



# **2021/22 Summer Distribution System Augmentation Program (DSS) – Non Network Proposal Request**

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21.04.21



# 1. Summary

Every year United Energy undertakes programs of works to rectify and prevent overloads on its distribution substations and Low Voltage (LV) circuits. In the absence of third-party non-network solutions, United Energy utilises both traditional augmentation and its demand management program “Summer Saver” as options to alleviate limitations on distribution substations and LV circuits. The solution adopted for each capacity-constrained site is based on an economic evaluation of costs and benefits.

This document has been prepared to invite proposals from non-network providers for alternative options to United Energy’s Distribution System Augmentation (DSS) and Summer Saver demand response programs for summer 2021/22.

This document is in line with the minimum project evaluation requirements under the Demand Management Incentive Scheme for a request for demand management solutions. United Energy welcomes written submissions from interested parties to address the issues described in this request on or before 14<sup>th</sup> May 2021. United Energy also recommends engagement as early as possible in order to provide any further information required, or to enable us to assist in developing proposals.

## 2. Background

### 2.1. Project Need

United Energy’s distribution substations and LV circuits represent a major component of the United Energy distribution network and function to convert and transport electrical energy between the high voltage (HV) network and the LV network, to the customers’ supply points.

Distribution substations have had a historically low failure rate. However if a distribution substation’s load exceeds its cyclic rating due to overload, it shortens the life of the transformer and increases the chance of early in-service failure. Distribution substations have high failure-consequence in terms of capital cost of unplanned replacement and localised supply reliability. LV circuits are protected by fuses and when the demand in the circuits exceeds the fuse ratings, customer outages can occur. This typically occurs during early evenings on hot summer days when outages can last for many hours at a time. This is more likely on days of extreme heat.

The project need is to address existing overload constraints and to meet the forecast maximum demand requirements where economically prudent, in order to prevent potential asset failures and fuse operations on hot summer days.

United Energy assesses options to avoid the impact of outages for each capacity-constrained site based on an economic evaluation of costs and benefits in order to determine the most prudent and efficient option.

### 2.2. Project Overview

The Distribution System Augmentation (DSS) program is in place to address overloaded distribution substations and LV circuits which can lead to asset failure and outages. Under the DSS program, overloaded sites are identified and prioritised for augmentation work or non-network solutions.

This program includes both sites with overloaded distribution substations and/or sites with high risk of fuse operations on LV circuits during hot weather.

The network augmentation options assessed for each site include:

- upgrading or establishing new transformers and/or LV circuits,
- transferring of customers to a less utilised substation or circuit in the proximity of the site,
- LV circuit re-configuration work (i.e. circuit split),



- upgrading LV fuses where possible, and
- load balancing across the LV three phases.

## 2.3. Non-network alternatives

Historically, United Energy built new electricity infrastructure to meet the increasing demand for electricity by customers. This may involve augmentation of the network by, for example, installing new transformers and building new powerlines. These are generally referred to as 'network solutions'. The establishment of these assets is capital intensive and it may be more economical in some cases to implement a non-network option. Such non-network options may be temporary or permanent, but the aim is to be able to defer or replace the building of the network solution.

Non-network solutions are an important component for the effective operation of the network and can involve either the reduction of customer electricity demand at peak times (demand management) or the direct supply of electricity into the grid at the distribution level (generation and storage).

Effective and prudent use of non-network solutions can reduce the need for network augmentation and associated maintenance costs, resulting in lower electricity bills for consumers.

### 2.3.1. Summer Saver Demand Management Program

United Energy introduced the Summer Saver Program since 2013/14 to provide a non-network demand response solution. The Summer Saver Program is a behavioural demand response program that incentivises customers to reduce their power usage during times of maximum demand. The Program targets constrained areas with highly utilised distribution transformers and LV circuits that are at an elevated risk of overload outages during summer to defer network augmentation

The 2020/21 Summer Saver Program targeted 214 capacity-constrained sites, comprising of highly utilised distribution transformers and LV circuits. More than 1,600 customers registered for the program last summer. United Energy will continue its Summer Saver Program for summer 2021/22 if it is identified to be the most prudent and economic option. Generally United Energy's Summer Saver demand response program is applied at sites where a lower level of demand reduction is required to avoid the overload or fuse operation.

## 3. Non-network Option Requirements

Embedded generation, storage or demand management schemes to reduce the magnitude of maximum demand within the identified capacity-constrained distribution substation and LV supply areas could defer or avoid the proposed network augmentation.

The maximum demand on the distribution substations and LV circuits being targeted are predominantly driven by residential load with a typical load profile as shown in the figure below.

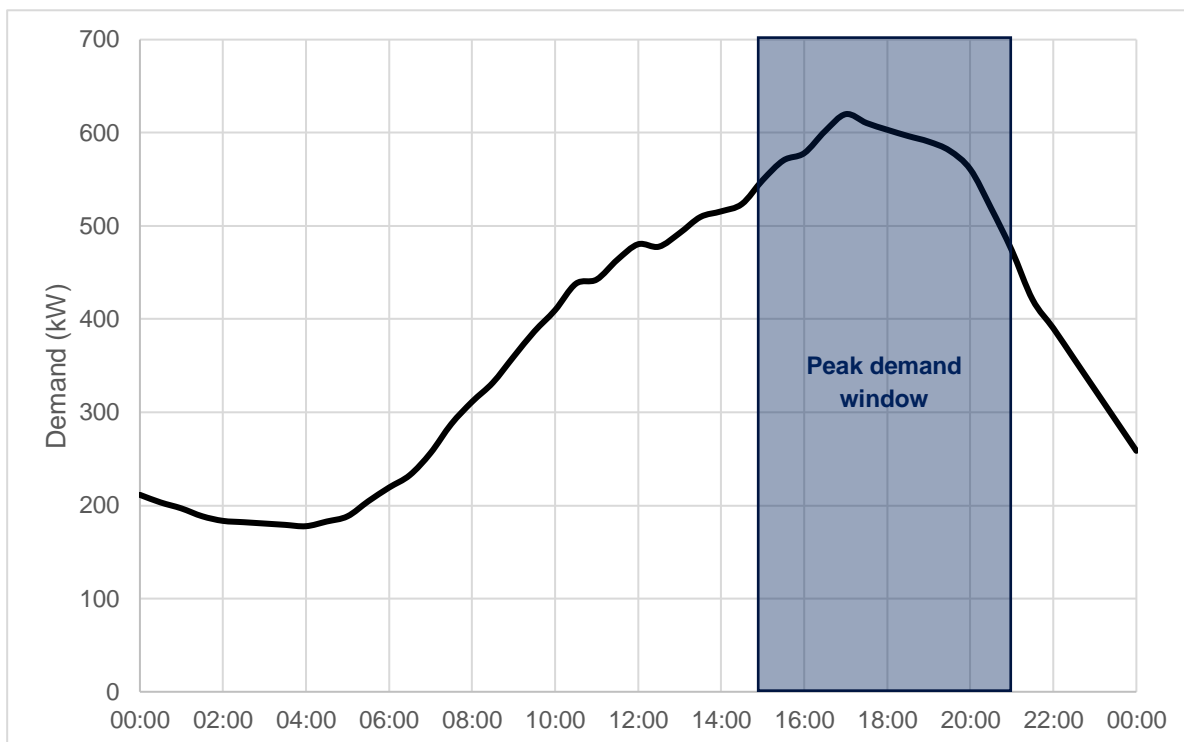
The nominated demand reduction being requested on each capacity-constrained site is at summer residential peak times which is typically within the 3-9pm timeslot on the hottest days (35°C plus) across the summer.

As a minimum, United Energy requires that any non-network option be able to reduce demand during a specified 3 hour window in the 3-9pm timeslot, with one day's advance notice from United Energy.

The nominated capacity-constrained sites are reassessed annually, however, it is likely (for most sites) that the same level of demand reduction would be required on an ongoing annual basis for the agreed duration of the network support agreement.



Figure 1 Typical load profile on maximum demand day



### 3.1. Data requirements from non-network service providers

Non-network service providers interested in providing proposals to alleviate network constraints outlined should contact United Energy as soon as possible. A detailed proposal including the information listed below should be submitted by the requested date. Details required include:

- Name, address and contact details of the person making the submission.
- Name, address and contact details of the person responsible for non-network support (if different to above).
- A detailed description of services to be provided including:
  - Size (kW/kVA) per network constraint
  - Location(s)
  - Frequency and duration
  - Type of action or technology proposed
  - Proposed dispatching arrangement
  - Availability and reliability performance details
  - Period of notice required to enable the non-network support
  - Proposed contract period (typically 1 to 5 years)
  - Proposed staging (if applicable)
  - Proposed timing for delivery (including timeline to plan and implement).



- Expected take up rate (if applicable) <sup>1</sup>
- Expected success rate (if applicable)<sup>1</sup>
- Expected kW reduction per customer (If applicable)<sup>1</sup>.
- High-level electrical layout of the proposed site (if applicable).
- Evidence and track record proving capability and previous experience in implementing and completion of projects of the same type as the proposal.
- Preliminary assessment of the proposal's impact on the network.
- Breakdown of lifecycle cost for providing the service per network constraint, including:
  - Capital costs (if applicable)
  - Annual operating (i.e. set up, dispatch, marketing, customer payments etc.) and maintenance costs
  - Cost per kWh reduction (or kW)
  - Other costs (e.g. Availability, Project Establishment costs etc.).
- Where appropriate, evidence of a planning application having been lodged.
- A method outlining measurement and quantification of the agreed service, including integration of the proposed solution with the United Energy network.
- A statement outlining that the non-network service provider is prepared to enter into a network support agreement (NSA) with United Energy (subject to agreeing terms and conditions).
- Letters of support from partner organisations.
- Any special conditions to be included in an NSA with United Energy.

All proposals must satisfy the requirements of any applicable laws, rules and the requirements of any relevant regulatory authority. Any network reinforcement costs required to accommodate the non-network solution will typically be borne by the proponent of the non-network options.

For further details on United Energy's process for engaging and consulting with non-network service providers, and for investigating, developing, assessing and reporting on non-network options as alternatives to network augmentation, please refer to the United Energy Demand Side Engagement Document at the link below:

<https://www.unitedenergy.com.au/wp-content/uploads/2019/07/UE-PL-2202-Demand-Side-Engagement-Document.pdf>

## 4. Summer 2021/22 Program Sites

Table 1 and Table 2 outline the list of summer 2021/22 capacity-constrained network sites currently being assessed for the Distribution System Augmentation and Summer Saver Program. It also provides technical information, total customer numbers connected and the maximum demand reduction required for each site.

Table 1 outlines the list of constrained distribution substations (totalling 17 sites, supplying 2,446 customers). Table 2 outlines the list of constrained LV circuits (totalling 234 sites, supplying 19,066 customers)

*It should be noted that for each constrained distribution substation outlined in Table 1, a corresponding constrained LV circuit is outlined in Table 2. In most cases, the demand reduction required on the constrained distribution substations and the corresponding constrained LV circuit is similar. Therefore, reducing load on the constrained LV circuit is expected to provide benefits at both the distribution substation and LV circuit level (i.e. maximum benefit). Given this, it is demand reduction on the constrained LV circuit should be prioritised over unconstrained LV circuits.*

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<sup>1</sup> Where possible any assumptions should be based on previous experience.



The substation name is usually represented in two parts - the street location followed by the nearest intersecting street. The supply location for each substation site is also provided via the Google Earth map accompanying this document and the LV circuits and customers connected to the substation sites are in the streets immediately around the supply location.

The economics of each option for these sites including augmentation, Summer Saver and any other options will be assessed on a per site basis to determine the most efficient option.

It should be noted that the demand reduction required is equivalent to the load-at-risk reduction, required to bring the loading of the constrained site below 120% of the cyclic rating (for distribution transformers) and 120% of the fuse rating (for LV circuits) under a 10 PoE demand condition (i.e. 1-in-10 year weather event).

The expected energy-at-risk can be estimated from the load-at-risk based on the number and duration of demand reduction events expected each summer. This is typically expected to be around 3 events (depending on the number of days greater than 35°C), with each event for a 3-hour duration.

The estimated cost of augmentation for each site at this stage is indicative only. The estimated deferral cost is based on a \$55k augmentation cost and is \$3.5k per annum. The deferral cost provides a broad upper bound indication of the maximum payment from United Energy which may be available to non-network service providers for deferring the proposed augmentation by one year.

## 5. Enquiries and submissions

Final written submissions from interested parties to address the network capacity constraints described in this document are due by 14<sup>th</sup> May 2021. United Energy recommends engagement as early as possible in order to provide any further information required, or to enable us to assist in developing proposals.

All enquiries and submissions should be directed to the United Energy Head of Network Planning at [planning@ue.com.au](mailto:planning@ue.com.au) and also cc to [parisa.fardipour@ue.com.au](mailto:parisa.fardipour@ue.com.au).



## Appendix - Site Listings

Table 1 – Summer 2021/22 Capacity Constrained Distribution Substations

No.	SSP Site Name (Distribution Substation)	Nameplate Rating (kVA)	Cyclic Rating (kVA)	Customer No.	Utilisation under 10% PoE Maximum Demand (%)	Max load at risk under 10% PoE Maximum Demand (kW)	Estimated Augmentation Cost (\$000)	Address
1	BARKLY MORVEN	200	242.2	122	152%	77	55	BARKLY STREET MORNINGTON 3931
2	WHITEHEAD WILSON	200	221.9	155	137%	37	55	WHITEHEAD STREET BLAIRGOWRIE 3942
3	WOOD-LAWSON	300	377.3	167	125%	19	55	LAWSON STREET BENTLEIGH 3204
4	CULLINANE-IONA	200	229.7	135	124%	9	55	STANLEY STREET BLACK ROCK 3193
5	CHARLES-DAPHNE	300	384.4	251	122%	8	55	EAST BOUNDARY ROAD BENTLEIGH EAST 3165
6	MELALEUCA FRASER	200	242.2	163	129%	23	55	MELALEUCA DRIVE GLEN WAVERLEY 3150
7	EILDON KENNINGTON PK	300	325.8	183	125%	17	55	EILDON ROAD ENDEAVOUR HILLS 3802
8	VOGUE-HAWTHORN	200	226.6	120	133%	29	55	HAWTHORN ROAD VERMONT SOUTH 3133
9	KINGSTON-LOBELIA	300	323.4	181	124%	14	55	KINGSTON DRIVE DINGLEY VILLAGE 3172
10	KARoola-BRIDGE	315	388.8	169	132%	47	55	BRIDGE STREET HAMPTON 3188
11	CURDIES-LESDEN	300	318.8	154	131%	34	55	LESDEN STREET BENTLEIGH EAST 3165
12	GOLFWOOD KIMBER	300	283.6	116	138%	52	55	GOLFWOOD CLOSE DINGLEY VILLAGE 3172
13	BRAZEEL-HOLLAND	315	376.5	179	121%	5	55	HOLLAND ROAD BLACKBURN SOUTH 3130
14	PEMBERTON CRAVEN	315	317.5	167	139%	59	55	CRAVEN COURT SANDHURST 3977
15	AUGUSTUS ALEXANDER	50	63.3	43	145%	16	55	ALEX DRIVE ST ANDREWS BEACH 3941
16	PEARCEDALE HASTINGS	63	76.3	35	133%	10	55	PEARCEDALE ROAD PEARCEDALE 3912
17	SUMMERHILL QUINNS	200	225.0	106	124%	8	55	QUINNS PARADE MOUNT ELIZA 3930



Table 2 – Summer 2021/22 Capacity Constrained LV Circuits

No.	SSP Site Name (LV Circuit) <sup>2</sup>	Fuse Rating (A)	Customer No.	Utilisation under 10% PoE Maximum Demand (%)	Max load at risk under 10% PoE Maximum Demand (kW)	Estimated Augmentation Cost (\$000)	Distribution Substation	Address
1	<b>LV1 CULLINANE-IONA</b>	<b>400</b>	<b>80</b>	<b>128%</b>	<b>22</b>	<b>55</b>	<b>CULLINANE-IONA</b>	<b>STANLEY STREET BLACK ROCK 3193</b>
2	LV3 NEPEAN-CENTRE	400	100	128%	23	55	NEPEAN-CENTRE	NEPEAN HIGHWAY BRIGHTON EAST 3187
3	LV1 ALLIED CATERINA	400	133	129%	24	55	ALLIED CATERINA	ALLIED DRIVE CARRUM DOWNS 3201
4	LV1 DICKSON-CURTIS	400	123	129%	24	55	DICKSON-CURTIS	DICKSON STREET MOUNT WAVERLEY 3149
5	LV2 OAKHAM-MEDHURST	400	112	129%	25	55	OAKHAM-MEDHURST	OAKHAM AVENUE BURWOOD EAST 3151
6	LV2 LUDBROOK-LUCAS	315	91	131%	23	55	LUDBROOK-LUCAS	LUCAS STREET CAULFIELD SOUTH 3162
7	LV1 HOPE BURKE	315	89	131%	23	55	HOPE BURKE	BURKE ROAD GLEN IRIS 3146
8	LV2 BRENTWOOD-PORTER	315	114	132%	26	55	BRENTWOOD-PORTER	BRENTWOOD STREET BENTLEIGH 3204
9	LV1 HILLCREST-EUMERELLA	315	104	132%	26	55	HILLCREST-EUMERELLA	EUMERALLA ROAD CAULFIELD SOUTH 3162
10	<b>LV2 SUMMERHILL QUINNS</b>	<b>250</b>	<b>86</b>	<b>132%</b>	<b>21</b>	<b>55</b>	<b>SUMMERHILL QUINNS</b>	<b>QUINNS PARADE MOUNT ELIZA 3930</b>
11	LV4 POULTER WARRIGAL	315	67	132%	26	55	POULTER WARRIGAL	POULTER STREET ASHBURTON 3147
12	LV3 ELEY-BLKBURN	250	108	132%	21	55	ELEY-BLKBURN	BLACKBURN ROAD BURWOOD EAST 3151
13	LV1 SAXTON-SHANNON	315	135	132%	27	55	SAXTON-SHANNON	SHANNON STREET BOX HILL NORTH 3129
14	LV1 MIDDLETON-BEACH	250	45	133%	22	55	MIDDLETON-BEACH	BEACH ROAD BLACK ROCK 3193
15	LV1 SILVER ELIZABETH	315	39	133%	28	55	SILVER ELIZABETH	ELIZABETH STREET MALVERN 3144
16	LV1 JASMINE-FILBERT	315	77	133%	28	55	JASMINE-FILBERT	TEAK STREET CAULFIELD SOUTH 3162
17	LV1 MARCUS CHARLES	400	172	133%	36	55	MARCUS CHARLES	CHARLES STREET DROMANA 3936
18	LV3 NEPTUNE-BAY	315	72	133%	29	55	NEPTUNE-BAY	BAY ROAD SANDRINGHAM 3191
19	LV8 FITZGERALD ROBERTSON	250	102	133%	23	55	FITZGERALD ROBERTSON	ROBERTSON DRIVE MORNINGTON 3931
20	LV4 BILLSON-CENTRE	315	87	133%	29	55	BILLSON-CENTRE	BILLSON STREET BRIGHTON EAST 3187
21	LV2 FINCH CENTRAL PARK	315	70	134%	30	55	FINCH CENTRAL PARK	FINCH STREET MALVERN EAST 3145
22	LV2 PORTER-CHURCH	250	60	134%	24	55	PORTER-CHURCH	ANNETTE PLACE TEMPLESTOWE 3106
23	LV3 PALM BEACH KEELING	250	45	134%	24	55	PALM BEACH KEELING	PALM BEACH DRIVE PATTERSON LAKES 3197
24	LV1 CREIGHTON-WENSLEYDAL	200	59	134%	19	55	CREIGHTON-WENSLEYDAL	WENSLEYDALE DRIVE MORNINGTON 3931
25	LV2 CASTLES-JASPER	315	116	134%	30	55	CASTLES-JASPER	JASPER ROAD BENTLEIGH 3204
26	LV1 MENTONE N17 PALERMO	315	107	134%	30	55	MENTONE N17 PALERMO	MENTONE PARADE MENTONE 3194
27	LV1 PALMERSTON-IRONBARK	250	67	134%	24	55	PALMERSTON-IRONBARK	IRONBARK DRIVE TEMPLESTOWE LOWER 3107
28	LV2 NEPEAN HEARLE	250	86	134%	24	55	NEPEAN HEARLE	STATION STREET ASPENDALE 3195
29	LV1 BIMBLE WEROONA	315	141	134%	30	55	BIMBLE WEROONA	BIMBLE STREET RYE 3941
30	LV1 ESPIE WATERHOUSE	200	40	134%	19	55	ESPIE WATERHOUSE	WATERHOUSE WAY BOTANIC RIDGE 3977
31	LV3 LILEURA-CROMER	315	64	134%	31	55	LILEURA-CROMER	CROMER ROAD BEAUMARIS 3193
32	LV1 STATION-MORTON	315	101	134%	31	55	STATION-MORTON	RIVERSDALE ROAD BOX HILL SOUTH 3128
33	LV1 ENTERPRIZE REBECCA	200	62	134%	20	55	ENTERPRIZE REBECCA	ENTERPRIZE AVENUE CHELSEA HEIGHTS 3196
34	LV1 RUSSELL KEITH	200	90	134%	20	55	RUSSELL KEITH	KEITH STREET TOOTGAROOK 3941
35	LV1 MACINTOSH WELLS	250	80	134%	25	55	MACINTOSH WELLS	MCINTOSH COURT ASPENDALE GARDENS 3195
36	LV1 LIMA BETTINA	250	99	134%	25	55	LIMA BETTINA	BETTINA STREET TYABB 3913
37	LV1 NARELLE HICKMAN	200	67	134%	20	55	NARELLE HICKMAN	NARELLE DRIVE ASPENDALE GARDENS 3195
38	LV2 SCOTT-MALVERN	250	115	134%	25	55	SCOTT-MALVERN	MALVERN ROAD GLEN IRIS 3146
39	LV3 RECKLESS RIVETTE	200	41	135%	20	55	RECKLESS RIVETTE	RECKLESS LANE MORDIALLOC 3195
40	<b>LV2 BRAZEEL-HOLLAND</b>	<b>315</b>	<b>113</b>	<b>135%</b>	<b>32</b>	<b>55</b>	<b>BRAZEEL-HOLLAND</b>	<b>HOLLAND ROAD BLACKBURN SOUTH 3130</b>

<sup>2</sup> Constrained LV circuits marked in bold have corresponding constrained distribution substations listed in Table 1.





No.	SSP Site Name (LV Circuit) <sup>2</sup>	Fuse Rating (A)	Customer No.	Utilisation under 10% PoE Maximum Demand (%)	Max load at risk under 10% PoE Maximum Demand (kW)	Estimated Augmentation Cost (\$000)	Distribution Substation	Address
41	LV2 OAKLEIGH KOORINGA	315	51	135%	32	55	OAKLEIGH KOORINGA	OAKLEIGH ROAD CARNEGIE 3163
42	LV1 GLADESVILLE BINDA	200	54	135%	21	55	GLADESVILLE BINDA	GLADESVILLE BOULEVAR PATTERSON LAKES 3197
43	LV2 BACKBEACH ELIZABETH	250	41	135%	26	55	BACKBEACH ELIZABETH	BACK BEACH ROAD PORTSEA 3944
44	LV1 CRESSWELL-ANDOVER	315	94	135%	33	55	CRESSWELL-ANDOVER	ANDOVER AVENUE MITCHAM 3132
45	LV1 MCCULLOCH KIRKWOOD	250	102	135%	26	55	MCCULLOCH KIRKWOOD	KIRKWOOD AVENUE SEAFORD 3198
<b>46</b>	<b>LV2 CURDIES-LESDEN</b>	<b>315</b>	<b>88</b>	<b>135%</b>	<b>33</b>	<b>55</b>	<b>CURDIES-LESDEN</b>	<b>LESDEN STREET BENTLEIGH EAST 3165</b>
47	LV2 SERENITY JOANNE	200	40	135%	21	55	SERENITY JOANNE	SERENITY WAY MORNINGTON 3931
48	LV1 QUEEN-FIFTH	315	98	135%	34	55	QUEEN-FIFTH	QUEEN STREET PARKDALE 3195
49	LV2 BELLAVISTA-HIGH	315	59	135%	34	55	BELLAVISTA-HIGH	BELLA VISTA ROAD GLEN IRIS 3146
50	LV4 ELMHURST-BALACLAVA	315	77	135%	34	55	ELMHURST-BALACLAVA	BALACLAVA ROAD CAULFIELD NORTH 3161
51	LV3 POWERS-ALLINGA	315	101	135%	34	55	POWERS-ALLINGA	POWERS STREET DONVALE 3111
52	LV1 EBB LAURA	400	105	135%	43	55	EBB LAURA	LAURA STREET ASPENDALE 3195
53	LV2 RIX-PARKIN	315	99	136%	34	55	RIX-PARKIN	FAIRCROFT AVENUE GLEN IRIS 3146
54	LV1 WILLIAMS MT VIEW	200	64	136%	22	55	WILLIAMS MT VIEW	WILLIAMS STREET FRANKSTON 3199
55	LV1 VIEW-LUSK	250	82	136%	27	55	VIEW-LUSK	LUSK DRIVE VERMONT 3133
<b>56</b>	<b>LV2 KARoola-BRIDGE</b>	<b>315</b>	<b>84</b>	<b>136%</b>	<b>35</b>	<b>55</b>	<b>KARoola-BRIDGE</b>	<b>BRIDGE STREET HAMPTON 3188</b>
57	LV2 GLYNDA WILLIAM	315	54	136%	35	55	GLYNDA WILLIAM	WILLIAM AVENUE DANDENONG 3175
58	LV2 NELSON-ABBOTT	315	96	136%	35	55	NELSON-ABBOTT	NELSON STREET SANDRINGHAM 3191
59	LV3 BLANTON OLIVER	200	56	136%	23	55	BLANTON OLIVER	OLIVER COURT MULGRAVE 3170
60	LV1 NEVILLE-TUCKER	315	121	136%	36	55	NEVILLE-TUCKER	NEVILLE STREET BENTLEIGH EAST 3165
61	LV3 CHISELHURST RAYNESPK	200	40	137%	23	55	CHISELHURST RAYNESPK	CHISLEHURST ROAD HAMPTON 3188
62	LV2 CANBERRA-DENDY	400	83	137%	46	55	CANBERRA-DENDY	PLANTATION AVENUE BRIGHTON EAST 3187
63	LV1 MCSWAIN-MARRIOTT	315	69	137%	37	55	MCSWAIN-MARRIOTT	MACGREGOR STREET PARKDALE 3195
64	LV1 WIMBORNE RUTLAND	315	83	137%	37	55	WIMBORNE RUTLAND	RUTLAND AVENUE MOUNT ELIZA 3930
65	LV3 VICTORIA P1 WELLINGTON	315	64	137%	37	55	VICTORIA P1 WELLINGTON	ESPLANADE BRIGHTON 3186
66	LV4 BOURNE-GLEN IRIS	200	54	137%	24	55	BOURNE-GLEN IRIS	GLEN IRIS ROAD GLEN IRIS 3146
67	LV2 BROWNFIELD-DAVEY	315	77	137%	38	55	BROWNFIELD-DAVEY	DAVEY STREET PARKDALE 3195
68	LV2 WALLACE HILLCREST	200	65	137%	24	55	WALLACE HILLCREST	HILLCREST ROAD FRANKSTON 3199
69	LV2 MAUDE-KNEALE	250	81	137%	30	55	MAUDE-KNEALE	KNEALE DRIVE BOX HILL NORTH 3129
70	LV3 HELMICH BIANCA	200	44	137%	24	55	HELMICH BIANCA	HELMICH COURT ASPENDALE GARDENS 3195
71	LV1 KINGSTON JASMINE	250	65	138%	30	55	KINGSTON JASMINE	KINGSTON DRIVE DINGLEY VILLAGE 3172
72	LV3 ASHENDEN EASTBOURNE	160	61	138%	20	55	ASHENDEN EASTBOURNE	EASTBOURNE ROAD ROSEBUD 3939
73	LV1 NORTH FULLER	200	34	138%	25	55	NORTH FULLER	NORTH ROAD CAULFIELD SOUTH 3162
74	LV2 MARRIAGE HAMPTON	315	65	138%	39	55	MARRIAGE HAMPTON	HAMPTON STREET BRIGHTON 3186
75	LV5 DURRANT-WILLANSBY	250	56	138%	31	55	DURRANT-WILLANSBY	DURRANT STREET BRIGHTON 3186
76	LV1 WAVERLEY PARK STADIUM	315	52	138%	39	55	WAVERLEY PARK STADIUM	STADIUM CIRCUIT MULGRAVE 3170
77	LV3 ELIZABETH-UNION	315	66	138%	40	55	ELIZABETH-UNION	UNION STREET BRIGHTON EAST 3187
78	LV2 MILLER-AVONDALE	315	110	138%	40	55	MILLER-AVONDALE	MILLER CRESCENT MOUNT WAVERLEY 3149
79	LV2 BROUGHTON BOISDALE	200	43	138%	25	55	BROUGHTON BOISDALE	BROUGHTON ROAD SURREY HILLS 3127
80	LV1 SHERWOOD-DENT	400	72	138%	51	55	SHERWOOD-DENT	DENT STREET GLEN IRIS 3146
81	LV6 GLENHUNTLY-MANCHESTR	315	120	138%	40	55	GLENHUNTLY-MANCHESTR	GLEN HUNTLY ROAD GLEN HUNTLY 3163
82	LV4 PARDELLA SARSHAS	200	34	139%	26	55	PARDELLA SARSHAS	PARDELLA PLACE MOUNT MARTHA 3934



No.	SSP Site Name (LV Circuit) <sup>2</sup>	Fuse Rating (A)	Customer No.	Utilisation under 10% PoE Maximum Demand (%)	Max load at risk under 10% PoE Maximum Demand (kW)	Estimated Augmentation Cost (\$000)	Distribution Substation	Address
83	LV1 MANNING-DARLING	315	85	139%	41	55	MANNING-DARLING	DARLING ROAD MALVERN EAST 3145
84	LV1 VINCENT-WATTLETREE	315	95	139%	42	55	VINCENT-WATTLETREE	WATTLETREE ROAD MALVERN EAST 3145
85	LV2 ST GEORGES-NICHOLAS	200	70	139%	26	55	ST GEORGES-NICHOLAS	ST GEORGES CRESCENT ASHBURTON 3147
86	LV3 LESPRAY-LAHONA	250	56	139%	33	55	LESPRAY-LAHONA	LAHONA AVENUE BENTLEIGH EAST 3165
87	LV2 MANUKA-PALOMA	315	119	139%	42	55	MANUKA-PALOMA	PALOMA STREET BENTLEIGH EAST 3165
88	LV3 CLIVE-HAWTHORN	315	84	139%	42	55	CLIVE-HAWTHORN	HAWTHORN ROAD BRIGHTON EAST 3187
89	LV1 KING GEORGE NUNNS	200	53	139%	27	55	KING GEORGE NUNNS	KING GEORGES AVENUE MORNINGTON 3931
90	LV1 GLADESVILLE PLOVER	250	53	140%	34	55	GLADESVILLE PLOVER	GLADESVILLE BOULEVAR PATTERSON LAKES 3197
91	LV2 DRYDEN-ASCOT	250	91	140%	34	55	DRYDEN-ASCOT	ASCOT STREET DONCASTER EAST 3109
92	LV2 MACKIE-UNION	315	71	140%	43	55	MACKIE-UNION	MACKIE GROVE BRIGHTON EAST 3187
93	LV1 CLIVE-HAWTHORN	250	75	140%	35	55	CLIVE-HAWTHORN	HAWTHORN ROAD BRIGHTON EAST 3187
94	LV2 MOORHEAD-BOORMANI	200	42	140%	28	55	MOORHEAD-BOORMANI	BOORMANII DRIVE MORNINGTON 3931
95	LV2 JELLS WOODINGTON	160	38	140%	22	55	JELLS WOODINGTON	JELLS ROAD WHEELERS HILL 3150
96	LV5 GRAY SVALE	300	129	140%	42	55	GRAY SVALE	SPRINGVALE ROAD SPRINGVALE 3171
97	LV1 COROLLA MAWBY	250	49	140%	35	55	COROLLA MAWBY	MAWBY ROAD BENTLEIGH EAST 3165
98	LV1 BAINBRIDGE OVERTON	200	65	140%	28	55	BAINBRIDGE OVERTON	OVERTON ROAD SEAFORD 3198
99	LV4 ELLENDALE HOTHAM	125	42	140%	18	55	ELLENDALE HOTHAM	HOTHAM STREET HUGHESDALE 3166
100	LV2 GUNTHER VIEW	200	105	140%	28	55	GUNTHER VIEW	VIEW ROAD SPRINGVALE 3171
101	LV1 HENNESSY-TENNYSON	315	157	140%	45	55	HENNESSY-TENNYSON	TENNYSON STREET ELWOOD 3184
102	LV2 HIGHETT-NICOL	315	117	141%	45	55	HIGHETT-NICOL	HIGHETT ROAD HIGHETT 3190
103	LV2 KULNINE-NYMPH	315	125	141%	45	55	KULNINE-NYMPH	NYMPH STREET MITCHAM 3132
104	LV1 OCEANIC HARBOUR	200	48	141%	29	55	OCEANIC HARBOUR	HARBOUR DRIVE PATTERSON LAKES 3197
105	LV1 PASADENA-GARETH	315	100	141%	45	55	PASADENA-GARETH	PASADENA AVENUE BEAUMARIS 3193
106	LV2 GIRVAN GLENCAPLE	200	73	141%	29	55	GIRVAN GLENCAPLE	GLENCAPLE COURT ENDEAVOUR HILLS 3802
107	LV6 HOTHAM 122-TALBOT	315	94	141%	46	55	HOTHAM 122-TALBOT	HOTHAM STREET ST KILDA EAST 3183
108	LV1 HALIFAX POLICE	200	80	141%	29	55	HALIFAX POLICE	POLICE ROAD MULGRAVE 3170
109	LV2 WOODSIDE LAUREN	200	55	141%	29	55	WOODSIDE LAUREN	WOODSIDE AVENUE FRANKSTON SOUTH 3199
<b>110</b>	<b>LV2 PEMBERTON CRAVEN</b>	<b>200</b>	<b>45</b>	<b>141%</b>	<b>29</b>	<b>55</b>	<b>PEMBERTON CRAVEN</b>	<b>CRAVEN COURT SANDHURST 3977</b>
111	LV1 WELLS SANCTUARY	200	41	141%	30	55	WELLS SANCTUARY	WINNERS CIRCLE ASPENDALE GARDENS 3195
112	LV2 DALNY-MARMA	250	84	141%	37	55	DALNY-MARMA	DALNY ROAD MURRUMBEENA 3163
113	LV1 KING ORCHID PINDARRA	200	44	142%	30	55	KING ORCHID PINDARRA	KING ORCHID DRIVE LANGWARRIN 3910
114	LV1 FLORENCE-MITCHAM	250	112	142%	38	55	FLORENCE-MITCHAM	FLORENCE AVENUE DONVALE 3111
115	LV1 ROCKLEA-PANORAMA	315	70	142%	47	55	ROCKLEA-PANORAMA	ROCKLEA ROAD BULLEEN 3105
116	LV1 HALL MCFARLANES	250	78	142%	38	55	HALL MCFARLANES	HALL ROAD CARRUM DOWNS 3201
117	LV3 MULGRAVE-JORDAN	315	104	142%	48	55	MULGRAVE-JORDAN	JORDAN STREET ASHWOOD 3147
118	LV1 WAGNER-HOLLAND	250	82	142%	38	55	WAGNER-HOLLAND	HOLLAND ROAD BLACKBURN SOUTH 3130
<b>119</b>	<b>LV1 GOLFWOOD KIMBER</b>	<b>200</b>	<b>48</b>	<b>142%</b>	<b>30</b>	<b>55</b>	<b>GOLFWOOD KIMBER</b>	<b>GOLFWOOD CLOSE DINGLEY VILLAGE 3172</b>
120	LV1 HARESTA TARENE	200	80	142%	31	55	HARESTA TARENE	TARENE STREET DANDENONG 3175
121	LV2 SANDFORD-NEPEAN	315	138	142%	48	55	SANDFORD-NEPEAN	SANDFORD STREET HIGHETT 3190
122	LV2 NEPEAN BAPAUME	125	42	142%	19	55	BAPAUME NEPEAN	STATION STREET CHELSEA 3196
123	LV4 MILLER-MOIRA	315	120	142%	48	55	MILLER-MOIRA	MOIRA AVENUE CARNEGIE 3163
124	LV3 STERLING-BEAUMARIS	315	115	142%	48	55	STERLING-BEAUMARIS	BEAUMARIS PARADE HIGHETT 3190



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125	LV3 FERN-STURDEE	250	53	143%	39	55	FERN-STURDEE	FERN STREET BLACK ROCK 3193
126	LV1 PALM BEACH MERMAID	200	44	143%	31	55	PALM BEACH MERMAID	PALM BEACH DRIVE PATTERSON LAKES 3197
127	LV2 BELUGA CHOPARD	200	38	143%	32	55	BELUGA CHOPARD	CHOPARD AVENUE WATERWAYS 3195
128	LV1 MOUNT VIEW MILL	315	78	143%	50	55	MOUNT VIEW MILL	MOUNT VIEW STREET ASPENDALE 3195
129	LV3 VALERIE-THOMPSONS	315	93	143%	50	55	VALERIE-THOMPSONS	THOMPSONS ROAD TEMPLESTOWE LOWER 3107
130	LV1 BRUARONG GRANGE	250	85	143%	40	55	BRUARONG GRANGE	GRANGE ROAD FRANKSTON SOUTH 3199
131	LV2 CRANBOURNE ALLINGTON	160	36	143%	26	55	CRANBOURNE ALLINGTON	ALLINGTON PLACE LANGWARRIN 3910
<b>132</b>	<b>LV1 VOGUE-HAWTHORN</b>	<b>315</b>	<b>73</b>	<b>143%</b>	<b>51</b>	<b>55</b>	<b>VOGUE-HAWTHORN</b>	<b>HAWTHORN ROAD VERMONT SOUTH 3133</b>
133	LV2 FRALLON KARINGAL	250	74	144%	41	55	FRALLON KARINGAL	KARINGAL DRIVE FRANKSTON 3199
134	LV2 POATH-LYDSON	315	134	144%	52	55	POATH-LYDSON	POATH ROAD MURRUMBEENA 3163
135	LV1 HERALD-CENTRE DNONG	250	76	144%	42	55	HERALD-CENTRE DNONG	CENTRE DANDENONG ROAD CHELTENHAM 3192
136	LV2 BORONIA-CENTRE	250	70	144%	42	55	BORONIA-CENTRE	BORONIA ROAD VERMONT 3133
137	LV4 JAMES MILL	200	73	144%	33	55	JAMES MILL	MILL STREET ASPENDALE 3195
138	LV1 NAPIER STRACHANS	215	93	144%	36	55	NAPIER STRACHANS	NAPIER STREET MORNINGTON 3931
139	LV1 OUTLOOK GLADSTONE	160	47	144%	27	55	OUTLOOK GLADSTONE	OUTLOOK DRIVE DANDENONG NORTH 3175
140	LV2 DARVALL RUSSELL	200	77	145%	34	55	DARVALL RUSSELL	RUSSELL STREET TOOTGAROOK 3941
141	LV5 NEWLYN-WEBB	250	95	145%	43	55	NEWLYN-WEBB	NEWLYN STREET CAULFIELD 3162
<b>142</b>	<b>LV3 PEARCEDALE HASTINGS</b>	<b>160</b>	<b>35</b>	<b>145%</b>	<b>28</b>	<b>55</b>	<b>PEARCEDALE HASTINGS</b>	<b>PEARCEDALE ROAD PEARCEDALE 3912</b>
143	LV2 ASLING-NORTH	315	88	146%	56	55	ASLING-NORTH	ASLING STREET BRIGHTON 3186
144	LV1 AMRON NORMAN	250	92	146%	45	55	AMRON NORMAN	NORMAN AVENUE CHELSEA HEIGHTS 3196
<b>145</b>	<b>LV3 KINGSTON-LOBELIA</b>	<b>200</b>	<b>81</b>	<b>146%</b>	<b>36</b>	<b>55</b>	<b>KINGSTON-LOBELIA</b>	<b>KINGSTON DRIVE DINGLEY VILLAGE 3172</b>
146	LV2 LUDSTONE SMITH	250	78	146%	45	55	LUDSTONE SMITH	LAWSON STREET HAMPTON 3188
147	LV1 WHITON-KEVIN	250	110	146%	45	55	WHITON-KEVIN	KEVIN STREET MOUNT WAVERLEY 3149
148	LV1 NORMANBY OXFORD	250	79	146%	45	55	NORMANBY OXFORD	NORMANBY ROAD SORRENTO 3943
149	LV1 ROSEDALE HAZELDINE	200	47	146%	36	55	ROSEDALE HAZELDINE	ROSEDALE ROAD GLEN IRIS 3146
150	LV2 PALM BEACH KEELING	200	44	146%	36	55	PALM BEACH KEELING	PALM BEACH DRIVE PATTERSON LAKES 3197
151	LV1 CENTRE WILSON	315	111	146%	57	55	CENTRE WILSON	CENTRE ROAD BENTLEIGH 3204
152	LV4 BEMBOKA JENOLA	200	63	147%	37	55	BEMBOKA JENOLA	BEMBOKA COURT WANTIRNA SOUTH 3152
153	LV1 LORETTA AMELIA	125	46	147%	23	55	LORETTA AMELIA	LORETTA AVENUE WHEELERS HILL 3150
154	LV2 OAK-COCHRANE	315	65	147%	58	55	OAK-COCHRANE	OAK GROVE BRIGHTON 3186
155	LV4 MONIQUE BREESE	200	84	147%	37	55	MONIQUE BREESE	BREESE ROAD LANGWARRIN 3910
156	LV3 MURRAY-PRINCE EDWARD	250	66	147%	47	55	MURRAY-PRINCE EDWARD	PRINCE EDWARD AVENUE MCKINNON 3204
157	LV2 NULLAWARRE AVALON	160	42	147%	30	55	NULLAWARRE AVALON	AVALON DRIVE ROSEBUD 3939
158	LV2 CLYDEBANK EDITHVALE	250	61	147%	47	55	CLYDEBANK EDITHVALE	CLYDEBANK ROAD EDITHVALE 3196
159	LV1 PASCOE-VEARS	315	94	147%	59	55	PASCOE-VEARS	PASCOE STREET GLEN IRIS 3146
160	LV1 HAYDENS-PACIFIC	250	65	147%	47	55	HAYDENS-PACIFIC	GRAY COURT BEAUMARIS 3193
161	LV1 ESSEX-DEVON	250	80	147%	47	55	ESSEX-DEVON	DEVON DRIVE BLACKBURN NORTH 3130
162	LV2 YALLAMBEE ALBANY	315	98	147%	60	55	YALLAMBEE ALBANY	ALBANY CRESCENT ASPENDALE 3195
163	LV1 BRUNNING-LOBATOR	160	67	148%	31	55	BRUNNING-LOBATOR	LOBATOR STREET FRANKSTON NORTH 3200
164	LV1 WEMBLEY-PARK	250	74	148%	48	55	WEMBLEY-PARK	PARK ROAD CHELTENHAM 3192
165	LV3 LADY EMILY COACH HOUSE	200	63	148%	39	55	LADY EMILY COACH HOUSE	LADY EMILY WAY SKYE 3977



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166	LV3 WELLINGTON VILLAGE BRAEBURN	200	56	148%	39	55	WELLINGTON VILLAGE BRAEBURN	WELLINGTON ROAD ROWVILLE 3178
167	LV3 COUNTRYCLUB FAIRWAY	200	88	148%	39	55	COUNTRYCLUB FAIRWAY	COUNTRY CLUB DRIVE SAFETY BEACH 3936
168	LV1 RETIREMENT 1 VIEW MT	125	108	148%	24	55	RETIREMENT 1 VIEW MT	VIEW MOUNT ROAD GLEN WAVERLEY 3150
169	LV1 WATERFALL COMET	315	114	148%	62	55	WATERFALL COMET	WATERFALL GULLY ROAD ROSEBUD 3939
170	LV1 SASSELLA-MCGUINESS	315	88	149%	62	55	SASSELLA-MCGUINESS	SASSELLA STREET BENTLEIGH EAST 3165
171	LV2 BALMORAL REGENT	200	84	149%	40	55	BALMORAL REGENT	BALMORAL AVENUE SPRINGVALE 3171
172	LV1 RIGBY MCLEOD	315	121	149%	64	55	RIGBY MCLEOD	MCLEOD ROAD CARRUM 3197
173	LV1 BATH PENRHYN	250	72	149%	51	55	BATH PENRHYN	BATH ROAD GLEN IRIS 3146
174	LV1 FULLER-COCHRANE	315	105	150%	65	55	FULLER-COCHRANE	COCHRANE STREET MITCHAM 3132
175	LV1 ROCHFORD-GEORGE	250	72	150%	51	55	ROCHFORD-GEORGE	GEORGE STREET BENTLEIGH EAST 3165
176	LV1 HAROLD TROYS	200	78	150%	41	55	HAROLD TROYS	TROY STREET BONBEACH 3196
177	LV4 SARGOOD-MYRTLE	200	53	150%	41	55	SARGOOD-MYRTLE	SARGOOD STREET HAMPTON 3188
178	LV1 GRETANA WOLSLEY	250	86	151%	54	55	GRETANA WOLSLEY	WOLSLEY AVENUE FRANKSTON 3199
179	LV3 KENEALLY ALLAN	200	67	151%	43	55	KENEALLY ALLAN	KENEALLY STREET DANDENONG 3175
180	LV2 BAKER-NERISSA	250	74	151%	54	55	BAKER-NERISSA	BAKER PARADE ASHBURTON 3147
181	LV1 DAHMEN MCLEOD	315	115	152%	70	55	DAHMEN MCLEOD	DAHMEN STREET CARRUM 3197
182	LV1 RETIREMENT CAPITAL	200	130	152%	44	55	RETIREMENT CAPITAL	CAPITAL AVENUE GLEN WAVERLEY 3150
183	LV1 CREST MARION	200	71	152%	45	55	CREST MARION	CREST DRIVE ROSEBUD 3939
184	LV1 DEAKIN MARGUERITA	200	59	152%	45	55	DEAKIN MARGUERITA	MARGUERITA AVENUE MOUNT MARTHA 3934
<b>185</b>	<b>LV2 CHARLES-DAPHNE</b>	<b>315</b>	<b>131</b>	<b>153%</b>	<b>71</b>	<b>55</b>	<b>CHARLES-DAPHNE</b>	<b>EAST BOUNDARY ROAD BENTLEIGH EAST 3165</b>
186	LV2 PORTER-CHAPLIN	315	94	153%	71	55	PORTER-CHAPLIN	PORTER STREET TEMPLESTOWE 3106
187	LV5 CHAMPION HILLTOP	250	88	153%	57	55	CHAMPION HILLTOP	HILLTOP AVENUE BLAIRGOWRIE 3942
188	LV4 FRANKLIN BEACH	250	137	153%	58	55	FRANKLIN BEACH	FRANKLIN COURT FRANKSTON 3199
189	LV2 CAMPBELL BREWER	250	71	154%	59	55	CAMPBELL BREWER	CAMPBELL STREET BENTLEIGH 3204
190	LV2 BETTY ELIZA WAY	315	103	154%	74	55	BETTY ELIZA WAY	MOUNT ELIZA WAY MOUNT ELIZA 3930
191	LV2 UONGA-RAILWAY	200	110	154%	47	55	UONGA-RAILWAY	RAILWAY CRESCENT BENTLEIGH 3204
192	LV1 SWEET WATTLE-PETER	100	30	154%	24	55	SWEET WATTLE-PETER	SWEET WATTLE PLACE SOMERVILLE 3912
193	LV2 ESSEX-BAMFIELD	315	88	154%	74	55	ESSEX-BAMFIELD	BAMFIELD STREET SANDRINGHAM 3191
194	LV3 CLIVE-THOMAS	315	87	154%	75	55	CLIVE-THOMAS	CLIVE STREET BRIGHTON EAST 3187
<b>195</b>	<b>LV2 EILDON KENNINGTON PK</b>	<b>200</b>	<b>67</b>	<b>155%</b>	<b>48</b>	<b>55</b>	<b>EILDON KENNINGTON PK</b>	<b>EILDON ROAD ENDEAVOUR HILLS 3802</b>
196	LV1 SANDYBAY TRUEMANS	100	27	155%	24	55	SANDYBAY TRUEMANS	SANDY ROAD FINGAL 3939
197	LV2 THE CREST JASPER	160	62	155%	39	55	THE CREST JASPER	JASPER TERRACE FRANKSTON SOUTH 3199
198	LV1 BEVERLEY NEPEAN	315	110	155%	77	55	BEVERLEY NEPEAN	BURRELL STREET MCCRAE 3938
199	LV4 WARADGERY MUIRFIELD	200	58	155%	49	55	WARADGERY MUIRFIELD	WARADGERY DRIVE ROWVILLE 3178
200	LV2 FRANK SKYE	200	109	155%	49	55	FRANK SKYE	SKYE ROAD FRANKSTON 3199
201	LV1 HENSLEY CONRAN	200	59	156%	50	55	HENSLEY CONRAN	CONRAN AVENUE ENDEAVOUR HILLS 3802
202	LV4 KIDDS ROWAN	200	102	156%	50	55	KIDDS ROWAN	KIDDS ROAD DOVETON 3177
<b>203</b>	<b>LV2 WOOD-LAWSON</b>	<b>315</b>	<b>85</b>	<b>156%</b>	<b>79</b>	<b>55</b>	<b>WOOD-LAWSON</b>	<b>LAWSON STREET BENTLEIGH 3204</b>
204	LV2 SHEFFIELD-WARWICK	250	83	156%	62	55	SHEFFIELD-WARWICK	WARWICK STREET BENTLEIGH EAST 3165
205	LV2 WILLOW GYTON	200	80	156%	50	55	WILLOW GYTON	GYTON AVENUE GLEN WAVERLEY 3150
<b>206</b>	<b>LV1 MELALEUCA FRASER</b>	<b>200</b>	<b>106</b>	<b>156%</b>	<b>51</b>	<b>55</b>	<b>MELALEUCA FRASER</b>	<b>MELALEUCA DRIVE GLEN WAVERLEY 3150</b>



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207	LV2 CONNIE-CENTRE	250	85	157%	64	55	CONNIE-CENTRE	CENTRE ROAD BENTLEIGH EAST 3165
208	LV8 CASSIA HILLCREST	200	73	157%	52	55	CASSIA HILLCREST	CASSIA GROVE FRANKSTON 3199
209	LV1 MONTROSE RAE	250	91	158%	65	55	MONTROSE RAE	RAE AVENUE EDITHVALE 3196
210	LV4 HARBOUR OCEANIC	200	61	158%	53	55	HARBOUR OCEANIC	HARBOUR DRIVE PATTERSON LAKES 3197
211	LV1 RALPH HIGHETT	250	70	158%	66	55	RALPH HIGHETT	HIGHETT ROAD HAMPTON 3188
212	LV3 ROYDEN-LONSDALE	400	173	158%	106	55	ROYDEN-LONSDALE	ROYDON STREET HAMPTON EAST 3188
<b>213</b>	<b>LV1 WHITEHEAD WILSON</b>	<b>315</b>	<b>120</b>	<b>158%</b>	<b>83</b>	<b>55</b>	<b>WHITEHEAD WILSON</b>	<b>WHITEHEAD STREET BLAIRGOWRIE 3942</b>
214	LV5 BOURKE-CAMDALE	250	98	158%	66	55	BOURKE-CAMDALE	BOURKE ROAD CLARINDA 3169
215	LV3 DEVON-THEA	200	70	158%	53	55	DEVON-THEA	DEVON DRIVE DONCASTER EAST 3109
216	LV3 HIGH MOWBRAY	200	81	159%	53	55	HIGH MOWBRAY	HIGH STREET ROAD WANTIRNA SOUTH 3152
<b>217</b>	<b>LV1 AUGUSTUS ALEXANDER</b>	<b>100</b>	<b>38</b>	<b>159%</b>	<b>27</b>	<b>55</b>	<b>AUGUSTUS ALEXANDER</b>	<b>ALEX DRIVE ST ANDREWS BEACH 3941</b>
218	LV1 LUNTAR-CENTRE	250	84	159%	68	55	LUNTAR-CENTRE	SALEM AVENUE OAKLEIGH SOUTH 3167
219	LV2 LOCHABER HEATHERHILL	200	77	161%	56	55	LOCHABER HEATHERHILL	LOCHABER AVENUE FRANKSTON 3199
220	LV1 PAMAY KENDALL	250	104	161%	72	55	PAMAY KENDALL	KENDALL STREET MOUNT WAVERLEY 3149
221	LV1 ALBION-ST GEORGES	250	77	161%	72	55	ALBION-ST GEORGES	ST GEORGES CRESCENT ASHBURTON 3147
222	LV1 KAMBROOK-GLENHUNTLY	315	159	162%	91	55	KAMBROOK-GLENHUNTLY	KAMBROOK ROAD CAULFIELD 3162
223	LV7 MDLBORO-SHAFER	250	102	162%	73	55	MDLBORO-SHAFER	SHAHER ROAD BLACKBURN NORTH 3130
224	LV2 MERRIGUM-VINEY	200	109	162%	59	55	MERRIGUM-VINEY	VINEY STREET CLARINDA 3169
225	LV4 VICTOR STH OAK CLUB	250	95	163%	74	55	VICTOR STH OAK CLUB	VICTOR ROAD BENTLEIGH EAST 3165
226	LV2 DARBYSHIRE-PROSPECT	315	106	163%	93	55	DARBYSHIRE-PROSPECT	PROSPECT STREET MOUNT WAVERLEY 3149
227	LV6 CAMBRIAN STRICKLAND	200	64	163%	60	55	CAMBRIAN STRICKLAND	STRICKLAND DRIVE WHEELERS HILL 3150
<b>228</b>	<b>LV1 BARKLY MORVEN</b>	<b>315</b>	<b>121</b>	<b>167%</b>	<b>102</b>	<b>55</b>	<b>BARKLY MORVEN</b>	<b>BARKLY STREET MORNINGTON 3931</b>
229	LV5 CENTRE DNONG GOLFLNK	125	49	164%	38	55	CENTRE DNONG GOLFLNK	DINGLEY COURT DINGLEY VILLAGE 3172
230	LV1 KENT GLEN	200	76	165%	62	55	KENT GLEN	KENT ROAD RYE 3941
231	LV2 LWR DNG IVY	250	110	165%	79	55	LWR DNG IVY	LOWER DANDENONG ROAD PARKDALE 3195
232	LV3 HERBERT 43 COMO	200	86	165%	63	55	HERBERT 43 COMO	HERBERT STREET PARKDALE 3195
233	LV2 DAVID STUD	250	158	166%	79	55	DAVID STUD	STUD ROAD DANDENONG 3175
234	LV1 JOHN MARGARET	200	92	167%	65	55	JOHN MARGARET	JOHN STREET LANGWARRIN 3910