

MINUTES OF THE ORDINARY COUNCIL MEETING OF THE HINDMARSH SHIRE COUNCIL HELD AT THE COUNCIL CHAMBER, NHILL ON WEDNESDAY 3 MAY 2017, COMMENCING AT 3:00PM

AGENDA

1. Acknowledgement of the Indigenous Community and Opening Prayer

2. Apologies

3. Confirmation of Minutes

4. Declaration of Interests

5. Public Question Time

6. Correspondence

7. Assembly of Councillors

7.1 Record of Assembly

8. Planning Permit Reports

8.1 Application for Planning Permit 1550-17

9. Reports Requiring a Decision

- 9.1 Financial Report for period ending 31 March 2017
- 9.2 Grampians and Barwon South West Region Passenger Services Study
- 9.3 Essential Services Commission – Application for a Rate Cap variation

10. Special Committees

10.1 Rainbow Town Committee

11. Late Reports

No report

12. Other Business

No report

13. Confidential Matters

13.1 Section 86 Committees – Jeparit Town Committee and Wimmera Mallee Pioneer Museum

14. Meeting Close

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

In Attendance:

Greg Wood, (Chief Executive Officer), Anne Champness (Director Corporate and Community Services), Adrian Gasperoni (Director Infrastructure Services), Taegan Salt (Executive Assistant).

1. ACKNOWLEDGEMENT OF THE INDIGENOUS COMMUNITY AND OPENING PRAYER

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

2. APOLOGIES

Nil

3. CONFIRMATION OF MINUTES

RECOMMENDATION:

That the Minutes of the Ordinary Council Meeting held on Wednesday 19 April in the Council Chamber, Nhill as circulated to Councillors be taken as read and confirmed.

MOVED: CRS R. Lowe/T. Schneider

That the Minutes of the Ordinary Council Meeting held on Wednesday 19 April in the Council Chamber, Nhill as circulated to Councillors be taken as read and confirmed.

CARRIED

Attachment: 1

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

- Direct; or
- Indirect interest
 - a) by close association;
 - b) that is an indirect financial interest;
 - c) because of conflicting duties;
 - d) because of receipt of an applicable gift;
 - e) as a consequence of becoming an interested party; or
 - f) because of an impact on residential amenity.

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

5. PUBLIC QUESTION TIME

6. CORRESPONDENCE

6.1 GENERAL CORRESPONDENCE

MOVED: CRS T. Schneider/R. Gersch

That Council write to Russell Barber thanking him for his dedication and commitment to the Riverside Holiday Park, Dimboola and wishing him well for the future.

CARRIED

7. ASSEMBLY OF COUNCILLORS

Responsible Officer: Director Corporate and Community Services

Attachment: 2

Introduction:

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

Options:

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

RECOMMENDATION:

That Council accept the Assembly of Councillors Records as presented.

MOVED: CRS R. Gersch/T. Schneider

That Council accept the Assembly of Councillors Records as presented with the addition of D. Argall as the Landcare presenter.

CARRIED

Attachment: 2

8. PLANNING PERMITS

8.1 APPLICATION FOR PLANNING PERMIT 1550-17

APPLICATION FOR PLANNING PERMIT 1550-17

Responsible Officer:	Director Infrastructure Services
File:	Planning – Applications – 1550-17
Attachment:	3
Applicant:	Hindmarsh Shire Council
Owner:	Crown land - DELWP
Subject Land:	CA 2003 PP3770 (Riverside, Dimboola)
Proposal:	Installation of a boating pontoon
Zoning & Overlays:	Public Conservation and Resource Zone (PCRZ) Environmental Significance Overlay (Schedule 3) Environmental Significance Overlay (Schedule 6) Heritage Overlay (Schedule 39) Land Subject to Inundation Overlay

Summary:

The proposal seeks planning permission to construct a boating pontoon on the Wimmera River adjacent to the Riverside Caravan Park at Dimboola. The pontoon will have a rectangular shape with dimensions of 10m x 3.3m. The pontoon will be accessed via an 8m long aluminium walkway with handrails. The facility will include a submerged platform to enable the launching of kayaks and canoes. The proposal seeks to improve access to the river. The boating pontoon adjoins existing recreation areas.

DELWP as land managers of the Crown Land have given their consent to the proposal.

A planning permit is required for the proposal due to the provisions of the Land Subject to Inundation Overlay (LSIO). Clause 44.04-1 of the Hindmarsh Planning Scheme sets out that a planning permit is required for any 'buildings and works' in the LSIO. A pontoon is included in the definition of 'buildings'.

Any proposal that triggers a planning application within the LSIO requires referral to the WCMA. The Authority has not objected to the application subject to conditions being placed on any approval. These are included as recommended conditions. DELWP were consulted and they have not objected to the application nor required permit conditions.

The Hindmarsh Planning Scheme encourages enhanced recreation facilities and the protection of areas from flooding. The proposal is entirely consistent with these objectives.

Notification & Referral of Application:

Pursuant to Sections 52 and 55 of the Planning and Environment Act 1987 (the Act), notice of the application must be given to the community and referred to stipulated authorities.

Community:

Pursuant to Section 52 of the Act, Council is required to give notice of this application to any person it considers the grant of the permit may cause material detriment. Notice of this application was not given to adjoining landowners because the Town Planner is satisfied that

the grant of the permit would not cause material detriment to any person.

Authorities:

Pursuant to Section 52 of the Act, notice of this application was sent to DELWP. The Authority did not object to the application.

Pursuant to Section 55 of the Act, notice of this application was referred to the WCMA. The Authority did not object subject to the inclusion of permit conditions, these have been included in the recommendation.

Strategic, Statutory and Procedural Requirements:

The proposal is consistent with the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

Report to Council:

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

Processing Times:

The application was received on 6 March 2017. The report is being presented to the Council meeting of 3 May 2017. The statutory processing time requirements of the Planning and Environment Act 1987 have been satisfied.

Conflict of Interest:

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

Officer Responsible – Adrian Gasperoni, Director Infrastructure Services

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

Author – Peter Jewell, Town Planner

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

RECOMMENDATION:

That Council approve Planning Application 1550-17 for the construction of a boating pontoon at CA 2003, PP3770 (Riverside, Dimboola). The Planning Permit shall be issued with the following conditions:

1. The layout of the use and development for the land as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

WCMA requirements

2. The pontoon must be able to float above the 1% AEP flood of 81.25m AHD.

3. The floating boating platform shall be designed to withstand water velocities of at least 2.5 m/s, as determined in the Dimboola Flood Study 2003.

4. There shall be no net loss of floodplain storage as a result of the proposed fishing platform.

- 5. Soil erosion and contamination of runoff from the site during and post construction must be minimized to ensure the water quality of watercourses that receive drainage from the site is maintained. The Authority recommends that the guidelines documented in EPA Publication 275 – Construction Techniques for Sediment Pollution Control are followed.**
- 6. No earthen landfill is permitted to be placed on the land. Any fill excavated from the site must be removed from the floodplain.**

Permit Lapse/Extension

The time for commencement of the development is within two years from the date of issue of the permit and the development works are to be completed within two years of the commencement of the permit. An extension of time of the development may be issued if application is made less than three months after the date on which the permit would have lapsed.

MOVED: CRS T. Schneider/R. Lowe

That Council approve Planning Application 1550-17 for the construction of a boating pontoon at CA 2003, PP3770 (Riverside, Dimboola). The Planning Permit shall be issued with the following conditions:

- 1. The layout of the use and development for the land as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.**

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- 2. The pontoon must be able to float above the 1% AEP flood of 81.25m AHD.**
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- 6. No earthen landfill is permitted to be placed on the land. Any fill excavated from the site must be removed from the floodplain.**

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CARRIED

Attachment: 3

9. REPORTS REQUIRING A DECISION

9.1 FINANCIAL REPORT FOR PERIOD ENDING 31 MARCH 2017

“The recommended decision is not a Major Policy Decision, as defined in section 93A of the Local Government Act 1989, or a Significant Decision within the meaning of the Caretaker Policy.”

Responsible Officer: Director Corporate and Community Services

Attachment: 4

Introduction: The Financial Report for the third quarter of the 2016/17 financial year has been prepared, including explanations of variances where applicable, and is presented for the information of Council.

RECOMMENDATION:

That Council accepts the Financial Report as presented.

MOVED: CRS D. Colbert/T. Schneider

That Council accepts the Financial Report as presented.

CARRIED

Attachment: 4

9.2 GRAMPIANS AND BARWON SOUTH WEST REGION PASSENGER SERVICES STUDY

Responsible Officer: Director Corporate and Community Services
Attachment Number: 5

Introduction:

This report seeks adoption of the recently completed Grampians and Barwon South West Region Passenger Services Study commissioned by the eight LGA's in Western Victoria. The study was officially released on 4 April 2017 at a function held in Ararat.

Background:

The Rural Cities of Horsham and Ararat, and the Glenelg, Hindmarsh, Northern Grampians, Southern Grampians, West Wimmera and Yarriambiack Shire Councils all contributed to the study of possible improvements to passenger services in the area from Ararat to the South Australian border and Yarriambiack Shire in the north to the Glenelg Shire in the south.

Funding of \$72,000 (excl. of GST) was secured for the development of the study that comprised of the following contributions;

- each of the eight LGAs contributed \$4,000,
- Regional Development Australia, Grampians and Barwon South West Committees contributed \$20,000,
- Department of Economic Development, Jobs, Transport and Resources (DEDJTR) contributed \$20,000.

A Steering Committee was established to prepare the brief and to work with the appointed consultant throughout the project.

Steering Committees members are;

- Andrew Evans, CEO, Ararat Rural City
- Michael McCarthy, Director Sustainable Futures, Southern Grampians Shire Council
- Maree McNeilly, Angela Daxaglorou and Jozef Vass, Transport and Infrastructure Department DEDJTR
- Chris Banger, PVT
- Susan Surrige, Grants Officer, Horsham Rural City Council
- Peter Brown, CEO, Horsham Rural City Council
- Amy Rhodes, Media and Communications, Horsham Rural City Council

Following the tender process, John Hearsch Consulting Pty Ltd was appointed to undertake the study. John Hearsch, together with Bill Russell and Peter Don provided extensive knowledge and experience of passenger rail services to the study.

The terms of reference for the study included;

- Assessment of the existing passenger service provision,
- Identification of new passenger services that would improve connections between Melbourne and the study area and the related costs,
- Identification of new passenger services that would improve connections between key towns in the study area and the related costs,
- Identification of accessibility improvements to existing passenger service infrastructure with a focus on wheelchair and mobility scooter users,
- Examination of the implications for passenger services in relation to the impending introduction of the NDIS to the study area,

- Consideration of the utilisation of existing rail infrastructure to deliver new rail services from Ararat to Kaniva and Ararat to Portland via Hamilton,
- Identification of possible improvements to the combination of rail and road passenger services available within the study area, and
- Identification of new bus services within the study area.

The project commenced on 23 August 2016 and the final report was launched at Ararat on 4 April 2017.

Discussion:

The timing of the Feasibility Study follows and builds on the consultation and development of Public Transport Victoria's Regional Network Development Plan (RNDP) which undertaken in 2015 and launched in 2016.

The consultation process for the RNDP was comprehensive and engagement with local communities raised about the importance of passenger services.

The top priority in the local region was the return of passenger rail services to the West of Victoria which, unfortunately, was not included in the RNDP final plan. It did, however, include other important issues for which were then further developed in the Feasibility Study.

During the development of the study, the consultants spent a great deal of time travelling on public transport throughout the study area which provided an opportunity for them to gain a better understanding of short comings and areas that need improvement. It also provided them opportunities to engage other users of the services which in turn offered insight and understanding of issues and problems they faced and what services should be provided in the future.

The finished study provides an overview of current services, gaps in services, current and future needs, demographics of local communities, the intricacies of regional and metropolitan rail services, costs involved in restoring rail services to western Victoria and justifications for improved passenger services in the short, medium and long term.

In preparing the study, the consultants have undertaken a comprehensive range of consultations with the numerous individuals and organisations within the study area including Councillors and Council staff, representatives from health services, passenger transport companies, community and social service providers, government departments and residents.

In addition they have reviewed various other reports, studies and documents.

The final report included a set of key findings and recommendations on seven levels including;

1. Rail Service Improvements – Stage 1 (2017-2019)

Increase Ararat – Melbourne train services in each direction from 3 to 4 weekday trains with an earlier morning train to arrive in Melbourne by 9.00am and a mid-afternoon train from Melbourne. Increase weekend services from 2 to 3 return services.

Capital cost - \$200,000

Operating cost - \$700,000 per annum

Further increases in services can occur when the currently funded Ballarat – Melbourne line improvements are completed.

2. Rail Service Improvements – Stage 2 (2021-2026)

Reinstatement of passenger rail services to Horsham and Hamilton, connecting with train services from Ballarat to Melbourne.

This will require the standardisation of the Ararat to Ballarat train line and the upgrading of the

track, signaling, stabling / servicing facilities and stations along the Horsham and Hamilton rail corridors.

Capital costs –

Additional rolling stock – \$60M

Works to Ballarat / Ararat line – \$110M

Works to Ararat / Horsham line – \$107M

Works to Ararat / Hamilton line – \$92M

TOTAL CAPITAL COSTS - \$369M

Operating costs - \$6.1M per annum

3. Coach Service Improvements

Improved and some new or re-scheduled coach services will support small towns in the region and provide opportunities for 'ageing in place' and provide access to a range of employment, health, education and social connections.

The main recommendations are;

- Ararat to become the focal point for western road coach services
- Additional mid-morning coach service introduced on weekdays from Hamilton to Ballarat and corresponding return mid-afternoon service. Both services connecting with train services in Ballarat.
- Extension of existing weekday services between Ballarat and Mount Gambier and between Casterton and Warrnambool from five to seven days per week.
- New daily road coach services between Horsham and Hamilton via Balmoral and Cavendish.
- Improvement in road coach services to Adelaide.
- Allow bicycles to be transported on regional coach services.
- Upgrade the Horsham and Hamilton Bus Interchange Hubs.

4. Tourism

Many important tourism destinations in the region are not serviced by public transport. The Study recommends improvements to provide coach services that permit weekend and public holiday visits to key destinations including the Grampians Peaks Trail, Halls Gap, Mount Zero, Wartook Valley, Little Desert and Southern Grampians.

5. Services for persons with a disability

The Study recommends a range of improvements to support people with a disability including;

- All operating rail stations and coach hubs to be DDA compliant as soon as possible.
- Signage and wayfinding at stations and bus stations to be reviewed and upgraded.
- Internal layouts of facilities should maximise ease of transfer for people with a disability
- Station and on-board support staff be provided to assist people travelling with a disability.

6. Improvements to passenger experience

There are a number of recommendations designed to improve the overall experience of public transport passengers including;

- Maps and timetabling improved and standardised across PTV, V/Line and Great Southern Railway.
- Static and dynamic information displayed at all stations and coach terminals.
- All V/Line trains, coaches and major stations should be Wi-Fi enabled as soon as possible.
- Convenient, well lit, safe access pathways to coach and rail hubs.
- Myki ticketing system extended to regional Victoria as soon as possible
- Better ticketing system for the Overland train.

7. Transport Governance in the Grampians Barwon South West Regions

Consider the establishment of an on-going Public Transport Forum to articulate the region's needs. This group would have wide representation from Local Government, Government Departments, private bus / coach operators and public transport users.

Deputations to Minister

All Councils represented at the launch of the Study were provided with electronic and hard copy versions of the Study. Representatives were asked to present the Study to their own Councils for adoption and to publicise within their own municipality.

The Steering Committee is in the process of presenting the Study to government departments as well as the Grampians and Barwon South West RDA Committees and Wimmera Development Association.

A deputation on behalf of all Councils will seek a meeting with Jacinta Allen, State Minister for Transport to present the Study and request support for the recommendations from the Feasibility Study.

It is proposed that Cr Pam Clarke, Mayor, Horsham Rural City Council, Cr Mary – Ann Brown, Mayor, Southern Grampians Shire and Cr Paul Hooper, Mayor, Ararat City Council will lead the deputation and to be the local champions throughout the advocacy process.

Participating Councils have been invited to regular updates on findings and directions of future research throughout the development of the Study.

Options:

- Council can discuss and adopt the Grampians and Barwon South West Region Passenger Services Study.
- Council can discuss the Grampians and Barwon South West Region Passenger Services Study and decline to adopt the Study.

Link to Council Plan:

- 1.1 An actively engaged community
- 1.2 A range of effective and accessible services to support the health and wellbeing of our community
- 2.1 Well maintained physical assets and infrastructure to meet community and organisational needs
- 3.1 A strong rural economy and thriving towns
- 3.2 A thriving tourism industry
- 3.2.2 Appealing tourism facilities that promote visitation and meet visitor needs

Financial Implications:

As a participating member of the Study area, Council has previously allocated \$4,000 in funds and resources to the establishment of the Study.

There are no financial implications relating to this report.

Risk Management Implications:

There are no Risk Management Implications relating to this report.

Conflict of Interest:

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

Officer Responsible –Anne Champness, Director Corporate & Community Services

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

Author – Phil King, Economic and Community Development Manager

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

Communications Strategy:

Media releases have been prepared and distributed on behalf of all participating Councils. If required, Council can also prepare its own media release for local distribution.

RECOMMENDATION:

- 1. That Council adopt the Grampians and Barwon South West Regional Passenger Services Cost and Feasibility Study;***
- 2. That Council, in conjunction with other participating Councils, develop an advocacy plan and lobby all levels of Government for the return of passenger rails services to the west of Victoria;***
- 3. That, on behalf of all participating Councils, Horsham Rural City Council, Ararat City Council and Southern Grampians Shire Council seeks a deputation with the State Minister for Transport Jacinta Allen to present the study and request support for the feasibility study recommendations and for the return of passenger services to Horsham and Hamilton.***

MOVED: CRS R. Gersch/T. Schneider

- 1. That Council adopt the Grampians and Barwon South West Regional Passenger Services Cost and Feasibility Study;***
- 2. That Council, in conjunction with other participating Councils, develop an advocacy plan and lobby all levels of Government for the return of passenger rails services to the west of Victoria;***
- 3. That, on behalf of all participating Councils, Horsham Rural City Council, Ararat City Council and Southern Grampians Shire Council seeks a deputation with the State Minister for Transport Jacinta Allen to present the study and request support for the feasibility study recommendations and for the return of passenger services to Horsham and Hamilton.***
- 4. That Hindmarsh Shire Council encourages the reference group to investigate with Great Southern Rail the future of passenger rail West of Ballarat.***

CARRIED

Attachment: 5

MOVED: CRS T. Schneider/R. Gersch

- 1. That Council invites Great Southern Rail to a Council Briefing to discuss the Overland and the services it provides to the community.***

CARRIED

9.3 ESSENTIAL SERVICES COMMISSION – APPLICATION FOR A RATE CAP VARIATION

Responsible Officer: Director Corporate and Community Services

Attachment Number: 6 - 10

Introduction:

This report proposes for Council to proceed with an application to the Essential Services Commission (ESC) to vary the rate cap set by the Victorian Government by an additional 2%, resulting in a total increase in general rates and municipal charge in the 2017/18 Annual Budget of 4%.

Discussion:

The Victorian Government's Fair Go Rates System (FGRS) came into effect on 1 July 2016. The FGRS limits the maximum increase in councils' average rates. The term "average rates" refers to the rates paid by the national average ratepayer. The amount is calculated by dividing total revenue from general rates and municipal charges, by the total number of rateable properties in the municipality.

Each year the Minister for Local Government (the Minister) sets the average rate cap for the following financial year by general Order.

A council may apply to the Essential Services Commission (the Commission) for a higher cap. If the Commission is satisfied that a higher cap is appropriate for the council, it sets a higher cap by special Order.

A council must comply with any general Order or special Order that applies to it. To comply, the capped average rate must not exceed the base average rate by more than the average rate cap or higher cap.

On 19 December 2016, the Minister for Local Government announced a rate cap of 2% for the 2017/18 financial year. Different from the previous year which allowed only applications seeking a variation of the rate cap for one financial year, for 2017/18, councils can seek a higher cap for up to four years.

For the 2016/17 financial year, ten councils sought a variation above the rate cap of 2.5%, one later withdrew, and six councils were successful with higher rate caps ranging from 3.05% to 6.34% (0.55% to 3.84% above the set rate cap of 2.5%).

The six councils that had a higher cap approved by the Commission and their respective higher caps were:

- Buloke: 3.05%
- Horsham: 3.50%
- Moorabool: 3.50%
- Murrindindi: 4.30%
- Pyrenees: 3.83%
- Towong: 6.34%.

Council was required to notify the ESC of Council's intention to apply for a higher rate cap for the 2017/18 financial year by 31 January 2017. At its meeting on 21 December 2016, Council resolved to notify the ESC that it intended to apply for a higher rate cap and submitted its notification accordingly.

The key dates and timelines for the operation of the Fair Go Rates System for the 2017/18 rating year are detailed in the table below:

Stage of FGRS Process	Timeframe
Minister announces cap(s)	By 31 December 2016
A council seeking approval for a higher cap notifies the ESC	By 31 January 2017
Council applies for a higher cap, submits Budget Baseline Information	1 February – 31 May 2017
ESC assesses council applications	February – July 2017
ESC notifies councils of decisions	Within 2 months of receipt of application
Councils formally adopt budget	August 2017
All councils submit Basic Annual Baseline Information	31 October 2017
ESC publishes Compliance Report	November/December 2017

In accordance with the Section 185E(3) of the *Local Government Act 1989*, in its application for a higher cap, Council must specify:

- (a) a proposed **higher cap** for each specified financial year; and
- (b) the **reasons** for which the Council seeks the higher cap; and
- (c) how the **views of ratepayers and the community** have been taken into account in proposing the higher cap; and
- (d) how the higher cap is an efficient use of Council resources and represents **value for money**; and
- (e) whether consideration has been given to **reprioritising proposed expenditures and alternative funding options** and why those options are not adequate; and
- (f) that the assumptions and proposals in the application are consistent with the Council's **long term strategy and financial management policies** set out in the Council's planning documents and annual budget.

Council has a well-developed, robust Long Term Financial Plan (LTFP) which was assessed for the validity of its underlying assumptions and sound forward planning by Council's internal auditor Phil Delahunty from RSD Chartered Accountants in 2014. At the time, the LTFP projected rates increases of 6% in 2015/16 and 2016/17, 5% in 2017/18, 2018/19 and 2019/20 and reducing to 4% from 2020/21, showing Council's intent to minimise rate increases in the long term. The LTFP recognised that, in the absence of other revenue streams, Council required this level of rate income to remain sustainable and continue to provide the services and maintenance to infrastructure to current standards unless alternative funding can be sourced.

Upon the introduction of the Fair Go Rates System, Council adjusted its LTFP to reflect rate increases of only 2.5% (based on the cap set in December 2015). In recognition of its funding needs, Council noted in an introductory comment to the financial statements contained in its 2016/17 Annual Budget:

"The following Financial Statements project expenditure based on Council's long term service, asset and financial planning. The deficits projected for the years 2017/18 onwards are a

reflection of the introduction of rates capping combined with a reduction in state and federal government funding.

Council's medium to long term planning has been based on maintenance of service levels and a continued effort to keep up with the need for renewal of our ageing infrastructure. While the financial statements paint a realistic picture of our service and infrastructure needs, they also reflect that the current financial environment will not allow us to meet these needs into the medium to distant future without additional revenue and funding sources.

If such additional income does not become available, service levels will have to be reviewed to maintain a financially sustainable future."

Council officers are currently preparing the draft budget for the 2017/18 financial year. With no significant changes to Council's business model and the financial outcomes modelled in Council's Long Term Financial Plan, Council will need to apply for a higher rate above the 2% cap set by the Minister for Local Government to meet its renewal targets and deliver on the farmer consultation and strategic planning undertaken in the last couple of years. Financial statements detailing both a 2% and 4% rate increase are attached (Attachment 7,8). Based on Council's LTFP, 10 year projected income and cash flow statements for both rates increases are also attached (Attachment 9, 10).

Council has engaged with its community in eight Community Conversations held across the Shire. Meetings at Antwerp, Rainbow, Broughton, Woorak, Winiam, Jeparit, Nhill and Dimboola were attended by 97 residents.

Feedback forms allowed attendees to comment on a proposed 2% variation of the rate cap. Of the 27 surveys returned, 18 or 66.7% voted in favour of a variation to the rate cap, one or 3.7% voted against, and eight or 29.6% did not express a preference either way.

Comments included:

- *Y - Query spending at kindergarten and childcare centre as a parent a few years ago I've only since seen a reduction in services but an increase in costs.*
- *Y - However better efficiencies must be accomplished.*
- *N - Tourist offices need looking at.*
- *It's not that simple. People don't want to pay more if they don't see efficiency. I'm happy to pay more to go towards roads if I don't perceive the council to be paying big money for dead weight.*

Feedback also raised the importance of road maintenance, tree trimming, Albacutya Bridge, business grants, Hindmarsh Youth Council, community plans, tourism, corella control and advocacy for television and mobile phone reception.

Given Council's financial position detailed in the attached statements and based on the community consultation process undertaken, it is proposed that Council submit an application to the Essential Services Commission seeking a higher rate cap as follows:

- A single-year variation of 2% above the rate cap set by the Minister for Local Government;
- Reasons for applying:
 - to enable Council to continue to provide day-to-day community services (such as kindergartens, libraries, swimming pools, maternal and child health etc.) and infrastructure maintenance and renewal at the levels required by its residents and ratepayers and;
 - to accommodate environmental factors that are outside of Council's control:

- large geographic area (7,500 sq. kms)
- significant amount of infrastructure (3,177km of roads, six bridges and 27km of pipes/drains)
- small, socio-economically disadvantaged, dispersed population (the Shire's estimated residential population at 30 June 2011 was 5,798, the second lowest population density in the State of Victoria at less than one person per square kilometre. At the other end of the spectrum, the City of Port Phillip has the highest population density in Victoria with 4,632/per square kilometre. If Port Phillip had Hindmarsh Shire's density, it would have a population of just 16 people. If Hindmarsh Shire had Port Phillip's density, it would have a population of 35 million.)
- low rate base (\$6.5 million).

Options:

Council can choose to proceed with the proposed rates cap variation, choose a different percentage or multi-years for the variation or resolve not to proceed.

Link to Council Plan:

Council Plan 2013-2017:

Strategy 4.1: Long-term financial sustainability

The proposed higher rates cap will enable the delivery of initiatives from the draft 2017-2021 Council Plan, in particular the continuation of initiatives from farmer and community consultations.

Financial Implications:

The proposed higher rates cap will provide an additional \$144,000 in the 2017/18 Budget.

Conflict of Interest:

Under section 80C of the LGA officers providing advice to Council must disclose any interests, including the type of interest.

Author and Officer Responsible– Anne Champness, Director Corporate & Community Services

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

Risk Management Implications:

The application to vary the rates cap carries reputational as well as financial risk - .

Communications Strategy

The ESC will be notified of Council's decision. Further community engagement will occur in the course of the preparation of the 2017/18 Budget under section 129 LGA, once the ESC has made a decision on the variation of the rate cap.

RECOMMENDATION:

That

1. ***Council approves an application to the Essential Services Commission for a higher rate cap of 4% for 2017/2018; and***
2. ***Council considers the implementation of a higher cap, if and as approved by the Commission, as part of its 2017/2018 Budget process.***

3. ***Council authorises the Chief Executive Officer to finalise the application for a rate variation.***

MOVED: CRS R. Gersch/T. Schneider

That

1. ***Council approves an application to the Essential Services Commission for a higher rate cap of 4% for 2017/2018; and***
2. ***Council considers the implementation of a higher cap, if and as approved by the Commission, as part of its 2017/2018 Budget process.***
3. ***Council authorises the Chief Executive Officer to finalise the application for a rate variation.***

CARRIED

10. SPECIAL COMMITTEES

10.1 RAINBOW TOWN COMMITTEE

Responsible Officer: Director Corporate and Community Services
Attachment: 11

Introduction:

The Rainbow Town Committee held its Meeting on 27 March 2017. 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 note the minutes of the Rainbow Town Committee Meeting on 27 March 2017.

MOVED: CRS R. Lowe/T. Schneider

That Council note the minutes of the Rainbow Town Committee Meeting on 27 March 2017.

CARRIED

Attachment: 11

11. LATE REPORTS

No report

12. OTHER BUSINESS

MOVED: CRS T. Schneider/R. Gersch

That Council write to the Premier of Victoria and express its great disappointment that the State Government in the 2017 Victorian State Budget did not accept the submission and recommendation by Rural Councils Victoria, on behalf of its members, which includes Hindmarsh Shire Council, for the establishment of a vitally needed Rural Community Support Fund.

CARRIED

13. CONFIDENTIAL REPORTS

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

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

RECOMMENDATION:

That the meeting be closed in accordance with Section 89 of the Local Government Act 1989, to consider (h) Any other matter which the Council or Special Committee considers would prejudice the Council or any person

13.1 Section 86 Committees – Jeparit Town Committee and Wimmera Mallee Pioneer Museum

MOVED: CRS R. Lowe/R. Ismay

That the meeting be closed in accordance with Section 89 of the Local Government Act 1989, to consider (h) Any other matter which the Council or Special Committee considers would prejudice the Council or any person

13.1 Section 86 Committees – Jeparit Town Committee and Wimmera Mallee Pioneer Museum

CARRIED

MOVED: CRS T. Schneider/R. Lowe

That the meeting moves out of closed session.

14. MEETING CLOSE

There being no further business, Cr Nelson declared the meeting closed at 3.58pm



Hindmarsh
Shire Council

**Administration
Centre**

PO Box 250
92 Nelson Street
NHILL VIC 3418
Ph: (03) 5391 4444

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

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

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

12 May 2017

The Hon Daniel Andrews MP
Premier of Victoria
Office of the Premier
1 Treasury Place
Melbourne, Victoria
Australia, 3002

Dear Premier

Re: State Budget

At its meeting of 3 May 2017, Hindmarsh Shire Council passed the following resolution:

"That Council write to the Premier of Victoria and express its great disappointment that the State Government in the 2017 Victorian State Budget did not accept the submission and recommendation by Rural Councils Victoria, on behalf of its members, which includes Hindmarsh Shire Council, for the establishment of a vitally needed Rural Community Support Fund."

Small rural councils, such as Hindmarsh Shire Council, face a particular set of challenges. These include structural challenges of large geographic areas, extensive road lengths and a higher dependency upon government grants. These factors together with limited own source revenue opportunities and lower capacity of rural communities to meet additional costs creates a challenging financial sustainability environment.

These challenges have been exacerbated by the state government imposed rate cap.

The significant sustainability challenges we and the other small rural councils are facing is well acknowledged by the Victorian Auditor-General's Office (VAGO). Council is disappointed that the state government has failed to adequately acknowledge these challenges and take appropriate action in the state budget to assist rural councils.

I would be happy to discuss this matter and further information can be obtained by contacting Greg Wood, Chief Executive Officer on 0417 153 749 or gwood@hindmarsh.vic.gov.au

Yours Faithfully

Cr Debra Nelson
Mayor



ASSEMBLY OF COUNCILLORS RECORD

Assembly of Councillors means a planned or scheduled meeting of at least 3 councillors and one member of council staff which considers matters that are intended or likely to be:

- a) the subject of a decision of the Council; or*
- b) subject to the exercise of a function, duty of power of the council that has been delegated to a person or committee; but does not include a meeting of the Council, a special committee of the Council, a club, association, peak body, political party or other organisation.*

Requirements to be observed by an assembly of Councillors (Section 80A Local Government Act, 1989)

Title of Meeting: Council Briefing Session

Date: Wednesday 3 May 2017 **Time:** 1:00pm – 3:00pm

Assembly Location: Council Chambers, 92 Nelson St, Nhill

Present:

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

Apologies:

In Attendance:

Mr. G. Wood (Chief Executive Officer), Mr. A. Gasperoni (Director Infrastructure Services), Ms. A. Champness (Director of Corporate and Community Services).

Conflict of Interest Disclosures

1. Direct; or
2. Indirect interest
 - (a) by close association;
 - (b) that is an indirect financial interest;
 - (c) because of conflicting duties;
 - (d) because of receipt of an applicable gift;
 - (e) as a consequence of becoming an interested party; or
 - (f) because of an impact on residential amenity.

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

Councillors:

Nil

Officers:

Nil

Matters Discussed:

No.	Detail	Presenter
1.	Chief Executive Officer update – Personnel Matters	Greg Wood
2.	Presentation by the Nhill A&P Society on their Strategic Plan	Ken Morrison, President
3.	Passenger Rail	Philip King
4.	Dimboola netball / female change rooms project	Philip King
5.	Council question time	

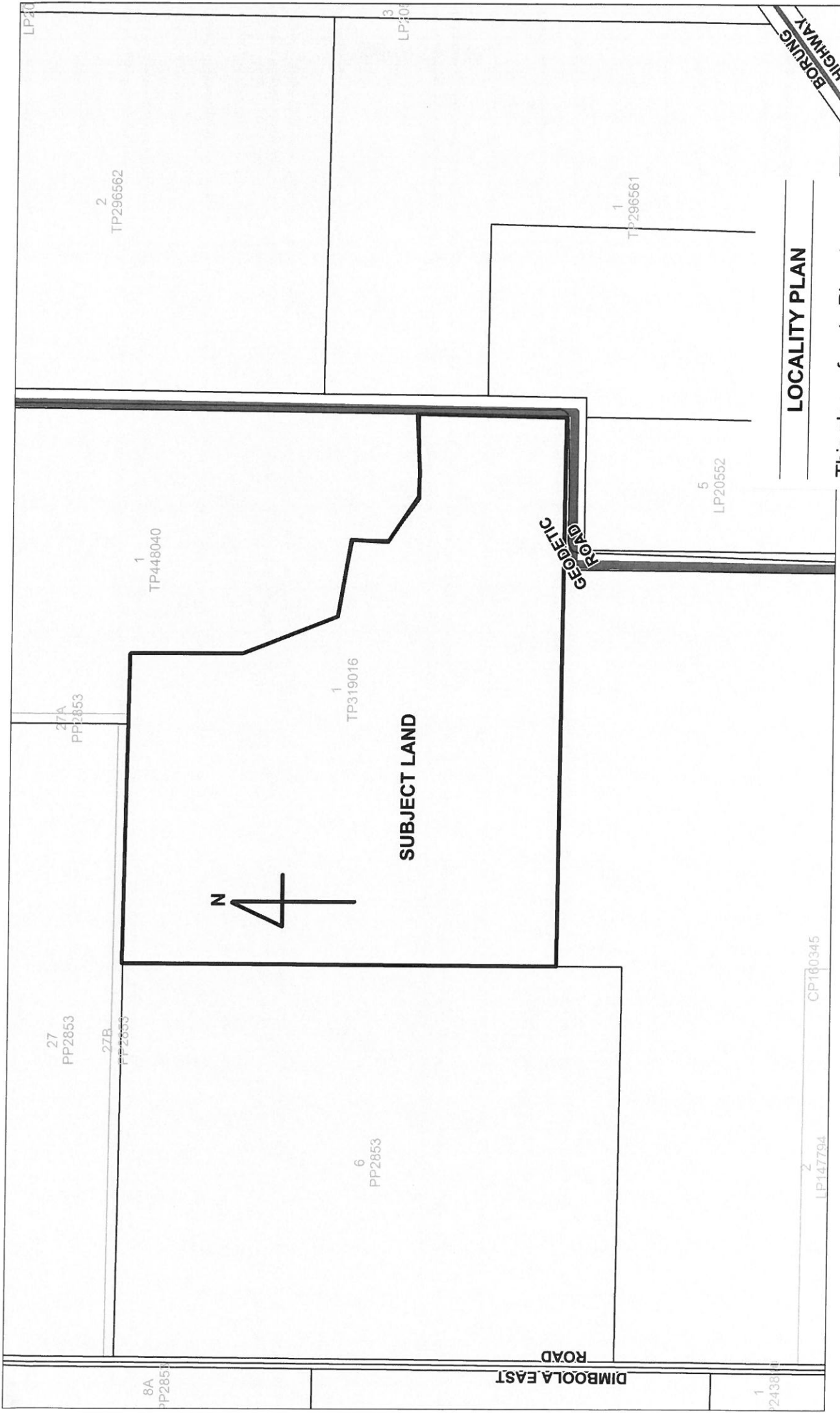
Completed by: Greg Wood



Signed:

Date: 03/05/2017

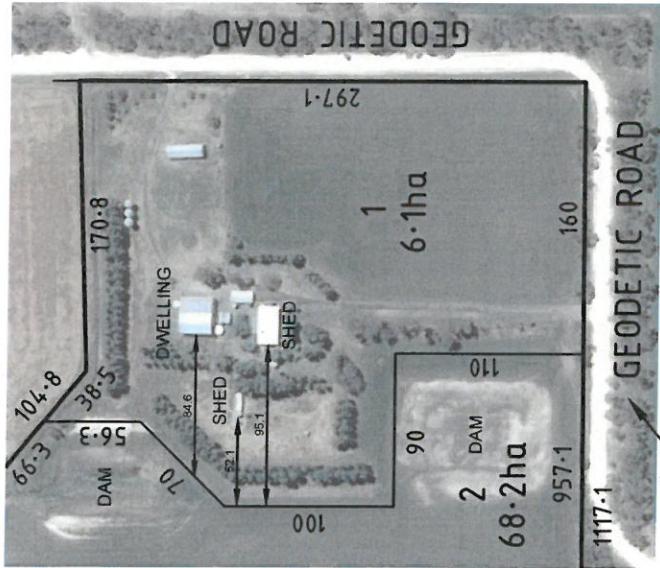
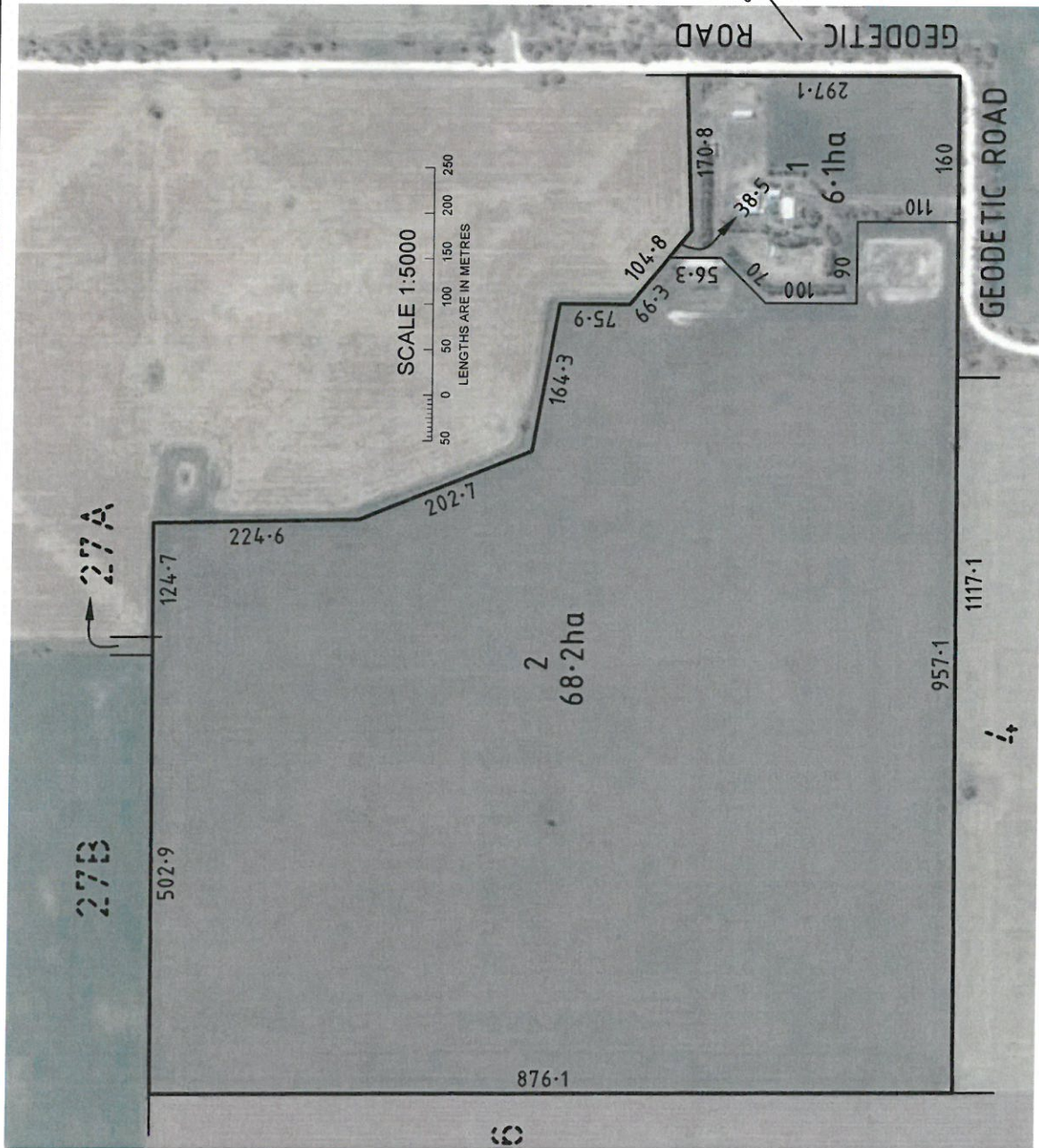
Must be kept for four years from date of the assembly. Available for public inspection at Council Offices for 12 months after date of assembly.



LOCALITY PLAN

This plan refers to Planning

Application No. 1552-2017



ATTACHMENT

Document forms part of Planning
Application No. 1552 - 2017

<p>PLAN OF PROPOSED SUBDIVISION SHOWING EXISTING FEATURES</p>	<p>NOTATIONS THE DIMENSIONS SHOWN HEREON ARE APPROXIMATE AND ARE SUBJECT TO SURVEY.</p>	<p>Ferguson Perry Surveying Pty Ltd 62 McLachlan Street Horsham, VIC 3206 ABN 76 26 194 483</p> <p>T (03) 5362 2023 F (03) 5361 1544 E admin@fergusperry.com.au</p> <p>A member of Alexander Symonds Group + Property + Land Development + + Construction + Mining + + Spatial Information Management +</p>
<p>COUNTY OF BORUNG PARISH OF KATYIL CROWN ALLOTMENT 7 (PART)</p>	<p>SURVEYORS REF. H002717 17-02-17 DRAWN BY: M.F.H</p>	<p>FERGUSON PERRY SURVEYING</p>

27B

27A

502.9

124.7

224.6

202.1

876.1

2
68.2ha

164.3

75.9

104.8

66.3

56.3

170.8

38.5

1

6.1ha

297.1

110

90

100

170

160

1117.1

957.1

GEODETTIC ROAD

GEODETTIC ROAD

ATTACHMENT

Document forms part of Planning
Application No. 1552-2017

SCALE 1:5000



Ferguson Perry Surveying
62 McLachlan Street Horsham,
Victoria 3400
ABN 76126 194 483

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E admin@fergusonperry.com.au

A member of Alexander Symonds Group
+ Property + Land Development +
+ Construction + Mining +
+ Spatial Information Management +

NOTATIONS

THE DIMENSIONS SHOWN HEREON ARE APPROXIMATE
AND ARE SUBJECT TO SURVEY.

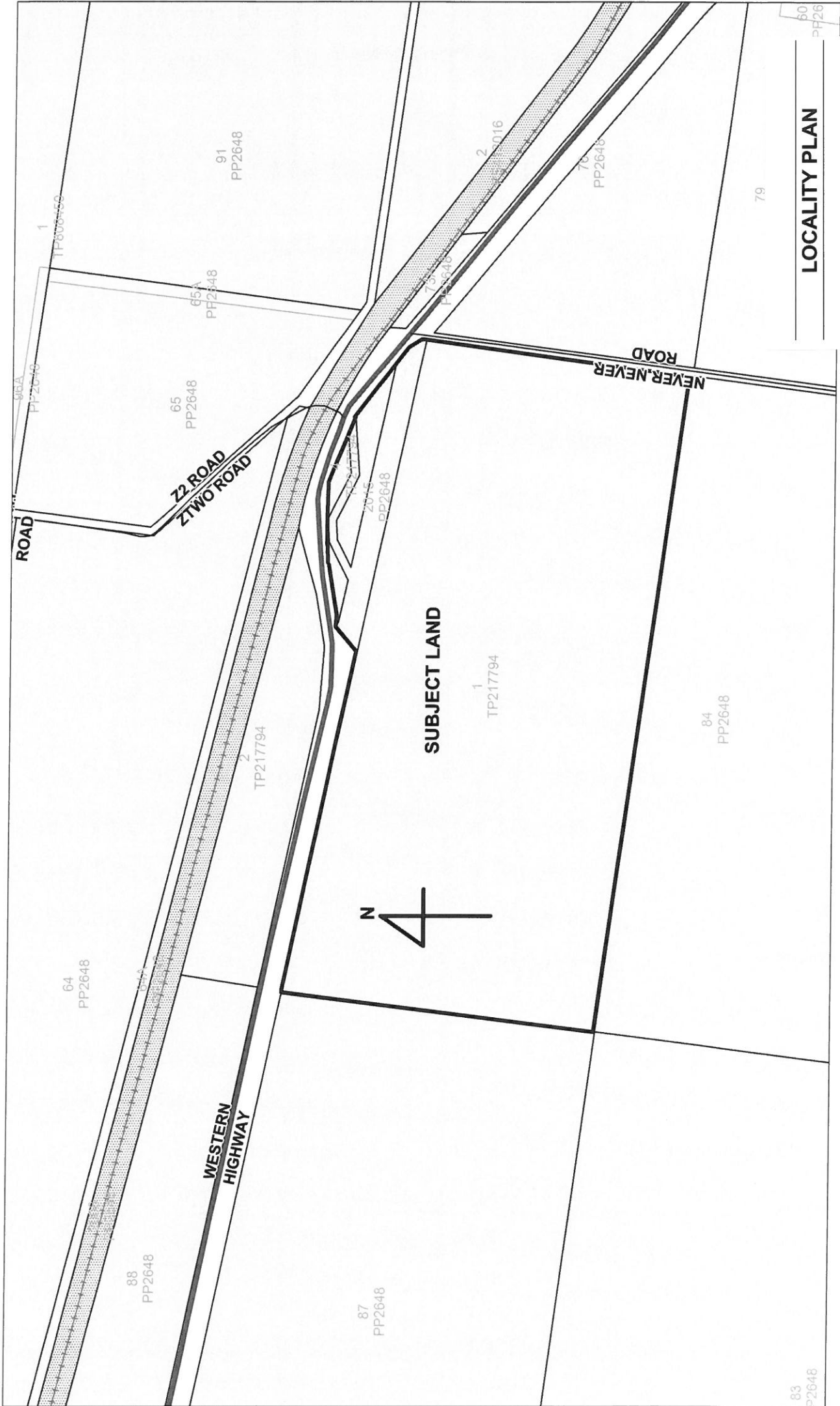
SURVEYORS REF.

H002717

17-02-17
DRAWN BY: M.H

PLAN OF PROPOSED SUBDIVISION

COUNTY OF BORUNG
PARISH OF KATYIL
CROWN ALLOTMENT 7 (PART)

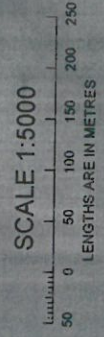


This plan refers to Planning
 Application No. 1553-2017



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Application No. 1553-2017



**PLAN OF PROPOSED SUBDIVISION
SHOWING EXISTING FEATURES**

COUNTY OF LOWAN
PARISH OF GERANG GERUNG
CROWN ALLOTMENT 86A, 86C (PARTS) 85 & 2015

NOTATIONS

THE DIMENSIONS SHOWN HEREON ARE APPROXIMATE
AND ARE SUBJECT TO SURVEY.

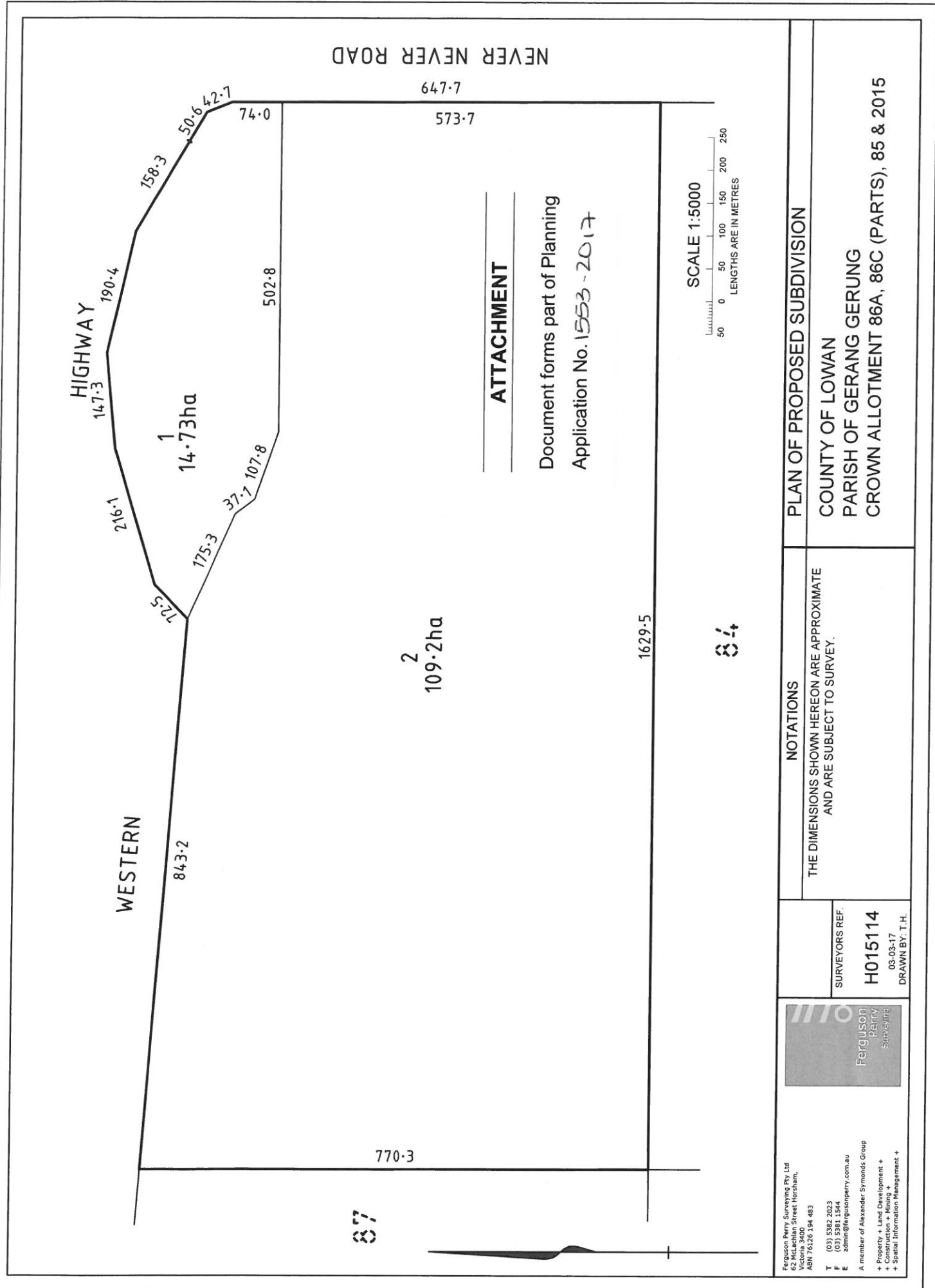
SURVEYORS REF:
H015114
03.03.17
DRAWN BY: T.H.



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84



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+ Construction + Mining +
+ Spatial Information Management +

NOTATIONS

THE DIMENSIONS SHOWN HEREON ARE APPROXIMATE
AND ARE SUBJECT TO SURVEY.

SURVEYORS REF.

H015114

03-03-17
DRAWN BY: T.H.

PLAN OF PROPOSED SUBDIVISION

COUNTY OF LOWAN
PARISH OF GERANG GERUNG
CROWN ALLOTMENT 86A, 86C (PARTS), 85 & 2015



LOCALITY PLAN


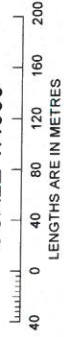
This plan refers to Planning

Application No. 1554-2017



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Application No. 1934-2017

<p>Ferguson Perry Surveying Pty Ltd 62 McLachlan Street Horsham, VIC 3200 ABN 76126 194 483</p> <p>T (03) 5382 2023 F (03) 5381 1544 E admin@fergusperry.com.au</p> <p>A member of Alexander Symonds Group</p> <p>+ Property + Land Development + + Construction + Mining + + Spatial Information Management +</p>		<p>SURVEYORS REF. H001717 27-01-17 DRAWN BY: C.B.</p>	<p>NOTATIONS</p> <p>THE DIMENSIONS SHOWN HEREON ARE APPROXIMATE AND ARE SUBJECT TO SURVEY.</p> <p>SCALE 1:4000</p>  <p>LENGTHS ARE IN METRES</p>	<p>PLAN OF PROPOSED SUBDIVISION SHOWING EXISTING FEATURES - VERSION 2</p> <p>COUNTY OF LOWAN PARISH OF WORAIGWORM CROWN ALLOTMENT 24</p>
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PS809880G

JORDAN ROAD

97°38'
1005.79

2
69.67ha

187°37'30"
711.93

24A

876.09
1006.09

SCALE 1:5000
LENGTHS ARE IN METRES

30

WARRICK ROAD

561.99
711.99

7°39'
130

97°37'40"
130

187°39'
150

1
1.95ha

ATTACHMENT

Document forms part of Planning

Application No. 1554-2017

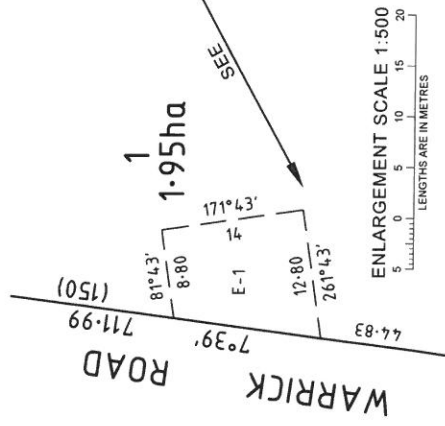
SCALE AS SHOWN

DONALD JAMES PERRY VERSION 1

ORIGINAL SHEET SIZE: A3

SHEET 2

M.G.A. 94 ZONE 54
WIDE GNSS OBSERVATIONS



SEE



Ferguson Perry Surveying
A member of Alexander Symonds Group
+ Property + Land Development +
+ Construction + Mining +
+ Spatial Information Management +

SURVEYORS
FILE REF:
H001717



Hindmarsh Shire Council



Road Management Plan 2017

Hindmarsh Shire Council

ROAD MANAGEMENT ACT 2004 - REVIEW OF ROAD MANAGEMENT PLAN

In accordance with Section 54 (5) of the Road Management Act 2004 (Act), Hindmarsh Shire Council gives notice that it is conducting a review of its Road Management Plan (the Plan).

The purpose of the review, consistent with the role, functions and responsibilities of the Council as a road authority under the Act, is to ensure that the standards in relation to, and the priorities to be given to, the inspection, maintenance and repair of the roads and the classes of road to which the Council's Road Management Plan applies are safe, efficient and appropriate for use by the community served by the Council.

The following 2009 Plan sections have been amended:

- Section 1 – Introduction
- Section 2 – Adoption of this Plan
- Section 3 – Amendment Register
- Section 4 – Review of this Plan
- Section 6 – Roads Hierarchy
- Section 10 – Demarcation of Responsibility
- Section 13 – Referenced Documents
- Section 14 – Associated Documents
- Section 15 - Appendices

Notable changes to the Plan include:

- Changes to definitions of road classifications under the hierarchy, most notably the change to Class 3 from Link Road to Transport Route and the addition of classes 6S, 7 & 8.

A copy of the reviewed Plan may be inspected at, or obtained from the Council's Municipal Offices at 92 Nelson St, Nhill, 3418, or accessed online by viewing the Council's website www.hindmarsh.vic.gov.au and following the links.

Any person who is aggrieved by the proposed amendments may make a submission on the proposed amendments to Council during the public submission period which will be advertised.

Any enquiries about the proposed review can be directed to Mike Coppins, Asset Manager by telephone, (03) 5391 4435, or by email at mcoppins@hindmarsh.vic.gov.au

GREG WOOD

CHIEF EXECUTIVE OFFICER

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1 **INTRODUCTION**

The Road Management Act 2004 (the Act) was passed by the Parliament of Victoria on 11 May 2004 and became effective on 1 July 2004. The Act was created as a result of the High Court's decision to change the common law governing civil liability by removing Councils' immunity provided by non-feasance (the Highway Rule).

Hindmarsh Shire Council (HSC) is a Road Authority under Section 37 of the Act.

In accordance with Part 4, Division 5 of the Act, and Code of Practice for Road Management Plans (2004) (CoPRMP), Council has developed this Road Management Plan (RMP) having regard to the principal object of road management in line with works and infrastructure management principles:

This plan sets down specific requirements including,

1. Determination of standards for
 - the inspection, maintenance and repair; and
 - the prioritisation of inspection, maintenance and repair
2. Listing of road infrastructure in a road management plan or in an asset register.
3. A management system for inspection, maintenance and repair.

2 **ADOPTION OF THIS PLAN**

Hindmarsh Shire Council plans to endorse for public consultation the Draft Road Management Plan 2017 at its February meeting as required by the Road Management Act 2004.

Notice of the Draft Road Management Plan will be advertised in the Herald Sun, plus additional notices in the Victorian Government Gazette and local newspapers.

If no objections or comments are received the Council will formally adopt the Road Management Plan 2017 at its April 2017 meeting.

Notice of adoption of the Road Management Plan will then be formally gazetted in the Victorian Government Gazette and advertised in the Wimmera Mail Times.

3 **AMENDMENT REGISTER**

Issue	Date	Details	By
Draft			
No.1	30/3/16	Draft Road Management Plan issued for public comment	AM
No.2	25/01/17	Draft Road Management Plan issued for Council endorsement prior to public consultation	AM

4 **REVIEW OF THIS PLAN**

In accordance with Part 3 Division 1 Section 8 (1) of the Road Management (General) Regulations 2016, Council must review its RMP on a regular basis.

5 **ASSETS REGISTERS**

Council retains registers of roads and road related infrastructure. Registers are resource documents and are available for viewing at the Council Office, Nelson St, Nhill, and at the Council Service Centres in Dimboola, Jeparit and Rainbow.

5.1 Road Register

The Road Register lists the roads, for which Council is the responsible authority including;

- the name of each public road or, if a road is unnamed, a description which enables the particular road to be easily identified;
- if a road became a public road after 1 July 2004, the date on which the road became a public road;
- if a public road ceases to be a public road, the date on which the road ceased to be a public road;
- the classification of public roads under Council's road hierarchy;
- any ancillary areas such as car parks and scenic rest areas; and
- a reference to any arrangement under which road management functions in respect of any part of a public road or ancillary area is transferred to or from another road authority.

5.2 Footpath Register

The Footpath Register lists constructed footpaths, for which Council is the responsible authority including;

- The name of the roadway or, if not in a road reserve, a description which enables the location of the footpath to be easily identified;
- the type of construction of the footpath; and
- a reference to any arrangement under which road management functions in respect of any part of a public road or ancillary area is transferred to or from another road authority.

5.3 Bridge Register

The Bridge Register lists bridges, for which Council is the responsible authority including;

- The name of the road on which the bridge is located; and
- The name of the watercourse, or other feature the bridge spans; and
- The location of the bridge.

6 **ROADS HIERARCHY**

Council has developed a Roads Hierarchy for its Municipal Roads to establish corporate policies, goals and strategies for improving and maintaining the road network.

The objective of the Roads Hierarchy is to establish:

- The design and construction standards and service levels that Council will endeavour to provide for the various classes of urban and rural roads,
- The conditions under which Council may be prepared to agree to the provision and maintenance of a road to a higher standard than that set out in the hierarchy of roads.

The road network in the municipality consists of the following types of roads:

- Arterial Roads which include national and state highways. The provision and maintenance of the Arterial Road Network is the responsibility of VicRoads,
- Municipal Roads for which Council is the Road Authority.
- Roads on Crown land for which Department of Land, Water and Planning is the Road Authority,
- Forest Roads for which Parks Victoria is the Road Authority, and
- Private Roads for which landowners are responsible

Under the Council's Road Hierarchy, municipal roads are categorised as Rural or Urban Roads.

Both Urban and Rural Roads are comprised of the following classifications –

- 3 – Transport Routes
Roads which usually connect two towns, villages or districts and carry traffic both private and commercial from within and outside the municipality.
- 4 – Collector or Through Roads
Rural roads which provide the major link between a number of residential and property access roads, and Link Roads or the arterial road network. Urban roads which provide the major link between a number of primary access roads and the arterial network, or are identified freight routes.
- 5 - Residential (Primary) Access Roads
Rural roads which provide all-weather access to occupied residential property. Urban roads which provide access to residential, commercial or industrial properties.
- 6 - Property (Secondary) Access Roads.
Rural roads which provide access to non-residential property. They are not necessarily all-weather roads. Urban roads or laneways which provide secondary access to residential, commercial or industrial property.
- 7 - Secondary Paddock Access Roads
Rural Roads which provide secondary access to farm paddock gates for utes, stock, or as fire access tracks. Roads are unmade earthen tracks that are not regularly maintained.

- 8 - Paper Roads
Road reserve where no physical road exists.

Note: Only roadways that are maintained by Council are included in the road hierarchy.

6.1 Bus Routes

Bus routes are roads that are used by school buses for transportation of students to and from school. Bus routes may change from year to year depending on the residential address of current primary and secondary school students.

The hierarchal classification of a road does not change if the road is designated as a bus route. Inspection levels, however on Class 4R, 5R, 6R, 4U and 5U Bus Routes are higher than those same classifications which are not bus routes.

Council recognises that a higher level of inspection will enable earlier intervention if required.

Bus routes are identified in Council's Bus Route Register.

6.2 Tourist Routes

Tourist routes are roads that are identified by Council as providing access to significant tourist attractions within the Shire. Tourist routes may change from time to time depending on the operation of private tourism operators.

The hierarchal classification of a road does not change if the road is designated as a tourist route. Inspection levels, however on Class 4R, 5R, 6R, 4U and 5U Tourist Routes are higher than those same classifications which are not tourist routes.

Council recognises that a higher level of inspection will enable earlier intervention if required.

Tourist routes are identified in Council's Tourist Route Register.

7 SERVICE STANDARDS

Service standards for roadways, pathways, road infrastructure and road-related infrastructure are based on engineering standards, community expectation, risk and safety, asset preservation, asset hierarchy, available funding and available resources.

8 STANDARDS FOR INSPECTIONS

8.1 Roads

Inspections of Council's roads and road related infrastructure are carried out in accordance with the Defect Inspection Frequency schedule in Appendix 1.

Inspection frequencies are based on road classification

8.2 Footpaths

Inspections of Council's footpaths are carried out annually, except where footpaths require a higher level of inspection due to the nature of use, including at hospitals, senior citizen centres, nursing homes, main streets and schools. Footpaths in these areas are inspected bi-annually.

Footpaths inspections are recorded in accordance with the Footpaths and Tree Inspection schedule in Appendix 4.

8.3 Bridges

Inspections of Council's bridges are carried in out accordance with the Bridge Inspection Schedule in Appendix 5

9 STANDARDS FOR MAINTENANCE AND REPAIR

9.1 Intervention Levels and Response Times for Roads

Standards for maintenance and repair of Council's roads are set out in the following schedules in Appendix 2.

- Risk Assessment and Response – Sealed
- Risk Assessment and Response – Unsealed

The standards are based on road classification and the condition to be achieved in maintenance and repair of roads.

This includes but is not restricted to:

- The type and nature of defects.
- The time in which such defects should be repaired.

Road infrastructure, other than roadways includes signs, drains and drainage pits, line marking, bus shelters, and kerb and channel. In determining standards for maintenance and repair of road infrastructure, consideration is given to engineering standards, community expectations, relevant risk factors, available resources and potential impacts.

Roads and road infrastructure may be of similar nature having regard to the criteria listed above, however different standards may be adopted in regards to the nature of roads and road infrastructure.

9.2 Intervention Levels and Response Times for Footpaths

Intervention levels and response times for footpaths are set out in the Footpaths and Tree Inspections form in Appendix 4.

9.3 Intervention Levels and Response Times for Bridges

Due to the complex nature of bridges, and the type of defects which may occur, intervention levels and response times will be determined on the impact of each defect on safety, life of the asset, and available resources.

9.4 Routine Maintenance Service Levels for Roads

Routine maintenance service levels are set out in the following schedules in Appendix 3.

- Roads Hierarchy – Urban Roads: Routine Maintenance Service Levels and Standards
- Roads Hierarchy – Rural Roads: Routine Maintenance Service Levels and Standards

10 DEMARCATION OF RESPONSIBILITY

10.1 VicRoads

Responsibilities for road related infrastructure on and around arterial roads is set out in Road Management Act 2004 Code of Practice – Operational Responsibility for Public Roads.

10.2 Bordering Municipalities

Where a public road is a municipal road then Council is the co-ordinating and responsible Road Authority for the operational function. In the instance of boundary roads with other municipalities the responsibility is allocated according to an agreement between the two municipalities. The Hindmarsh Shire Council borders West Wimmera Shire Council, Horsham Rural City Council, Yarriambiack Shire Council and Mildura Rural City Council.

The Boundary road agreement sets the responsibilities as follows:

- Each municipality is responsible for all routine maintenance (grading and rolling), without any cost sharing, on the agreed length of boundary roads, and
- Periodic maintenance, rehabilitation and improvement works (including reseals and gravel re-sheeting) shall be proposed by the municipality responsible for the road, but the cost shall be shared on a 50:50 basis. The decision to carry out any works requires consent of both municipalities and must be detailed at Budget time.

The boundary road agreements are available for inspection in the Nhill Council Office.

10.3 Rail Road Interfaces

The Rail Safety Act 2006 requires Safety Interface Agreements (SIAs) to be entered into between the co-ordinating road authority and the rail infrastructure manager.

Hindmarsh Shire Council entered into an SIA with ARTC in 2011. This SIA is available as a referenced document to this plan.

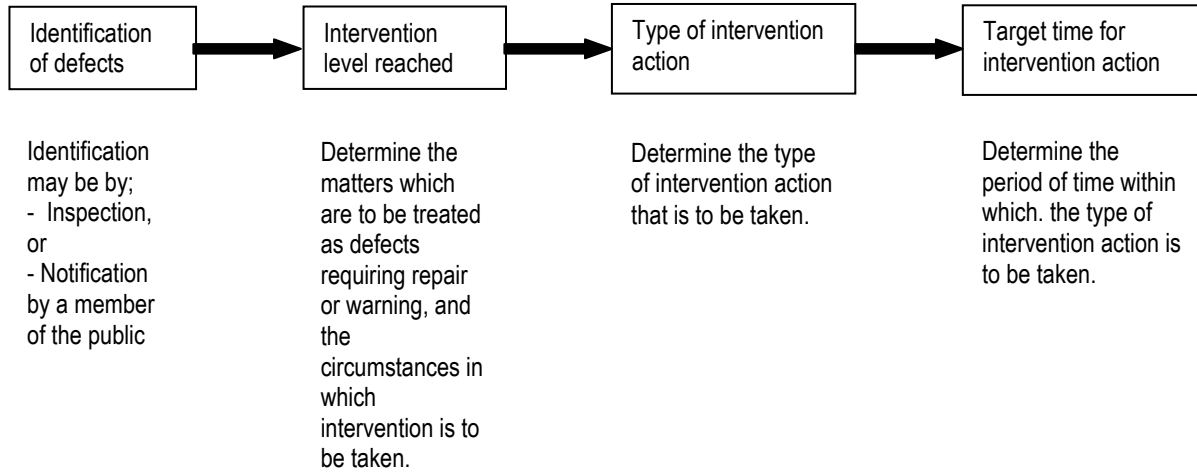
11 MANAGEMENT SYSTEM

Council's management system for inspection, maintenance and repair of roads and road related infrastructure includes:

- Policies and procedures;
- Monitoring asset condition;
- Establishing priorities and resources;

- Delivering maintenance programs;
- Recording asset performance;
- Responding to incidents.

Diagram illustrating Council’s system for inspection, maintenance and repair of road infrastructure.



12 “FORCE MAJEURE”

Hindmarsh Shire Council will make every endeavour to meet all aspects of its Road Management Plan.

In the event of natural disasters and other events including but not limited to, fires, floods, drought, pandemic and the like, together with human factors, such as a lack of staff or suitably qualified contractors, because of Section 83 of the Wrongs Act 1958 as amended, Council reserves the right to suspend its Road Management Plan.

In the event that the CEO of Council, has to, pursuant to Section 83 of the Wrongs Act, consider the limited financial resources of Council and its conflicting priorities, meaning Council’s Plan cannot be met, the CEO will inform Council’s Officer in Charge of its Road Management Plan in writing that some, or all, of the timeframes and response times are to be suspended.

Once the events beyond the control of Council have abated or partly abated, the CEO shall write to Council’s Officer in charge of its Road Management Plan informing which parts of Council’s Plan are to be reactivated and timeframes for each part of the plan to be reactivated.

13 REFERENCED DOCUMENTS

TITLE
Road Management Act 2004
Road Management (General) Regulations 2005
Road Management Act 2004 Codes of Practice
Code of Practice for Road Management Plans
Code of Practice: Operational Responsibility for Public Roads

Code of Practice: Management of Infrastructure in Road Reserves
Council Plan
Road Asset Management Plan
Road Register
Footpath Register
Bridge Register
Bus Route Register
Tourist Route Register
Agreements for responsibility for boundary roads
Safety Interface Agreement for railway crossings
Asset Management Policy

14 **ASSOCIATED DOCUMENTS**

TITLE
Council Plan
Road Asset Management Plan
Road Hierarchy Review
Moloney Asset Management System
Rural and Residential Tree Trimming and Removal Policy
Roadside Management Strategy
Risk Management Standards AS/NZS 4360:1999

15 **APPENDICES**

- APPENDIX 1 - Defect Inspection Frequency
- APPENDIX 2 - Risk and Assessment Response – Sealed
- Risk and Assessment Response – Unsealed
- APPENDIX 3 - Roads Hierarchy – Urban Roads, Routine Maintenance Service Levels and Standards
- Roads Hierarchy – Rural Roads, Routine Maintenance Service Levels and Standards
- APPENDIX 4 - Footpath and Tree Inspections
- APPENDIX 5 - Bridge Inspection Frequency

APPENDIX 1

DEFECT INSPECTION FREQUENCY

NATURE OF INSPECTION	INSPECTION FREQUENCY BY ROAD CLASSIFICATION								
	RURAL						URBAN		
	3R (Transport Routes)	Bus Routes / Tourist Routes	4R (Collector or Through)	5R (Resident Primary Access)	6R (Property Secondary Access)	6S (Strategic)	4U (Collector or Through)	5U (Residential Primary Access)	6U (Property Secondary Access)
DAY TIME Level 1 (Pavement / shoulder / road furniture)	1 time per year		1 time per 2 years	1 time per 2 years	Nil	1 time per 2 years	1 time per year	1 time per 2 years	Nil
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 3 years	1 time per 2 years	1 time per year	1 time per 2 years	1 time per 2 years
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	Nil	Nil	1 time per year	1 time per 2 years	Nil

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 RESPONSE - SEALED

NATURE OF INSPECTION	TARGET STANDARD CONDITION	HAZARD INTERVENTION LEVEL	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 pavement.	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 area.	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 finding	Subject to finding	Subject to finding	Subject to finding
Table Drains	Minimal ponding	Any obstruction that significantly free flow of water	6 months	12 months	12 months	In conjunction with works program

APPENDIX 2 Cont.

RISK ASSESSMENT AND RESPONSE – SEALED (Cont...)

NATURE OF INSPECTION	TARGET STANDARD CONDITION	HAZARD INTERVENTION LEVEL	TARGET TIME FOR INTERVENTION ACTION			
			3 (Transport Route)	4 (Collector or Through)	5 (Residential Primary access)	6 (Property Secondary Access)
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.

RISK ASSESSMENT AND RESPONSE – UNSEALED

APPENDIX 2 Cont.

NATURE OF INSPECTION	TARGET STANDARD CONDITION	HAZARD INTERVENTION LEVEL	TARGET TIME FOR INTERVENTION ACTION				
			3 (Transport Route)	4 (Collector or Through)	5 (Residential Primary access)	6 (Property Secondary Access)	6S (Strategic)
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	6 months
Pavement Failure	Failure is to be repaired to a smooth pavement surface consistent with line and level of surrounding pavement.	Area of failed pavement is more than 20m ² in area.	1 month	2 months	6 months	12 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.	1 month (see note 3)	3 months	6 months	12 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	12 months
Table Drains	Minimal ponding	Any obstruction that significantly obstructs free flow of water	6 months	12 months	12 months	In conjunction with works program	12 months
Culverts	Water flow is unrestricted	Silting or 50% obstruction of cross section	3 months	6 months	12 months	2 years	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.

APPENDIX 3

ROADS HIERARCHY – URBAN ROADS ROUTINE MAINTENANCE SERVICE LEVELS & STANDARDS

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	Annually	When I.L. exceeded	Annually	Annually
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

I.L. – Intervention level

APPENDIX 3 Cont.

ROADS HIERARCHY – RURAL ROADS ROUTINE MAINTENANCE SERVICE LEVELS & STANDARDS

CLASSIFICATION	DEFINITION	SEALED ROADS			UNSEALED ROADS	
		PAVEMENT WORKS	EDGE REPAIRS	SHOULDER GRADING & DRAINS	GRADING	SHOULDERS & DRAINS
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	Annually or when I.L. exceeded	As necessary	Annually	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
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

I.L. – Intervention level

APPENDIX 4

FOOTPATH & TREE INSPECTIONS

200__

APPENDIX 4

TOWN _____

FILE 1.6.1.10

FAULT NO	TYPE	PRIORITY	STREET/LOCATION		INSPECTED BY		SIGNED		DATE COMPLETED
			NO.	NAME:	FAULT	TREATMENT REQUIRED	BY WHOM	COUNCIL OTHER	

- TYPE:**
- 1 ASPHALT
 - 2 GRAVEL
 - 3 CONCRETE
 - 4 PAVERS
 - 5 OTHER
 - 6 TREES

- HAZARD:**
- 1. 10-20 mm
 - 3. 20-30 mm or Obtruding Foliage +
 - 6. +30 mm or Obtruding Branches

- USE:**
- 2 LOW
 - 4 MEDIUM =
 - 8 HIGH

- PRIORITY:**
- 10+ - 1 HIGH (within 2 weeks)
 - 6-9 - 2 MEDIUM (within 4 months)
 - 0-5 - 3 LOW (when resources are available)

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	FREQUENCY (MINIMUM)
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, modeling 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 behavior 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



Road Hierarchy Review

Date: January 2017

Asset Manager

1. Introduction

The previous Hindmarsh Shire Council Road Hierarchy was developed in association with the review of the Road Management Plan in 2009 and has been under review over a period spanning several years. This process is now ready for approval and community consultation prior to incorporation into an updated Road Management Plan.

As a result of farmer consultation meetings held across the Shire in 2015 a number of roads have been reclassified and a new category 6S has been introduced in response to community feedback. This updated proposal provides a revised road hierarchy structure including definitions suitable for further community consultation and Council adoption.

2. Definitions

2.1 Road network

The road network is designed to allow safe and convenient movement of people and goods across and throughout the shire boundary.

2.2 Road Management System

The road management system consists of all the processes and tools used to assist the decisions made in relation to the road network.

The Road Management System consists of (amongst other things),

1. The Road Management Plan (Defines the response to failures in the road network, i.e. pothole intervention, when the road asset management plan doesn't work)
2. The Road Asset Management Plan (Defines the maintenance and renewal procedure)
3. Road Service Plan (Defines the physical attributes of the road, it influences capital renewal, enhancement and degrading)

The aim of the management system is to ensure that the road network provides an agreed level of service for minimum cost.

2.3 Road Hierarchy

The Road Hierarchy is a division of the road network into individual road classifications or types. This allows each classification to be managed in a pre-defined manner commensurate to the road function of each road.

The aim of the Road hierarchy is to allow the Road Management System to be concise, understandable, easy to implement and easily communicated with all stakeholders.

For each class in the hierarchy the following will be assigned:

1. A Definition of the class
2. Physical Service Levels for each class
3. Condition Inspection frequency for each class
4. Maintenance Service Levels for each class
5. Maintenance Inspection frequency for each class

Whilst the requirements for the physical attributes and maintenance are different, the two usually correlate well enough to allow a single hierarchy to be used for simplicity.

Whilst hierarchy will dictate most of the physical attributes of the roads, such as pavement width, surfacing, road furniture and intersection type, it is important to note that road hierarchy is an overlay upon an existing road network and therefore some physical attributes will differ from road to road within the same category based on other historical and amenity considerations.

3. Objective of the Hierarchy Review:

The Road Hierarchy Review informs the following Council Documents:

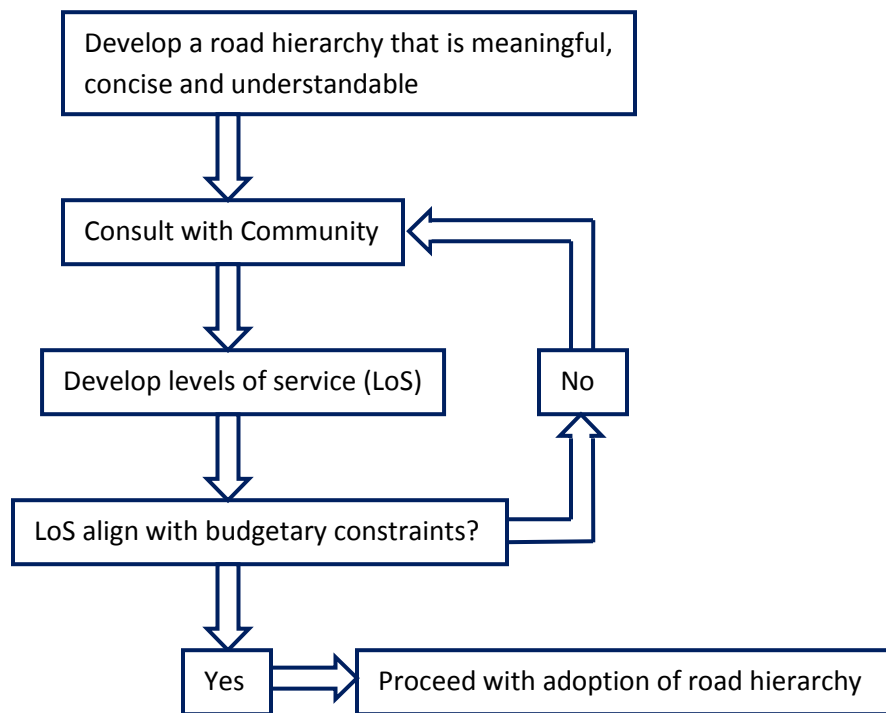
- **Road Management Plan (RMP)**, as required under the Road Management act 2004.
- **Hindmarsh Shire Council Plan 2013 - 2017** – 2.1 “Well-maintained physical assets and infrastructure to meet community and organisational needs.”
- **Road Asset Management Plan (RAMP)**, to be completed in the near future.

The road hierarchy review has been initiated to:

- Review the efficiency and functionality of the current road network.
- Inform an updated Road Management Plan that reflects the community’s expectations.
- Improve the understanding between Council and stakeholders (provide a clearer more consistent definition of road classes and an agreed level of service)

- Improve the ability of council to justify capital works renewal/upgrade decisions.
- Align with the National Asset Management Assessment Framework (NAMAF) which is a methodology for assessing the maturity of a Council's Asset Management practices and processes. NAMAF requirements are that Council produce a service plan for the Road Network (Shire Access) and undertake public consultation.

The road hierarchy review process comprises four main tasks as illustrated in the diagram below. The first step is to define and agree upon classifications and associated service levels.



Council then needs to determine whether it is able to provide the agreed levels of service within budgetary constraints, and if necessary modify those levels of service, and to engage with the local community and other stakeholders in this process.

4. Road Hierarchy Classifications

The road network in the municipality consists of the following types of roads:

- **Arterial Roads** which include national and state highways. The provision and maintenance of the Arterial Road Network is the responsibility of VicRoads,

- **Municipal Roads** for which Council is the Road Authority.
- **Roads on Crown land** for which Department of Land, Water and Planning is the Road Authority,
- **Forest Roads** for which Parks Victoria is the Road Authority, and
- **Private Roads** for which landowners are responsible

Municipal roads are categorised as either Rural or Urban Roads.

Both Urban and Rural Roads are comprised of the following classifications –

- **3 – Transport (Link) Routes**
Roads which usually connect two towns, villages or districts and carry traffic both private and commercial from within and outside the municipality.
- **4 – Collector (Through) Roads**
Rural roads which provide the major link between a number of residential and property access roads, and Transport Routes or the arterial road network. Urban roads which provide the major link between a number of primary access roads and the arterial network, or are identified freight routes.
- **5 - Residential (Primary) Access Roads**
Rural roads which provide all-weather access to occupied residential property. Urban roads which provide access to residential, commercial or industrial properties.
- **6 - Property (Secondary) Access Roads**
Rural roads which provide access to non-residential property. They are not necessarily all-weather roads. (An additional sub-category of 6S has been added to identify strategic farm gate access roads which qualify for a higher level of service) Urban roads or laneways which provide secondary access to residential, commercial or industrial property.
- **7 - Secondary Paddock Access Roads**
Rural Roads which provide secondary access to farm paddock gates for utes, stock, or as fire access tracks. Roads are unmade earthen tracks that are not regularly maintained.
- **8 - Paper Roads**
Road reserve where no physical road exists.

Municipal roads also contain Bus and Tourist route categories as defined below:

Bus routes are roads that are used by school buses for transportation of students to and from school. Bus routes may change from year to year depending on the residential address of current primary and secondary school students.

Tourist routes are roads that are identified by Council as providing access to significant tourist attractions within the Shire. Tourist routes may change from time to time depending on the operation of private tourism operators.

The hierarchal classification of a road does not change if the road is designated as a bus or tourist route. Inspection levels, however on Class 4R, 5R, 6R, 4U and 5U Bus and Tourist Routes are higher than those same classifications which are not bus or tourist routes.

5. Road Hierarchy Classifications – Detailed Descriptions

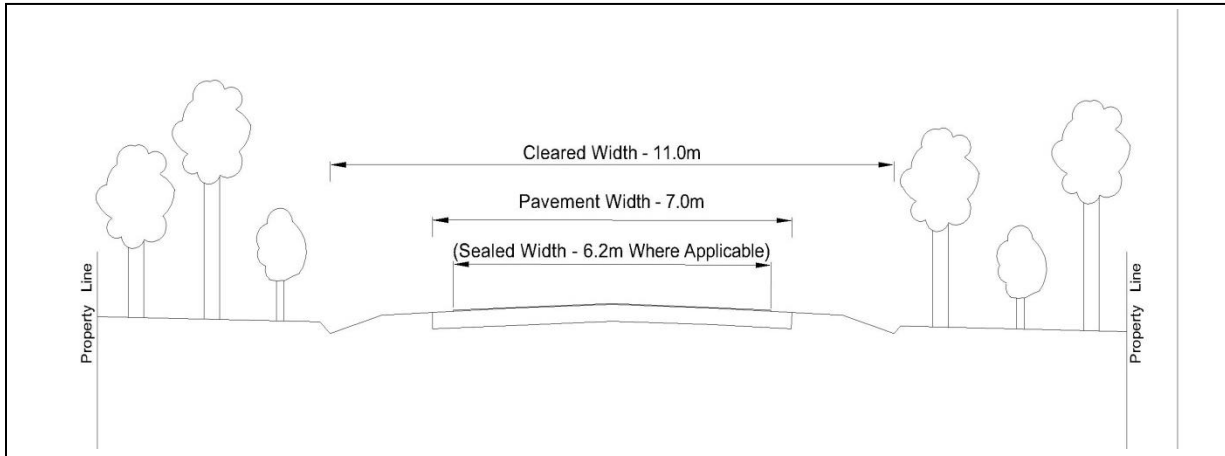
Following is a list of road hierarchy classifications:

6. Proposed Definition	Hierarchy	Included in Road Register
Transport (Link) Routes	3	Yes
Collector (Through)	4	Yes
Residential (Primary) Access	5	Yes
Property (Secondary) Access	6	Yes
Secondary Access (Rural)	7	Yes
Unused and paper roads	8	Yes
Arterial	VicRoads	Yes
Parking lane on arterial road	P	Yes
Off street parking	OSP	Yes
Recreation facility /depot etc.	Res	Yes
Managed by Parks Victoria	Parks	No
Private Street	Priv	No

DETAILED DESCRIPTIONS:

Category 3 Road – Transport (Link) Route

Definition: Provide residential access however they primarily provide important heavy vehicle commercial links at a regional level. They will generally direct heavy vehicles to the arterial network in the shortest possible distance (e.g. the Albacutya Rd which is used to source Gypsum for farms across the region) or provide link from district to district without duplicating the arterial network (e.g. Antwerp Woorak Rd).

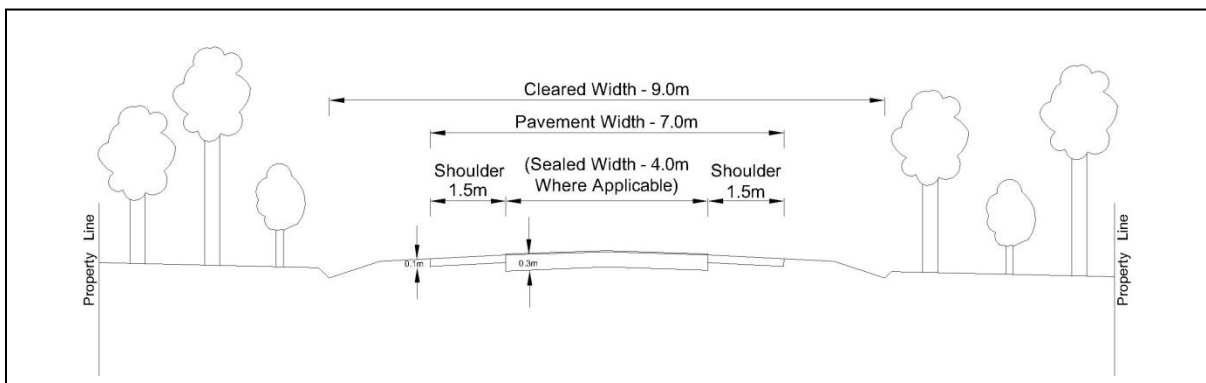


CATEGORY 3 TRANSPORT ROUTE - TYPICAL CROSS SECTION



Category 4 Road – Collector (Through) Road

Definition: Provide residential access however they primarily provide major links between a number of residential and property access roads, and Link Roads or the arterial road network. A higher level of service is provided to encourage traffic onto them. These roads can be sealed or unsealed, and pavement and seal width may vary.



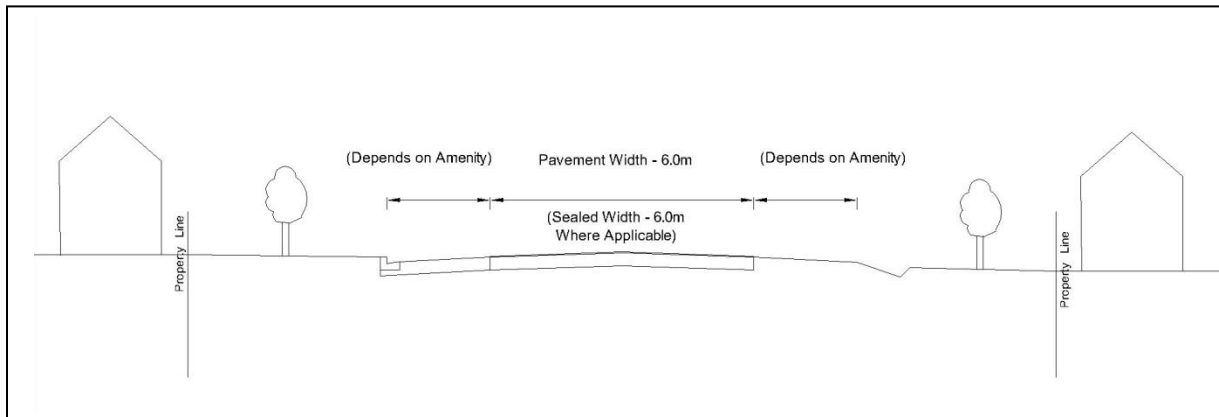
CATEGORY 4 COLLECTOR / THROUGH ROAD - TYPICAL CROSS SECTION



Category 5 Roads – Residential (Primary) Access Roads

Category 5U Roads – Urban Residential Access

Definition: Provides all-weather access to occupied urban residential property, commercial properties and other select locations at the discretion of council.

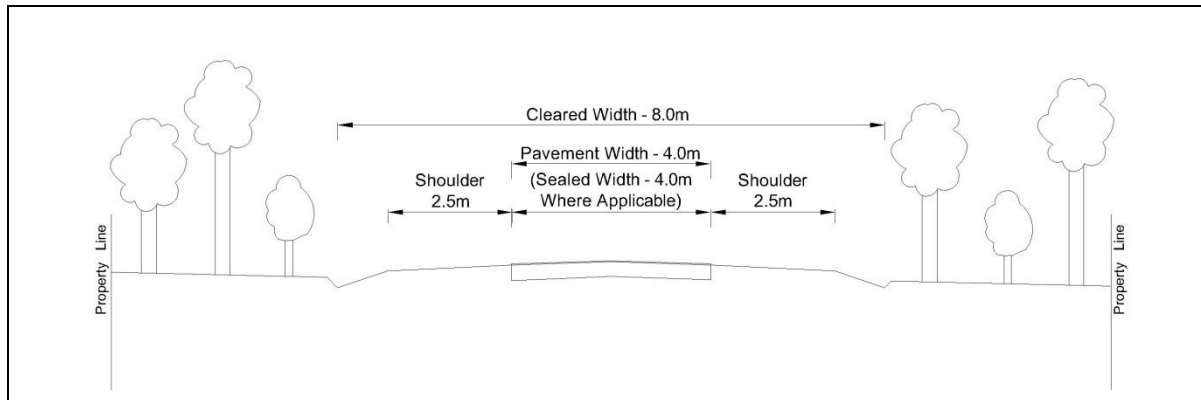


CATEGORY 5U URBAN RESIDENTIAL ACCESS - TYPICAL CROSS SECTION



Category 5R Roads – Rural Residential Access

Definition: Provides all-weather access to occupied rural residences. Can be sealed or unsealed and shoulder widths will vary. Sealed roads will not be constructed with gravel shoulders.



CATEGORY 5R RURAL RESIDENTIAL ACCESS - TYPICAL CROSS SECTION



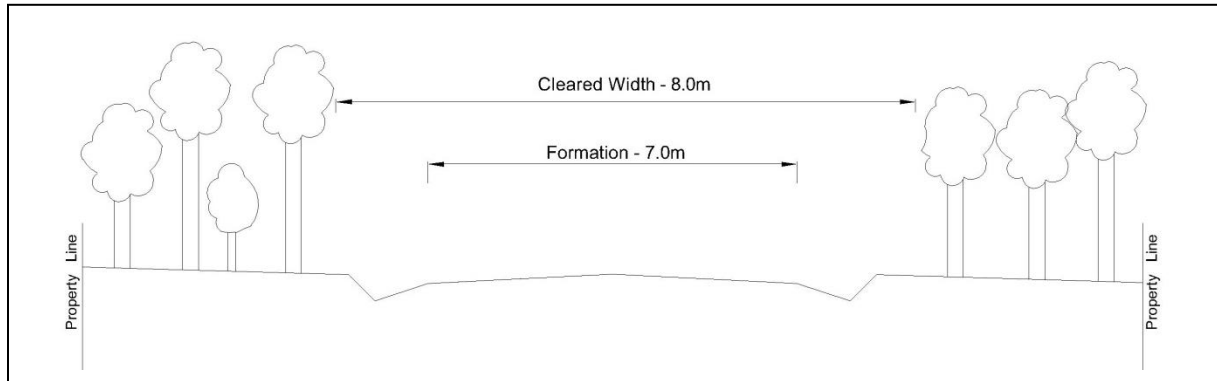
Category 6 Roads – Property (Secondary) Access Roads

Category 6U Roads – Secondary Access - Urban

Definition: Provides secondary gravel access to residential properties via urban laneways. Secondary access will not be provided to all residences but only where it already exists.

Category 6R Roads – Paddock Gate Access

Definition: Provides dry-weather access to farm paddock gates, without residential habitation. These roads are unsealed, formed earthen roads though some may have existing sections of gravel pavement



CATEGORY 6R PADDOCK GATE ACCESS - TYPICAL CROSS SECTION



Category 6S Roads – Strategic Paddock Gate Access

Definition: These are category 6 roads which may have earthen or gravel pavements but are considered strategic and therefore are inspected more regularly and defects are repaired in a shorter time frame as set out in the Road Management Plan.

Category 7 Roads – Secondary Access - Rural

Definition: Provides secondary access to farm paddock gates for utes, stock, or as fire access tracks. Roads are unmade earthen tracks that are not regularly maintained by Council.



Category 8 Roads – Paper Roads

Definition: Road reserve where no physical road exists. These sections of road reserve need to be identified and recorded but are not constructed or maintained by Council. In some cases farmers have licensed these road sections for agricultural or miscellaneous purposes.

7. Reasoning behind Road Hierarchy Classification Changes:

- School bus routes, which change from time to time, have a separate classification apart from the road hierarchy.
- Access roads to recreation, tourism and other community interest centres such as cemeteries also have a separate classification, and will remain at the discretion of councillors, but will be informed by Council Officers regarding potential cost implications.
- There are dual accesses to some residences that cannot be justified and only one preferred access will be provided at a Level 5 standard.
 - Where a rural residence is serviced by a 5R in two directions, the route that provides the shortest route to the nearest township will be selected as a 5R unless there are other residences on the same road which may alter the direction provided.
 - A residence is any building that is occupied, but this status is lost if the building is unoccupied for 12 months. Once allocated the status of 5R the road cannot be decreased to 6R without council approval and consultation.

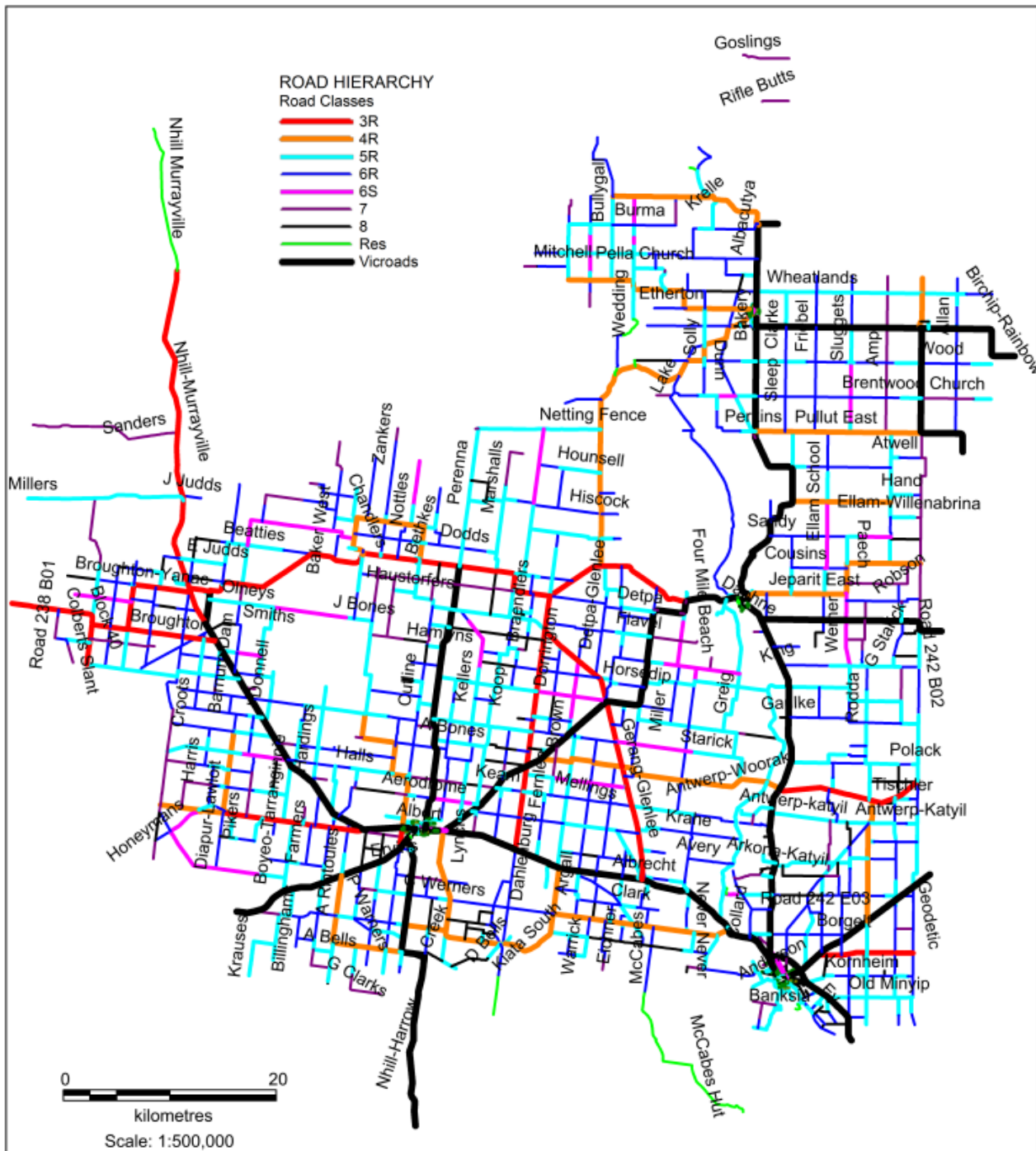
- A classification needs to be considered for commercial access separate to residential access. A category 6S has been incorporated which is part of the level 6 category but is more strategic and attracts a higher service level.
 - Rural commercial properties will not be elevated to 5R and receive all-weather access. The property owner can elect to privately build and maintain a road provided that they follow council standards.
- 6R roads make up a large portion of the network and many of them may not need to be maintained to their current level and could be downgraded to the new category 7 classification.
- Category 7 and 8 have been included so that
 - Council is aware of all of its obligations
 - Council can clearly articulate its management strategy for those roads.
- There are large numbers of “paper roads” that the council remain liable for. Although a low priority these roads need to be identified, listed in the asset register and classified as a separate entity.
- A number of other categories, including roads managed by others, have been included to allow management of these assets in the asset management system without adding them into the RMP. These have been included to allow them to be installed into the electronic asset management system which will assist with day to day operations within council.
- If a section of road is assigned a road hierarchy classification which provides an increased level of service than what is currently in place Council will continue to maintain it at the existing standard and will only upgrade when planned renewal works are undertaken.
- The provision of kerb and channel is an amenity issue and is not included in this road hierarchy review.

8. Conclusion

Since the 2009 Hindmarsh Shire Council road hierarchy was adopted by council changes to traffic movements have occurred, and following recent community consultation classification changes have occurred and categories have been revised in order to;

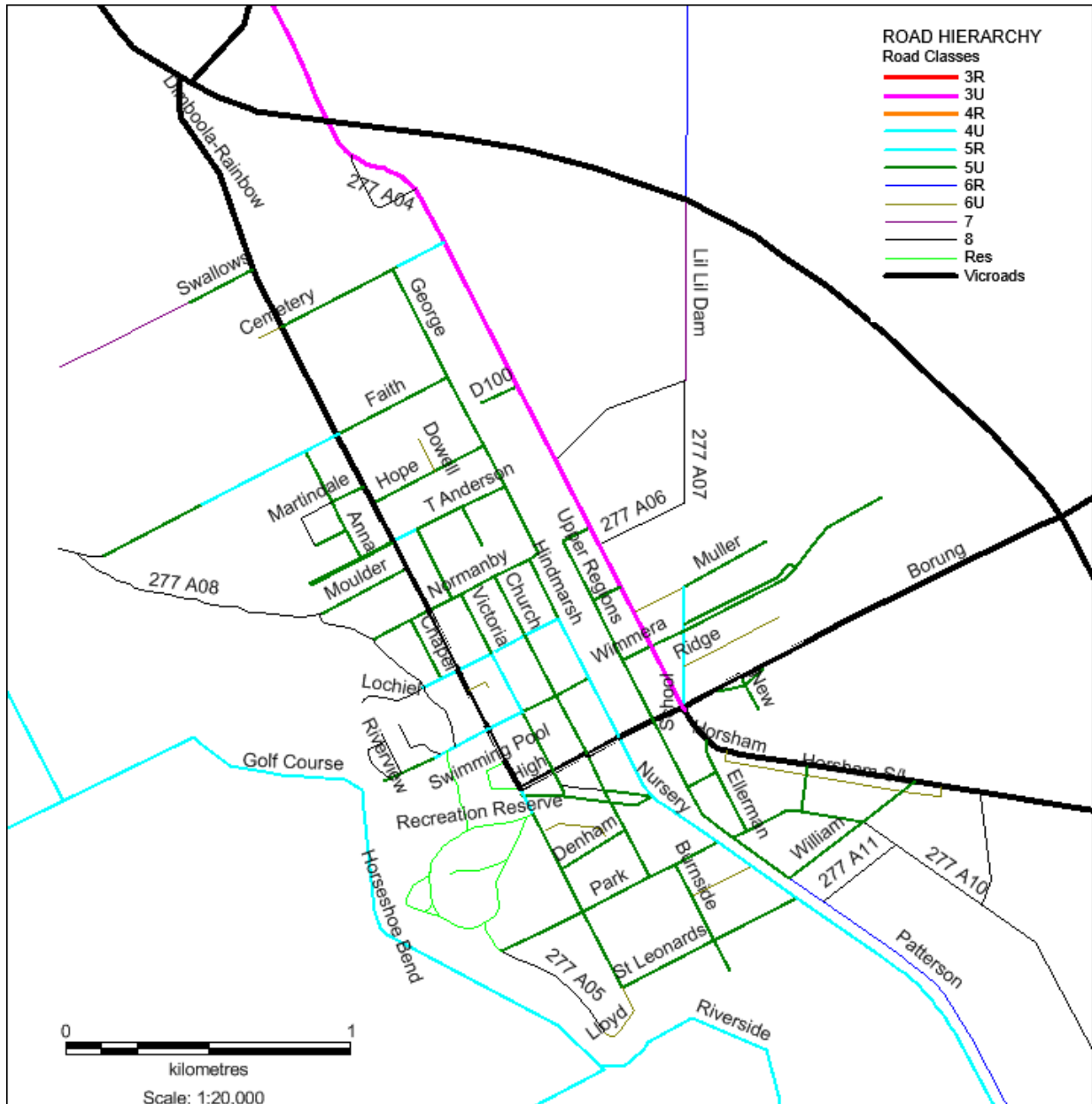
1. More closely align the Road Management Plan within the requirements of the Road Management Act,
2. Provide a more efficient management tool, and
3. Conform to the requirements of NAMAFA.

Appendix 1 Proposed Road Hierarchy of Hindmarsh Shire Council

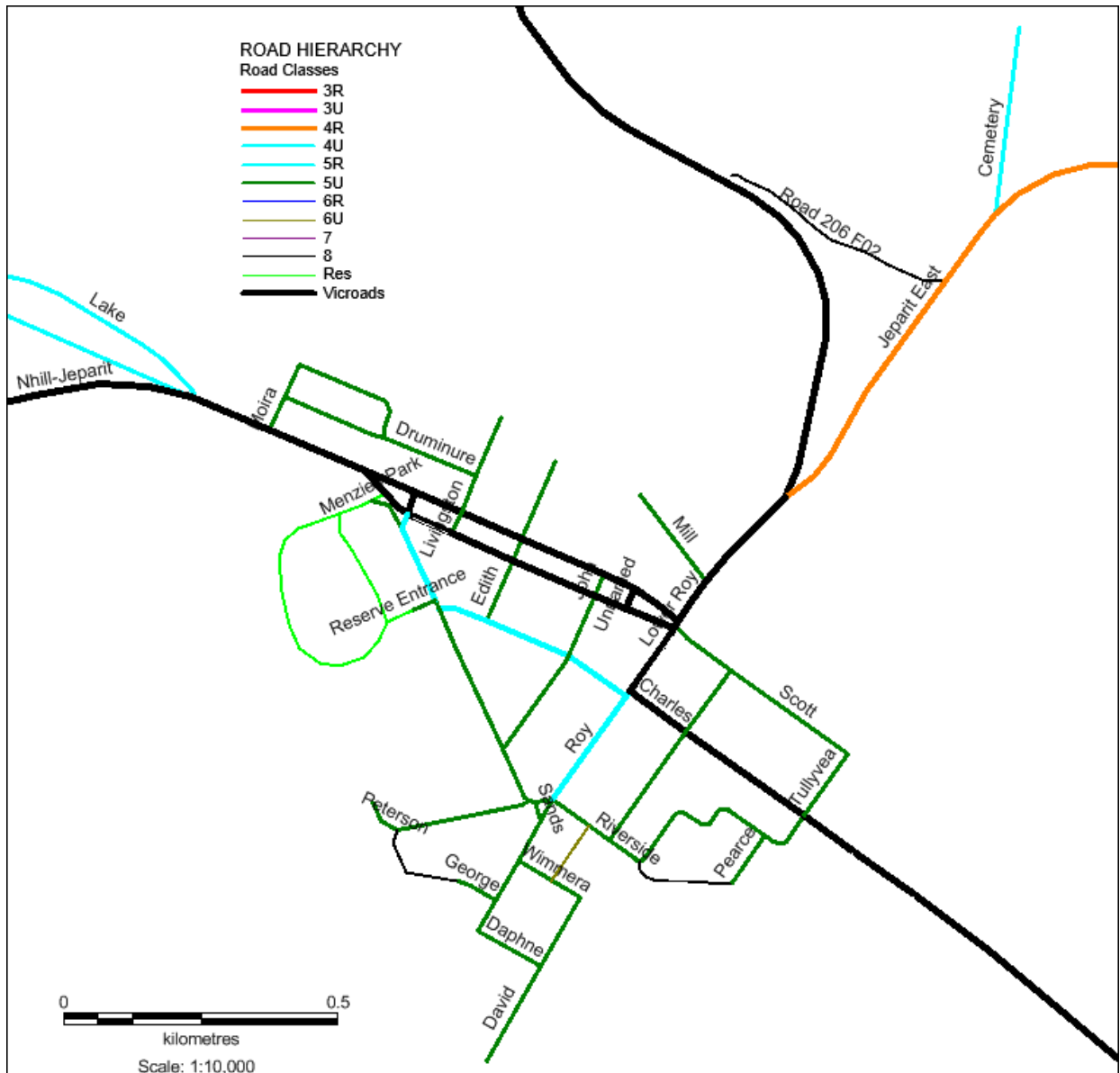


HINDMARSH SHIRE RURAL ROAD HIERARCHY

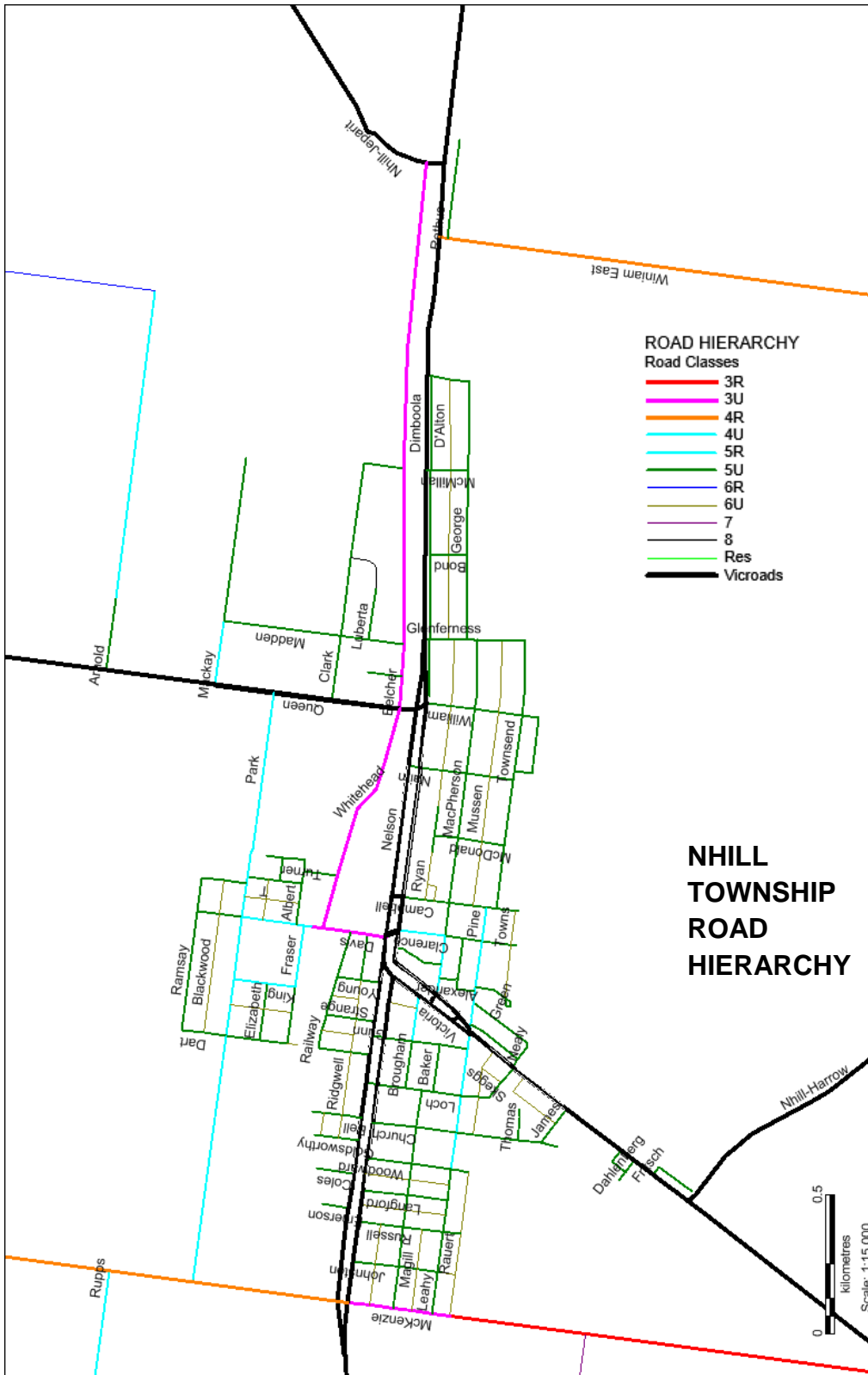
(A more detailed map of road hierarchy classifications will be made available on the Hindmarsh Shire Council web-page)

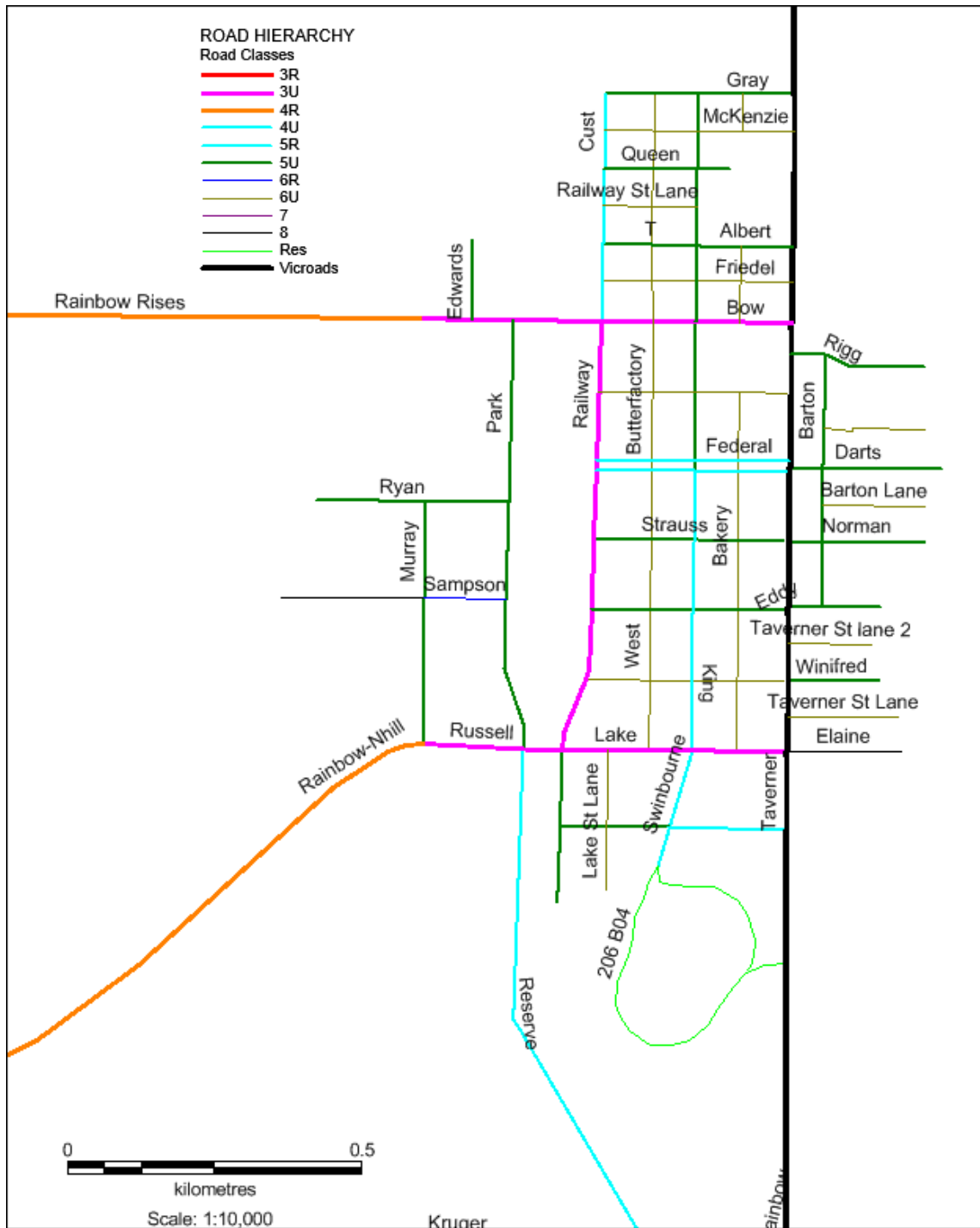


DIMBOOLA TOWNSHIP ROAD HIERARCHY



JEPARIT TOWNSHIP ROAD HIERARCHY





RAINBOW TOWNSHIP ROAD HIERARCHY

CHANGES SINCE FARMER CONSULTATION PROCESS:

Road Name	Locality	Start Chainage	End Chainage	Old Hier	New Hier	Comment
A Bones Road	Nhill	0	1,880	US/5R	S/5R	New seal - contribution
Albrecht Road	Gerang Gerung	860	2,650	US/6R	US/5R	Uniform category for entire road
Ampt Road	Rainbow	0	14,500	US/6R	7	Downgrade to access track
Amy Johnson Highway	Rainbow	0	885	Not in RR	Res	Add road through park
Amy Johnson Highway	Rainbow	885	4,360	Not in RR	US/6R	Add farm gate access road
Amy Johnson Highway	Rainbow	4,360	6,765	Not in RR	Res	Add road through park
Berontha-Baker Road	Yanac	3,660	10,330	US/6R	US/6S	Upgrade to strategic road
Berontha-Baker Road	Netherby	10,330	16,210	US/6R	US/6S	Upgrade to strategic road
Bethkes Road	Netherby	2,415	3,110	7	US/6R	Upgrade to farm gate access
Bethkes Road	Netherby	3,110	4,695	Not in RR	US/6R	Add farm gate access road
Brentwood Church Road	Rainbow	2,200	15,300	7	US/6R	Upgrade to farm gate access
Brown Road	Glenlee	1,600	6,850	US/6R	US/6S	Upgrade to strategic road
C Schultz Road	Yanac	0	3,650	US/6R	US/6S	Upgrade to strategic road
Cemetery Road	Jeparit	0	340	Not in RR	US/5R	Add all-weather road (Cemetery Access)
Clarke Road	Rainbow	0	3,200	US/6R	US/5R	Upgrade to all-weather
Cousins Road	Jeparit	1,160	2,400	7	US/6R	Upgrade to farm gate access
Cutline Road	Nhill	10,800	12,515	Not in RR	8	Add paper road
Cutline Road	Nhill	14,650	16,,320	Not in RR	US/6R	Add farm gate access
Drendel Road	Rainbow	2,675	5,400	US/6R	US/6S	Upgrade to strategic road
Eckermanns Road	Rainbow	0	800	US/6R	Res	Road is through Park
Five Chain Road	Dimboola	16,315	17,315	US/6R	US/6S	Upgrade to strategic road
Gaulke Road	Tarranyurk	0	700	7	US/6R	Upgrade to farm gate access
Gaulke Road	Tarranyurk	4820	5635	7	US/6R	Upgrade to farm gate access
Gypsum Pit Road	Jeparit	3,960	11,150	US/6R	US/6S	Upgrade to strategic road
Hazeldene Road	Rainbow	3,250	8,900	US/6R	US/6S	Upgrade to strategic road
Honeymans Road	Nhill	0	3,360	US/6R	US/6S	Upgrade to strategic road
J Bones Road	Nhill	2,450	9,200	US/6R	US/6S	Upgrade to strategic road
Jaeschke Lane	Tarranyurk	0	3200	US/6R	7	Downgrade to access track
K Judds Road	Yanac	2,750	4,890	Not in RR	8	Add paper road
Katyil Wail Road	Katyil	9565	20890	S/5R	S/4R	Upgrade to collector road
Kellers Road	Nhill	0	6,170	US/6R	US/6S	Upgrade to strategic road
Lake Hindmarsh School Road	Jeparit	4,153	6,800	US/6R	US/6S	Upgrade to strategic road
Liddle Lane	Dimboola	0	780	Not in RR	US/5R	Upgrade to all-weather (Residential Access)
Lorquon Cemetery Road	Lorquon	705	1,390	US/6R	US/5R	Upgrade to all-weather

Road Name	Locality	Start Chainage	End Chainage	Old Hier	New Hier	Comment
Lowan Border Road	Nhill	11,360	14,860	Not in RR	US/6R	Upgrade to farm gate access
Lush Road Ext	Rainbow	3,255	3,840	Not in RR	Res	Add road through park
McCabes Hut Track	Gerang Gerung	3300	5985	8/Res	US/6R	Upgrade to farm gate access
Miram East Road	Lawloit	2,580	8,567	US/6R	US/6S	Upgrade to strategic road
Mitchell Road	Rainbow	0	2,950	US/5R	US/6R	Downgrade to farm gate access
Nhill-Murrayville Road	Big Desert	23,280	33,875	Not in RR	US/3R	Add transport route
Nhill-Murrayville Road	Big Desert	33,875	47,500	Not in RR	Res	Add road through park
Ni Ni Well Road	Glenlee	0	6,500	US/6R	US/6S	Upgrade to strategic road
Nottles Road	Netherby	1,800	6,000	US/6R	US/6S	Upgrade to strategic road
Pearces Dam Road	Jeparit	0	6,370	US/6R	US/6S	Upgrade to strategic road
Piggery Lane	Nhill	0	3,515	US/6R	US/6S	Upgrade to strategic road
Purtles Lorquon Silo Road	Jeparit	6,740	13,600	US/6R	US/6S	Upgrade to strategic road
R Morris Road	Broughton	0	5,300	US/6R	US/6S	Upgrade to strategic road
Road 242 E06	Dimboola	0	2,200	8	7	Upgrade to access track
Rohde Road	Gerang Gerung	440	7,000	US/6R	US/6S	Upgrade to strategic road
Sanders Road	Big Desert	0	13,930	Not in RR	7	Upgrade to access track
Sandsmere Road	Nhill	0	5,300	US/6R	US/6S	Upgrade to strategic road
Sandy Road	Jeparit	8,100	11,300	US/6R	US/6S	Upgrade to strategic road
Schilling Road	Rainbow	700	4,340	US/6R	US/6S	Upgrade to strategic road
Schmidts Road	Nhill	0	3,850	US/6R	US/6S	Upgrade to strategic road
Schultz Road	Jeparit	1,225	5,200	US/6R	US/6S	Upgrade to strategic road
Starick Road	Antwerp	6,815	13,800	US/6R	US/6S	Upgrade to strategic road
T Millers Road	Yanac	200	3,900	7	US/6R	Upgrade to farm gate access
T Millers Road	Yanac	3,900	5,500	Not in RR	US/6R	Add farm gate access road
Tullyvea Church Road	Jeparit	12,300	13,500	US/6R	US/6S	Upgrade to strategic road
Werner Road	Jeparit	0	6,800	US/6R	US/6S	Upgrade to strategic road
Werrap Road	Rainbow	0	1,840	US/6R	US/6S	Upgrade to strategic road
Winiam Road	Nhill	0	3,830	S/5R	S/4R	Upgrade to collector road
Wundersitz Crossing Road	Dimboola	0	850	Not in RR	Res	Add road through park

MINUTES

NHILL TOWN COMMITTEE

Monday 24th April 2017

1. In Attendance

Pauline McCracken, Kay Frost, Helen Ross, Wendy Robin (Temporary Chairperson) Dave Borain. Lyn Schoolderman, Councilor Davis Colbert, Arron Huttig (Shire representative) Ron Hier and Malcom Pie (Nhill Lions Club)

2. Apologies

Brian McGenniken, Adrian Gasperoni

3. Minutes

Motion to accept the minutes from previous meeting was put by Lyn, Seconded by Kay, all in favour, Carried

4 Finance Report

Lyn presented the Financial Report to 31st March 2017. Motion to accept the financial report as presented was put by Lyn, seconded by Helen, all in favor, Carried. Pauline gave an interim report on the current Financial situation of the Fiesta Working group and will give a complete report at the next meeting.

5 Correspondence

A Motion to accepted the correspondence as published in the Agenda was put by Helen, seconded by David, all in favor, Carried

6 Business Arising

Letter from Nhill Free Press regarding Volunteer Week Feature (item 9) was discussed but a decision was made to not be involved.

7 New Business

Item 1. Grampians Regional Cycling and Trails Master Plan: held over to next meeting when Adrian will attend and clarify.

Item 2. Recycling Bins in Main Street. Aaron will take the request to the Shire.

Item 3. Fiesta Wrap Up: Pauline will give this report next meeting when she has finalized all financial matters. Pauline advises that the Commonwealth Bank Fiesta Account is now closed and all remaining funds have been transferred to the NAB Fiesta Account.

Item 4. Kaniva Town Garage Sale documents were passed on to the Lions Club representative as they were interested in the concept. Transport Brochure was passed on the Aaron for discussion with the Shire.

Item 5. Helens concern with the security of the Shed behind the toilets is being addressed by Wayne Schultz. A temporary repair has been made with quotes being sought to replace the wood framed door with a steel security frame.

Item 6. Commercial Car Park Submissions. Plans and ideas were discussed at length. Aaron has taken the suggestions of the Town Committee to Daniel Haile-Michael for discussion to enable a master plan to be drawn up with the concerns of all interested parties considered. This plan will then be presented to the Town Committee for further discussion and final approval.

Item 7. Easter Egg Hunt. Wendy reported at least 80 Children and their parents/grandparents attended. \$150.00 was collected in gold coin donations. This went to offset the cost of \$298.55 the Eggs, Sausages, Bread and Watermelon.

Wendy requested a letter to the Rotary Club with thanks for the bunting and fence posts, a letter to Rebecca and Trinity Cannell for organizing the Treasure Hunt and also Helen Woodhouse- Herrick for the use of her portable Loud Hailer. Helen Ross will write letters this week.

The Lions Club representatives attended in response to a letter from NTC and are extremely interested in partnering with NTC on a Fund Raising Event. Pauline mentioned New Year's Eve (as discussed by Committee at a previous meeting) and they will take this information plus the details of the Kaniva Town Garage Sale to their members and will advise us of their discussions.

David excused himself at 8.20 p.m and Kay at 8.45p.m. due to an early start for Anzac Day Commemorations next day.

8 Meeting closure

Meeting closed at 9.30 p.m.

9 Next Meeting

Monday 15th May 2017 at 7.30 p.m.

Please note that Brian will not be available to Chair this meeting. A temporary chairperson will be required.

Dimboola Town Committee Minutes

1st May @Dimboola Community Centre

Present: Phil Colquhoun (PC), Ron Donaldson (RD), Debra Nelson (DN), Bruce Donnelly (BD), Phil King (PK), Kaylene Pietsch (KP), Amanda Ingeme (AI), Jan Ballard (JB), Jo Donnelly (JD), Tony Schneider (TS), Cadence Smith (CS), Bill Eldridge (BE)

Apologies: Anne Champness (AC),

	Item	Action	Whom	Start Date	Complete
1	Welcome & apologies	Mvd KP 2 nd BD			
2	Minutes of last meeting	Mvd RD 2 nd BD			
3	Minutes arising				
4	Treasurer's report	Balance chq account - \$12483.57 Balance tda account - \$17687.24 In: \$ 559.85 Out: \$149.65 Mvd KP 2 nd PC	KP		
5	Correspondence in/out	IN: Bank statement x 2, IGA account, Banner bill, raffle permit, Zartart, invitations for Jo and Phil for awards night OUT: Thank you for Newcomer's evening X 15, Horsham Sports & Community Club –grant application, thank you to Clive, thank you to Ken Ough and request for sponsorship for shelter, Clive's resignation to shire Mvd KP 2 nd JD			
6	General business				
	Raffle	Jan (and PK) has been selling tickets down the street Booked for Thursday, Friday and Saturday Raffle books back to Jan middle of next week To be drawn outside supermarket on the 13 th May Nursery is having a big open day this weekend 7 th May, 10-4, Di Goss rang			

	Gardening	Anne Gawith at DMSC. The college is going to join up and go around town to plant plants Do High St? Jan to get more details Mvd BD 2 nd CS we give Jan up to \$500 for plants for revegetation of High St depending on talk with Anne			
	Dimboola Community Centre	Fallen through, don't want to manage the centre, happy to come up and have lessons – could work in with the school program			
	Security Cameras	Di just back from leave, haven't heard back from her Need to be able to see people driving			
	Hindmarsh shire branding	Been to council, report next meeting			
	Bollards	Soundshell redevelopment. Larger stage, 3 phase power and lights Spoke with Daryl Leyonhjelm regarding redeveloping stage			
	Mobile BBQ	Has spoken to Kelvin Work in progress			
	Schneider Gardens Paving for rotunda and signs	Paving still in progress			
	Bridge over walkway at common	Not done yet			
	Town entrance signs	Signs designed Put on Bartlett's block			

	Town projects Funding opportunities	Finished PK to get quote for weir shelter The shelter would be similar in style to the shelter that the DTC erected over the BBQ's in the Recreation Reserve.			
	VRI gardens	No more updates as yet			
	Drinking fountain	Fountains provided by GWM, to be installed near basketball stadium/ skate park To be installed in the near future – waiting for skate park approval			
	Promotion in Out and About	Still in progress RH not here	RH		
	Fire Drums and fire wood for caravan park	Need to have some fire drums, need frames to be made for them Make some bags of firewood for sale Damage in park after Easter after not using drums for firewood – maybe have some ready for next Easter, and bags of firewood			
	Name tags	Get some made – Greg Schwartz First name only	AI		
	RV free parking	Old pony club area – put signs up, use existing road into park?, visible signs 24 hours only Sign near stable, no RV past this point signs			

	Volunteer Awards	Congratulations to Jo, and the Town Committee for their nominations. To be held on the 12 th May at the Horsham Town Hall.			
	Working bee	Paintings going into frames Spreading quarry dust on walking tracks before the end of June – finish croquet club track and river track Working bee to be arranged at a later date			
	Volunteer breakfast	Volunteer week next week – breakfast Wednesday 10 th May at Community Centre from 7.00-8.30am			
	Riverside caravan park	Russell Barber has resigned. Emma Clark is caretaker until 30 th June. Looking for new personal to run park, maintenance person and cleaner Started site work, 5 cabins Sensor lighting needed around camp kitchen Painting of ensuites Another pontoon near bridge and other pontoon and path between pontoon and camp kitchen (for us to do) Steps to be put on camp kitchen – Next meeting October Need to sand table in old camp kitchen Need paint mvd KP 2 nd BE (PC pecuniary interest) Recreation room – disabled toilet to be installed			

	Work for the dole	Debbie Green contacted Jan, three people up for work for the dole for Dimboola and 3 for Nhill, 15 hours per week for 26 weeks per person (WDEA) We chose the project, totally funded by WDEA, project driven, totally funded. Need someone to supervise – short of supervisors. See Lyndon Kuhne about his students to paint ensuites at caravan park			
	New member	Welcome Bill Eldridge to his first meeting. JD moved 2nd KP that Bill be an official member of the DTC			
	Next meeting	Monday 5 th June			
	Meeting closed	8.58			

WIMMERA MALLEE PIONEER MUSEUM

DIMBOOLA-RAINBOW ROAD
JEPARIT VIC 3423

Email: wmpmjeparit@hotmail.com

MINUTES OF MEETING HELD AT JEPARIT SENIOR CITIZENS ROOMS IN THE MEMORIAL HALL 18th April, 2017

Opened at 7:35pm

Present: Peter Pumpa, Sharon Reilly, Simon Landrigan, Councillor Ron Ismay, Tige Mannington, Wendy Werner, Maryanne Paech, Barbara Hunter, Aaron McLean, Ian McLean

Apologies: Titchy Chilton, Will Chilton, John Schmidt

Motion:

That the Apologies be accepted:

Moved: Maryanne Paech

Sec: Wendy Werner

Minutes of previous meeting: As Circulated.

Motion:

The minutes from the previous meeting be accepted, as true and correct.

Moved: Tige Mannington

Sec: Wendy Werner

Treasurers Report: As Circulated

We received a cheque from Hindmarsh Shire Council for \$1,000.00 being a Community Action Grant.

As instructed, I sent an account in the amount of \$60.00 to the Jeparit Primary School for the attendance of 20 children to the museum. I received a cheque on the 3rd of April.

Motion:

That the Treasurers Report be accepted:

Moved: Barbara Hunter

Sec: Tige Mannington

Accounts to be paid: \$56.69 SMS Rural - Diesel and Unleaded Petrol

Motion:

The accounts be approved for payment

Moved: Barbara Hunter

Sec: Sharon Reilly

Correspondence:**Inwards Correspondence:**

- Numerous emails - Hindmarsh Shire Council
- Financials & Report - Barbara Hunter
- Responses to Rally thank you's & invitations
- Confirmation that Pastor Ron Hier has agreed to take the Museum Service at the Rally. 11:00am Sunday.
- As suggested here are some picture samples of the type of arrangement we have. The size of the picture boards vary, but there are 7 or 8 which are roughly 6ft x 4 ft in size with several more smaller pieces of card board. The pictures are simply reproduction of any sort of photo we could scrounge. Not many are named, or from whom they came. The main concern is that they should be out of wind and /or rain. And of course we need not use them all if space is anyway limited. Jean and I would also like to run our bookstall again please. Hope you have enough details but let's know if you want some more. Regards Ian & Jean H.
- Email from Wendy regarding trip to Swan Hill -
Hi everyone,
Just wanted to thank you all for organizing our trip to Swan Hill Pioneer Settlement yesterday. I think it was very helpful. I would especially like to see Ron and Liz(? the volunteer coordinator that spoke to us briefly) down here at our museum to see what their thoughts are regarding how to increase our volunteer base and fund raising. It may also be a good opportunity for other committee members to meet with them. I have been thinking about the take away messages from the day and the most amazing information for me was that the friends of the settlement started with \$10,000 and turned it into \$150,000 in the last fiscal year. If I remember correctly Liz highlighted that this was done by installation of a commercial kitchen (and I assume making \$ from weddings and other functions). I have also been thinking about how to create atmosphere by introducing "the sounds of the bygone era" think I will approach Rohan to see if he can do this for us...record sounds of the Blacksmith and Church over the rally weekend and put this on a motion sensor activated recording. Perhaps a Henry Lawson reading along with a story about Mad Dog Morgan around the Albacutya homesteadthis could make a huge difference.
Hope you all had a great day.
Cheers, Wendy.
- Wimmera Mallee Tourism Newsletter
- Letter from Greg Robson regarding 2 x books from family.

- Thomm Magazine
- Phone Call from Heather Liston with complaints about Flavel dedication plaque.
- Hindmarsh Shire Council - Letter regarding Property Insurance

Outwards Correspondence:

- Numerous emails - Hindmarsh Shire Council
- Letter to Heather Liston regarding museum policy for Dedication Plaques.
- Rally thank you's & invitations to this year's Rally and replies to responses received
- Poster and Flyers for Rally to John Victor - Oily Rag Magazine
- Email to HSC with details of Heather Liston complaints about dedication plaque

Motion:

That the Correspondence be taken as read and approved.

Moved: Ian McLean

Sec: Maryanne Paech

Business Arising From Correspondence:

Dedication Plaque - If Heather Liston is not prepared to follow the museum's policy on dedication plaques, then the plaque will not go ahead. Other family members are not in agreeance with it either.

Incident Report (Re: Property Insurance) located under desk in front office. "Accident/Hazard Report" that must be completed, when an incident occurs, for legal and insurance purposes.

Motion: Contact be made with Greg Robson to organise pick up of the family books, by Tige, with the appropriate paperwork, and return them to the museum.

Moved: Sharon Reilly **Sec:** Maryanne Paech

ALL IN FAVOUR. MOTION CARRIED

GENERAL BUSINESS:

ITEM	DESCRIPTION	DETAILS & INFORMATION	FOLLOW UP REQUIRED
1.	✓ Swan Hill Pioneer Settlement Tour	<p>Notes from Tour.</p> <ul style="list-style-type: none"> • Settlement is a business unit of Council overseen by a General Manager, reporting to Director of Planning and Development. • Started Mid 1960's 	<p>FURTHER NOTES/INFORMATION: Refer Wendy's notes in correspondence Maryanne: Less IS a little bit better, and the</p>

		<ul style="list-style-type: none"> • Vic Tourism handed control back to Council around 20 years ago. • Dr. Rob Pilgrim, Senior Curator, joined the settlement in 2004 • Settlement was a large enterprise with a complicated structure of Council controlled units and subleases • Settlement was “very tired and run down” • Financial consultants were engaged to provide options for the future of the Settlement, including possible shutdown • Rob’s budget for the first few years was very tight • Flood recovery funding became available in 2011 • During the flood recovery process the settlement deleted some buildings and refurbished others • Important decisions made at this time for nostalgia simulation with Settlement exhibits spanning the 1850’s through until the 1940’s • No longer striving for authenticity, simply “believability” • Flow chart development to determine Settlement ‘needs’, including within a Collection Management Policy • Historical registration or ‘listing’ of a significant object is a burden which limits opportunities for said object, making it difficult for restoration/maintenance/usage • Some volunteer staff came through work for the dole program or are recipients of carers benefits, requiring they complete some voluntary work • Various events are held at the facility, including weddings and live music. Weddings come in and out of fashion • Enthusiasts are the biggest security risk with an increase in items disappearing after promotion of particular items. Regular visitors are generally not interested in obtaining museum collectibles • With 54 buildings and a large collection of tractors, 	<p>inclusion of greenery makes a big difference Tige: Very impressive. We don’t, however, have their volunteers. Sharon: Love the non-emotional attachment to items and the way they dealt with excess items and handled it all.</p> <p><u>Follow on from Swan Hill Settlement Volunteer Drives:</u> Host an Open Day - for all Jeparit (and area) Residents. Free entry, information and tour day, BBQ lunch provided.. Send invitations to everyone to come and visit and see what we are all about. May be able to pick up extra volunteers and interested members. Also need to follow up on free entry to 3423 Residents (see notes in ongoing items list - 18th October, 2016) Date to be determined (after rally)</p>
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		<p>vehicles, machinery and other exhibits (even a paddle steamer!) the annual budget for maintenance is just \$10,000.00!</p> <ul style="list-style-type: none"> • \$2,000.00 annual signage budget with \$1,000.00 allocated to a new major project, \$500.00 for replacement and \$500.00 for new interpretive signage • Outreach displays at Holiday Parks, tourism outlets to grab traveller's attention • Lunches are provided for volunteers • Work for the dole program provided through MADEC (same as Jeparit) • Intermittent volunteer recruitment drives to build volunteer numbers 	
2.	✓ Briarley House Verandah	<p>Daryl Leyonhjelm returned a quote for \$11,700.00 for works required on Briarley House verandah. Significantly lower than Nathan Altmann. As passed at the last meeting, work is to go ahead. Daryl has suggested that we allow a 20% contingency for extra costs incurred for damaged tongue and groove boards/unforeseen issues. He will work out a work schedule by mid-May for repairs and time frame (likely after Rally)</p> <p>Should have approx.. \$8,500.00 left in maintenance budget after verandah - without extra costs cropping up.</p>	<p>Nita Natt has some boards in her yard that seem very similar to the verandah boards on Albacutya Homestead. Possibly ask Nita if we may have these if required and are the right type.</p>
3.	✓ Cabinet in Werrup Hall	<p>John Schmidt has offered to put wheels under the glass cabinet in Werrap Hall, and installing a permanent base to stabilise the cabinet, ensuring it can sustain the weight. The cabinet also needs to have the back enclosed to keep as much dust out as possible. He was approached mid last year seeking a solution to make the cabinet easier for volunteers to move and clean the contents in preparation for our rally. This work would satisfy the needs requested above. The quote for materials is \$94.52.</p>	<p>Letter to be sent to John thanking him for his offer, and requesting a time frame for completion please</p>
4.	✓ Grounds and cleaning	<p>Weeding and general tidy up around grounds needs to be an on-going commitment and 'work-in-progress' on a regular basis, not just for the rally, and cleaning of buildings also.</p>	

5.	✓ Rally	<p><u>Confirmed:</u></p> <ul style="list-style-type: none"> • Sandy Creek Clydesdales • 1 x Blacksmith (2nd one may not be able to attend due to family illness) Coke sorted • 3 x Blade shearers - perhaps run a competition? • Chaff Cutters • Hay Press • Drag Saw & Wood Splitter • Pick & Axe Handle Maker (strong possibility) • Bag Lifter - onto wagons • Big Engines, Big Flywheels • Lost Art - Wendy Werner is chasing up information regarding Stock Whip Maker - doing demonstration and selling leather goods Size Maker - interested in doing a demonstration. May be other Lost Art Demonstrations and interests too. • Craft Stalls • Food Vans 	National Rally in Hamilton on 22 nd & 23 rd April. Send Flyers and advertise there! Officials (committee members) to wear hi-vis vests? Not an insurance requirement, and we all have name badges.
6.	✓ Battery Drive	As of 18 th of April, we have had 78 batteries donated through our battery drive letter drop. Well done Peter & Aaron!	
7.	✓ White Ants	The trestle tables stored in the shed - for rally - have completely destroyed by termites. Also, the cupboard in the storage shed has disintegrated. MOTION: That a thorough inspection be completed at the museum for white ants, and follow up treatment be completed upon approval. Moved: Wendy Werner. Sec: Tige Mannington ALL IN FAVOUR. Motion carried	Simon to contact a pest control company and get this sorted please
8.	✓ Working Bee	Letter drop advertising working bee for 27 th May. 9:00am - 1:00pm. BBQ lunch supplied. BYO gloves, rakes, shovels, cleaning apparel etc. Ask all locals to assist. If this day doesn't suit, any day can be selected that they may want to help on	Sharon to organise letter drop
9.	✓ Donated Items under offer	GWM has offered a Channel delver (grader) to the museum. 1960's (?) Was used to 'dredge' the channels,	

		<p>not create them. The channel system no longer operates/exists, but is an integral part of agricultural history. The system itself is worth the story, but does the delver fit the criteria? Need items to be presentable, not necessarily restored, rather than just get it because it was offered.</p> <p>Motion to accept channel delver for the museum was Declined.</p> <p>Nita Natt has offered an invention of Ray's and 2 x lights from the Jeparit Railway Station. Need to inspect these to see what they are exactly before accepting them.</p>	
10.	✓ Shakes on Albacutya Log Kitchen	<p>Shakes have already started to buckle. Nails should be covered & building should have started from the bottom, and worked their way up the roof. Go ahead and acquire more shakes to complete at least one side of the roof</p>	
11.	✓ Bluestone for Pathway around Merrett Carriage Shed	<p>MOTION: Bluestone to be ordered to complete a pathway around the Merrett Carriage Shed, and upgrade pathways around grounds. Contact to be made with Matt Bone in regards to this.</p> <p>Moved: Ian McLean Sec: Tige Mannington</p> <p>ALL IN FAVOUR. Motion carried</p>	<p>Simon - Purchase order for Bluestone to Matt Bone.</p> <p>Sharon - Contact Matt Bone about task.</p>
12.	✓ Car Park	<p>Since the tree has come down in the carpark, there are limited shaded parking spaces. What can be done to improve this?</p>	<p>Wendy & Sharon to have a look at Master Plan & integrate this in parking planning</p>
13.	✓ Honour Board	<p>Peter Kelm will paint the missing names onto the honour board, so that is updated and re-hung soon.</p>	<p>Wendy Werner will follow this up with Peter with the names and dates supplied (previously) by Sharon</p>

Meeting closed 10:09pm.

Next Meeting: Tuesday 16th May, 2017, in the Senior Citizens Rooms. 7:30pm

Details of on-going items awaiting actions and conclusions.

A column with the title of RATE has been included. This is so that you can rate the importance of each item that has been an on-going item. Prioritise them, and work on the major, then follow with the next one of importance etc., until all are completed. Obviously more items will be added over time, and hopefully, some will be removed and completed.

We will then decide on priority by vote, on the input received regarding this. All thoughts are appreciated.

A = HIGH priority

B = Ongoing, needs follow up, but not extremely urgent

C = information for checking & dealing with as ideas and circumstances come to fruition or need more input.

DATE	RATE	DESCRIPTION	DETAILS	WHO & ACTION	WHEN
17/06/2014	B	Tony Doyle ✓ Vision and direction for the Museum	MAJOR focus on tourism, effective for the future direction of the museum. <ul style="list-style-type: none"> - Concept plan - detailing the future layout of the museum - Strategic plan - future directions - Business plan - implementation Euan and Martin have been employed to do this. Draft Master Plan has been completed and comments and suggestion may be directed to Jeff Woodward.		
18/02/2014	C	Bryan Snowden ✓ Antwerp Blacksmith's Shop	Would the Museum like to put a sign up stating that this is the original site, and it is now housed at the Wimmera-Mallee Pioneer Museum, Jeparit. E.g.: 13km North, on the Dimboola-Rainbow Road. YES. In planning stages.	John Pumpa/Clem & Maryanne Paech/Bryan Snowden	Awaiting Historical Information from the Eldridge Family
18/02/2014	C	Phil King ✓ Council Employees	Suggested the Committee send a letter to the Shire, requesting assistance with jobs and work by specifically noting the kind of work we require, and ask for a person suitable for the jobs required to volunteer their day to the Museum for people employed on Shire. CANNOT BE WEEKENDS	ALL	Need to go through our list of jobs needing to be done, and request appropriate employee.
20 th May 2014	B	Bryson Ingamells	Ultimately would like to have all pumps connected to the billabong, but it won't hold water since dredging it. Other option is to use grant money - Volunteers Small	ALL Spoke to Paul Schulze about this possibility,	Storm water from new carriage shed has been

		✓ Pumps	Equipment Grant - & purchase a rain water tank & have it reticulate back into it, via a trough etc. Possibly fill 1 Billabong in, beautify the area, and repair the other, making it a feature. - Need to check point of discharge for water.	need to check water flood concerns.	diverted to ponds
17 th June 2014	B	Greg Roberts ✓ Promote Museum	Larry suggested approaching Car Clubs to have days at the museum. Invite them to hold their AGMs there etc. (Not just for Rally, but at any time) Also ask Probus groups, Garden clubs etc..	ALL - FANTASTIC IDEA,	
18 th August 2015	A	John Schmidt/Fred Lewis ✓ Advertising	An advertising and budget plan is needed for the rally. Speak with Jeff Woodward regarding this. Suggest send photos and promo from previous rally to all newspapers, with an agreement to run an advertisement with them if they do a story/feature of our next rally in the lead up to it, possibly an after event follow up too. - Weekly Advertiser - Mail Times (Examples or where to send) - Weekly Times	Fred Lewis. John Schmidt to talk to Jeff (Tourism Officer) regarding this	
15 th August, 2015	B	✓ Straw Thatched Shed	Maintenance needs to be done on it. Roof is sagging & leaking. White ants have been in the posts and the shed is on quite a lean. Peter Robson will chase up details on appropriate "Y" logs required to repair shed, through his contacts, and report back at the next meeting. Peter Pumpa and Phil King were to inspect a ½ fallen down shed near Horsham that may be suitable, but no follow up as yet.	Peter Robson to look into more thoroughly. Felling trees end of September. Logs possibly available next 2-3 months.	Not felling trees over summer. Peter Pumpa now handling this & will follow up and keep us informed
21 st June, 2016	A	✓ Wagon	Jimmy Gawith has offered a complete wagon to the museum for its collection, which is at Don Fishers. Must be accepted as whole wagon, not just for wheels or body. Very big and solid wagon. 1940's wagon. Was converted to "field bin"	Would the museum like this? Would be a wonderful addition.	Will look at picking this up after harvest.

19 th July, 2016	A	✓ CMA Crew	<p>The Catchment Management Authority Crew is available until the end of the year. Need to complete a list of tasks for the crew to work on around the museum - it will only cost us for materials, not labour, so is a great resource we can utilise to our benefit!</p> <ul style="list-style-type: none"> • Paint old toilet block and remaining seats around the museum grounds (depending on weather and time available) • Repair and upgrade pathways around grounds and buildings <p>MOTION: To ask the CMA crew to create a picnic/lawn area behind Briarley House to beautify and make it more aesthetically pleasing. Include creating a garden bed in the centre of the Merrett Carriage Shed (between the roller doors) and dress it up with a wagon wheel and hardy native plants to suit. Moved: Trevor Chilton Second: Jimmy Gawith ALL IN FAVOUR. Motion Carried</p>	Hindmarsh Shire Council to investigate if CMA can assist us with this please	
19 th July, 2016	A	✓ Matt Bone	<p>If the CMA crew are able to work on the pathways upgrades, the roads are also in a poor condition around the grounds, and this is a big undertaking to be done by hand. Is this something we can get a quote from Matt Bone and get him to complete for us? There is a bit of road base left over from the carriage shed that can be used to do this, and would be much quicker and simpler to get Matt with his machinery to do.</p>	Suggestions and opinions from everyone most welcome	
19 th July, 2016	B	✓ Moped/Bike Restoration	<p>Part of the mudguard is missing, however a new mudguard can be rolled. Possibly up to \$1,000.00 to restore to mint condition, however is an unknown exact costing, as once started more can be found. Further investigation to be done - Refer motion from June meeting: MOTION: The Committee allows John Schmidt to take the bike home with him and see if he and Matt can get the motor to start and run, and then</p>	John and Matt Bone to investigate	

			<p>look into further costs and requirements before proceeding any further. Moved: Jimmy Gawith Second: Aaron McLean ALL IN FAVOUR. Motion Carried</p>		
19 th July, 2016	A	✓ Machinery Repairs	<p>Need to prioritise what is needed to be done on machinery and bring costings to meetings for voting on for repair costs. MOTION: A float of up to \$200.00 for the purchase of incidental items required, as an example, spark plugs & belt joiners, and minor repairs on machinery at the museum, to be monitored by the executive committee, is established. Moved: John Schmidt Second: Ian McLean All in favour. Motion Carried.</p>		
18 th October, 2016	A	✓ Local Residents FREE entry into museum	<p>A lot of other museums run a system of free entry into their exhibits for local residents. This encourages them to visit the museum, and also bring their visitors in for a look (as paying customers). This then encourages locals to become involved with the museum and can assist us with volunteers keeping the doors open etc.</p>	Great initiative. Something we should seriously consider, and discuss how we can achieve this.	
18 th October, 2016		✓ Termite damaged purlins on shed	<p>“C” Section purlins to be installed in the machinery shed - replacing the damaged ones. A working bee is being organised to do this</p>	Committee involved will work out amongst themselves time and date to do this	

15 th November, 2016		✓ Rally	International Australia Celebrating 60 years in 2017, and are unable to host their own rally, looking for somewhere to have it. Suggest ours. Everyone who owns an AW7 will be invited to attend. Tige will investigate further & share details. Perhaps work in with Frances and hopefully incorporate it with launch of new Inter-Argo model (contact and details with Frances) 3 rallies - Warracknabeal, Murtoa & Goldsmith are all combining to promote. Perhaps run a tractor pull. People jump onto the sled as it is towed by the tractor and measure the distance achieved. Run a competition.	Organise a get together with "Rally" committee for plans and working - amongst themselves/interested members	
15 th November, 2016		✓ School Curriculum	Are we registered with them? (Education Department/ School Curriculum) and if not, how can this be done	Jeff Woodward to look into for us please?	
21 st March, 2017		✓ Cabinets for Albacutya Homestead	MOTION: To order the 2 x display cabinets for Albacutya Homestead from Dimboola Woodworks (Tony Ingeme). The difference in the price, after the Hindmarsh Shire Council Grant for \$1,000.00 being paid by the WMPM Committee. Moved: Wendy Werner Second: Frances Bakker ALL IN FAVOUR. Motion Carried		Cabinets have been started, and should be completed by the end of May.

This list will be updated at the conclusion of each meeting - if further action is required, or for information purposes, with the date it was mentioned, and what actions are required, also an A,B or C rating (for importance - as stated at the start of the page)

Anyone who is interested may select an item at any time to investigate and report on at the following meeting.

Executive Committee can be consulted at any time for advice and input by either email - wmpmjeperit@hotmail.com or telephone.

President: Peter Pumpa. 0428 592 446
Vice-President: Aaron McLean. 0435 584 307
Treasurer: Barbara Hunter. (03) 5397 2020
Secretary: Sharon Reilly. 0429 183 234

Borrowing Policy

1. Administration and Version Control

Policy Number		Original approval date	17/05/2017
Current version number	1.01	Current version date	17/05/2017
Approved By	Council	Next review date	30/05/2019
Principle Service Unit Responsible for the policy	Corporate and Community Services		
Related legislation	Local Government Act 1989 Penalty Interest Rates Act 1983		
Version history and dates	1.0 17/05/2017		

2. Objectives

The objective of this Borrowing Policy is to:

- Establish principles that outline when it is appropriate for Council to undertake borrowings within a sound financial management framework;
- Ensure Council keeps within the relevant prudential requirements provided by the state government; and
- Set out the manner in which Council may establish and manage a debt portfolio.

3. Application

This policy applies to all new borrowings undertaken by Council, as well as existing borrowings (where significant long term benefits of refinancing exist and the cost of breaking existing borrowing contracts is affordable within the short and medium term financial plans).

4. Policy Principles

Borrowing is a financial tool and can form a key element in a responsible long-term financial plan but it is not an income option. It merely allows Council to bring forward the timing of expenditure but comes at the cost of additional repayment expenses in Council's cash flow.

With this in mind, Council will only borrow as an alternative financing option for:

- Major long-lived infrastructure that is of strategic significance and likely to provide inter-generational benefits to the community; or to
- Meet Council's obligations in relation to future defined benefit calls, if required;

BORROWING POLICY

Council will not borrow funds to finance general operating expenditure or recurrent capital expenditure like road infrastructure renewal. Borrowing when this expenditure is beyond the level of income Council generates is unsustainable.

In keeping with this policy Council will

- Ensure the total amount of loan borrowings is sustainable in terms of ability to meet future repayments, budgetary constraints and prudential ratios;
- Manage any new borrowings in the context of optimising cash flow; and
- Develop and maintain a borrowing structure that achieves a balance between predictability and flexibility and aims to minimise borrowing costs.

4.1 Borrowing Principles

The following principles have been set to ensure a structured and disciplined approach to borrowing of funds that complements long term financial sustainability.

- Borrowings are only to be used to finance items described in the policy principles;
- Borrowings need to be linked to the financing of an identified project and not be drawn down until the commencement of the project;
- Council will not borrow to fund operating expenditure (other than large defined benefit calls) or recurrent capital expenditure;
- All borrowings will be considered as part of Council's long term financial planning using sound financial management principles and fall within the borrowing ratios outlined in Section 4.2 of this policy; and
- The nature of any borrowings (short or long term) and the interest rate (fixed or variable) will take into account the purpose of the loan and seek to balance interest rate exposure with refinancing flexibility.

4.2 Borrowings Ratios and Limits

Borrowings shall not be undertaken if the effect of such borrowings is projected to result in borrowing ratios greater than the maximum levels indicated in the table below.

In addition, the Local Government Performance Reporting Framework (LGPRF) borrowing ratios will be projected in Council's SRP and Annual Budget and reported in Council's Annual Performance Report.

Measure	Council's Target Ratio	Recommended Targets
Debt Commitment Ratio Interest and principal repayments on interest bearing loans and borrowings / rate revenue	0% to 10%	LGPRF 0% to 10%
Borrowing Rates Ratio Interest bearing loans and borrowings / rate revenue	0% to 50%	LGPRF 0% to 50%
Indebtedness Ratio Non-current liabilities / own source revenue	0% to 50%	LGPRF 0% to 50% VAGO < 60% (low to medium risk)

4.3 Determining Appropriate Lending Institution

Once borrowing has been approved by Council, requests to appropriate lending institutions in accordance with Council's Procurement Policy will invite written quotations on Council's borrowing requirements.

Written quotations must include the:

- Interest rate
- Term of loan
- Repayment intervals (monthly, quarterly, etc.)
- Repayment instalment amount
- Any applicable fees
- Loan break costs

4.4 Borrowing Arrangements

When entering into borrowing arrangements, Council will seek to minimise interest costs over the long term without introducing undue volatility in annual interest costs.

Council's borrowings will be appropriately structured to constrain risk and will be consistent with the following parameters:

- Council will consider the appropriateness of the various types of debt products available (including savings offset arrangements);
- The term of a loan will not be greater than the expected useful life of the asset being funded by the loan;
- Council intends to maintain a repayment schedule consistent with "principal and interest" repayment calculations;
- Loan repayments will be made in a regular schedule, such as quarterly, semi-annually or otherwise determined at the time of entering the loan agreement. Consideration should be given to efficiency of payment while minimising interest costs.

5. Related policy, legislation and other documents

- *Section 144(1) of the Local Government Act 1989 (the Act) states, "Subject to the principles of sound financial management, a Council may borrow money to enable the Council to perform the functions and exercise the power conferred on the Council under this Act or any other Act."*
- *Sections 145 to 150 of the Act further specify the circumstances in which the power to borrow may be exercised, securities to be used for local government borrowings, and how the borrowings should be disclosed, etc.*
- *Section 98(1)(c) stipulates that Council must approve all borrowings and cannot delegate the power to borrow money.*
- *The Local Government Performance Reporting Framework (LGPRF) outlines the measures Council must report on in relation to its liabilities.*
- *The Hindmarsh Shire Council Accounting Policies & Procedures Manual provides further guidance on Council finance processes and procedures.*

6. Compliance

Council is responsible for approving borrowings by way of inclusion of all borrowings in the Annual Budget (or Amended Annual Budget where applicable).

The Director Corporate and Community Services is responsible for ensuring policies and procedures are followed when borrowing funds.

7. Charter of Human Rights Compliance

It is considered that this policy does not impact negatively on any rights identified in the Charter of Human Rights Act (2007). Hindmarsh Shire Council is committed to consultation and cooperation between management and employees. The Council will formally involve elected staff consultative committee representatives in any workplace change that may affect the health and safety of any of its employees.

8. Records Management

Council is committed to adhering to all relevant Australian Accounting Standards, the Records Management Act and Council's own Records Management Policy in regard to all supporting documents being maintained accordingly.

9. Evaluation and review

The policy is subject to annual review in conjunction with the Annual Budget process.

References

Local Government Act 1989 Local Government Performance Reporting Framework	Sections 98, 136, 144, 145
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Definitions

Term	Definition
Liabilities	Obligations of a company or organisation, including amounts owed to lenders and suppliers.
Loan	Money borrowed from a lending institution

Responsible Officer: Director Corporate & Community Services

Policy issued on: 17/05/2017

Review date: 30/05/2019