



ATTACHMENTS

ITEM 4 CONFIRMATION OF MINUTES

- Item 4 Attachment 1 – Minutes of Council Meeting 6 April 2022

ITEM 7 CORRESPONDENCE

- Item 7.1 Attachment 2 – Letter from Dimboola Town Committee
- Item 7.1 Attachment 3 – Letter from Mari Q
- Item 7.1 Attachment 4 – Letter to Carol Peach
- Item 7.1 Attachment 5 – Letter to Dimboola Town Committee

ITEM 9 REPORTS REQUIRING A DECISION

- Item 9.1 Attachment 6 – Financial Report for period ending 31 March 2022
- Item 9.3 Attachment 7 – Draft Asset Management Plan 2022-2032

ITEM 10 COUNCIL COMMITTEES

- Item 10.1 Attachment 8 – Dimboola Town Advisory Committee Minutes 4 April 2022.
 - Item 10.2 Attachment 9 – Yurunga Homestead Community Asset Committee Minutes 24 February 2022.
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**MINUTES OF THE COUNCIL MEETING OF HINDMARSH SHIRE COUNCIL HELD
WEDNESDAY 6 APRIL 2022 AT THE NHILL MEMORIAL COMMUNITY CENTRE, 77-79
NELSON STREET NHILL, COMMENCING AT 3:00PM.**

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CRS M Albrecht (Mayor), B Ireland (Deputy Mayor), R Ismay, D Nelson (via Zoom), W Bywaters, R Gersch.

In Attendance:

Mr Greg Wood (Chief Executive Officer), Ms Monica Revell (Director Corporate and Community Services/Acting Director Infrastructure Services), Ms Shauna Johnson (Executive Assistant), Mr Daniel Griffiths (Manager Capital Works) and Ms Petra Croot (Manager Governance and Human Services).

1 ACKNOWLEDGMENT OF THE INDIGENOUS COMMUNITY AND OPENING PRAYER

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

2 APOLOGIES

Ms Angela Hoy was an apology.

3 DECLARATION OF INTERESTS

A Councillor or Officer with a conflict of interest in an item on the Agenda must indicate that they have a conflict of interest by clearly stating:

- the item for which they have a conflict of interest;
- whether their conflict is **general** or **material**; and
- the circumstances that give rise to the conflict of interest.

Declaration of material or general conflict of interest must also be advised by Councillors and Officers at the commencement of discussion of the specific item.

Cr M Albrecht declared a general conflict of interest in item 11.1 as a she is a member of Nhill and District Sporting Club and a material conflict of interest in item 9.2 as the decision benefits Cr Albrecht.

Cr W Bywaters declared a material conflict of interest in item 9.2 as the decision benefits Cr Bywaters.

Cr R Gersch declared a general conflict of interest in item 11.1 as he is a life member of Nhill and District Sporting Club.

Mr G Wood declared a material conflict of interest in item 14.3 as the decision is relevant to his employment.

4 CONFIRMATION OF MINUTES

RECOMMENDATION:

That the Minutes of the Ordinary Council Meeting held on Wednesday 2 March 2022 at the Nhill Memorial Community Centre Nhill, as circulated to Councillors be taken as read and confirmed.

MOVED: CRS R Gersch/W Bywaters

That the Minutes of the Ordinary Council Meeting held on Wednesday 2 March 2022 at the Nhill Memorial Community Centre Nhill, as circulated to Councillors be taken as read and confirmed.

CARRIED

Attachment Number: 1

5 PUBLIC QUESTION AND SUBMISSION TIME

Community members wishing to ask questions at council meetings may do so, in writing, at least 24 hours prior to the council meeting. Both the question and answer will be read out at the meeting. Questions may be submitted by mail, email info@hindmarsh.vic.gov.au or delivered in person to a council customer centre but are limited to two questions and 100 words including any pre-ambles. Offensive, trivial and repetitive questions or questions, which have been recently answered, may be excluded at the discretion of the Mayor.

The question must be accompanied by a name and the locality where the questioner resides or works, which will be read out at the meeting. By submitting a question, the questioner gives consent to this information being read out in public. Anonymous questions will not be answered.

No public questions or submissions.

6 ACTIVITY REPORTS

COUNCILLOR ACTIVITIES: 23 February – 29 March 2022

Cr ALBRECHT, MAYOR

Date	Meeting	Location	Comments
24/02/2022	Tour of the Nhill Aeradio facility	Nhill	Congratulations to the hardworking volunteers that have repaired the Aeradio facility and

			collected the historical equipment, to showcase how the facility worked. It is a wonderful heritage asset to be retained and provide education on the important role this facility had in the aviation space.
24/02/2022	West Vic Business Hindmarsh Chapter	Nhill	Thank you to everyone that attended the inaugural meeting of the Hindmarsh Chapter. We look forward to seeing this important business networking opportunity grow.
02/03/2022	Council Briefing	Nhill	
02/03/2022	Council Meeting	Nhill	
08/03/2022	CEO Employment and Remuneration Independent Chair Interviews	Zoom	Interviews were conducted for the independent chair role.
9/03/2022	Audit & Risk Committee	Zoom	
12/03/2022	Rainbow Rises 240	Rainbow	The Rainbow Rises committee put on another fantastic event. Well done!
19/03/2022	Historic Engineering Expo	Nhill	Congratulations to the Nhill Heritage Aviation Centre volunteers for all their hard work in celebrating the engineering accomplishments in Nhill at the Historic Engineering Expo day. It was an honour to be presented by Engineering Heritage Victoria with two awards. One for the Aeradio facility, which was officially launched by Dr Anne Webster on the day, and the other for the RAAF base.
20/03/2022	7 th Anniversary of the Nhill Karen Baptist Church	Nhill	It was so enjoyable to join the Nhill Karen community to celebrate 7 years of their church.
21/03/2022	Community Consultation	Jeparit	Thank you to the Jeparit residents that attended and shared the priorities for their community.
21/03/2022	Nhill Town Committee Meeting	Zoom	
22/03/2022	Wimmera Development Association Board Meeting	Zoom	Progression of the transformation continues with focus on a chair and additional directors.
23/03/2022	Victorian Local Government Grants Commission (VLGGC) Information Session	Zoom	The VLGGC provided an overview of how the local government grants are allocated in Victoria.
23/03/2022	Community Consultation	Dimboola	Thank you to the Dimboola residents that attended and shared the priorities for their community.

Date	Meeting	Location	Comments
24/02/2022	Community West Vic Business Networking Launch	Nhill	
02/03/2022	Tour of new Nhill Library facility	Nhill	
02/03/2022	Council Briefing meeting		
02/03/2022	Council Meeting	Nhill	
08/03/2022	CEO Remuneration Interviews	Zoom	
10/03/2022	Guest Speaker at Seniors Concert	Nhill	A great event to reward our senior community, entertained by the band Credence Clearwater Survival.
14/03/2022	Jeparit Town Committee Meeting		
21/03/2022	Jeparit Community Consultation Meeting and Swimming Hole Update		
23/03/2022	Dimboola Community Consultation meeting		
24/03/2022	Yurunga Homestead Committee Meeting		
28/03/2022	Rainbow Community Consultation meeting		

Cr BYWATERS

Date	Meeting	Location	Comments
23/02/2022	Jeparit Outdoor Swimming Pool	Jeparit	
24/02/2022	Meeting with the Nhill Aviation Heritage Centre group, Councillors and Officers at the Nhill Aeradio Building - Propodollah Road Nhill, and the Air Navigation facility	Cutline Road Nhill	
24/02/2022	Business networking meeting Hindmarsh chapter of Westvic business	Nhill Community Centre	
02/03/2022	Council briefing and Council meeting	Nhill Community Centre	

05/03/2022	Nhill Silo heritage project members and donors' Open day	Nhill	
08/03/2022	Independent chair interviews	Zoom meeting	
09/03/2022	Arkona silo art information session	Dimboola Library	
09/03/2022	Hindmarsh Landcare board meeting	Dimboola	
10/03/2022	Senior's concert	Nhill Community Centre	
12/03/2022	Rainbow Rises	Rainbow	
16/03/2022	Winiam Landcare Group meeting	Winiam Fire Shed	
19/03/2022	Aviation Heritage Centre, historical engineering expo	Nhill Airport	
21/03/2022	Nhill Karen Baptist community 7-year anniversary	Nhill Uniting Church	
21/03/2022	Community consultation session	Jeparit	
23/03/2022	Community consultation session	Dimboola	
25/03/2022	Storytime with Cam	Dimboola Library	
28/03/2022	Community consultation session	Rainbow	
28/03/2022	Albacutya (Kitt Bennett) silo Art visit - Hindmarsh Shire's first Silo Art		

Cr NELSON

Date	Meeting	Location	Comments
24/02/2022	Nhill Aviation Heritage Centre On-sire meeting	Nhill	
24/02/2022	Share Your Care meeting		
01/03/2022	Share Your Care meeting		
02/03/2022	Council Briefing Meeting	Nhill	
02/03/2022	Council meeting	Nhill	
07/03/2022	Dimboola Town		

	Committee AGM		
08/03/2022	CEO Recruitment Panel member interviews		
09/03/2022	Audit Committee meeting		
09/03/2022	Silo Art Drop In Session	Dimboola	
10/03/2022	Seniors Concert	Nhill	
15/03/2022	WSMLLEN Finance Meeting		
23/03/2022	Community Consultation	Dimboola	
24/03/2022	WSMLLEN Committee of Management meeting		
29/03/2022	Share Your Care Pop Up	Dimboola and Nhill	

Cr GERSCH

Date	Meeting	Location	Comments
24/02/2022	Aviation Site Inspection		
25/02/2022	Grampians Region Waste meeting		
25/02/2022	Rural Councils Victoria board meeting		
25/02/2022	Inspect Nhill Library renovation		
27/02/2022	Nhill Aviation Volunteers Update		
02/03/2022	Council Meeting		
05/03/2022	Nhill Silo Inspection		
08/03/2022	Council interviews for Chairperson RE CEO		
10/03/2022	Council Senior Concert		
19/03/2022	Nhill Aviation Open Day		
23/03/2022	Grants Commission update		
23/03/2022	Dimboola Community meeting		
25/03/2022	Wimmera Regional Roads meeting		

25/03/2022	Rural Victoria meeting	Councils board		
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Cr ISMAY

Date	Meeting	Location	Comments
02/03/2022	Council Briefing meeting	Nhill	
02/03/2022	Council meeting	Nhill	
08/03/2022	Independent Chair meeting	Zoom	
08/03/2022	Rainbow Rises event meeting		
10/03/2022	Working bee for Rainbow Rises 240		
11/03/2022	Rainbow Rises 240 Off Road Race		
12/03/2022	Rainbow Rises 240 Off Road Race		
13/03/2022	Rainbow Rises 240 Off Road Race		
14/03/2022	Working bee clean up after event		
19/03/2022	NAHC Open Day		
28/03/2022	Community Consult	Rainbow	
29/03/2022	Rainbow Rises event meeting		

7 CORRESPONDENCE

7.1 GENERAL CORRESPONDENCE

Responsible Officer: Chief Executive Officer

Attachment Numbers: 2 – 4

Introduction:

The following correspondence is attached for noting by Council.

Inwards:

- 18/03/2022 – Email from Liz Chivell to Mayor RE Request for Lake Hindmarsh and Wimmera River to be Ramsar Listed.
- 23/03/2022 – Letter from Carol Paech to Mayor RE Western Beach Road

Outwards:

- 09/03/2022 – Letter to Carol Paech from Council RE Correspondence Tabled at

Council Meeting 2 March 2022.

RECOMMENDATION:

That Council

- 1. notes the attached correspondence; and***
- 2. Notes that the letter from Carol Paech is referenced in item 9.1 of this meeting's agenda.***

MOVED: CRS W Bywaters/B Ireland

That Council:

- 1. notes the attached correspondence; and***
- 2. notes that the letter from Carol Paech is referenced in item 9.1 of this meeting's agenda.***

CARRIED

Attachment Numbers: 2 – 4

8 PLANNING PERMITS

8.1 APPLICATION TO AMEND PLANNING PERMIT PA1611-2018 – 2 TULLYVEA STREET JEPARIT VIC 3423 – AMENDED PLANS AND AMENDED PRE-AMBLE FOR CONSTRUCTION OF TWO NEW BUILDINGS AND ASSOCIATED WORKS INCLUDING THE CONSTRUCTION OF A LEVEE BANK

Responsible Officer: Director Infrastructure Services
File: Planning – Applications
Assessment: 73680
Applicant: Mr Bruce McIntosh, McIntosh Constructions Horsham, C/- Mr Adrian King, EJBI Pty Ltd
Owner: Mr Adrian King, EJBI Pty Ltd
Subject Land: 2 Tullyvea Street Jeparit VIC 3423 (Lot 1 TP228795W)
Proposal: Construction of an open canopy building adjacent to the existing building and associated works including the construction of a levee bank (Amended application to amend the description and amend plans to the planning permit to change the one approved building to two buildings and amend the conditions in relation to the amendments)
Zoning & Overlays: Township Zone (TZ) & Farming Zone (FZ)
Environmental Significance Overlay Schedule 6 (ESO6), Floodway Overlay (FO), Land Subject to Inundation Overlay (LSIO), Bushfire Management Overlay (BMO) and Environmental Audit Overlay (EAO)

Attachment Numbers: 5 – 6

Summary:

This report recommends that Council approve a Notice of Decision to Amend Planning Permit PA1611-2018 for the construction of two new buildings and associated works including the previous construction of a levee bank (Amended application to the planning permit to change the one approved building to two buildings and amend the description in relation to the amendments).

Background:

The site has been used for Rural Trade Supplies and Service Station (Fuel Depot) for a long time. The site is affected by potential flooding from the Wimmera River and the site is within the FO and the LSIO. The flooding implications of development on the site have been discussed with the Wimmera Catchment Management Authority.

A detailed report was submitted with the original application as a Memorandum Report by Water Technology dated 21 March 2020, which detailed the flood risk and detailed design of the levee bank. The levee bank was required to be constructed in accordance with conditions required by the Wimmera CMA.

Planning Permit PA1611-2018 was issued by Council on 15 July 2020 for the '*Construction of an open canopy building adjacent to the existing building and associated works including the construction of a levee bank*' subject to conditions. Plans were also endorsed to the permit on 15 July 2020.

The approved permanent earthen bund (levee bank) (levee bank) required by the Wimmera CMA has since been constructed at a minimum height of 81.72m AHD above ground level around the perimeter of the site in accordance with Conditions 4, 5 and 6 of the Planning Permit PA1611-2018.

Proposal Details:

The amended proposal is to amend the endorsed plans for the construction of two separate buildings instead of the one larger canopy building approved and amend the description of the Planning Permit PA1611-2018 to refer to the two buildings.

The applicant has advised that he wants to '*change to endorsed plans for Planning Permit PA1611-2018 due to the extreme cost of firefighting infrastructure that we would have to install due to the very low water flow from our GWM water mains*'.

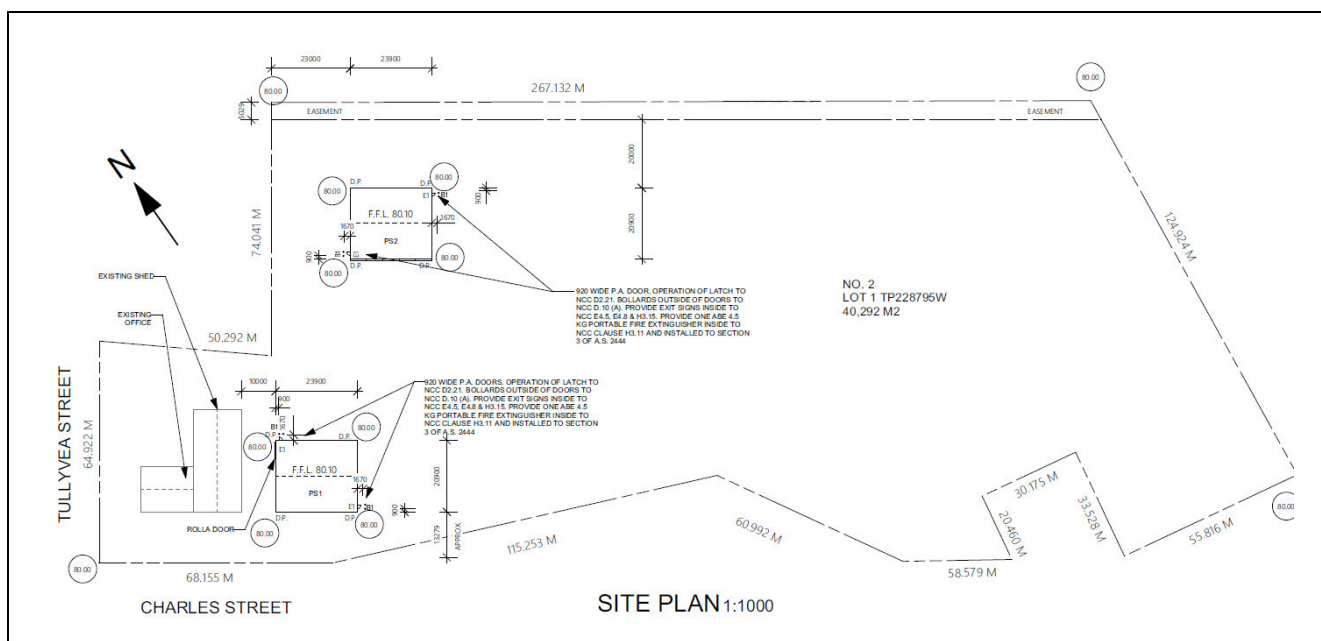
The two proposed buildings will be located to the east and north-east of the existing building on the site. The proposed buildings will each have dimensions of 23.9 metres long by 20.9 metres wide with an area each of 499.5 square metres and a finished floor level of 80.10m AHD. The northern building will have setbacks of 23.0 metres from the northern boundary and 23.0 metres from the western boundary. The southern building which is 10.0 metres to the east of the existing building will have setbacks of between approximately 10.0 metres and 13.28m from the southern boundary adjoining Charles Street. The two buildings will

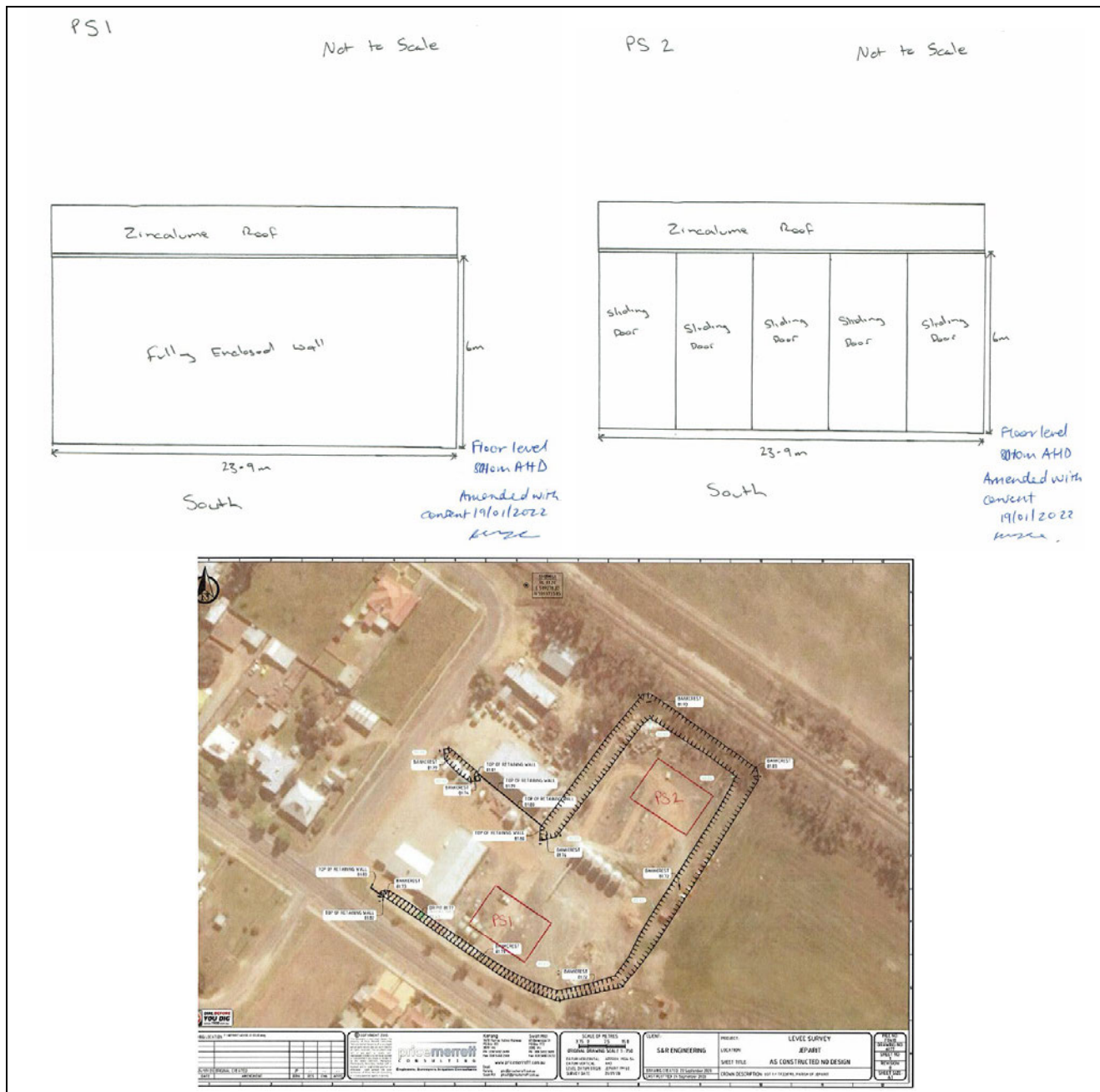
each have fully enclosed walls, sliding doors at south (shed 2), a roller door at west (shed 1) and two pedestrian access doors on each. The buildings will have a wall height of 6.0 metres and a maximum height of approximately 7.2 metres from the existing ground level. The constructed earthen bund (levee bank) is 81.72m AHD and complies with WCMA requirements for a minimum height of 81.69m AHD.

The two buildings will be used for the storage of supplies associated with the existing Trade Supplies use of the land. The approved earthen bund (levee bank) has been constructed around the property boundaries to prevent flooding of the site and the surrounding properties from the Wimmera River floodplain extending through and adjacent to the site.

There are no changes to the conditions required as the Wimmera CMA has advised that they do not object to the granting of the amended permit subject to their requirements in Planning Permit PA1611-2018, which are Conditions 4, 5 and 6. It is noted that Conditions 5 and 6 still refer to an open canopy shed, but this is no longer relevant and the two conditions have been satisfied by the construction of the earthen bund (levee bank) on the site.

Refer to the excerpts from Attachment 5 – Site Plan, South Elevations and Levee Bank Plan on the next page.





Requirement for Amended Permit:

An amended planning permit is required for amended plans and an amended description in relation to the following:

- Construct buildings and works for an existing Trade Supplies use which is a Section 2 Use pursuant to Clause 32.05-2 of the Township Zone.
- Construct buildings and works pursuant to Clause 44.03-2 of the Floodway Overlay.
- Construct buildings and works pursuant to Clause 44.04-2 of the Land Subject to Inundation Overlay.
- There is no planning permit required for buildings and works in the Farming Zone and Bushfire Management Overlay as the part of the site for the proposed buildings is not within that zone or overlay.
- There is no planning permit required for buildings and works in the Environmental Significance Overlay Schedule 3 and Schedule 6.

- There is no planning permit required in the Environmental Audit Overlay (EAO) as there is no new sensitive use (residential use, child care centre, pre-school centre or primary school) proposed as part of this amended application.

Restrictive Covenant or Section 173 Agreement:

The subject site is not burdened by a Restrictive Covenant or Section 173 Agreement.

Cultural Heritage Management Plan (CHMP):

The proposal is exempt from requiring a CHMP pursuant to the Aboriginal Heritage Regulations 2018, as the proposed development is not within part of the land that is affected by an Aboriginal Cultural Heritage Sensitivity Area.

Subject site & locality:

The subject site is located on the north-eastern corner of Tullyvea Street and Charles Street, Jeparit. The subject lot affected by the proposal is known as Lot 1 on Title Plan 228795W and has an area of approximately 4.0 hectares. There are existing buildings, accessways, car parking areas, a weighbridge and storage areas on the site. The earthen bund (levee bank) has been constructed around the perimeter of the site. The primary vehicle access is from Tullyvea Street. There is a second access point to exit from the site on Charles Street.

The site is located at the southern end of the Jeparit Township. There are residential properties to the north, west and south-west of the site. The Wimmera River and associated floodplain are situated to the south-east and south of the site. The adjoining land to the north-east on the same side of Tullyvea Street is occupied by warehouses and other non-residential uses.

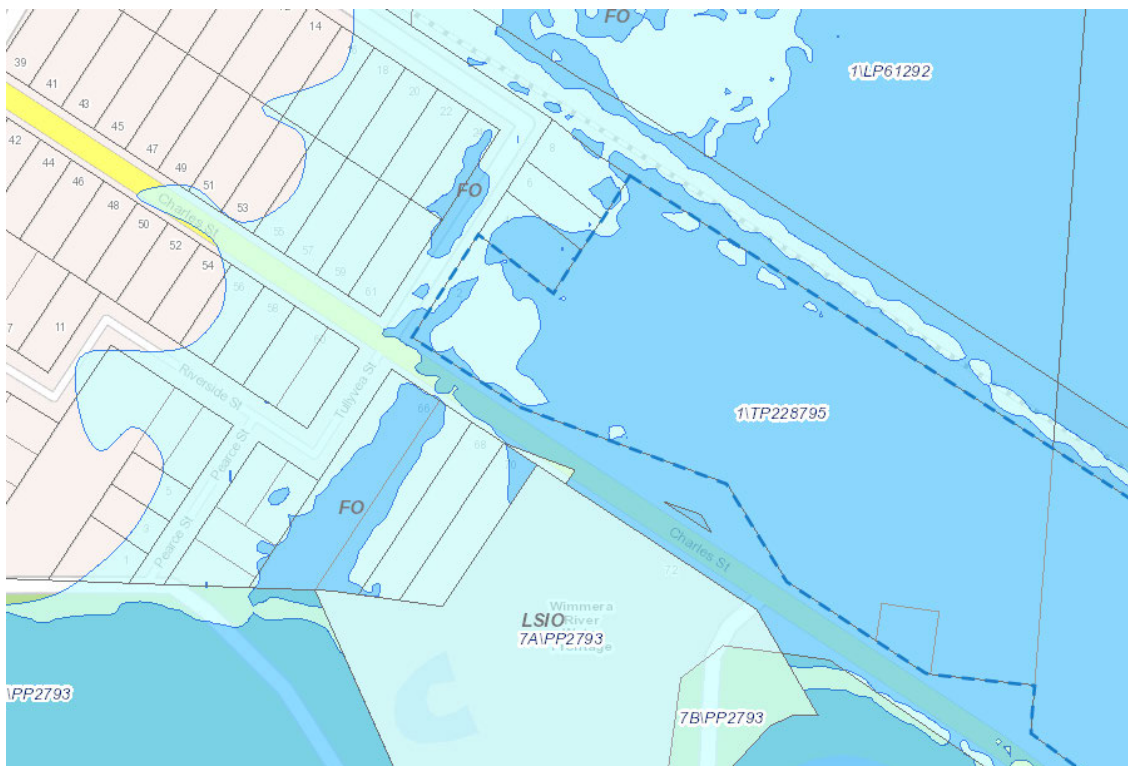
The north-western part of the land where the existing buildings and turning areas are located is within the Township Zone. The balance of the land is within the Farming Zone. The southern boundary of the site adjoins a Transport Road Zone 2, being the road reserve along Charles Street.

The adjacent land to the north, north-west and south is within the Township Zone. The adjacent land to the north and east is within the Public Use Zone 4 and the Farming Zone.

Aerial Photo below showing the subject lot where the building is proposed (POZI):



Aerial Map below of the areas of the site and surrounding areas affected by the Floodway Overlay (FO) and the Land Subject to Inundation Overlay (LSIO):



Advertising

Section 52 Notice of application

The amended application was advertised by letters to the adjoining and adjacent owners and occupiers and by two public notices on the land.

As a result of the advertising process, one objection was received.

The objection has raised concerns in regard to the amended proposal as summarised below.

- Shed blocking morning sunlight at the front of property, affecting garden and views of sunrise.
- Impact on value of property.
- Operation of machines in residential area.
- Levee bank built for trucks to turn on.
- Strong smells from site.

The applicant has provided a written response to the objection. The objector subsequently responded and disagreed with the applicant's response. The applicant provided a subsequent response explaining why the concerns are unreasonable.

Referrals:

External Referrals/Notices Required by the Planning Scheme:

Section 55 Referrals:

Wimmera Catchment Management Authority (WCMA)

Wimmera CMA does not object to the granting of the amended permit subject to our requirements as stipulated in Hindmarsh Shire Council Planning Permit 1611-2018.

Refer to Attachment 6 – Wimmera CMA response.

Section 52 Notices:

Nil

Internal Referrals:

Nil

Planning Assessment:

Planning Scheme Requirements:

Municipal Planning Strategy (MPS)

The following relevant Clauses in the MPS have been considered for the amended application.

Clause 02.02 Vision

Clause 02.03 Strategic Directions

Clause 02.03 Settlement and housing

Council's strategic directions for settlement are to (relevant to application):

- To retain Rainbow and Jeparit as local community and service centres.

Clause 02.03-3 Environmental risks and amenity

Council's strategic directions for environmental risks and amenity are to (relevant to application):

- Minimise flood risk to agricultural production, the built and natural environment and the community.

Clause 02.03-5 Built environment and heritage

Clause 02.03-6 Economic development

Council's strategic directions for economic development are to (relevant to application):

- Promote service industries within the existing towns.

Planning Policy Framework (PPF)

The following relevant Clauses in the PPF have been considered for the amended application.

Clause 11.01-1S Settlement

Clause 11.01-1R Settlement – Wimmera Southern Mallee

Clause 11.01-1L Hindmarsh

Clause 11.03-6S Regional and local places

Clause 12.03-1S River corridors, waterways, lakes and wetlands

Clause 12.05-2S Landscapes

Clause 12.05-1S Environmentally sensitive areas

Clause 13.03-1S Floodplain management

Clause 13.07-1S Land use compatibility

Clause 14.02-1S Catchment planning and management

Clause 15.01-2S Building design

Clause 17.01-1S Diversified economy

Clause 17.01-1R Diversified economy - Wimmera Southern Mallee

Clause 17.02-1S Business

Clause 19.03-2S Infrastructure design and provision

Clause 19.03-3S Integrated water management

Planning Response:

The amended proposal will locate two new buildings behind the existing permanent earthen bund (levee bank) that has been constructed in accordance with the requirements of the Wimmera CMA and will continue to minimise the flood risk to the site and surrounds. The amendments to propose two separate buildings will allow for fire-rating requirements to be met, while facilitating the upgrade and expansion of the buildings on the site for this important commercial business in the township of Jeparit. The amended design will not have any adverse impacts on the character and appearance of the site and the surrounding area.

The amended proposal will comply with the MPS and PPF subject to the same conditions on the Planning Permit PA1611-2018.

Zoning Provisions

Clause 32.05 Township Zone

32.05-2 Table of uses

Retail Premises – includes Trade Supplies – existing Section 2 Permit required Use.

32.05-10 Buildings and works associated with a Section 2 use

A permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.05-2.

32.05-13 Decision guidelines

Before deciding on an application to use land or construct a building or construct or carry out works, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

General (relevant)

- The Municipal Planning Strategy and the Planning Policy Framework.
- The protection and enhancement of the character of the town and surrounding area including the retention of vegetation.
- The availability and provision of utility services, including sewerage, water, drainage, electricity, gas and telecommunications.
- The design, height, setback and appearance of the proposed buildings and works including provision for solar access.
- Provision of car and bicycle parking and loading bay facilities and landscaping.
- The effect that existing uses on adjoining or nearby land may have on the proposed use.
- The scale and intensity of the use and development.
- The safety, efficiency and amenity effects of traffic to be generated by the proposal.

Planning Response:

The amended proposal complies with the MPS and PPF as discussed above. The amended proposal will incorporate two new buildings with a floor level of 80.10m AHD behind the existing earthen bund (levee bank) wall at a minimum height of 81.72m which exceeds the minimum height of 81.69m AHD in Condition 4 of the permit, which will protect and enhance the character of the town and the surrounding area. The existing building is connected to the utility services and the two new buildings will be connected to these services.

The design, height, setbacks and appearance of the two new buildings for this commercial use are appropriate. The construction of the earthen bund (levee bank) along the property boundaries has been completed and does not create any unreasonable visual impacts on the surrounding area. There will be adequate space on site for car parking and loading and unloading facilities. The scale and intensity of the existing use and the amended development is acceptable.

The amended proposal will not have any adverse traffic impacts to Tullyvea Street. The earthen bund (levee bank) constructed around the property boundaries for floodplain management has prevented any vehicle access to the site from Charles Street.

The amended proposal will comply with the relevant decision guidelines of the Zone.

Overlay Provisions

Clause 44.03 Floodway Overlay (FO)

44.03-2 Buildings and works

A permit is required to construct a building or to construct or carry out works.

44.03-7 Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The Municipal Planning Strategy and the Planning Policy Framework.
- The local floodplain development plan or flood risk report.
- Any comments of the relevant floodplain management authority.
- The Victorian River Health Strategy (2002) and any relevant regional river health strategy and associated wetland plan.

Schedule to the FO

A permit is required as the buildings and works exempt as listed in the Schedule are not applicable.

Planning Response:

The amended proposal complies with the MPS and PPF as discussed above. The existing earthen bund (levee bank) around the perimeter of the site that has been constructed has achieved a minimum level of 81.72m AHD, which exceeds the minimum level of 81.69m AHD required by the Wimmera CMA in Condition 4 of the permit. The earthen bund (levee bank) has therefore been constructed in accordance with the recommendations of the Water Technology Memorandum Report dated 21 March 2020 and complies with the conditions required by the Wimmera CMA in Conditions 4, 5 and 6 of the permit.

The two proposed buildings to be constructed at 81.10m AHD will not increase the risk and frequency of flooding of the site and the surrounding area.

The amended proposal complies with the relevant decision guidelines of this Overlay.

Clause 44.04 Land Subject to Inundation Overlay

44.04-2 Buildings and works

A permit is required to construct a building or to construct or carry out works.

44.04-8 Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The Municipal Planning Strategy and the Planning Policy Framework.
- Any local floodplain development plan.
- Any comments from the relevant floodplain management authority.
- The existing use and development of the land.
- Whether the proposed use or development could be located on flood-free land or land with a lesser flood hazard outside this overlay.
- The susceptibility of the development to flooding and flood damage.

- The potential flood risk to life, health and safety associated with the development. Flood risk factors to consider include:
 - The frequency, duration, extent, depth and velocity of flooding of the site and accessway.
 - The flood warning time available.
 - The danger to the occupants of the development, other floodplain residents and emergency personnel if the site or accessway is flooded.
- The effect of the development on redirecting or obstructing floodwater, stormwater or drainage water and the effect of the development on reducing flood storage and increasing flood levels and flow velocities.
- The effect of the development on river health values including wetlands, natural habitat, stream stability, erosion, environmental flows, water quality and sites of scientific significance.

Schedule to the LSIO

A permit is required as the buildings and works exempt as listed in the Schedule are not applicable.

Planning Response:

The amended proposal complies with the MPS and PPF as discussed above. The earthen bund (levee bank) wall has been constructed at a minimum height of 81.72m AHD, which exceeds the minimum height of 81.69m AHD in the recommendations of the Water Technology Memorandum Report dated 21 March 2020 and Condition 4 on the permit required by the WCMA as discussed above.

The majority of the area of the site used for the existing Trade Supplies business is within the LSIO, so there is no flood-free land or land with a lesser flood hazard available. The amended development will be protected from flooding and flood damage by the earthen bund (levee bank) constructed along the property boundaries to ensure the risk to life, health and safety is reduced to an acceptable level.

The construction of the earthen bund (levee bank) (levee bank) has redirected floodwater across the Wimmera River floodplain. The amended proposal will not have any adverse effect on the river health values.

The amended proposal will comply with the relevant decision guidelines of this Overlay.

Particular Provisions

Clause 52.06 Car Parking

52.06-5 Number of carparking spaces required under Table 1

Table 1 of this clause sets out the car parking requirement that applies to the increase of the floor area of an existing use listed in the Table.

Table 1: Carparking requirement

Trade Supplies – 10 per cent of site area

Planning Response:

There will be adequate space in front of the existing and proposed buildings on the site to ensure that 10 per cent of the site area is available for car parking, which is not affected by the earthen bund (levee bank) that has been constructed along the property boundaries.

The provision of car parking on the site for the amended proposal will comply with this Clause.

General Provisions

Clause 65 - Decision Guidelines

Because a permit can be granted does not imply that a permit should or will be granted. The Responsible Authority must decide whether the proposal will produce acceptable outcomes in terms of the decision guidelines of this clause.

65.01– Approval of an application or plan

Before deciding on an application or approval of a plan, the Responsible Authority must consider, as appropriate (relevant to application):

- The matters set out in Section 60 of the Act.
- Any significant effects the environment, including the contamination of land, may have on the use or development.
- The Municipal Planning Strategy and the Planning Policy Framework.
- The purpose of the zone, overlay or other provision.
- Any matter required to be considered in the zone, overlay or other provision.
- The orderly planning of the area.
- The effect on the environment, human health and amenity of the area.
- The proximity of the land to any public land.
- Factors likely to cause or contribute to land degradation, salinity or reduce water quality.
- Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.
- The 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.
- The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.
- The impact the use or development will have on the current and future development and operation of the transport system

Planning Response:

The amended proposal for two new buildings will be located behind the existing permanent earthen bund (levee bank) (levee bank) that has been constructed along the property boundaries of the site to minimise the potential flood hazard.

The existing conditions on the permit to address the potential flood risk will continue to protect the environment, human health and amenity of the area. The amended proposal will

enable the orderly planning of the area. There are adequate loading and unloading facilities on the site and the amended proposal will not create any traffic or road safety impacts. The amended development will not adversely impact on the transport system within Jeparit.

The amended application including the amended plans will comply with the relevant decision guidelines of this Clause.

Discussion:

Amended Proposal

The two proposed buildings will be sited to the east and north-east of the existing buildings used for Rural Trade Supplies and Service Station. The amended development will continue to enhance the operation of this existing commercial business, which is an essential business and service for the Jeparit Township and surrounding farming areas.

The amended design and layout of the two buildings to be constructed at 80.10m AHD will not increase the potential flooding of the site and surrounding area, which has been addressed by the construction of the permanent earthen bund (levee bank) (levee bank) to 81.72m AHD above ground level in accordance with the conditions required by the Wimmera CMA in Conditions 4, 5 and 6 of the permit. Conditions 5 and 6 for the construction of the earthen bund (levee bank) have therefore been satisfied.

Response to Objection

The objector's concerns are not generally supported and can be reasonably addressed by conditions on the permit to protect the amenity of the area. A response to the summarised list of concerns is outlined below:

Objector's concerns	Applicant Response	Council Response
Shed blocking morning sunlight at the front of property, affecting garden and views of sunrise	The proposed shed (closest to the southern boundary) will be built approximately 31 metres to the north of the objector's property. The sun rises in the east and the shed will not result in any extra shade to the objector's property. The existing front property fence, trees, front verandah awning and gazebo would currently shade the objector's property.	The two proposed sheds will not block sunlight to the objector's property, which is on the opposite side of Charles Street and will not affect the garden. Potential views of a sunrise to the east may be altered as a result of the proposed sheds, but there is a well-accepted position at VCAT that there is no right to a view in the planning scheme.
Impact on value of property	An agricultural / trade supplies business has operated from the site since	The construction of two new buildings for the trade supplies business is unlikely to have

	<p>planning permit 165/93 was issued and a shed and office were built by building permit 23/95.</p> <p>There are existing properties near the site that have dilapidated caravans, an unregistered vehicle, used tyres and rubbish that are more likely to impact the objector's property.</p>	<p>any adverse impacts on the objector's property on the opposite side of Charles Street.</p> <p>Any perceived potential loss of property values as a result of development proposals are not regarded as a valid planning consideration.</p>
Operation of machines in residential area	<p>Jeparit is zoned township, there are no residential or industrial areas allocated. The business hours of operation are 8.00am to 5.00pm Monday to Friday. The amount of machine operation/movement will not change once the sheds have been built.</p> <p>When the second storage shed is built, the occasional parking of a truck from another business will cease due to reduced space.</p>	<p>The area of the site for the development is within the Township Zone which covers a large part of the commercial and residential areas in town. This commercial use has existed on the site for a long time. The operation of machinery is required to comply with the EPA Protocols for Noise. There is a condition on the permit to specify that the buildings and the site must not impact on the amenity of the area.</p>
Levee bank built for trucks to turn on	<p>The levee bank was built as a planning permit condition required by the CMA. The levee is constructed of earthen clay, sourced from the property to the east.</p> <p>Trucks do not drive on the levee bank, trucks access a weighbridge installed in 2003 which is inside the levee bank. The yard has a speed limit of 10km/hour, blue metal stone has been laid to combat dust and reduce mud in winter. A yard maintenance schedule is in place to regularly check and replace yard surface.</p>	<p>The levee bank was built to minimise flood risk to the site and surrounds as required by the Wimmera CMA and is higher than the existing ground level and is not for trucks to turn on. The potential dust issues should be reduced by the construction of the new building adjacent to Charles Street that will reduce the extent of gravel area in the rear open yard. The potential dust issues will be managed by speed limit restrictions and regular maintenance as identified by the operator/applicant.</p>

Strong smells from site	Does not recall objector advising of smell issues from treated pine posts and if notified could come to an agreement about this.	The recent site visits carried out by officers have not identified strong smells that would not be expected for a commercial use of this nature. The existing use must operate in accordance with EPA Protocols for dust suppression.
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Strategic, Statutory and Procedural Requirements:

The proposal is consistent with the relevant provisions of the Municipal Planning Strategy and the Planning Policy Framework and Clause 32.05 Township Zone in the Hindmarsh Planning Scheme.

The amended proposal will prevent flooding risk to the site and surrounding area by locating the two proposed buildings behind the permanent earthen bund (levee bank) in accordance with the Wimmera CMA's conditions on the permit to comply with Clause 44.03 Floodway Overlay and Clause 44.04 Land Subject to Inundation Overlay.

The concerns raised in the objection are addressed either by conditions on the permit or are not regarded as relevant planning considerations for this type of commercial development for an existing commercial use on the subject land.

Report to Council:

The Manager Development advises that all obligations of Council (strategic, statutory and procedural) have been addressed and discharged in this planning application.

Processing Times:

10/12/2021 Amended application submitted
22/12/2021 Further information letter issued
30/12/2021 Fee paid, response to further information received and amended plans received
19/01/2022 Second request for information sent by email.
19/01/2022 Written consent received by email to amend the plans to mark the floor levels and the plans were amended.
01/02/2022 Advertising directions and letters sent
01/02/2022 External Section 55 Referral sent to Wimmera CMA
04/02/2022 Wimmera CMA Referral Response received
17/02/2022 Objection received
18/02/2022 Objection sent to Applicant for comment
21/02/2022 Statutory declaration for public notices on site received
22/02/2022 Response from applicant to objection received
23/02/2022 Response from applicant to objection sent to objector
08/03/2022 Subsequent response from objector received

14/03/2022 Subsequent response from applicant received

06/04/2022 The report is being presented to Council at its meeting on 06 April 2022 (57 statutory days).

The statutory processing time requirements of the *Planning and Environment Act 1987* have been satisfied in this instance.

Link to Council Plan:

Facilitating and supporting economic development.

Financial Implications:

The proposal will have positive financial implications to Council.

Risk Management Implications:

There are no risks to be managed by Council, except if the notice of decision to amend the planning permit is not approved, Council could be seen to be holding up development within the municipality.

Conflict of Interest:

Under section 130(2) of the *Local Government Act 2020*, officers providing advice to Council must disclose any interests, including the type of interest.

Officer Responsible: Angela Hoy, Director Infrastructure Services.

In providing this advice as the Officer Responsible, I have no interests to disclose.

Author: Bernadine Pringle, Consultant Town Planner, on behalf of Janette Fritsch, Manager Development.

In providing this advice as the Author, I have no interests to disclose.

Communications Strategy:

Advise the applicant and objector of Council's decision.

Next Steps:

Issue the Notice of Decision to Amend the Planning Permit if approved.

RECOMMENDATION:

That Council approves a Notice of Decision to Amend Planning Permit PA1611-2018 for the Construction of two new buildings and associated works including the construction of a levee bank, on the subject land known as 2 Tullyvea Street Jeparit VIC 3423 (Lot 1 TP228795W), subject to the following amended pre-amble and the following conditions:

Amended Pre-Ambles:

Construction of two new buildings and associated works including the construction of a levee bank

Conditions:

Endorsed Plans

1. ***The location and design of the development as shown on the endorsed plans shall not be altered or modified, whether or not in order to comply with any statute or statutory rule or local law or any other reason without the written consent of the Responsible Authority.***

General Requirements

2. ***The buildings and the site must be kept in an ordered and tidy state and its appearance must not prejudicially affect the amenity of the area to the satisfaction of the Responsible Authority.***

Levee Design

3. ***The approved levee design must be constructed in accordance with the Memorandum by Water Technology dated 21 March 2020 or approve alternative design to the satisfaction of the Responsible Authority.***

Wimmera Catchment Management Authority Conditions

4. ***Prior to the construction of the open canopy shed, a permanent earthen bund (levee bank) with a minimum height of 81.69 m AHD must surround the building and facility, consistent with the memorandum report dated 21 March 2020 to Adrian King from Water Technology.***

The earthen levee will be constructed and compliant with construction requirements as specified in the Victorian Levee Management Guidelines. As constructed survey of the levee is to be provided to the Wimmera CMA upon completion of construction.

5. ***Prior to the construction of the open canopy shed, a temporary levee to infill the section along Tullyvea St, with specifications to meet or exceed a minimum height of 81.69m AHD is to be purchased and onsite.***
6. ***Prior to the construction of the open canopy shed, a Levee Management Plan in accordance with the Victorian Levee Management Guidelines must be submitted to Wimmera CMA for approval.***
7. ***Any fencing within the floodplain shall be of an open style that will not obstruct the conveyance of flood water across the property, for example post and wire fencing or open pool style fencing.***

Prior to the commencement of works, detailed plans of the proposed fencing within the floodplain area must be submitted to Wimmera CMA for approval.

Engineering

8. *All stormwater and surface water discharging from the site must be conveyed to the Legal Point of Discharge drains to the satisfaction of the Responsible Authority. No effluent or polluted water of any type will be allowed to enter any Council drainage system.*

Time Limit

9. *The development approved by this permit will expire if one of the following circumstances applies:*
- (a) The development is not started within two years of the date of this permit.*
 - (b) The development is not completed within four years of the date of this permit.*

Notes

WCMA:

- *The 1% AEP flood is not the maximum possible flood. A flood larger in height and extent, than the 1% AEP flood, may occur in the future.*
- *Should you require further information please contact Wimmera CMA Floodplain Officer, on (03) 5382 1544. To assist Wimmera CMA in handling any enquiries please quote WCMA-F-2019-00005 in your correspondence with us.*

THIS PERMIT HAS BEEN AMENDED AS FOLLOWS:

Date of Amendment	Brief Description of the Amendment
6 April 2022	Amended Planning Permit to amend the pre-amble of the permit to replace the open canopy building with two separate buildings and approve amended plans for the two buildings with floor levels of 80.10m AHD dated 19 January 2022, pursuant to Section 74 of the <i>Planning and Environment Act 1987</i> .

MOVED: CRS R Ismay/B Ireland

That Council approves a Notice of Decision to Amend Planning Permit PA1611-2018 for the Construction of two new buildings and associated works including the construction of a levee bank, on the subject land known as 2 Tullyvea Street Jeparit VIC 3423 (Lot 1 TP228795W), subject to the following amended pre-amble and the following conditions:

Amended Pre-Ambles:

Construction of two new buildings and associated works including the construction of a levee bank

Conditions:

Endorsed Plans

- 1. The location and design of the development as shown on the endorsed plans shall not be altered or modified, whether or not in order to comply with any statute or statutory rule or local law or any other reason without the written consent of the Responsible Authority.***

General Requirements

- 2. The buildings and the site must be kept in an ordered and tidy state and its appearance must not prejudicially affect the amenity of the area to the satisfaction of the Responsible Authority.***

Levee Design

- 3. The approved levee design must be constructed in accordance with the Memorandum by Water Technology dated 21 March 2020 or approve alternative design to the satisfaction of the Responsible Authority.***

Wimmera Catchment Management Authority Conditions

- 4. Prior to the construction of the open canopy shed, a permanent earthen bund (levee bank) with a minimum height of 81.69 m AHD must surround the building and facility, consistent with the memorandum report dated 21 March 2020 to Adrian King from Water Technology.***

The earthen levee will be constructed and compliant with construction requirements as specified in the Victorian Levee Management Guidelines. As constructed survey of the levee is to be provided to the Wimmera CMA upon completion of construction.

- 5. Prior to the construction of the open canopy shed, a temporary levee to infill the section along Tullyvea St, with specifications to meet or exceed a minimum height of 81.69m AHD is to be purchased and onsite.***
- 6. Prior to the construction of the open canopy shed, a Levee Management Plan in accordance with the Victorian Levee Management Guidelines must be submitted to Wimmera CMA for approval.***
- 7. Any fencing within the floodplain shall be of an open style that will not obstruct the conveyance of flood water across the property, for example post and wire fencing or open pool style fencing.***

Prior to the commencement of works, detailed plans of the proposed fencing within the floodplain area must be submitted to Wimmera CMA for approval.

Engineering

- 8. All stormwater and surface water discharging from the site must be conveyed to the Legal Point of Discharge drains to the satisfaction of the Responsible Authority. No effluent or polluted water of any type will be allowed to enter any Council drainage system.***

Time Limit

9. The development approved by this permit will expire if one of the following circumstances applies:

- (a) The development is not started within two years of the date of this permit.**
- (b) The development is not completed within four years of the date of this permit.**

Notes

WCMA:

- The 1% AEP flood is not the maximum possible flood. A flood larger in height and extent, than the 1% AEP flood, may occur in the future.**
- Should you require further information please contact Wimmera CMA Floodplain Officer, on (03) 5382 1544. To assist Wimmera CMA in handling any enquiries please quote WCMA-F-2019-00005 in your correspondence with us.**

THIS PERMIT HAS BEEN AMENDED AS FOLLOWS:

Date of Amendment	Brief Description of the Amendment
6 April 2022	Amended Planning Permit to amend the pre-ambule of the permit to replace the open canopy building with two separate buildings and approve amended plans for the two buildings with floor levels of 80.10m AHD dated 19 January 2022, pursuant to Section 74 of the <i>Planning and Environment Act 1987</i> .

CARRIED

Attachment Numbers: 5 – 6

9 REPORTS REQUIRING A DECISION

9.1 RESIDENT CONCERNS - WESTERN BEACH RD

Responsible Officer: Director Infrastructure Services

Attachment Number: 3

Introduction:

This report provides Council with information addressing the correspondence received from Carol Paech regarding Western Beach Road.

Discussion:

Correspondence via letter was received from Carol Paech on 23 February 2022 requesting that the letter be made available to the public, and published with the minutes. The letter has been included as an attachment to this agenda.

The letter raises a number of concerns which have been addressed below.

Excerpt 1 Letter dated 23 February

"I feel I am being ignored and treated poorly when asking for basic answers for my situation. Numerous replies from Angela Hoy, decline to fully address my dust and noise/vibration issues".

All letters and emails received from Carol Paech containing reference to dust and noise issues have been previously addressed as follows:

- Letter sent 8 Feb 2022 - *"Whilst you may not support Council's response we are unable to assist any further with dust and noise issues at this point in time";*
- Email sent 31 Jan 2022 – *"Noise from individual vehicles in service is governed by the Environmental Protection (Vehicle Emissions Regulations (2003) which is administered by EPA Victoria";*
- Email sent 31 May 2021 – *"Council will not be obtaining an acoustic engineering report";*
- Letter Sent 8 February 2022 *"Carol, where possible we will continue to water the bypass";*
- Letter Sent 22 July 2021 – *"as previously advised, the new dual bridge once completed should reduce the dust";*
- Email sent 31 Jan 2022 – *"Again I advise once the bridge is completed there will be a reduction in dust";*
- Email sent 31 May 2021 – *"The new dual bridge once completed will reduce dust issues from the bypass";*
- Email sent 11 March 2021 – *"We do acknowledge there is a dust issue caused by the number of vehicles using the bypass and where possible we have watered the track to reduce the dust";*
- Email sent 26 February 2021 – *"it is our intention to commence works on 1 March 2021 to install the dust binder product to reduce the dust".*

Excerpt 2 Letter dated 23 February

"The council approved Albacutya Gypsum a transport route for their customers to use Western Beach Road - when it did not own the road and still does not. How can council issue a transport route permit, on a road it does not own?"

Whilst Council does not own the full length of Western Beach Rd, it does own some areas as the alignment of the road runs through both Council managed road reserve and Parks Victoria. Council consulted with Parks Victoria as to the permit conditions for the Albacutya Gypsum mines.

Excerpt 3 Letter dated 23 February

"The council permit for Albacutya Gypsum was for the mine to have an estimated 30 semi-trucks per week. The 2021 season had 40 times this per week, averaged out over the year, it is 10 times greater than permitted. At what point does a permit become meaningless in

relation to all the parameters that should be in place? At what point does the permit need to be reviewed – to ensure that the environment and local amenities are not being damaged with the increase in traffic above the original permit?”

The permit allows the land to be developed and used for mineral extraction – gypsum, it does not contain conditions in relation to the number of truck movements permitted.

The permit does contain a condition that all activities and works undertaken in association with mining on the land must be undertaken in accordance with the Mining Licence and Work Plan endorsed by the Department of Economic Development, Jobs, Transport and Resources dated 30 September 2015. There are no conditions on the Work Plan relating to the number of trucks that may enter/leave the quarry.

Traffic Count Data indicates between 170 and 300 daily truck movements on Western Beach Road through the gypsum season and between 3 and 12 daily truck movements outside gypsum season, noting that actual truck numbers would be half these figures.

Excerpt 4 Letter dated 23 February

“Dust, noise and vibration remain an issue for me, all created by a council decision. What right do you have to destroy my amenity so that one family – a mine lease holder, is benefited?”

With the new Albacutya Bridge and road approaches due for completion this financial year, the dust from the bypass will no longer be an issue.

Permitted trucks and other vehicles are legally able to utilise the road.

Excerpt 5 Letter dated 23 February

“The council permit is for the use of semi-trailer trucks only. This usage permission has been flouted. Angela Hoy has stated, and the shire road management plan indicates – Western Beach Road is not gazetted for B-Doubles or road train use, and yet they use it. How and why does the council grant permits and then have no follow up or responsibility to ensure the permit is adhered to?”

The permit issued does not contain any conditions in relation to the type or truck that may access the quarry.

Western Beach Road is conditionally approved for B-Double use on the Department of Transport and National Heavy Vehicle Regulator maps.

Excerpt 6 Letter dated 23 February

“When is the alternative route going to be considered? Not all stake holders were consulted; the owner of block 3, that leases the alternative road reserve, has verbally stated willingness to allow the reserve to be used as a transport route.”

A new alternative route is not being considered as it is unviable due to excessive cost for construction and there being a route already in place to access the gypsum pit.

Options:

1. Council can note the correspondence and officer's responses with no further Action.
2. Council can request that the CEO write to Ms Paech advising her that the letter has been tabled and discussed as requested and responses provided to her concerns in this report.

Link to Council Plan:

Strong governance practices – Provide range of engagement and communication methods to ensure open, easily available and transparent communication between Council and the community

Financial Implications:

N/A

Risk Management Implications:

N/A

Relevant legislation:

Local Government Act 2020

Road Management Act 2004

Community engagement:

Discussions have taken place by various Councillors direct with Ms Paech.

Gender equality implications:

N/A

Confidential Declaration:

N/A

Conflict of Interest:

Under section 130(2) of the *Local Government Act 2020*, officers providing advice to Council must disclose any conflict of interest, including the type of interest.

Officer Responsible/Author – Angela Hoy, Director Infrastructure Services

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

Communications Strategy:

Next Steps:

Interested Parties will be advised of Council's decision in regards to this matter.

RECOMMENDATION:

That Council:

- 1. notes the correspondence received by Carol Paech dated 23 February 2022 with regards to Western Beach Road, Rainbow and notes the Officers response in this report to questions raised in the letter; and***
- 2. requests officers notify Carol Paech in writing that her letter has been tabled and discussed as requested and responses provided in this report.***

MOVED: CRS B Ireland/W Bywaters

That Council:

- 1. notes the correspondence received by Carol Paech dated 23 February 2022 with regards to Western Beach Road, Rainbow and notes the Officers response in this report to questions raised in the letter; and***
- 2. requests officers notify Carol Paech in writing that her letter has been tabled and discussed as requested and responses provided in this report.***

CARRIED

Attachment Number: 3

Cr M Albrecht declared a material conflict of interest and left the room at 3:40pm.

9.2 COUNCILLOR DEVELOPMENT

Responsible Officer: Chief Executive Officer

Introduction:

This report considers a request from Cr Albrecht to undertake mayoral coaching along with a request from Cr Albrecht and Cr Bywaters to attend No Woman Left Behind conference in May 2022.

Discussion:

Cr Albrecht was appointed to the mayoral position at the Annual Statutory Meeting in November 2021. As this is her first term as Mayor Cr Albrecht has requested approval from Council to undertake mayoral coaching totaling \$5,000 (plus GST).

A quotation was obtained for coaching with this specifically tailored to meet the professional development needs of Mayors. The coaching will be undertaken over a six-month period with regular sessions held online via zoom.

Topics covered in coaching are focused on the needs of the mayor and cover setting goals for the term; political savvy; develop influence; effective communication; and stronger

relationships.

Cr Albrecht and Cr Bywaters have expressed interest in attending the No Woman Left Behind conference in Melbourne on Thursday 12 May 2022. Guest speakers including Catherine Freeman OAM and Rochelle Courtenay discussing the theme creating hope through actions.

Registration for the conference is \$250 per person. Accommodation will be required prior to the conference due to the early start.

Council allocates an annual budget of approximately \$15,000 (excl GST) for Councillor Development and mayoral attendance at meetings. The training is based on \$2,000 (excl GST) per Councillor and an additional \$3,000 (excl GST) for mayoral attendance at meetings as Council's delegate.

Options:

1. Council can approve the coaching request for Cr Albrecht totaling \$5,000 (plus GST) and No Woman Left Behind conference ticket and accommodation for Cr Albrecht and Cr Bywaters.
2. Council can choose to not approve one or other of the requests.

Link to Council Plan:

A skilled Council and workforce capable of meeting community needs.

Financial Implications:

Council has an annual budget allocation of \$15,000 for 2021/2022 for Councillor Training, Conferences and Seminars. \$10,000 was allocated at the meeting held on 4 August 2021 for Councillor development.

Risk Management Implications:

Undertaking training will increase skills and knowledge of Council.

Relevant legislation:

Not applicable

Community engagement:

Not applicable

Gender equality implications:

No gender impact assessment was completed.

Conflict of Interest:

Under section 130(2) of the *Local Government Act 2020*, officers providing advice to Council must disclose any conflict of interest, including the type of interest.

Author & Officer Responsible – Greg Wood, Chief Executive Officer

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

RECOMMENDATION:

That Council

- 1. approves the mayoral coaching request from Cr Albrecht totaling \$5,000 (plus GST).***
- 2. Approves the request for Cr Albrecht and Cr Bywaters to attend the No Woman Left Behind Conference in Melbourne on 12 May 2022 (\$250 each) along with one night's accommodation prior to the conference.***

MOVED: CRS R Gersch/R Ismay

That Council decline the mayoral coaching request from Cr Albrecht totaling \$5,000 (plus GST).

MOTION DEFEATED

MOVED: CRS W Bywaters/B Ireland

That Council approves the mayoral coaching request from Cr Albrecht totaling \$5,000 (plus GST).

CARRIED

Cr W Bywaters declared a material conflict of interest and left the room at 3:53pm.

MOVED: CRS R Gersch/R Ismay

That Council decline the request for Cr Albrecht and Cr Bywaters to attend the No Woman Left Behind Conference in Melbourne on 12 May 2022 (\$250 each) along with one night's accommodation prior to the conference.

CARRIED

Cr M Albrecht and Cr W Bywaters returned to the room at 3:57pm.

10 COUNCIL COMMITTEES

10.1 AUDIT AND RISK COMMITTEE

Responsible Officer: Director Corporate and Community Services

Attachment Number: 7

Introduction:

The Audit and Risk Committee held a meeting on 9 March 2022. 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 Audit and Risk Committee meeting held on 9 March 2022.

MOVED: CRS R Ismay/B Ireland

That Council notes the minutes of the Audit and Risk Committee meeting held on 9 March 2022.

CARRIED

Attachment Number: 7

10.2 RAINBOW TOWN ADVISORY COMMITTEE

Responsible Officer: Director Corporate and Community Services

Attachment Numbers: 8 – 10

Introduction:

The Rainbow Town Advisory Committee held its annual general meeting followed by a general meeting on 21 February 2022, and a general meeting on 21 March 2022. The purpose of this report is to note the minutes from these meetings, note the Chairperson report for 2021 and appoint members of the committee from the annual general meeting. A copy of these minutes are included as an attachment for the information of Council.

RECOMMENDATION:

That Council:

- 1. notes the minutes of the Rainbow Town Advisory Committee annual general meeting held on 21 February 2022;***
- 2. notes the minutes of the Rainbow Town Advisory Committee general meetings held on 21 February 2022 and 21 March 2022;***
- 3. notes the Chairperson Report for 2021; and***
- 4. appoints as members of the Rainbow Town Advisory Committee:***
 - Chairperson – Greg Roberts***
 - Vice Chairperson – Graham Nuske***
 - Secretary – Colleen Petschel and Allira Roberts***

- ***Committee Members – Maxwell Clarke, Alison Ey, Belinda Eckermann, Callum Bull and Bill Hutson.***

5. notes the resignation of Michael Sullivan from the committee and thanks Michael for his service.

MOVED: CRS R Ismay/R Gersch

That Council:

- 1. notes the minutes of the Rainbow Town Advisory Committee annual general meeting held on 21 February 2022;***
- 2. notes the minutes of the Rainbow Town Advisory Committee general meetings held on 21 February 2022 and 21 March 2022;***
- 3. notes the Chairperson Report for 2021; and***
- 4. appoints as members of the Rainbow Town Advisory Committee:***
 - Chairperson – Greg Roberts***
 - Vice Chairperson – Graham Nuske***
 - Secretary – Colleen Petschel and Allira Roberts***
 - Committee Members – Maxwell Clarke, Alison Ey, Belinda Eckermann, Callum Bull and Bill Hutson.***
- 5. notes the resignation of Michael Sullivan from the committee and thanks Michael for his service.***

CARRIED

Attachment Numbers: 8 – 10

10.3 JEPARIT TOWN ADVISORY COMMITTEE

Responsible Officer: Director Corporate and Community Services
Attachment Numbers: 11 – 13

Introduction:

The Jeparit Town Advisory Committee held its annual general meeting followed by a general meeting on 14 February 2022, and a general meeting on 14 March 2022. The purpose of this report is to note the minutes from these meetings, note the Chairperson report for 2021 and appoint members of the committee from the annual general meeting. A copy of these minutes are included as an attachment for the information of Council.

RECOMMENDATION:

That Council:

- 1. notes the minutes of the Jeparit Town Advisory Committee annual general meeting held on 14 February 2022;***
- 2. notes the minutes of the Jeparit Town Advisory Committee general meetings held on 14 February 2022 and 14 March 2022;***

3. *notes the Chairperson Report for 2021; and*
4. *appoints as members of the Jeparit Town Advisory Committee:*
 - *Chairperson – Jason Hutson*
 - *Vice Chairperson – Teresa Smith*
 - *Secretary – Cheryl Quinn*
 - *Committee Members – Craig Proctor, Alan Hewitt, Louise Dillon, Mel Wagener, Bec Schultz and Sharron Reilly.*

MOVED: CRS B Ireland/W Bywaters

That Council:

1. *notes the minutes of the Jeparit Town Advisory Committee annual general meeting held on 14 February 2022;*
2. *notes the minutes of the Jeparit Town Advisory Committee general meetings held on 14 February 2022 and 14 March 2022;*
3. *notes the Chairperson Report for 2021; and*
4. *appoints as members of the Jeparit Town Advisory Committee:*
 - *Chairperson – Jason Hutson*
 - *Vice Chairperson – Teresa Smith*
 - *Secretary – Cheryl Quinn*
 - *Committee Members – Craig Proctor, Alan Hewitt, Louise Dillon, Mel Wagener, Bec Schultz and Sharron Reilly.*

CARRIED

Attachment Numbers: 11 – 13

10.4 DIMBOOLA TOWN ADVISORY COMMITTEE

Responsible Officer: Director Corporate and Community Services
Attachment Number: 14

Introduction:

The Dimboola Town Advisory Committee held its annual general meeting on 7 March 2022. The purpose of this report is to note the minutes from this meeting, note the Chairperson report for 2021 and appoint members of the committee from the annual general meeting. A copy of the minutes is included as an attachment for the information of Council.

RECOMMENDATION:

That Council:

1. *notes the minutes of the Dimboola Town Advisory Committee annual general meeting held on 7 March 2022; and*
2. *appoints as Chairperson and Secretary of the Dimboola Town Advisory Committee:*

- **Chairperson – Kaylene Pietsch**
- **Secretary – Owen Pietsch**

MOVED: CRS W Bywaters/D Nelson

That Council:

- 1. notes the minutes of the Dimboola Town Advisory Committee annual general meeting held on 7 March 2022; and**
- 2. appoints as Chairperson and Secretary of the Dimboola Town Advisory Committee:**
 - **Chairperson – Kaylene Pietsch**
 - **Secretary – Owen Pietsch**
- 3. notes the resignation of Mary Mason from the committee and thanks Mary for her service.**

CARRIED

Attachment Number: 14

10.5 NHILL TOWN ADVISORY COMMITTEE

Responsible Officer: Director Corporate and Community Services
Attachment Numbers: 15 – 16

Introduction:

The Nhill Town Advisory Committee held its annual general meeting on 21 February 2022. The purpose of this report is to note the minutes from this meeting, note the Chairperson report for 2021 and appoint members of the committee from the annual general meeting. A copy of the minutes and Chairperson Report is included as an attachment for the information of Council.

RECOMMENDATION:

That Council:

- 1. notes the minutes of the Nhill Town Advisory Committee annual general meeting held on 21 February 2022;**
- 2. notes the Chairperson Report for 2021; and**
- 3. appoints as Chairperson and Vice Chairperson of the Nhill Town Advisory Committee:**
 - **Chairperson – Alana Storey**
 - **Vice Chairperson – Brock Stephens**
 - **Secretary – Left vacant to be revised at next meeting**

MOVED: CRS R Gersch/R Ismay

That Council:

- 1. notes the minutes of the Nhill Town Advisory Committee annual general meeting held on 21 February 2022;***
- 2. notes the Chairperson Report for 2021; and***
- 3. appoints as Chairperson and Vice Chairperson of the Nhill Town Advisory Committee:***
 - Chairperson – Alana Storey***
 - Vice Chairperson – Brock Stephens***
 - Secretary – Left vacant to be revised at next meeting***

CARRIED

Attachment Numbers: 15 – 16

10.6 YURUNGA HOMESTEAD COMMUNITY ASSET COMMITTEE

Responsible Officer: Director Corporate and Community Services

Attachment Number: 17

Introduction:

The Yurunga Homestead Community Asset Committee held a general meeting on 27 January 2022. 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 Community Asset Committee meeting held on 27 January 2022.

MOVED: CRS B Ireland/W Bywaters

That Council notes the minutes of the Yurunga Homestead Community Asset Committee meeting held on 27 January 2022.

CARRIED

Attachment Number: 17

11 LATE REPORTS

Cr M Albrecht and Cr R Gersch both declared a general conflict of interest and left the room at 4:12pm.

11.1 LOCAL ROADS AND COMMUNITY INFRASTRUCTURE FUND PHASE 3

Responsible Officer: Director Corporate and Community Services

Introduction:

This report seeks in-principal support from Council for Phase 3 of the Local Roads and Community Infrastructure key projects.

Discussion:

Council received notification on 27 October 2021 that the Federal Government's Local Roads and Community Infrastructure (LRCI) Program has been extended. Under the LRCI program phase 3, Council will receive an additional funding allocation of \$2,161,596. Projects funded under phase 3 are required to be completed by 31 December 2023.

Council received funding through phase 1 and 2 of the LRCI grant which was allocated to roads and community projects. Following the announcement of the LRCI phase 3 Council Officers reviewed priority projects identified during the consultation sessions for the development of the Council Plan. Normally Council would consider using these additional funds on upgrading roads due to the significant number of kilometres of road Council is responsible for, however given our recent success with roads funding applications our construction programme for 2021/2022 is at full capacity with uncompleted projects to be carried forward and completed in 2022/2023.

Projects already allocation through Council decisions include:

1. Rainbow Enduro Infrastructure Upgrades - \$125,000.
This project was allocated by Council resolution on 7 July 2021
2. Rainbow Female Friendly Change rooms - \$253,027.
This project was allocated by Council resolution on 20 October 2021
3. Dimboola Visitor Node carpark and laneway sealing - \$200,000.
This project was allocated by Council resolution on 24 November 2021
4. Jeparit Swimming Hole Deck and Retaining Wall - \$300,000.
This project was allocated by Council resolution on 24 November 2021.

Davis Park Redevelopment is Council's highest priority project in which we are advocating continually for funding. For this reason, it is proposed to recommend Council consider two options for the balance of LRCI phase 3 funding.

Option one for the allocation of remaining phase 3 funding is as follows, subject to a commitment of funding for Davis Park of at least \$1.635m (in addition to LRCI money) prior to the issuing of writs to hold an election:

- 1.1 Davis Park Upgrades - \$900,000

The total project cost for Davis Park upgrades community facility is \$2.835m. Funding of \$1.635m is required from either Federal or State Government with the balance of funding made up of \$300,000 Council and \$900,000 LRCI Phase 3.

1.2 Dimboola Soundshell - \$125,000

This project will erect a new soundshell at the Dimboola Recreation Reserve replacing the existing soundshell that is no longer fit for purpose. This project has been high priority for the Dimboola Town Committee for a number of years.

1.3 Jeparit Riverbank Precinct Amenities - \$200,000

This project will build new amenities at the Riverbank Precinct in Jeparit. The amenities will include an all-abilities bathroom, unisex toilets and shower. This project was identified as high priority by the Jeparit community and has been incorporated into the Jeparit Riverbank Precinct Masterplan.

1.4 Nhill Skatepark Shade Structure - \$58,569

This project will see the construction of a shade structure at the Nhill Skatepark. The shade structure will be adjacent to the skatepark providing a concrete pad with seating ledge and cantilever shade structure. Consultation with Hindmarsh youth identified that the shade is best placed adjacent to the skatepark and not over the top.

Option two for the allocation of remaining phase 3 funding is as follows:

2.1 Swimming Pool Package - \$325,000

This project will see the installation of solar heating at Nhill Swimming Pool; new security lighting; new vacuum systems and installation of a mobility hoist at Dimboola Swimming Pool to provide all-abilities access to the pool.

2.2 Dimboola Soundshell - \$125,000

This project will erect a new Soundshell at the Dimboola Recreation Reserve replacing the existing soundshell that is no longer fit for purpose. This project has been high priority for the Dimboola Town Committee for a number of years.

2.3 Nhill Streetscape Plan Implementation - \$125,000

This project will implement items from the Nhill Streetscape master plan. The masterplan was adopted by Council on 15 December 2021 and contains multiple elements. Exact details on the projects to be undertaken will be presented to Council prior to works commencing.

2.4 Jeparit Riverbank Precinct Amenities - \$200,000

This project will build new amenities at the Riverbank Precinct in Jeparit. The amenities will include an all-abilities bathroom, unisex toilets and shower. This project was identified as high priority by the Jeparit community and has been incorporated into the Jeparit Riverbank Precinct Masterplan.

2.5 Skatepark Shade Structures - \$125,000

This project will see the construction of shade structures at the Dimboola and Nhill Skateparks. The shade structures will be adjacent to the skateparks providing a concrete pad with seating ledge and cantilever shade structure. Consultation with Hindmarsh youth identified that the shade is best placed adjacent to the skatepark and not over the top.

2.6 Rainbow Caravan Park Amenities - \$383,569

This project will see the construction of new amenities at the Rainbow Caravan Park. Council prepared a masterplan for the Rainbow Caravan Park in 2021. Following the purchase of an adjacent block of land the masterplan has been amended. The current amenities at Rainbow Caravan Park are tired and in need of replacement. Construction of a new amenities block will allow for further expansion of the Caravan Park to meet the demands of the increasing number of tourists visiting both Rainbow and Hindmarsh Shire.

Options:

1. Council endorses and allocates up to \$1,283,569 from the Local Roads and Community Infrastructure Phase 3 for the either option 1 or option 2 projects
2. Council allocates funds from the Local Roads Infrastructure Funds for alternative projects.

Link to Council Plan:

A range of effective and accessible services to support the health and wellbeing of our community.

Support healthy living and provide services and activities for people of all ages and abilities. Well-maintained physical assets and infrastructure to meet community and organisational needs.

Financial Implications

Projects approved by Council will be funded through Local Roads and Community Infrastructure Phase 3.

Risk Management Implications

Appropriate Risk Management Plans will be established once the projects nominated are approved prior to any resulting works commencing.

Relevant legislation:

Local Government Act 2020

Community engagement:

Recommended projects were identified through community surveys and community conversation sessions. The recommended projects were also discussed at the Community Conversation Meetings held in March 2022.

Gender equality implications:

Gender equality assessments will be completed for relevant projects prior to on ground commencement of works.

Conflict of Interest:

Under section 130(2) of the *Local Government Act 2020*, officers providing advice to Council must disclose any conflict of interest, including the type of interest.

Author & Officer Responsible – Monica Revell, Director Corporate & Community Services
In providing this advice as the Author and Officer Responsible, I have no disclosable interests in this report.

RECOMMENDATION:

That Council:

- 1. endorses option 2 as listed below subject to the following.
If the Federal Government makes a decision to commit funding to Davis Park redevelopment of at least \$1.635m, in addition to LRCl money, prior to the issuing of the writs to hold an election, then the CEO be authorised to vary this decision to implement option 1 subject to the agreement from the Federal Government to reallocate LRCl phase 3 funding.***
- 2. if option 1 is not able to be implemented through LRCl phase 3 funding then Council puts Davis Park redevelopment as its first priority for the next round of LRCl subject to additional Federal or State funding of \$1.635m.***
- 3. notes that it is proposed to allocate \$175,000 to swimming pool upgrades in the 2022/2023 budget if option 1 is implemented.***

Option 1:

That Council endorses and allocates up to \$1,283,569 from the Local Roads and Community infrastructure program for the following projects: Davis Park Upgrade (\$900,000); Dimboola Soundshell (\$125,000); Jeparit Riverbank Precinct Amenities (\$200,000); and Nhill Skatepark Shade Structure (\$58,569).

Option 2:

That Council endorses and allocates up to \$1,283,569 from the Local Roads and Community Infrastructure program for the following projects: Swimming Pool Package (\$325,000); Dimboola Soundshell (\$125,000); Nhill Streetscape Plan Implementation (\$125,000); Jeparit Riverbank Precinct Amenities (\$200,000); Nhill and Dimboola Skatepark Shade Structures (\$125,000); and Rainbow Caravan Park Amenities (\$383,569).

MOVED: CRS R Ismay/D Nelson

That Council:

- 1. endorses option 2 as listed below subject to the following. If the Federal Government makes a decision to commit funding to Davis Park redevelopment of at least \$1.635m, in addition to LRCl money, prior to the issuing of the writs to hold an election, then the CEO be authorised to vary this decision to implement option 1 subject to the agreement from the Federal Government to reallocate LRCl phase 3 funding.**
- 2. if option 1 is not able to be implemented through LRCl phase 3 funding then Council puts Davis Park redevelopment as its first priority for the next round of LRCl subject to additional Federal or State funding of \$1.635m.**
- 3. notes that it is proposed to allocate \$175,000 to swimming pool upgrades in the 2022/2023 budget if option 1 is implemented.**

Option 1:

That Council endorses and allocates up to \$1,283,569 from the Local Roads and Community infrastructure program for the following projects: Davis Park Upgrade (\$900,000); Dimboola Soundshell (\$125,000); Jeparit Riverbank Precinct Amenities (\$200,000); and Nhill Skatepark Shade Structure (\$58,569).

Option 2:

That Council endorses and allocates up to \$1,283,569 from the Local Roads and Community Infrastructure program for the following projects: Swimming Pool Package (\$325,000); Dimboola Soundshell (\$125,000); Nhill Streetscape Plan Implementation (\$125,000); Jeparit Riverbank Precinct Amenities (\$200,000); Nhill and Dimboola Skatepark Shade Structures (\$125,000); and Rainbow Caravan Park Amenities (\$383,569).

CARRIED

Cr M Albrecht and Cr R Gersch returned to the room at 4:23pm.

12 NOTICES OF MOTION

13 OTHER BUSINESS

14 CONFIDENTIAL REPORTS

In accordance with Section 66 (2) (a) of the *Local Government Act 2020*, Council may close the meeting to the public to consider confidential information. Confidential information is defined by Section 3 of the *Local Government Act 2020* as being:

- Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released;

- b) security information, being information that if released is likely to endanger the security of Council property or the safety of any person;
- c) land use planning information, being information that if prematurely released is likely to encourage speculation in land values;
- d) law enforcement information, being information which if released would be reasonably likely to prejudice the investigation into an alleged breach of the law or the fair trial or hearing of any person;
- e) legal privileged information, being information to which legal professional privilege or client legal privilege applies;
- f) personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs;
- 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;
- h) confidential meeting information, being the records of meetings closed to the public under section 66(2)(a);
- i) internal arbitration information, being information specified in section 145;
- j) Councillor Conduct Panel confidential information, being information specified in section 169;
- k) information prescribed by the regulations to be confidential information for the purposes of this definition;
- l) information that was confidential information for the purposes of section 77 of the Local Government Act 1989

RECOMMENDATION:

That the meeting be closed in accordance with section 66 (2) (a) of the Local Government Act 2020, to consider reports that contain confidential information as defined by section (3) of the Local Government Act 2020:

- 14.1 WASTE MANAGEMENT – this report contains “Council business information, being information that would prejudice the Council’s position in commercial negotiations if prematurely released” insofar as it pertains to contractual matters;**
- 12.2 EXTENSION OF CONTRACT – DELIVERY OF MUNICIPAL BUILDING SURVEYOR SERVICES AND BUILDING PERMIT SERVICES – this report contains “Council business information, being information that would prejudice the Council’s position in commercial negotiations if prematurely released” insofar as it pertains to contractual matters; and**
- 14.3 INDEPENDENT CHAIR CEO EMPLOYMENT AND REMUNERATION COMMITTEE – this report contains “personal information, being information which if released would result in the unreasonable disclosure of information**

about any person or their personal affairs” insofar as it pertains to personal information.

MOVED: CRS R Gersch/R Ismay

That the meeting be closed in accordance with section 66 (2) (a) of the Local Government Act 2020, to consider reports that contain confidential information as defined by section (3) of the Local Government Act 2020:

- 14.1 WASTE MANAGEMENT – this report contains “Council business information, being information that would prejudice the Council’s position in commercial negotiations if prematurely released” insofar as it pertains to contractual matters;**
- 14.2 EXTENSION OF CONTRACT – DELIVERY OF MUNICIPAL BUILDING SURVEYOR SERVICES AND BUILDING PERMIT SERVICES – this report contains “Council business information, being information that would prejudice the Council’s position in commercial negotiations if prematurely released” insofar as it pertains to contractual matters; and**
- 14.3 INDEPENDENT CHAIR CEO EMPLOYMENT AND REMUNERATION COMMITTEE – this report contains “personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs” insofar as it pertains to personal information.**

CARRIED

15 MEETING CLOSE

There being no further business, Cr M Albrecht declared the meeting closed at 4:58pm.



12 April 2022

Re: Approval of Funds for Release to Steampunk Festival

Dear Hindmarsh Shire Councillors, Heather Boyd, Greg Wood and Monica Revell,

As the fund holding entity for the Dimboola Steampunk Festival, the Dimboola Township Advisory Committee has been requested to release monies to the organisers of the festival's outgoing expenditures.

At the extraordinary meeting of the committee held on 7th April 2022 at 1.00pm, the committee unanimously carried a motion to release up to \$15,000.00 when necessary from the Dimboola Town Committee Ledger Account (Hindmarsh Council) to the Steampunk Festival organisers.

We now ask the Hindmarsh Council to approve the release of these funds.

Kind Regards,

Kaylene Pietsch
President
Dimboola Township Advisory Committee

CR Row Ismay

Mayor

Hindmarsh Shire Council

92 Nelson St Hill 3418

RECEIVED

20 APR 2022

HINDMARSH SHIRE

8th April 2022

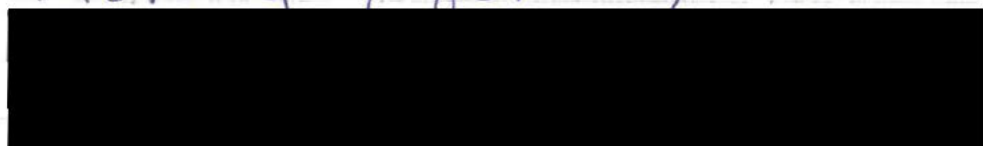
Dear Mayor

Many many thanks to the Hindmarsh Shire Council for hosting the open 2022 Federal candidates' Forum, this April.

I accessed this online, on my phone and am a lot better informed on the priorities each of the 5 candidates participating, stand for

I am one of the rising number deeply, now, concerned for democratic governance in Australia. Your Forum was invaluable

yours faithfully
Mari Q (Farmer)





Hindmarsh
Shire Council

**Administration
Centre**

PO Box 250
92 Nelson Street
Nhill VIC 3418
Ph: (03) 5391 4444
Fax: (03) 5391 1376

email:
info@hindmarsh.vic.gov.au

website:
www.hindmarsh.vic.gov.au

ABN 26 550 541 746

**Customer Service
Centres**

Jeparit
10 Roy Street
JEPARIT VIC 3423
Ph: (03) 5391 4450
Fax: (03) 5397 2263

Dimboola
101 Lloyd Street
DIMBOOLA VIC 3414
Ph: (03) 5391 4452
Fax: (03) 5389 1734

Rainbow
15 Federal Street
RAINBOW VIC 3424
Ph: (03) 5391 4451
Fax: (03) 5395 1436

8 April 2022

Ms Carol Paech



Dear Carol

Re: Letter to the Mayor

Thank you for your letter dated 23 February 2022 addressed to the Mayor in relation to Western Beach Road.

Your letter was tabled and discussed at the Council meeting held on Wednesday 6 April 2022.

The meeting is available to view on Council's Facebook page, with your letter discussed at the 24 minute 30 second mark of the meeting. A copy of your letter and the Council report is also available in the Council minutes on the Hindmarsh Shire website under Agendas and Minutes.

Works on the Albacutya Bridge and road approaches are scheduled for completion by 30 June 2022. When completed a dual lane bridge and dual lane road approaches from Krelle Road intersection through to Western Beach Road intersection will be in place. Works to both the Krelle Road intersection and Western Beach Road intersection will also be completed, including sealing the gravel shoulders to reduce dust.

Works to upgrade Western Beach Road beyond the intersection with Albacutya road is not included in this project, but Council is aware of your priority for this to be upgraded.

At the completion of the project, the need to use the gravel bypass through the creek will no longer be required.

Yours sincerely

Monica Revell
Acting Director Infrastructure Services



Hindmarsh
Shire Council

**Administration
Centre**

PO Box 250
92 Nelson Street
Nhill VIC 3418
Ph: (03) 5391 4444
Fax: (03) 5391 1376

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www.hindmarsh.vic.gov.au

ABN 26 550 541 746

**Customer Service
Centres**

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Fax: (03) 5397 2263

Dimboola
101 Lloyd Street
DIMBOOLA VIC 3414
Ph: (03) 5391 4452
Fax: (03) 5389 1734

Rainbow
15 Federal Street
RAINBOW VIC 3424
Ph: (03) 5391 4451
Fax: (03) 5395 1436

13 April 2022

Kaylene Pietsch
President
Dimboola Town Committee
Email: dimboolatc@gmail.com

Dear Kaylene

Re: Approval of Funds for Release to Steampunk Festival

Thank you for your letter dated 12 April 2022 in relation to the above.

Approval is granted for the Dimboola Town Committee to spend up to \$15,000 on the Wimmera Steampunk Festival.

All invoices in relation to the festival should be addressed to Hindmarsh Shire Council clearly stating they are for the Wimmera Steampunk Festival and forwarded to accounts@hindmarsh.vic.gov.au for payment.

If you have any questions in relation to the approval or invoicing, please contact Monica Revell, Director Corporate & Community Services, via email mrevell@hindmarsh.vic.gov.au or telephone 03 5391 4444.

Yours sincerely

Greg Wood
Chief Executive Officer

The background of the cover is a photograph of a modern building with a large, curved glass facade. The building's interior is visible through the glass, showing office spaces with desks, chairs, and bookshelves. The building has a curved roofline and a metallic finish on the upper part. The text is overlaid on the center of the image.

HINDMARSH SHIRE COUNCIL

FINANCIAL REPORT

**FOR THE PERIOD ENDING
31 MARCH 2022**

**Hindmarsh Shire Council
Management Financial Report
For the period ending 31 March 2022**

COMMENTARY

General

This report is for the period ending 31 March 2022.

The Financial report provides financial reporting and variances against budget. This report incorporates Year to Date actual and variance figures for the six months up to 31 March 2022.

Dashboard

The Dashboard provides Council with a set of graphs detailing of both financial and non-financial items. This will be available for distribution at the Council meeting.

Executive Summary & Ratios

The Executive Summary and ratios provides Council with a summary of financial items comparing year to date actuals against year to date budget.

Financials

Attached to this report are a set of financial statements consisting of an Income Statement, Balance Sheet, Cash Flow Statement, Capital Works Schedule and Detailed Program Expenditure. These statements are prepared in line with Australian Accounting Standards and the relevant regulations under the *Local Government Act 2020*, and the *Local Government (Planning and Reporting) Regulations 2014*. The statements provide YTD Actual data with a comparison against YTD Budget figures.

A brief summary of the major budget variances is outlined on the following pages.

Comprehensive Income Statement

The Comprehensive Income Statement shows an operating surplus for the period 1 July 2021 to 31 March 2022 of \$6,348,750 compared to a budgeted surplus of \$7,184,647.

There are a number of items that make up the overall variances between actual and budget. Explanation of material variances have been detailed against the Comprehensive Income Statement report.

Balance Sheet and Cash Flow

Cash and cash equivalents at 31 March 2022 shows a balance of \$11,612,801

Capital Expenditure

This report shows Capital works expenditure for the period 1 July 2021 to 31 March 2022.

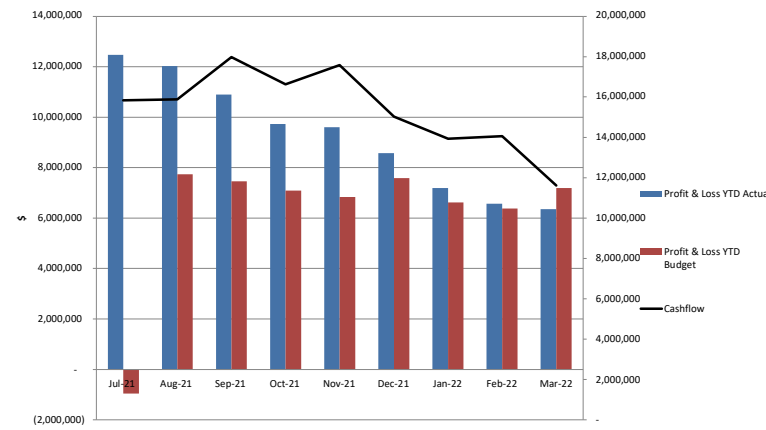
"The Chief Executive Officer, as required under Section 97(3) of the *Local Government Act 2020* is of the opinion a revised budget is not required"



Hindmarsh Shire Council Performance Dashboard For the period ending 31 March 2022

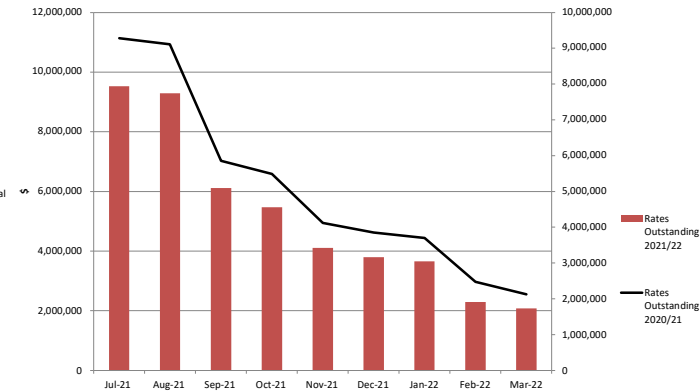
Profit & Loss

Profit and Loss

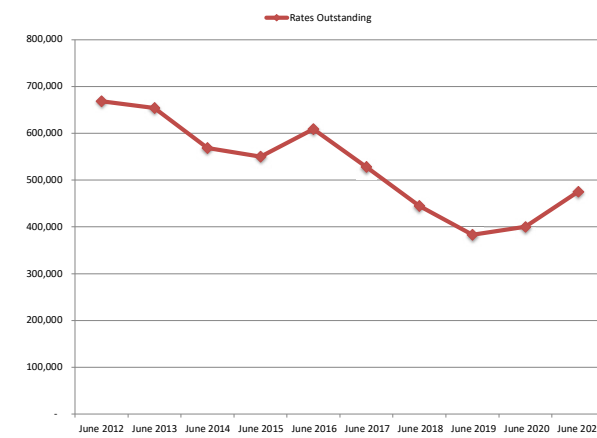


Outstanding Debtors, Rates & Infringements

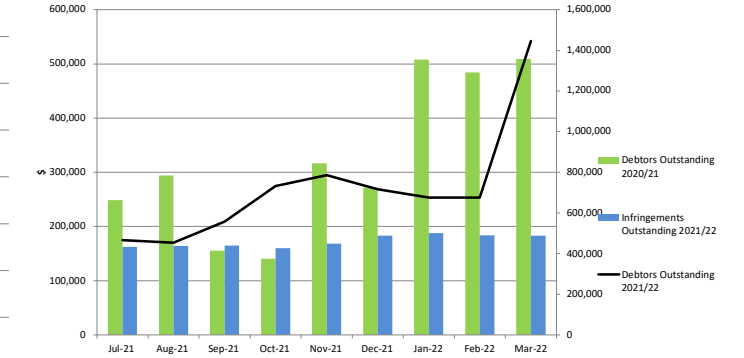
Rates Outstanding



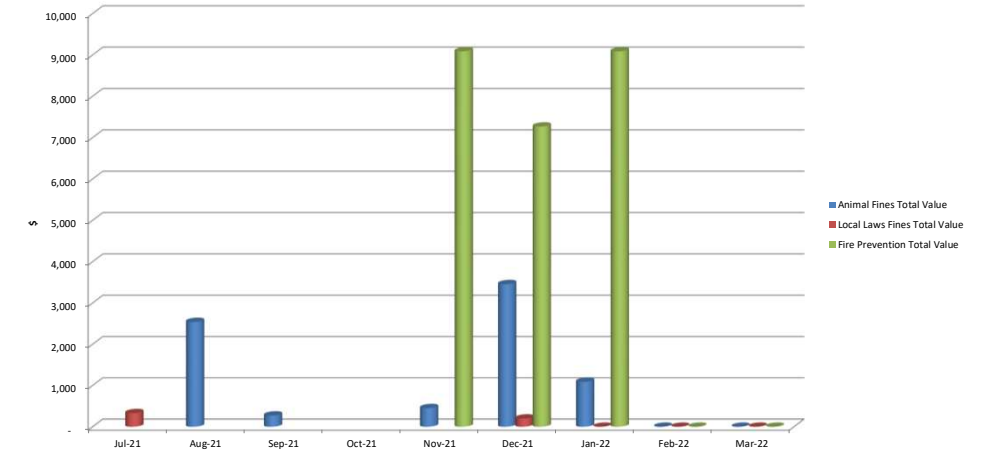
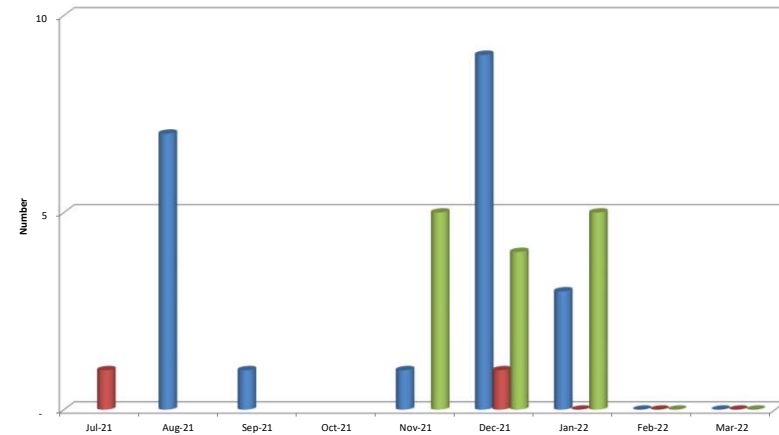
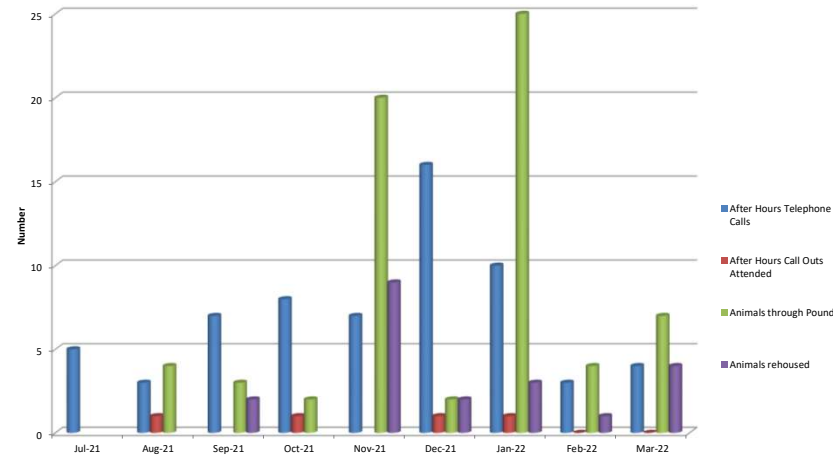
Rates Arrears



Debtors & Infringements

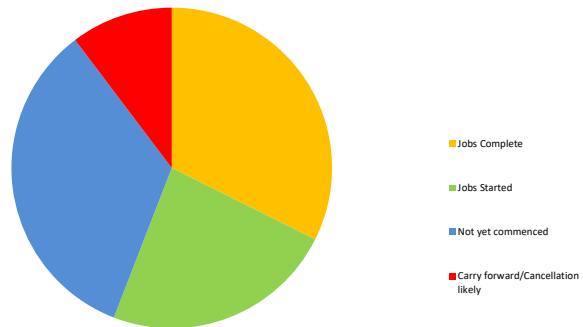


Local Laws



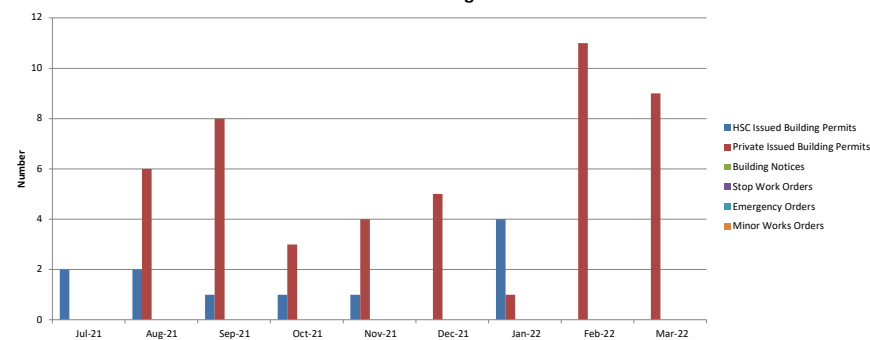
Capital Works

Capital Works

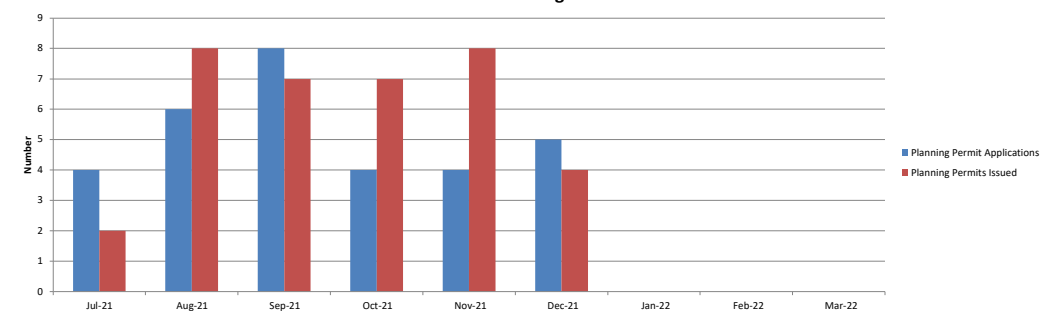


Building & Planning

Building



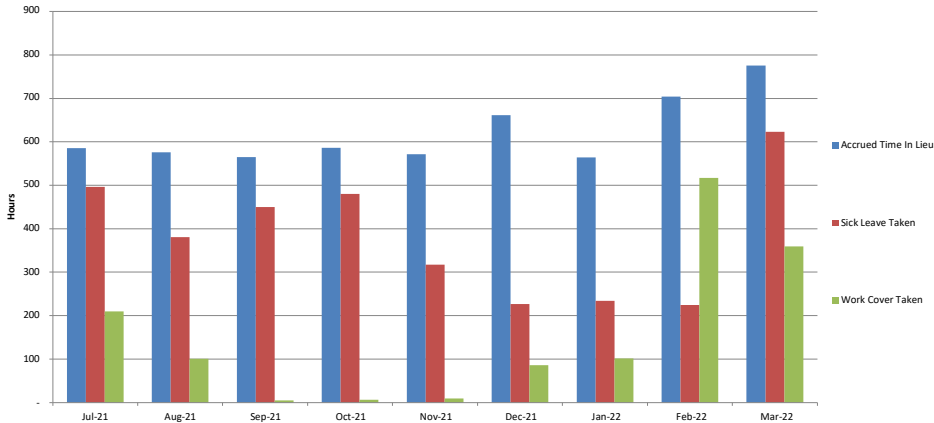
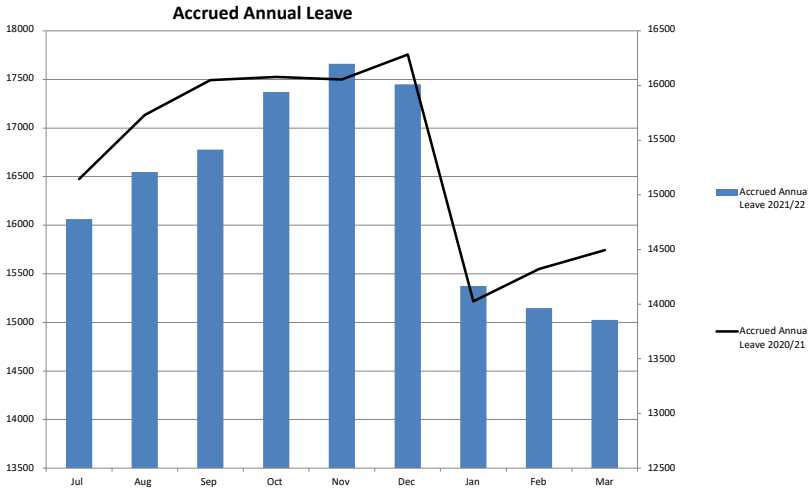
Planning



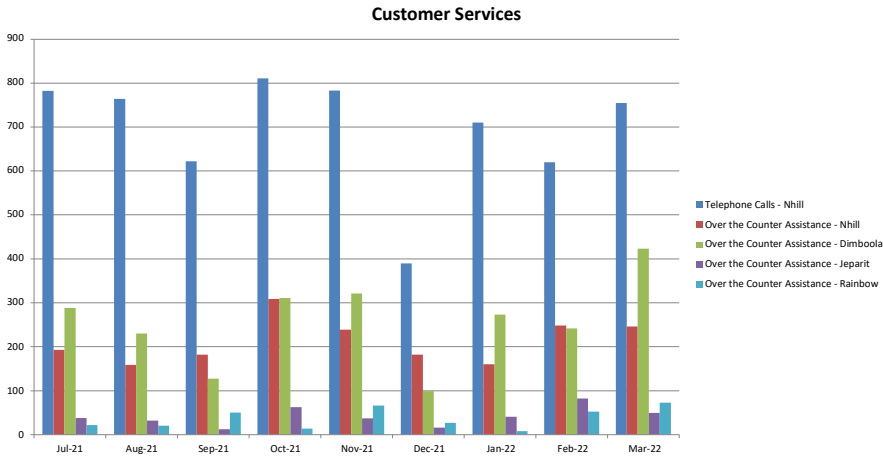


Hindmarsh Shire Council Performance Dashboard
For the period ending 31 March 2022

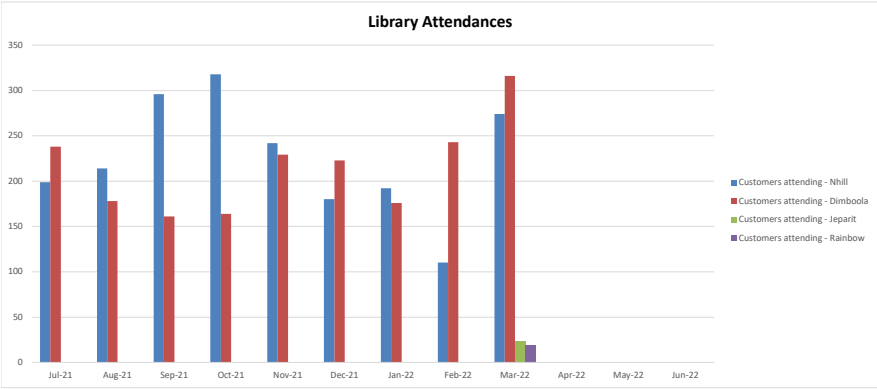
Human Resources



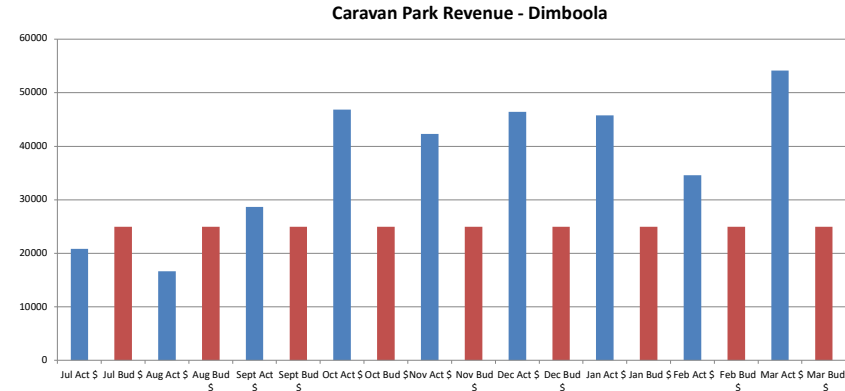
Customer Services



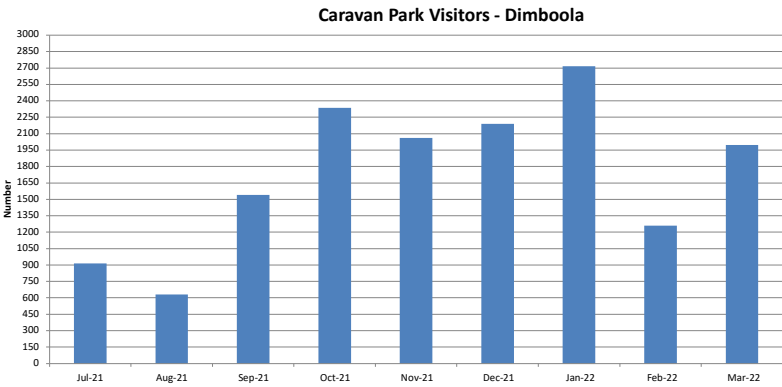
Library attendances



Caravan Park - Dimboola

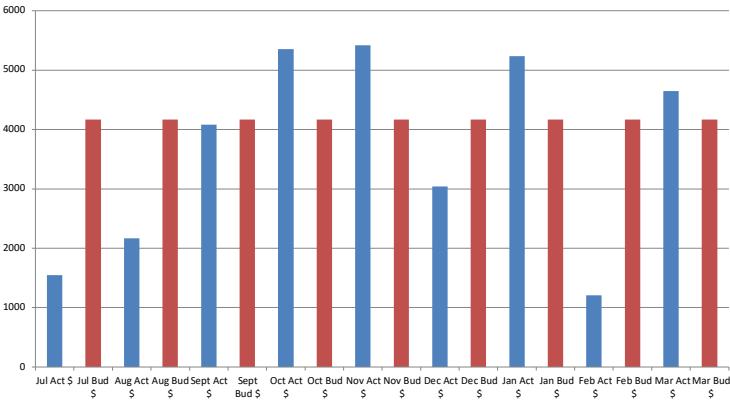


Caravan Park - Dimboola

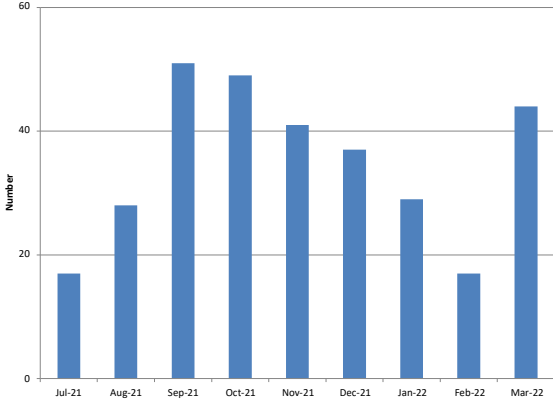


Caravan Park

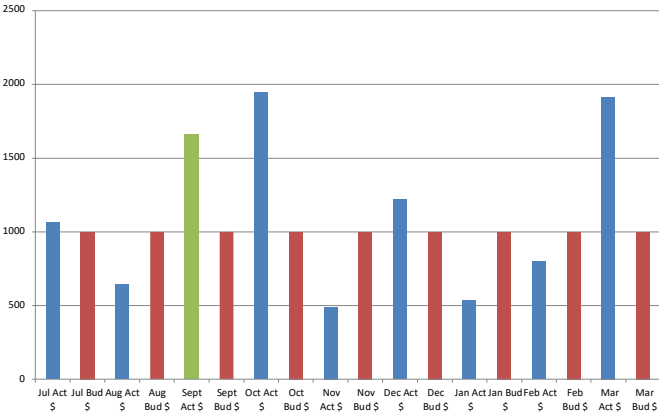
Caravan Park Revenue - Jeparit



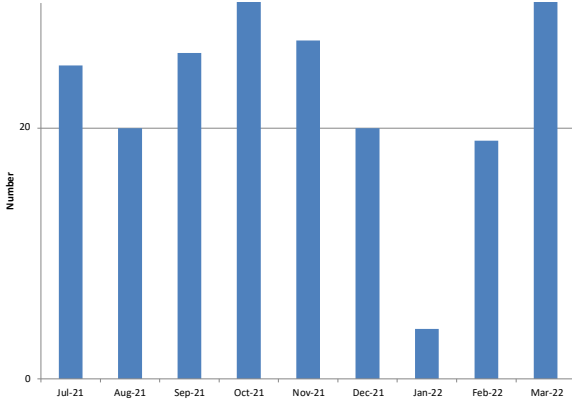
Caravan Park Visitors - Jeparit



Caravan Park Revenue - Rainbow



Caravan Park Visitors Rainbow



**Hindmarsh Shire Council
Executive Summary
As at 31 March 2022**

	Actual YTD March 2022	Budget YTD March 2022	Indicator
Rates & Charges Collected	7,599,056	6,890,102	
Income Statement Operating Surplus/(Deficit)	6,348,750	7,184,647	
Adjusted Underlying Surplus/(Deficit)	184,806	1,251,154	
Cash & Investments	11,612,802		
Rates Debtors	2,045,465		
Sundry Debtors	1,446,097		
Infringement Debtors	182,978		
Balance Sheet Working Capital	13,467,750		
Total Operating Revenue	21,308,954	22,264,833	
Total Operating Expenditure	14,960,203	15,080,186	
Capital Works Expenditure	8,539,327	10,213,754	

Indicator Legend

	No action required
	Requires active monitoring
	Immediate action required

Hindmarsh Shire Council
Ratio Summary
As at 31 March 2022

	Actual YTD	Budget	Indicator
Working Capital (This ratio identifies if the Council has sufficient Current Assets to meet its due debts with a safety margin. A generally acceptable current ratio is 2 to 1.)	594%	106%	
Asset Renewal (This ratio identifies councils expenditure renewing assets compared to the depreciation of the asset)	199%	131%	
Own Source Revenue Coverage Ratio (This ratio is the measurement of a Council's ability to cover its costs through its own revenue efforts.)	78%	59%	
Operating Surplus Ratio (This ratio is a measure of a Council's ability to cover its operational costs and have revenues available for capital funding or other purposes.)	54%	-5%	
Liquidity (This ratio is the measurement of a Council's current assets compared to current liabilities.)	426%	414%	
Unrestricted Cash (This ratio is the measurement of a Council's cash compared to current liabilities.)	474%	153%	
Indebtedness (This ratio is the measurement of a Council's non-current liabilities compared to own source revenue.)	1%	2%	
Rates Concentration (This ratio is the measurement of a Council's rate revenue compared to total revenue.)	43%	41%	
Cash Expense Ratio (months) (This ratio indicates (in months) how long Council can continue to undertake operations without any revenue being received.)	4.35		

Indicator Legend

	No action required
	Requires active monitoring
	Immediate action required

Hindmarsh Shire Council
Comprehensive Income Statement
For the period ending 31 March 2022

	YTD Actual \$	YTD Budget \$	YTD Variance \$	Ref
Income				
Rates and charges	9,198,378	9,186,802	11,576	1
Statutory fees and fines	46,821	31,113	15,708	2
User fees & Reimbursements	1,308,913	1,049,309	259,604	3
Contributions - cash	90,083	9,000	81,083	4
Grants - operating (recurrent)	2,890,617	4,350,489	(1,459,872)	5
Grants - operating (non-recurrent)	249,068	71,028	178,040	6
Grants - capital (recurrent)	316,314	810,597	(494,283)	7
Grants - capital (non-recurrent)	6,034,012	5,505,243	528,769	8
Net gain/(loss) on disposal of property, infrastructure, plant and equipment	129,933	428,250	(298,318)	9
Interest	55,683	59,976	(4,293)	
Other income	989,132	763,026	226,106	10
Total Income	21,308,954	22,264,833	(955,879)	
Expenses				
Employee costs	5,759,428	5,808,708	(49,280)	11
Materials and services	3,850,403	3,776,849	73,554	12
Depreciation	4,286,257	4,268,414	17,843	13
Other expenses	1,064,116	1,226,215	(162,099)	14
Total expenses	14,960,203	15,080,186	(119,983)	
Share of net profits/(losses) of associates and joint ventures accounted for by the equity method	-	-	-	
Surplus (deficit) for the year to date	6,348,750	7,184,647	(835,897)	
Net asset Revaluation increment / (decrement)		-	-	
Comprehensive result	6,348,750	7,184,647	(835,897)	

Comprehensive Income Statement
Explanation of material variations
For the period ending 31 March 2022

Variance		
Ref	Item	Explanation
1	Rates and Charges	Rates and Charges are higher than budgeted due to the receipt of supplementary rates.
2	Statutory Fees and Fines	Statutory Fees and Fines is higher than budgeted due to the issuing of Fire Prevention Notices.
3	User fees & Reimbursements	User fees and charges is above budget due to private works and caravan park fees being higher than budgeted.
4	Contributions	Council contributions to the town committees has been processed as well as income being received for MAV for Tobacco Activity and funding for the ABC Heywire Back to Bush activity.
5	Grants - operating (recurrent)	Recurrent operating grants are lower than budgeted due to the receipt of part of the 2021/2022 Victorian Grants Commission funding in the previous financial year.
6	Grants - operating (non-recurrent)	Non-recurrent operating grants are higher than budgeted due to the receipt of additional funding for outdoor dining and for LG Business Concierge & Hospitality.
7	Grants - capital (recurrent)	Grants - Capital (recurrent) is below budget as Council has yet to receive some Roads to Recovery funding for 2021/2022.
8	Grants - Capital (non-recurrent)	Capital grants are higher than budgeted due to the carried forward of unspent grants from 2020/21.
9	Net gain/(loss) on disposal of property, infrastructure, plant and equipment	Plant and Equipment replacement, including sales, has commenced with replacement of vehicles to occur over the 2021/2022 financial year. The net gain/loss on the sale of assets will be reconciled at the end of the financial year.
10	Other income	Additional income has been received through the internal recovery for plant and quarry operations.

Comprehensive Income Statement
Explanation of material variations
For the period ending 31 March 2022

11	Employee Costs	Employee costs are under budget due to the COVID-19 pandemic limiting staff training.
12	Materials and services	Materials and services is higher than budgeted due to the timing of the budget for maintenance work on roads. The road and infrastructure audit, Rainbow Lake development and quarry restoration have been undertaken from the budget carried forward from 2020/21.
13	Depreciation	Depreciation for 2021/2022 will be reconciled at the end of the financial year.
14	Other Expenses	Other expenses are lower than anticipated due to a the timing in payment of Audit Fees; Landfill Charges; and Memberships and Subscriptions.

Hindmarsh Shire Council
Balance Sheet
As at 31 March 2022

	YTD Actual 2021/2022 \$	Actual 2020/2021 \$	Ref
Current assets			
Cash and cash equivalents	11,612,801	17,319,237	1
Rates and other receivables	4,131,150	1,138,319	2
Other assets & Inventories	450,912	556,149	
Total current assets	<u>16,194,863</u>	<u>19,013,705</u>	
Non-current assets			
Investments in associates by equity method	213,072	213,072	
Infrastructure, Property and Plant and Equipment	157,014,056	161,300,312	
Capital Expenditure 2021/22	8,539,327	0	3
Trade and other receivables	2,207	2,207	
Total non-current assets	<u>165,768,662</u>	<u>161,515,591</u>	
Total assets	<u>181,963,525</u>	<u>180,529,296</u>	
Current liabilities			
Trade and other payables	126,942	5,254,140	4
Trust Funds and Deposits	290,986	101,509	5
Provisions	2,309,185	2,285,986	6
Total current liabilities	<u>2,727,113</u>	<u>7,641,635</u>	
Non current liabilities			
Provisions	160,457	160,457	6
Total non-current liabilities	<u>160,457</u>	<u>160,457</u>	
Total liabilities	<u>2,887,570</u>	<u>7,802,092</u>	
Net assets	<u>179,075,955</u>	<u>172,727,204</u>	
Equity			
Accumulated surplus	71,533,639	69,135,437	
Surplus/(Deficit) for period	6,348,750	2,398,205	
Asset revaluation reserve	101,193,563	101,193,563	
Total equity	<u>179,075,952</u>	<u>172,727,205</u>	

Balance Sheet
Explanation of material variations
As at 31 March 2022

Variance		
Ref	Item	Explanation
1	Cash and Cash Equivalents	Cash and Cash Equivalents reflects the receipt of substantial grant funding late in the previous financial year that was carried forward for projects which are to, or have, commenced in 2021/2022.
2	Rates and Other Receivables	Rates and other receivables recognise total rates raised for the 2021/2022 financial year. The first three installments have closed. Invoices have been raised for the funding for the Albacuctya Bridge which have not been paid at 31 March 2022.
3	Capital Expenditure	Capital Expenditure as at 31 March 2022 was \$8,539,327. Refer to the Capital Works report for further information.
4	Trade and Other Payables	Trade and Other Payables represents the amount outstanding to creditors as at 31 March 2022.
5	Trust Funds and Deposits	As at 31 March 2022 Council holds \$278,670 for the Fire Services Levy which will be remitted during the 2021/2022 financial year and \$12,316 in refundable deposits.
6	Provisions	Provisions represents the amount held for Long Service and Annual Leave as well as quarry and landfill restoration.

Hindmarsh Shire Council
Statement of Cash Flows
For the period ending 31 March 2022

Cash Flows from Operating Activities

	Inflows/ (Outflows)
Receipts	
Rates & Charges	7,599,056
Statutory Fees and Fines	26,954
User Fees	555,279
Interest	55,683
Contributions - Cash	90,083
Grants - Recurrent	3,139,685
Net GST refund/(payment)	(459,305)
Grants - Non Recurrent	1,579,439
Trust	28,774
Other Revenue	989,132
Payments	
Employee Costs	(5,736,229)
Other Expenses	(1,085,327)
Suppliers	(4,080,266)
	<hr/>
Net cash inflow/(outflow) from operating activities	2,702,959

Cash Flows from Investing Activities

Payments for Property Plant and Equipment and Infrastructure	(8,539,327)
Proceeds from sale of Property Plant and Equipment	129,933
Net cash inflow (outflow) from investing activities	<hr/> (8,409,395)

Cash flows from Financing activities

Net cash inflow (outflow) from financing activities	<hr/> -
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Net increase/(decrease) in cash held	(5,706,436)
Cash at beginning of the period	17,319,237
Cash at end of the period	<hr/> <hr/> 11,612,802

Hindmarsh Shire Council
Capital Works
For the period ending 31 March 2022

	YTD Actual \$	YTD Budget \$	YTD Variance \$	Ref
Property				
Land	31,748	-	(31,748)	1
Total Land	<u>31,748</u>	<u>-</u>	<u>(31,748)</u>	
Buildings	1,114,325	899,647	(214,678)	2
Total Buildings	<u>1,114,325</u>	<u>899,647</u>	<u>214,678</u>	
Total Property	<u>1,146,073</u>	<u>899,647</u>	<u>246,426</u>	
Plant and Equipment				
Plant, machinery and equipment	1,748,880	1,452,546	(296,334)	3
Fixtures, fittings and furniture	63,111	102,717	39,606	4
Total Plant and Equipment	<u>1,811,991</u>	<u>1,555,263</u>	<u>(256,728)</u>	
Infrastructure				
Roads	2,101,016	2,330,847	229,831	5
Bridges	2,640,880	2,623,950	(16,930)	6
Footpaths and cycleways	294,908	152,334	(142,574)	7
Drainage	31,030	215,182	184,152	8
Other infrastructure	513,429	2,436,531	1,923,102	9
Total Infrastructure	<u>5,581,263</u>	<u>7,758,844</u>	<u>(2,177,581)</u>	
Total Capital Works Expenditure	<u>8,539,327</u>	<u>10,213,754</u>	<u>1,674,427</u>	
Represented by:				
New asset expenditure	870,085	2,282,645	1,412,560	
Asset renewal expenditure	4,144,511	4,136,941	(7,570)	
Asset expansion expenditure	-	-	-	
Asset upgrade expenditure	3,524,731	3,794,168	269,437	
Total Capital Works Expenditure	<u>8,539,327</u>	<u>10,213,754</u>	<u>1,674,427</u>	

Capital Works
Explanation of material variations
For the period ending 31 March 2022

Variance Ref	Item	Explanation
1	Land	Land was purchased to allow for the expansion of the Rainbow Caravan Park.
2	Buildings	Buildings are over budget due to the building of the Rainbow Library which was carried forward from 2020/2021.
3	Plant, machinery and equipment	The purchase of plant and machinery is higher than budgeted as Council has received delivery of plant and equipment carried forward from 2020/2021.
4	Fixtures, fittings and furniture	Fixtures and fitting purchases will commence once the Holiday Park cabins have been purchased.
5	Roads	The under expenditure in actual expenditure to budgeted is due to the phasing of the budgeted projects.
6	Bridges	The construction of the Albacutya Bridge is close to completion.
7	Footpaths and cycleways	This variance is due to the phasing of the Wimmera River Discovery Trail which is a project carried forward from 2019/2020 and 2020/2021.
8	Drainage	The under expenditure in actual expenditure to budgeted is due to the phasing of the budget for projects.
9	Other Infrastructure	The under expenditure in actual expenditure to budgeted is due to the phasing of the budget for projects, in particular the Silo Art trail and the transfer stations upgrades.

Hindmarsh Shire Council
Key Result Area Summary
For the period ending 31 March 2022

Service area	Description of services provided		2021/22 YTD Actual \$	2021/22 YTD Budget \$	2021/22 Annual Budget \$
Theme 1: Our Community					
Community Development	Councils community Development Team works with community groups, organisations and individuals to assist communities reach their aspirations and be healthy, active and engaged.	Operating Expenditure	200,510	143,595	191,506
		Operating Revenue	48,499	-	-
		NET Expenses (Revenue)	152,011	143,595	191,506
		Capital Expenditure	-	-	-
Maternal and Child Health Centres	Maintain maternal and child health facilities in Dimboola and Nhill. Council provides support to early years' services through the Municipal Early Years Plan. Council does not provide Maternal and Child Health Services. This service is provided by West Wimmera Health Services in Dimboola, Jeparit, Nhill and Rainbow.	Operating Expenditure	7,124	13,536	18,052
		Operating Revenue	-	-	-
		NET Expenses (Revenue)	7,124	13,536	18,052
		Capital Expenditure	-	-	-
Kindergarten Services	Provision of Kindergarten services in Dimboola, Jeparit, Nhill and Rainbow under contract with Horsham District Kindergarten Association. Council does not directly deliver Kindergarten Services.	Operating Expenditure	85,048	187,137	249,594
		Operating Revenue	83,081	71,028	94,739
		NET Expenses (Revenue)	1,967	116,109	154,855
		Capital Expenditure	20,210	-	6,500
Youth Services	Improve the wellbeing of and opportunities for youth within the Shire.	Operating Expenditure	107,179	68,670	91,583
		Operating Revenue	65,000	9,180	12,250
		NET Expenses (Revenue)	42,179	59,490	79,333
		Capital Expenditure	-	-	-
Aged & Disability Services	Council's Aged and Disability Services aim to support people in their own homes and communities by providing services that promote and maintain independence. The program assists frail older people, people with a disability and their carers. These services provide basic support and maintenance to people living at home or who are at risk of premature or inappropriate admission to long-term residential care	Operating Expenditure	707,171	816,723	1,089,394
		Operating Revenue	925,378	742,455	990,355
		NET Expenses (Revenue)	(218,207)	74,268	99,039
		Capital Expenditure	1,684	-	-
Health Promotion	To protect and enhance the health of the community.	Operating Expenditure	223,314	88,533	118,091
		Operating Revenue	82,812	27,738	37,000
		NET Expenses (Revenue)	140,502	60,795	81,091
		Capital Expenditure	2,169	-	-

Service area	Description of services provided	2021/22 YTD Actual \$	2021/22 YTD Budget \$	2021/22 Annual Budget \$
Community Transport	Operating Expenditure	-	-	7,250
	Operating Revenue	-	-	3,500
	NET Expenses (Revenue)	-	-	3,750
	Capital Expenditure	-	-	-
Libraries	Operating Expenditure	235,742	234,252	312,438
	Operating Revenue	514,860	157,995	210,740
	NET Expenses (Revenue)	(279,118)	76,257	101,698
	Capital Expenditure	527,403	191,178	255,000
Arts, Culture and Community Events	Operating Expenditure	99,058	78,012	104,056
	Operating Revenue	20,000	-	-
	NET Expenses (Revenue)	79,058	78,012	104,056
	Capital Expenditure	-	-	-
Recreation Programs	Operating Expenditure	10,134	10,530	14,049
	Operating Revenue	-	-	-
	NET Expenses (Revenue)	10,134	10,530	14,049
	Capital Expenditure	-	-	-
Public Order & Safety	Operating Expenditure	200,375	169,065	225,484
	Operating Revenue	48,366	78,614	84,174
	NET Expenses (Revenue)	152,009	90,451	141,310
	Capital Expenditure	-	-	-
Early Years	Operating Expenditure	18,593	27,162	36,230
	Operating Revenue	-	-	-
	NET Expenses (Revenue)	18,593	27,162	36,230
	Capital Expenditure	-	-	-

Service area	Description of services provided		2021/22 YTD Actual \$	2021/22 YTD Budget \$	2021/22 Annual Budget \$
Theme 2: Built & Natural Environment					
Local Roads & Bridges	Provide safe, all weather access to residences and allow for efficient transport of goods to and from the Shire. • The aim of the road network is to provide property access for local traffic. Council endeavours to provide all-weather access to existing residential homes and dry weather access roads to non-residential properties. • Council's road network comprises 573 kilometres of sealed roads, 845 kilometres of gravel roads (all weather) and approximately 1470 kilometres of earth roads (dry weather only, some contain gravel sections, though not maintained to an all-weather standard). The network also comprises six bridges and a significant number of large culverts. • VicRoads is responsible for main roads including highways and marked routes. Similarly, state government agencies are responsible for roads and tracks within declared parks such as the Little Desert, Big Desert and along the Wimmera River.	Operating Expenditure	4,197,363	3,955,941	5,276,596
		Operating Revenue	3,066,049	4,445,085	5,928,379
		NET Expenses (Revenue)	1,131,314	(489,144)	(651,783)
		Capital Expenditure	4,741,897	4,954,797	6,609,010
Drainage Management	Well maintained, fit for purpose drainage systems within townships.	Operating Expenditure	367,615	442,080	589,634
		Operating Revenue	-	-	-
		NET Expenses (Revenue)	367,615	442,080	589,634
		Capital Expenditure	17,494	27,757	33,684
Paths & Trails	Well maintained pedestrian access, including disabled access to critical and popular destinations around our townships.	Operating Expenditure	168,132	176,904	235,958
		Operating Revenue	-	-	-
		NET Expenses (Revenue)	168,132	176,904	235,958
		Capital Expenditure	294,908	152,334	203,209
Tree Management	Conduct maintenance, inspections and replanting works on Council road reserves, parks and gardens, and recreation reserves.	Operating Expenditure	159,499	259,425	346,025
		Operating Revenue	-	-	-
		NET Expenses (Revenue)	159,499	259,425	346,025
		Capital Expenditure	-	-	-

Service area	Description of services provided		2021/22 YTD Actual \$	2021/22 YTD Budget \$	2021/22 Annual Budget \$
Town Beautification	Maintain and redevelop public open spaces in Dimboola, Jeparit, Nhill and Rainbow.	Operating Expenditure	510,945	504,441	672,647
		Operating Revenue	8,000	14,994	20,000
		NET Expenses (Revenue)	502,945	489,447	652,647
		Capital Expenditure	36,562	67,473	90,000
Community Centres & Public Halls	Maintenance, renewal and upgrade of Council-owned and controlled community centres and halls, and support of communities that undertake these activities on behalf of Council.To protect and enhance the health of the community.	Operating Expenditure	172,920	218,565	291,562
		Operating Revenue	3,491	14,994	20,000
		NET Expenses (Revenue)	169,429	203,571	271,562
		Capital Expenditure	14,653	10,000	10,000
Recreation Facilities	Maintenance, renewal and upgrade of Council owned and controlled recreational land, buildings and facilities. Council also supports groups that undertake these activities on behalf of Council.	Operating Expenditure	523,269	694,530	926,278
		Operating Revenue	215,671	172,653	230,200
		NET Expenses (Revenue)	307,597	521,877	696,078
		Capital Expenditure	77,117	449,073	599,000
Waste Management	Management of Council's transfer stations and collection and disposal of domestic waste and recyclables across the Shire.	Operating Expenditure	872,160	1,046,423	1,388,990
		Operating Revenue	1,625,521	1,539,433	1,703,052
		NET Expenses (Revenue)	(753,360)	(493,010)	(314,062)
		Capital Expenditure	-	460,000	460,000
Quarry Operations	Management of Council-owned and controlled quarries and gravel pits for extraction of gravel for road making.	Operating Expenditure	319,546	248,670	331,685
		Operating Revenue	349,408	299,880	400,000
		NET Expenses (Revenue)	(29,861)	(51,210)	(68,315)
		Capital Expenditure	-	-	-
Waterway Management	Management of Council-controlled waterways including weir pools and lakes.	Operating Expenditure	79,965	27,867	37,172
		Operating Revenue	22,631	-	-
		NET Expenses (Revenue)	57,334	27,867	37,172
		Capital Expenditure	-	-	-
Environmental Management	Manage, protect and enhance Council's natural assets in conjunction with Government departments and environmental groups.	Operating Expenditure	121,921	108,501	144,695
		Operating Revenue	79,464	56,250	75,000
		NET Expenses (Revenue)	42,457	52,251	69,695
		Capital Expenditure	-	-	-
Fire Prevention	Identification of potential fire hazards and prevention of loss of life and property caused by fire.	Operating Expenditure	101,799	97,200	129,614
		Operating Revenue	36,958	23,994	3,200
		NET Expenses (Revenue)	64,842	73,206	126,414
		Capital Expenditure	-	-	-

Service area	Description of services provided		2021/22 YTD Actual \$	2021/22 YTD Budget \$	2021/22 Annual Budget \$
Theme 3: Competitive and Innovative Economy					
Economic Development	Facilitate an environment that is conducive to a sustainable and growing local business sector and provides opportunities for residents to access employment.	Operating Expenditure	144,244	118,536	139,422
		Operating Revenue	205,735	-	-
		NET Expenses (Revenue)	(61,492)	118,536	139,422
		Capital Expenditure	28,461	37,485	50,000
Tourism	To develop a thriving Wimmera Mallee Tourism industry predominantly based on, but not limited to, the Shire's heritage and environmental assets.	Operating Expenditure	143,992	209,253	272,065
		Operating Revenue	1,492,050	1,050,000	1,400,000
		NET Expenses (Revenue)	(1,348,058)	(840,747)	(1,127,935)
		Capital Expenditure	101,764	1,422,500	1,430,000
Private Works	Provision of private civil works services. • Provide quotations for private works undertaken by Council's works department to residents, contractors and other authorities. • Potential private works include grading of farm driveways, grading of fence lines, construction of driveway cross-overs, and supply of labour, plant and materials. • Private works also include repair to Council's infrastructure caused by repair work to third party assets.	Operating Expenditure	305,581	190,359	253,902
		Operating Revenue	282,121	243,432	324,700
		NET Expenses (Revenue)	23,460	(53,073)	(70,798)
		Capital Expenditure	-	-	-
Caravan Parks and Camping Grounds	Maintenance, renewal and upgrade of Council Caravan Parks and Camping Grounds.	Operating Expenditure	348,827	396,126	528,287
		Operating Revenue	1,176,194	506,430	672,500
		NET Expenses (Revenue)	(827,366)	(110,304)	(144,213)
		Capital Expenditure	861,335	802,419	870,000
Land Use Planning	To ensure that any development that occurs in Hindmarsh Shire is carried out in accordance with relevant planning policies, principals and controls.	Operating Expenditure	192,597	165,105	220,234
		Operating Revenue	69,045	37,863	50,500
		NET Expenses (Revenue)	123,552	127,242	169,734
		Capital Expenditure	-	-	-
Building Control	To provide statutory and private building services to the community	Operating Expenditure	152,951	160,749	214,416
		Operating Revenue	41,737	42,750	57,000
		NET Expenses (Revenue)	111,214	117,999	157,416
		Capital Expenditure	-	-	-
Aerodrome	Manage and maintain the Nhill Aerodrome	Operating Expenditure	67,088	50,859	67,843
		Operating Revenue	4,977	-	-
		NET Expenses (Revenue)	62,111	50,859	67,843
		Capital Expenditure	-	-	-

Service area	Description of services provided		2021/22 YTD Actual \$	2021/22 YTD Budget \$	2021/22 Annual Budget \$
Theme 4: Good Governance & Financial Sustainability					
Civic Governance & Leadership	To ensure that Council provides effective leadership and that its decisions are transparent, inclusive and based on sound recommendations and advice.	Operating Expenditure	712,118	756,459	1,009,001
		Operating Revenue	-	-	-
		NET Expenses (Revenue)	712,118	756,459	1,009,001
		Capital Expenditure	1,405	-	-
Customer Service Centres	Operation and maintenance of customer service centres to provide facilities from which Council can efficiently deliver services to the community. Provision of information to ratepayers and the general public on a broad range of services provided by Council and other government agencies.	Operating Expenditure	336,618	376,065	501,595
		Operating Revenue	-	-	-
		NET Expenses (Revenue)	336,618	376,065	501,595
		Capital Expenditure	-	12,258	16,340
Council Elections	Efficient and effective running of Elections by the Victorian Electoral Commission on behalf of Council.	Operating Expenditure	1,836	14,994	20,000
		Operating Revenue	4,671	-	-
		NET Expenses (Revenue)	(2,835)	14,994	20,000
		Capital Expenditure	-	-	-
Financial Management	To ensure the efficient and effective allocation of resources through sound financial planning and management that secures the long term financial viability of the municipality.	Operating Expenditure	317,242	353,043	470,900
		Operating Revenue	2,147,078	4,216,137	5,621,543
		NET Expenses (Revenue)	(1,829,836)	(3,863,094)	(5,150,643)
		Capital Expenditure	-	-	-
Rating and Valuations	Management of Council's rating system, including valuation of properties and the levying of rates and charges.	Operating Expenditure	149,672	155,466	207,343
		Operating Revenue	8,108,948	8,096,963	8,096,963
		NET Expenses (Revenue)	(7,959,277)	(7,941,497)	(7,889,620)
		Capital Expenditure	-	-	-
Records Management	Effective and efficient recording, storage, retrieval and disposal of records in line with the standards of the Public Records Office of Victoria.	Operating Expenditure	43,328	45,742	56,675
		Operating Revenue	-	-	-
		NET Expenses (Revenue)	43,328	45,742	56,675
		Capital Expenditure	-	-	-
Information Technology	Using Information Technology as a tool to connect with the community and provide efficient and effective services.	Operating Expenditure	214,135	231,301	275,130
		Operating Revenue	-	-	-
		NET Expenses (Revenue)	214,135	231,301	275,130
		Capital Expenditure	61,706	292,780	82,000
Risk Management	Monitor and manage Council's risks in relation to operations, employment and infrastructure.	Operating Expenditure	448,558	507,907	547,940
		Operating Revenue	488	-	-
		NET Expenses (Revenue)	448,071	507,907	547,940
		Capital Expenditure	-	-	-
Contract Management	Using Information Technology as a tool to connect with the community and provide efficient and effective services.	Operating Expenditure	186,517	190,488	250,078
		Operating Revenue	-	-	-
		NET Expenses (Revenue)	186,517	190,488	250,078
		Capital Expenditure	-	-	-

Service area	Description of services provided		2021/22 YTD Actual \$	2021/22 YTD Budget \$	2021/22 Annual Budget \$
Payroll and Human Resources Services	Provision of payroll services to Council employees and the provision of Human Resources services to management.	Operating Expenditure	206,157	208,773	278,458
		Operating Revenue	-	-	-
		NET Expenses (Revenue)	206,157	208,773	278,458
		Capital Expenditure	-	-	-
Emergency Management	Provide support to the community in the areas of emergency preparedness, emergency response and emergency recovery.	Operating Expenditure	46,970	51,075	38,138
		Operating Revenue	-	-	-
		NET Expenses (Revenue)	46,970	51,075	38,138
		Capital Expenditure	-	-	-
Depots & Workshops	Operation of Council's depots and workshops including the provision of heavy plant and equipment.	Operating Expenditure	151,740	212,589	283,563
		Operating Revenue	-	-	-
		NET Expenses (Revenue)	151,740	212,589	283,563
		Capital Expenditure	1,552,306	1,270,746	1,695,000
Asset Management	Provision of skills, resources and systems to ensure the most efficient and effective management of Council's assets. • Ensure that Council targets the correct level of asset expenditure to achieve and maintain the desired levels of service into the foreseeable future. • Ensure that Council's asset renewal expenditure targets the most critical assets. • Provide regular condition and defect audits of Council's assets to ensure safety and levels of service are maintained. • Provide Council's asset valuations.	Operating Expenditure	194,398	117,747	157,053
		Operating Revenue	1,799	-	-
		NET Expenses (Revenue)	192,599	117,747	157,053
		Capital Expenditure	-	-	-
Fleet Management	Ensure that Council's vehicle fleet is management, maintained and replaced in the most efficient and efficient way possible.	Operating Expenditure	123,084	208,503	278,142
		Operating Revenue	62,905	57,753	77,040
		NET Expenses (Revenue)	60,180	150,750	201,102
		Capital Expenditure	198,256	294,255	392,500
Accounts Payable	Payment of invoices in an efficient and timely manner.	Operating Expenditure	26,600	26,622	35,507
		Operating Revenue	-	-	-
		NET Expenses (Revenue)	26,600	26,622	35,507
		Capital Expenditure	-	-	-
Accounts Receivable	Receival of payments from debtors in an efficient and timely manner.	Operating Expenditure	9,975	9,981	13,315
		Operating Revenue	-	-	-
		NET Expenses (Revenue)	9,975	9,981	13,315
		Capital Expenditure	-	-	-

Hindmarsh Shire Council

Asset Plan 2022-32



V0.1 Draft as April 2022

Version Control

This Document is a live Council document and is subject to periodic review. The validity and currency of the document is critical in applying its content as it contains significant asset management and performance data that is “real-time” based.

If you are reading this document please check the version date and the endorsement date below to make sure that the document is current.

Version	Date	Changes/Amendments	Author
V0.0.1	05/04/2022	First Draft for Internal Review	Madan Dhungel
V0.1.0	21/04/2022	Draft amended for Council Meeting	Madan Dhungel
V0.1.1	24/04/2022	Roads lengths and financial values updated	Madan Dhungel

NB:

1. Primary number changes to Versions (eg V1.0 to V2.0) will be made when the document undergoes its regular review and when significant changes are made to standards and guidelines for inspections, intervention levels or work.
2. Secondary number changes (V1.0 to V1.1) will apply to minor amendments that do not materially impact the document and are intended only to clarify or update issues.
3. Tertiary number changes (V1.1.1 to V1.1.2) are related to document updates and reviews undertaken by Council or external parties.

Endorsement Table

Name	Title	Endorsed & Signature	Date

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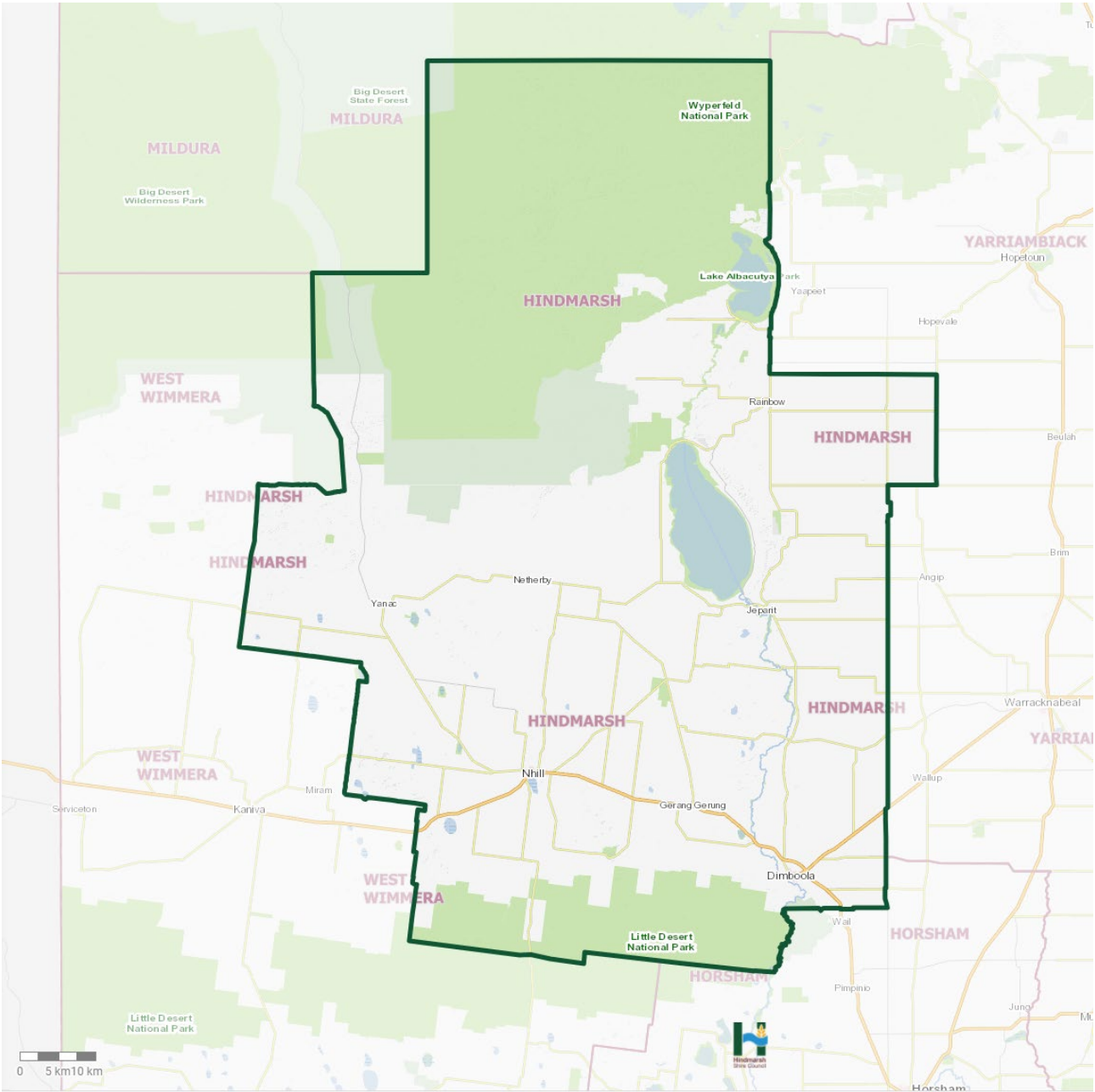
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Map of Hindmarsh Shire Municipality



The Asset Plan

Introduction

The Plan is a means of outlining the key elements involved in managing Council assets. It combines management, financial, engineering and technical practices to ensure that the level of service required by user groups is provided at the lowest long term cost to the community within the limits of any fiscal constraints that may be imposed by Council.

The specific purpose of the Plan is to:

- Demonstrate responsible stewardship by the Council;
- Define and articulate how the infrastructure is and will be managed to achieve the organisation's objectives;
- Provide a basis for customer consultation to determine the appropriate levels of service;
- Manage risk of asset failure;
- Achieve savings by optimising whole of life costs; and
- Support long term financial planning.

The objectives of this particular Plan are to:

- Consolidate all of the available information pertaining to Asset Management into a single location;
- Define how assets will be managed into the future. This will be done through;
 - Identify services
 - Develop Service Standards
 - Identify and describe Councils assets
 - Undertake Demand projections
 - Identify gaps between required assets and actual assets
 - Identify management options
 - Determine the best option
 - Determine ways of measuring performance

A key component of the Asset Plan is the Long Term Capex Plan (LTCP) which compiles the range of capital projects proposed for renewal, upgrade and new capital works over the next 10-year period.

In addition to identifying the operational and strategic practices that ensure that Council manages assets across their life cycle in a financially sustainable manner, the Asset Plan quantifies the asset portfolio and the financial implications of those practices.

Community Engagement

This Asset Plan has been prepared to address the requirements of section 92 of the Local Government Act (2020), including the various phases of the asset life cycle listed in point (3)(a) of that section of the Act, and the requirement for deliberative engagement in the development of the Plan.

Council adopted Asset Management Plan Part A (General Information) and Part E (Pathways) on 15 November 2017. This followed community consultation via advertising and making documents available at Customer

Service Centres and on Council's website for a period of 4 weeks, which concluded on Friday 06 October 2017. No public submissions were received during this period.

It is an ongoing process and community feedback will be sought as appropriate during the implementation of this Asset Plan. The deliberative engagement process included the establishment of a Community Panel, which developed the Community Vision, and provided recommendations to Council on the Council Plan, Long Term Financial Plan and Asset Plan.

Relationship with Other Planning Documents

Asset Plans are a key component in Council's planning process and it is important that this Plan is linked to the relevant strategies and actions in the following plans and documents.

- Hindmarsh Shire Council Road Management Plan 2021-2023
- Hindmarsh Shire Council Asset Management Strategy 2015
- Hindmarsh Shire Council Road Hierarchy Review 2015
- Hindmarsh Shire Council Long Term Financial Plan 2021-2031
- Hindmarsh Shire Council Plan 2021-2025 and Community Vision 2040
- Asset Plan Guidance 2022, Local Government Victoria
- Integrated Strategic Planning & Reporting Framework
Section 6.4 Technical description – Asset Plan
Local Government Victoria December 2020
- Local Government Asset Management Better Practice Guide
Local Government Victoria 2015
- Asset Management Plan Part A - General Information - Adopted by Council 15 November 2017
- Asset Management Plan Part B – Roads, Draft for SMT Review June 2018
- Asset Management Plan Part C – Bridges, Weirs and major Culverts, Draft for Council Briefing January 2016
- Asset Management Plan Part D – Buildings and Other Structures, Draft for Council Briefing January 2016
- Asset Management Plan Part E – Pathways Roads, Adopted by Council 15 November 2017
- Asset Management Plan Part F – Drainage, Draft for Council Briefing January 2016

The Assets

Roads

Hindmarsh Shire Council provides an extensive network of roads throughout the municipality. This Asset Management Plan – Roads has been compiled to ensure the maintenance and renewal of the road network is undertaken in a systematic way that reflects community needs. This section includes a number of analytical tables and charts, the important numbers are highlighted in green background.

The Roads network has been defined into the following hierarchies in the rural and urban environment.

Rural Roads

- Class 3R - Transport Routes
- Class 4R - Collector Roads
- Class 5R - Residential Access
- Class 6R - Property Access
- Class 6S – Strategic Property Access
- Class 7 – Secondary Property Access
- Class 8 – Paper Roads

Urban Roads

- Class 3U – Transport Routes
- Class 4U – Collector Roads
- Class 5U – Residential Access
- Class 6U – Secondary Access

The main components within the roads asset class are typically:

- sealed surfaces, pavements and kerbs in the urban areas
- sealed surfaces, pavements and shoulders for the rural sealed network
- unsealed pavements for the rural unsealed network.

Vicroads assets, private roads, crown land roads, private vehicle crossings/driveways are excluded from this plan. Road asset class is the most significant of all infrastructure assets. Data used to produce this plan are considered good and Council can consider itself in a sustainable financial position in respect to the management of this asset class.

A summary of the road assets managed by Council with financial values is:

Asset Type	Asset Length (km)	Asset Length %
Sealed Urban Roads	74.2	3%
Sealed Rural Roads	520.9	19%
Unsealed Roads	1,191.6	43%
Non-Financial Roads (e.g. fire access, road reserve)	1,001.2	36%
Roads Total	2,787.7	100%
Kerbs and Channel	72.5	

Table 1 Road Assets Inventory Stock as in April 2022

A summary of road assets by hierarchy is:

Hierarchy	Pavement Length (km)	Pavement Length %	Kerb Length (m)	Kerb Length %
3R	86.2	3.1%	222	0%
3U	28.9	1.0%	33,828	47%
4R	333.1	12.0%	33	0%
4U	48.0	1.7%	36,075	50%
5R	905.6	32.5%		
5U	9.7	0.3%	1,397	2%
6R	324.2	11.6%		
6U	9.0	0.3%	380	1%
7	28.9	1.0%		
8	7.2	0.3%		
Reserve/Parking	6.0	0.2%	116	0%
Non-Financial Roads	1,001.0	35.9%		
Total	2,787.7	100%	72,051	100%

Table 2 Road Assets by Hierarchy as in April 2022

Bridges, Weirs and Culverts

Within the road network there are major structures that cross waterways including bridges, weirs and minor culverts.

There are 5 bridges, two major culverts and two weirs. Albacutya Road Bridge was re-built in 2022.

Council owns and manages 372 culverts as in April 2022. The average size of the culverts ranges from 450mm to 1200mm diameter. The total length of the culverts is 5,113m.

Buildings

This asset class includes 145 buildings with the following classifications:

- Administrative Buildings.
- Public Halls.
- Recreation Reserve Buildings.
- Aquatic Centres.
- Public Toilets.
- Caravan Parks.
- Senior Citizens Centres.
- Pre-School Centres.
- Maternal Child Health Centres.
- Libraries.

Pathways

This asset class includes footpaths, tracks and trails. Council manages 41 km of footpaths and pathways as in April 2022, of which:

Surface Material	Pathway Length (m)	Pathway Length %
Asphalt	286	1%
Brick Paver	1,668	4%
Concrete	36,911	90%
Concrete Paver	240	1%
Concrete Paving Slab	135	0%
Gravel	1,447	4%
Bitumen	393	1%
Total	41,080	100%

Table 3 Pathway Length by Surface Material as in April 2022

Stormwater Drainage

The urban stormwater drainage network includes underground pipes, open drains, pits and drainage structures. Most of the stormwater drainage assets are located at town centres.

There are approximately 23.5 km of stormwater pipes and 954 pits included in the stormwater drainage asset class.

Pipe Diameter	Pipe Length (m)	Pipe Length %
150	172	1%
225	1,971	8%
300	6,357	27%
375	3,992	17%
450	3,809	16%
525	1,690	7%
600	2,580	11%
750	1,780	7%
825	135	1%
900	263	1%
1050	241	1%
1200	551	2%
Open Drain	343	1%
Total	23,881	100%

Table 4 Stormwater Pipe Length by Pipe Diameter as in April 2022

Recreation and Open Space

This asset class includes 4 swimming pools, playgrounds, recreation reserves, parks and gardens. There is a vast range of asset types including, but not limited to, the following:

Asset Type 1	Quantity	Asset Type 2	Quantity
Arbour	1	Information Board	1
BBQ	3	Lighting Pole	19
Bench Seat	32	Park Bench	6
Bike Rack	1	Pavilion	1
Bin Holder	12	Picnic Table	63
Drinking Fountain	1	Sculpture	4
Flagpole	5	Shelter	15
Footbridge	6	Walkway	2
Gateway Entrance	1	Playground Equipment	99
Total	272 No.		

Table 5 Recreation and Open Space Assets Quantity as in April 2022

Transfer Station

Transfer stations where rubbish / recycling can be received are at the following locations:

- Rainbow Transfer Station, 16 Kruger Rd, Rainbow
- Jeparit Transfer Station, Jeparit East Rd, Jeparit.
- Dimboola Transfer Station, 73 High St, Dimboola
- Nhill Transfer Station, 102 Nhill-Netherby Rd, Nhill

Financial Summary of Assets

Each class of the assets has been valued by external consultants with internal guidance. The summary is provided in below table:

Asset Class	Category Name	Replacement Value	Accumulated Depreciation	Written-Down Value	Depreciation Expense
Roads & Kerbs	Roads	\$220,385,443	\$77,035,086	\$143,359,358	\$3,463,894
	Kerbs	\$37,466,582	\$15,270,614	\$22,195,968	\$374,666
Bridges, Weirs & Culverts	Bridges & Weirs	\$12,025,117	\$3,752,303	\$8,272,814	\$120,251
	Culverts	\$4,027,064	\$1,423,615	\$2,603,449	\$50,338
Buildings	Buildings	\$60,174,408	\$36,211,377	\$23,963,031	\$916,848
Pathways	Pathways	\$9,846,439	\$3,876,580	\$5,969,859	\$157,461
Stormwater Drainage	Drains	\$14,472,595	\$5,597,745	\$8,874,851	\$153,173
	Pits	\$2,154,425	\$839,756	\$1,314,669	\$26,930
Recreation & Open Space	Park Equipment	\$941,900	\$463,454	\$478,446	\$26,535
	Park Infrastructure	\$1,093,800	\$458,981	\$634,819	\$16,527
	Pool Structures	\$6,128,081	\$2,203,998	\$3,924,082	\$61,721
Transfer Station	Landfill	\$3,000,000	\$1,000,000	\$2,000,000	\$37,500
Total		\$371,715,854	\$148,133,509	\$223,591,346	\$5,405,844

Table 6 Summary of Financial Values as in April 2022

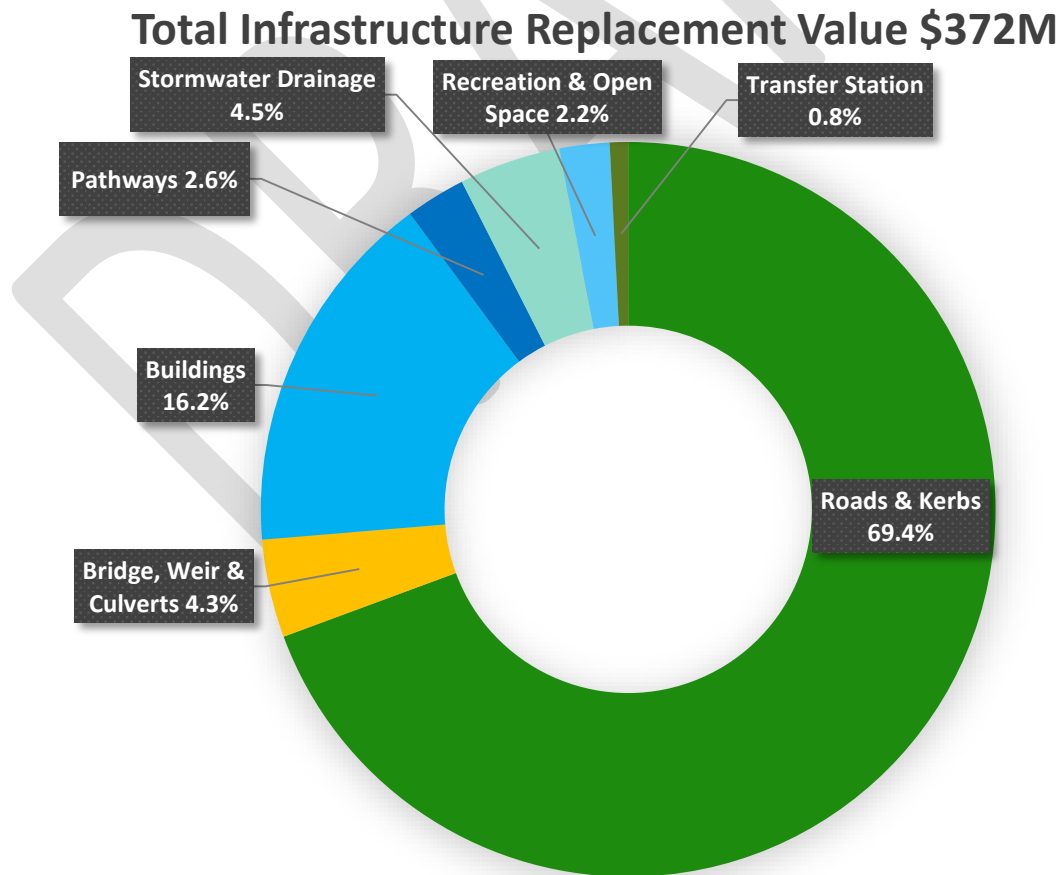


Figure 1 Assets Replacement Value Proportion as in April 2022

Service Levels

The levels of service will be based on:

- Community engagement and expectations,
- Information gathered from customers on expected quality and cost of services,
- Strategic and corporate goals,
- Legislation, regulations, environmental standards and industry and Australian Standards that impact on the way assets are managed, and
- Design standards and codes of practice.

Roads

The current service levels provided have been determined as part of the development of the Council's Roads Hierarchy, having taken into account the following factors:

- Traffic assessment;
- The number of houses served;
- Whether the road is used by school buses, heavy vehicles etc.;
- Functional role; and
- Community consultation.

The following definitions are provided as a guide and as time proceeds, reclassification of these roads may be required to meet the needs and expectations of the community and the management of Council's road assets.

Additionally the introduction of the Road Asset Management Plan Act 2004 requires the establishment of the Road Register. The development of the Road Register could see a variation in the Road Hierarchy in relation to unused or "Paper" roads in which Council decide not to assume responsibility.

Functional hierarchies applicable to assets included in this plan are:

Declared Roads

Primary Arterial -Freeway/Highway and Declared Main Roads.

These roads form the principal network of roads to cater for through traffic movements in a municipality and linkage to main townships. They would normally carry the highest level of traffic volumes and be constructed to the highest standards.

These Arterial roads are made up of the VicRoads Declared Road Network, which includes freeways/highways and declared main roads.

Local Roads

These roads provide the primary network on which the majority of resident's travel occurs. They are essentially the financial responsibility of Council. The Hindmarsh Shire Council's Road Hierarchy defines the following classes of local roads in both rural and urban areas.

RURAL**(1) Class 3R – Transport Routes**

These local roads provide the major direct freight route for agriculture produce and agriculture chemicals such as gypsum, between the declared road network and rural localities. They would usually connect two towns, villages or districts and carry traffic both private and commercial from both within and outside the municipality.

Council will endeavour to provide a sealed road pavement and formation, which allows the safe and efficient movement of all vehicles. Improvements to these roads will depend on a number of factors including horizontal and vertical alignment and traffic count.

(2) Class 4R - Collector Roads

These roads provide the link between locations and districts. They also provide the link between residential and property access roads into the higher class roads. They would carry mainly traffic originating from within the municipality both private and commercial.

Council will endeavour to provide an all-weather pavement, which allows for the safe movement of all vehicles.

Changes in status of residence and property access roads could lead to a change in classification of existing collector roads.

(3) Class 5R - Residential Access

These roads are probably the most important from an individual's view as they are designed to provide all weather access for emergency and day to day activities.

Council will endeavour to provide all houses which are occupied for residential purposes with a road pavement of a type and depth capable of being trafficked under all normal weather conditions.

If a house has been unoccupied for residential purposes for more than two years, all weather access rights will be deemed to have lapsed. Any proposal for the access road to be upgraded or reinstated to residence access in the event that the house is subsequently re-occupied shall be treated as access for a new house in accordance with this policy.

(4) Class 6R - Property Access

These roads are used by people requiring access to carry out farming or other legitimate activities on properties they own or lease. Ideally, every property would be provided with a good quality, all weather access. Unfortunately, such an approach is not possible in an environment of limited funds.

Council will endeavour to provide and maintain a minimum of an earth formation capable of providing dry weather access only. It is recognised that this may cause inconvenience from time to time; however limiting use of these roads during wet weather will ensure a more serviceable road surface.

Localised drainage or gravelling work may be undertaken by Council where it is required to reasonably maintain dry weather access.

Removal or trimming of native vegetation that results from the purchase of larger machinery by landowners will only be carried out following a contribution from the initiating landowner. Such work will not be as of right and will depend upon Council and planning permit approvals being obtained by the applicant.

(5) Class 6S – Strategic Property Access

These roads are generally all weather access to rural commercial or industrial properties and serve as access to non-residential properties and link those non-residential properties to higher classification roads. Maintenance/grading is carried out annually. Shoulders and drains of road are maintained as required.

(6) Class 7 – Strategic Property Access

These roads are dry weather access roads to non-residential properties and link to higher classification road. Maintenance/grading is carried out less frequently and only when required.

(7) Class 8 – Paper Roads

These roads are unconstructed roads and not maintained by Council. These roads may be on Council's Road Register.

URBAN**(1) Class 3U – Transport Routes**

These local roads provide the major direct freight route for agriculture produce and transport goods between the declared road network and local transport hubs. Council will endeavour to provide a sealed road pavement and formation, which allows the safe and efficient movement of all vehicles.

(2) Class 4U – Collector Roads

These roads/streets provide the link between residential access roads into higher class roads within the township areas

Council will endeavour to provide a sealed pavement which allows for the safe movement of all vehicles.

(3) Class 5U - Residential Access

These roads provide the access to residential commercial or industrial properties to allow for the carrying out of day to day activities, business or occupations.

Council will endeavour to provide a road pavement of a type and depth capable of being trafficked under all normal weather conditions.

(4) Class 6U - Secondary Access

Roads or laneways that provide alternate access to un-occupied properties and business or access to vacant land.

Council will endeavour to provide a minimum of an earth formation which is trafficable in dry weather.

Classifications for Grants Commission**Road Type**

Classification	Description
Kerbed Road	Kerb on both sides of the road
Unkerbed Road	Roads without kerbs both sides

Table 7 Grants Commission Road Type**Strategic Routes**

Classification	Description
Kerbed Road Strategic Route	<ul style="list-style-type: none"> • Bus route • Road > 500vpd • Road with at least 50 trucks/day
Unkerbed Strategic Route	<ul style="list-style-type: none"> • Bus route • Road >100vpd with at least 10 trucks/day • Road >100vpd with average grade at least 6% • Road >100vpd in drip or flood irrigated horticultural or agricultural area

Table 8 Strategic Routes Classification

Where:

- **Bus Route:** Normal scheduled public transport route. Special school only routes.
- **Truck:** Class 3 to class 12 vehicle

Classification by Purpose:

Classification
Public road
Aerodrome, recreation reserve, park access roads
Car parks

Table 9 Road Purpose Classification**Community and Technical Service Levels**

Council's current position is to:

- Maintain current level of service, however upgrade if successful in obtaining grants to do so.
- Maintain existing levels of service, all weather access to be maintained to dwellings.

Current service levels are:

Service: Transport – Vehicle Access				Assets utilised: Urban and rural sealed roads, gravel roads	
Customer Expectation	Service Indicator	Community Levels of Service		Technical Levels of Service	
		Community Measure	Community Target	Technical Measure	Technical Target
Rural access to residence and property	Availability	Customer requests for road upgrades	All weather access to dwelling	Road formation	Transport: Formed, drained, sealed Collector: Formed, drained, sealed or gravel Access Residential: Formed, drained, sealed or gravel
	Accessibility	All weather access	Dry weather access only to property	Surface type	Access Property & Access Minor: Earth formation as minimum. Localised drainage or gravelling work may be undertaken by Council where it is required to reasonably maintain dry weather access.
Urban access to residence and property	Availability	Customer requests for road upgrades	All weather access to dwelling and property	Road formation	Transport: N/a Collector: Sealed
	Accessibility			Surface type	Access Residential: Formed, drained, sealed or gravel Access Property & Minor: Earth formation

Sealed road provided to residence	Availability of the sealed network	Customer requests sealed access to individual property		Max length travel dwelling to sealed road And/or Min traffic volumes	Collector & Access Residential: Sealed if <ul style="list-style-type: none"> As per Road Management Plan (RMP)
K&C provided in urban areas	Availability of kerb and channel	Customer requests for kerb and channel Result of resident survey		Demonstrated need	<ul style="list-style-type: none"> To resolve a drainage issue, or Define parking, or Dimension limitations Protection of public and property
Provide a safe roads network	Safety & Responsiveness	Reduction in the number of injury vehicle crashes recorded	Downward trend in VicRoads Crash Statistics Annual in recorded injury crashes	Regular defect inspections. Number of identified defects outside intervention corrected within the response time as defined in the RMP	100% in compliance with RMP, refer Appendix 1-4
Wider seal widths	Amenity and safety.	Customer requests for shoulder works, edge drop-offs		Seal width	As per risk assessment and available budget for all categories. As per RMP
No inconvenience from dust	Amenity free from dust	Customer requests	<1/year	Budget \$ expended	will be manage case by case basis as per customer request and RMP
Rough gravel roads	Amenity of the road,	Customer requests corrugations		Routine maintenance gravel road grading frequency (times per year) Or RMP	As per RMP, refer Appendix 1-4

Table 10 Roads Community and Technical Service Levels

Note: If a house has been unoccupied for residential purposes for more than two years, all weather access rights will be deemed to have lapsed. Any proposal for the access road to be upgraded or reinstated to residence access in the event that the house is subsequently re-occupied shall be treated as access for a new house in accordance with this policy and Road Management Plan.

Bridges, Weirs and Culverts

The Bridges, Weirs & Culverts hierarchy directly follows the Road Hierarchy as shown in page 12.

Asset Classification by Type:

Classification	Description
Bridge	Structure incorporating several structural elements and can be of different materials
Weir	Structure incorporating several structural elements and can be of different materials
Culvert	Round or rectangular precast or cast-in-place elements generally of concrete material

Table 11 Bridges, Weirs and Culverts Classification

Community and Technical Service Levels

Current service levels are:

Service: Transport – Vehicle Access				Assets utilised: Bridges & Major Culverts	
Customer Expectation	Service Indicator	Community Levels of Service		Technical Levels of Service	
		Community Measure	Community Target	Technical Measure	Technical Target
Bridges should be located to provide access to dwelling and property	Availability.	Requests for new bridge	< 1/year	Structure that provides all weather access.	Transport Routes All weather structure Collector Roads All weather structure Access Roads No structure or a floodway only may be provided taking into account: <ul style="list-style-type: none"> • Probability access denied (eg. flooded) • Length detour • Hierarchy • Traffic volumes • Emergency access needs
Bridges should not have any load limits	Accessibility for heavy vehicles	Customer requests for increased load capacity	< 1/year	Load limits present.	Transport Routes Increase load capacity when grant available. Collector roads Increase load capacity when grant available. Access roads May be load limited considering detour assessment of: <ul style="list-style-type: none"> • Length & condition • Travel time • Frequency • Traffic volumes
Bridges should be able to accommodate farm machinery	Accessibility for wide vehicles	Customer requests for increase in width	< 1/year	Trafficable bridge width (between kerbs) Refer Appendix 6	Transport routes Upgrade to 7.5m minimum when grant available Collector & Access roads <ul style="list-style-type: none"> • May be restricted provided reasonable detour

					<ul style="list-style-type: none"> Structures shall only be upgraded at time of scheduled replacement.
Bridges should be safe	Safety	Number of accidents/year	< 1 bridge /year	Bridge Safety Score	Continuous improvement
Bridges should be well maintained	Amenity: Bridges are maintained in a smooth, safe manner	Number of requests for bridge maintenance	< 5/year	Bridge Structure maintenance expenditure	100% of budget expended annually
				Requirements of Road Management Act are met	No bridge defects exceeding intervention, and service requests are dealt with adopted response frames. Refer Appendix 6

Table 12 Bridges, Weirs and Culverts Community and Technical Service Levels

Buildings

Buildings Hierarchy

Hierarchy	Description
High Use	<ul style="list-style-type: none"> Significance at Municipal Level Significance at Community level Critical To Council Operations Critical To Service Delivery Key Heritage Or Icon Must Meet Stringent, Special Requirements
Medium Use	<ul style="list-style-type: none"> Significance At Town or Locality Level Important To Council Operations Or Service Delivery Need To Meet Special Requirements
Low Use	<ul style="list-style-type: none"> Significance at locality level Can operate in very basic conditions Ancillary to main function

Table 13 Buildings Hierarchy Classifications

Community and Technical Service Levels

Current service levels are:

Community Level of Service (based on customer needs)	Technical Levels of Service	
	Technical Measure	Technical Target
I require DDA access Accessibility	No. buildings with DDA/ramp	Most buildings are DDA compliance, 100% target by 2027
Maintenance works need to be fixed promptly Response	Maintenance response within response time	Achieve by yearly maintenance program

Table 14 Buildings Community and Technical Service Levels

Pathways

Pathways Hierarchy

Hierarchy	Function	Characteristic
Commercial Footpath	Provides access to businesses in the central activity centre. Also used by businesses to conduct trade to through traffic. Generally experiences the highest foot traffic within the towns.	Paths are constructed with reinforced concrete, but can also include clay/stone pavers, tinted concrete or bricks when aesthetics need to be enhanced. Footpaths generally extend from shop front to back of kerb. New path to be DDA compliant, and program to be implemented to bring existing paths to DDA compliance where possible.
Key Access Footpaths	Links the Commercial Footpaths to major facilities within the towns including hospitals, schools and facilities frequently used by the community.	Paths are constructed with reinforced concrete. Path widths should be between 1.5m and 2.0m. The wider paths allow for mobility vehicles to pass each other comfortably without forcing each other off the footpath. New path to be DDA compliant, and program to be implemented to bring existing paths to DDA compliance where possible.
Residential Footpaths	Residential Footpaths make up a majority of the footpath network. They provide access to properties.	Paths are constructed within reinforced concrete. Paths are to be 1.5m wide. New path to be DDA compliant, and program to be implemented to bring existing paths to DDA compliance where possible.
Park Paths	Footpaths that are located on Council property or Crown land and act as part of the footpath network. As they are not located within the road reserve managed by Council, they are not subject to Council's Road Management Plan.	Paths are to be constructed with reinforced concrete, gravel, bricks or pavers. Paths are to be 1.5m wide. If for aesthetic reasons a pervious material layer is used, paths are to be 2.0m wide for maintenance reasons.
Trails	Trails are pathways that are used for recreation and tourism. These pathways are found alongside the Wimmera River or within parks and reserves. Users of these paths are undertaking exercise, accessing recreational facilities or enjoying the environment.	Paths are generally made from sandstone/limestone, granitic sand, crushed rock and wood chips. Paths widths range from 2.0m to 3.0m to allow vehicle traffic for maintenance and emergency services.
Shared Paths	Shared paths are wide paths that allow both pedestrians and cyclists to use the same pathway. People over the age of 12 are not allowed to ride a bike on a footpath in Victoria. Shared paths help separate cyclists from vehicle traffic on busy routes, creating a safer cycling environment. Currently there are no shared path within Council.	Bike paths are constructed with reinforced concrete or bitumen/asphalt. Signage and line marking is required to identify that the path is shared between cyclists and pedestrians. Path widths should be no less than 2.5m and no greater than 3.0m. Bollards should be erected where the path crosses roads to discourage vehicles using the shared path.

Table 15 Pathways Hierarchy Classification

Community and Technical Service Levels

Footpaths current service levels are:

Customer Expectation	Technical Levels of Service	
	Technical Measure	Technical Target
My house will be connected to the footpath network - Availability	Constructed footpath present, refer Appendix 5	<ul style="list-style-type: none"> Commercial – Constructed concrete (or brick) paths will be constructed adjacent to commercial properties in the CBD and between key destinations Key Access – Constructed concrete path will be provided Residential – Constructed concrete path will be provided on one side of the road only
Paths will be wide enough - Amenity	Width of path	<ul style="list-style-type: none"> Commercial – Generally full width from property line to kerb or >2.0m width Key Access – 1.5m – 2.5m Residential – 1.5m
Paths will be safe to use - Safety	Compliance with the RMP, refer Appendix 5	100% compliance
Paths should include features such as seats and drinking fountains -Quality	Availability of Path furniture	<ul style="list-style-type: none"> Commercial – CBD seats at 100m interval. Key Access & Residential – Path furniture will not be provided
Accessible by a wheelchair or pram - Accessibility	No. Crossings with complaint DDA ramp.	100%

Table 16 Footpath Community and Technical Service Levels

Trails Technical Service Levels

Trails current service levels are:

Customer Expectation	Technical Levels of Service	
	Technical Measure	Technical Target
Recreation paths will be provided - Availability	Constructed trail present, refer Appendix 5	<ul style="list-style-type: none"> High, Medium: In accordance with adopted strategy Low: N/a
Paths will be wide enough - Amenity	Width of path	<ul style="list-style-type: none"> High, Medium: 2m minimum for shared use. Low: N/a
Paths should include features such as seats -Quality	Availability of Path furniture	<ul style="list-style-type: none"> High: Seats and shade at 1000m intervals Medium, Low: No path furniture provided.

Table 17 Trails Community and Technical Service Levels

Stormwater Drainage

Functional hierarchies applicable to assets included in this plan are:

Hierarchy	Description
1	Intensely developed business and industrial where flooding would cause serious damage or inconvenience
2	Other business and industrial areas, developed residential
3	Sparsely populated residential such as parks, playing fields

Table 18 Stormwater Drainage Functional Hierarchy Classification

Community and Technical Service Levels

Current service levels are:

Customer Expectation	Technical Levels of Service	Technical Target
Not to be flooded Safety and financial	Average recurrence interval	1 in 5 years flood event
Concern with children entering pipes Public health & Safety	Pipe entry barriers present	Barriers to entry provided at all piped sections >600mm diameter.
	Pedestrian barriers present	All locations with fall > 1m adjacent or near to a pedestrian path
Open drains are untidy Amenity	Drain type	Pipe all main drains when grant/fund available
Litter is getting into the river Environmental	Litter traps present	Litter traps to be provided on channel outfalls

Table 19 Stormwater Drainage Community and Technical Service Levels

Recreation and Open Space

Functional hierarchies applicable to assets included in this plan are:

Functional Hierarchy	Description
Regional	<ul style="list-style-type: none"> • Would cater for high use • It would have a large number of play experiences, include accessible features, typically consisting of an 'adventure' style configuration. • Would be an attraction in itself.
District	<ul style="list-style-type: none"> • Would service a larger town • Most likely co-located with a sport reserve or other community infrastructure • Basic multifunction equipment and include accessible features.
Neighbourhood	<ul style="list-style-type: none"> • Would be similar to a District playground • Within walking distance • Only minimal equipment

Table 20 Recreation and Open Space Hierarchy Classification

Community and Technical Service Levels

Current service levels are:

Customer Expectation	Technical Levels of Service	
	Technical Measure	Target
A playground nearby (availability)	Number, location & distribution of playgrounds	Playgrounds provided at: 1 equipment /200 <ul style="list-style-type: none"> Towns. 1 x District CBD. 1 x Neighbourhood @ Rec reserve, kindergarten Hamlet: Nil Skate parks provided at: <ul style="list-style-type: none"> Town x 1
Diversity and originality of play (quality)	Facilities provided	District: 5 items Neighbourhood: 3 items Shade Supervision seating Water
Fully accessible equipment (accessibility)		District No Neighbourhood No
A safe playground (safety, responsiveness)	Defect Inspections	100% completed as scheduled
	No. reported accidents	0 year

Table 21 Recreation and Open Space Community and Technical Service Levels

Condition Assessments

Regular condition assessments are critical to guide Council's asset maintenance and renewal priorities.

Customer initiated maintenance requests also inform this understanding of asset condition. A summary of a generalised condition ranges applied to individual assets is provided in table below.

Condition	Description	Grade
0	New	Excellent
1	Between Excellent and Very Good	
2	Near new or recently rehabilitated	Very Good
3	Between Very Good and Good	
4	The infrastructure in the system has some element that show general signs of deterioration	Good
5	Between Good and Fair	
6	The infrastructure in the system shows general sign of deterioration that requires attention; some element requires significant deficiencies	Fair
7	Between Fair and Poor	
8	A large portion of the system exhibits significant deterioration	Poor
9	Between Poor and Very Poor	
10	Many component of system exhibit sign of failure which is affecting services	Very Poor

0	1	2	3	4	5	6	7	8	9	10

Table 22 Condition Assessment Rating 0 - 10 Scale

Council had adopted the industry standard colours (Green represents Good whilst Red represents Poor) to represent asset condition grades as above.

Condition Assessment Timetable

Condition assessment has a critical role in renewal and maintenance planning works whilst the assessment can be very expensive to carryout. Council has scheduled a comprehensive condition assessment program listed as below.

	Last Survey	Condition Survey Frequency	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32
Sealed Surface	2021/22	4yr				X				X		
Road Pavements sealed & unsealed	2021/22	4yr				X				X		
Kerb and Channel	2021/22	4yr				X				X		
Bridges, Major Culverts & Weirs	2018/19	4yr	X				X				X	
Buildings, Land & Structures	2020/21	4yr			X				X			X
Pathways	2017/18	4yr		X				X				X
Transfer Station		4yr	X				X				X	
Stormwater Drainage		4yr		X				X				X
Recreation & Swimming Pool		2yr	X		X		X		X		X	
Open Space		4yr		X				X				X

Table 23 Infrastructure Condition Assessment Program

The following shows the condition profile for each asset class based on the most recent assessment as shown with the date in the chart caption. Non-financial roads are excluded from the condition analysis.

Roads

Roads condition assessment was carried out in October 2021 by an external contractor.

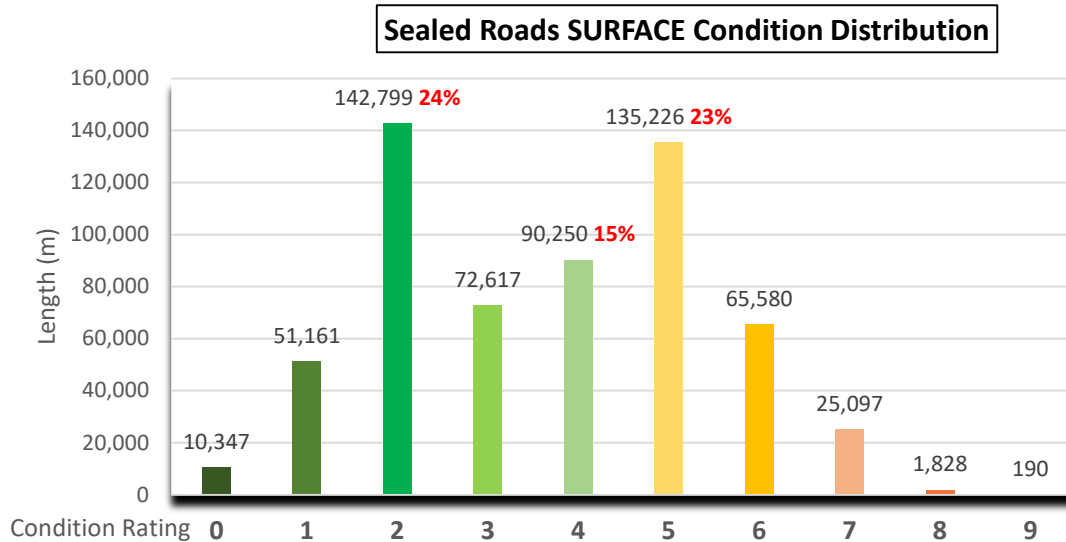


Figure 2 Sealed Roads Surface Condition Distribution as in October 2021

Most sealed roads surface is between condition 2 and condition 5. Condition 7, 8 and 9 road surface needs immediate attention.

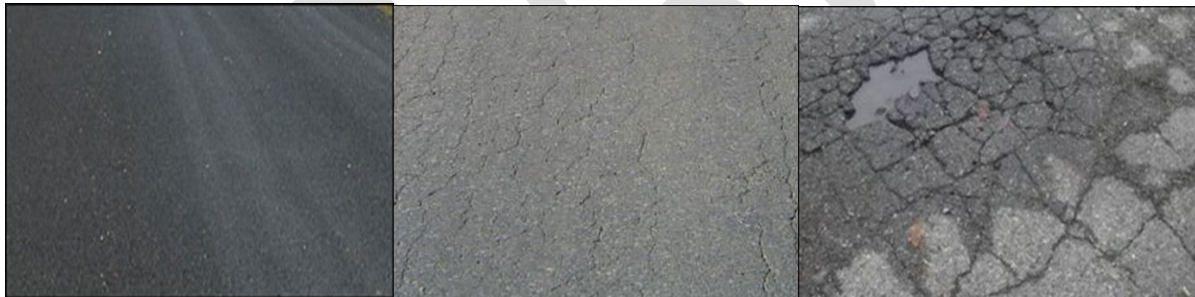


Figure 3 Road Condition Example: 0, 6, 9 from left to right

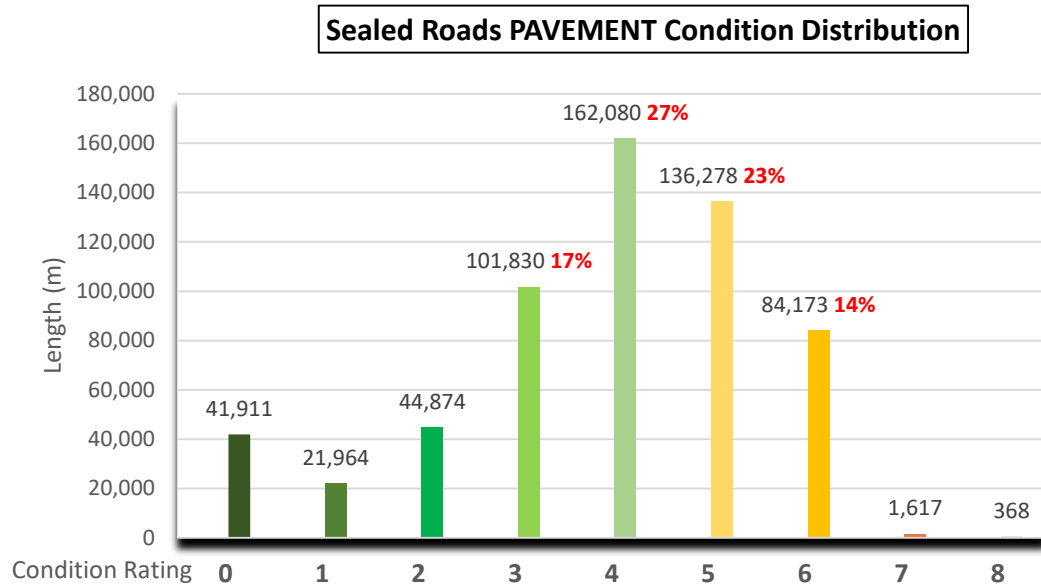


Figure 4 Sealed Roads Pavement Condition Distribution as in October 2021

The sealed roads pavement condition pattern is similar to the road surface, large percentage in the middle and small percentage at both ends.

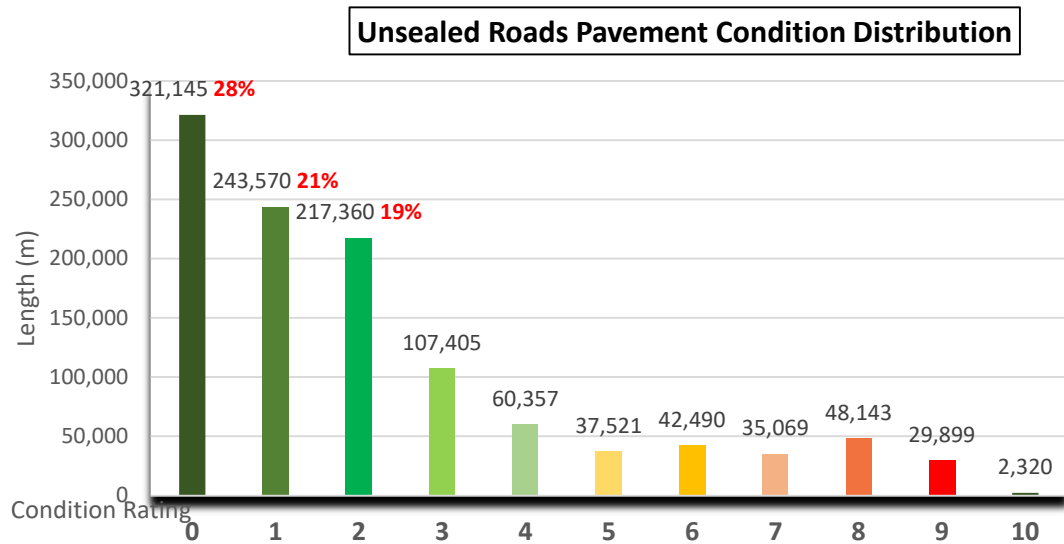


Figure 5 Unsealed Roads Pavement Condition Distribution as in October 2021

The unsealed roads exhibits different condition pattern to the sealed roads. Condition 0 to condition 4 (Brand New to Good) consists approx. 80% of the road network. Condition 9 and 10 unsealed roads will be re-sheeted as priority work.

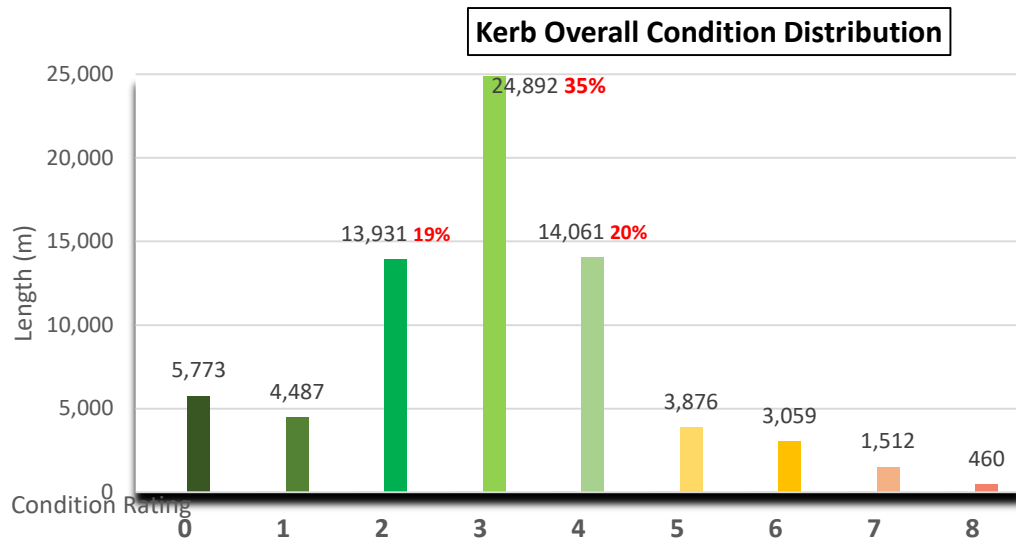


Figure 6 Kerb Overall Condition Distribution as in October 2021

Most of the kerbs are between Condition 0 and Condition 6 whilst Condition 7 and 8 kerbs require immediate attention.



Figure 7 Kerb Condition Example: 1, 5, 9 left to right

Bridges, Weirs and Culverts

The bridges and weirs were inspected in 2016 by external contractor and updated internally in April 2022.

Bridge/Weir Name	Overall Condition	Replacement Value
Wimmera St Dimboola Bridge	4	\$2,171,791
Antwerp Woorak Rd Bridge	5	\$ 1,987,978
Tarranyurk West Rd Bridge	5	\$ 1,656,466
Rainbow Rises Rd Bridge	3	\$567,720
Albacutya Rd Bridge	0	\$3,422,000
Rainbow-Nhill Rd Major Culvert	3	\$153,200
Bothe Rd Major Culvert	2	\$150,000
Dimboola Weir	3	\$771,962
Jeparit Weir	5	\$1,447,200

Table 24 Bridge and Weir Overall Condition as in April 2022



Figure 8 Bridge Condition Example: 1, 4, 9 from left to right

Approximately half of the culverts was inspected by Council staff in June 2020 and the remaining culverts' overall condition is derived from a study undertaken in 2009.

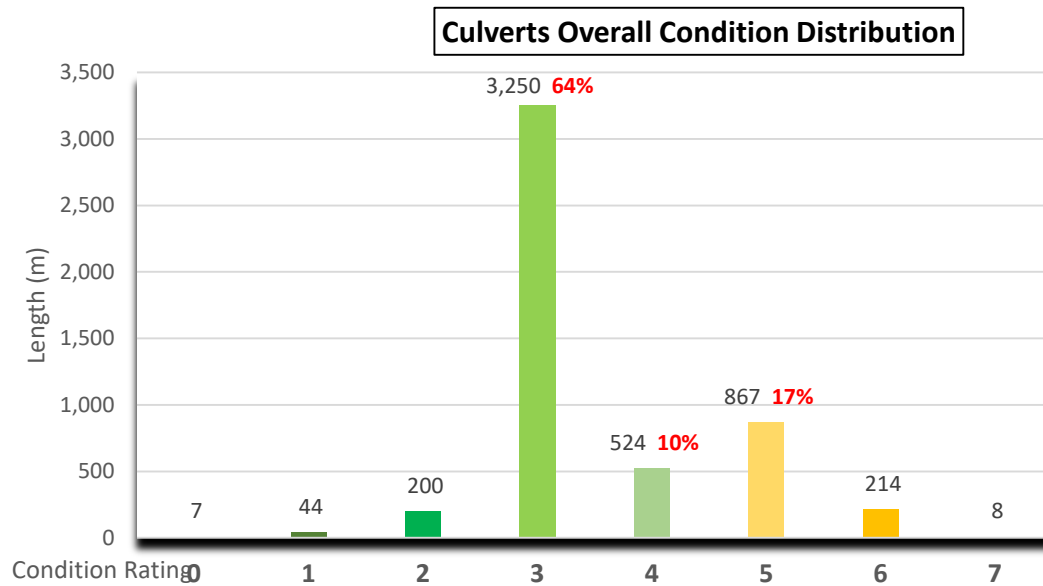


Figure 9 Culverts Overall Condition Distribution as in April 2022

Majority of the culverts do not need any intervention except 8 metre is in condition 7.



Figure 10 Culverts Condition Example: 1, 5, 7 from left to right

Buildings

Buildings were inspected and valued by an external contractor in 2021.

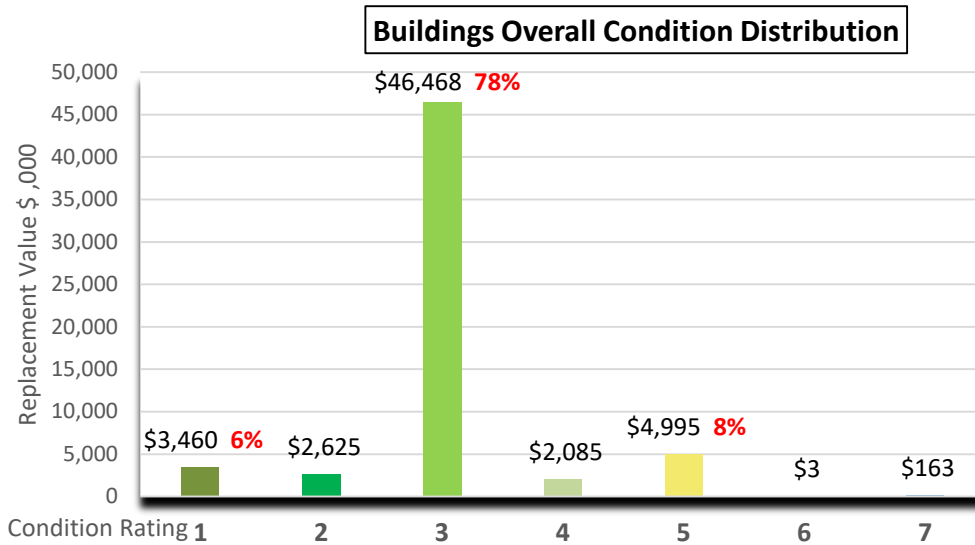


Figure 11 Buildings Overall Condition Distribution as 2021

Approx. \$46 million building components are in condition 3, approx. \$170,000 building components (condition 6 and 7) require immediate capital work.

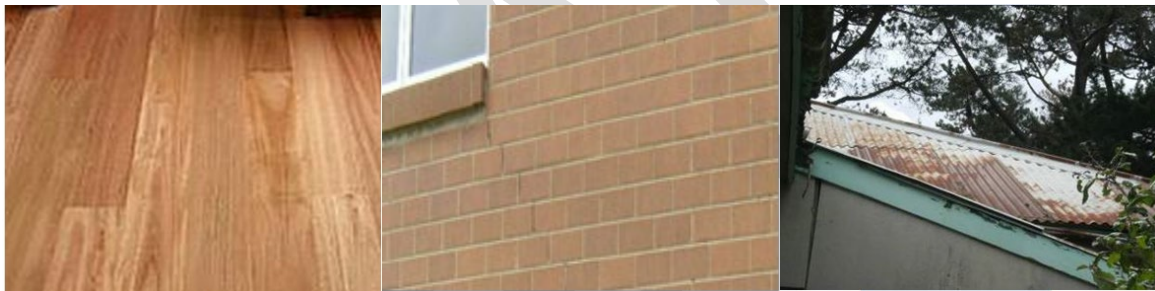


Figure 12 Buildings Condition Example: 1, 5, 8 from left to right

Pathways

Pathways were inspected in July 2017 by an external contractor. The conditions are updated with time factor in April 2022.

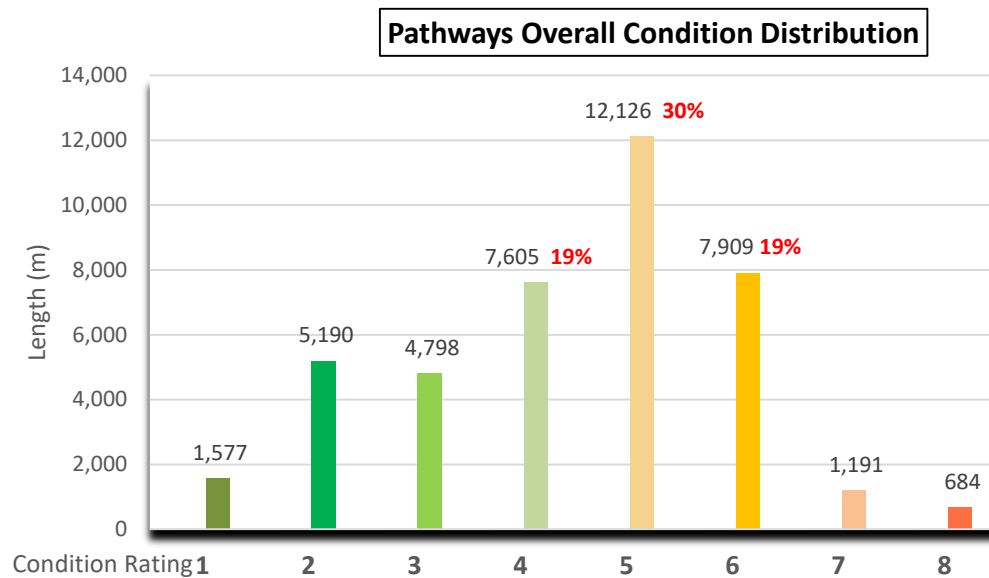


Figure 13 Pathways Overall Condition Distribution as April 2022

Condition 5 and 6 pathways which consists half of the overall pathways network are going to transit into condition 7 and 8 in the next decade. 684m of pathways require immediate capital work.



Figure 14 Pathways Condition Example: 4, 6, 9 from left to right

Stormwater Drainage

As the drainage network is buried it is not readily practicable to conduct regular inspections of the condition of drainage pipes. Council undertakes in-pipe CCTV inspections of some sections of the drainage network based on the identification of parts of the network that are performing poorly, and that are not responding to routine maintenance. The stormwater pipe and pit condition is based on the study undertaken in 2009, then applied an age factor at year 2022.

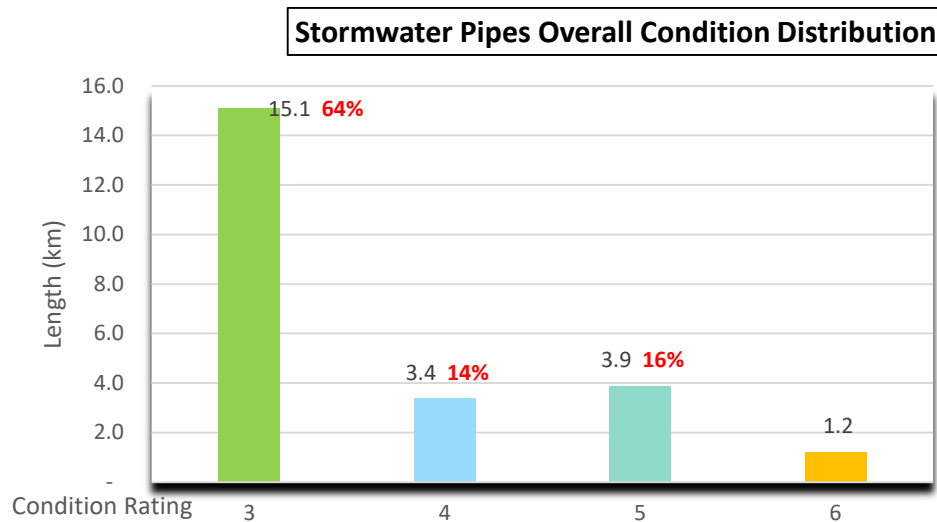


Figure 15 Stormwater Pipes Overall Condition Distribution as April 2022

Majority of the stormwater pipes are still at the early stage of their expected useful life. Condition 3 pipes consist of two thirds of whole pipe network.



Figure 16 Pipe Condition Example: 2, 5, 8 from left to right

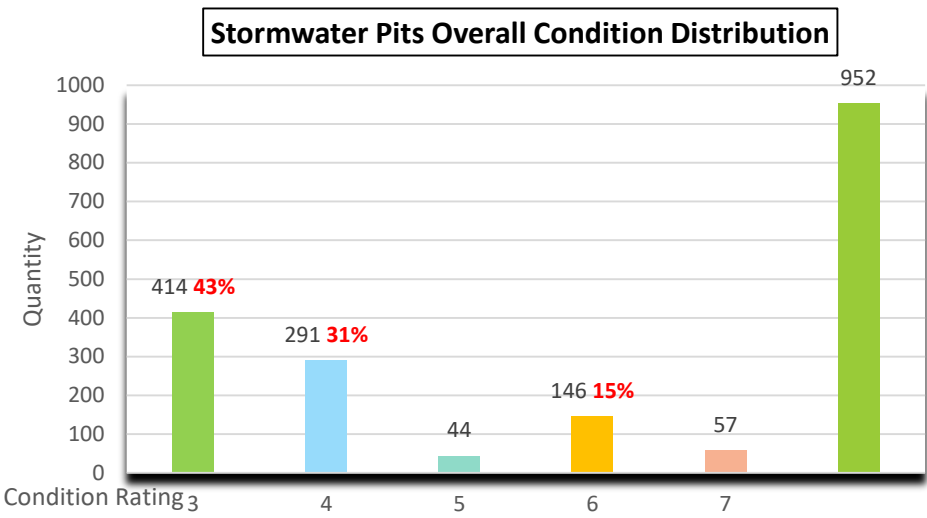


Figure 17 Stormwater Pits Overall Condition Distribution as in April 2022

The pits exhibits a similar condition pattern as the pipes, a large proportion in Condition 3 and 4 whilst a small percentage at condition 6 and 7.



Figure 18 Pit Condition Example: 1, 4, 7 from left to right

Recreation and Open Space

The play equipment's overall condition is derived from the age of the equipment as a percentage of the expected useful life in 2022.

Play Equipment Overall Condition Distribution

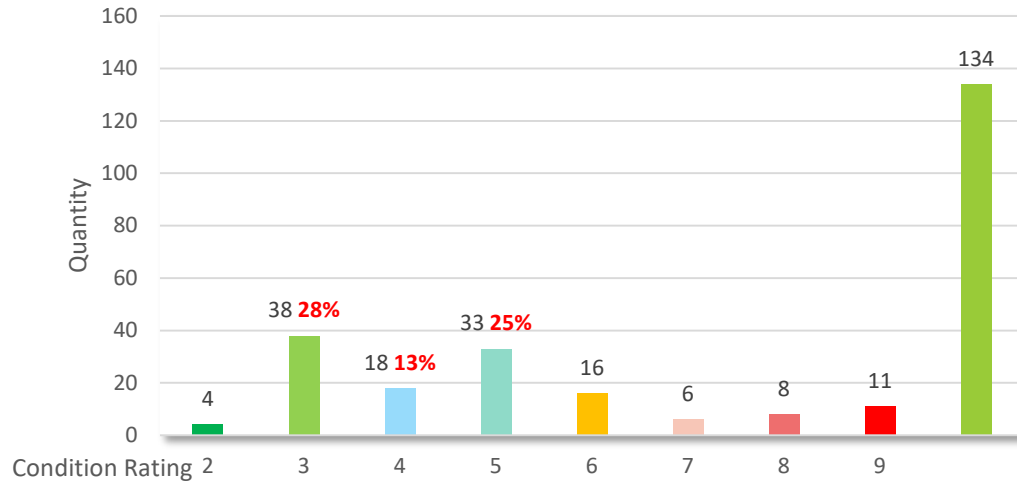


Figure 19 Play Equipment Overall Condition as in April 2022

The play equipment conditions exhibits a scattered pattern.

The park infrastructures' conditions were assessed in 2016 and updated with an age factor in 2022.

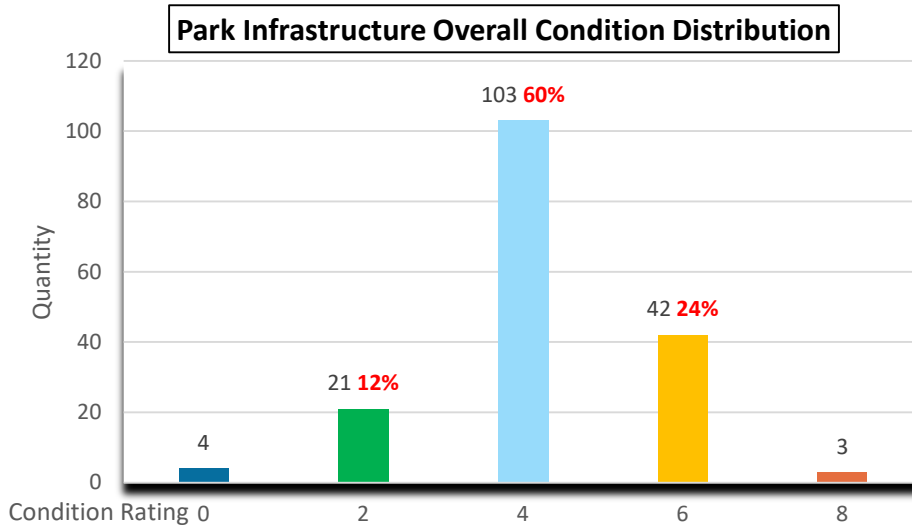


Figure 20 Park Infrastructure Overall Condition as in April 2022

60% of the park infrastructures is in Condition 4 whilst 3 assets are in condition 8 which requires immediate attention.

The swimming pools were renovated at various levels in the past decade, the overall condition had been updated by internal staff in April 2022

Swimming Pool Location	Overall Condition
Rainbow Pool	4
Jeparit Pool	4
Dimboola Pool	3
Nhill Pool	3

Table 25 Swimming Pools Overall Condition as in April 2022

Transfer Stations

Council had undertaken a desktop study for transfer stations condition assessment by internal staff in April 2022.

Swimming Pool Location	Overall Condition
Rainbow Transfer Station	4
Jeparit Transfer Station	4
Dimboola Transfer Station	3
Nhill Transfer Station	3

Table 26 Transfer Stations Overall Condition as in April 2022

Future Demand

According to the Australian Bureau of Statistics, the Shire's estimated residential population at the 2016 Census was 5,721. The 2021 census will be released in June 2022. Almost 90% of the population live in the townships of Dimboola (1,730), Jeparit (477), Nhill (2,184) and Rainbow (683). Based on the 2016 Census data, our shire has the second lowest population density in the State of Victoria at less than one person per square kilometre.

Hindmarsh Shire Council has a small population base with aging population issues. The new migrants program is unlikely to have a significant impact on the demand of various assets.

Asset Class	Demand Factors	Impact on the Plan	Actions
Roads	Increasing Truck Mass	Legal axle loads for trucks have steadily increased	Review B-double and HML access
	Changes in Farming Practices	The shift towards cropping away from grazing has resulted in a significant increase in the tonnage of goods carted off-farm with a corresponding effect on the road pavement Blue gums	Monitor
	Rural Population	Reduction in occupied rural residences requires less all-weather access roads	Monitor
	New Development	Council will consider any development proposal that requires upgrade of the existing standard of road to meet the need of the development, on its merits. Should Council approve such an upgrade, the owner / developer would be expected to fully contribute to upgrading the access to current Council standards. A maintenance contribution may also apply.	Investigate, negotiate and monitor
Bridges, Weirs & Culverts	Heavy vehicle legal load increases	Greater number of bridges with load restrictions	Investigate formal bridge upgrade program
	Movement of grazing to cropping	Increased number of heavy vehicle trips. Greater impact on users from any detours	Monitor traffic counts and impact on levels of service
Buildings	Greater public mobility.	Decreases demand for facilities	Refer to service plans and availability levels of service
	Changes in building uses. Eg New recreation reserve social rooms duplicating halls.	Duplication of services. Additional costs	Monitor use and refer to Disposal process
	Population and demographic changes. Eg aging population	Main factor in changing demand for services	Refer to service plans
	Changes in service preferences	Factor in changing demand for services	Refer to service plans
Pathways	Ageing population	With the ageing population there is a corresponding growth in the use of scooters for mobility and a greater need for level well-constructed paths	Monitor
	Disability Discrimination Act	The Act requires that Council provides equitable access for all. This requires Council to: <ul style="list-style-type: none"> - Improve kerb ramps to remove the obstacle created by the lip, - Install tactile surface indicators on key connector paths for the visually impaired, and 	Continue with Kerb Ramp Upgrade program

Asset Class	Demand Factors	Impact on the Plan	Actions
		- Improve paths to provide for the passage of wheelchairs and similar. Council is obligated to progressively address these issues.	
	Recreational Paths	Walking is a popular growing activity.	Refer to Service Planning
	Increased use of scooters (gophers)	Increased demand for kerb ramps, smooth, new paths	New upgrade program to remove lip from existing kerb ramps.
Stormwater Drainage	Climate change	It is possible that climate change will cause more severe rainfall events that will place additional stress on the drainage networks. Council will need to be aware of any deficiencies that become evident and respond in an appropriate manner.	Monitor
	New developments	Increased loading on downstream existing assets.	Include retention requirements in new subdivisions
	(residential, industrial)	There has been a growing number of initiatives to manage urban stormwater in a more sustainable manner. This integration of management of urban stormwater with urban planning and design is known as Water Sensitive Urban Design (WSUD). WSUD has environmental benefits including improving urban landscape, reducing pollutant export, retarding storm flows and reducing irrigation requirements.	Consider in design solutions
Open Space	Playgrounds	Demographics: Increase in child, youth population	No impact: declining population
Transfer Stations	Rural Population	Reduction in occupied rural residences requires less waste treatment	Monitor

Table 27 Infrastructure Future Demand

Financial Summary

Current and Historical Costs

Council's current cost profile for managing all asset classes is presented separately as renewal and maintenance.

The renewal and maintenance costs over the last two years are presented in the table below:

Asset Category	2020-2021 Renewal	2021-2022 Renewal (Estimated)	Average Renewal	2020-2021 Maintenance	2021-2022 Maintenance (Estimated)	Average Maintenance
Roads	\$796,170	\$4,527,657	\$2,661,914	\$1,171,830	\$1,303,619	\$1,237,725
Kerbs	\$386,948	\$826,665	\$606,807	\$5,031	\$5,000	\$5,016
Bridge & Weir	\$11,839	\$4,211,341	\$2,111,590	\$33,271	\$39,872	\$36,572
Culverts	\$15,249	\$99,664	\$57,457	\$119,148	\$196,159	\$157,654
Buildings	\$1,498,558	\$3,203,959	\$2,351,259	\$131,236	\$152,606	\$141,921
Pathways	\$471,736	\$1,103,250	\$787,493	\$72,394	\$74,501	\$73,448
Drains and Pits	\$0	\$0	\$0	\$38,708	\$53,250	\$45,979
Recreation	\$0	\$816,706	\$408,353	\$261,453	\$337,590	\$299,522
Pool Structures	\$7,330	\$121,580	\$64,455	\$290,817	\$347,500	\$319,159
Transfer Stations	\$0	\$460,000	\$230,000	\$1,185,873	\$1,330,155	\$1,258,014
Total	\$3,187,830	\$15,370,822	\$9,279,328	\$3,309,761	\$3,840,252	\$3,575,010

Table 28 Current and Historical Renewal and Maintenance Cost

Future Costs

Council had adopted an industry leading predictive software – Assetic Predictor to model the lifecycle costs of its infrastructure assets. Modelling has been undertaken for up to a 10-year period for each asset class to estimate the financial demands for renewal funding balancing short life and long life assets using the data that is available. The modelling also splits roads into several key elements / categories (including sealed and unsealed roads, and kerb and channel).

The modelling tool has been configured so that the standard life and condition at end of life can be varied so that assets can be renewed when they reach those intervention levels. The purpose of the modelling is to provide an estimate for each asset class on what the demand on funding is by applying unlimited funding. This is based on a set of assumptions and provides an indication both on how the funding demand varies with time and on how the certain asset classes may have spikes in funding demand. 2% inflation factor has been used to estimate the future costs.

For this Plan the longer-term average funding requirement has been reported together with the time-based funding profile generated by the model. While both figures are based on the best available information there is ongoing work to refine assumptions and balance funding and service levels and affordability.

Roads

The road network has been modelled assuming resealing at \$4.6-\$6.5/m² for spray seal and \$7.86 for asphalt surface. Road pavement work costs \$30-\$38/m² for different road hierarchies. The intervention levels are condition 7-7.5 for different sealed road hierarchies. Gravel resheet is assumed to cost \$7.5/m². Re-sheet intervention level is set at condition 6.5.

It is assumed kerbs are renewed when they reach a condition of 7.5 at a replacement cost of \$500/m.

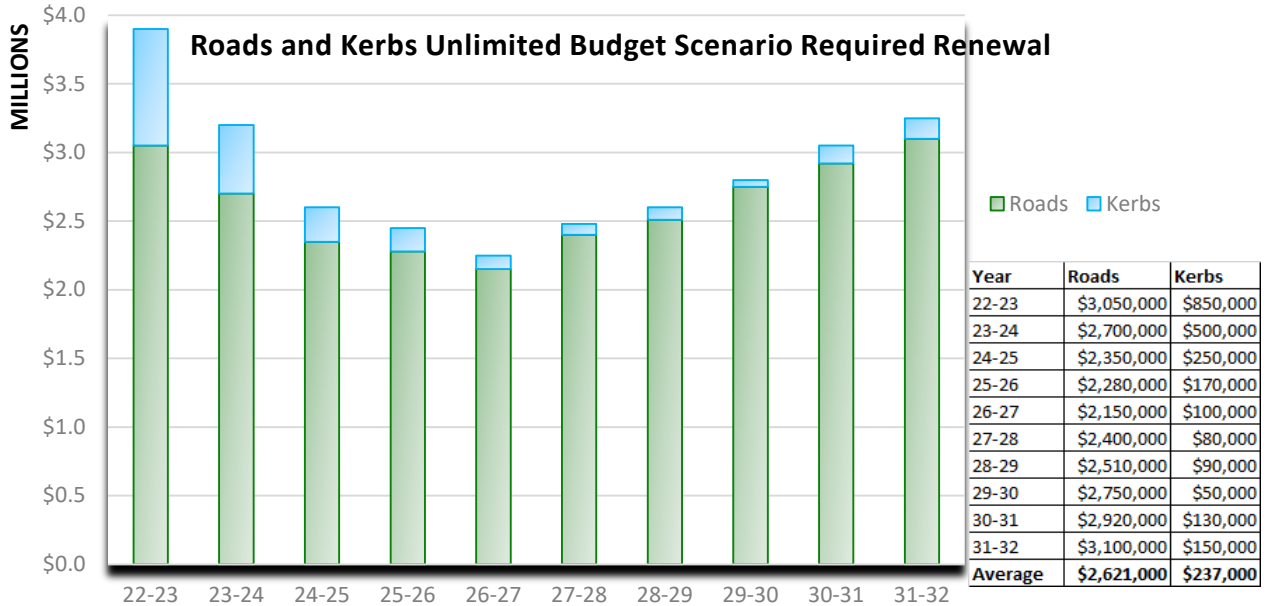


Figure 21. 10 Years Roads and Kerbs Unlimited Budget Scenario Required Renewal

Bridges, Weirs and Culverts

Bridges and weirs will be partially renewed when they reach the intervention condition of 5.5 with 15% replacement value as the partial renewal cost. Culverts are expected to be renewed at condition 6.5 with replacement value as the renewal cost.

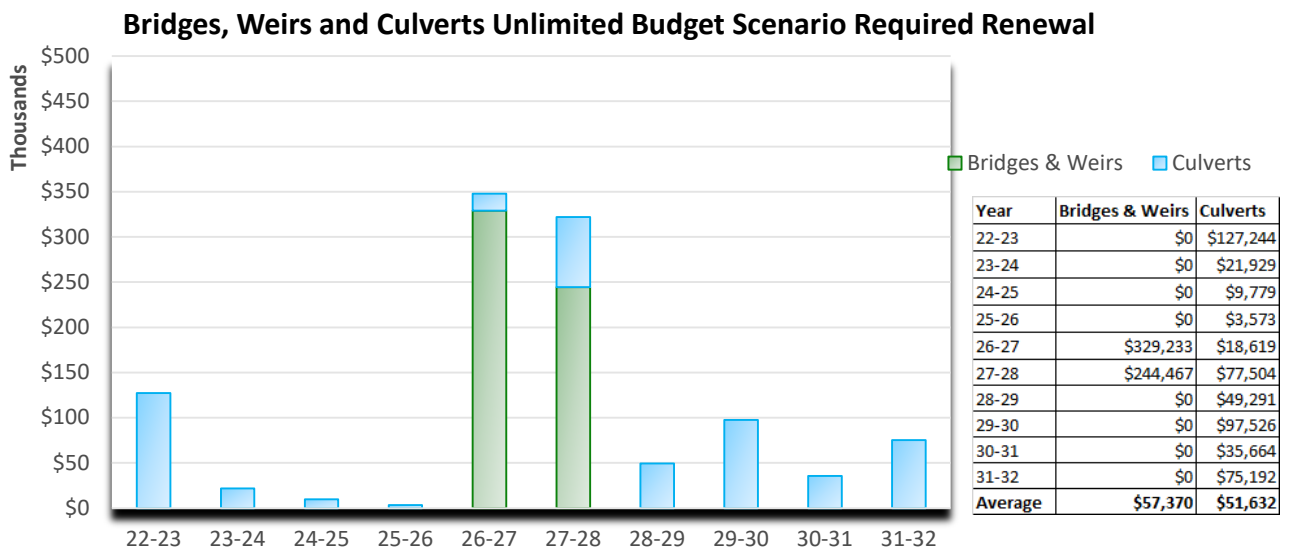


Figure 22. 10 Years Bridges, Weirs and Culverts Unlimited Budget Scenario Required Renewal

Buildings

The buildings have been modelled so they are partially renewed (renovated) at condition 5.2 at the cost of 22% of the replacement value.

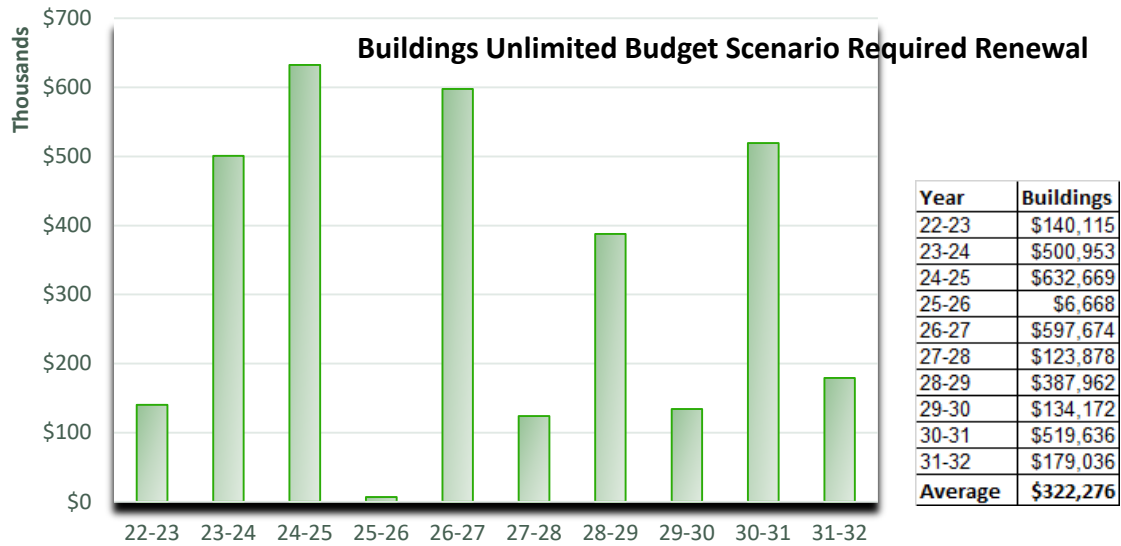


Figure 23. 10 Years Buildings Unlimited Budget Scenario Required Renewal

Pathways

Pathways are modelled with the intervention level at condition 7. Different surface materials had been allocated with different renewal unit rate.

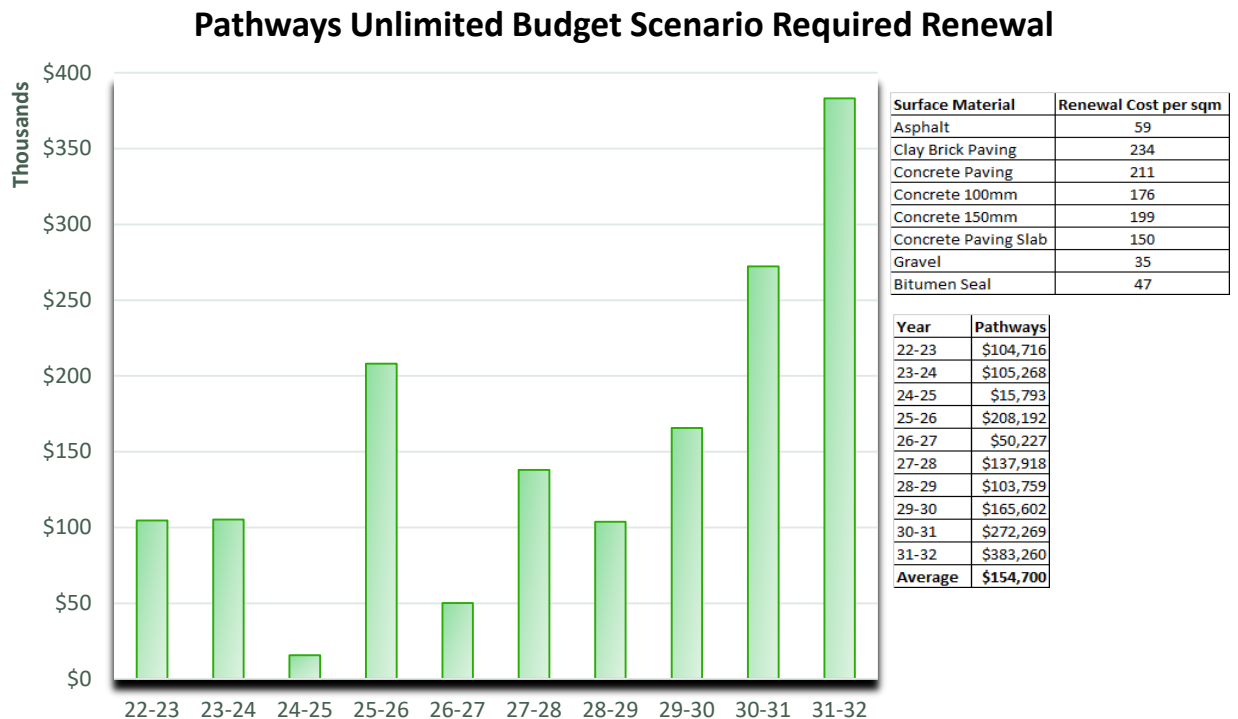


Figure 24. 10 Years Pathways Unlimited Budget Scenario Required Renewal

Stormwater Drainage

Stormwater Pipes are modelled with intervention level at condition 7 and stormwater pits are modelled with intervention level at condition 7.5. The renewal cost is the financial replacement cost.

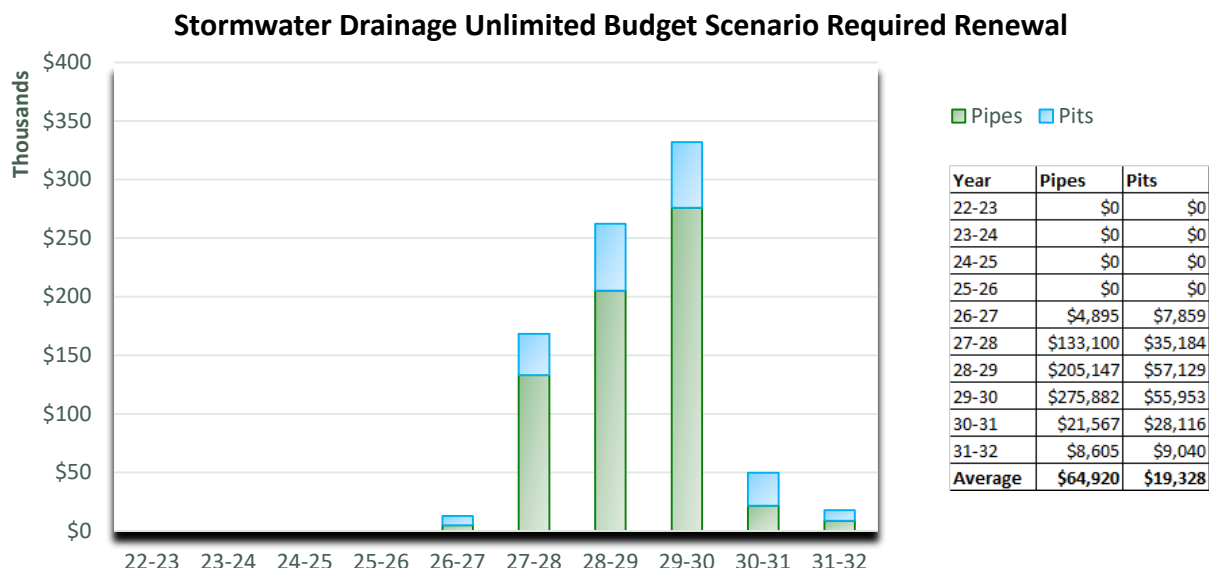


Figure 25. 10 Years Stormwater Unlimited Budget Scenario Required Renewal

Recreation and Open Space

The pool structures are modelled with partial intervention at condition 5, the partial renewal is estimated to cost 5% of the replacement value. The park infrastructure and play equipment are modelled with intervention level of condition 7 and 8 respectively, the renewal cost is estimated using the financial replacement cost.

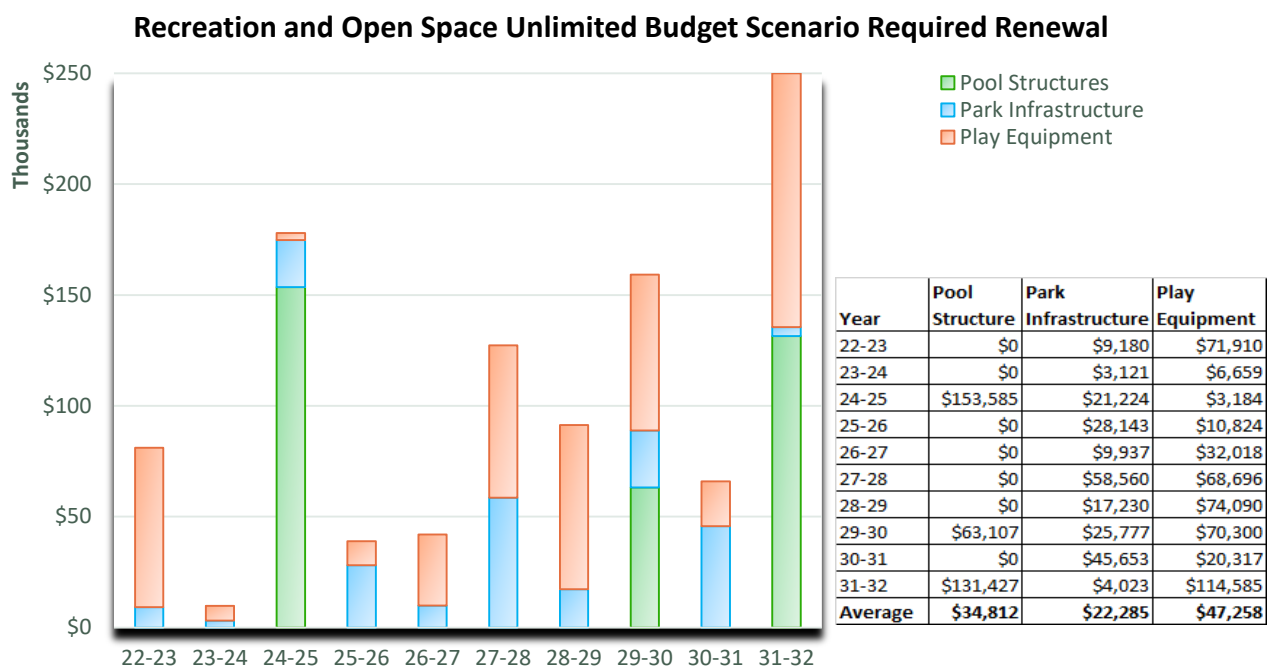


Figure 26 Recreation and Open Space Unlimited Budget Scenario Required Renewal

Transfer Stations

Council estimates the transfer stations’ long-term financial plan budget is sufficient for the unlimited budget scenario.

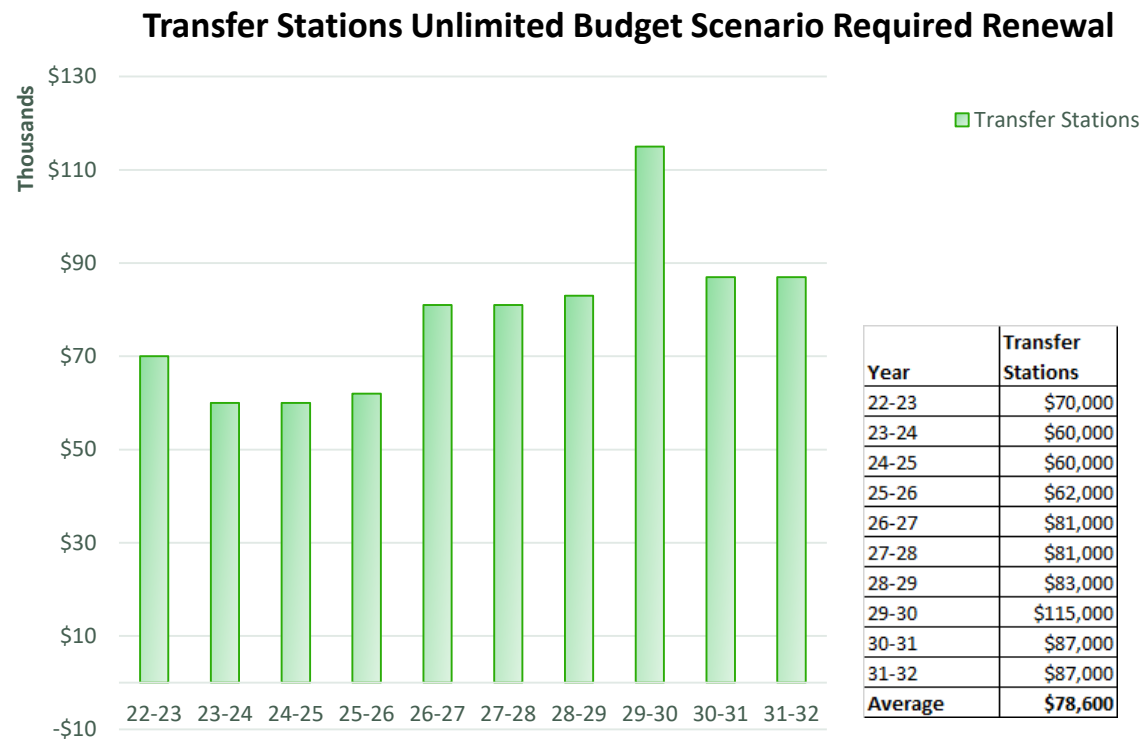


Figure 27 Transfer Stations Unlimited Budget Scenario Required Renewal

Modelling Scenarios

The previous charts are based on the current data sources which require improvement to better forecast renewal for specific years. These data sets will require review and refinement in methodologies to better predict end of useful life and will be part of regular review and updates and part on an improvement plan.

Accordingly for the purposes of this plan, in order to even out spending an overall average expenditure for renewal has been determined based on attempting to reduce the deterioration of the asset base, recognising the uneven nature of the unlimited budget scenarios presented above.

Council had prepared a long-term financial plan from 2022 Financial Year to 2031 Financial Year. This modelling assumed 2032 Financial Year LTFP has the same budget as 2031 Financial Year.

Asset Class	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
Roads	2,741	2,940	2,520	2,583	2,648	3,114	3,350	3,434	3,365	3,365
Bridges & Weirs	0	0	0	50	0	50	0	0	0	0
Buildings	250	130	130	130	130	130	130	130	130	130
Pathways	154	154	130	155	155	158	163	166	170	170
Drainage and Culverts	190	88	268	145	169	173	177	182	186	186
Recreation and Open Space	0	70	70	93	95	98	100	103	105	105
Transfer Station	70	60	60	62	81	81	83	115	87	87
Total	3,405	3,442	3,178	3,218	3,278	3,804	4,003	4,130	4,043	4,043

Table 29 Long-Term Financial Plan in \$,000's (Capital Renewal Expenditure from 2023 to 2031)

The table below shows the proposed increase in **average annual** renewal funding to reduce the funding gap.

Asset Class	Proposed Average Annual (Long-Term Financial Plan)	Average Annual Demand (Unlimited Scenario)	Theoretical Gap
Roads	\$2,966,111	\$2,858,000	\$(108,111)
Bridges, Weirs & Culverts	\$63,771	\$109,002	\$45,231
Buildings	\$143,333	\$322,276	\$178,943
Pathways	\$156,111	\$154,700	\$(1,411)
Stormwater Drainage	\$52,600	\$84,248	\$31,648
Recreation and Open Space	\$81,556	\$104,355	\$22,799
Transfer Stations	\$78,600	\$78,600	\$0
Total	\$3,542,082	\$3,711,181	\$169,099

Table 30 Proposed average annual renewal expenditure v average annual demand

Below renewal funding profile illustrates the funding gap for each asset class. The main gap is forecasted to occur for roads, bridges and buildings.

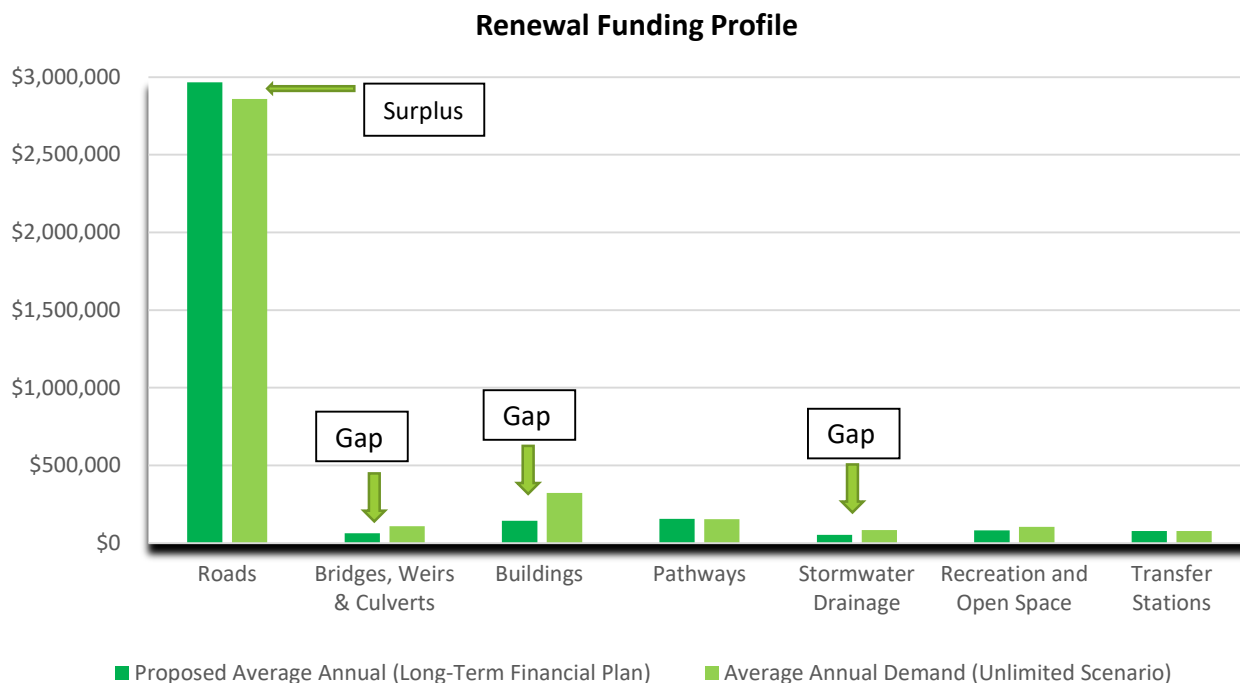


Figure 28 Renewal Funding Profile

In all cases the actual and planned spending does not meet theoretical demand. Further work is needed to refine the assumptions and data collected for determining demand. It is anticipated the theoretical demand will reduce in future versions of this plan.

As a result the planned renewal for this plan has the following impacts on increasing condition and potentially reducing service levels in the following groupings:

Roads

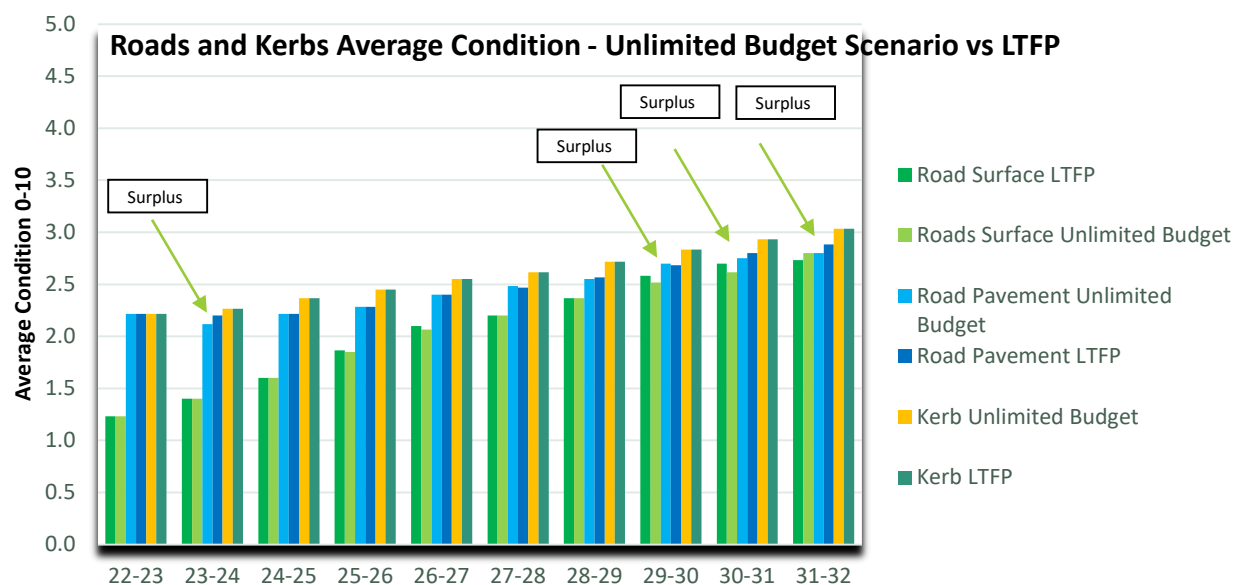


Figure 29 Roads and Kerbs Average Condition - Unlimited Budget Scenario vs LTFP

The scale (condition 0 to 10) of the above figure had been modified to 0 – 5 in order to better illustrate the changing pattern overtime. Roads surface condition, pavement condition and kerb condition are almost identical between two scenarios as LTFP meets the unlimited renewal target, LTFP will achieve 0.1 better condition if LTFP is adopted from the 4th year.

Bridges, Weirs & Culverts

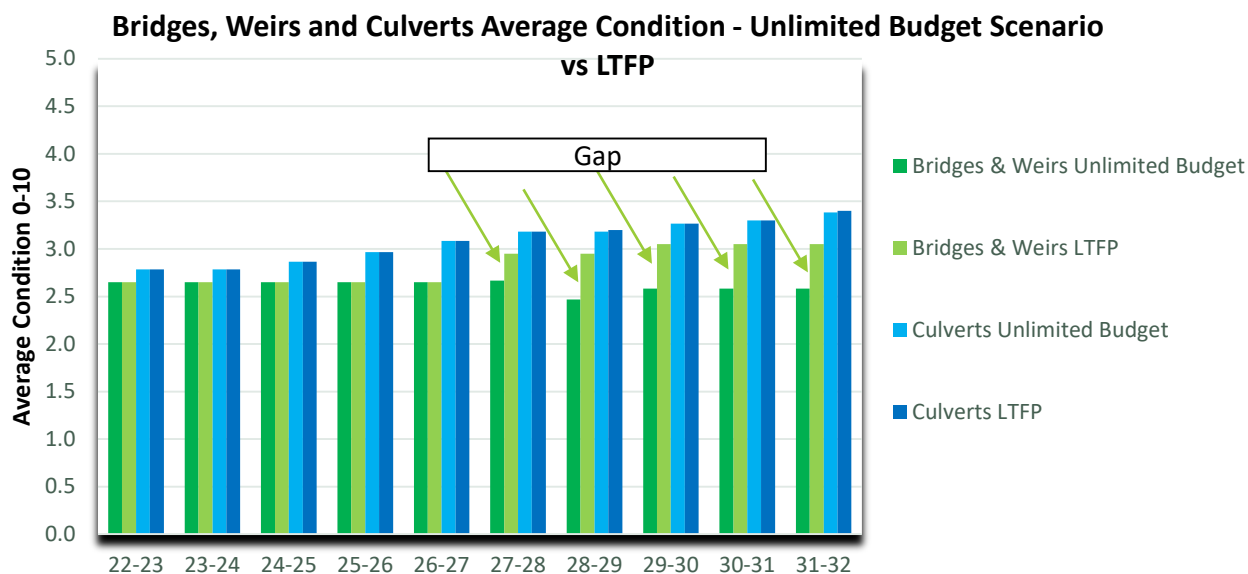


Figure 30 Bridges, Weirs and Culverts Average Condition - Unlimited Budget Scenario vs LTFP

Bridges and weirs are forecasted to be 0.5 condition worse if Council adopts LTFP due to a renewal gap of \$45,000 per year.

Buildings

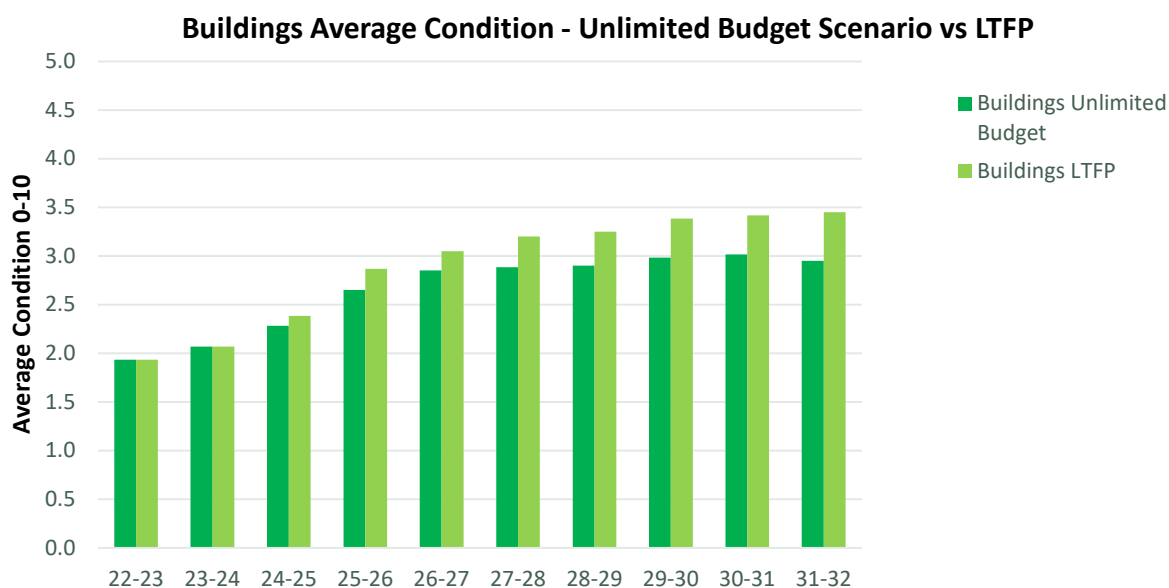


Figure 31 Buildings Average Condition - Unlimited Budget Scenario vs LTFP

Buildings are predicted to be 0.5 condition worse if Council adopts LTFP due to a renewal gap of \$180,000 per year.

Pathways

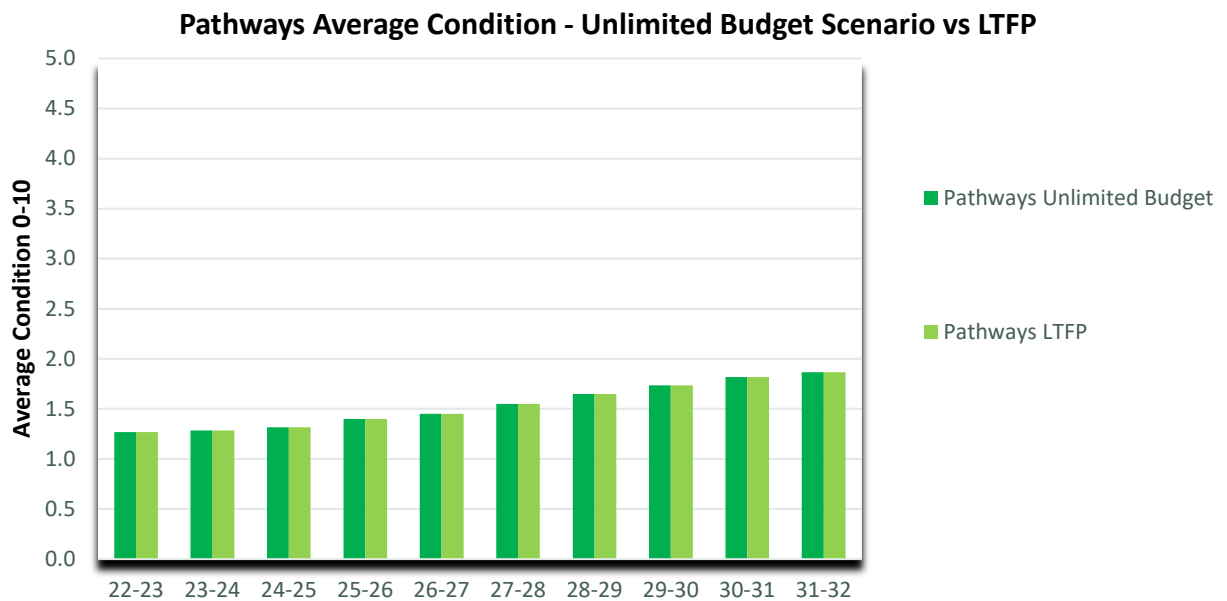


Figure 32 Pathways Average Condition - Unlimited Budget Scenario vs LTFP

Both funding scenarios are forecasted to achieve the same condition pattern as the renewal expenditures are almost identical.

Stormwater Drainage

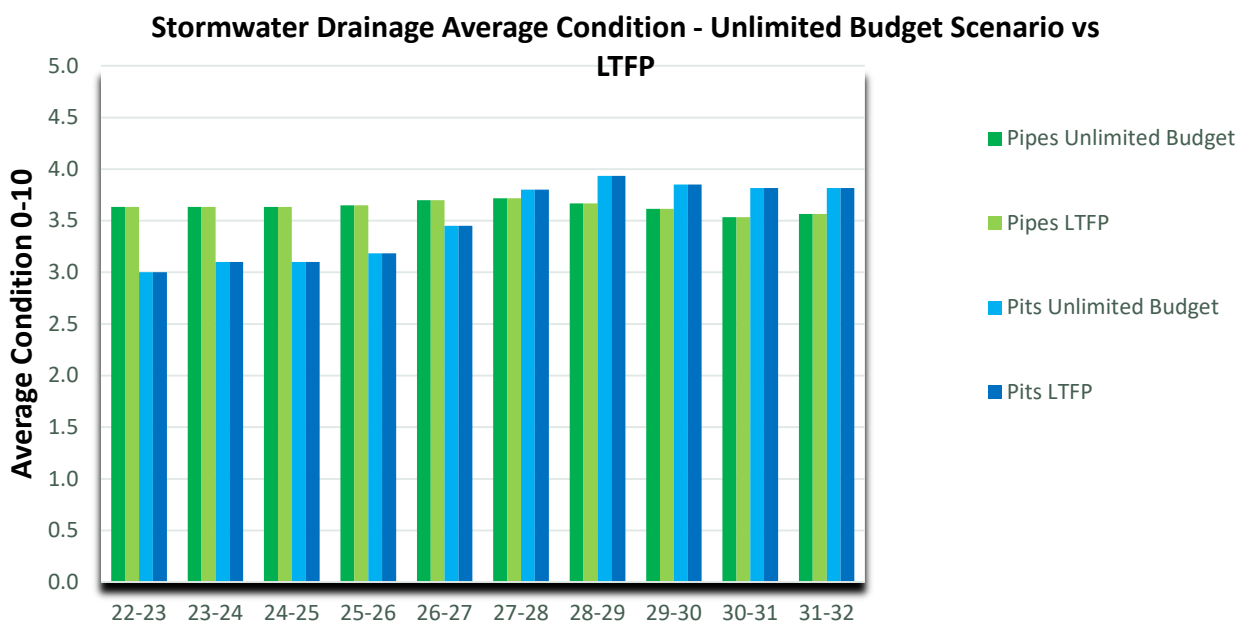


Figure 33 Stormwater Drainage Average Condition - Unlimited Budget Scenario vs LTFP

Similar to Pathways, two scenarios are forecasted to achieve similar condition pattern as funding gap is minimal considering overall asset class replacement value.

Recreation and Open Space

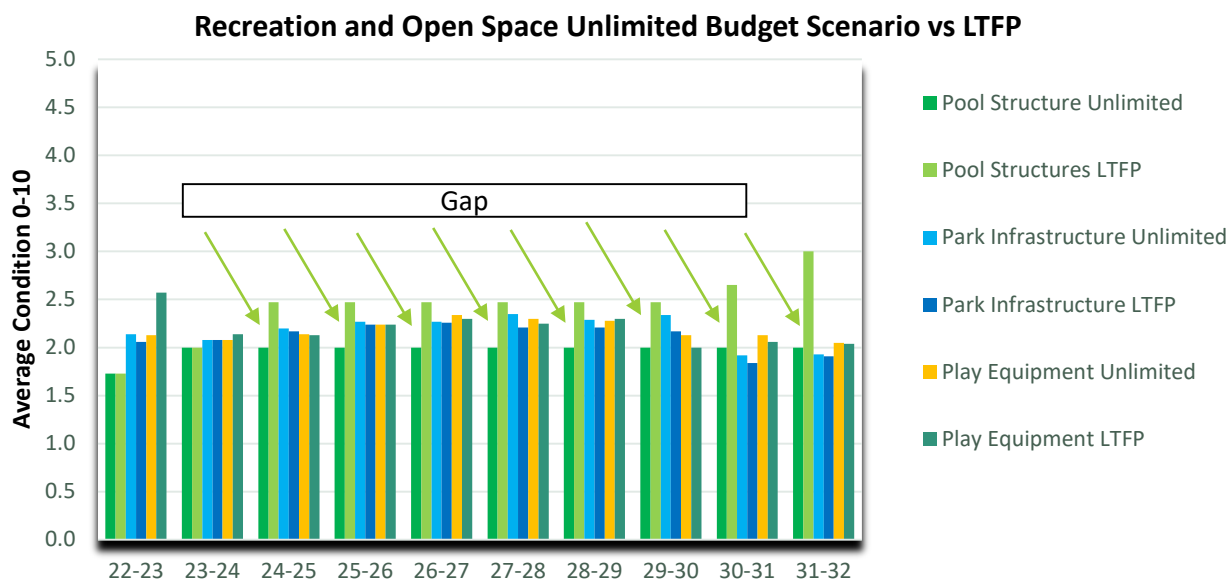
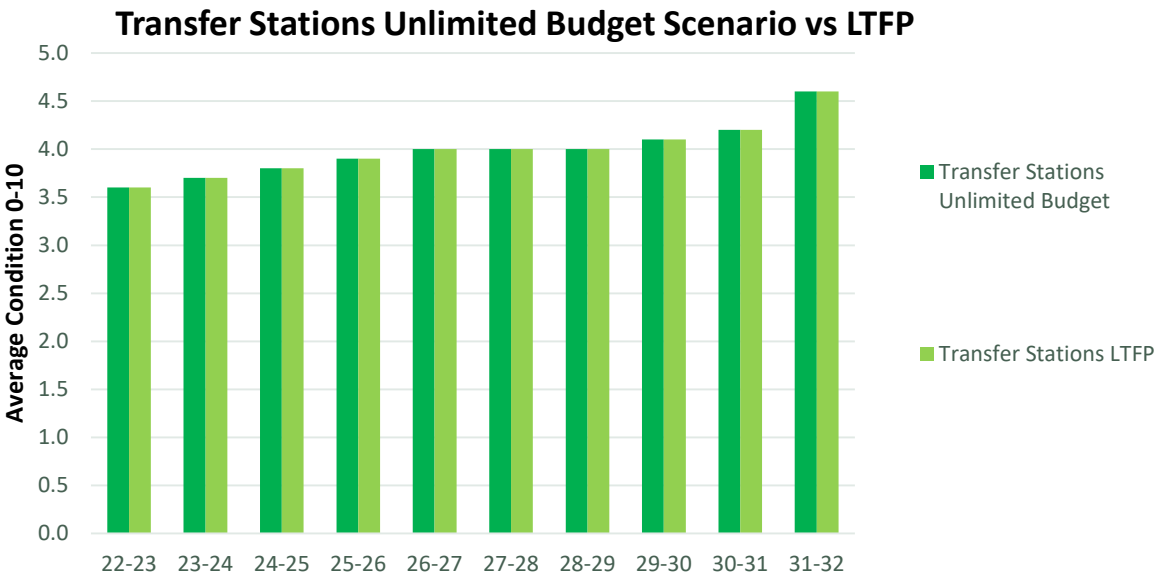


Figure 34 Recreation and Open Space Average Condition - Unlimited Budget Scenario vs LTFP

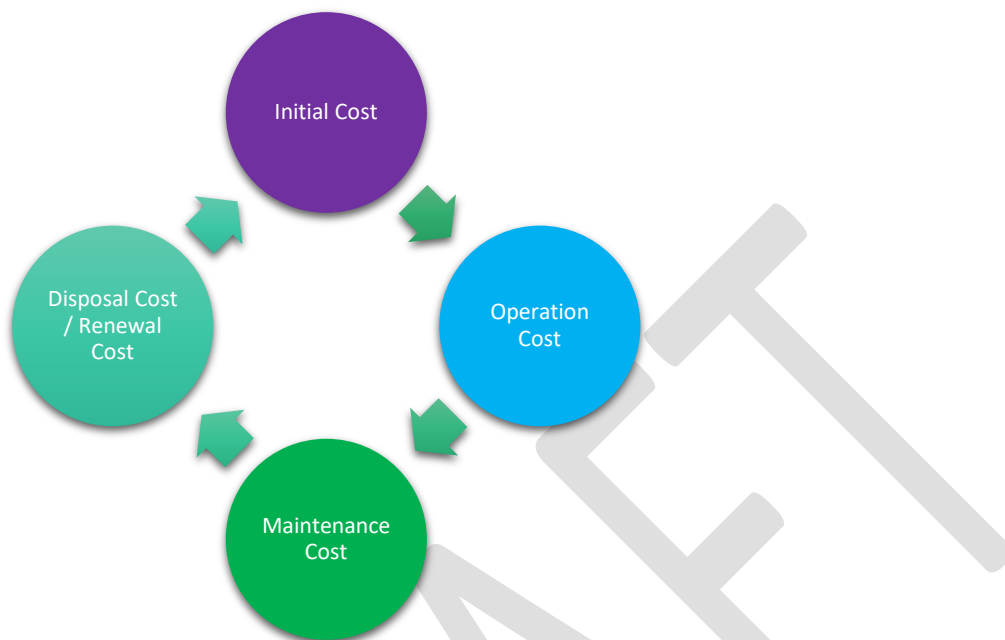
Transfer Stations

Transfer Stations are forecasted to achieve the same average condition over ten years as the funding is identical for both scenarios.



Life Cycle Costs

The Asset Life Cycle



The lifecycle management plan provides information about assets, including particular actions and costs to provide a defined (current and/or target) level of service in the most cost effective manner.

This section provides background information on the assets and details of what is planned to manage the assets. Note that most of the background information may be constantly changing and is only accurate at the time of this plan. The location of up to date information should be identified in each plan.

Council ensure the most efficient actions are taken through the life of assets in the following ways.

Planning

Council consult with the community to ensure the correct services are being provided and prioritised

Purchase of Assets

Council complete a comprehensive study prior to purchase which considers the following:

- Is the asset fit for service (ie will it perform the intended outcome)
- Is it the best way to provide the service (are there other non-asset solutions that are better)
- Complete life cycle costs
- Risk assessment
- Maintenance and operation. It is paramount that recognition of all costs associated with the operation and maintenance of an asset over its entire life is considered when determining the performance of that asset. In undertaking this assessment it is important to also recognise that initiatives to reduce life cycle costs can be considered in 5 key stages;
 - planning;
 - design;

- construction/acquisition;
- maintenance & operation; and
- disposal

It is essential to quality asset management that the data is accurate and in many cases reinforced each year by field inspections.

Where the data is sourced from personal judgement and/or extracted from hard copy data sources, a follow up program is essential to allow the asset management software to re-adjust the outputs based on more reliable information.

The condition, remaining service life, repair/replacement imperatives and the timing of rehabilitation or replacements are critical factors in assessing the asset and constructing models to manipulate available or needed funding that produce affordable and acceptable long-term outcomes.

In some cases infrastructure and community assets can be renewed or rehabilitated throughout their lifecycle so that their lives may be almost infinite. Nevertheless, the risk might well be that the asset has certain characteristics, which may lead to extremely expensive maintenance requirements. Examples may include timber bridge structures, or a recreational facility with particular component and/or physical characteristics, or a masonry structure requiring particular stonemason skills which may be impossible to obtain.

Operations/Maintenance

Operations expenditure is incurred on assets that require regular and ongoing activities to service and clean assets so that they continue to deliver the services expected by the community. This includes the development of systems and processes needed the help manage assets in a systematic way.

Maintenance is driven by Council's approach to inspecting assets and identifying defects and planning rectification works in line with set intervention and service levels. Council is also responsive to community requests. Council strives to be proactive in planning and delivering programmed maintenance works and is also responsive to issues identified in a more reactive manner.

Historic maintenance costs from 2021FY to 2022FY have averaged \$2.8 million per year. The future maintenance cost is predicted according to the condition of the assets. In general, the maintenance cost would be higher as the assets approaching the end of their useful life, for example, a condition 5 road surface will cost significantly more to maintain than a condition 1 road surface.

For the purpose of this plan \$2.8 million operation cost has been adopted for year 2021-22 and a 2% indexation has been allowed for each subsequent year.

Allowance has not been made for the increase in maintenance cost in time because of the introduction of new assets. Consideration in future versions of this plan will look at the impact on the increase in maintenance cost for new assets for growth or to meet demand.

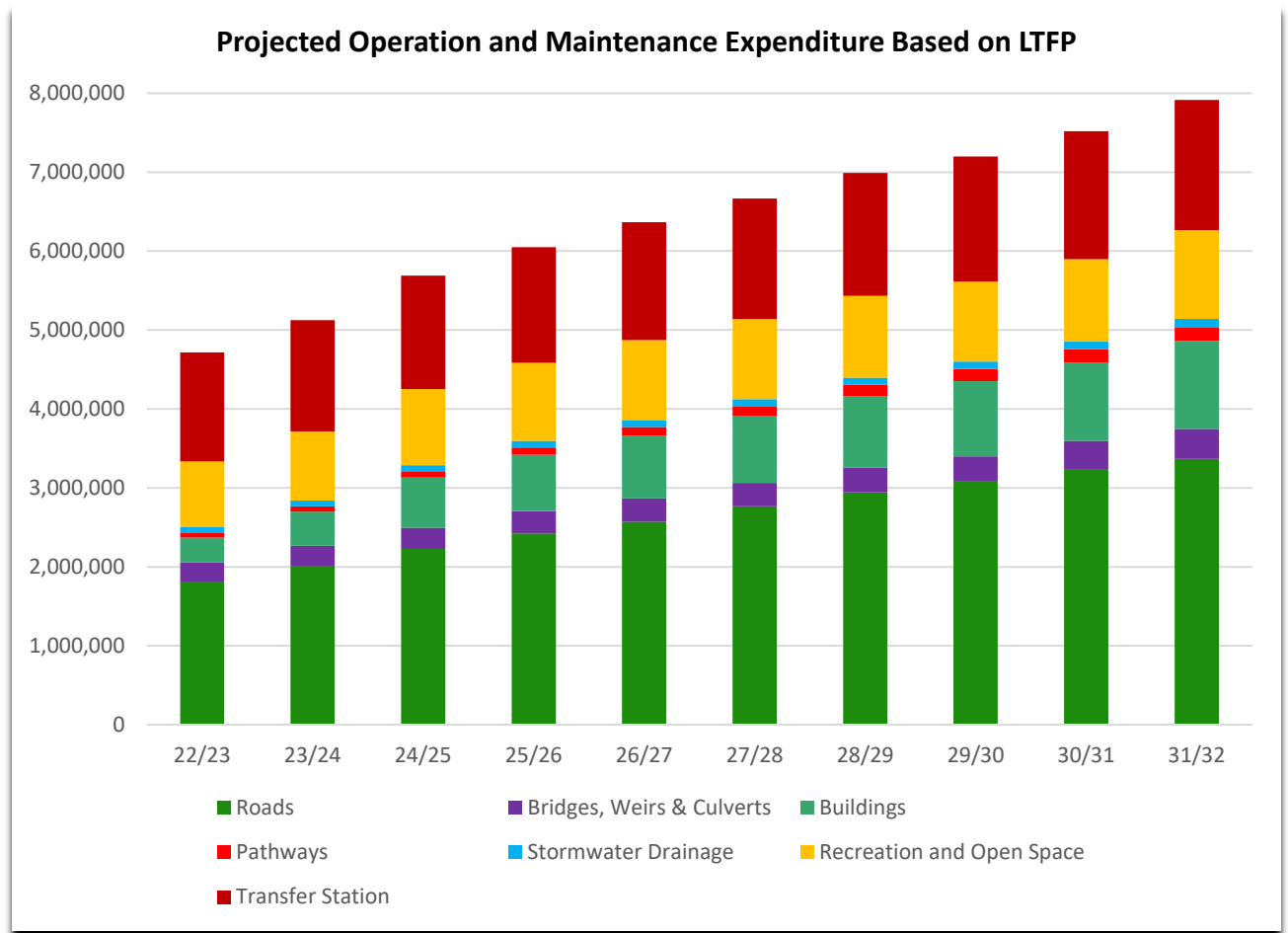


Figure 35 Projected Operation and Maintenance Expenditure Based on LTFP

Renewal

Asset renewal is driven by a condition-based assessment process which considers the useful life of the assets with consideration to their utilisation and service level. The utilisation is represented in the asset hierarchy. Council has developed a rigorous approach to regularly inspecting assets and predicting their remaining life. When assets reach end of life they are programmed and budgeted for replacement with the most appropriate treatment (considering whole-of-life costs) to ensure the asset continues to provide the required services to the community.

This plan has been developed based on the assumptions included in the modelling with the inclusion of other structures and allowances for escalation. This funding level, which is an increase from historic levels, is considered appropriate recognising the overall condition in the future will be deteriorate further then today.

By doing this the majority of assets are maintained to be serviceable and are treated prior to them reaching an unserviceable condition.

The allocation of funding for renewal should be sustained to maintain service levels. An annual CPI index of 2% is included.

Upgrades

Upgrades are driven by the need to increase the capacity of assets to cope with the current or emerging need or demand of the community.

Council has developed a systematic approach to these upgrades, based on definition of standard service levels to be provided from assets, and reflecting the hierarchy of assets in each asset class. The gaps between the current and desired service levels is a key driver of planned asset upgrades in the roads, bridges, buildings and open space asset classes.

A second driver for upgrades is the range of strategies developed by Council which identify changes to existing services or in some cases new services that Council aims to provide. These strategies may identify either upgrades or new asset requirements.

The proposed expenditure profile in response to the demand drivers can be summarised as follows:

- **Roads** – deficiencies in road width on freight corridors is driving the road upgrade plan.
- **Bridge and Major Culverts** – with increases in heavy vehicles, bridges need to be assessed against current bridge codes and upgraded for future demand. In the meantime, strategies to manage the risk to road users are being considered.
- **Buildings** – in response to driving economic development in the region consider investment is planned.
- **Pathways** - in response to demand drivers for having footpaths on both sides of the street on main routes, improving pedestrian access to key destinations, and increasing shared paths, allowance is made for significant expansion of the footpath network.
- **Stormwater Drainage** – the perceived demand for stormwater upgrade is low and limited funding is allocated to stormwater. New subdivisions will be required to incorporate detention systems that do not increase the discharge from the historic land use into the drainage system.

The timing of works will be driven by availability of funding and projects will be prioritised in accordance with documented methodologies included in the Long Term Capex Plan, presented later in this document.

Upgrades will impact the future depreciation and sustainability of the Council as the more assets it has the more money is needed to manage them together with increases in depreciation. This is being factored into the development of the Long Term Financial Plan so that there is a balance between demand and financial sustainability.

Acquisition

In some cases, to deliver a new or upgraded service as identified in a strategy, Council may need to either acquire land or a developed property to achieve the planned outcome. Acquisition of these assets will be through normal commercial processes and based on a business case assessed by Council (subject to the level of expenditure / officer delegations).

Expansion

Council manages this expansion by requiring compliance with a set of infrastructure standards, known as the Infrastructure Design Manual (and the Sustainable Infrastructure Guidelines – which are under development), which has been adopted by many councils across rural Victoria. Council both reviews the submitted plans and oversees works to ensure the developments are constructed to these standards.

On completion of the works, many of these assets are then “gifted” to Council, which then takes on the ongoing maintenance and renewal responsibility. Assets typically gifted to Council include roads, kerb and channel, footpaths, drainage (including wetlands) and open space. Other assets may be gifted to various utilities, e.g. GWM Water.

Disposal

Where assets are obsolete to current and future requirements, Council can plan to dispose of assets no longer meeting a community need, and by doing so ensure that Council only manages assets that are required by the community.

Council maintains an asset disposal policy to ensure that good value is obtained from any disposal of assets and that transparent processes are used in the disposal.

Decommission

Decommissioning is the final stage of the asset lifecycle.

Planning for decommissioning is often done as part of the initial planning of a new project, so that any asset that may no longer be required on completion of a new project or change to service can be identified and its future determined. Assets may also be decommissioned in other cases where there is no ongoing service need or where the delivery approach has altered, and an asset is no longer required to supply services to or for the community and is surplus to Council's needs.

Decommissioning of an asset may involve a range of options, including:

- Demolition and returning to previous condition of the asset.
- Disposal / sale of an asset, including potentially land on the open market.

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Long Term Capex Plan

Development of Long Term Capex Plan

Council has established a systematic process for development of its 10-year, Long Term Capex (Capital Expenditure) Plan (LTCP). Two key elements contribute to the projects and costs of the Plan, these are:

- The costs of asset renewal, as identified in this Asset Plan.
- Upgrade and new projects identified in the Council Plan and a range of other strategies and plans.

Project cost estimates were developed for all projects, as well as the identification of the potential source of funds for projects. A key to this funding is the reliance on grants.

There are many semi-regular grant funds available from the Australian and Victorian Governments which enable Council to match its own funds on a 1:1 basis for some projects. For some larger projects, a greater level of grant funding is required to enable these projects to proceed. Development of this LTCP enables Council to focus on the further development of business cases and advocacy efforts for these key projects.

Prioritisation

A systematic approach to prioritisation of capex projects has been developed. This is based on the following key parameters:

- The service level standard for the hierarchy of that asset, compared to the current service level of the asset
- The level of use of the asset,
- Equitable service levels between areas, and
- The ability for assets to be multi-use (depending on the class of asset).

Different parameters are used for different asset classes, with the detailed scoring process outlined in Appendix B of this Plan.

The scoring developed through this process was used in the initial prioritisation of projects in the LTCP. Ultimately, some minor adjustments in priority are required to achieve a balanced and affordable program of works in each year's budget taking into account factors such as the mix of available funds, including the potential availability of suitable grants.

Community Panel Recommendations

This plan is to be reviewed by the community.

Long Term Capex Plan Expenditure

Below table illustrates Council's adopted Long Term Capex Plan in thousands from 2023 FY to 2031 FY. Please note below table includes budget for non-infrastructure assets.

	Asset Class	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31
Infrastructure	Roads & Kerbs	2,741	2,940	2,520	2,583	2,648	3,114	3,350	3,434	3,365
	Bridges & Weirs	0	0	0	50	0	50	0	0	0
	Buildings	250	130	130	130	130	130	130	130	130
	Pathways	154	154	130	155	155	158	163	166	170
	Drainage and Culverts	190	88	268	145	169	173	177	182	186
	Recreation and Open Space	0	70	70	93	95	98	100	103	105
	Transfer Station (Other Structures)	70	60	60	62	81	81	83	115	87
Non-Infrastructure	Plant, machinery and equipment	1,514	1,614	2,030	1,540	1,599	1,640	1,673	1,732	1,719
	Fixtures, fittings and furniture	50	50	50	50	52	50	50	50	54
	Computer and telecommunication	0	0	0	50	40	40	40	40	40
	Library books	0	0	0	20	20	20	22	22	22
Total Capital Expenditure		4,969	5,106	5,258	4,878	4,989	5,554	5,788	5,974	5,878
Capital Expenditure Represented by	Capital New	130	130	130	135	135	135	135	135	135
	Capital Renewal	3,755	4,022	4,373	4,592	4,821	5,062	5,315	5,581	5,721
	Capital Expansion	0								
	Capital Upgrade	1,084	954	705	151	31	307	388	257	22
Total Capital		4,969	5,106	5,208	4,878	4,987	5,504	5,838	5,973	5,878

Figure 36 Long Term Capital Plan

Long Term Financial Projection

The financial projections are shown in table below for the projected operations, maintenance, capital renewal and capital new/upgrade and estimate budget funding.

Financial Year	Operations & Maintenance	Capital Budget	Total Assets Budget
2022-23	\$4,717,608	\$3,405,000	\$8,122,608
2023-24	\$5,124,064	\$3,442,000	\$8,566,064
2024-25	\$5,687,546	\$3,178,000	\$8,865,546
2025-26	\$6,050,324	\$3,218,000	\$9,268,324
2026-27	\$6,366,822	\$3,278,000	\$9,644,822
2027-28	\$6,664,994	\$3,804,000	\$10,468,994
2028-29	\$6,989,184	\$4,003,000	\$10,992,184
2029-30	\$7,198,899	\$4,130,000	\$11,328,899
2030-31	\$7,516,972	\$4,043,000	\$11,559,972
2031-32	\$7,916,703	\$4,043,000	\$11,959,703
Total	\$64,233,116	\$36,544,000	\$100,777,116
Average	\$6,423,312	\$3,654,400	\$10,077,712

Table 31 Projected Operation, Maintenance and Capital Expenditure

Projected Operation and Maintenance and Capital Budget

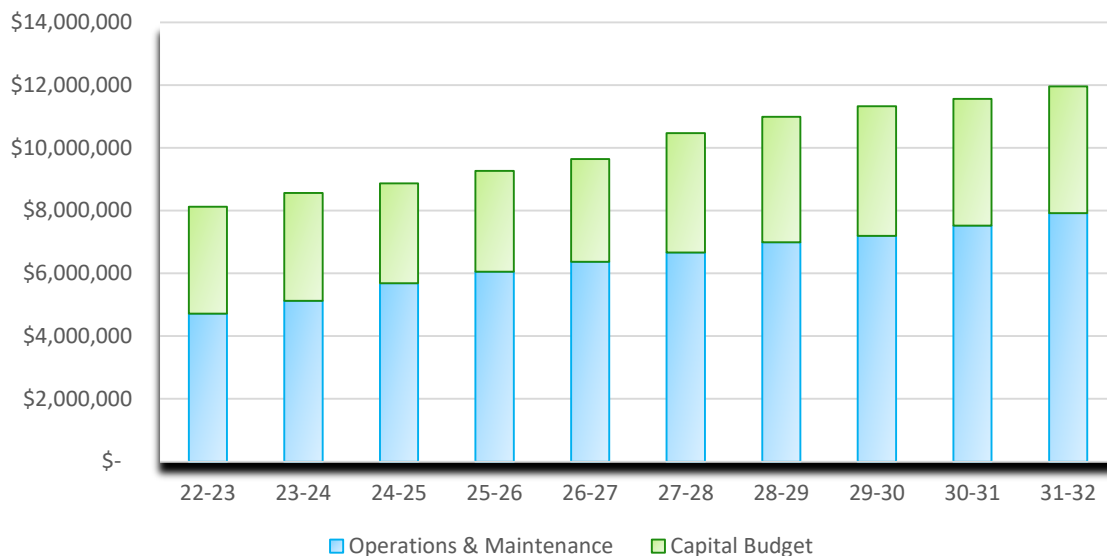


Table 32 Projected 10-Year Operation and Maintenance and Capital Budget

Appendices

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APPENDIX 1 DEFECT INSPECTION FREQUENCY

Nature of Inspection	INSPECTION FREQUENCY BY ROAD CLASSIFICATION								
	Rural						Urban		
PROACTIVE INSPECTIONS – DEFECT #	3R Transport Route	Bus Route /Tourist Route	4R Collector/ Through	5R Resident Primary Access	6S Strategic	6R Property Secondary Access	4U Collector / Through	5U Resident Primary Access	6U Property Secondary Access
DAY TIME Level 1 (Pavement /	1 time per year		1 time per 2 years	1 time per 2 years	1 time per 2 years		1 time per year	1 time per 2 year	
Day Time Level 2 (Pavement / kerb & channel / shoulder / road furniture / table drains / culverts / vegetation) #	1 time per year	1 time per year	1 time per 2 years	1 time per 2 years	1 time per 2 years	1 time per 3 years	1 time per year	1 time per 2 year	1 time per 2 year
NIGHT TIME Level 1 (Pavement / shoulder / road furniture) #	1 time per year	1 time per year	1 time per 2 years	1 time per 2 years			1 time per year	1 time per 2 year	

Note1: Level 1 inspection frequencies have been split into Day and Night as some defects are more readily identified at night.

Note2: Inspections to be scheduled such that each inspection type is carried out at the frequencies shown. Each inspection type is to be carried out independently of other inspections for each road.

APPENDIX 2 RISK ASSESSMENT AND REMEDIATION – SEALED

NATURE OF INSPECTION	TARGET STANDARD CONDITION	HAZARD INTERVENTION LEVEL	REPAIR TARGET TIME FOR INTERVENTION ACTION			
			3 Transport Route	4 Collector or Through	5 Residential Primary Access	6 Property Secondary Access
Pothole Patching	Hole is to be repaired to a smooth surface consistent to line and level of surrounding	Hole is more than 450mm diameter or more than 75mm deep.	1 week	3 weeks	2 months	6 months
Regulation of Wheel Ruts and Depressions	Return to line, level, and trafficable surface, with no ponding of water evident.	Wheel rut or depression is more than 75mm deep and more than 20m ² in	2 weeks	1 month	3 months	12 months
Edge Repairs	To provide a trafficable lane.	Edge breakaway is more than 125mm over 5m in length.	2 weeks	1 month	3 months	6 months
Pavement Failures	Failure is to be repaired to a smooth pavement surface consistent with line and level of surrounding pavement.	Surface disruption is more than 75mm over area more than 20m ² .	1 week	3 weeks	2 months	6 months
Kerb and Channel	Minimal ponding	When ponded water extends outside the lip of the channel.	Subject to funding	Subject to funding	Subject to funding	Subject to funding
Table Drains	Minimal ponding	Any obstruction that significantly prevents free flow of water.	6 months	12 months	12 months	In conjunction with works
Culverts/inc. separated Culverts	Water flow is unrestricted	Silting or 50% obstruction of cross section.	3 months	6 months	12 months	2 years
Shoulder Grading	Provision of a trafficable surface which is free draining and which prolongs the pavement life.	Edge Drop off is more than 100mm over more than 50m in length.	3 weeks	6 weeks	3 months	6 months
Roadside Signage/Guide Posts	A fully visual signposted and delineated road network.	Illegible or missing warning signs or missing guide posts at culverts.	2 weeks (see note 3)	1 month (see note 3)	3 months	6 months
Roadside Grass Cutting	To maintain sight distance and reduce fire risk.	Inadequate visibility at intersections or on curves.	1 month	3 months	6 months	12 months

Note 1: Where the defect warrants emergency action, this is taken within 24 hours of receipt of notification.

Note 2: The times shown in the above tabulation are subject to variation in times of extreme weather conditions when extra demands may be placed on Council resources.

Note 3: Depends on availability of signs/guideposts.

Note 4: Signage/notifications may be used as an intervention.

Appendix 3 RISK ASSESSMENT AND REMEDIATION – UNSEALED

NATURE OF INSPECTION	TARGET STANDARD CONDITION	HAZARD INTERVENTION LEVEL	REPAIR TARGET TIME FOR INTERVENTION ACTION			
			3 Transport Route	4 Collector or Through	5 Residential Primary Access	6 Property Secondary Access
Potholes and Corrugations	Trafficable pavement free of potholes, corrugations and other surface defects.	Potholes and corrugations are more than 600mm diameter and 150mm deep	1 month	2 months	6 months	12 months
Pavement Failure	Failure is to be repaired to a smooth pavement surface consistent with line and level of	Area of failed pavement is more than 20m ² in area.	1 month	2 months	6 months	12 months
Roadside Signage / Guide Posts	A fully visual signposted and delineated road network.	Illegible or missing warning signs or missing guide posts at culverts.	1 month (see note 3)	3 months	6 months	12 months
Roadside Grass Cutting	To maintain sight distance and reduce fire risk.	Inadequate visibility at intersections or on curves.	1 month	3 months	6 months	12 months
Table Drains	Minimal ponding	Any obstruction that significantly obstructs free flow of water.	6 months	12 months	12 months	In conjunction with
Culverts	Water flow is unrestricted	Silting or 50% obstruction of cross section	3 months	6 months	12 months	2 years

Note 1: Where the defect warrants emergency action, this is taken within 24 hours of receipt of notification.

Note 2: The times shown in the above tabulation are subject to variation in times of extreme weather conditions when extra demands may be placed on Council resources.

Note 3: Depends on availability of signs/guideposts.

APPENDIX 4 ROUTINE MAINTENANCE SERVICE LEVELS & STANDARDS

ROADS HIERARCHY – URBAN ROADS

CLASSIFICATION	DEFINITION	SEALED ROADS				UNSEALED ROADS	
		PAVEMENT WORKS	EDGE REPAIRS	SHOULDER GRADING & DRAINS	KERBING	GRADING	SHOULDERS & DRAINS
4U COLLECTOR OR THROUGH	Unclassified roads linking parts of the townships or leading to the town centre. Would be sealed or surfaced all weather roads.	Annually or when I.L. exceeded.	Annually or when I.L. exceeded	Annually	When I.L. exceeded	Annually	As necessary
5U RESIDENTIAL PRIMARY ACCESS	Unclassified road providing access to occupied residential, industrial or commercial properties. Would be sealed or surfaced all weather roads.	Annually or when I.L. exceeded.	Annually	As necessary	When I.L. exceeded	As necessary	As necessary
6U PROPERTY SECONDARY ACCESS	Roads or laneways providing alternate access to occupied properties or access to vacant land. Would not necessarily be all weather construction.	Annually	Annually	As necessary	When I.L. exceeded	As necessary	As necessary

ROADS HIERARCHY – RURAL ROADS

3R LINK	Unclassified roads connecting two towns, villages or districts. May be sealed or formed and surfaced.	Annually or When I.L. exceeded.	2 times per year or when I.L. exceeded	Annually or When I.L. exceeded		2 times per year or when I.L. exceeded	Annually
4R COLLECTOR	Unclassified road linking residence and property access roads into higher class roads. May be sealed or formed and surfaced.	Annually or When I.L. exceeded.	Annually or When I.L. exceeded	Annually		Annually or When I.L. exceeded	Annually
5R RESIDENTIAL ACCESS	Unclassified road providing all weather access to occupied houses in rural or rural residential areas.	Annually	As necessary	As necessary		As necessary	As necessary
6S STRATEGIC	Class 6 road considered strategic and maintained more regularly	N/A	N/A	N/A		Annually or When I.L. exceeded	As necessary
6R PROPERTY ACCESS	Roads providing access to rural properties for farming purposes. Would not necessarily be an all-weather road.	N/A	N/A	N/A		As necessary	As necessary

I.L. – Intervention level

Appendix 5 FOOTPATHS AND VEGETATION FREQUENCY

INSPECTION NAME	DEFECTS RECORDED	PROACTIVE INSPECTIONS – DEFECT				
		COMMERCIAL	RESIDENTIAL	TYPE	HAZARD	USE
Footpaths	All	6mths	12mths	1 Asphalt 2 Gravel 3 Concrete 4 Pavers 5 Other 6 Trees	1. 10-20 mm 3. 20-30mm or Obtruding Foliage + 6. +30 mm or Obtruding Branches	2 LOW 4 MEDIUM 8 HIGH
Constructed Trails	All	As Necessary	As Necessary			

Appendix 6 BRIDGE INSPECTION FREQUENCY

The following tabulation, in accordance with the VicRoads Bridge Inspections Manual guidelines, indicates the frequency and detail required for the inspections of all bridges within the Shire.

	DESCRIPTION	PROACTIVE INSPECTIONS - DEFECT
LEVEL 1	To check the general serviceability of the structure , particularly for the safety of road users, and identify any emerging problems	Every 6 months
LEVEL 2	To assess and rate the conditions of the structure (as a basis for assessing the effectiveness of past maintenance treatments, identifying current maintenance needs, modelling and forecasting future changes in condition and estimating future budget requirements)	All new structures within 12 months of opening, thereafter on a 5 year cycle.
LEVEL 3	To assess the structural condition and behaviour of a structure, to identify and quantify the current and projected deterioration of the structure, and to assess appropriate management options.	Bridges; <ul style="list-style-type: none"> reporting poor condition in the Bridge Inspection System showing evidence of accelerated deterioration for which significant works such as rehab, strengthening or widening is proposed



4 April 2022

To Committee Members,
“as addressed”

NOTICE is hereby given that the Dimboola Township Advisory Committee Meeting of the Hindmarsh Shire Council will be held at the Dimboola Library, on Monday 04 April 2022 commencing at 7pm.

AGENDA

1. Acknowledgement of the Indigenous Community

2. Apologies

3. Disclosure by Committee members or Councillors or Council Officers of any interest or conflicts of interest in any item on the agenda

4. Confirmation of Minutes

5. Business Arising from the Minutes

6. Correspondence

7. Events

8. General business as notified to the Chair

9. Councillor Report

10. Officer Report

11. Urgent business

12. Finance report

13. Decisions to be made

14. Meeting Closed

15. Council Officer Authorisation

1. ACKNOWLEDGEMENT OF THE INDIGENOUS COMMUNITY

Acknowledgement of the Indigenous Community

We acknowledge the Shire's Indigenous community as the first owners of this country. We recognise the important ongoing role that indigenous people have in our community and pay our respects to their elders and people both living and past.

2. APOLOGIES

Present: Phil King (HSC Rep), Lou Catania, Karen Bennett, Heidi Bruce, Kaylene Pietsch (President).

Apologies : Prue Cook, Owen Pietsch, Tony Schneider, Angela Hoy, Sharyn, Cook, Bill Eldridge, Deb Nelson

Guest/s: Dave Kennett (Riverside Holiday Park)

No Quorum reached

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

- General conflict of interest; or
- Material conflict of interest

Declaration of general or material conflict of interest must also be advised by Committee Members at the commencement of discussion of the specific item.

4. CONFIRMATION OF MINUTES

RECOMMENDATION:

That the Minutes of the DTAC Committee Meeting held on Monday 7th March 2022 at the Dimboola Library, circulated to Committee Members be taken as read and confirmed.

- *Minutes Tabled minutes from AGM*

5. BUSINESS ARISING FROM THE MINUTES

Letter to release monies held by DTC to Steampunk Festival - Extraordinary meeting to be organised in lieu of no quorum being reached at this meeting.

6. CORRESPONDENCE

INWARD

- Letter from Mary Mason - re: Christmas Decoration purchases - held over til May meeting agenda

OUTWARD

- None

RECOMMENDATION

That the Inward Correspondence noted.

7. EVENTS

Event:		Location:		Date	
<i>Relevant documents</i>					
	Responsibility	Due date	Status		
Risk assessment					
Food permit					
Local Law permit					

8. GENERAL BUSINESS AS NOTIFIED TO THE CHAIR

- 8a. Steampunk Festival Update
 - Chan an apology for meeting
 - Message passed through Chair
 - Calling for volunteers for the set-up
 - Has announced music and there will be dancing 'flash mobs'
- 8b. Event Calendar for 2022
 - Karen
- 8c. Easter Event for 2022 by Town Committee? – or ask for Expressions of Interest?
 - No events will be held over Easter by committee due to possible clash with Steampunk Festival
- 8d. Upcoming Grant opportunities.
- 8e. Rundown of the Ski Event BBQ
- 8f. "Dimboola Town Committee Christmas Working Group" looking at the option of becoming an independent incorporated body. Suggestions from the Dimboola Town Committee / Advisory Group.
 - Letter recieved - decision to be held over to next meeting

- 8g. Working Bee: options for installation of Seating stored in the A&P Pavillion (including an extra Memorial Seat for Gordon & Edna Elliott)
 - All needs to be removed from A&P Building asap.
 - Plaque ordered
 - Working bees to be organised for installation of seats
 - Concrete for catering shelter at Soundshell - donation for half to come from R Johns (Warracknabeal Concrete)
- 8h. Options for the Bridge on the Common
 - Redundant for Discovery trail
 - Only option now is to sell
- 8i. BBQ Trailer / Caravan Park Update (Dave Kennett)
 - Sales monies from Fire pits, wood & stubby holders sales to fund upgrade to sign for community by Lou
 - Eco tours booked 44 sites and want use of DTC bbq
- 8i. Other Business
 - Grants available for application
 - Request made for installation of ladder onto rowing pontoon or bank
 - Upgrade to boat ramp at Lloyd St (south)
 - Out of Steam (P King)
 - Concert to be held behind library day after (Sunday 24 April) Steampunk festival
 - Idea raised for Calendar of website and meeting of community groups (H Bruce)
 - Community Directory possibly in print - to discuss further
 - Signage of Steampunk festival at Highway (hay bales) (P King)
 - Missing Hindmarsh logo
 - Appropriate approval was sought to place there
 - Jazz up old kitchen at Caravan park (D Kennett)
 - Could be another working bee for committee

9. COUNCILLOR REPORT

10. OFFICER REPORT

11. URGENT BUSINESS

- 11.1 Committee Members Registrations, Working with Children's Checks, Police Checks and Vaccination Certificates need to be finalised and sent to hr@hindmarsh.vic.gov.au**

12. FINANCE REPORT

12.1 Summary of Balances in Finance Report.**12.2 Purchase Orders to be raised - \$2,000 or less**

Creditor	Value \$	Description of Goods or Services

12.3 Purchase Orders to be raised – Greater than \$2,000

Creditor	Value \$ (> \$2,000)	Description of Goods or Services

13. DECISIONS TO BE MADE

The following decisions are recommendations to Council for endorsement:

ITEM NO.	DESCRIPTION	DECISION
4	Minutes	
5	Business Arising from Minutes	
6	Correspondence	
7	Events	
8	General Business as Notified to the Chair	
9	Councillor's Report	
10	Officer's Report	
11	Urgent Business	
12.1	Finance Report	
12.2	Purchase Orders to be Raised (\$2,000 or less)	
12.3	Purchase Orders to be Raised (above \$2,000)	

14. MEETING CLOSED

The meeting closed at 8.39pm

15. COUNCIL OFFICER AUTHORISATION

*to be completed by the Council Officer

I _____ accept the following recommendations made by the XX Committee at this meeting held on [DATE]:

ITEM NO.	DESCRIPTION	DECISION

I Philip King advise that the following items:

ITEM NO.	DESCRIPTION	DECISION
5	Handover of funds to pay for Steampunk Festival expenses	To be held over to an extraordinary meeting due to a quorum not being reached at the meeting held 4 April 2022.

- Need to be referred to a Council Meeting / CEO for a decision
- Require more Information
- Do Not align with the Hindmarsh Shire Council Plan

SIGNED: Council Officer



Dated: 26 April 2022

Yurunga Homestead Community Asset Committee

General Meeting, Thursday, February 24, 2022, Yurunga South Verandah,
7:30pm

Agenda

Welcome and Opening at 7:40 pm – meeting held outside in pleasant weather conditions.

Members present: Jenny Solly (Chair), Peter Solly (Secretary/Treasurer), Col Drendel. Lou Ravenhorst.

Visitors:

Apologies: Cr Brett Ireland (Deputy Mayor, Hindmarsh Shire)

Moved - Col Drendel, Lou Ravenhorst - That the apology be received c/d

Additional items for General Business (to be accepted at Chairperson's discretion)

- Audio for mural and QR code

Declaration by a Councillor, Officer or Committee Member of any direct or indirect interest in any item on the agenda

- Nil

Minutes of the previous meeting as circulated

Moved: Col Drendel, Lou Ravenhorst - That the minutes of the meeting held on January 27th 2022 as circulated be accepted as a true and accurate record. c/d

Business arising:

- Updated tour/catering charges for 2022
Tour of house: \$7.50 adults, \$5.00 secondary students, younger children free
Catering: lunch \$17.50, morning or afternoon tea \$12.50
Lunch and tour: \$25.00 per person
Morning or afternoon tea and tour: \$20.00 per person
- Jan 30&31: Jenny confirmed opening times for Roll family reunion with Greg Roll
Saturday, June 4: 10:00am – 1:30pm
Sunday, June 5: 9:00am – 10:00am 2:00pm – 4:00pm
- Jan 31: Dr Gary Hill rang re a Warracknabeal painter will visit and quote on kitchen area and exterior painting for the grant works
- Feb 9: Jenny cleaned the house

- Feb 9: Tim Elliot, painter from Warracknabeal, visited to see grant job and identify the paint in the kitchen
- Feb 11: Edenhope Day Centre tour was very successful. 18ppl and 3 staff. Big thanks to tour guides Col Drendel and Peter Solly (3 hours each)
- Feb 16: Script for the mural was forwarded to Jeff Woodward. If he approves, we can record it for use on the Wimmera-Mallee tourism website and for the mural QR Code. Belinda is updating her script as the artist as well
- Feb 19th: Jenny made 4 Kg plums into jam
- Feb 23rd: 5 k g plums and 6 jars of jam were placed in the craft shop

Correspondence In (Emails)

- Jan 30: Dr Gary Hill to Peter re his dimensions and diagrams for the grant works
- Jan 31: Expanding Horizons tour bookings to Peter re booking for lunch and tour on Monday, May 23

Late Correspondence In (Emails)

- Feb 21: Tracey O'Connell (Trade Travel) to Peter re lunch and tour on 14th March reconfirmed and dietary requirements.
- Feb 22: Tracey O,Connell (Trade Travel) to Peter reconfirming date.

Correspondence Out (Emails)

- Jan 29: Peter to Dr Gary Hill re information, dimensions and diagrams for the grant works
- Jan 31: Peter to Expanding Horizons re group tour booking on Monday, May 23
- Feb 16: Peter to Jeff Woodward re copy of Jenny's script for the mural
- Feb 17: Jenny to Council re copy of October/November Minutes
- Feb 17: Peter sent Thankyou cards to 4 recent Committee members

Late Correspondence Out (Emails)

- Feb 21: Peter to Tracey O'Connell reconfirming date and revised arrival time of 14th March tour
- Feb 22: Peter to Tracey O'Connell confirming time

Moved: Col Drendel, Lou Ravenhorst - That the incoming correspondence be received and the outgoing endorsed. c/d

Reports ~ Financial

Yurunga Homestead Community Asset Committee

Financial Report

January 1st 2022 to January 31st 2022

Opening Balance per statement at 1st January \$12,142.15

Plus Income:

Entries	\$82.50
Merchandise	\$6.00
Craft shop	\$16.80
Donation	\$5.00

Total Income \$110.30

Less Expenses:

Origin Electricity \$172.04

Total Expenses \$172.04

Closing Balance per statement at 31st January \$12,080.41

Term Deposit reinvested with interest on January 6th 2022
at 0.07% interest pa for 3 months \$5,042.36

Outstanding liabilities:

Hindmarsh Shire – Ismay Mural frame	\$ 1,412.13
Balance of Belinda's fee for Mural	\$ 1,000.00

Peter Solly Secretary/Treasurer, Yurunga Homestead Community Asset Committee

Moved Peter Solly, Lou Ravenhorst - That the financial report for January be received. c/d

~ Deputy Mayor, Cr Brett Ireland - apology
~ Jeff Woodward - absent

General Business

- Update on Internet banking and change of signatories

Moved – Peter Solly, Lou Ravenhorst -
Yurunga Homestead Community Asset Committee has Society Cheque Account 06 3737 10011726 and Term Deposit 063737 50027212. That Chairperson Jennifer Solly, Treasurer Peter Solly and Committee member Colin Drendel be authorized to operate these accounts as cheque signatories, via online banking and any other required activity. Two of the above are to sign or authorize any transaction. Internet Banking on a trial basis was authorized by Monica Revell, Director of Corporate and Community Services, Hindmarsh Shire Council, by email on November 10th 2021. c/d

- QR code and audio for mural deferred until Jeff Woodward is available.

Bookings

Saturday, Feb 26, 2022, Renault Car Club, 20ppl, lunch and tour, arrival time 12:30 to 1:00pm

Contact: Kay [REDACTED]

Monday, March 14, 2022, Trade Travel Qld, Combined Cherrybrook Probus Club, 30ppl & 2 crew, lunch and tour, 11:45am arrival – rescheduled to 1:00 pm

Contact: Ally McGlashan [REDACTED]

Now Tracey O'Connell [REDACTED]

Tour Host – Trish Chapman [REDACTED]

Sunday, March 20, 2022, Trade Travel, Qld, 25ppl & 2 crew, lunch and tour, 12:30pm arrival

Contact: Brittany Lanyon [REDACTED] [REDACTED]

Monday, May 23, 2022, (Expanding Horizons) Lamble Tours, 30ppl & 2 crew, tour then lunch, 11am arrival

Contact: Chelsea Jones [REDACTED]

Saturday, June 4 and Sunday June 5, 2022, Roll family reunion tour

Next Meeting: Thursday, March 24, 2022

If you have an idea or would like some action taken, please notify the Secretary or Chairperson so that it can go on the agenda for discussion at the meeting. If something comes up after the agenda goes out (usually a week before the meeting), it can be listed on the night.

Meeting Close. 8:15 pm