and diversify the economy.

### Clause 18 Transport

Clause 18.02-4S – Car parking - Seeks to ensure an adequate supply of car parking that is appropriately
designed and located.

### Clause 19 Infrastructure

 Clause 19.03-3S – Integrated water management - Seeks to sustainably manage water supply, water resources, wastewater, drainage and stormwater through an integrated water management approach.

### 4.2 Local Planning Policy Framework (LPPF)

The Local Planning Policy Framework (LPPF) sets out local and regional planning policy with a focus on specific areas and issues within the municipality of Warrnambool. The Municipal Strategic Statement (MSS) and local policies relevant to the proposal are detailed below.

### Clause 21 Municipal Strategic Statement

- Clause 21.01 Municipal Profile, Council Vision and Strategic Directions Key factors of relevance to this application include:
  - Approximately 60% of the municipality's land area is rural land used for agriculture, particularly dairy farming;
  - Agriculture is an important element of the regional economy with 16% of the work force employed within the agriculture, fishing and forestry sector.
  - It is important that rural areas are protected to ensure agricultural uses remain viable and to ensure the City's unique rural character is protected from urban development;
  - The City supports an impressive range of environmental values... the introduction of pest plants and animals have the potential to impact on biodiversity.
  - It is important that the impacts of urban and rural pressures are appropriately managed in coastal areas, waterways and sensitive ecosystems;
  - The natural landscape (including the Hopkins River) is an important asset of the municipality that requires protection form inappropriate use and development.
- Clause 21.03-1 Environment and landscape values: Biodiversity This clause seeks to recognise, protect and enhance the natural environment and habitats. The Hopkins River forms part of a highly significant coastal wetland system that provides habitat for many native species.
- Clause 21.03-4 Environment and landscape values: Significant environments and landscapes -This clause seeks to protect the natural, cultural and visual values of significant natural environments. The Hopkins River has significant environmental, social, economic and landscape values. All new use proposals should sustain and enhance river quality, and mitigate against any potential environmental or visual impact to the rivers and their environs, and where possible, achieve net environmental gain.
- Clause 21.04-5 Environmental Risks: Bushfire This clause seeks to ensure that land use and development is directed to locations and carried out in ways that minimise its vulnerability to the threat of fire.
- Clause 21.05-1 Natural Resource Management: Agriculture The clause seeks to prevent land use conflicts between agricultural uses and sensitive uses, and ensure that use and development does not prejudice agricultural industries or limit the productive capacity of land.
- Clause 21.05-2 Natural Resource Management: Water The clause seeks to maintain and enhance the ecological health of Warrnambool's water resources and waterways. It seeks to reduce sediment and nutrients entering waterways. The Hopkins River is a significant environmental resource that must be protected. The Hopkins River continues to have spiritual and cultural significance for indigenous groups. The Hopkins River serves important functions as a drainage corridor, as habitat, and as significant landscape.
- Clause 21.06-3 Built Environment and heritage: Heritage This clause seeks to identify, conserve
  and enhance items, places and areas of natural, built, cultural and indigenous heritage. In particular, the
  clause seeks to promote the protection and appropriate management of Aboriginal cultural heritage
  values.
- Clause 21.10-3 Infrastructure: Development infrastructure This clause seeks to reduce environment degradation associated with stormwater run-off and effluent disposal.

#### **Clause 22 Local Planning Policies**

No applicable local planning policies.

### 4.3 Farming Zone

The Site is located within the Farming Zone Schedule 1 (Clause 35.07). The purposes of the Farming Zone include:

- To provide for the use of land for agriculture.
- To encourage the retention of productive agricultural land.
- To ensure that non-agricultural uses, including dwellings, do not adversely affect the use of land for agriculture.
- To encourage the retention of employment and population to support rural communities.
- To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.

The application seeks approval for the use of land for a Function centre. Pursuant to Clause 35.07-1, a permit is required. See **Section 5.2.3** for a response to the relevant decision guidelines as listed at Clause 35.07-6.

### 4.4 Overlays

The Site is partially covered by the Environmental Significance Overlay (Schedule 2) due to the Site's proximity to the Hopkins River.

The Site is fully covered by the Heritage Overlay (Schedule 201) due to the identified local heritage significance of the dwelling "Tooram Park"<sup>3</sup>. The dwelling is significant because it is the homestead associated with one of the earliest runs taken up in the Warrnambool area.

The proposal is for Use only. No construction, subdivision, or removal of vegetation is proposed. No signage is proposed with this application.

Pursuant to Clause 42.01-2, there is no requirement for a planning permit under the provisions of the Environmental Significance Overlay (Schedule 2).

Pursuant to Clause 43.01-1, there is no requirement for a planning permit under the provisions of the Heritage Overlay (Schedule 201).

### 4.5 Particular Provisions

The particular provisions are specific prerequisites or planning provisions for a range of particular uses and development and apply consistently across the State.

The proposal is required to be considered against the following particular provisions:

- Clause 52.06 Car Parking
- Clause 52.27 Licensed Premises
- Clause 52.34 Bicycle Facilities
- Clause 53.06 Live Music Entertainment Venues

### Clause 52.06 Car Parking:

The purposes of Clause 52.06 include:

- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

<sup>&</sup>lt;sup>3</sup> Victorian Collections <u>https://victoriancollections.net.au/items/5397b4d52162ef0e043f15e6</u> (Accessed 6 April 2021)

Myers Planning Group Planning Report, 23 September 2021

Clause 52.06 applies to an application for a new use. Before a new use commences, the number of car parking spaces required under Clause 52.06-5 must be provided to the satisfaction of the responsible authority. A permit is required to reduce the number of car parking spaces required under Clause 52.06-5.

The table at Clause 52.06-5 states that 0.3 car parking spaces should be provided for each patron admitted.

The proposal has a maximum capacity of 120 patrons. 36 car parking spaces should be provided.

The proposal will provide up to 60 car parking spaces. There is also space for the parking of hired buses. It is expected that many events will include a hire bus for the convenience and safety of the guests and other road users.

The proposed number of car parking spaces is compliant with the requirements of the planning scheme at Clause 52.06-5.

Pursuant to Clause 52.06-3, there is no requirement for a planning permit under the provisions of the clause.

Pursuant to Clause 52.06-8, plans for the proposed car parking must be prepared to the satisfaction of the responsible authority before a new use commences.

Pursuant to Clause 52.06-9, plans prepared in accordance with Clause 52.06-8 must meet the design standards of Clause 52.06-9, unless the responsible authority agrees otherwise.

It is considered that due to the site context in a rural zone, and the proposed use (and associated vehicle parking requirements) occurring not more than once per week during the warmer months of the year (the wedding season), the responsible authority will not require the car parking area to be designed to urban standards, as expected by the provisions of Clause 52.06-9.

See Appendix D for proposed site plan, which shows the proposed area for car parking.

See Appendix F for a copy of the Traffic Impact Assessment Report which demonstrates how car parking, bus parking and vehicle access/egress to the site will be managed as part of the running of the site as a venue for patrons.

### Clause 52.27 Licensed premises:

The purposes of Clause 52.27 include:

- To ensure that licensed premises are situated in appropriate locations
- To ensure that the impact of the licensed premises on the amenity of the surrounding area is considered.

Clause 52.27 applies to premises licensed, or to be licensed, under the Liquor Control Reform Act 1998.

The proposal does not include the sale of liquor which requires a planning permit. The clientele who hire the venue will be required to supply their own food and beverages, including liquor. Liquor will be consumed on the land in accordance with the conditions of any temporary limited licence.

The above withstanding, the Venue and Patron Management Plan contained at **Appendix E** demonstrates how patron behaviour can be adequately managed as part of the operation of the site for both licenced and unlicenced events.

Pursuant to Clause 52.27, the requirement for a permit does not apply to a limited licence. There is no requirement for a planning permit under the provisions of this clause.

#### Clause 52.34 Bicycle Facilities:

The purposes of Clause 52.34 are:

- To encourage cycling as a mode of transport.
- To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.

Clause 52.34 applies to an application for a new use.

Pursuant to Clause 52.34-1, a new use must not commence until the required bicycle facilities and associated signage has been provided on the land.

Myers Planning Group Planning Report, 23 September 2021

Pursuant to Clause 52.34-2, a permit may be granted to vary, reduce or waive any requirement of Clause 52.34-5 and Clause 52.34-6.

The table at Clause 52.34-5 states that 1 bicycle space should be provided for each 1,500 square metres of net floor area, for residents/employees. 2 bicycle spaces should be provided for visitors, plus 1 bicycle space for each 1,500 square metres of net floor area.

The proposal does not include any bicycle spaces in accordance with Clause 52.34.

Pursuant to Clause 52.34-2, a permit is required to waive the requirements for bicycle facilities.

See Section 5.2.4 for a response to the relevant decision guidelines as listed at Clause 52.34-4.

#### Clause 53.06 Live Music Entertainment Venues:

The purposes of Clause 53.06 are:

- To recognise that live music is an important part of the State's culture and economy.
- To encourage the retention of existing and the development of new live music entertainment venues.
- To protect live music entertainment venues from the encroachment of noise sensitive residential uses.
- To ensure that noise sensitive residential uses are satisfactorily protected from unreasonable levels of live music and entertainment noise.
- To ensure that the primary responsibility for noise attenuation rests with the agent of change.

Clause 53.06 applies to an application under any zone for a land use associated with a live music entertainment venue. Pursuant to Clause 53.06-2, a 'live music entertainment venue' means a function centre that includes live music entertainment.

This application seeks approval for the use of land for 'function centre' for the purposes of holding wedding ceremonies and associated receptions. The primary and substantial purpose of the venue is not for live music, but background music will be a common accompaniment for wedding ceremonies and receptions.

Clause 53.06 applies to an application under any zone for a land use associated with a live music entertainment venue. Pursuant to Clause 53.06-2, a "live music entertainment venue" means a function centre that includes live music entertainment.

The proposed functions will comprise background music strictly controlled within the limits of State Environment Protection Policy (Control of Music noise from Public Premises) No. N-2.

There are no dwellings or any noise sensitive residential uses within 50 metres of the locations on the Site which are to be used for the proposed 'function centre'. The proposal complies with the requirements of Clause 53.06-3.

Clause 53.06-4 sets out required information to be submitted with the application.

See **Appendix D** for a proposed site plan, which includes the relevant information for the locations of the proposed use. Information regarding the location of the nearby dwellings, and the days and hours of the proposed use (including the inclusion of live music) are provided at **Sections 2** and **3** of this planning report. See **Appendix E** for a copy of the Venue and Patron Management Plan. See **Appendix H** for a copy of the Environmental Noise Assessment outlining recommendations for control of live music and patron noise.

See Section 5.2.5 for a response to the relevant decision guidelines as listed at Clause 53.06-5.

### 4.6 Other planning considerations

### 4.6.1 Aboriginal Cultural Heritage Sensitivity

The Site is identified as being an 'area of cultural heritage sensitivity' pursuant to the Aboriginal Heritage Regulations 2018.

The application is for Use only. The proposal does not require any significant ground disturbance. The Site includes areas that may or may not have been subject to significant ground disturbance in the past. In accordance with Regulation 46 of the Aboriginal Heritage Regulations 2018, a Cultural Heritage Management Plan (CHMP) is required, prior to the commencement of the proposed use on the land.

See  $\ensuremath{\textbf{Appendix}}\ensuremath{\textbf{G}}$  for an approved Cultural Heritage Management Plan.

## 5 Planning assessment

### 5.1 Overview

The following chapter outlines the key planning considerations of the proposal in response to relevant policy and the provisions of the Corangamite Planning Scheme. In summary, the following key considerations are relevant to the assessment of the proposal:

- Is the proposal consistent with the Planning Policy Framework?
- Is the proposal consistent with the Municipal Strategic Statement and Local Planning Policies?
- Does the proposal appropriately respond to the purpose and decision guidelines of the Farming Zone?
- Does the proposal appropriately respond to the purpose and decision guidelines of the particular provisions regarding Bicycle Facilities and Live Music?
- Does the proposal appropriately respond to the decision guidelines at Clause 65.01?

### 5.2 Key considerations

### 5.2.1 Is the proposal consistent with the Planning Policy Framework (PPF)?

The proposal requires consideration against a number of important clauses of the Warrnambool Planning Scheme, due to the zoning of the subject site and locality. The locality is identified as high-quality agricultural land. The PPF seeks to protect productive agricultural land. The PPF also seeks to encourage diversity in local and regional economies, which may include the use of land in the rural zones, provided that this does not prejudice agricultural production. The PPF seeks to ensure that places with environmental and landscape significance, such as the Hopkins River, are protected from any adverse impact due to new land uses.

The Site is identified as being within a bushfire prone area, so the policy at Clause 13.02-1S **Bushfire planning** must be applied. The risk from bushfire associated with the proposal is considered to be acceptable. There are no constraints to the adequate provision and maintenance of defendable space, emergency vehicle access, and supply of fire-fighting water.

The proposal is a logical and appropriate business idea, given the attractive heritage and natural qualities of the Site, the use of the Site for Bed and Breakfast, the role of Warrnambool as the regional centre for the Great South Coast, and the business experience of the proponents. The proposed use can co-exist with the sustained agricultural use of the adjoining and surrounding farmland, and represents a compatible use of land in a rural zone that will bring economic benefits to related businesses throughout the municipality and region. The proposal ensures that all wastewater generated by the proposed use will either be: a) managed on-site in accordance with State Environment Protection Policy (Waters) gazetted 23 October 2018 under the Environment Protection Act 1970, to the satisfaction of the responsible authority, or, b) removed offsite by professional services. All hard waste generated by the proposed use will be removed offsite and disposed of appropriately. The proposal will result in no adverse impacts to the environmental and landscape significance of the Site, particularly to the Hopkins River and the groundwater associated with the Site. (Clauses 11.01-1R Settlement: Great South Coast, 12.01-1S Protection of biodiversity, 12.05-1S Environmentally sensitive areas, 14.01-1S Protection of agricultural land, 14.02-1S Catchment planning and management, 14.02-2S Water Quality 17.01-1S Diversified Economy, 19.03-3S Integrated Water Management). The proponents are aware of the local heritage significance of "Tooram Park" (the dwelling and its surrounds). The maintenance and enhancement of the heritage qualities of the Site are an integral feature of the proposed business (Clause 15.03-1S Heritage conservation). Just as importantly, there is the potential for cultural heritage remnants to be identified on the Site. The proponents will arrange for a cultural heritage management plan to be prepared in accordance with the Aboriginal Heritage Regulations 2018, prior to the commencement of the proposed use (Clause 15.03-2S Aboriginal cultural heritage).

The proposal may result in some of the activities associated with the proposed use being able to be perceived from beyond the boundaries of the Site, that is, there may be noise emissions associated with vehicle movements, the gathering of a crowd of people consuming liquor, and recorded or live entertainment. However, it is considered that the potential noise emissions are reasonable and manageable, given the context of the Site. The Site and the adjoining land is within the Farming Zone. The nearest sensitive land use is a dwelling located approximately 150

metres from the proposed reception area (the former tennis courts). There is mature screening vegetation on the common boundary between the Site and the nearest dwelling in separate ownership. The proponents intend for all activity associated with the proposed use to cease by 11pm. The proponents intend for the land to be used for a Function centre not more than once per week (on a weekend) during the warmer months of the year. The proponents will not allow noise emissions to exceed the limits as set by the State Environment Protection Policy (Control of Music Noise from Public Premises) – No. N-2. See **Appendix E** for a copy of the Venue and Patron Management Plan. The proposal complies with the objective of Clause 13.07-1S **Land use compatibility**.

As a proposed Function centre, located outside of the reach of any public transport, and beyond reasonable distance in most cases for walking and cycling, it is important to ensure that an adequate supply of car parking is provided on the Site. The proposal includes an area of open space approximately 2,235 square metres, to be set aside for parking of vehicles. The area can accommodate up to approximately 60 vehicles, and will also cater for hired buses. The proposal includes a maximum capacity of 120 guests on the Site. The proposal complies with the objective of Clause 18.02-4S **Car Parking**. See **Appendix F** for a copy of the Traffic Impact Assessment Report.

The proposed use of the land for a Function centre is consistent with the PPF.

### 5.2.2 Is the proposal consistent with the Local Planning Policy Framework (LPPF)?

The Municipal Strategic Statement and the Local Planning Policies (together forming the LPPF) provide supporting local content to the PPF. There are no local planning policies at Clause 22 relevant to the proposal. The relevant local content within the MSS provides reinforcement to the objectives and policy in the PPF, discussed in **Section 5.2.1**. That is, the MSS seeks to protect agricultural land, preventing land use conflicts between agricultural uses and sensitive uses, while supporting the diversification of rural land uses that are consistent with sustainable land and water resource management. The MSS seeks to ensure that the Hopkins River is protected from adverse impacts due to inappropriate use and development, particularly adverse impacts associated with effluent disposal and waste water management. The MSS seeks to acknowledge the importance of indigenous cultural heritage in the area, and recognise, promote and protect the significant Aboriginal heritage sites. As discussed in **Section 5.2.1**, the proposal complies with these objectives.

The proposed use of the land for a Function centre is consistent with the LPPF.

### 5.2.3 Does the proposal appropriately respond to the Farming Zone?

The proposal complies with the purpose of the **Farming Zone**, particularly with regard to ensuring that nonagricultural uses do not adversely affect the use of land for agriculture.

A response to the decision guidelines of Clause 35.07-6 is provided in the table below:

Clause 35.07-5 Decision Guidelines	Response		
General issues			
The Municipal Planning Strategy and the Planning Policy Framework	The Municipal Planning Strategy (MPS) and the Planning Policy Framework (PPF) have been considered in this report. Please see <b>Sections 5.2.1</b> and <b>5.2.2</b> .		

Clause 35.07-5 Decision Guidelines	Response
Any Regional Catchment Strategy and associated plan applying to the land.	The Glenelg Hopkins Regional Catchment Strategy 2013- 2019 (RCS) applies to the application site.
	The map (Figure 9) on page 35 of the RCS includes the Site in the 'Significant Area' (purple colouring on map) of the Hopkins River Estuary.
	The RCS contains a statement of regional significance for the Hopkins River Estuary, and a list of objectives and management measures for estuaries, starting on page 36 of the RCS.
	The Glenelg Hopkins Regional Catchment Strategy 2013- 2019 contains general objectives and management measures with regard to the role of landowners in caring for and managing the environmental qualities of their land.
	The proposal will not result in any adverse impact to the environment qualities of the subject site, the Hopkins River Estuary, and the catchment in general. All wastewater and effluent generated by the proposed use will either be: a) managed on-site in accordance with State Environment Protection Policy (Waters) gazetted 23 October 2018 under the Environment Protection Act 1970, to the satisfaction of the responsible authority, or, b) removed offsite by professional services.
The capability of the land to accommodate the proposed use or development, including the disposal of effluent.	The Site has ample area for gatherings of up to 120 people for organised ceremonies and functions, including ample area for associated car parking.
	As stated above, all wastewater and effluent generated by the proposed use will either be: a) managed on-site in accordance with State Environment Protection Policy (Waters) gazetted 23 October 2018 under the Environment Protection Act 1970, to the satisfaction of the responsible authority, or, b) removed offsite by professional services.
How the use or development relates to sustainable land management.	The proposed use is not directly related to sustainable land management with regard to agricultural production or ecological qualities.
	The proposed use will sustain heritage aspects of the land. The proponents (landowners) will conserve and enhance the identified heritage significance of the Site, including the items related to European development, and any items and places identified as having cultural heritage significance, following the preparation of the Cultural Heritage Management Plan.

Clause 35.07-5 Decision Guidelines	Response		
Whether the site is suitable for the use or development and whether the proposal is compatible with adjoining and nearby land uses.	The Site is considered to be suitable for the proposed use, due to its heritage and landscape qualities, the available space and infrastructure on the Site, the area of the Site, the proximity of the Site to Warrnambool and the Princes Highway, and the context of the locality. The proposed use will not compromise the adjoining agricultural land use. The proposed use will not have an unreasonably amenity impact on the adjoining rural residential use. The proposed use is considered to be compatible with adjoining and nearby land uses.		
How the use and development makes use of existing infrastructure and services.	The proposed use is based on the existing infrastructure of the Site.		
	Additional demand on the land, with regard to wastewater and effluent, and hard waste, will be managed by establishing a strict policy of temporary moveable facilities being brought to the Site for the full period of each use of the land for Function centre, to collect the wastewater and effluent and hard waste, and then transport the collected material off-site for appropriate disposal by professional services.		
Agricultural issues and the impacts from non- agricultural uses			
Whether the use or development will support and enhance agricultural production. Whether the use or development will adversely	The proposed use is not associated with agricultural production. The Site was excised from the productive agricultural land in 1998, and prior to that, the dwelling has been long established as a homestead with surrounding		
affect soil quality or permanently remove land from agricultural production.	gardens. It is not reasonable to expect any agricultural productivity from the Site.		
The potential for the use or development to limit the operation and expansion of adjoining nearby agricultural uses.	The proposed use will not limit the sustained use of the surrounding farmland for agricultural production.		
The capacity of the site to sustain the agricultural use.			
The agricultural qualities of the land, such as soil quality, access to water and access to rural			

Any integrated land management plan prepared for the site.

Not applicable.

Myers Planning Group Planning Report, 23 September 2021

infrastructure.

Dwelling issues

### Clause 35.07-5 Decision Guidelines

Response

#### Environmental issues

The impact of the proposal on the natural physical features and resources of the area, in particular on soil and water quality.

The impact of the use or development on the flora and fauna on the site and its surrounds.

The need to protect and enhance the biodiversity of the area, including the retention of vegetation and faunal habitat and the need to revegetate land including riparian buffers along waterways, gullies, ridgelines, property boundaries and saline discharge and recharge area.

The location of on-site effluent disposal areas to minimise the impact of nutrient loads on waterways and native vegetation.

The Site adjoins the Hopkins River, a significant natural resource, with regard to ecological services, social values, economic services, landscape values, and cultural values. The location of the Site is also identified as the approximate northern extent of the Hopkins River Estuary.

The proponents are aware of the environmental significance of the Hopkins River and the associated estuary. The landscape and environmental values of the Hopkins River form an integral part of the attraction of the Site and therefore are an integral part of the business offering proposed by the proponents.

The proposal will not result in any adverse impact to the environment qualities of the subject site, the Hopkins River Estuary, and the catchment in general. All wastewater and effluent generated by the proposed use will either be: a) managed on-site in accordance with State Environment Protection Policy (Waters) gazetted 23 October 2018 under the Environment Protection Act 1970, to the satisfaction of the responsible authority, or, b) removed offsite by professional services.

### Design and siting issues

The need to locate buildings in one area to avoid any adverse impacts on surrounding agricultural uses and to minimise the loss of productive agricultural land.

The impact of the siting, design, height, bulk, colours and materials to be used, on the natural environment, major roads, vistas and water features, and the measures to be undertaken to minimise any adverse impacts.

The impact on the character and appearance of the area or features of archaeological, historic or scientific significance or of natural scenic beauty or importance.

The location and design of existing and proposed infrastructure including roads, gas, water, drainage, telecommunications and sewerage facilities.

Whether the use and development will require traffic management measures.

The proposed use will occur on specified areas of the Site. The temporary infrastructure brought in for each use of the Site for a function centre (e.g. marquees, portable toilets, portable cool room) will not be visible from Tooram Road, or the three dwellings that are within 500 metres of the Site. There will be no adverse visual impact due to the proposed use.

Although there may be up to 60 vehicles driving to and leaving the Site for a full capacity event, this is considered to be an acceptable demand on the local road network. It is expected that many events will include a hire bus for the convenience and safety of guests.

See **Appendix F** for a copy of the Traffic Impact Assessment Report for further details on how traffic and parking matters have been considered as part of the running of the venue.

The proposed use of the land for a Function centre complies with the purpose of the Farming Zone, and responds well to the decision guidelines of the Farming Zone.

## 5.2.4 Does the proposal appropriately respond to Clause 52.34 Bicycle Facilities?

The proposal seeks a waiver from the requirement to provide bicycle facilities in accordance with Clauses 52.34-5 and 52.34-6.

Pursuant to Clause 52.34-4, the responsible authority must consider, as appropriate:

- The location of the proposed land use and the distance a cyclist would need to travel to reach the land.
- The users of the land and their opportunities for bicycle travel.

The Site is located over 10 kms to the east of the Warrnambool City Centre, by road. The Site is located within 2 kms of Allansford by road, however, the overwhelming majority of expected visitors to the Site will not be travelling from Allansford. There is no public transport available in the vicinity of the Site.

The users of the land for the proposed Function centre are expected to be wedding guests, and members of the wedding party during the planning stages of the wedding. The users of the land are expected to be travelling to the Site from Warrnambool, the greater region of the Great South Coast, from across Victoria, interstate, and potentially from overseas. Travel to a rural wedding venue, even during the planning stages of the event, is expected to be via private vehicle. Bicycle facilities are not required on the land.

The proposed waiver of bicycle facilities as required in accordance with Clause 52.34 is acceptable when assessed against the provisions of Clause 52.34.

#### 5.2.5 Does the proposal appropriately respond to Clause 53.06 Live Music Entertainment Venues?

The provisions of Clause 53.06 require that the proposal is assessed against the decision guidelines at Clause 53.06-5.

The proposal seeks to use the land as a Function centre during Spring-Autumn (inclusive) with each event to conclude at 11pm or earlier. Background music may be included as an accompaniment to functions and will be dependent on the requirements for each event.

Pursuant to Clause 53.06-5, the responsible authority must consider, as appropriate:

- The extent to which the siting, layout, design and construction minimise the potential for noise impacts.
  - Whether existing or proposed noise sensitive residential uses will be satisfactorily protected from unreasonable live music and entertainment noise.
- Whether the proposal adversely affects any existing uses.

There are three dwellings in separate ownership in the locality of the Site. When measured from the location of the proposed Use (function centre) on the Site, the dwellings are located approximately 350 metres to the west, 150 metres to the south-east, and 400 metres to the south-east.

The proposed function centre comprises three 'outdoor venue' areas. Music to be played on the premises will be controlled through the management arrangements outlined in the Venue and Patron Management Plan at **Appendix E** and recommendations outlined in **Appendix H** (Environmental Noise Assessment) including:

- Functions accompanied by background music will comprise noise limiters on any noise emitting devices restricting noise to within the prescribed limits of the State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2).
- The venue operator will install and maintain a Noise Limiter ("the Device"), with a cut out for exceedance, set at a level by a qualified acoustic engineer, to ensure the escape of amplified music does not exceed the noise level requirements for each respective type of event as outlined in Conditions 4, 5 and 6 and SEPP N-2 (whichever is respectively the more restrictive). Amplified music will not be played other than when the Device is installed and operating to ensure compliance with the noise levels as outlined in Conditions 4, 5 and 6 and SEPP N-2 (whichever is respectively the more restrictive).
- The location of any speakers will be oriented to face north away from dwellings / sensitive noise receptors.

### On balance, given:

- the distance between the nearest sensitive receptors and the proposed function centre areas;
- the duration of events;
- the conclusion of functions and therefore any associated noise before 11pm; and
- the proposed measures to control patron and music noise as set out in the Venue and Patron Management Plan;
  - it is considered that noise emissions will be compliant within the prescribed limits of *State Environment* Protection Policy (Control of Music Noise from Public Premises) No. N-2.

The proposal will not adversely affect the existing use of nearby or adjoining rural residential lots containing sensitive receptors.

The proposal complies with the purpose and provisions of Clause 53.06.

See Appendix E for a copy of the Venue and Patron Management Plan.

See Appendix H for a copy of the Environmental Noise Assessment outlining recommendations for control of live music and patron noise.

### 5.2.6 Does the proposal appropriately respond to the decision guidelines of Clause 65.01?

In accordance with Section 60 of the Planning and Environment Act 1987, this report has considered the Warrnambool Planning Scheme. The objectives of planning in Victoria have been considered, particularly the objectives to provide for the fair, orderly, economic and sustainable use and development of land; to provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity; and to balance the present and future interests of all Victorians.

This report has assessed the proposal against the relevant objectives, strategies and policies of the Planning Policy Framework, the Municipal Planning Strategy, and the purpose of the Farming Zone. The proposal has considered all the relevant particular provisions. The proposal constitutes orderly planning. The proposal will have no adverse impact on water quality or biodiversity. The proposal will not increase risk from bushfire. The proposal includes adequate facilities for loading and unloading, and car parking for guests. There will be no impacts to road safety.

The proposal responds well to the decision guidelines of Clause 65.01.

## 6 Conclusion

This report has described the proposal for land at 200 Tooram Road, Allansford (Lot 2, Plan of Subdivision 412955N). The application seeks approval to use the land for a Function centre. The primary purpose for the proposed Function centre is to be a supplementary business for the proponents, providing an outdoor wedding venue during the warmer months of the year.

This report has assessed the proposal against relevant policy and planning controls of the Warrnambool Planning Scheme, including the matters set out in Section 60 of the Act.

It is the conclusion of this report that the application is consistent with the purposes and intent of the planning controls and policy framework of the Warrnambool Planning Scheme.

The proponents are experienced in the wedding and events industry, and the proposal is a logical business plan given the context of the Site. The proposal will bring economic benefits to a variety of small businesses associated with the events industry with the municipality and the region. The proposal will not prejudice the use of the adjoining and nearby farmland for sustained agricultural production. The proposed change of use is unlikely to result in any detriment to the locality by way of noise, traffic or environmental impacts. The Site is well designed for vehicle access and contains adequate areas to cater for expected car parking generation. The proposal will enhance the identified heritage significance of the Site. It is understood a decision on the planning permit application will not be made until a Cultural Heritage Management Plan has been approved. The proposed land use can reasonably and acceptably manage the risk of bushfire, and will not increase the risk of bushfire.

It follows as the recommendation and request of this report that Council issue a planning permit for the proposal.

We look forward to working with Council during the assessment of the application.

Myers Planning Group

## Appendices

Appendix A	Certificate of Title
Appendix B	OneMap Site Report
Appendix C	Site Photos
Appendix D	Site Plan by MPG Design Studio
Appendix E	Venue and Patron Management Plan
Appendix F	Traffic Impact Assessment Report
Appendix G	Cultural Heritage Management Plan
Appendix H	Environmental Noise Assessment

## Appendix A Certificate of Title

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## Appendix B OneMap Site Report

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## Appendix C Site Photos

Myers Planning Group Planning Report

## Appendix D Site Plan

Myers Planning Group Planning Report

# Appendix E Venue and Patron Management Plan

# Appendix F Traffic Impact Assessment Report

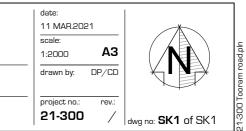
# Appendix G Approved Cultural Heritage Management Plan

Myers Planning Group Planning Report

## Appendix H Environmental Noise Assessment



		revision: description:	date: -	PROPOSED FUNCTION CENTRE
PLANNING GROUP	182B Lava Street Warrnambool VIC 3280	NOTATIONS 1. WARNINGS AS TO DIMENSIONS: THIS PLAN IS NOT BASED ON SURVEY. 2. FEATURES ON THIS PLAN HAVE BEEN DERIVED FROM PHOTO GEOMETRY. 3. THIS PLAN HAS BEEN PREPARED FOR TOWN PLANNING PURPOSES ONLY. 4. NO RESPONSIBILITY TAKEN FOR THE RESULTANT ACTIONS OF THE USE THIS PLAN FOR OTHER THAN ITS INTENDED PURPOSE. 5. THIS PLAN MAY NOT BE COPIED WITHOUT THE INCLUSION OF THESE NOTIFICATIONS. © MYERS PLANNING G		200 TOORAM ROAD, ALLANSFORD, VIC 3277
	Phone: (03) 5562 9443 www.myersplanninggroup.com.au			client: VICKI & MURRAY WHITING
	<b>ABN</b> 53253414622			drawing title: SITE PLAN



## 1 August 2022 Page | 530



## VENUE AND PATRON MANAGEMENT PLAN

**'STONE KEEPERS RUN'** 

200 Tooram Road, Allansford

Prepared on behalf of Vicki and Murray Whiting

April 2021

Myers Planning Group 182B Lava Street Warrnambool, Victoria PATRON AND VENUE MANAGEMENT PLAN, 200 Tooram Road, Allansford



Prepared for: Vicki and Murray Whiting 200 Tooram Road, Allansford

Prepared by:

Myers Planning Group Pty Ltd

ABN 53 253 414 622

## **Quality Information**

Document:	Patron and Venue Management Plan
Reference:	21-300
Date:	April 2021
Amended:	n/a
Prepared by:	Sophia MacRae

#### Disclaimer

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PATRON AND VENUE MANAGEMENT PLAN, 200 Tooram Road, Allansford



Table of	Contents		
1 Intro	1 Introduction		
2 Hou	2 Hours of operation		
3 Staffing numbers		2	
4 Noise sources			
5 Ven	ue Preparation	3	
6 Mar	nagement plan	4	
6.1.	Overall management	4	
6.2.	Amenity of the neighbourhood	4	
6.3.	Lighting	4	
6.4.	Behaviour of patrons	5	
6.5.	Removal of liquor from the Premises	6	
6.6.	Noise	6	
6.7.	Complaints	7	
6.8.	Incident monitoring and reporting	7	
6.9.	First aid	7	
6.10.	Delivery and waste disposal	8	
7 Eva	cuation and emergency assembly	9	
7.1.	Evacuation and emergency assembly procedure	9	
7.2.	Evacuation and assembly point	9	
8 Rev	iew	10	

## Schedule of Documents

Appendix A – Site Plan

Appendix B – Signage

Appendix C - Complaints Handling Procedure

Appendix D – Complaints Logbook

## 1 Introduction

'Stone Keepers Run' is a function centre at 200 Tooram Road Allansford. The facility is able to provide a unique, versatile and relaxed function setting due to its spacious setting associated with a heritage homestead dwelling, and focus on high-quality outdoor patron facilities for social celebrations and corporate events.

This Patron and Venue Management Plan has been prepared in order to:

- Provide a framework for the operations of the 'Stone Keepers Run' (herein referred to as 'the Premises') function centre at 200 Tooram Road, Allansford.
- Enhance control and clarity of operational processes for management and staff of the Premises.
- Minimise any impact of the operations on nearby sensitive receptors and to protect the beneficial uses enjoyed by residential and accommodation properties.

All staff and event organisers shall be made familiar with this Patron and Venue Management Plan as part of their venue induction and orientation.

This Patron and Venue Management Plan contains procedures for all events to take place on the Premises.

## 2 Hours of operation

In accordance with Planning Permit No. PP2021-xxxx, the Premises will operate within the following operating hours:

- Sunday through Saturday (inclusive): 11:00am 11:00pm
- Good Friday: between 12:00pm 9:00pm
- ANZAC Day (not being a Saturday or Sunday): between 12:00pm 9:00pm

Wedding ceremonies will typically occur between 2:00pm and 4:00pm and receptions will typically occur between 6:00pm and 11:00pm.

## 3 Staffing numbers

The Premises Manager (the venue operators) and staff will be responsible for ensuring the use operates in accordance with this plan.

Staff will be provided by external catering and events businesses contracted by the hirers of the venue.

A maximum of twelve (12) staff will be present on the Premises at any-one-time. Staff will comprise a mixture of the following depending on the nature of the event:

- Waiters / Waitresses
- Bar and drink preparation staff (for temporary limited licence events)
- Security
- Car ushers
- Premises Manager<sup>1</sup>

The number of staff will vary depending on the nature of the event and number of patrons.

### p. 2

<sup>&</sup>lt;sup>1</sup> The Premises Manager will be responsible for the good conduct of the Premises. The manager must be above the age of 18 years.

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## 4 Noise sources

Noise sources originating from the Premises which may impact on the amenity of the surrounding area include:

- Persons entering the Premises.
- Persons leaving the Premises.
- Persons lingering within the public realm once they have vacated the Premises.
- Background music played at the Premises.
- Voices.
- Disposal of rubbish.
- Collection of rubbish (skips collected during normal business hours).

## 5 Venue Preparation

The subject site is expected to be used intermittently for venue hire and events, with accommodation uses occurring in tandem with the event and at times when the venue is closed.

The venue operators and catering staff will be generally on site in advance of the event to set up the venue, with most cleaning and removal of function paraphilia taking place the day following the event.

The site will be subject to a comprehensive regime of maintenance including cleaning of venue areas and clearing of any vehicles and machinery not associated with the running of the venue prior to every event. Likewise, any mobile outdoor venue paraphernalia (i.e. arbour lights, mobile undercover areas, stanchions, marquees, a-frames etc.) will be removed or stored indoors prior to the resumption of activities not associated with the venue hire.

## 6 Management plan

### 6.1. Overall management

At all times during the operation of the Premises, a nominated person above the age of 18 years will be present and will be responsible for the good conduct of the Premises (i.e. the Premises Manager).

The Premises Manager is required to:

- Monitor noise emissions while the use is operating to ensure noise is not excessive.
- Ensure alcohol is being served responsibly and to ensure no alcohol is provided to any intoxicated person/s.
- Ensure the Premises closes at the allotted time.
- Assist in supervising the departure of patrons from the Premises to ensure noise and disturbance is minimised.
- Not facilitate in any manner and discourage any patron from waiting, queuing, lingering or congregating outside the Premises or on the street.

### 6.2. Amenity of the neighbourhood

Management shall consider the amenity of neighbours and shall take all reasonable measures to ensure the conduct of the Premises does not impact adversely on the surrounding area.

Management will take all reasonable measures to ensure the behaviour of staff and patrons when entering or leaving the Premises does not detrimentally affect the amenity of the neighbourhood. Signs will be displayed along internal accessways and car parking areas within the Premises to read: "Please respect our Neighbours and Leave the Venue Quietly".

The Premises shall be conducted in such a manner as not to interfere with, or materially affect, the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil, or otherwise.

## 6.3. Lighting

The Premises will be provided with lighting to ensure adequate patron safety and site security. External lighting must be located, directed and baffled to limit light spill beyond the Premises.

### p. 4

## 6.4. Behaviour of patrons

Staff shall take all reasonable steps to control the behaviour of patrons during the day and evening as they enter and leave the Premises in order to maintain the quiet and good order of the locality.

Patrons will be regularly waited on and supervised by waiting staff. For events catered with liquor under a temporary limited licence, waiting staff will provide opportunities for patrons to supplement liquor consumption with water and non-alcoholic beverages. 'Tap water' will be available to all patrons free of charge for all events (licenced and un-licenced).

Patrons will not be allowed to consume food and drink outside of designated venue areas. This policy will be enforced at all times by the Premises Manager and rostered staff. Patrons will not be permitted to access existing buildings during events. All facilities required for patron access (i.e. ablution facilities, water stations etc.) will be located outside of the existing buildings on the Premises. There will be an exception from this policy for events with less than 20 Patrons, whereby patrons may have access to the ablution facilities within the dwelling.

For events catered with liquor under a temporary limited licence, management and staff shall complete an approved course in the Responsible Service of Alcohol.

Management will maintain a register containing copies of the certificates showing the satisfactory completion of Responsible Service of Alcohol course undertaken staff required to complete that course. The register shall be made available for inspection on request by a Police Officer or Special Inspector.

Management and staff reserve the right to refuse service of alcohol when a patron is:

- Intoxicated.
- Quarrelsome or argumentative.
- Aggressive.
- Showing signs of intoxication.

All intoxicated persons will be asked to leave the Premises and a taxi will be arranged if no alternative travel arrangements are possible. Any person who is intoxicated shall be denied entry to the Premises.

Management will ensure approved Liquor Licensing Law signage is displayed in any area of the Premises where alcohol is served (**Appendix B**) during events catered with liquor under a temporary limited licence.

### p. 5

No person under the age of 18 years shall be served alcohol on the Premises. Production of photographic identification will be required where age is an issue. The only acceptable proofs of age identification shall be:

- Australian driver license
- Victorian learner Permit
- Current Australian or foreign passport
- Proof of age card
- Keypass card.

The venue will comprise designated smoking areas, with signage highlighting the Premises' smoking policy. An outdoor area away from temporary undercover areas will be made available during events to provide for sheltered smoking areas for smoking patrons. Management will monitor the behaviour of patrons utilising all areas to ensure this policy is complied with.

### 6.5. Removal of liquor from the Premises

Management shall prevent patrons leaving designated areas and the Premises with liquor in opened containers, glasses or the like to reduce the impact of liquor consumption on the amenity of the surrounding area.

## 6.6. Noise

Functions accompanied by background music will comprise noise limiters on any noise emitting devices restricting noise to within the prescribed limits of the *State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2).* 

The venue operator must install and maintain a Noise Limiter ("the Device"), with a cut out for exceedance, set at a level by a qualified acoustic engineer, to ensure the escape of amplified music does not exceed the noise level requirements for each respective type of event as outlined in Conditions 4, 5 and 6 and SEPP N-2 (whichever is respectively the more restrictive). Amplified music will not be played other than when the Device is installed and operating to ensure compliance with the noise levels as outlined in Conditions 4, 5 and 6 and SEPP N-2 (whichever is respectively the more restrictive).

In addition, the location of any speakers will be oriented to face north away from sensitive noise receptors.

### p. 6

Background music will be strictly controlled within the limits of State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 through adherence to these management procedures.

## 6.7. Complaints

All complaints relating to noise or other nuisance are to be recorded in a logbook maintained on the Premises. Management will seek to resolve issues within 14 days.

Complaints may be received via telephone, email or in person and will be recorded in a complaints logbook.

The complaints logbook must be available for inspection by an authorised officer of the responsible authority (Warrnambool City Council) or Victoria Police upon request.

See **Appendix C for** a copy of a Complaints Handling Procedure and **Appendix D** for a copy of the Complaints Logbook.

Formal training will be undertaken as part of the Responsible Service of Alcohol, which comprise modules for dealing with difficult people. All staff and event organisers will be oriented with the procedures for dealing with complaints prior to events commencing on the Premises.

## 6.8. Incident monitoring and reporting

Staff will be connected between function areas by two-way radio and by mobile phone. There will be constant monitoring of function areas by staff.

An incident report will be raised when a potential risk to harm or obstruct persons in the facility is identified, including any near miss events or incidents of personal injury or property damage.

These reports are to be completed by the first respondent and reviewed by the Premises Manager so that appropriate action can be taken immediately to minimise current and future risks.

### 6.9. First aid

The 'Stone Keepers Run' function centre will be classified as a low-risk workplace and contains first aid facilities for staff and patrons commensurate with this level of risk.

First aid services and appropriate equipment, including but not limited to fully stocked first aid kits, will be located within the venue to ensure timely responses to any incidents.

### p. 7

## 6.10. Delivery and waste disposal

Management shall ensure all deliveries or collections generated by functions and events are made within the following hours:

- Between 7.00am and 8.00pm weekdays.
- Between 9.00am and 6.00pm Saturday, Sunday or Public Holidays.

All wastes shall be stored in designated garbage areas prior to being removed for disposal by appropriate contractors.

## 7 Evacuation and emergency assembly

#### 7.1. Evacuation and emergency assembly procedure

The responsibility for deciding on the evacuation or emergency assembly of the Premises falls to the Premises Manager (fire warden). If the Premises Manager is not present, all staff must be prepared to take action to clear the Premises in the event an unplanned incident occurs.

Evacuation of the Premises must be undertaken in an orderly and controlled manner.

#### 7.2. Evacuation and assembly point

In the event of an evacuation or assembly, patrons and staff will be ushered to assembly areas and will be asked to disperse via personal or arranged transportation in an orderly manner when safe to do so.

Emergency assembly areas have been allocated to the locations marked on the Site Plan (**Appendix A**) as 'proposed car parking area' and 'existing accessway to proposed car parking'. See **Appendix A** for a map illustrating these areas.

The area of assembly and timing of exit/evacuation will largely be determined by the location and nature of the emergency. Flexibility and common sense must prevail in an evacuation and the appropriate exits (via Tooram Road) to be utilised to facilitate the removal of patrons from the Premises if required.

## 8 Review

This Patron and Venue Management Plan will be reviewed annually and on an "as-needs" basis to ensure consistency with any changes to relevant regulations or improvements to operational practices.

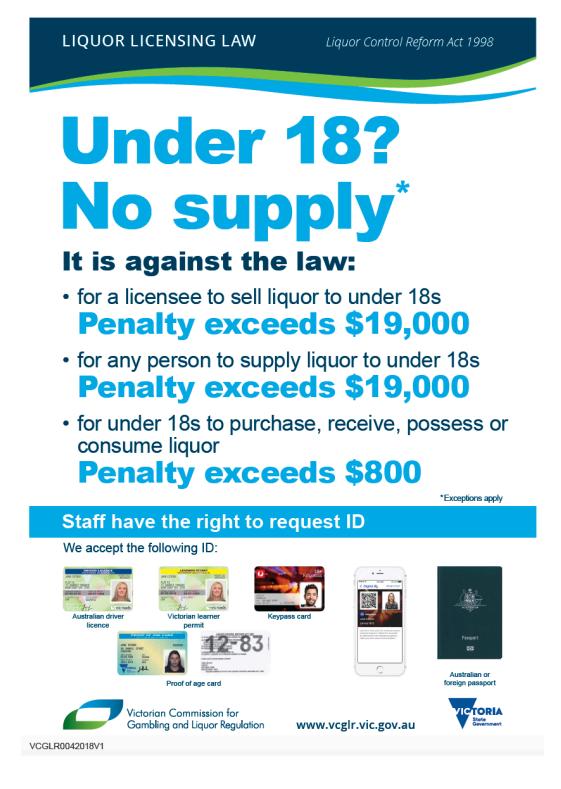
#### p. 10

APPENDIX A – SITE PLAN





## APPENDIX B - SIGNAGE FOR TEMPORARY LIMITED LICENCE EVENTS



LIQUOR LICENSING LAW

Liquor Control Reform Act 1998

# Intoxicated? Drunk? Disorderly?

## It is against the law:

- for a licensee to supply liquor to an intoxicated person
   Penalty exceeds \$19,000
- for a licensee to allow a drunk or disorderly person on the premises
   Penalty exceeds \$19,000
- for a drunk, violent or quarrelsome person to refuse a request to leave a licensed premises
   Penalty exceeds \$8,000

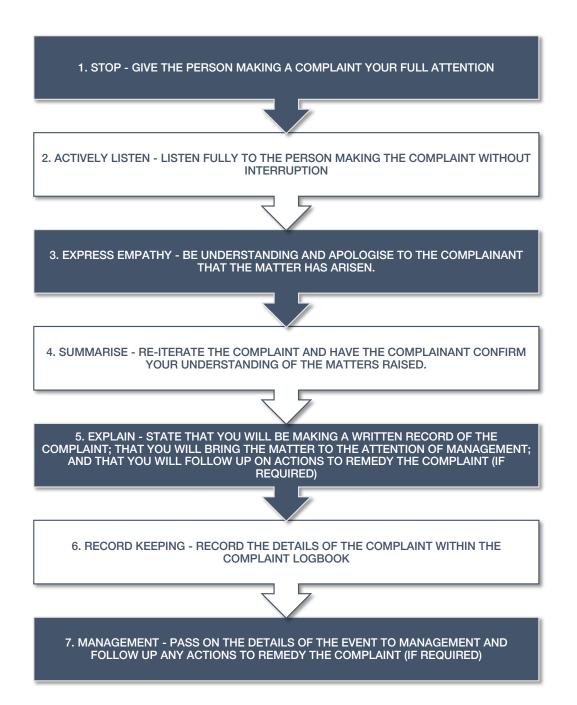






# Please respect our Neighbours and Guests and Leave the Venue Quietly

## APPENDIX C - COMPLAINTS HANDLING PROCEDURE



APPENDIX D - COMPLAINTS LOGBOOK

DATE	TIME	COMPLAINT DETAILS	COMPLAINANT DETAILS	ACTIONS

## Appendix F Traffic Impact Assessment Report



## PROPOSED FUNCTION CENTRE 200 TOORAM ROAD, ALLANSFORD

Transport Impact Assessment Report



P: 0427 044 324 | E: drewm@esrtp.com.au | www.esrtp.com.au



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### CONTACT

ESR Transport Planning Pty Ltd ABN 86 128 037 429 PO Box 146, Smythesdale VIC 3351 P: 0427 044 324 E: drewm@esrtp.com.au www.esrtp.com.au

## PREPARED FOR

Vicky Whiting

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## Contents

1	Introd	uction	4
	1.1	Overview	1
	1.2	Scope of This Report	1
	1.3	Referenced Information	1
2	Existir	ng Conditions	5
	2.1	Site	5
	2.2	Road Network6	3
	2.3	Accident History	7
	2.4	Public Transport, Walking & Cycling7	7
3	Propo	sal	3
4	Parkin	g Assessment	Э
	4.1	Car Parking	9
	4.2	Bicycle Parking	Э
5	Traffic	Assessment10	)
	5.1	Traffic Generation	)
	5.2	Traffic Distribution	)
	5.3	Ability of Nearby Road Network to Absorb Site Traffic10	)
	5.4	Site Access Sight Distance11	1
	5.5	Traffic Impacts11	1
6	Site D	esign Assessment12	2
7	Conclu	usions14	1



## 1 Introduction

## 1.1 Overview

A planning permit is being sought for a function centre land use at 200 Tooram Road, Allansford. To assist in the consideration of the proposal, ESR Transport Planning has been engaged to assess relevant transport implications.

## 1.2 Scope of This Report

This report documents a transport impact assessment which investigates the following:

- Existing transport conditions in the vicinity of the site.
- Statutory transport planning requirements.
- Parking demands generated by the proposed land use.
- Traffic movements generated by the proposed land use.
- Site access arrangements.
- Anticipated impacts on the surrounding road network.

## 1.3 Referenced Information

- A Site Plan prepared by Myers Planning Group dated 11/03/21.
- An inspection of the site and surrounds April 2021.
- Advice from Myers Planning Group regarding operation of the proposed use.
- Online maps from Google, VicPlan, VicEmergency and Public Transport Victoria.
- Aerial photography from Nearmap, dated 18/03/21.
- Traffic survey data from the Warrnambool City Council.
- Accident data from the Department of Transport (www.data.vic.gov.au).
- Austroads 2021, Guide to Road Design Part 4A Unsignalised and Signalised Intersections.
- Australian Standards, AS2890, Australian Standard for Parking Facilities.
- Warrnambool City Council, 2017, Register of Public Roads.
- Warrnambool Planning Scheme.



## 2 Existing Conditions

## 2.1 Site

The site of approximately 2.3Ha is located approximately 2km southwest of Allansford, on the west side of Tooram Road with frontage to the Hopkins River. It has numerous buildings including a residence that hosts bed and breakfast accommodation (7 bedrooms).

A single vehicle width gravel access track provides vehicular access from Tooram Road, which is shared with the neighbouring property (#196). Vehicle parking opportunities on-site include garage and shed buildings together with hardstand nearby the residence.

The site is within a rural setting, with farming land and rural residential properties nearby.

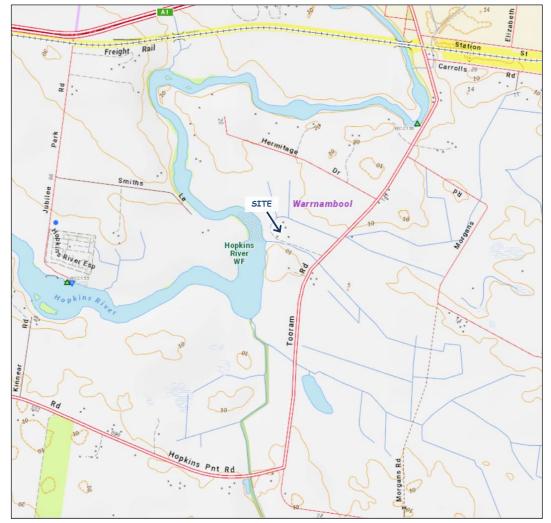


Figure 2.1 Subject Site and Surrounds



Figure 2.2 Aerial Photo of Site Area



## 2.2 Road Network

<u>Tooram Road</u> is classified as a Link Road (Road Zone Category 2, managed by Council). A short distance north of the site's access, its speed zone transitions between 80kph (applicable to the north) and 100kph (applicable to the south). It has a rural cross section with a two lane sealed carriageway of approximately 6.8m width. The roadway curves just south of the site's access and it slopes up approaching Hermitage Drive to the north.



Figure 2.3 Tooram Road (facing south to site access)



Council traffic data (2013 & 2015) sets out that Tooram Road carries a daily traffic volume in the order of 600 vehicle movements per day, with 14% trucks. Recorded 85<sup>th</sup> percentile speeds between Hermitage Drive and Morgans Road were 94kph and 95kph within a 100kph speed zone.

## 2.3 Accident History

A review of road accidents in the site's vicinity has been undertaken using the Department of Transport's Road Crashes for Five Years database which includes accidents reported to police which resulted in personal injury within the last 5 years. The review investigated Tooram Road between Allansford township and Hopkins Point Road.

In that time, an accident has been recorded at the Tooram Road / Hopkins Point Road intersection involving a single vehicle off end of the T intersection at night, with serious injury severity. And another accident has been recorded at a driveway near the apex of the curve south of the site, involving two heavy vehicles colliding as one emerged from a driveway, with serious injury severity.

Accordingly, this review provides no evidence of an accident cluster or recurrent accident pattern in the site's vicinity.

## 2.4 Public Transport, Walking & Cycling

The site is within a rural setting without nearby dedicated public transport, walking or cycling infrastructure.

Allansford is serviced by bus route #9 (Warrnambool to Allansford).



## 3 Proposal

The proposal seeks approval to use the site as a function centre. It is proposed to accommodate up to 20 events on-site per year with a maximum of up to 120 patrons on-site at any one time.

The residence would remain available as bed and breakfast accommodation.

Either grassed or hardcourt surfaces on-site will be utilised as event spaces using temporary shelters.

A grassed area of approximately 2,000m<sup>2</sup> north of a shed building is to be used for event car parking.

Based on cultural heritage considerations, no works that disturb soil beneath natural ground level are to be undertaken.



## 4 Parking Assessment

## 4.1 Car Parking

Clause 52.06 (Car Parking) of the Warrnambool Planning Scheme sets out planning controls with respect to car parking and Table 1 to Clause 52.06-5 specifies parking provision rates for various land uses.

A provision rate of 0.3 spaces per patron is specified for a function centre (place of assembly), equating to a provision requirement for 36 spaces.

It is noted that empirical data indicates peak car parking demands for place of assembly land uses can be slightly higher than the Clause 52.06 rate, such as 0.4 spaces per patron. And given the site's locality, parking generation at this higher rate may be likely. Therefore, anticipated peak parking demands are in the order of 40-50 spaces. These are peak demands, being those anticipated for a 120 patron capacity event, with lower parking demands anticipated associated with lower patronage events.

Car parking areas typically accommodate 1 parking space per 30m<sup>2</sup>. It is proposed to accommodate car parking within a 2,000m<sup>2</sup> grassed area, which is therefore likely to accommodate in excess of 60 vehicles.

Accordingly, the proposed car parking provision is considered satisfactory and could be expected to cater for peak demands.

## 4.2 Bicycle Parking

Clause 52.34 (Bicycle Facilities) of the Warrnambool Planning Scheme sets out planning controls with respect to the provision of bicycle facilities such as parking and change room facilities. Table 1 to Clause 52.34-3 specifies provision rates for various land uses.

A permit can be granted to vary, reduce or waive these requirements.

The rates applicable for a function centre (place of assembly) land use relate to floor area of a building, however no permanent structures are being proposed.

Regardless of any standard provision requirement, the likelihood of patrons arriving by bicycle to a function in this locality is considered extremely low. Nevertheless, numerous buildings and areas on-site would be available to accommodate numerous bicycle parking spaces as required.



## 5 Traffic Assessment

## 5.1 Traffic Generation

The car parking demand assessment in Section 4.1 anticipates that peak parking demands associated with a 120 patron capacity event may be in the order of 40-50 vehicles. Total vehicle arrivals for an event will be slightly higher given some drop off / pickup vehicular activity, assumed to be +10% for analytical purposes. The majority of vehicular activity could be expected to occur in a 1 hour period before and after an event, assumed to be 85% for analytical purposes.

Accordingly, peak hour traffic volumes generated by the proposed use are anticipated to be in the order of 50 vehicle movements per hour.

## 5.2 Traffic Distribution

The direction in which vehicles travel to and from the site is influenced by a variety of factors including the site's location, configuration of access intersection and characteristics of the surrounding road network. After reviewing these factors, it is assumed most traffic will arrive / depart via the north, with a 70% north / 30% south distribution assumed for analytical purposes.

## 5.3 Ability of Nearby Road Network to Absorb Site Traffic

## Tooram Road

Traffic lane capacities are generally in the order of 1000-2000 vehicle movements per hour, while Tooram Road carries what could be described as very low traffic volumes of 600 vehicle movements per day. Clearly, Tooram Road has ample capacity to carry increased traffic activity associated with the proposed use.

## Site Access Intersection Layout

The existing site access from Tooram Road is a single vehicle width gravel track. To facilitate efficient intersection performance, the site access track should be widened for a short distance to enable two-way flow in the vicinity of Tooram Road (e.g. 6-7m width for 15-25m length).

## Site Access Intersection Capacity

Sidra Intersection<sup>1</sup> analysis of the Tooram Road / site access intersection has been undertaken for the worst case scenarios of arrival before and departure after a capacity event, coinciding with peak hour traffic activity along Tooram Road<sup>2</sup>.

The analysis found a degree of saturation of 0.03, corresponding with excellent operational performance.

 <sup>&</sup>lt;sup>1</sup> Sidra Intersection is a software tool used widely throughout Australia and all over the world that evaluates the capacity of intersections. It reports results including degree of saturation, level of service, delay and queue lengths.
 <sup>2</sup> Peak hour Tooram Road traffic calculated adopting a typical 10% peak to daily ratio.



## 5.4 Site Access Sight Distance

The Australian Standard for Parking Facilities (AS2890.1) defines sight distance requirements at access driveways, being 105m (minimum) and 111m (desirable 5 second gap)<sup>3</sup>. And the Austroads Guide to Road Design (Part 4A) defines sight distance requirements at property accesses on roadways with tighter horizontal and vertical alignments, or vegetation, being a Minimum Gap Sight Distance (MGSD) of 111m (for 5 seconds) and a Safe Intersection Sight Distance (SISD) using extended design domain criteria<sup>4</sup> of 133m.

Tooram Road curves just south of the site's access, field and desktop measurements have determined that the sight distance available from a vehicle exiting the site is approximately 240m to traffic approaching from the south. Well in excess of the above design guidance.

## 5.5 Traffic Impacts

Given all of the above, changes to traffic activity associated with the proposal are not expected to compromise the safe and efficient operation of the surrounding road network.

<sup>&</sup>lt;sup>3</sup> 80kph design speed adopted.

<sup>&</sup>lt;sup>4</sup> Reaction time of 2 seconds and observation time of 1.5 seconds.



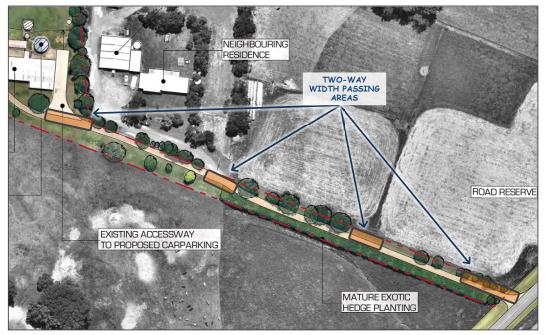
## 6 Site Design Assessment

A review of the site layout for vehicular access and car parking arrangements has been undertaken. No major shortcomings or deficiencies have been identified.

Notwithstanding, the following items are recommended for incorporation into any future site layout design updates and / or patron management plans to improve safety and efficiency.

1. The provision of passing opportunities at intervals along the single vehicle width accessway are recommended, in addition to a two-way passing area at the Tooram Road access as noted in Section 5.3 above. Figure 6.1 nominates what may be possible track widening opportunities and appropriate locations. Passing areas may be accommodated by locating geofabric and a topping material (e.g. granitic sand / gravel) on top of the existing natural ground level.

Figure 6.1 Potential Passing Areas Along Accessway

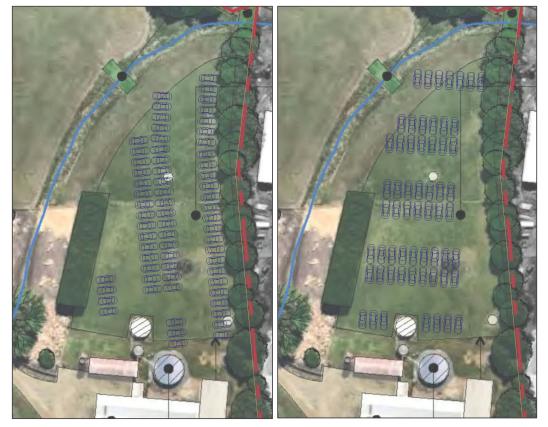


Arriving guests should be directed to the event parking area, such as by parking ushers. Key locations will be: (i) Where the neighbouring property access intersects with the site accessway. (ii) At the right turn into the parking area. (iii) Parking aisles and spaces.

Figure 6.2 shows potential parking space and aisle layouts that could be easily defined and should be easily navigated to and from.



Figure 6.2 Potential Car Parking Layouts



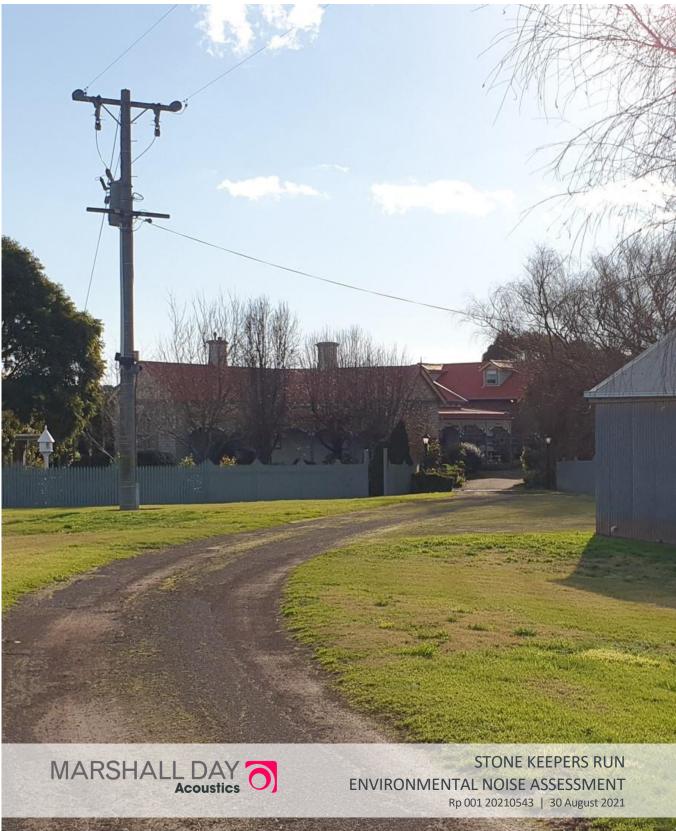
3. Although the drier summer months could be expected to be the peak season for the proposed function centre, there is a risk that wet conditions may lead to vehicles becoming bogged within the grassed parking area. Measures to mitigate this risk are recommended. Options may include geofabric and a topping material as required without causing any ground disturbance, and / or use of existing hardstand surfaces (e.g. driveways and gravel around shedding).



## 7 Conclusions

The following conclusions have been made within this report:

- 1. The proposed car parking provision could be expected to cater for peak car parking demands generated by the proposed use.
- 2. Changes to traffic activity associated with the proposal are not expected to compromise the safe and efficient operation of the surrounding road network.
- 3. Some recommendations have been made in Section 6 to improve safety and efficiency of onsite vehicular access and parking arrangements.





Marshall Day Acoustics Pty Ltd ABN: 53 470 077 191 6 Gipps Street Collingwood VIC 3066 Australia T: +613 9416 1855 www.marshallday.com

Project:	200 TOORAM ROAD, ALLANSFORD
Prepared for:	Murray and Vicki Whiting c/o- Myers Planning Group 182B Lava Street
	Warnambool VIC 3280 Australia
Attention:	Daniel Pech
Report No.:	Rp 001 20210543

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Status:	Rev:	Comments	Date:	Author:	Reviewer:
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## TABLE OF CONTENTS

1.0	INTRODUCTION	5
2.0	BACKGROUND INFORMATION	5
2.1	Site and surrounding environs	5
2.2	Proposed uses	6
2.3	City of Warrnambool RFI	8
3.0	LEGISLATION AND GUIDELINES	9
3.1	Victorian Legislation	9
3.2	Supplementary guidance	11
3.3	Identification of noise sources and assessment method	12
4.0	EXISTING NOISE ENVIRONMENT	13
5.0	NOISE MODELLING	13
5.1	Calculation methodology	13
5.2	ISO 9613 noise prediction model	13
5.3	Noise model input data and assumptions	14
6.0	PATRON NOISE ASSESSMENT	14
6.1	Design Targets	14
6.2	Derived Sound Power Data	15
6.3	Predicted patron noise	15
6.3.1	Unmitigated layout	15
6.3.2	With boundary fence	16
7.0	MUSIC NOISE ASSESSMENT	18
7.1	Music noise limits	18
7.2	Music noise discussion	18
8.0	MECHANICAL PLANT NOISE ASSESSMENT	19
8.1	Mechanical plant noise limits	19
8.2	Mechanical plant noise inputs	19
8.3	Recommendations	20
9.0	GENERAL ON-SITE ACTIVITIES	20
9.1	Car Park noise	20
9.2	Delivery noise	
9.3	Waste Disposal collections and schedule	21
10.0	RECOMMENDATIONS	22

Rp 001 20210543 - Stone Keepers Run - Environmental Noise Assessment.docx

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10.1	Boundary acoustic fence	22
	Arrival and departure of patrons	
10.3	Signage	24
10.4	Communication with neighbours & complaint handling	24
11.0	SUMMARY	25

- APPENDIX A GLOSSARY OF TERMINOLOGY
- APPENDIX B PLANNING MAP
- APPENDIX C LEGISLATION AND GUIDELINES
- APPENDIX D UNATTENDED NOISE MONITORING
- APPENDIX E PATRON NOISE DATA
- APPENDIX F NOISE MODELLING RESULTS



## 1.0 INTRODUCTION

Marshall Day Acoustics Pty Ltd (MDA) has been engaged by Myers Planning Group on behalf of Murray and Vickey Whiting to prepare an environmental noise assessment for the proposed 'Stone Keepers Run' function centre located at 200 Tooram Road, Allansford.

A glossary of acoustic terms used within this report is provided in Appendix A.

#### 2.0 BACKGROUND INFORMATION

#### 2.1 Site and surrounding environs

The site includes a 2.3 hectare diamond shaped lot located on the east bank of the Hopkins River approximately 4 km east of Warrnambool, Victoria.

The property includes a weatherboard house and bluestone building currently used as a bed & breakfast, with a gazebo located south of the dwelling, large vehicle garage to the north and hard court beyond. A larger outbuilding is located near the east boundary, with capacity for 10 vehicles including machinery storage.

There is a shared driveway that also provides access from Tooram Road to the neighbour's property at 196 Tooram Road, which includes three major outbuildings west of the dwelling, located approximately 40 m east of the shared property boundary.

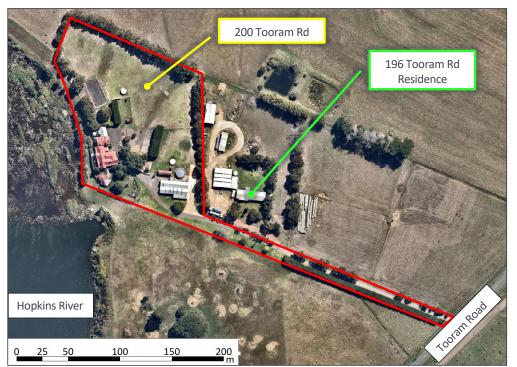


Figure 1: Site location and surrounds

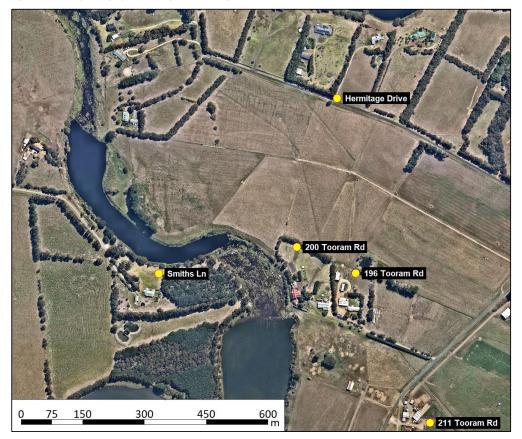
Note: Aerial photographs courtesy Nearmap © Image taken 18 March 2021.

While there are other noise-sensitive areas (receivers) located to the southeast (211 Tooram Road), to the west opposite Hopkins River (along Smiths Lane), and north (along Hermitage Drive), these properties are typically located more than 300 m from the site and therefore compliance with the noise limits at 196 Tooram Road is taken to indicate compliance at the remaining surrounding receivers (see Figure 2).



The subject site and adjoining properties to the north, east, and south are all zoned as Farming Zone (FZ) type usage, with the Hopkins River zoned Public Parks and Recreation Zone (PPRZ), and Tooram Road zoned Road Zone Category 2 (RDZ2). The current land use zoning surrounding the subject site is shown as Appendix B.

Figure 2: Aerial photograph showing surrounding sensitive uses



## 2.2 Proposed uses

The proposed use will occur on specified outdoor areas of the Site, with temporary facilities being transported in and removed away from the Site at the conclusion of each function. The proponents expect most bookings to be between Spring and early Autumn (inclusive), being the typical wedding season. The site will be available for bookings on any day, but the nature of wedding events and ceremonies is such that the proponents expect the vast majority of the bookings to occur on weekends.

The proposed use for 'function centre' will operate during the following hours:

- Sunday through Saturday (inclusive): 11:00 am 11:00 pm
- Good Friday: between 12:00 pm 9:00 pm
- ANZAC Day (not being a Saturday or Sunday): between 12:00 pm 9:00 pm

Wedding ceremonies will typically occur between 2:00 pm and 4:00 pm and receptions will typically occur between 6:00 pm and 11:00 pm.



Each event will be catered by external catering firms consisting of up to 12 staff at any one time. The venue operators and catering staff will be generally on site in advance of the event to set up the venue, with most cleaning and removal of function equipment taking place the day following the event. The Site and existing facilities can suitably cater for up to 120 patrons per event.

Not more than one (1) event will occur per weekend (i.e. Saturday to Sunday), with up to 20 functions expected per calendar year.

Figure 3 provides a marked-up drawing showing the location of the proposed function spaces and car parking area in relation to the existing site courtesy of the Town Planning Report<sup>1</sup> prepared by Myers Planning Group.



Figure 3: Proposed function space

Note: Image courtesy of Myers Planning Group drawing SK1 (Project No.:21-300), dated 11 March 2021.

Rp 001 20210543 - Stone Keepers Run - Environmental Noise Assessment.docx

<sup>&</sup>lt;sup>1</sup> Planning Permit Application – 200 Tooram Road, Allansford, Issued 22 April 2021



### 2.3 City of Warrnambool RFI

The following Request for Further Information (RFI) has been received from Warrnambool City Council (ref: PP2021-0103, dated 17 May 2021):

- An acoustic report assessment and report must be prepared by a suitably qualified acoustic engineer (the Acoustic Report). The Acoustic Report must include the following details:
- The nature of the assessments undertaken;
- The report must be based on average background noise level(s) in dB(A), measured during the day and night at all proposed function spaces and the adjoining boundaries;
- Any relevant specifications, specific locations, amplification and attenuation equipment associated with musical noise sources;
- The maximum duration of music sets;
- The dB(A) levels of all expected noise sources pertaining to the operations associated with the proposed function centre, including but not limited to:
  - Music sources;
  - Patrons cheering, shouting and clapping;
  - Breaking glass; and
  - Noises associated with the movement of cars
- Prescribe and demonstrate what mitigation measures or acoustic treatments are required to ensure all noise sources associated with the function centre will not adversely effect:
  - The existing and potential agricultural uses and activities operating on the adjoining land, and
  - The amenity impacts associated with residents of adjoining land.



## 3.0 LEGISLATION AND GUIDELINES

#### 3.1 Victorian Legislation

A summary of the relevant Victorian legislation and guidelines is provided in Table 1 and Appendix C for further details.

Document	Overview
Environment Protection Act 2017 (the Act)	The Act provides the overarching legislative framework for the protection of the environment in Victoria.
	The Act does not specify noise limit values but prohibits the emission of unreasonable or aggravated noise from non-residential premises.
	The Act provides general definitions of unreasonable and aggravated noise; definitions that are specific to commercial, industrial and trade premises are provided in supporting publications (see below).
	Part 3.2 of the Act outlines the General Environmental Duty (see below), which requires anyone engaging in an activity posing a risk of harm to human health and/or the environment from pollution to minimise those risks to prevent harm as far as reasonably practicable.
	Section 93 of the Act provides for the creation of an environmental reference standard to be used to assess and report on environmental conditions in the whole or any part of Victoria (see below).
Environment Protection Regulations 2021	The objectives of the Regulations are to further the purposes of, and give effect to, the Act. The Regulations also define outdoor sensitive areas, commercial,
(the Regulations)	industrial and trade premises, as well as indoor, outdoor and live entertainment venues and events.
	Part 5.3 of the Regulations sets out requirements that are specific to environmental noise. Division 1 states that the prediction, measurement, assessment or analysis of noise within a noise sensitive area for the purposes of the Act or the Regulations must be conducted in accordance with the Noise Protocol (see below). Division 3 stipulates requirements that are specific to commercial, industrial and trade premises. Division 4 applies to music noise from entertainment venues and events.
	In particular, noise from these types of premises and venues is prescribed as unreasonable if it exceeds a noise limit or alternative criterion determined in accordance with the Noise Protocol (see below). Additional matters addressed in Divisions 3 and 4 include assessment time periods, minimum noise limit values, management of cumulative noise from multiple premises, noise sensitive areas where assessment requirements apply, definition of frequency spectrum as a prescribed factor, and a definition for aggravated noise.
	Additionally, Part 5.3 Division 2 lists prescribes types of domestic activities and equipment, such as domestic air-conditioning equipment, televisions and power tools, and corresponding times in which the use of the equipment is prohibited.

# 

Document	Overview
EPA Publication 1826.4 Noise limit and assessment protocol for	The Noise Protocol defines the method for setting the noise limits for new and existing commercial, industrial and trade premises and entertainment venues in Victoria.
the control of noise from commercial, industrial and trade premises and entertainment venues dated May 2021 (Noise Protocol)	It also outlines the steps that must be followed to undertake an assessment (measurement or prediction) of the effective noise level within a noise sensitive area or at an alternative assessment location. A comparison between the effective noise level and the relevant noise limit or the relevant alternative assessment criterion will determine whether the noise that is emitted from the premises is unreasonable under the Regulations.
	As the site is located outside of the Major Urban Area Boundary for Warrnambool, the applicable noise limits for commercial, industrial, and trade premises are determined using the <i>Rural</i> method. The rural area method is based on the land use zoning of the source and receiver, with adjustments applied for distance, background noise, and for specific industries (such as utilities, earth resources, etc).
	Music noise limits for indoor venues are set based on the background noise levels.
General Environmental Duty	The General Environmental Duty (GED) is outlined in Part 3.2 of the Environmental Protection Act 2017 (the Act) which came into effect 1 July 2021.
(GED)	The GED requires anyone engaging in an activity posing a risk of harm to human health and/or the environment from pollution (including noise) and waste, to minimise those risks to prevent harm as far as reasonably practicable. Commercial premises are therefore required to continue to review and eliminate or reduce the risk of harm from any emission of noise as far as reasonably practicable, even if they are compliant with the Noise Protocol.
	The GED applies wherever there is a risk of harm, regardless of whether the noise emitted has caused complaints or caused harm to people or the environment.
	The GED is applied first to eliminate or reduce the risk of harm to human health and the environment from noise so far as reasonably practicable. Any residual noise remaining after actions are taken to meet the GED is then managed as per the unreasonable noise definitions in section 166 of the Act (i.e. complying with the Noise Protocol).

## 

Document	Overview
Environment Reference Standard dated 26 May 2021 (ERS)	The ERS is provided under section 93 of the Act. The ERS sets out environmental values for ambient sound that are sought to be achieved and maintained in Victoria and standards to support those values. The indicators and objectives within the standard provide a benchmark for comparing desired outcomes to the actual state of the environment and a basis for assessing actual and potential risks to the environmental values.
	The ERS is not a compliance standard, and the values listed within the ERS for different land uses are explicitly not noise limits nor design criteria. The primary function of the ERS is to provide assessment and reporting benchmarks for environmental values.
	EPA Publication 1992 Guide to the Environment Reference Standard states:
	Indicators and objectives within the ERS are generally not relevant considerations where they relate to an aspect of the environment that is the subject of prescriptive regulation.
	Therefore, we expect that compliance with the objective noise limits determined in accordance with the Noise Protocol would satisfy the environmental noise obligations of the current proposal.
	For Farming Zone (FZ) areas defined as Category IV land use category the ERS objectives are 40 dB $L_{Aeq(16h)}$ and 35 dB $L_{Aeq(8h)}$ .

To support the application and use of the legislation and guidance summarised in Table 1 a range of Victorian EPA publications provide additional advice on matters of interpretation and technical assessment requirements. These publications include:

- EPA Publication 1996 *Noise guideline assessing low frequency noise* dated June 2021 (EPA Publication 1996)
- EPA Publication 1997 *Technical guide: Measuring and analysing industry noise and music noise* dated June 2021 (EPA Publication 1997).

## 3.2 Supplementary guidance

The legislation and guidelines set out in Section 2.2 address a wide range of noise sources and considerations.

In situations where objective noise assessments are required for sources that are not directly addressed by the legislation and guidelines, a risk-based assessment is often carried out by referring to supplementary guidelines sourced from a range of sources such as interstate publications and established assessment precedents.

Example supplementary guidance relevant to the assessment of the proposal are provided in Table 2.

#### Table 2: Supplementary guidance

Noise consideration	Supplementary guidance
Sleep disturbance	NSW <i>Road Noise Policy</i> (the NSW policy) published in 2011 by the NSW Department of Environment, Climate Change and Water
	The provisions of this document are often referred to in Victoria for general guidance on potential sleep disturbance.
	Based on a review of research into sleep disturbance, the NSW policy nominates maximum external night-time noise levels at noise sensitive locations which are unlikely to disturb sleep.

# MARSHALL DAY

Noise consideration	Supplementary guidance
External patron areas of licensed venues and functions spaces	Risk-based noise criteria developed by MDA for the assessment of external patron areas of licensed venues (routinely adopted in Victoria, including assessment to inform matters before the Victorian Civil and Administrative Tribunal.
	The criteria are based on a combination of fixed values limits and allowable margins above background noise levels, defined separately for the day, evening and night periods.
	Additional reference material is contained in the Association of Australasian Acoustic Consultants' publication <i>Licensed Premises Noise Assessment Technical</i> <i>Guidelin</i> e (Version 2.0) dated November 2020.
Noise from delivers and waste collection	EPA Publication 1254 <i>Noise Control Guidelines</i> published 2 May 2021 provides guidance relating to a range of different noise sources not covered under existing legislation including but not limited to <sup>2</sup> industrial public address (PA) systems, truck mounted refrigeration units, refuse/ waste collection, and deliveries to shops, supermarkets, and service stations.
	It is important to note that the guidelines are not statutory requirements and are intended to be used by municipal officers to assist in the resolution of complaints or to averts possible nuisance noise.
	Many of the guidelines do not require an actual measurement or assessment of the noise. In these cases, the inherent nature of the activity outside of the hours suggested is sufficient to consider the activity unreasonable.

### 3.3 Identification of noise sources and assessment method

The noise sources associated with the operation of the proposed development have been identified. Table 3 details the relevant legislation or guideline applicable for the assessment of each of the identified noise sources.

#### Table 3: Potential noise impacts and criteria

Potential noise impact	Source of assessment criteria	Status
Mechanical services noise (noise from on-site plant including heating, ventilation, and air condition (HVAC) plant, exhaust fans, refrigeration plant etc)	Noise Protocol	Legislation - mandatory
Any pre-recorded or live music performed on site as part of a function	Noise Protocol	Legislation - mandatory
Patron noise associated with on-site functions	MDA Guideline	Guideline – recommended
Car Park activity / one-off events	NSW RNP	Guideline – recommended
Waste disposal/ collection	EPA Publication 1254	Guideline – recommended

<sup>&</sup>lt;sup>2</sup> Other activities covered to some extent in Publication 1254 but not necessarily relevant to this assessment include noise from dog kennels, mobile vendors, truck mounted refrigeration units, noise from shops, gardening on non-residential property, scare guns, mini-motorcycle circuits, aircraft and helicopters



# 4.0 EXISTING NOISE ENVIRONMENT

The assessment criteria presented in Section 3.0 include noise limits that are defined on the basis of background noise levels in the absence of noise associated with operation of the venue.

To quantify the existing background noise levels unattended noise monitoring was conducted from Wednesday 30 June through Wednesday 7 July 2021. Attended noise measurements taken on site during the equipment deployment indicated minimal variation in background noise across the site, except for a slight increase in noise levels near the Hopkins River (at the western extents of Function spaces two and three) as a result of the flowing water.

Full details regarding the background noise monitoring location, methodology and results are provided in Appendix D.

Appendix D presents further detail on the monitoring positions and methodology.

The lowest background noise levels per period are summarised in Table 4 and presented in detail in Appendix D.

#### Table 4: Measured background noise levels

Description	Day	Evening	Night <sup>A</sup>
Background noise level, dB LA90	41	40	37

Note A: The night-time background noise level from 2200 to 2300 hrs for which the venue is proposed to operate.

# 5.0 NOISE MODELLING

# 5.1 Calculation methodology

To calculate noise from the function centre to the nearest noise sensitive locations, a digital noise model was developed using the SoundPLAN (v8.2) noise modelling package. The software enables the compilation of a sophisticated 3-dimensional computer model comprising:

- The amount of noise generated by acoustically significant activities at the function centre
- Distance between the sources and receivers (i.e. distance attenuation or divergence loss)
- The presence of obstacles such as buildings, structures, and walls that obstruct the noise transmission path
- The presence of hard reflective surfaces that may enable additional noise paths
- The hardness of the ground between the source and receiver
- Absorption of sound by the air
- Meteorological influences such as wind or temperature gradients.

#### 5.2 ISO 9613 noise prediction model

Noise modelling of the function centre was undertaken using the methodology provided in international standard ISO9613-2:1996 *Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation* (ISO 9613-2:1996).

This internationally recognised standard was designed to account for conditions that favour the propagation of noise from meteorological effects, described as a slight wind (1 to 5 m/s) *blowing from source to receiver*, or a *well-developed moderate ground-based temperature inversion*. As such, there are no user inputs for weather, with the standard always assuming it is slightly louder relative to calm conditions.



The ISO9613-2:1996 standard describes three distinct ground surface types, namely hard, porous, and mixed ground and states the following:

Hard ground includes paving, water, ice, concrete and all other ground surfaces having a low porosity. Porous ground includes ground covered by grass, trees and other vegetation, and all other ground surfaces suitable for growth of vegetables, such as farming land. Mixed ground consists of both hard and porous ground.

Our experience is that, in rural areas, it is generally appropriate to assume that the ground is 50 % hard / 50 % porous. This assumption is also more conservative than using 100 % porous ground.

### 5.3 Noise model input data and assumptions

Inputs to the computer noise model include the following:

- Elevation data for the site was interpolated from the Google Earth © digital elevation model (DEM) collected by NASA's Shuttle Topography Mission (SRTM) which indicates generally level/slightly undulating terrain from the site to closest dwelling at 196 Tooram Road, with a slight hill to the south
- The farmland surrounding the site has been modelled with a ground absorption factor of 0.5 representative of 'mixed' ground. For roads, water bodies, hardstands, and built-up residential areas, the ground has been conservatively modelled with an absorption factor of 0 for 'hard' ground
- Additional noise inputs for each noise source are discussed in the following sections.

#### 6.0 PATRON NOISE ASSESSMENT

It is proposed to hold functions in the three main outdoor areas defined in Figure 1, allowing for a total of up to 120 patrons on site across the three main function spaces located approximately 100 to 300 m west of the closest dwelling at 196 Tooram Road.

# 6.1 Design Targets

Noise related to voices from patrons in outdoor areas is not covered under the Noise Protocol or general Victorian guidelines. In lieu of established state policy or criteria, MDA has developed a set of design targets which have been referenced as part of numerous planning applications and VCAT hearings.

The design targets are defined separately for day, evening, and night periods<sup>3</sup> and determined based on the measured background noise levels.

The applicable steady state design targets for patron noise are summarised in Table 5, based on the method defined in Appendix C5 and the background noise data presented in Section 4.0.

Table 5: Patron noise design targets

Item	Day / Evening (1100 to 2200 hrs)	Night (2200 to 2300 hrs)
Patron noise target, dB LAeq, 15 min	50	42

In addition to the night-time semi-steady design target of 42 dB  $L_{Aeq,\,15\,\text{min}}$ , a design target of 60-65 dB  $L_{Amax}$  has been applied to address sleep disturbance considerations.

<sup>&</sup>lt;sup>3</sup> In general accordance with the defined times for mechanical/commercial plant per Regulation 116 as reproduced in Appendix C2, Table 17.

Rp 001 20210543 - Stone Keepers Run - Environmental Noise Assessment.docx



## 6.2 Derived Sound Power Data

A total sound power level of 104 dB  $L_{W\!A}$  has been used to represent a maximum of 120 patrons allowing for 'vertical consumption' as per Figure 3 of Appendix E.

The 1/1 octave band spectrum is provided Table 6 modelled as a distributed area source approximately 1.6 m above ground level at each of the three separate outdoor function areas provided in Figure 3.

#### Table 6: Patron sound power level data – external outdoor function areas

			Octave E	Band Cen	tre Frequ	ency (Hz)	)	
120 patrons per Function Space	63	125	250	500	1k	2k	4k	Α
Semi-steady state component, dB $L_{eq}$	92	94	95	102	100	96	89	104
Maximum noise level, dB L <sub>max</sub>	95	97	98	105	103	99	92	107

# 6.3 Predicted patron noise

# 6.3.1 Unmitigated layout

Noise from patrons occupying the three outdoor function spaces was included in the noise model with the predicted noise levels provided in Table 7 through Table 9. The results are also provided graphically as noise contour plots in Appendix F Maps 1 through 3.

Table 7: Predicted steady-state patron noise - 120 patrons in Function Space 1

Condition	Location	Design Target, dB L <sub>Aeq</sub>	Predicted Patron Noise Level, dB L <sub>Aeq</sub>	Comment
Day/evening period	196 Tooram Road	45	39 to 42	Complies
1100 to 2200 hrs	Smith's Lane	45	36	Complies
	211 Tooram Road	45	33	Complies
Night period	196 Tooram Road	42	39 to 42	Complies
2200 to 2300 hrs	Smith's Lane	42	36	Complies
	211 Tooram Road	42	33	Complies

Table 8: Predicted steady-state patron noise - 120 patrons in Function Space 2

Condition	Location	Design Target	Predicted Patron Noise Level, dB LAeq	Comment
Day/evening period	196 Tooram Road	45	40 to 46	Marginal excess
1100 to 2200 hrs	Smith's Lane	45	38	Complies
	211 Tooram Road	45	32	Complies
Night period	196 Tooram Road	42	40 to 46	Excess
2200 to 2300 hrs	Smith's Lane	42	38	Complies
	211 Tooram Road	42	32	Complies

# MARSHALL DAY

Condition	Location	Design Target	Predicted Patron Noise Level, dB LAeq	Comment
Day/evening period	196 Tooram Road	45	32 to 46	Marginal excess
1100 to 2200 hrs	Smith's Lane	45	39	Complies
	211 Tooram Road	45	32	Complies
Night period	196 Tooram Road	42	32 to 46	Excess
2200 to 2300 hrs	Smith's Lane	42	39	Complies
	211 Tooram Road	42	32	Complies

#### Table 9: Predicted steady-state patron noise - 120 patrons in Function Space 3

The predicted patron noise from the three separate function areas is likely to comply with the day/evening design target applicable from 1100 to 2200 hrs.

Where functions extend into the night period (i.e. from 2200 to 2300 hrs), the level of patron noise levels to the closest dwelling at 196 Tooram Road is predicted to exceed the more onerous 42 dB  $L_{Aeq}$  design target by up to 4 dB.

#### 6.3.2 With boundary fence

Functions at the site may be regarded as an activity that could potentially give rise to risks of harm to human health and the environment from noise as defined by the relevant legislation and guidelines. As persons engaging in such activity, the venue owners are required, under the general environmental duty<sup>4</sup> (GED) to minimise this risk as far as reasonably practicable<sup>5</sup>.

In the context of this site, noticeable noise reductions can be achieved by installing a 1.8 m high solid fence along the property boundary to 196 Tooram Road.

A 1.8 m fence would also provide the benefit of shielding the property from other noise generating activities occurring on site, most notably from activities occurring within the proposed car park, as well as any mechanical or music noise.

The predicted patron noise levels with a 1.8 m high boundary fence are shown in Table 10 through Table 12 for each of the three function spaces (see Appendix F Maps 4 through 6 for noise contour plots).

Condition	Location	Design Target, dB L <sub>Aeq</sub>	Predicted Patron Noise Level, dB L <sub>Aeq</sub>	Comment
Day/evening period	196 Tooram Road	45	34 to 41	Complies
1100 to 2200 hrs	Smith's Lane	45	36	Complies
	211 Tooram Road	45	33	Complies
Night period	196 Tooram Road	42	34 to 41	Complies
2200 to 2300 hrs	Smith's Lane	42	36	Complies
	211 Tooram Road	42	33	Complies

Table 10: Predicted steady-state patron noise - 120 patrons in Function Space 1 (with boundary fence)

<sup>4</sup> <u>https://www.epa.vic.gov.au/for-business/new-laws-and-your-business/general-environmental-duty</u>

<sup>&</sup>lt;sup>5</sup> <u>https://www.epa.vic.gov.au/about-epa/publications/1856</u>

# MARSHALL DAY

Condition	Location	Design Target, dB L <sub>Aeq</sub>	Predicted Patron Noise Level, dB L <sub>Aeq</sub>	Comment
Day/evening period	196 Tooram Road	45	36 to 40	Complies
1100 to 2200 hrs	Smith's Lane	45	38	Complies
	211 Tooram Road	45	32	Complies
Night period	196 Tooram Road	42	40 to 46	Complies
2200 to 2300 hrs	Smith's Lane	42	38	Complies
	211 Tooram Road	42	32	Complies

#### Table 11: Predicted steady-state patron noise - 120 patrons in Function Space 2

Table 12: Predicted steady-state patron noise - 120 patrons in Function Space 3

Condition	Location	Design Target, dB L <sub>Aeq</sub>	Predicted Patron Noise Level, dB L <sub>Aeq</sub>	Comment
Day/evening period	196 Tooram Road	45	31 to 41	Complies
1100 to 2200 hrs	Smith's Lane	45	39	Complies
	211 Tooram Road	45	32	Complies
Night period	196 Tooram Road	42	31 to 41	Complies
2200 to 2300 hrs	Smith's Lane	42	39	Complies
	211 Tooram Road	42	32	Complies

Predicted patron noise levels comply with the design targets with the inclusion of the recommended 1.8 m boundary fence.



### 7.0 MUSIC NOISE ASSESSMENT

#### 7.1 Music noise limits

Music noise from entertainment venues is required to comply with noise limits determined in accordance with the Noise Protocol. Compliance with the Noise Protocol is mandatory under Section 46 of the Environment Protection Act 2017.

It is worth noting that the assessable time periods for music noise<sup>6</sup> are defined separately to those used to assess commercial/mechanical plant noise (as adopted for patron noise in Section 7.1).

For functions between 1100 and 2300 hrs Monday to Saturday the applicable music noise limits are provided in Table 13 (as derived in Appendix C3.2).

#### Table 13: Day and evening music noise limits

Period	Music noise limit, dB L <sub>Aeq</sub>
Monday to Sunday 1100 to 2200 hrs	45
Monday to Saturday 22000 to 2300 hrs	42

Where functions are proposed on a Sunday or Public holiday, more onerous octave band noise limits come into effect from 2200 hrs onwards. For reference these noise limits are provided in Table 14.

It is understood that no music will be played after 2300 hrs as per the planning application.

#### Table 14: Night-time music noise limit

	Octa	Octave band mid frequency, Hz						
Description	63	125	250	500	1k	2k	4k	Α
Sundays and Public holidays 2200 to 2300 hrs, $L_{10}$	43	40	37	38	38	37	26	42

#### 7.2 Music noise discussion

Considering the proximity of the dwelling at 196 Tooram Road, the outdoor nature of the events (with marquees providing minimal sound insulation), and the low measured background noise levels in the area, it is unlikely that music noise will be masked by other ambient noise sources in the area.

As such, the allowable music noise levels within the outdoor function spaces will need to be limited to low volumes. It is recommended that an in-house sound system with noise limiting device be used for the various outdoor function spaces. The limiting system would need to be configured to set allowable levels corresponding to background music as defined in VCAT decision (Ref B2/2005 whiting v Hosier Bar Pty Ltd).

In this decision, music at background levels requires that music be played at a level enabling normal conversation at a distance of 600 mm. MDA considers a reasonable background noise music level to be approximately 67 dB  $L_{Aeq}$ . With amplified music controlled to such a level, the transmitted music noise to the surrounding residential areas is predicted to comply with the nominated targets discussed above.

<sup>&</sup>lt;sup>6</sup> In accordance with Regulation 123 as reproduced in Appendix C2, Table 16.

Rp 001 20210543 - Stone Keepers Run - Environmental Noise Assessment.docx



#### 8.0 MECHANICAL PLANT NOISE ASSESSMENT

#### 8.1 Mechanical plant noise limits

Mechanical plant associated with the operation of the proposed function centre is subject to noise limits determined in accordance with the Noise Protocol.

Derivation of the commercial/industrial noise limits is provided in Appendix C3.1 as summarised in Table 15.

Table 15: Commercial/industrial noise limits

Period	Day of week	Time	Mechanical plant noise limit, dB LAeq
Day	Monday to Saturday	0700 to 1800 hrs	49
Evening	Monday to Saturday Sundays and Public holidays	1800 to 2200 hrs 0700 to 2200 hrs	45
Night	Monday to Sunday	2200 to 0700 hrs	41

Where compliance can be demonstrated with the night-time noise criteria, the function centre is expected to meet the less stringent daytime and evening noise criteria.

# 8.2 Mechanical plant noise inputs

When MDA visited the site in late mid 2021 no significant mechanical building services plant was observed on site. It is understood that there are no current plans for additional mechanical plant to be installed as part of this proposal.

Should this change in future, mechanical services noise should be assessed against and comply with the Noise Protocol limits provided in this document.

To facilitate an assessment of mechanical services noise from a typical function on site, we have assumed the following inputs:

- The proposed 1.8 m high boundary fence as discussed in Section 6.3.2
- Two food trucks operating on site, both located near the existing bluestone building and powered by connections to mains (i.e. vehicle engines not operating). The primary source of noise from the food trucks is taken to be associated with exhaust fans
- A diesel generator being used to provide additional power to Function space 3

Sound power data for the assessed mechanical plant is provided in Table 6.

#### Table 16: Mechanical plant sound power level data

	Octave Band Centre Frequency (Hz)							
Description	63	125	250	500	1k	2k	4k	Α
Typical food truck	80	78	77	79	77	76	71	82
Diesel generator	95	98	99	96	89	85	80	97

Based on the above, noise from the site was calculated to the closest dwellings with the resultant noise levels predicted to comply with the relevant noise criteria.



#### 8.3 Recommendations

Where any noise generating equipment is required on site as part of a proposed functions it is recommended that the following is considered:

- Site any temporary plant (i.e. generators, food trucks, etc) as far as possible from the closest dwelling taking into consideration potential noise ingress
- Use the existing built form to maximise shielding to the closest dwelling
- Where possible opt for the quietest equipment economically available

Should the proposed mechanical services noise sources differ significantly in type, arrangement, or location to those listed above, a specific noise assessment is recommended to determine whether noise controls are required to meet the statutory noise limits.

It should also be noted that where truck mounted refrigeration units are required on site, the

#### 9.0 GENERAL ON-SITE ACTIVITIES

#### 9.1 Car Park noise

MDA have previously undertaken noise measurements in car park environments from which it was found that the loudest instantaneous noise event likely to cause nuisance noise and sleep disturbance would result from the hard slamming of a car door.

Maximum noise levels were predicted outside of the closest residential properties from a car door slam in the proposed car parking area approximately 40 m west of the closest dwelling at 196 Tooram Road.

Predictions account for a 1.8 m high boundary fence constructed above the natural ground separating the proposed function centre from the adjacent dwelling as recommended in Section 6.3.2.

The maximum predicted noise level from activity within the car park was found to reach 44 dB  $L_{Amax}$  outside 196 Tooram Road. However, the level of noise from vehicles travelling along the shared access road entering and exiting the site was predicted to range between 50 and 58 dB  $L_{Amax}$  while driving past the residence.

Given the predicted noise levels are below most accepted sleep disturbance criteria, it is unlikely that activity within the car park will result in any sleep disturbance events. However, it is recommended that the measures included as per the Patron and Venue Management Plan provided in the Town Planning Report are carried out with all vehicles leaving the car park in an orderly manner shortly after completion of a function (also refer to Section 10.0).

# 9.2 Delivery noise

Publication 1254 requires noise associated with deliveries to be inaudible from inside a habitable room of any residential premises outside of the hours contained in the schedule.

To achieve this, Section 8 of Publication 1254 recommends that deliveries are scheduled to occur during between the hours of:

- 0700 2000 hrs Monday to Saturday
- 0900 2000 hrs Sundays and Public holidays

Noise from deliveries during these times is not expected to present any significant acoustic impact to nearby residential receivers.



# 9.3 Waste Disposal collections and schedule

It is recommended that no emptying of bottles into garbage bins is permitted after 2200 hrs on any night, or before 0700 hrs on any day, and that no bottles or other waste materials shall be removed from the site between the hours of 200 hrs on any day and 0700 hrs the following morning.

In accordance with Section 6 of Publication 1254 the following measures are recommended:

- · Refuse bins to be located at sites that provide minimal annoyance to residential premises
- Bottles will not be broken up at the collection site
- Compaction to be carried out while the vehicle is moving
- Noisy verbal communication between operators to be avoided where possible.

Waste collections should be restricted to the following times:

One collection per week

6:30am-8pm Monday to Saturday

9am-8pm Sunday and Public Holidays

Two or more collections per week

7am-8pm Monday to Saturday

9am-8pm Sunday and Public Holidays.



### **10.0 RECOMMENDATIONS**

The following recommendations have been provided to help manage potential noise impacts associated with the operation of the proposed function centre and are in general alignment with the Management plan provided as Section 6 of the Town Planning Report.

#### 10.1 Boundary acoustic fence

A minimum 1.8 m high boundary fence should be construction along the property boundary separating the proposed car parking area from the neighbouring property as indicated in Figure 4

In order to function as an effective noise barrier, the boundary fence is required to be constructed from a material providing minimum surface density of 12 to 15 kg/m<sup>2</sup>.

As an example, some suitable materials include:

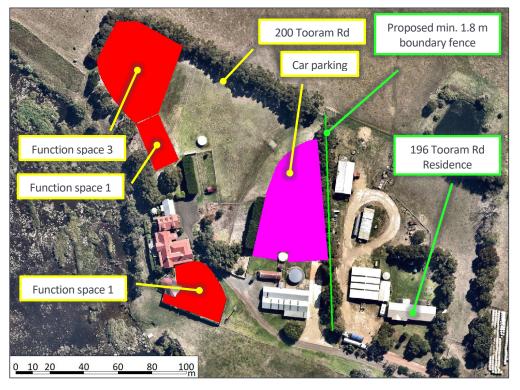
- 25-30 mm thick timber (overlapped)
- 9 mm fibre cement sheet
- 75 mm thick Hebel Powerpanel, or;
- Any other material that meets the weight specification can be used subject to review

If required, portions of the acoustic fence may be constructed from a transparent material such as 18 mm Perspex.

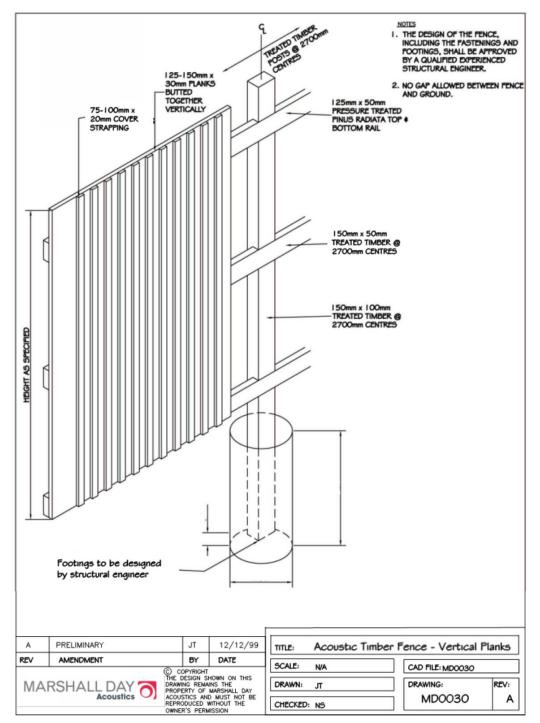
To maintain the effectiveness of any noise barrier, there must be no gaps in the barrier at junctions with adjacent panels or the ground (beyond any minimum gap required for drainage). It is common practice to require that a portion of the bottom of the barrier (i.e. 10-20 cm) be buried in the ground.

A typical example for one type of timber noise barrier is provided as Figure 5.

Figure 4: Location of proposed boundary fence







#### Figure 5: Example acoustic fence



# 10.2 Arrival and departure of patrons

It is recommended that the car park has clearly defined areas/paths for traffic which are separated from pedestrian thoroughfare. When the event is closed at late evening/early night, patrons will exit the property through the shared drive onto the public road.

As all patrons will have to drive past the neighbouring residence it will be important to ensure that they are cognisant of the sensitive nature of the environment and exit the property in an orderly manner shortly after the completion of a function.

A Premises Manager with the support of on-site security should be available during events to ensure all patrons are directed to the car park and leave quietly. The Premises Manager will report any unacceptable behaviour to venue management.

# 10.3 Signage

Signage should be erected to remind patrons that there are residential properties in the area and to leave in a quiet and orderly manner.

Signage be provided within the Function Centre at exit points, and within the car park.

### 10.4 Communication with neighbours & complaint handling

Stone Keepers Run staff should main effective lines of communication with residents, including providing reasonable warning when outdoor marquee events (up to twenty per year, and up to 120 patrons per event) are likely to take place, and should provide timely response to any noise complaints.

In the event of a complaint being lodged by the public or Victorian Police, The Manager or the Owner should respond to the noise complaint in writing within 48 hours and take steps to:

- Ascertain validity of complaint
- Address the complaint immediately. Remedial measures shall be identified and initiated in response to achieve compliance with the noise criteria at nearby residences.
- Complete an Incident Operation Report and supply a copy of the Incident Operation Report to the complainant
- Follow up the next day with procedure addressing relevant issues
- Follow up with written response to authority that relates to the complaint
- All complaints received will be stored within the premise operating records.

Contact details for the on-site Premises Manager should be provided to all nearby neighbouring residences in the event they need to contact the venue.



# 11.0 SUMMARY

MDA has undertaken an acoustic impact assessment of noise associated with the proposed 'Stone Keepers Run' function centre located at 200 Tooram Road, Allansford.

Noise modelling has been undertaken to assess potential noise impacts against the relevant legislation allowing for noise associated with the following activities as discussed in the Planning Permit:

- Patrons located in the designated function spaces
- Background music played through the house sound system, incorporating an appropriately calibrated noise limiting device
- Commercial/industrial noise associated with indicative mechanical services plant located on site as part of a function
- Noise from vehicle movements within the car park, and;
- Waste associated with breaking glass and garbage removal

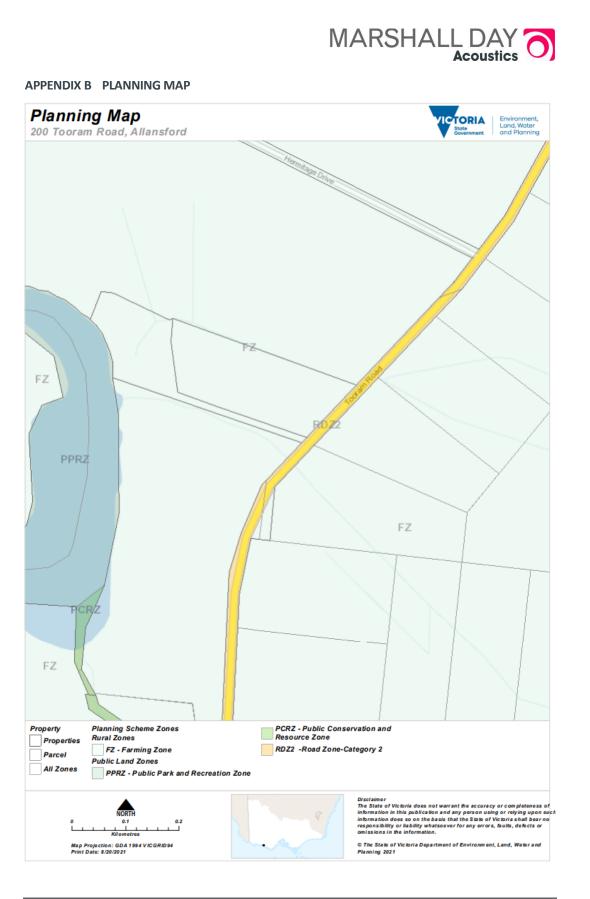
It is predicted that compliance with the relevant legislation and guidelines in terms of noise can be achieved at the closest residential dwelling approximately 100 m east of the existing property on site provided adequate managerial controls and mitigation measures are successfully implemented including:

- The installation of a minimum 1.8 m high acoustic fence to be installed on the property boundary
- Allowance for background music only to be played over the house sound system, and;
- Successful implementation of the proposed Patron and Venue Management Plan.



# APPENDIX A GLOSSARY OF TERMINOLOGY

Ambient	The ambient noise level is the noise level measured in the absence of the intrusive noise or the noise requiring control. Ambient noise levels are frequently measured to determine the situation prior to the addition of a new noise source.
A-weighting	The process by which noise levels are corrected to account for the non-linear frequency response of the human ear.
dB	Decibel. The unit of sound level.
Frequency	The number of pressure fluctuation cycles per second of a sound wave. Measured in units of Hertz (Hz).
Hertz (Hz)	Hertz is the unit of frequency. One hertz is one cycle per second. One thousand hertz is a kilohertz (kHz).
L <sub>A90</sub> (t)	The A-weighted noise level equalled or exceeded for 90% of the measurement period. This is commonly referred to as the background noise level.
L <sub>Aeq</sub> (t)	The A-weighted equivalent continuous sound level. This is commonly referred to as the average noise level and is measured in dB.
L <sub>Amax</sub>	The A-weighted maximum noise level. The highest noise level which occurs during the measurement period.
Octave Band	A range of frequencies where the highest frequency included is twice the lowest frequency. Octave bands are referred to by their logarithmic centre frequencies, these being 31.5 Hz, 63 Hz, 125 Hz, 250 Hz, 500 Hz, 1 kHz, 2 kHz, 4 kHz, 8 kHz, and 16 kHz for the audible range of sound.
SWL or $L_W$	Sound Power Level A logarithmic ratio of the acoustic power output of a source relative to 10 <sup>-12</sup> watts and expressed in decibels. Sound power level is calculated from measured sound pressure levels and represents the level of total sound power radiated by a sound source.





# APPENDIX C LEGISLATION AND GUIDELINES

### C1 General Environmental Duty

The Regulations and Noise Protocol set noise limits that must not be exceeded. The noise limits are not intended to be levels one can 'pollute up to' and must not to be interpreted as noise levels below which no action is required. This is because the duty holder is required under the GED to minimise risks so far as reasonably practicable.

#### C2 Environmental Protection Regulations

The Act does not specify noise limits or technical aspects of environmental noise but rather sets out legal requirements to comply with the Environmental Protection Regulations described below. Clause 166 of the Act essentially places the onus of achieving compliance with noise limits on the commercial premises.

The Environmental Protection Regulations (the Regulations) are made under section 465 of the Act and impose obligations in relation to environmental protection, including noise. The Regulations state that a person who conducts a prediction, measurement, assessment or analysis of noise within a noise sensitive area must do so in accordance with the Noise Protocol. In particular, noise from industrial, commercial and trade premises or entertainment venues or events is prescribed as unreasonable if it exceeds a noise limit or alternative criterion determined in accordance with the Noise Protocol.

Key matters addressed in the regulations include:

- Definition of commercial, industrial and trade premises, which is essentially any premises that is not a residential premises, a road or a railway. It is noted that noise from common building services equipment (such as shared condensing units and kitchen exhaust fans) is assessable under the regulations
- Definition of an indoor music entertainment venue
- Definition of noise sensitive areas where the noise limits are assessed, which broadly include:
  - a residential building
  - temporary accommodation
  - hospital corrective institution
  - retirement or residential village
  - A room for learning in a child care centre, kindergarten or school
  - A tourist establishment, campground or caravan park
- Assessment time periods
- Noise sources that must not be taken into account
- Minimum noise limit values
- Management of cumulative noise from multiple premises.

Part 5.3 of the Environmental Protection Regulations (the Regulations) addresses noise emissions from commercial, industrial and trade premises, which are defined as any premises except the following:

(a) residential premises (other than common plant under the control of an owners corporation);

# MARSHALL DAY

- (b) a street or road, including every carriageway, footpath, reservation and traffic island on any street or road;
- (c) a railway track used by rolling stock in connection with the provision of a freight service or passenger service—
  - (i) while travelling on a railway track or tramway track; or
  - (ii) while entering or exiting a siding, yard, depot or workshop;
- (d) a railway track used by rolling stock in connection with the provision of a passenger service, while in a siding, yard, depot or workshop and is—
  - (i) powering up to commence to be used in connection with the provision of a passenger service; or
  - (ii) shutting down after being used in connection with the provision of a passenger service;
- (e) the premises situated at Lower Esplanade, St Kilda and known as "Luna Park" and being the whole of the land more particularly described in Certificate of Title Volume 1204 Folio 109

Note: The maintenance, cleaning or loading of rolling stock stabled in a siding, yard, depot or workshop are included within the meaning of commercial, industrial and trade premises.

A noise sensitive area where the Regulations apply is defined as:

- (a) that part of the land within the boundary of a parcel of land that is—
  - (i) within 10 metres of the outside of the external walls of any of the following buildings—
    - (A) a dwelling (including a residential care facility but not including a caretaker's house);
    - (B) a residential building;
    - (C) a noise sensitive residential use; or
  - (ii) within 10 metres of the outside of the external walls of any dormitory, ward, bedroom or living room of one or more of the following buildings—
    - (A) a caretaker's house;
    - (B) a hospital;
    - (C) a hotel;
    - (D) a residential hotel;
    - (E) a motel;
    - (F) a specialist disability accommodation;
    - (G) a corrective institution;
    - (H) a tourist establishment;
    - (I) a retirement village;
    - (J) a residential village; or
  - (iii) within 10 metres of the outside of the external walls of a classroom or any room in which learning occurs in the following buildings (during their operating hours)—



- (A) a child care centre;
- (B) a kindergarten;
- (C) a primary school;
- (D) a secondary school; or
- (b) subject to paragraph (c), in the case of a rural area only, that part of the land within the boundary of—
  - (i) a tourist establishment; or
  - (ii) a campground; or
  - (iii) a caravan park; or
- (c) despite paragraph (b), in the case of a rural area only, where an outdoor entertainment event or outdoor entertainment venue is being operated, that part of the land within the boundary of the following are not noise sensitive areas for the purposes of that event or venue—
  - (i) a tourist establishment;
  - (*ii*) a campground;
  - (iii) a caravan park;

Table 17 presents a summary of the relevant Divisions and Regulations from Part 5.3 – Noise.

Table 17: Summary of Part 5.3 - Noise	
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Section	Description					
Division 1, Regulation 113	States that a person who conducts a prediction, measurement, assessment or analysis of noise within a noise sensitive area for the purposes of the Act or these Regulations, must conduct the prediction, measurement, assessment or analysis in accordance with the Noise Protocol.					
Division 2	Applies to noise from residential premises					
Regulation 114	Provides a set of "prescribed items" and "prohibited times" for determining unreasonable noise from residential premises. For example, an air conditioner is a prescribed item that is prohibited before 7 am and after 11 pm Monday to Friday, and before 9 am and after 11 pm on weekends and public holidays. (A key exemption for this particular item is any time a heat health alert is in effect in the weather forecast district in which the item is located).					
Regulation 115	Describes aggravated noise from residential premises as noise from the Regulation 114 prescribed items during prohibited times likely resulting in harm to human health or the environment.					
Division 3	Applies to noise from commercial, industrial and trade premises					
Regulation 116	Defines the day, evening and night period as follows:					
	Day: 0700 to 1800 hrs, Monday – Saturday					
	Evening: 1800 to 2200 hrs, Monday – Saturday 0700 to 2200 hrs, Sunday and Public Holidays					
	Night: 2200 to 0700 hrs the next day, Monday – Sunday					



Section	Description						
Regulation 117	In this Division, when the level of noise emitted from commercial, industrial and trade premises is assessed, the following sources of noise that could be expected at the proposed facility must not be taken into account:						
	Voices						
	Construction or demolition activity on building sites						
	Intruder, emergency or safety alarms or sirens Equipment used in relation to an emergency						
	Non-commercial vehicles (except for maintenance activities).						
Regulation 118	Defines noise as being unreasonable if it exceeds the Noise Protocol limits or the alternative assessment criteria that apply at an alternative assessment location.						
	Defines the lowest base noise limits as follows:						
	Major urban area: Day: 45 dB L <sub>eff</sub> Evening: 40 dB L <sub>eff</sub> Night: 35 dB L <sub>eff</sub>						
	Rural area: Day: 45 dB Leff Evening: 37 dB Leff Night: 32 dB Leff						
	The noise limit for commercial, industrial and trade premises for the night period must not exceed 55 dB ${\sf L}_{\sf eff.}$						
Regulation 119	If multiple existing or proposed premises emit noise that contributes to the effective noise level at a noise sensitive receiver, all reasonable steps must be taken by the premises' management to ensure the combined noise level does not exceed the noise limit.						
Regulation 120	This regulation essentially identifies that tonal aspects of noise must be considered when considering unreasonable noise for section 3(1)(a)(v) of the Act. The Noise Protocol provides a method of assessing tonal characteristics of noise from commercial, industrial and trade premises, with additional guidance on low frequency noise available in EPA Victoria Publication 1996 <i>Noise guideline – assessing low frequency noise</i> .						
Regulation 121	Noise emitted from commercial, industrial and trade premises is prescribed to be aggravated noise if it exceeds the noise limits by more than 15 dB, or the following if lower:						
	75 dB L <sub>eff</sub> during the day,						
	70 dB Leff during the evening, or						
	65 dB L <sub>eff</sub> during the night.						
Division 4	Applies to noise from entertainment venues and outdoor entertainment events, including music noise from entertainment venues or events.						
Subdivision 1, Regulation 122	Identifies there are particular provisions applicable to noise from live music venues set out in the Victorian Planning Provisions that differ to those applicable to other venues in the Regulations and the Noise Protocol. The Regulation includes a note that primary responsibility for noise attenuation rests with the agent of change.						
Subdivision 2	Applies to indoor entertainment venues						

# MARSHALL DAY

Section	Description								
Regulation 123	Defines the day, evening and n	ight perioc	for ir	ndoor ei	ntertainr	nent ven	ues as fo	llows:	
	Day and evening: 0700 to 2300 hrs, Monday – Saturday 0900 to 2200 hrs, Sunday and Public Holidays 0900 to 2300 hrs, Sunday and Public Holidays (when preceding a public holiday).								
	2300 to 0900 hrs the next day,	Day and evening: 2300 to 0700 hrs the next day, Monday – Friday 2300 to 0900 hrs the next day, Saturday or any day preceding a public holiday 2200 to 0700 hrs the next day, Sunday and Public Holidays.							
Regulation 124	Noise associated with the arrival and departure of people attending the indoor entertainment venue must not be taken into account.								
	Conversely, the following noise	e must be t	aken	into acc	ount:				
	noise from human voices and a associated with the music sour		thin t	he ente:	ertainme	nt venue	that are		
	in the case of a place of worshi to recognised religious observa		orma	nce or p	laying of	music th	iat is not	related	
Regulation 125	Defines noise as being unreasonable if it exceeds the Noise Protocol limits or the alternative assessment criteria that apply at an alternative assessment location.								
	Defines the lowest base noise limits for the day and evening as 32 dB L <sub>Aeq</sub> , and the octave band base limit for the night period as follows:								
	Frequency, Hz 63	3 125		250	500	1k	2k	4k	
	Base noise limit, dB LA10 40	0 30		20	20	15	10	10	
Regulation 126	If two or more indoor entertain noise sensitive area, the noise determined in accordance with	limit that a	pplies	s in relat					
Regulation 127	Prescribes music noise from an the effective noise level exceed night period limit by 20 dB or n	ds the day a					-		
Subdivision 3	Applies to indoor entertainmer	nt venues a	nd ou	utdoor e	entertain	ment eve	ents.		
Regulation 128	Specifies that a permit is requir with a duration of over 8 hours any day) or for more than 6 ou	s, or outsid	e stan	ndard op	erating	hours (12			
Regulation 129	Specifies that a permit is requir	red for an o	outdo	or enter	tainmer	it event fo	or the fo	llowing:	
	- The event is outside standard operating hours (1200 to 2300 hrs on any day)								
	- A concert is engaged between 0700 to 1200 hrs Monday to Saturday, or 0900 to 1200 hrs Sunday								
	- A concert is engaged for over	8 hours.							
	<ul> <li>A concert is defined as an operation at an outdoor event or venue if the music noise level exceeds 55 dB LAeq,15min in a noise sensitive area, or 45 dB LAeq,15min when measured indoors, at least once in a 24 hour period.</li> </ul>								
Regulation 130	Defines music noise as being un applicable to the venue or even without a permit (if required).								



Section	Description
Regulation 131	Defines music noise as aggravated noise if is assessed to exceed 80 dB $L_{Aeq,15min}$ in a noise
	sensitive area at any time.

### C3 EPA Victoria Publication 1826 – The Noise Protocol

As per the Division 1, Regulation 113 of the Regulations, assessment of noise within a sensitive area must be conducted in accordance with EPA Victoria Publication 1826 Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues (the Noise Protocol). The Noise Protocol outlines the EPA's required approach to the determination of noise limits and to the measurement, prediction, and analysis of noise.

Both Part I: Commercial, industrial and trade premises AND Part II: Entertainment Venues and events apply to the proposed function centre.

#### C3.1 Part 1: Section A – Determining noise limits for commercial, industrial and trade premises

The Noise Protocol provides two methods for deriving the relevant noise limits, the Urban area method and the Rural area method. The Rural area method is applicable to the current study.

It uses land use zonings as a basis for establishing noise limits at residential receivers. There are adjustments that can be made to the noise level due to high background noise, multiple industries, distance from the industry zone, and where the industry involves the extraction of earth resources.

The site and surrounding noise sensitive areas are all currently classified as Farming Zone (FZ).

As the closest dwelling is located within a 'background-relevant area' as defined in the Noise Protocol (i.e. within 300 m of an undivided main road), the unattended noise monitoring results provided in Appendix D were reviewed to determine the resultant noise limits provided in Table 18.

Period	Zoning level	Distance adjustment <sup>A</sup>	Background adjusted level <sup>B</sup>	Noise Protocol limit
Day	46	46	49	49
Evening	41	41	45	45
Night	36	36	41	41

#### Table 18: Commercial/industrial noise limit derivation

Note A: As the source and receiver are in the same land use zoning (FZ) the distance-adjusted level is +0 dB Note B: For background relevant areas the background adjustment for the 'day' period is +8 dB; whereas for the 'avening' and 'night' period the adjustment is +5 dB

the 'evening' and 'night' periods the adjustment is +5 dB



C3.2 Part 1: Section B – Assessing noise from commercial, industrial and trade premises

Noise from the facility that exceeds the noise limits is prescribed to be unreasonable by the Regulations. Part 7.6 of the Act in conjunction with Regulation 166 places the onus of compliance on industry by prohibiting the emission of unreasonable or aggravated noise.

For the purposes of this report and assessments of predicted noise levels, the noise limits apply up to 10 m from a dwelling, but within the property boundary.

Once a noise limit is established, an equivalent noise level ( $L_{Aeq}$ ) due to the operation of the commercial premises is measured or predicted for a 30 minute operating period during the day, evening, and night period as appropriate. If necessary, the  $L_{Aeq}$  noise level is adjusted for duration and noise character (tonality, impulsiveness, and intermittency) to give the effective noise level ( $L_{eff}$ ). If the  $L_{eff}$  level exceeds the noise limit, then remedial action will be required.

Consideration must be given to existing and future noise sensitive areas, factors that influence the propagation of sound (including atmospheric effects) and the cumulative contribution of noise from multiple existing and proposed sites.

#### C3.3 Part II – Entertainment venues and events

The Noise Protocol provides noise limits for music noise from entertainment venues and events.

The regulations define an indoor entertainment venue as follows:

... any premises (other than residential premises or an outdoor entertainment venue), where music is played and includes a live music entertainment venue, hotel, tavern, cabaret, night club, discotheque, reception centre, skating rink, restaurant, cafe, health and fitness centre, recording and rehearsal studio, theatre, amusement park, amusement parlour, retail store, shop, public hall and club.

Thus, while pre-recorded music will likely be performed outdoors from within a marquee that provides minimal building isolation, in accordance with the above definition, music noise from the function centre should be assessed as if it were an indoor entertainment venue.

The noise limits for music noise from indoor entertainment venues that apply within the noise sensitive areas are as follows:

• Fo	r the day and	evening period as	defined in Regulatio	n 123:	L <sub>A90</sub> + 5 dB
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• For the night period as defined in Regulation 123: L<sub>OCT90</sub> + 8 dB.

From the background noise monitoring results provided in Appendix D it is evident that the noise levels drop appreciably from 2000 hrs onwards.

Accordingly, two separate day/evening music noise limits have been established based on the background noise levels during the proposed opening hours for the functions centre from 1100 through 2300 hrs Monday to Saturday<sup>7</sup>:

- 1100 to 2200 hrs: Background noise of 40 dB LA90, music noise limit of 45 dB LA90, and;
- 2200 to 2300 hrs: Background noise level of 37 dB L<sub>A90</sub> music noise limit of 42 dB L<sub>Aeq</sub>.

Where functions are proposed on a Sunday or Public Holiday, more onerous octave band noise limits are applicable from 2200 hrs onwards. For reference these noise limits are provided in Table 19 as based off the noise monitoring results.

<sup>&</sup>lt;sup>7</sup> Operating times for indoor entertainment venues are defined in Regulation 123 as per Appendix C2 Table 17.

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# MARSHALL DAY

Table 19: Night-time music noise limit derivation (Sundays and Public holidays 2200 to 2300 hrs)

	Octa	Octave band mid frequency, Hz							
Description	63	125	250	500	1k	2k	4k	Α	
Background + 8 dB L <sub>90</sub>	43	40	37	38	38	37	26	42	
Base noise limit, dB L <sub>10</sub>	40	30	20	20	15	10	10	22	
Music noise limit 2200 to 2300 hrs, $L_{10}$	43	40	37	38	38	37	26	42	

### C4 Sleep Disturbance

The NSW Road Noise Policy 2011 produced by the NSW EPA, provides guidance on potential for sleep disturbance. While the Policy applies strictly only in NSW, the provisions of the document are often referred to in Victoria for general guidance on potential sleep disturbance.

The NSW policy notes that from the research on sleep disturbance to date it can be concluded that:

- maximum internal noise levels below 50–55 dB L<sub>Amax</sub> are unlikely to awaken people from sleep
- one or two noise events per night, with maximum internal noise levels of 65–70 dB L<sub>Amax</sub>, are not likely to affect health and wellbeing significantly.

It is noted that the maximum internal noise levels apply in cases where windows to an internal area would be open. It is generally accepted that internal noise levels in conventional dwellings with the windows open are approximately 10 dB lower than external noise levels. Based on the NSW DECCW findings, a noise level of 60-65 dB outside an open bedroom window would be unlikely to cause awakening reactions.

# C5 Patron Noise

Noise from voices of patrons outdoors is not covered under any State Environment Protection Policy or general Victorian guideline.

There has been extensive discussion between members of the Association of Australian Acoustical Consultants (AAAC) in regards to suitable criteria but consensus between members has not yet been reached.

In lieu of an established state policy or criterion, MDA has developed a set of design targets which have been referenced as part of numerous planning applications and VCAT hearings for proposed external patron noise areas.

The structure of the patron noise design targets is summarised in Table 20.

Design Target	Purpose		
Day Period - 50 dB or background noise (LA90) + 10 dB, whichever is higher	Amenity protection		
Evening Period - 45 dB or background noise (L <sub>A90</sub> ) + 10 dB, whichever is higher			
Night Period - 40 dB or background noise (L <sub>A90</sub> ) + 5 dB, whichever is higher			
60-65 dB (refer to Appendix C4)	Sleep disturbance protection		
	Day Period - 50 dB or background noise (LA90) + 10 dB, whichever is higher Evening Period - 45 dB or background noise (LA90) + 10 dB, whichever is higher Night Period - 40 dB or background noise (LA90) + 5 dB, whichever is higher		

#### Table 20: Recommended design targets for patron noise



The defined periods for the day, evening and night-time periods are taken from the Noise Protocol as per commercial/industrial premises as defined in Regulation 116 (see Appendix C2, Table 17).

The measured background noise levels were analysed to determine the patron noise design targets provided in Table 21.

#### Table 21: Patron noise design target derivation

Item	Day / Evening 1100 to 2200 hrs	Night 2200 to 2300 hrs
Measured background noise level dB LA90	40	37
Patron noise target, dB LAeq, 15 min	50	42

For a theoretical assessment of a venue, the purpose of the proposed patron noise criteria is not to provide an absolute limit but to provide an indication of whether a venue has the potential to cause an unreasonable impact.

It is difficult to propose an absolute limit because unlike other noise sources (e.g. mechanical equipment), there is a large variation in patron noise and this variation is not always linked to the number of patrons.

The results of the analysis are interpreted as follows:

# Table 19: Interpretation of patron noise assessment results

Predicted noise level	Likely impact
Meets the proposed criteria	No impact likely
Exceeds the proposed criteria by up to 2 dB	No impact likely
Exceeds the criteria by 3-5 dB	There is a possibility of impact and the proposal should be assessed with measurements once it is operational to determine typical crowd noise levels from the venue. Provision should be made to adopt managerial controls and retrofit engineering controls if deemed necessary
Exceeds the criteria by 5-8 dB	There is a strong possibility of impact and engineering controls should be incorporated. Managerial controls should also be considered at the planning stage. Further measurements will be required once the development is operational to determine appropriate managerial controls
Exceeds the criteria by more than 8 dB	There will be noise impact and major changes to the design and/or operation of the proposed outdoor area will be required



# APPENDIX D UNATTENDED NOISE MONITORING

A 01dB Cube environmental noise logger (Serial No.: 10510) was deployed at the east site boundary deemed representative of the closest sensitive dwelling at 196 Tooram Road, Allansford.

Both noise loggers were set to continuously measure noise in one-hour intervals from Wednesday 30 June through Wednesday 7 July 2021 at the location shown in Table 22.

Table 22: Unattended noise monitoring location



Measurements were obtained using the 'F' response time and A-weighting frequency network.

All instrumentation was calibration checked before and after the survey with no drift in the calibrated levels observed (i.e., less than ±0.5 dB as per AS 1055:2018 *Acoustics – Description and measurement of environmental noise*). All measurement and calibration equipment used has current National Australian Testing Authority (NATA) calibration certificates which can be made available on request.

Photographs of the installed noise monitoring equipment are provided in Table 23 and Table 24.



Table 23: Photograph looking east towards logger



Table 24: Photograph looking south towards shared access road



Throughout the one-week noise monitoring period the measurement conditions were predominantly calm and dry with short periods of moderate winds.

Graphical plots of the measured noise levels are provided in the following tables.



# Noise Monitoring Results

Marshall Day Acoustics Pty Ltd 6 Gipps St. Collingwood VIC 3066

 Client:
 Murray and Vicki Whiting c/- Myers Planning Group

 Job Number:
 20210543
 Location:
 200 Tooram Road, Allansford

 Microphone position:
 Property fenceline ~40 m west of neighbours dwelling

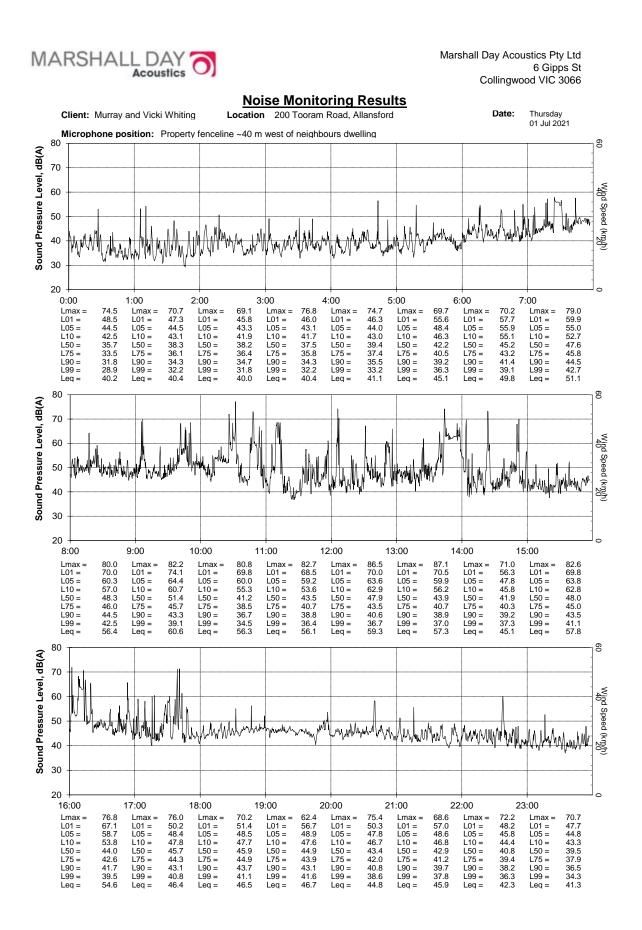
 Initial calibration:
 94 dBA
 Final calibration:
 94 dBA

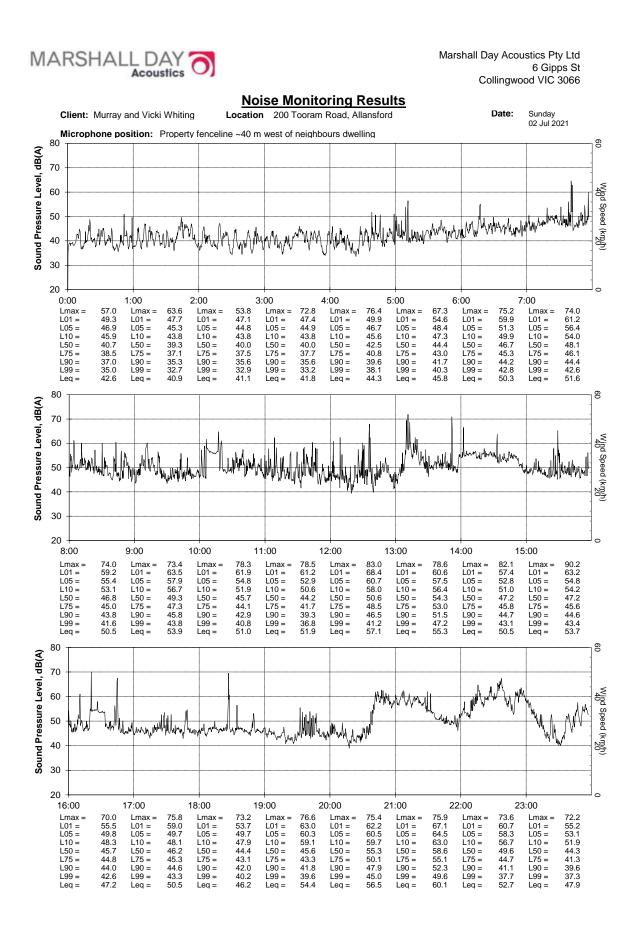
	Initial Calibration: 94 dBA Final Calibration: 94 dBA Sound Pressure Level, dB(A)																					
Hour	Wod	. 30-06-	2021	Thu	Thu. 01-07-2021			Fri. 02-07-2021			Sat, 03-07-2021			Sun, 04-07-2021			Mon, 05-07-2021			Tue, 06-07-2021		
noui	1																					
00:00 to 01:00	L <sub>10</sub>	L <sub>90</sub>	L <sub>eq</sub>	L <sub>10</sub> 42.5	L <sub>90</sub> 31.8	L <sub>eq</sub> 40.2	L <sub>10</sub> 45.9	<sup>∟</sup> 90 37.0	L <sub>eq</sub> 42.6	L <sub>10</sub> 46.8	L <sub>90</sub> 38.0	L <sub>eq</sub> 44.2	L <sub>10</sub> 41.3	L <sub>90</sub> 33.8	<sub>eq</sub> 38.8	L <sub>10</sub> 43.3	L <sub>90</sub> 37.8	L <sub>eq</sub> 41.8	L <sub>10</sub> 44.9	L <sub>90</sub> 40.4	L <sub>eq</sub> 43.2	
01:00 to 02:00				43.1	34.3	40.2	43.8	35.3	40.9	40.0	40.4	44.2	39.0	33.3	36.8	43.3 53.7	38.6	55.7	44.9	38.9	41.0	
02:00 to 03:00				41.9	34.7	40.4	43.8	35.6	40.9	47.0	39.1	44.3	35.0	31.7	35.0	46.9	35.2	47.9	42.4	39.0	41.4	
03:00 to 04:00				41.7	34.3	40.4	43.8	35.6	41.8	44.0	38.8	42.0	36.0	31.3	34.4	56.8	39.1	51.9	43.7	38.8	41.9	
04:00 to 05:00				43.0	35.5	41.1	45.6	39.6	44.3	42.5	38.7	41.0	49.6	32.8	45.6	43.5	36.2	42.2	45.3	38.7	45.2	
05:00 to 06:00				46.3	39.2	45.1	47.3	41.7	45.8	45.5	40.4	43.5	49.0 55.0	43.8	43.0 51.9	48.6	37.8	45.7	45.5	39.9	43.9	
06:00 to 07:00				40.3 55.1	41.4	49.8	49.9	44.2	43.8 50.3	49.1	40.4	49.7	50.6	43.0	48.2	49.7	41.5	48.9	49.2	42.9	43.5	
07:00 to 08:00				52.7	44.5	49.0 51.1	49.9 54.0	44.4	51.6	49.1 51.7	43.9	49.7 52.5	55.0	46.1	40.2 57.2	49.7 53.1	44.6	55.0	49.2 52.4	44.9	40.4 50.6	
08:00 to 09:00				57.0	44.5	56.4	53.1	43.8	50.5	52.9	42.8	49.7	57.6	46.6	55.2	51.6	43.4	53.7	54.2	41.3	58.3	
09:00 to 10:00				60.7	44.5	60.6	56.7	43.8 45.8	53.9	52.9 55.7	42.0	49.7 52.8	65.4	40.0	61.5	48.6	43.4	57.6	54.2 55.4	41.3 39.5	55.1	
10:00 to 11:00				55.3	43.3 36.7	56.3	50.7	45.8	53.9 51.0	68.3	43.5	69.0	68.8	49.0 54.0	65.3	40.0 52.1	41.0	56.4	49.7	39.5 41.0	49.6	
11:00 to 12:00				53.6	38.8	56.1	50.6	42.9 39.3	51.0	66.6	46.5	63.9	62.6	49.1	59.5	52.1	42.3	53.2	49.7 55.0	41.0	49.0 54.5	
12:00 to 13:00				62.9	40.6	59.3	58.0	39.3 46.5	57.1	57.6	44.6	56.7	60.2	49.1	56.6	70.9	40.4	66.4	55.0 52.0	40.4	49.2	
13:00 to 14:00				56.2	38.9	57.3	56.0 56.4	40.5 51.5	57.1	63.6	44.0	60.4	64.3	43.5	61.1	66.8	41.3	62.5	52.0 47.4	40.0 38.4	49.2	
14:00 to 15:00	53.8	41.8	75.1	56.2 45.8	39.2	57.5 45.1	50.4 51.0	51.5 44.7	50.5 50.5	63.6 74.8	43.7	60.4 68.7	64.3 57.8	43.5 43.2	54.1	57.4	41.1	62.5 56.3	47.4 51.6	38.5	47.5 53.7	
				45.6 62.8	39.2 43.5	45.1 57.8	51.0 54.2	44.7 44.6	50.5 53.7	74.0 48.6	41.7	52.5	57.8 60.7	43.2 39.8	54.1 57.3	57.4 56.2	41.5	56.3	51.0 47.2		53.7 48.4	
15:00 to 16:00	49.7	41.1	49.1		43.5	57.0 54.6	54.2 48.3	44.0 44.0	53.7 47.2		40.7		49.0		57.5 47.8	36.2 46.1	41.5	56.5 46.5		40.1 41.5	40.4 48.1	
16:00 to 17:00	49.2	43.3	49.6	53.8		54.6 46.4				55.4		58.0		38.4	-	-	-		51.0	-	-	
17:00 to 18:00	51.2	43.6	52.7	47.8	43.1 43.7	-	48.1	44.6	50.5	45.4	41.6	44.5	45.6	40.3	43.9	46.8	42.1	46.1	49.7	45.4	48.5	
18:00 to 19:00	47.1	42.0	45.9	47.7	-	46.5	47.9	42.0	46.2	46.1	41.9	44.5	45.6	42.2	44.1	46.5	42.8	45.4	50.8	48.5	50.0	
19:00 to 20:00	47.6	40.4	48.3	47.6	43.1	46.7	59.1	41.8	54.4	45.3	41.6	43.8	45.4	42.1	44.0	45.2	42.2	44.9	52.9	47.5	54.8	
20:00 to 21:00	45.4	39.2	43.3	46.7	40.8	44.8	59.7	47.9	56.5	45.6	40.8	43.7	44.5	41.4	43.2	45.7	42.6	45.3	48.8	46.0	47.6	
21:00 to 22:00	44.9	37.5	44.3	46.8	39.7 38.2	45.9	63.0 56.7	52.3	60.1	44.4	39.8	42.8	44.2	40.6	43.7	45.3	41.7	45.0	47.5	43.9	46.7	
22:00 to 23:00 23:00 to 24:00	43.4 41.4	37.1 32.4	41.8 39.0	44.4 43.3	38.2	42.3 41.3	56.7 51.9	41.1 39.6	52.7 47.9	45.9 44.7	38.4 37.1	44.2 42.0	42.2 41.5	38.1 36.9	40.5 41.6	43.6 44.2	40.5 40.7	42.3 42.8	46.6 47.2	43.0 43.6	47.1 45.8	
	41.4	32.4	39.0		30.5	41.3	53.9	39.0	47.9		37.1	42.0	-	30.9	41.0	44.2 51.3	40.7	42.0		43.0	40.0	
L10 <sub>(18h), ar.av.</sub> 6-24h				52.2		<b>EE 1</b>	53.9		54.0	53.4		61.0	53.4		57.7	51.3		57.5	50.5		52.2	
L <sub>eg(16h)</sub> , log av. 6-22h			41.4			55.1						61.2			-							
L <sub>eq(8h)</sub> , log av. 22-6h			41.4			42.8			46.8			45.0			49.3			42.9			45.3	
L <sub>eq(24h), log av.</sub> 0-24h L90 Day					41.3	53.4			52.6			59.4		45.3	56.0		41.9	56.1		41.1	50.7	
L90 Day		39.8			41.3			45.1			43.0			45.5			41.9			41.1	]	
L90 L90 Night		35.6			38.2			39.7			36.1			37.9			40.0			41.1		
Wind @0900h, km/h				11				5 km/h	N	20 km/h NNW			30 km/h NW			20 km/h WNW			15 km/h NNW			
Wind @1500h, km/h					km/h N			3 km/h		-	cm/h W			km/h S		17 km/h NW				20 km/h NW		

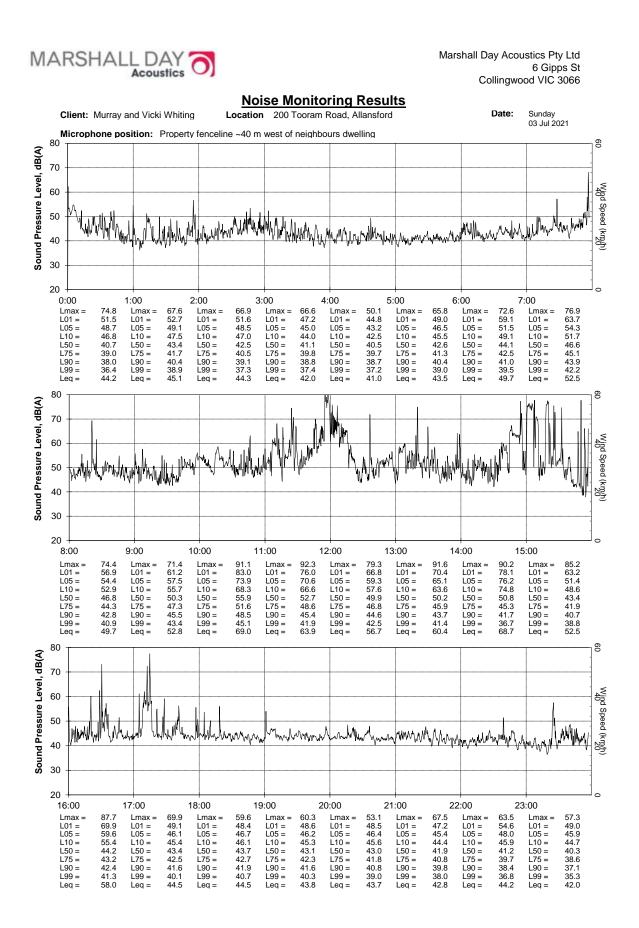
Note: Weather data from closest BoM Automatic Weather Station at Warrnambool

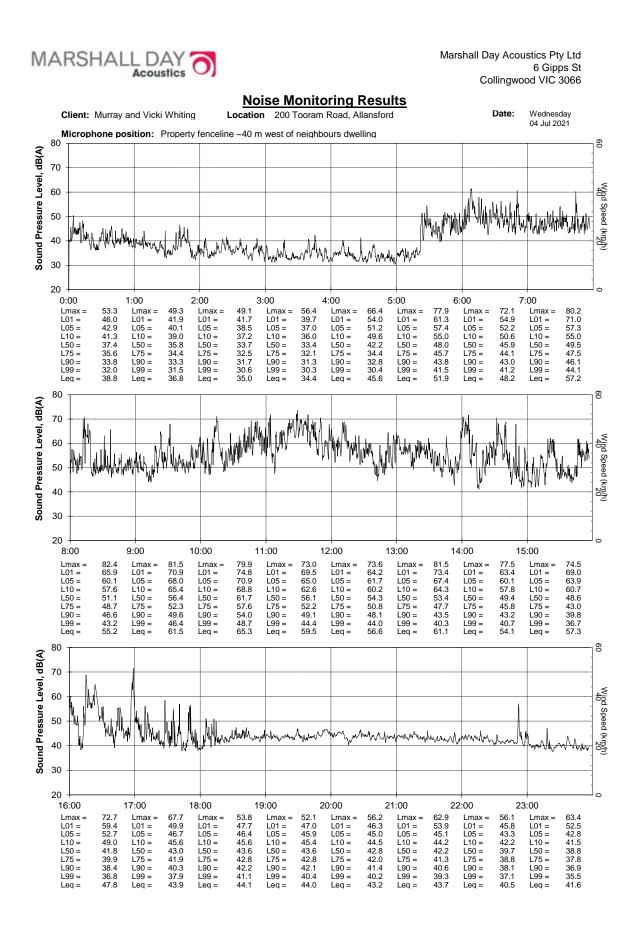
MARSHALL DAY Marshall Day Acoustics Pty Ltd 6 Gipps St Collingwood VIC 3066 **Noise Monitoring Results** Date: Wednesday Client: Murray and Vicki Whiting Location 200 Tooram Road, Allansford 30 Jun 2021 Microphone position: Property fenceline ~40 m west of neighbours dwelling 80 60 Sound Pressure Level, dB(A) 70 Wigd Speed 60 50 (kng(h) 40 30 20 c 0:00 1:00 2:00 3:00 4:00 5:00 6:00 7:00 Lmax = L01 = L05 = L10 = L10 = L10 = L10 = L10 = L50 = L75 = L50 = L50 = L75 = L90 = L99 = Leq = 80 ള Sound Pressure Level, dB(A) 70 Wind Speed (km/h) 60 50 40 30 20 0 8:00 9:00 10:00 11:00 12:00 13:00 14:00 15:00 Lmax = L01 = Lmax L01 = 117.2 69.1 76.7 60.2 Lmax = L01 = 53.0 49.7 43.4 42.0 L05 = L10 = L50 = L75 = L05 = L10 = L50 = L75 = L05 = L10 = 57.5 53.8 45.4 43.3 L50 = L75 = L50 = L75 = L50 = L75 = L50 = L75 = L50 = L50 = L75 = 175 =L75 = L90 = L99 = Leq = L75 = L90 = L99 = Leq = L75 = L90 = L99 = Leq = 43.3 41.8 39.9 75.1 L75 = L90 = L99 = Leq = 42.0 41.1 39.7 49.1 L90 = L99 = L90 = L99 = L90 = L99 = L90 = L99 = Leq = Leq = Leq = Leq = 60 80 Sound Pressure Level, dB(A) 70 Wind Speed (km/h) 60 un marked with 50 www.huh M M M 40 30 20 0 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00 Lmax L01 = L05 = L10 = L50 = L75 = L90 = 74.9 60.5 52.8 49.2 45.4 44.3 43.3 Lmax = L01 = L05 = Lmax L01 = L05 = Lmax L01 = L05 = L10 = Lmax L01 = L05 = Lmax L01 = L05 = 76.6 64.0 54.7 51.2 46.0 44.8 43.6 41.7 76.2 50.2 48.0 47.1 44.3 43.0 42.0 40.0 77.1 65.9 Lmax Lmax 72.9 46.5 44.3 43.4 40.4 38.7 37.1 73.4 45.2 42.6 41.4 36.4 34.1 32.4 30.8 72.2 55.1 46.4 44.9 41.1 39.3 37.5 34.7 L01 = L05 = L10 = L50 = L75 = L90 =L01 = L05 = L10 = L50 = L75 = L90 =58.2 49.7 47.6 43.4 41.8 40.4 38.3 48.3 48.6 46.3 45.4 42.3 40.6 39.2 35.7 L05 = L10 = L50 = L75 = L03 = L10 = L50 = L75 = L90 = L10 = L50 = L75 = L90 = 110 =L50 = L75 = L50 = L75 = L90 =L90 =L90 =33.6 41.8 199 = 41.1 199 = 199 = L99 = 199 = 199 = 199 = 199 = Leq = Leq = Leq = Leq = 49.6 Leq = 52.7 45.9 Leq = 43.3 Leq = 44.3 39.0 Leq =

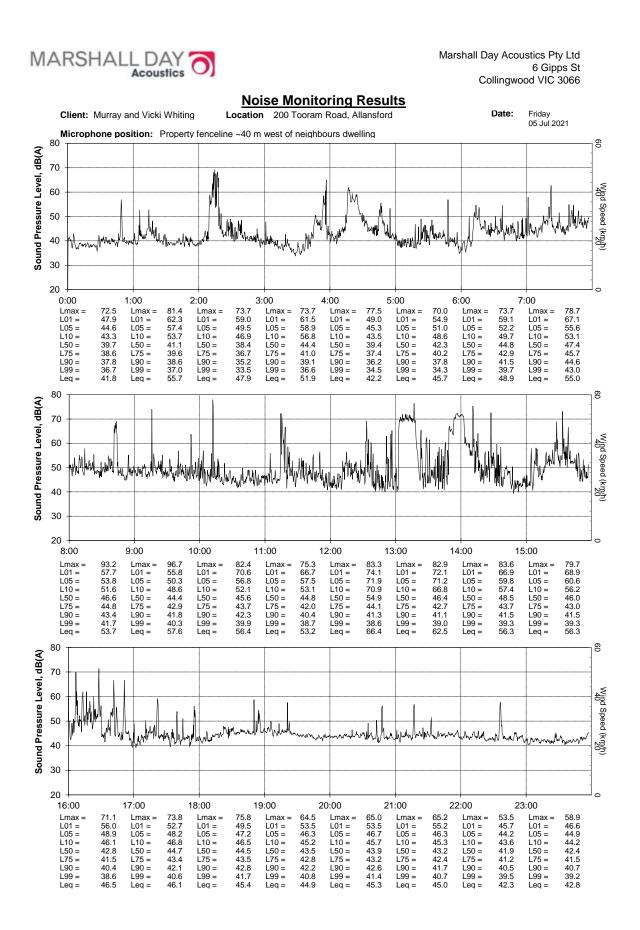
Graph based on Leq at 20s intervals, Hourly percentiles based on Lp at 0.1s intervals.





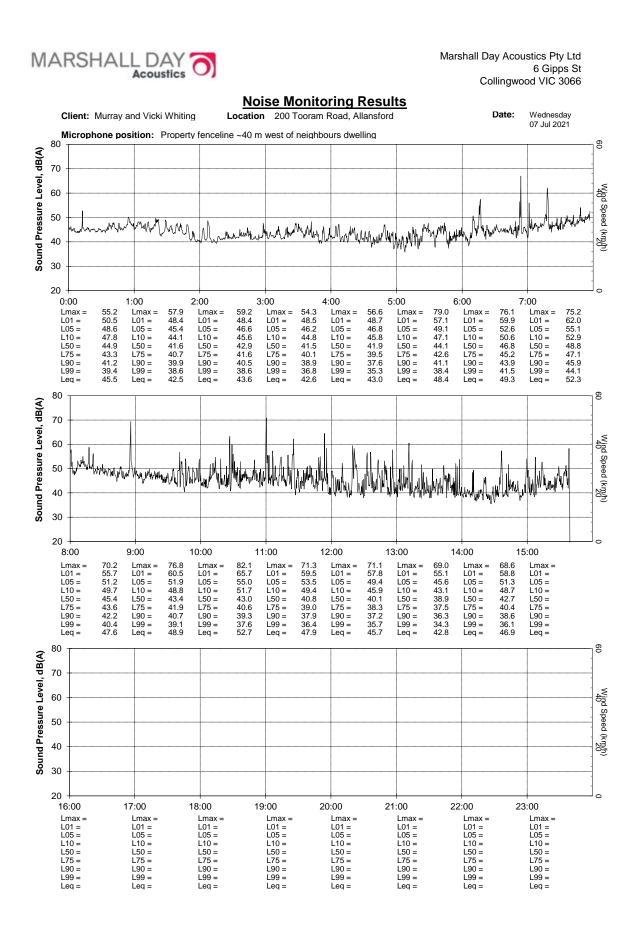






Marshall Day Acoustics Pty Ltd MARSHALL DAY Acoustics 6 Gipps St Collingwood VIC 3066 **Noise Monitoring Results** Monday 06 Jul 2021 Date: Client: Murray and Vicki Whiting Location 200 Tooram Road, Allansford Microphone position: Property fenceline ~40 m west of neighbours dwelling 80 60 Sound Pressure Level, dB(A) 70 Wild Speed (kmg/h) 60 50 Www.WWW m www.A.Mara 40 30 20 0:00 1:00 2:00 3:00 4:00 5:00 6:00 7:00 55.6 46.8 44.6 43.7 41.2 40.0 52.8 47.4 45.7 44.9 Lmax = L01 = L05 = Lmax L01 = L05 = L10 = 53.4 45.9 43.7 43.0 Lmax L01 = L05 = Lmax L01 = L05 = L10 = 70.3 57.2 47.5 45.3 Lmax L01 = L05 = L10 = Lmax L01 = L05 = L10 = 74.6 56.5 50.8 49.2 Lmax L01 = L05 = L10 = Lmax 52.8 45.4 43.0 42.4 40.5 39.7 38.9 37.6 63.1 78.2 59.7 54.9 52.4 47.6 46.1 44.9 43.1 51.9 46.9 45.5 L01 = L05 = L10 = L10 = L10 = 42.7 41.4 40.4 38.7 L50 = L50 = L90 = L99 = 45.8 44.3 42.9 40.8 L50 = L50 = L75 = 40.8 L50 = L75 = 41.1 39.7 L50 = L75 = 42.4 L50 = L75 = L50 = L50 =L75 \_ 38.8 37.1 L90 = L99 = 39.0 37.4 38.7 37.3 L90 = L99 = 39.9 38.2 L90 = L99 = Leq = Leq = Lea 43.2 41.0 Leq = 41.4 Leq = 41.9 Leq 45.2 Leq = 43.9 Leq 48.4 50.6 = 80 8 Sound Pressure Level, dB(A) 70 Wind Speed (km/h) 60 50 WMMWWW.MW P IRM. Mil 40 30 20 0 8:00 9:00 10:00 11:00 12:00 13:00 14:00 15:00 Lmax L01 = Lmax = L01 = Lmax L01 = Lmax L01 = Lmax L01 = 78.3 56.8 90.7 66.0 79.4 67.5 79.2 59.2 Lmax L01 = 78.1 67.6 76.8 59.5 Lmax L01 = 73.8 58.9 83.2 65.2 Lmax L01 = 57.2 54.2 45.2 42.8 L05 = L10 = L50 = L75 = 58.6 55.4 43.8 41.1 52.3 49.7 43.7 42.1 58.3 55.0 44.9 41.8 L07 = L05 = L10 = L50 = L75 = 54.6 52.0 44.8 42.5 L05 = L10 = L50 = L75 = L05 = L10 = L50 = L75 = 50.6 47.2 43.0 41.4 L05 = L10 = L05 = L10 = L05 = L10 = 49.7 47.4 L05 L10 58.5 51.6 43.0 40.4 L50 = L75 = L50 = L75 = L50 = L75 = L50 = L75 = 43.0 40.1 L75 = L90 = L99 = Leq = 42.0 41.3 39.3 58.3 39.5 37.3 55.1 42.1 41.0 39.1 49.6 L75 = L90 = L99 = Leq = 40.4 38.4 54.5 L75 = L90 = L99 = Leq = 42.5 40.6 38.7 49.2 L75 = L90 = L99 = Leq = 40.4 38.4 36.3 47.5 L75 = L90 = L99 = Leq = 38.5 36.7 53.7 L90 = L99 = L99 = 40.1 38.5 48.4 L90 = L99 = L90 = L99 = Leq = Leq 60 80 Sound Pressure Level, dB(A) 70 Wind Speed (km/h) 60 well have well and the states 50 ١N 40 30 20 0 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00 60.8 54.8 51.7 50.8 49.5 49.0 Lmax L01 = L05 = Lmax L01 = L05 = L10 = Lmax L01 = L05 = L10 = 65.3 68.7 Lmax 82.3 Lmax 55.5 Lmax 64.3 Lmax 71.3 Lmax 72.0 50.1 48.0 47.2 45.0 44.2 43.6 42.5 45.8 62.3 66.2 55.1 52.9 49.1 48.3 47.5 46.3 50.2 49.2 48.8 47.4 46.6 L01 = L05 = L10 = L50 = L75 = L00L01 = L05 = L10 = L50 = L75 = L90 = L90L01 = L05 = L10 = L50 = L75 = L90 =48.7 47.1 46.6 44.8 43.8 58.4 53.9 51.0 44.1 42.7 41.5 39.8 52.7 50.2 49.7 48.4 47.2 45.4 43.4 54.3 48.2 47.5 45.8 44.8 43.9 42.6 46.7 L01 = L05 = L01 = L05 = L10 = L50 = L75 = L90 = 110 =110 =L50 = L75 = L50 = L75 = L50 = L75 = L50 = L75 = 46.0 44.9 47.6 43.0 42.0 47.1 L90 =L90 =L90 =L90 =L90 =48.5 47.8 199 = 199 = 199 = L99 = 199 = 199 = 199 = 199 = Leq = Leq = Leq = 48.1 48.5 50.0 54.8 Leq = Leq = Leq Leq = Leg =

Graph based on Leq at 20s intervals, Hourly percentiles based on Lp at 0.1s intervals.





#### APPENDIX E PATRON NOISE DATA

The noise of patron areas associated with dining and licensed venues is highly variable according to a wide range of factors including:

- The type of venue
- The function of the space within the venue (i.e. seated areas for dining or standing areas with a focus on alcohol consumption)
- Total crowd numbers
- The composition of the total patron numbers in terms of demographics and group sizes
- Weather
- Alcohol consumption
- Background noise levels
- The acoustic properties of the space

Based on the above considerations, total patron noise emissions will vary significantly between different venues. Further, for a given venue patron noise emissions will vary from day to day and hour to hour according to these types of factors.

The individual and cumulative effect of these factors cannot be precisely calculated. Accordingly, to provide a practical basis for assessing the noise from proposed external areas, a simplified method has been developed to characterise the noise emissions of four broad categories of venue type for different number of patrons. The method is based on a single representative vocal effort to characterise the range of emissions of all individuals within the crowd.

It is assumed that a portion of the crowd may be speaking at any given point in time.

In practice, the vocal effort of each individual will vary across the crowd and throughout the assessment period. The portion of the crowd will also vary. The selected values are therefore not considered exact representations of a crowd's patterns. The values have been chosen to enable a simple relationship to be formulated which provides close agreement with patron noise measurements conducted at a range of venues.

Marshall Day Acoustics and other acoustic consultants in Melbourne have measured patron noise from several different venues. These measurements indicate a large variation in the noise levels of crowds. Variations are due to a number of factors including the situational context of the crowd.

For the purpose of predicting noise levels from a venue, external patron areas are categorised according to the descriptions outlined in Table 25. Reference sound power data for one person is detailed in the 2011 Hayne paper<sup>8</sup>.

<sup>&</sup>lt;sup>8</sup> Hayne et al 2011, 'Prediction of noise from small to medium sized crowds', in *Acoustics 2011: Breaking New Ground, Proceedings of the Annual Conference of the Australian Acoustical Society*, AAS Queensland Division 2011, Gold Coast, paper number 133.

Rp 001 20210543 - Stone Keepers Run - Environmental Noise Assessment.docx

# MARSHALL DAY

Area use category	Reference sound power data per one person		Area use definition
	Equivalent	Maximum	
Vertical drinking ('worst-case' crowd)	88 dB Law	104 dB Law	Standing patrons drinking and talking Focus of activity on drinking and socialising
Taverns with significant food	83 dB Law	104 dB Law	Predominantly seated patrons, drinking, dining and talking
offerings			Focus of activity on drinking, whilst dining and socialising
Restaurant dining	78 dB Law	98 dB Law	Seated patrons, drinking, dining and talking
			Focus of activity on dining and socialising
Small smoking areas (<40 patrons)	73 dB Law	98 dB Law	Patrons using area for smoking
			Focus of activity on smoking rather than socialising (data also includes outdoor areas with alcohol consumption)

#### Table 25: Patron area use categories

Based on the above reference sound power data and measurements by Marshall Day Acoustics, a simplified empirical relationship to represent the total sound power level for which crowd numbers and character were varied has been derived for determining design equivalent and maximum sound power level as follows:

- Design equivalent sound power level derived by assuming that one third of the total crowd speaks continuously over the duration of the assessment period, and each of these speakers emit a constant total sound power level over the duration of the assessment period. In practice, the actual number of individuals speaking, the sound power emitted by each individual, and the temporal characteristics of each speaker will vary considerably over the assessment period. The derived values therefore do not represent the actual percentage of patrons speaking, or the emission of each patron, but simply represent the total sound power level for the number of patrons
- Design maximum sound power level derived by assuming that the maximum noise level occurs as a result of two (2) individuals simultaneously producing a maximum level. Smoking areas and restaurants are considered to have the same maximum sound power level characteristics, as are taverns with significant food offerings and vertical consumption crowds.



Figure 6 provides the total equivalent sound power based on patron numbers.

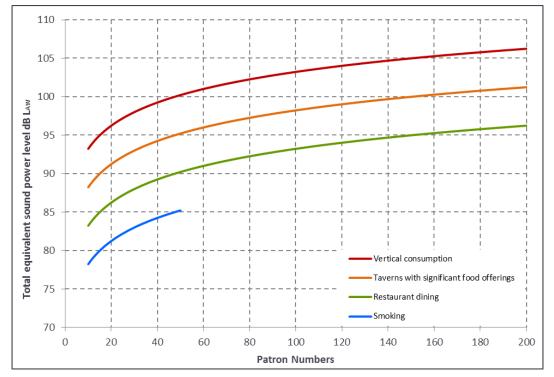


Figure 6: Total equivalent sound power based on patron number

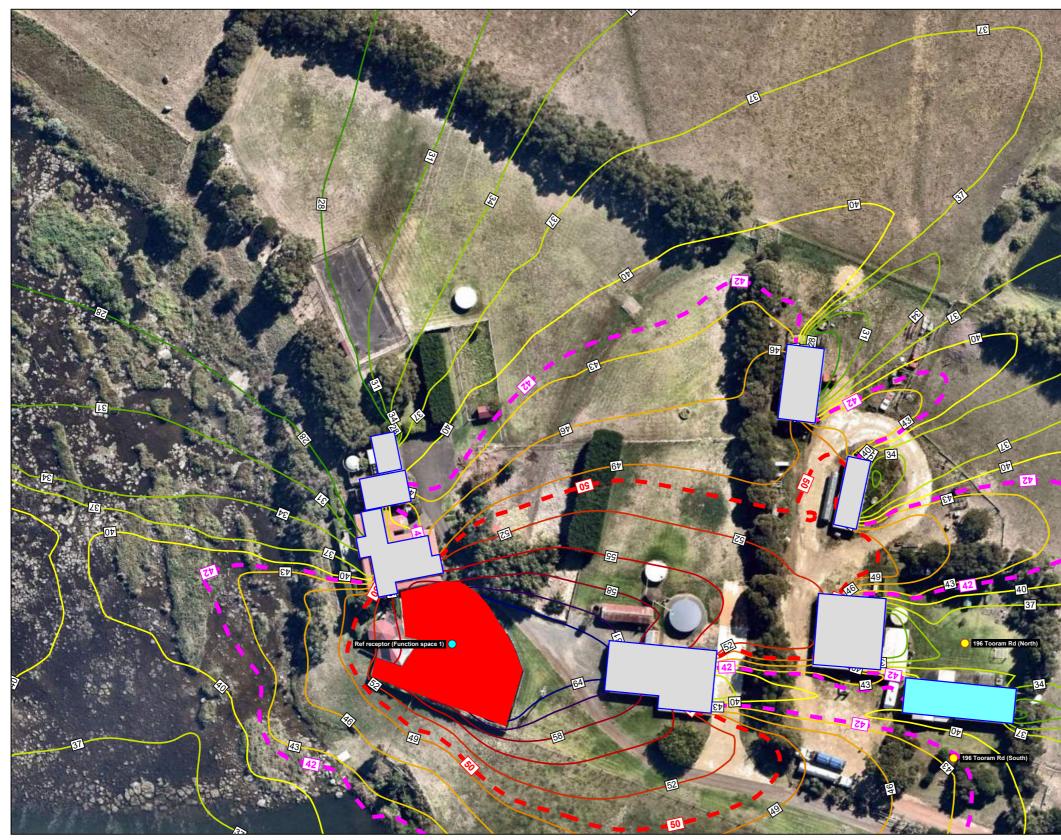
Table 26 provides the octave band spectral correction applied to the calculated patron sound power.

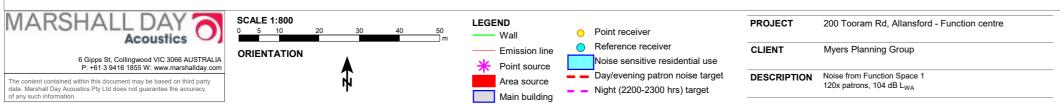
Table 26.	Octave	hand	snectral	correction
1 able 20.	OLLAVE	Danu	specular	CONTECTION

	Octave Band Centre Frequency (Hz)						
Source	63	125	250	500	1k	2k	4k
Spectral Correction	-12	-10	-9	-2	-4	-8	-15



APPENDIX F NOISE MODELLING RESULTS



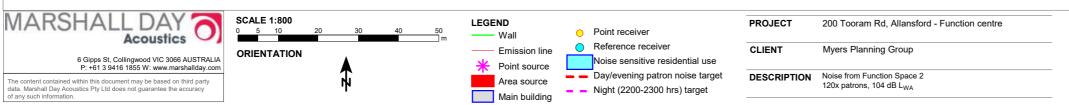




Project No.: 20210543
Run No.: 1002
Prediction Method: ISO 9613-2:199
Prepared By: IF
Prediction Height 1.5 m

APPENDIX F	
MAP NO.	
001	

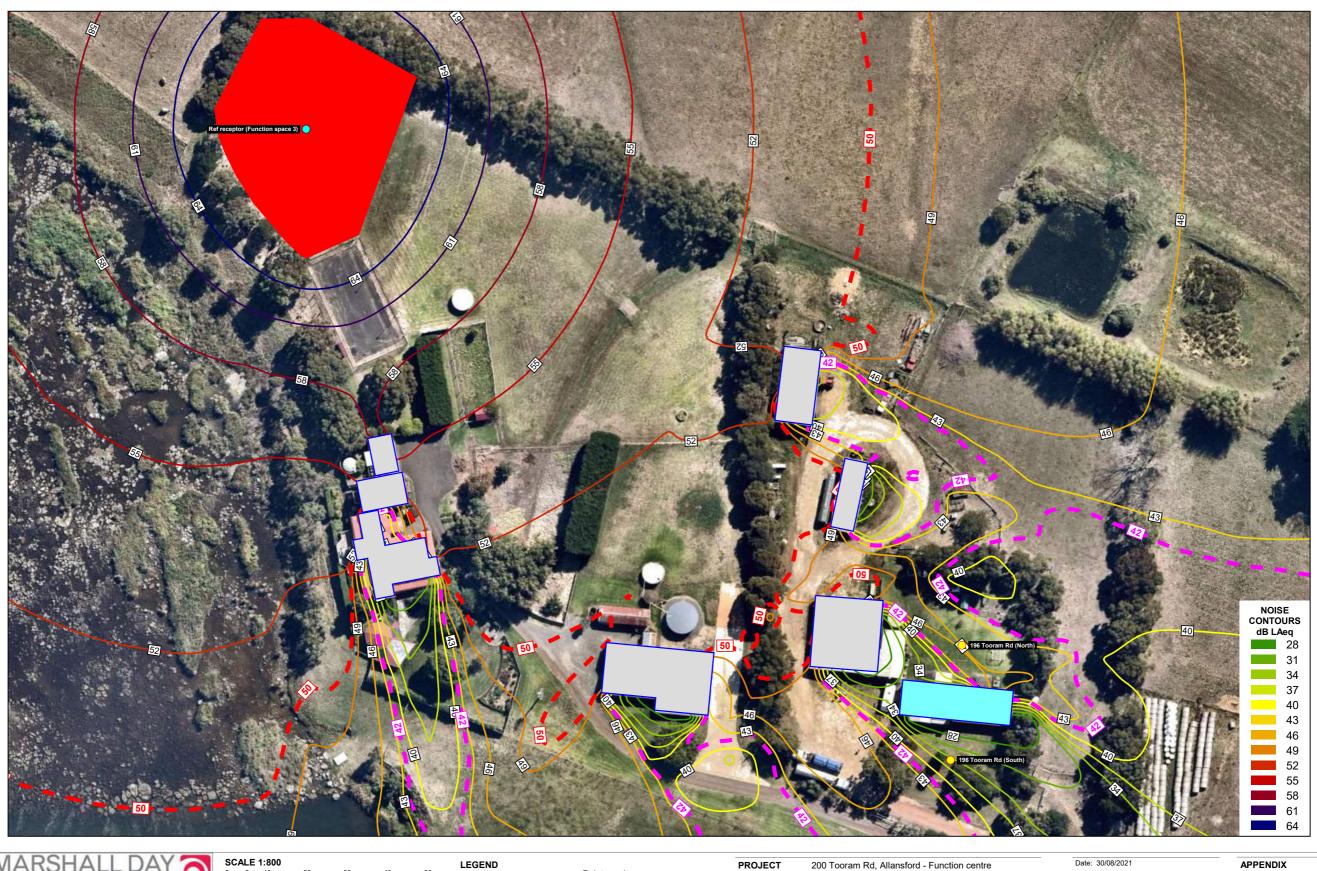


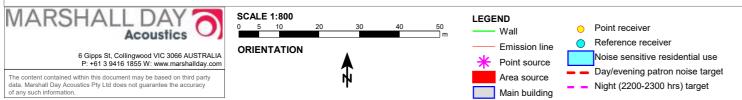




Date: 30/08/2021
Project No.: 20210543
Run No.: 1003
Prediction Method: ISO 9613-2:1996
Prepared By: IF
Prediction Height:1.5 m

APPENDIX F	
MAP NO. 002	

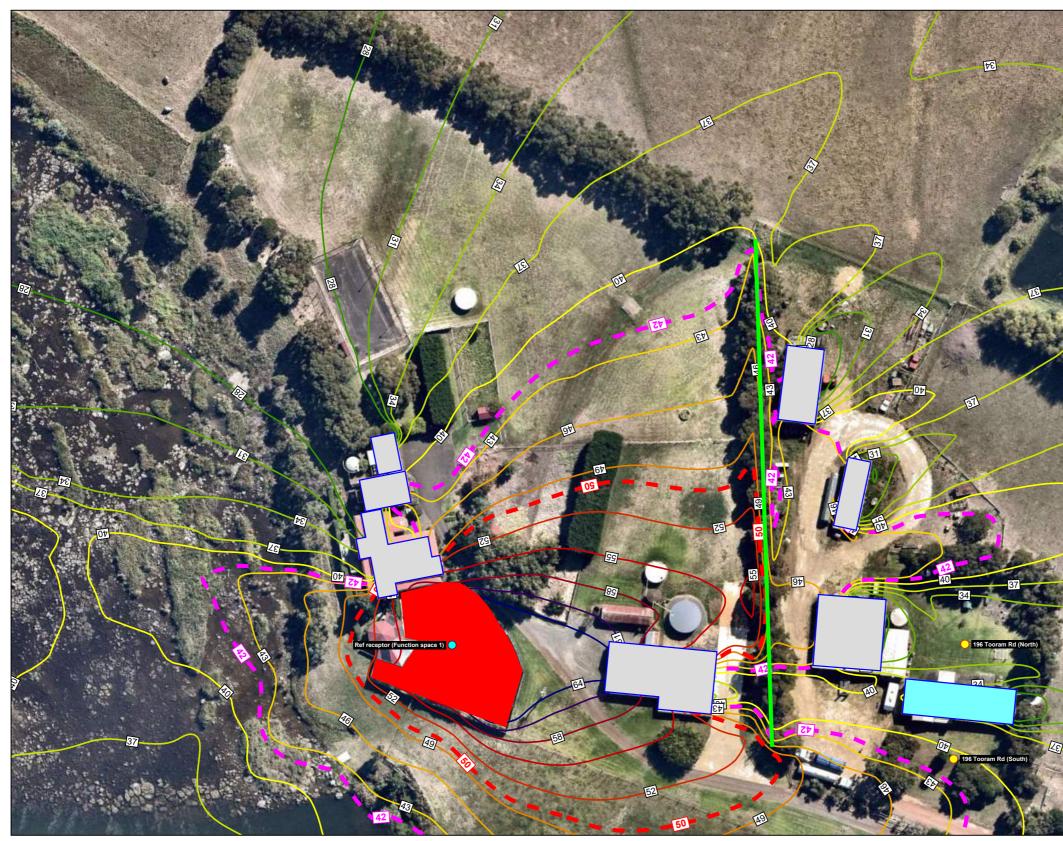


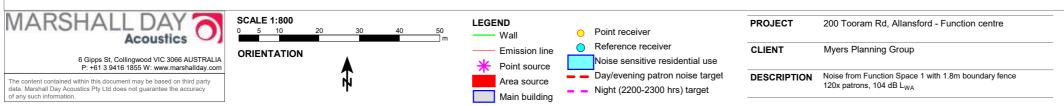


PROJECT	200 Tooram Rd, Allansford - Function centre
CLIENT	Myers Planning Group
DESCRIPTION	Noise from Function Space 2 120x patrons, 104 dB L <sub>WA</sub>

Date: 30/08/2021		
Project No.: 20210543		
Run No.: 1004		
Prediction Method: ISO 9613-2:1996		
Prepared By: IF		
Prediction Height:1.5 m		

APPENDIX			
F			
MAP NO.			
003			

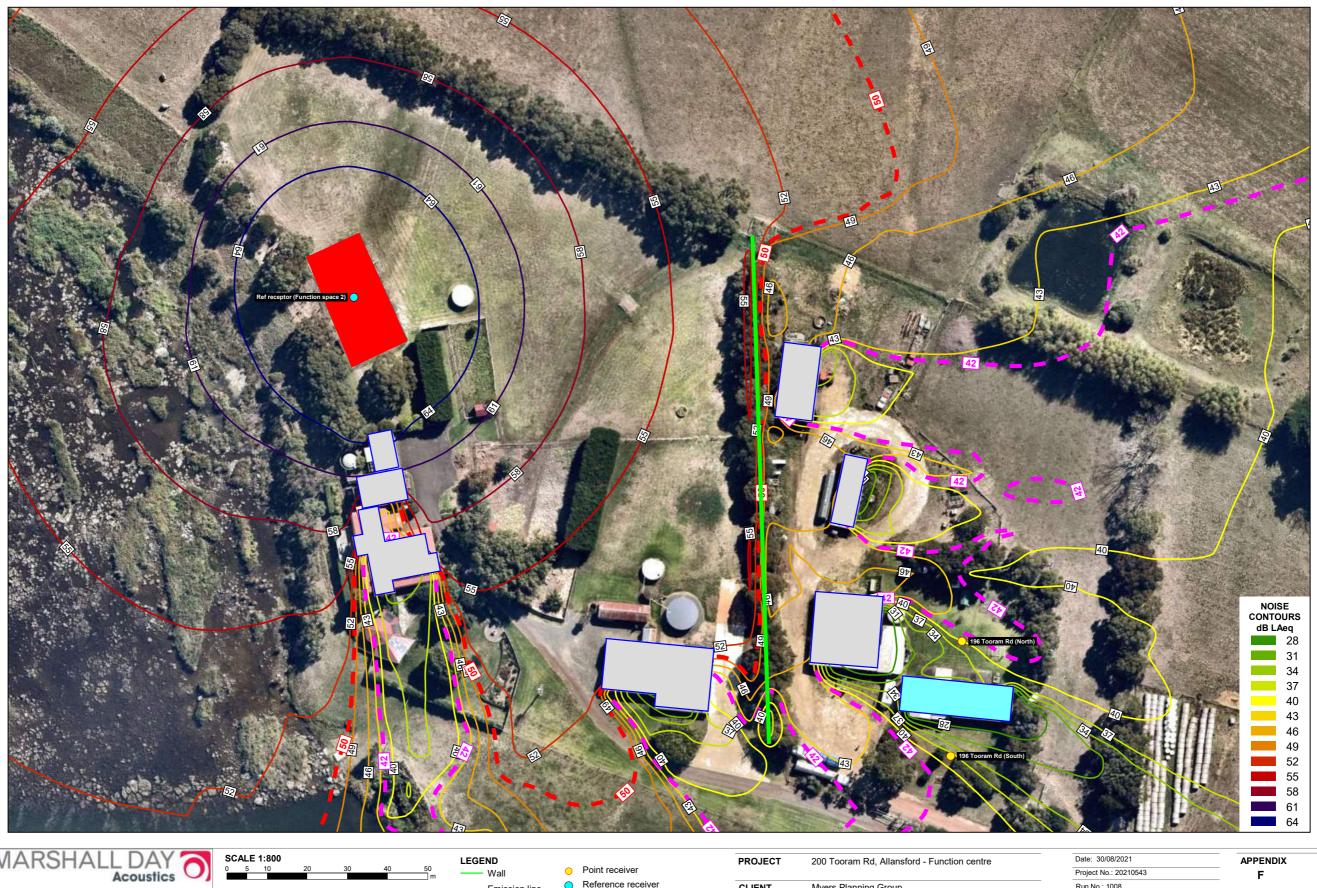


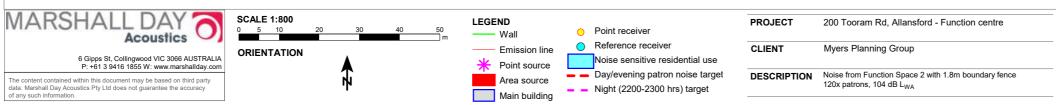




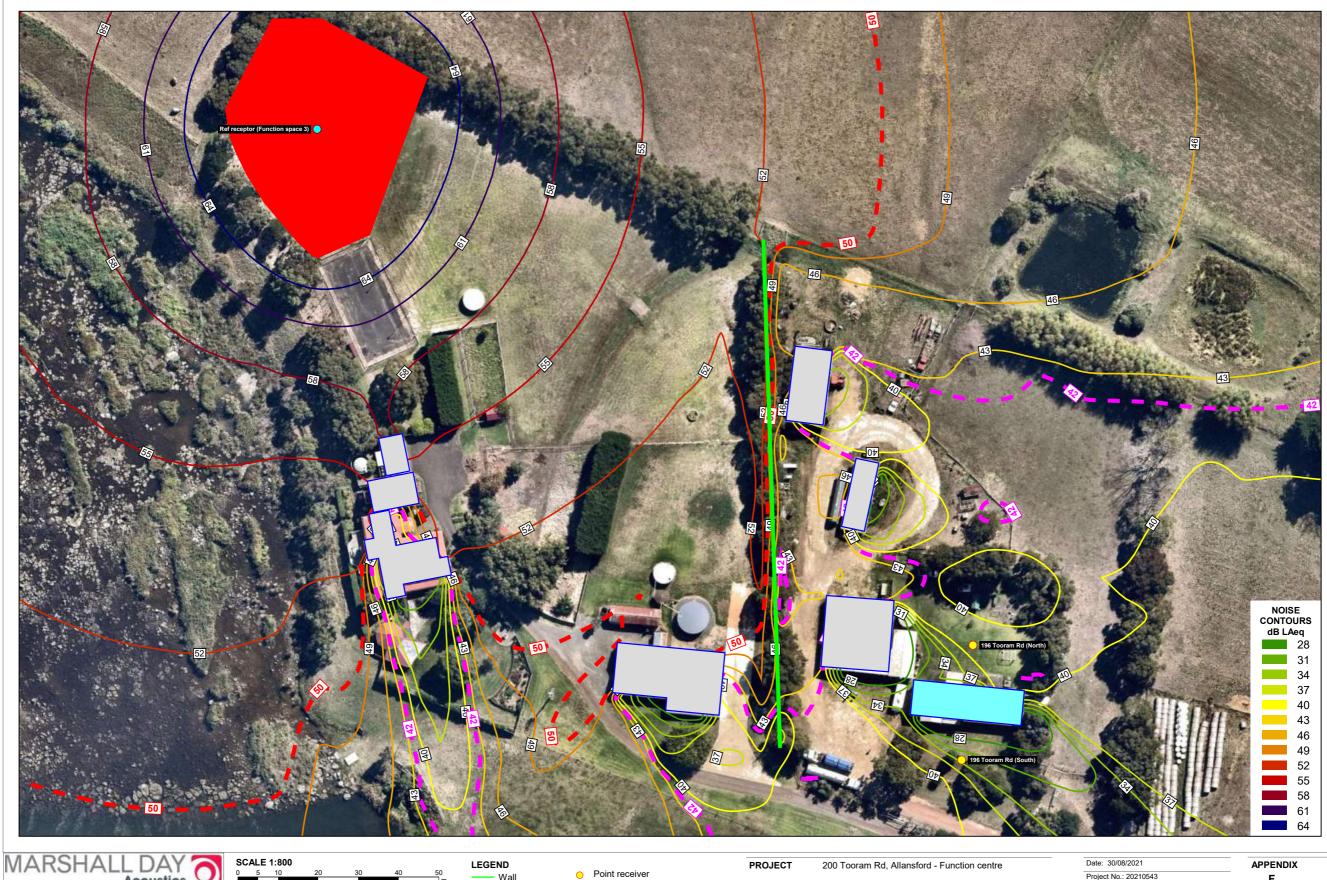
Date: 30/08/2021		
Project No.: 20210543		
Run No.: 1007		
Prediction Method: ISO 9613-2:1996		
Prepared By: IF		
Prediction Height:1.5 m		

APPENDIX			





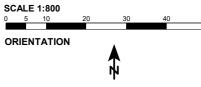
Date: 30/08/2021 Project No.: 20210543 Run No.: 1008 Prediction Method: ISO 9613-2:1996 Prepared By: IF Prediction Height:1.5 m **F** MAP NO. 005





6 Gipps St, Collingwood VIC 3066 AUSTRALIA P: +61 3 9416 1855 W: www.marshallday.com

The content contained within this document may be based on third party data. Marshall Day Acoustics Pty Ltd does not guarantee the accuracy of any such information.





 Reference receiver Noise sensitive residential use

Day/evening patron noise target Night (2200-2300 hrs) target

PROJECT	200 Tooram Rd, Allansford - Function centre
CLIENT	Myers Planning Group
DESCRIPTION	Noise from Function Space 2 with 1.8m boundary fence 120x patrons, 104 dB ${\rm L}_{\rm WA}$

Date: 30/08/2021
Project No.: 20210543
Run No.: 1009
Prediction Method: ISO 9613-2:1996
Prepared By: IF
Prediction Height: 1.5 m

APPENDIX		
F		
MAP NO.		
006		

#### 7.8. WARRNAMBOOL ART GALLERY

#### DIRECTORATE : Community Development

#### PURPOSE:

This report provides background to the proposed development of a Business Case for a new Warrnambool Art Gallery and recommends a site to be used for the Business Case based on Consultation for Council consideration and endorsement.

#### **EXECUTIVE SUMMARY**

This report provides background regarding the development of a Business Case for a new Warrnambool Art Gallery. It provides a summary of some of the considerations relating to two suitable identified sites and a summary of the community engagement undertaken to date related to these two sites.

MOVED: CR DEBBIE ARNOTT SECONDED: CR MAX TAYLOR

That a Business Case be developed using the Cannon Hill site for a new state-of-the-art Regional Gallery in Warrnambool.

CARRIED - 4:3

Crs Arnott, Taylor, Jellie and Paspaliaris voting for the motion.

Crs. Blain, Ziegeler and Akoch voting against the motion.

#### BACKGROUND

Warrnambool Art Gallery has become lacking as a contemporary facility. The Gallery is significantly constrained by its building, which limits operational flexibility and the opportunity to present larger exhibitions and provide social and engaging spaces for activity. Demand cannot be met for more interactive experiences, larger exhibitions, functions, and events. The building does not provide suitable storage for collection, loading or administration space; significantly limiting the Gallery's collecting aspirations and presenting an increasing risk to the safety of the existing collection. The Gallery is the primary substantial visual art institution in the Southwest Victoria. The size of the current facility is not in step with the catchment area (approx. 120,000 people) which could be capitalised on with a stronger and expanded facility and offering.

In 2021 a feasibility study was completed to identify the need, functionality and spatial composition required of a new Gallery. It found that a new expanded, contemporary Gallery that could be a major visitor drawcard and a stimulus for economic investment in the region, and position Warrnambool City as a regional destination for cultural tourism. An expanded Marr Nation Gallery could provide a link to the Tower Hill, Budj Bim cultural trail. The feasibility study identified both Cannon Hill and the existing CBD site as suitable to meet the requirements of a new Gallery.

Based on the outcome of this feasibility study, Regional Development Victoria has provided Investment Fast Track funding to further develop the vision for a new Gallery into a Business Case. A preferred site for the Gallery needs to be identified in order for the Business Case to be progressed.

#### ISSUES

A Business Case brings together the benefits, disadvantages, risks, construction and operational costs of a vision and provides the justification for undertaking a project. Conceptual designs that are produced in the Business Case process are an early phase of the design process intended to provide a broad outline of function and form, that can also inform early cost estimates. While a Business Case does not commit Council to an outcome, it would assist Council to understand if there is a strong case to progress and seek project funding.

The 2021 feasibility study estimated the cost of a new Gallery to be approximately \$41million. With the increase in construction costs over the past year it is estimated that this would now be a minimum of \$50 million. It is anticipated that a new Gallery would be funded in partnership with Government and private donors.

The Feasibility Study identified two sites as having the best potential for success. Cannon Hill for its fabulous views and connection to nature and tourist attractions, and the existing site for its central location and walkability and connection to the CBD.

#### New building on existing WAG site

The existing site on the corner of Liebig and Timor Streets is Council owned and includes the Civic Green. It is envisaged that this process would preserve and further enhance the functionality of the Civic Green.

#### **Considerations:**

- To get the floor area required a Gallery on this site would need to be multi-level. Multi-level galleries are more expensive and problematic for operations, with a heavy reliance on service lifts and additional space having to be allocated for stairs. Building multiple levels is also more expensive to construct and operate.
- The concept assumes that the Council-held car parking site to the east can be utilised for the redevelopment.
- The location is within the Civic and Cultural precinct adjacent to the Lighthouse Theatre, Warrnambool Library and SW TAFE.
- Walkability from accommodation and proximity to restaurants and cafes.
- The Gallery will need to close during construction.
- A new Regional Gallery in the CBD could be an iconic building that reflects the City's long history of innovation and creativity.
- The Business Case would be an opportunity to explore how a large multi-storey facility that attracts potentially thousands of visitors will look and function in the CBD.
- Additional cost required to safely relocate and store the 5500 collection items.
- Additional cost of demolition.

#### New building on Cannon Hill

The Cannon Hill site is accessed from Merri Street and Artillery Crescent. As Crown Land, the current responsibility for the site rests with the Department of Environment, Land, Water and Planning (DELWP). The DELWP has a management agreement with the Warrnambool City Council for the day-to-day management of the open space, visitor facilities and monuments.

The site includes the Portuguese explorer's memorial and a bluestone-walled shelter, and Artillery Crescent provides 52 car parking spaces and a pedestrian path connecting Liebig St to Pertobe Road.

## **Considerations:**

- Offers an outstanding vantage point for views of Lake Pertobe, the headland, and the coastline.
- Provides a point of difference from all other regional galleries in Victoria that do not offer such a position or view, which adds to its strength as an attractor to national and international visitors.
- Concept can be single level.
- Site connects with Flagstaff Hill and Lake Pertobe and holiday parks.
- Site would be less expensive to build on.
- Existing Gallery can remain open during construction and the Civic Green will not be impacted.
- There is strong community attachment to the open space and accessible views and some strong opposition to anything being built on that land.
- If anything is ever to be built on this site, a single level, sustainable design sympathetic to the environment and community owned building, would have greater synergy with the position that a commercial offering. This Business Case could be an opportunity to explore whether this could be achieved without detracting from the current use.
- Has been identified through consultation as the preferred location by First Peoples.
- A new building would result in an additional built asset for Council to maintain.
- There is some preference from philanthropists for this site for its unique opportunities.

#### FINANCIAL IMPACT

The Business Case is funded through the Regional Development Victoria Investment Fast Track Fund with contributions from Council and private sector.

#### LEGISLATION/POLICY/COUNCIL PLAN CONTEXT

#### 1 A healthy community

1.5 Recreation, arts, culture and heritage: Council will support opportunities to participate in a wide range of recreational, arts and cultural programs that promote activity, wellbeing, diversity heritage and which increase community connectedness.

#### 3 A strong economy

3.1 Build on competitive strengths: Council will support initiatives that foster ongoing development and investment in the industries which underpin Warrnambool's economic strengths and comparative advantages

3.3 Visitor growth: Council will facilitate Warrnambool's visitor growth and year-round visitation through industry development, effective destination management and promotion of attractions, experiences and by leveraging key events.

#### 4 A connected, inclusive place

4.1 Effective planning: Council will ensure its planning acknowledges the unique character and attributes of local places and that that supports social connection, equitable access, appropriate housing and sustainable population growth.

4.3 Stronger neighbourhoods: Council will foster neighbourhood connections and capacity building including the development of inclusive recreational and cultural opportunities.

#### TIMING

A draft Business Case aims to be completed by December 2022.

#### **COMMUNITY IMPACT/CONSULTATION**

Community Consultation processes were held as part of the 2021 Feasibility Study. These included interviews, group workshops and online surveys, predominately with the Arts sector. Workshops explored the functionality of a new Gallery and the spaces required. This sector was very supportive of a new Gallery and were generally more supportive of a new Gallery on Canon Hill. Results of the online survey showed 50/50 support for both sites.

Further community engagement was conducted through Dench McClean Carlson consultancy via an online survey gathering feedback regarding key "site criteria" used in the 2021 Feasibility Study and a community forum. Written submissions were also invited. This engagement process aimed to hear community perspective on the suitability of the two identified sites for a Gallery. The forum was conducted on July 5th and facilitated by Dench McClean Carlson. 43 people attended the forum. The online survey was open from June 22nd to July 7th. The survey was available via Warrnambool City Council's online platform and received 82 responses. While the findings of the workshop were inconclusive on the most 'suitable' site, with each site having unique benefits, the strength of feeling against any built development on the Canon Hill site was considerable.

Since May 2021, CEO of Easter Maar Aboriginal Corporation, Marcus Clarke, has been an active member of the Project Control Group (PCG) for the Feasibility Study for the development of a new WAG. This has assured that the interests of the Eastern Maar Aboriginal Corporation and local Aboriginal people in general have been heard and integrated into the process. Thorough consultation and engagement undertaken as part of the feasibility study, Cannon Hill was identified through consultation with First Peoples as the preferred site for a new WAG.

#### LEGAL RISK/IMPACT

n/a

#### **OFFICERS' DECLARATION OF INTEREST**

Nil

#### CONCLUSION

Warrnambool needs a new Art Gallery if the city is to :-

- Develop its position as the Regional Centre
- Build on its reputation as a progressive City
- Capitilise on the opportunities that a contemporary, state-of-the-art Gallery can deliver in terms of visitor attractor and support for the regions Arts industries and economy
- Improve livability
- Benefit from the social, emotional and well-being that the Arts provide.

While a Business Case does not commit Council to construct a new Gallery, it will provide the economic and social case to support Council to seek funding should it wish to proceed with the project. By selecting the best site based on the long-term best interest of the city, the Business Case process can explore the unique potential of that site. This is a fantastic opportunity to develop a bold vision for the future of the arts and tourism in Warrnambool.

#### ATTACHMENTS

Nil

#### 7.9. ADVISORY COMMITTEE REPORTS

#### **DIRECTORATE : CITY GROWTH**

#### PURPOSE

#### This report contains the record of two Advisory Committee meetings.

#### REPORT

- 1. Community & International Relations Advisory Committee 31 May 2022 refer Attachment 1.
- 2. Environment & Sustainability Advisory Committee 30 June 2022 refer Attachment 2.

#### ATTACHMENTS

- 1. 220531 Minutes-Community & International Relations Advisory Committee [7.9.1 2 pages]
- 2. 20220630 Minutes Environment & Sustainability Advisory Committee [7.9.2 4 pages]

#### MOVED: CR BEN BLAIN SECONDED: CR ANGIE PASPALIARIS

That the records of the Community & International Relations Advisory Committee held on 31 May 2022 and the Environment & Sustainability Advisory Committee held on 30 June 2022 be received.

CARRIED - 7:0

# MINUTES COMMUNITY & INTERNATIONAL RELATIONS ADVISORY COMMITTEE

Date:	31 <sup>st</sup> May 2022		Time:	5pm	Location:	WCC Offices	
Committe	e Members	Cr. Otha Akoch, Chair David McKenzie Les Gardiner Greta Perry Geoff Spencer	1	1	1		
Council Officer Attendance Andrew Paton, Director City Growth Jin Kim, Co-ordinator Economic Development Stephen Hoy, GSC DAMA Co-ordinator							
No.	What						
1.	Welcome & Apolo	ogies					Chair
	Apologies noted f	ogies noted from Cr Otha Akoch and Greta Perry.					
2.	Conflict of Interest Declarations Nil.					Chair	
3.	Minutes from Previous Meeting – 22 February 2022 Carried.					Chair	
4.	Skilled Migration	Update					Stephen Hoy
	• Update on Skilled Migration across the region, including the Great South Coast Designated Area Migration Agreement that Warrnambool City Council administers on behalf of the six municipalities of the Great South Coast.						
	• DAMA currently offers 38 approved occupations with recent additions including Child Care Worker –Early Childhood (Pre-Primary School) Teacher Aged or Disabled Carers, Nursing Support Worker, Personal Care Assistant, Enrolled Nurse & Registered Nurse (Aged Care);						
	• Engagement occurring with neighboring municipalities skills shortages in other occupations that might potenti						

	• Members noted the broader skills shortages across the region in a growing number of sectors and that a combination of skilled migration, education pathways and broader labour force attraction to the city were critical to addressing the issue. Members also noted the importance of community integration	
	initiatives to support new arrivals to Warrnambool.	
5.	Welcome to Warrnambool Events and other Events	All
	• Members advised this event was cancelled due to unavailability of a number of key stakeholders. An alternative date will be scheduled.	
6.	Miura Sister City Update	All
	• Members advised of planning to recognise the Warrnambool – Miura Sister City 30 <sup>th</sup> Anniversary. An online event to recognise the 30 year relationship is in planning.	
	• Members also noted the sad passing of Michelle Joseph who was Warrnambool's first placement to Miura, Japan as part of the Warrnambool – Miura Cultural Exchange. Members reflected on Michelle's significant contribution to the Warrnambool – Miura Sister City relationship and extend their deep condolences to Michelle's family and friends.	
7.	Multicultural Events Programme Update	All
	• Members noted a number of multicultural events in planning and also a contribution from Warrnambool City Council towards another printing run of the Warrnambool Settlement Resources Guide developed by Wei-Lin Mai.	
8.	Meeting closed 6.45pm.	
	Next Meeting – 2 August 2022	

# MINUTES ENVIRONMENT & SUSTAINABILITY ADVISORY COMMITTEE

Date:	Thursday, 30 June 2022 Ti		Time:	4 PM	Location:	Committee Room 1, Warrnambool Civic Centre
Committee Members In AttendanceCr. Richard Ziegeler, Chair Shirley Duffield Sabine Schreiber Geoff Spencer		1		1		
Attendance Juan Donis – Susta Justin Harzmeyer		Luke Coughlan – Acting Ma Juan Donis – Sustainability Justin Harzmeyer – Natura Sarah McKeown – Planning	Officer Environ	ment Officer	evelopment	
No.	What	'	Actio	ons		
1.	Welcome & Apologies		Bill Y	ates, Jeff Morel	and-Hunt, Aı	ndrew Paton, Lauren Schneider
2.	Conflict of Interest Declaration		Nil	Nil		
3.Minutes from previous meeting – 31 March 2022		take	n to Council.		to be updated and check if previous minutes have beer	
				/ED: GS SECON	ND: SS	
				CARRIED		
4.	WCC Energy & Water Monitoring		Cour wate at ea	er accounts. Cur	le for the ma rently, Counc gs to ensure	cc. naging and monitoring of over 300 electricity, gas and cil has systems in place to monitor energy consumption resources are utilised correctly and to be able to report

		In addition, Council has procured 40% of its electricity needs through a power purchase agreement (renewable energy contract). Council's remaining 60% is procured through conventional electricity and this contract will expired on the 30th June 2023. Council has started to investigate options for the next energy contracts which might include increasing the electricity load committed to the power purchase agreement. The options will be presented to Council for approval at a later date. Council's greenhouse gas emissions for electricity and gas consumption can be found on Council website: https://www.warrnambool.vic.gov.au/index.php/wcc-energy-usage-and-emissions SS: Inquired what action this item and the next relates to in the Green Warrnambool Plan. GS: Enquired on the wastewater usage at the golf club GS: Asked if Council knew the salinity of Lake Pertobe
5.	Smart Building Program	<ul> <li>Presented by Juan Donis from WCC.</li> <li>Over the last two years Council has considerably invested on energy efficiency and renewable energy projects across Council facility. The presentation attached summarises the projects undertaken over the last two years and also it provides a summary of the projects to be undertaken this new financial year.</li> <li>All the projects align with Council's Green Warrnambool Plan and its target to be a carbon neutral organisation by 2026, the list of projects presented to the group can be summarised as per below: <ul> <li>Water Monitoring systems</li> <li>Street Lighting Replacement – 856 street lights were replaced with LED</li> <li>Solar PV installation – 874 solar panels has been installed across Council facilities for a total of 345 kWp</li> <li>Thermal pool blankets at AquaZone</li> <li>Library Solar PV Installation</li> </ul> </li> </ul>

		Cost shared street lighting upgrade
		Electric Vehicle Charging Station Installation
		<b>RZ:</b> enquired about the orientation of the solar panels and what the expected life span was.
		Presentation to be sent with the minutes.
6.	Beach Access Strategy	LC gave an overview on the Beach Access Strategy.
		Public consultation period is complete and will be presented to Council on Monday to be endorsed.
7.	Community Battery	Overview of what a Community Battery is and how it has been used in other municipalities.
		<b>SS</b> : If this is something that could be incorporated into the Sustainable Subdivision Framework or Warrnambool Planning Scheme.
		ACTION: To be presented to Council for opportunities for Warrnambool City Council
8.	General Business	<b>SS</b> : New Planning Minister's partner was a big Developer and if Warrnambool City Council have a risk assessment for anything that is taken to the Minister.
		SD: Aluminium seating used in Warrnambool
		<b>SD</b> : How to get a higher star rating in houses
		<b>GS:</b> Followed up the request for regular Green Warrnambool Updates.
		ACTION: Green Warrnambool Updates included in future agendas

		ACTION: Request for agenda items to go out to the whole committee a couple of weeks before the meeting.
9.	Next Meeting – 1 September 2022	Meeting closed at 4.50PM

#### 7.10. INFORMAL MEETINGS OF COUNCIL REPORTS

#### DIRECTORATE : EXECUTIVE SERVICES

#### PURPOSE

The purpose of this report is to provide Council with copies of Informal Meetings of Council (previously known as "Assembly of Councillor Records") as previously required under section 80A(2) of the Local Government Act 1989.

#### BACKGROUND INFORMATION

Section 80A(2) of the Local Government Act 1989 required the record of an Assembly of Councillors to be reported at an ordinary Council meeting.

Assembly of Councillor Records are no longer a requirement in the Local Government Act 2020 as of 24 October 2020. However, under Council's Governance Rules, a summary of the matters discussed at the meeting are required to be tabled at the next convenient Council meeting and recorded in the minutes of that Council meeting.

#### REPORT

The record of the following Informal Meetings of Council are enclosed:-

Monday 11 July 2022 – refer **Attachment 1**. Monday 18 July 2022 – refer **Attachment 2**. Monday 25 July 2022 – refer **Attachment 3**.

#### ATTACHMENTS

- 1. Assembly of Councillors Record 11 July 2022 [7.10.1 2 pages]
- 2. Assembly of Councillors Record 18 July 2022 [7.10.2 2 pages]
- 3. Assembly of Councillors Record 25 July 2022 [7.10.3 2 pages]

MOVED: CR BEN BLAIN SECONDED: CR RICHARD ZIEGELER

That the record of the Informal Meetings of Council held on 11, 18 and 215 July 2022 be received with amendments made to the records of the 11, 18 July 2022.

CARRIED - 7:0

Informal Meeting of Council Record					
Name of Committee or Group (if applicable):	Informal Meeting of Council (Councillor Briefing)				
Date of Meeting:	11 July 2022				
Time Meeting Commenced:	2.59pm				
Councillors in Attendance:	Cr. V. Jellie, AM, Mayor Cr O. Akoch Cr. D. Arnott Cr B. Blain Cr A. Paspaliaris Cr M. Taylor Cr R. Ziegeler				
Council Officers in Attendance:	Peter Schneider, Chief Executive Officer Peter Utri, Director Corporate Strategies Jodie McNamara, Acting Director Community Development Julie Anderson, Manager Governance, Property, Projects & Legal Lue Coughlan, Acting Director City Development Alison Kemp. Manager Recreation and Culture (3:48pm - 4:26pm)				
Other persons present:	John Parkinson, Let's Talk Mick Fitzgibbon, Let's Talk Alex Mellert, Let's Talk				
Apologies					
Matters Considered:	<ol> <li>Presentation – Let's Talk (3:00pm – 3.49pm)</li> <li>Brierly Reserve Stage 1 Eastern Oval Redevelopment Funding Submission - (3.50pm – 4.26pm)</li> </ol>				
	Council agree with progressing with the Stage 1 funding submission, however, Councillors want it made clear that at this stage there is no commitment being made to stage 2, including the scope and any specifics of stage 2.				
	3. CONFIDENTIAL Saleyards- (4.26pm - 5.23pm)				
	This report has been declared Confidential under the following Sections of the Local Government Act 2020: Section 3(a) – Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released; Section 3(c) – Land use planning information, being information that if prematurely released is likely to encourage speculation in land values; and Section 3 (g) - Private commercial information, being information provided by a business, commercial or financial undertaking that (i) relates to trade secrets; or (ii) if released would unreasonably expose the business, commercial or financial undertaking to disadvantage				
	4. Reid Oval Update on Actions – (5.24pm- 5.43pm)				
	Councillor and Officer Matters (5:43pm -				
	CFA would like to make a presentation to Councillor Briefing				
	Logan's beach residents request regarding the Planning Scheme				
	Trimming trees – Dennington and East Warrnambool. Signage Policy and facility user agreements				

Budget discussions         Correspondence with harbour users         National General Assembly update         Councillor Conflicts of interest Disclosures: Nil			
Councillor Conflicts of interest Disclosures: Nil Councillor /officer Name:			
Meeting close time: 6:11pm			
Record Completed by:	Julie Anderson Manager Governance, Property, Projects & Legal.		

Infor	mal Meeting of Council Record				
Name of Committee or Group (if applicable):	Informal Meeting of Council (Councillor Briefing)				
Date of Meeting:	18 July 2022				
Time Meeting Commenced:	3.00pm				
Councillors in Attendance:	Cr V. Jellie, AM, Mayor Cr O. Akoch Cr D. Arnott Cr B. Blain Cr A. Paspaliaris (arrived at 3:19pm) Cr M. Taylor Cr R. Ziegeler				
Council Officers in Attendance:	Peter Schneider, Chief Executive Officer Peter Utri, Director Corporate Strategies Andrew Paton, Director City Growth David Leahy, Director City Infrastructure Jodie McNamara, Acting Director Community Development Julie Anderson, Manager Governance, Property, Projects & Legal Paul Cugley, Coordinator Infrastructure Management (3:11pm – 3:30pm) Maryam Mousavi, Acting Coordinator Strategic Asset Management (3:11pm – 3:30pm) Viknesh Balendra, Engineer Strategic Asset Management (3:11pm – 3:30pm) Nick Higgins, Manager Communications (3:50pm – 5:32pm) Ashish Sitoula, Manager Strategic Community Planning and Policy				
Other persons present:	(3:50pm – 5:32pm)				
Apologies	Nil				
Matters Considered:	1. Signage at the Breakwater - Former Aquarium - (3.00pm - 3.02pm)				
	<ol> <li>Warrnambool Planning Scheme Amendment C205warr – North Warrnambool Flood Controls – Release of Panel Report - (3.02pm- 3.12pm)</li> </ol>				
	3. Ziegler Parade Bridge Options Report (3.12pm - 3.30pm)				
	<ul> <li>4. Councillor and Officer Matters (3.31pm – 3.50pm) <ul> <li>Mozart Hall disability access.</li> <li>Trees in public carpark in Koroit street</li> <li>Bus shelters discussion</li> <li>Parking notification paint colour.</li> <li>Music Academy – notification of upcoming community consultation process.</li> <li>Sister City - upcoming anniversary</li> </ul> </li> </ul>				
	5. CONFIDENTIAL Saleyards- (3.51pm – 5.44pm) This report has been declared Confidential under the following Sections of the Local Government Act 2020: Section 3(a) – Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released; Section 3(c) – Land use planning information, being information that if prematurely released is likely to encourage speculation in land values; and Section 3 (g) - Private commercial information, being information provided by a business, commercial or financial undertaking that (i) relates to trade secrets; or (ii) if released would unreasonably expose the business, commercial or financial undertaking to disadvantage.				

	Councillor and Officer Matters (5:44pm – Covers on CBD benches.			
Councillor Conflicts of interest Disclosures: Nil				
Councillor /officer Name: Nil				
Meeting close time:	5:45pm			
Record Completed by:	Julie Anderson Manager Governance, Property, Projects & Legal.			

Name of Committee or Group (if applicable):	Informal Meeting of Council (Councillor Briefing)		
Date of Meeting:	25 July 2022		
Time Meeting Commenced:	3.01pm		
Councillors in Attendance:	Cr. V. Jellie, AM, Mayor Cr O. Akoch Cr. D. Arnott Cr B. Blain Cr A. Paspaliaris Cr M. Taylor		
Council Officers in Attendance:	Cr R. ZiegelerPeter Schneider, Chief Executive OfficerPeter Utri, Director Corporate StrategiesAndrew Paton, Director City GrowthDavid Leahy, Director City InfrastructureJodie McNamara, Acting Director Community DevelopmentJulie Anderson, Manager Governance, Property, Projects & LegalLuke Coughlan, Acting Manager City Development (3:20pm –4:09pm)Rob Wandell, Coordinator City Development (3:31pm – 4:09pm)Alison Kemp, Manager Recreation and Culture (4:21pm – 5:23pm)Aaron Bradbrook, Director WAG (4:26pm – 5:23pm)Luke Coughlan, Acting Manager City Development (5:24pm –5:54pm)Juan Donis, Sustainability Officer (5:24pm – 5:54pm)Ashish Sitoula, Manager Strategic Community Planning and Policy –(5:55pm – 7:11pm)Nick Higgins, Manager Communications – (5:55pm – 7:11pm)		
Other persons present:			
Apologies	Nil.		
Matters Considered:	1. Activities & Initiatives 2021-2022: April - June (Quarter 4) (3.01pm - 3.20pm)		
	2. Procurement of Telecommunications Services - (3.20pm 3.24pm)		
	3. City Centre Pedestrian Priority Crossings at Roundabou Evaluation Report - (3.25pm - 3.33pm)		
	4. Planning Application PP2020-0050 - 63 McKenzies Road Bushfield - (3.33pm - 3.42pm)		
	5. Planning Application PP2021-146 - 39 Ziegler Parad Allansford - (3.42pm - 3.56pm)		
	<ol> <li>Planning Permit PP2021-0103 - 200 Tooram Road Allansford (3.56pm - 4.08pm)</li> </ol>		
	Cr Arnott left the meeting at 3:56pm due to her conflict of interest		
	Cr Arnott returned to the meeting at 4:09pm due to her conflict of interest.		
	7. Minutes - Community & International Relations Advisor Committee – 31 May 2022 - (4.11pm - 4.12pm)		
	8. Minutes Environment And Sustainability Advisor		

	9. Councillor Training - Options - (4.13pm - 4.17pm)			
	INTERMISSION – Bringing in TV and preparing presentation			
	10. Warrnambool Art Gallery Business Case - (4.23pm - 5.23pm)			
	11. Disability Swing - (5.23pm - 5.45pm)			
	12. Community Battery - Renewable Energy Technology Grant - (5.45pm -5.54pm)			
	13. Mayoral Diary Update - (5.54pm - 5.54pm)			
	14. Items raised by Councillors and Officers (5.54pm – 6:13pm)			
	Standing Tall and the new library			
	Signage Policy			
	Pet crematorium			
	Australia Day 2023			
	Commonwealth Games			
	15. Confidential Saleyards- (6.13pm – 7.10pm) This report has been declared Confidential under the following Sections of the Local Government Act 2020: Section 3(a) – Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released; Section 3(c) – Land use planning information, being information that if prematurely released is likely to encourage speculation in land values; and Section 3 (g) - Private commercial information, being information provided by a business, commercial or financial undertaking that (i) relates to trade secrets; or (ii) if released would unreasonably expose the business, commercial or financial undertaking to disadvantage.			
Councillor Conflicts of interest Disclosures:				
Cr Arnott – Item 2.6 Planning Permit PP2021-0103 – 200 Tooram Road, Allansford – general conflict of interest due to a close personal relationship.				
Councillor /officer Name: Nil				
Meeting close time:	7.11pm			
Record Completed by:	Julie Anderson Manager Governance, Property, Projects & Legal.			

#### 7.11. MAYORAL & CHIEF EXECUTIVE OFFICER COUNCIL ACTIVITIES - SUMMARY REPORT

DIRECTORATE : Executive Services

#### PURPOSE

This report summarises Mayoral and Chief Executive Officer Council activities since the last Ordinary Meeting which particularly relate to key social, economic and environmental issues of direct relevance to the Warrnambool community.

#### REPORT

Date	Location	Function
3 July 2022	Warrnambool Warrnambool	Deputy Mayor – Warrnambool Target Sports Centre Opening under new company structure. Mayor & Chief Executive Officer – Kindergarten Art Working opening.
8 July 20222	Warrnambool	Mayor & Chief Executive Officer - SouthWest Victoria Alliance Board meeting.
9 July 2022	Warrnambool	Cr Ziegeler – Warrnambool Fire Brigade Annual Dinner and Changeover
12 July 2022	Warrnambool	Mayor – Rotary Club of Warrnambool Changeover
14 July 2022	Warrnambool	Mayor – Emmanuel College 150 <sup>th</sup> Service.
18 July 2022	Warrnambool	Mayor – Allansford Recreation Reserve AGM.
22 July 2022	Warrnambool Warrnambool	Mayor – Guest speaker at the Association of Independent Retirees, Warrnambool Branch. Mayor & Chief Executive Officer – Warrnibald Art Exhibition.
27 July 2022	Warrnambool Warrnambool	Mayor & Chief Executive Officer – Met with Minister for Fishing & Boating, Sonya Kilkenny MP during inspection of the boat ramp facilities. Mayor – Australian Citizenship Ceremony with 26 residents becoming Australian citizens.
	Warrnambool	Mayor – Friends of Botanic Gardens AGM
29 July 2022	Warrnambool Warrnambool	Mayor & Chief executive Officer – Hycel Technology Hub Sod Turning. Mayor & Chief Executive Officer – Virtual meeting Regional Cities Victoria and Minister for Commonwealth Games Legacy, Hon,. Shaun Leane.

MOVED: CR DEBBIE ARNOTT SECONDED: CR BEN BLAIN

That the Mayoral & Chief Executive Officer Council Activities – Summary Report be received.

# 8. NOTICE OF MOTION

No Notice of Motion have been received.

# 9. GENERAL BUSINESS

Nil.

## **10. URGENT BUSINESS**

Nil.

# 11. CLOSE OF MEETING

The meeting closed at 7.36pm.

CHAIRMAN