



**MINUTES OF THE COUNCIL MEETING OF THE HINDMARSH SHIRE COUNCIL
HELD 3 OCTOBER 2018 AT THE SUPPER ROOM, MECCA, RAINBOW
COMMENCING AT 3:00PM.**

AGENDA

1. Acknowledgement of the Indigenous Community and Opening Prayer

2. Apologies

3. Confirmation of Minutes

4. Declaration of Interests

5. Public Question Time

6. Deputations

7. Correspondence

8. Assembly of Councillors

8.1 Record of Assembly

9. Planning Permit Reports

No report

10. Reports Requiring a Decision

10.1 Audit Committee

10.2 Urgent Works – Propodollah Netherby Road

10.3 Rail Freight Alliance

11. Special Committees

11.1 Yurunga Homestead Committee

11.2 Nhill Town Committee

12. Late Reports

12.1 Amendment to the 2018/2019 Capital Works Program

13. Other Business

No report

14. Confidential Matters

14.1 Late Report - Contract Number 2017/18 – 11 Restoration of Flood Affected Roads – Package 1 Request for variation

15. Meeting Close

Present:

Crs R Ismay (Mayor), R Lowe (Deputy Mayor), R Gersch, D Nelson, D Colbert,
T Schneider

In Attendance:

Mr Greg Wood, (Chief Executive Officer), Ms Monica Revell (Director Corporate and
Community Services), Mr Shane Power (Director Infrastructure Services), Ms Sarah
Dickinson (Acting Executive Assistant)

1. ACKNOWLEDGEMENT OF THE INDIGENOUS COMMUNITY AND OPENING PRAYER

Cr R Ismay opened the meeting at 3:00pm by acknowledging the Indigenous
Community and offering the opening prayer.

2. APOLOGIES

3. CONFIRMATION OF MINUTES

RECOMMENDATION:

***That the Minutes of the Special Council Meeting held on Wednesday
19 September 2018 at the Council Chambers, 92 Nelson Street, Nhill as circulated to
Councillors be taken as read and confirmed.***

MOVED: Crs R Gersch/D Colbert

***That the Minutes of the Special Council Meeting held on Wednesday
19 September 2018 at the Council Chambers, 92 Nelson Street, Nhill as circulated to
Councillors be taken as read and confirmed.***

CARRIED

Attachment: 1

**4. DECLARATION BY COUNCILLORS OR OFFICERS OF ANY DIRECT OR
INDIRECT INTEREST IN ANY ITEM ON THE AGENDA.**

- Direct; or
- Indirect interest
 - a) by close association;
 - b) that is an indirect financial interest;

- c) because of conflicting duties;
- d) because of receipt of an applicable gift;
- e) as a consequence of becoming an interested party; or
- f) because of an impact on residential amenity.

Declaration of direct or indirect interest must also be advised by Councillors at the commencement of discussion of the specific item.

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| 5. PUBLIC QUESTION TIME |
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No questions

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| 6. DEPUTATIONS |
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No deputations

7. CORRESPONDENCE

7.1 GENERAL CORRESPONDENCE

Responsible Officer: Chief Executive Officer

No correspondence.

8. ASSEMBLY OF COUNCILLORS

Responsible Officer: Chief Executive Officer

Attachment: 2

Introduction:

The attached Assembly of Councillors Records are presented as an attachment to the Council agenda for the information of Councillors and recorded at the Council meeting as required under s80A Local Government Act 1989.

Options:

1. That Council accepts the Assembly of Councillors Records as presented.

RECOMMENDATION:

That Council accepts the Assembly of Councillors Records as presented.

MOVED: Crs D Colbert/R Lowe

That Council accepts the Assembly of Councillors Records as presented.

CARRIED

Attachment: 2

9. PLANNING PERMITS

No reports

10. REPORTS REQUIRING A DECISION

10.1 HINDMARSH SHIRE COUNCIL AUDIT COMMITTEE

Responsible Officer: Director Corporate and Community Services

Attachment: 3

Introduction:

The Hindmarsh Shire Council Audit Committee held its general meeting on 13 September 2018. The purpose of this report is to note the minutes from this meeting. A copy of the minutes is included as an attachment for the information of Council.

RECOMMENDATION:

That Council notes the minutes of the Hindmarsh Shire Council Audit Committee general meeting held on 13 September 2018.

MOVED: Crs D Nelson/D Colbert

That Council notes the minutes of the Hindmarsh Shire Council Audit Committee general meeting held on 13 September 2018.

CARRIED

Attachment: 3

10.2 URGENT WORKS – PROPODOLLAH NETHERBY ROAD

Responsible Officer: Director Infrastructure Services

Attachment: 4

Introduction:

This report seeks Council approval to carry forward \$37,700 from the 2017/2018 budget for Major Culverts to replace the failed guardrail safety system on the Propodollah Netherby Road culvert.

Discussion:

Recent inspections of Council's bridges and major culverts has revealed that the guardrail safety system on the Propodollah Netherby Road culvert has failed and urgently needs to be replaced to ensure the safety of road users.

The culvert is located on the on the Propodollah Netherby Road approximately 125m north of Dry Dam Road. Propodollah Netherby Road primarily services local farming properties with vehicle activity increasing during harvest, including truck movements. With a trafficable width of approximately five metres, the guardrail is designed to protect motorists from exiting the road into the dry creek bed approximately three meters below.

The majority of the timber posts have split or are rotted and are no longer effective, rendering the guardrail beyond repair. Sections of the guardrail barrier beams are also damaged from vehicle impact, and the height of the barrier and the end terminals also do not meet standards.

Officers have received a number of quotations with the lowest price being \$37,700 (GST inclusive) for the replacement of the guardrail with a system compliant with current standards.

Council's 2017/2018 budget for Major Culverts was underspent by \$40,000. This report recommends carrying forward \$37,700 from this budget to fund the replacement of the guardrail on the Propodollah Netherby Road culvert.

Options

Council can choose to:

1. Carry forward \$37,700 from the 2017/2018 budget for Major Culverts (ledger 20251) to replace the failed guardrail on the Propodollah Netherby Road culvert; or
2. Not carry forward \$37,700 from the 2017/2018 budget for Major Culverts (ledger 20251) to replace the failed guardrail on the Propodollah Netherby Road culvert.

Link to Council Plan:

2.1 Well maintained physical assets and infrastructure to meet community and organisational needs.

Financial Implications:

This report seeks approval to carry forward \$37,700 from the 2017/2018 budget for Major Culverts (ledger 20251), it is unlikely that these works will have any impact on the 2018/2019 budget if approved.

Risk Management Implications:

The condition of the guardrail on the Propodollah Netherby Road culvert poses an unacceptable risk to motorists at present. Works staff have placed warning signs and webbing to highlight the hazard to motorists until a permanent repair occurs.

Conflict of Interest:

Under section 80c of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

Officer Responsible and Author – Shane Power, Director Infrastructure Services

In providing this advice as the Officer Responsible and Author, I have no disclosable interests in this report.

Communications Strategy:

The community will be informed of pending works via Councils Facebook page.

Next Steps:

Officers will confirm award of works to the contractor who submitted the lowest quote and schedule works to occur as soon as practicable.

RECOMMENDATION:

That Council approves the expenditure of \$37,700 for urgent works required for the installation of a replacement guardrail on the Propodollah Netherby Road culvert, funded from the 2017/18 carry forward from ledger 20251.

MOVED: Crs R Gersch/R Lowe

That Council approves the expenditure of \$37,700 for urgent works required for the installation of a replacement guardrail on the Propodollah Netherby Road culvert, funded from the 2017/18 carry forward from ledger 20251.

CARRIED

Attachment: 4

10.3 RAIL FREIGHT ALLIANCE

Responsible Officer: Director Infrastructure Services

Introduction:

The Rail Freight Alliance is an advocacy body for investment in rail infrastructure throughout Victoria. This report discusses the role of the Rail Freight Alliance for Council's consideration in whether to maintain its membership with the alliance.

Discussion:

The Rail Freight Alliance (the Alliance) recently presented to Council at a briefing, prompting Councillors to request a report for their consideration in whether or not to continue its membership with the Alliance. Council did not include an amount for membership of the RFA in its 2018/19 budget and wrote to the RFA on 20 April 2018, notifying them that Council would be withdrawing from membership from 1 July 2018.

Established in 1997, the Alliance has a membership comprising 24 councils from across Victoria including rural, regional and metropolitan councils. The Alliance's remit is to advocate for:

- Rail standardization of all key rail lines in Victoria
- Upgrading and connecting to a National Rail Freight Network
- A competitive, independent and open access rail freight system
- Seamless freight logistics that will facilitate efficient rail freight movement

The Alliance has published a number of reports and submissions including:

- Murray Basin Region Freight Transport Project Position Paper
- Submission to the Port of Melbourne Lease Transaction Bill
- Submission State Budget
- Submission to Infrastructure Victoria Draft Strategy
- Submission to Infrastructure Victoria - Second Container Port Advice
- Rail Freight Alliance Policy Statement 2018

The Alliance does not appear to advocate for passenger rail or other modes of transport.

It is widely recognised that heavy vehicles associated with the transport of grain and minerals from the Wimmera Mallee is severely impacting the performance and safety of local roads, especially 'c class' roads managed by the State. The Alliance (and other groups) advocate for investment in rail freight projects including rail gauge standardization, multi modal schemes and freight terminals to accommodate greater freight on rail. It is difficult however to measure the level of influence the Alliance (and other advocacy bodies) has on State and Federal investment in rail freight infrastructure.

In addition to the Alliance, Hindmarsh Shire Council is a member of many regional advocacy and planning groups related to transport including:

- Western Highway Action Committee;
- Wimmera Southern Mallee Regional Transport Group; and (more broadly) with
- Wimmera Development Association and the Wimmera Southern Mallee Regional Assembly; and
- Western Rail

In July 2018, the State Government released the Victorian Freight Plan, Delivering the Goods, which identifies a number of priorities for freight infrastructure investment. The State Government has also established 'Freight Victoria, a dedicated, specialist freight division of Transport for Victoria to coordinate the development of an efficient freight and logistics system for Victoria' (transport.vic.gov.au).

With the establishment of Freight Victoria and through existing advocacy groups, effective advocacy for investment in freight related infrastructure for the benefit of the Hindmarsh Shire farming community and road users can be achieved without the Rail Freight Alliance. It is therefore recommended that Council not renew its membership with the Rail Freight Alliance.

Options:

Council can:

1. Renew its membership with the Rail Freight Alliance; or
2. Not renew its membership with the Rail Freight Alliance.

Link to Council Plan:

- 1.1.6 Continue to engage with our farming community on road and road related infrastructure maintenance and improvements.
- 2.1 Well maintained physical assets and infrastructure to meet community and organisational needs.
- 3.4 Transport solutions that support the needs of our communities and businesses.
- 4.1 Long term financial sustainability.

Financial Implications:

Membership to the Rail Freight Alliance has increased this year to \$3,000 per annum plus GST (\$2,000 plus GST in 2017/18). Council did not include funding for the RFA in its 2018/19 Budget.

Risk Management Implications:

Should Council decide to not continue its membership to the Alliance, there is a low risk that investment in freight infrastructure for the benefit of Hindmarsh Shire farmers and road users will be jeopardised.

Conflict of Interest:

Under section 80c of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

Officer Responsible and Author – Shane Power, Director Infrastructure Services
In providing this advice as the Officer Responsible, I have no disclosable interests in this report.

Communications Strategy:

Officers will inform Rail Freight Alliance of Council's decision.

Next Steps:

Councillors and officers continue to advocate for investment in freight related infrastructure for the region.

RECOMMENDATION:

That Council not renew its membership with the Rail Freight Alliance.

MOVED: Crs T Schneider/D Nelson

- 1. That Council not renew its membership with the Rail Freight Alliance.**
- 2. That this membership be reviewed with other memberships during the 2019/20 budget process.**

MOTION DEFEATED

MOVED: Crs D Colbert/T Schneider

That Council renew its membership with the Rail Freight Alliance.

CARRIED

11. SPECIAL COMMITTEES

11.1 YURUNGA HOMESTEAD COMMITTEE

Responsible Officer: Director Corporate and Community Services

Attachment: 5

Introduction:

The Yurunga Homestead Committee held its meeting on 16 August 2018. The purpose of this report is to note the minutes from this meeting. A copy of the minutes is included as an attachment for the information of Council.

RECOMMENDATION:

That Council notes the minutes of the Yurunga Homestead Committee meeting held on 16 August 2018.

MOVED: Crs R Lowe/T Schneider

That Council notes the minutes of the Yurunga Homestead Committee meeting held on 16 August 2018.

CARRIED

Attachment: 5

11.2 NHILL TOWN COMMITTEE

Responsible Officer: Director Corporate and Community Services
Attachment: 6

Introduction:

The Nhill Town Committee's scheduled meeting for 20 August 2018 was cancelled due to lack of quorum. The purpose of this report is to note the formal letter received from the Nhill Town Committee with a list of motions. A copy of the letter is included as an attachment for the information of Council.

RECOMMENDATION:

That Council notes the formal letter from the Nhill Town Committee.

MOVED: Crs D Colbert/T Schneider

That Council notes the formal letter from the Nhill Town Committee.

CARRIED

Attachment: 6

12. LATE REPORTS

12.1 AMENDMENT TO THE 2018/2019 CAPITAL WORKS PROGRAM

Responsible Officer: Director Infrastructure Services

Attachment: 7

Introduction:

Hindmarsh Shire Council (Council) continues to actively pursue grant opportunities to assist in upgrading its road infrastructure to appropriate standards.

Council has been successful in a number of recent funding applications including for \$150,000 through the Federal Government's Heavy Vehicle and Productivity Program.

Officers are also currently preparing applications to the recently announced State Government's Fixing Country Roads Program.

This report seeks Council approval to amend the 2018/2019 capital works program to include the Antwerp Woorak Road upgrade project and to defer the Netherby Baker Road construction project to the 2019/2020 budget process, to meet financial contribution requirements and time constraints in accordance with the Heavy Vehicle and Productivity Program funding agreement.

This report also seeks Council approval to amend the 2018/2019 capital works program to include sections of the Rainbow Nhill Road for upgrade and to defer two Block 40 Road projects to the 2019/2020 budget process, to meet financial contribution requirements and time constraints in accordance with round one of the Fixing Country Roads Program funding agreement.

Discussion:

Council has identified a number of roads of strategic importance and economic benefit to the Hindmarsh farming (and related businesses) community and road users. Two such roads include the Antwerp Woorak Road and the Rainbow Nhill Road.

Antwerp Woorak Road

Running parallel with the Western Highway and extending west to east from the Nhill Jeparit Road to the Dimboola Rainbow Road, Antwerp Woorak Road is a key alternative route connecting the communities of Antwerp, Gerang Gerung, Woorak and Dimboola.

The current condition and characteristics of Antwerp Woorak Road are of an inadequate standard to effectively accommodate the movements of heavy trucks associated with local agricultural business. The Antwerp Woorak Road is approximately 24 kilometres long with approximately 9.3 kilometres sealed and approximately 14.4 kilometres being unsealed. The existing seal widths are too narrow resulting in damage to seal and shoulders and also creating potential safety concerns for passing heavy vehicles. The pavement of the

unsealed sections also requires strengthening and sealing.

Upgrading Antwerp Woorak Road to an appropriate standard in entirety is a significant cost. Council has therefore sought external funding through multiple grant programs to assist in meeting the costs, including the successful application to round six of the Commonwealth Heavy Vehicle Safety and Productivity Program.

The proposed project will deliver:

- Improved superelevation and alignment;
- Improved pavement width and strength;
- Increased manoeuvrability space for heavy vehicles;
- Increased productivity and reduced transport costs by enabling the road to better cater for B-double and potentially future High Productivity Transport Vehicles;
- A reduction in the ongoing maintenance disruptions;
- Freight efficiencies and enhanced travel times; and
- Road safety benefits for all road users.

The Department of Infrastructure notified Council on 20 September 2018 of its offer of funding up to a maximum \$150,000. The offer of funding is subject to a number of conditions including evidence of matched funding from Council and requiring commencement of construction prior to 1 July 2019.

In its submission to the funding program, officers estimated a total construction cost of \$302,807. This requires a contribution from Council to the value of \$152,807. To meet the funding requirement, it is proposed to defer the Netherby Baker Road reconstruction project budgeted at \$155,000 to the 2019/2020 budget process.

The Netherby Baker Road reconstruction project is to rip and overlay two sections of full width pavement and sealing. The two sections total to approximately 500 metres in length and are located at the curved sections north of the Yanac Netherby Road and Stephens Road intersection. The project also includes a small straight section west of Netherby South Road.

The proposed works on the Netherby Baker Road are important and required, however officers are of the view that these works can be deferred a year without significant impact.

Rainbow Nhill Road

Adjacent to Lake Hindmarsh, Rainbow Nhill Road extends approximately 35 kilometres north from Lorquon Road to the township of Rainbow. Connecting the towns of Nhill, Lorquon, Yanac, Netherby and Rainbow, Rainbow Nhill Road is key route for primary producers and gypsum transporters.

Due to safety concerns, Rainbow Nhill Road has been restricted to trucks under 4.5 tonnes since 2002. Extensive works have since been undertaken, improving the condition and safety of Rainbow Nhill Road. Council at its meeting 18 April 2018 resolved to remove all restrictions on the road and to give priority to works to upgrade Outlet Creek (bridge) and Sandhill Corner.

While significant investment has occurred along sections of Rainbow Nhill Road, the condition and characteristics of Rainbow Nhill Road remain (in sections) of an inadequate standard to effectively accommodate the movements of heavy trucks associated with local agricultural (and other) businesses.

On 25 September 2018, the State Government announced the \$100M Fixing Country Roads Program (FCRP). Administered by the recently formed Regional Roads Victoria division, the FCRP is capped at \$1.5M for individual council's in round one of the program. Round one of the program permits councils to apply for funds up to \$500k without the requirement of a co-contribution. Funding sought beyond \$500k is required to be matched by Council on a 1:1 basis.

Applications to round one of the FCRP are to be submitted no later than 5.00pm 15 October 2018 and (if successful) projects are required to be completed in the 2018/2019 financial year. Officers propose to submit three applications to round one of the FCRP:

1. Widening of the Rainbow Nhill Road bridge crossing Outlet Creek at an estimated cost of \$450k;
2. Upgrade a 500 metre section of Rainbow Nhill Road located approximately 12 kilometres from the Rainbow township (also known as Sandhill Corner) at an estimated cost of \$130k; and
3. Upgrade approximately 2.4 kilometre section of the Rainbow Nhill Road extending north from Lorquon Road at an estimated cost of \$400k.

The combined estimated costs of the three projects on Rainbow Nhill Road that officers are seeking funding for under the FCRP is \$980k. If successful, Council will need to contribute a total of \$240k. To meet the funding requirement, it is proposed to defer the Block 40 Road reconstruction project budgeted at \$144k to the 2019/2020 budget process and defer the Block 40 Road shoulder re-sheet project budgeted at \$104k to 2019/2020 budget process.

The Block 40 Road is located in the west of the Shire and services the communities of Yanac and Telopea Downs. The Block 40 Road reconstruction project includes the reconstruction and sealing of pavement approximately 1.5 kilometres in length. The Block 40 Road shoulder re-sheet project involves the placement and shaping of crushed limestone to a depth of 100mm over approximately 3.9 kilometres of shoulders. The proposed works on the Block 40 Road are important and required, however officers are of the view that these works can be deferred a year without significant impact.

Options:

Council can (with relation to the Heavy Vehicle Safety and Productivity Program):

1. Defer the Netherby Baker Road reconstruction project budgeted at \$155,000 in the 2018/2019 budget to the 2019/2020 budget process, and approve the allocation of \$152,807 in the 2018/2019 budget to meet funding requirements of the Heavy Vehicle Safety and Productivity Program to upgrade a section of the Antwerp Woorak Road;
2. Select alternate projects within the 2018/2019 budget to meet funding requirements of the Heavy Vehicle Safety and Productivity Program to upgrade a section of the Antwerp Woorak Road; or
3. Elect to not accept the offer of funding under the Heavy Vehicle Safety and Productivity Program to upgrade a section of the Antwerp Woorak Road.

Council can (with relation to the Fixing Country Roads Program):

1. Defer the Block 40 Road reconstruction project budgeted at \$144,000 in the 2018/2019 budget to the 2019/2020 budget process, defer the Block 40 Road shoulder re-sheet project budgeted at \$104,000 to the 2019/2020 budget process and approve the allocation of \$204,000 in the 2018/2019 budget to meet funding requirements of the Fixing Country Roads Program to upgrade proposed sections of the Rainbow Nhill Road;
2. Select alternate projects within the 2018/2019 budget to meet funding requirements of the Fixing Country Roads Program to upgrade proposed sections of Rainbow-Nhill Road; or
3. Elect not to submit for funding above \$500,000 under the Fixing Country Roads Program to upgrade proposed sections of Rainbow Nhill Road.

Link to Council Plan:

- 1.1.6 Continue to engage with our farming community on road and road related infrastructure maintenance and improvements.
- 2.1 Well maintained physical assets and infrastructure to meet community and organisational needs.
- 3.4 Transport solutions that support the needs of our communities and businesses.
- 4.1 Long term financial sustainability.

Financial Implications:

At its 27 June 2018 meeting, Hindmarsh Shire Council adopted its 2018/2019 budget. The budget includes a capital works program to the approximate value of \$5.8M, inclusive of capital works for road related infrastructure totaling approximately \$3.95M.

The largest component of the capital budget is allocated to road renewal and road reconstruction valued at approximately \$3.1M, inclusive of \$155,000 for the reconstruction of a section of the Netherby Baker Road, \$144,000 for the reconstruction of a section of Block 40 Road and \$104,000 for shoulder renewal on Block 40 Road.

This report recommends deferring the Netherby Baker Road project to accommodate the required financial contribution of \$152,807 under the Heavy Vehicle Safety Program to avoid a negative impact to the 2018/2019 budget.

This report also recommends deferring the reconstruction of Block 40 Road and Block 40 Road shoulder renewal projects to accommodate the required financial contribution of \$240,000 for Council's proposed submission to the Fixing Country Roads Program.

Risk Management Implications:

There is a significant risk that Council will not receive funding under round six of the Commonwealth Heavy Vehicle Safety and Productivity Program should Council not meet the financial contribution requirements and construction commencement date.

There is a risk to safety of road users and increased maintenance and rehabilitation costs, should heavy vehicle use continue on the Antwerp Woorak and Rainbow Nhill Roads without appropriate upgrades.

Conflict of Interest:

Under section 80c of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

Officer Responsible and Author – Shane Power, Director Infrastructure Services

In providing this advice as the Officer Responsible and Author, I have no disclosable interests in this report.

Communications Strategy:

The community will be informed of pending works through Council's Facebook page and website.

Next Steps:

Pending Council decision, the Chief Executive Officer will accept the Offer of Funding under the Heavy Vehicle Safety Program and notify the Department of Infrastructure of such.

Officers will prepare for construction works to occur on Antwerp Woorak Road whilst awaiting formal notification of funding from the Commonwealth, which can take up to several weeks.

Officers will prepare an application to the Fixing Country Roads Program in accordance with Council direction.

RECOMMENDATION:

That Council

1.
 - (a) ***Defer the Netherby Baker Road reconstruction project budgeted at \$155,000 in the 2018/2019 adopted budget to the 2019/2020 budget process; and***
 - (b) ***Approve the allocation of \$152,807 in the 2018/2019 budget to meet funding requirements of the Heavy Vehicle Safety and Productivity Program to upgrade a section of the Antwerp Woorak Road.***
2.
 - (a) ***Defer the Block 40 Road reconstruction project budgeted at \$144,000 in the 2018/2019 adopted budget to the 2019/2020 budget process;***
 - (b) ***Defer the Block 40 Road shoulder renewal project budgeted at \$104,000 in the 2018/2019 adopted budget to the 2019/2020 budget process; and***
 - (c) ***Approve the allocation of \$240,000 in the 2018/2019 budget to meet the funding requirements in its application to the Fixing Country Roads Program.***

MOVED: Crs R Gersch/R Lowe

That Council

1.
 - (a) ***Defer the Netherby Baker Road reconstruction project budgeted at \$155,000 in the 2018/2019 adopted budget to the 2019/2020 budget process; and***
 - (b) ***Approve the allocation of \$152,807 in the 2018/2019 budget to meet funding requirements of the Heavy Vehicle Safety and Productivity Program to upgrade a section of the Antwerp Woorak Road.***
2.
 - (a) ***Defer the Block 40 Road reconstruction project budgeted at \$144,000 in the 2018/2019 adopted budget to the 2019/2020 budget process;***
 - (b) ***Defer the Block 40 Road shoulder renewal project budgeted at \$104,000 in the 2018/2019 adopted budget to the 2019/2020 budget process; and***
 - (c) ***Approve the allocation of \$240,000 in the 2018/2019 budget to meet the funding requirements in its application to the Fixing Country Roads Program.***

CARRIED

Attachment: 7

13. OTHER BUSINESS

MOVED: Crs T Schneider/R Gersch

That Council write to the State Government and the Victorian Opposition seeking a commitment for funding of a new Dimboola Fire Station as an urgent priority, in view of Dimboola's extreme fire danger rating and current out-dated and inadequate station facilities.

CARRIED

14. CONFIDENTIAL REPORTS

In accordance with Section 89 (2) of the *Local Government Act* 1989, Council may close the meeting to the public if items to be discussed are deemed confidential, that is, if the items to be discussed relate to:

- a) Personnel matters;
- b) The personal hardship of any resident or ratepayer;
- c) Industrial matters;
- d) Contractual matters;
- e) Proposed developments;
- f) Legal advice;
- g) Matters affecting the security of Council property;
- h) Any other matter which the Council or Special Committee considers would prejudice the Council or any person;
- (i) a resolution to close the meeting to members of the public.

RECOMMENDATION:

That the meeting be closed in accordance with Section 89 of the Local Government Act 1989, to consider.

14.1 LATE REPORT - CONTRACT NUMBER 2017/18 - 11 RESTORATION OF FLOOD AFFECTED ROADS - PACKAGE 1 REQUEST FOR VARIATION

MOVED: Crs R Lowe/T Schneider

That the meeting be closed in accordance with Section 89 of the Local Government Act 1989, to consider:

14.1 LATE REPORT - CONTRACT NUMBER 2017/18 - 11 RESTORATION OF FLOOD AFFECTED ROADS - PACKAGE 1 REQUEST FOR VARIATION

CARRIED

RECOMMENDATION:

That Council resumes in open session.

MOVED: Crs T Schneider/R Lowe

That Council resumes in open session.

CARRIED

Council resumed in open session at 3:29pm.

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| 15. MEETING CLOSE |
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There being no further business, Cr R Ismay declared the meeting closed at 3:30pm.
