



**MINUTES OF THE COUNCIL MEETING OF THE HINDMARSH SHIRE COUNCIL
HELD 19 DECEMBER 2018 AT THE COUNCIL CHAMBERS, 92 NELSON STREET
NHILL COMMENCING AT 3:00PM.**

AGENDA

1. Acknowledgement of the Indigenous Community and Opening Prayer

2. Apologies

3. Confirmation of Minutes

4. Declaration of Interests

5. Public Question Time

6. Deputations

7. Activity Reports

8. Correspondence

9. Assembly of Councillors

9.1 Record of Assembly

10. Planning Permit Reports

10.1 Application for Planning Permit 1602-2018 – 291 Yanac-Netherby Rd, Yanac

- 10.2 Application for Planning Permit 1604-2018 – CA24E Parish Werrap (1 Kruger Rd Rainbow)
- 10.3 Application for Amendment to Planning Permit 39-1999 – 142 Drapers Road, Nhill
- 10.3.1 Supplementary Report: Application for Amendment to Planning Permit 39-1999 – 142 Drapers Road, Nhill

11. Reports Requiring a Decision

- 11.1 Tidy Town Awards

12. Special Committees

No report

13. Late Reports

No report

14. Other Business

No report

15. Confidential Matters

- 15.1 2019 Hindmarsh Shire Youth Council
- 15.2 Demolition and Clean Up Of Derelict Building
- 15.3 Australia Day Awards 2019
- 15.5 Antwerp Woorak Road Deviation
- 15.6 Late Report: Contract Award 2018-2019/07 Provision of Plant, Labour and Equipment
- 15.4 Chief Executive Officer Appraisal 2017/18

16. Other Business (Confidential)

- 16.1 Funding for the Building Better Regions application for the Wimmera River Discovery Trail

17. Meeting Close

Present:

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

Apologies:

In Attendance:

Mr Greg Wood (Chief Executive Officer) (Items 1 – 15.3, 15.5, 15.6), Ms Monica Revell (Director Corporate and Community Services) (Items 1 – 15.3, 15.5, 15.6), Mr Shane Power (Director Infrastructure Services) (Items 1 – 15.3, 15.5, 15.6, 16, 17), Ms Sarah Dickinson (Executive Assistant) (Items 1 – 15.3, 15.5, 15.6), Ms Janette Fritsch (Manager Strategic Assets and Planning) (Items 1 – 10.3.1), Mr Andre Dalton (Coordinator Planning and Development) (Items 1 – 10.3.1)

1. ACKNOWLEDGEMENT OF THE INDIGENOUS COMMUNITY AND OPENING PRAYER

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

2. APOLOGIES

No apologies.

3. CONFIRMATION OF MINUTES

RECOMMENDATION:

That the Minutes of the Ordinary Council Meeting held on Wednesday 5 December 2018 at the Council Chambers Nhill as circulated to Councillors be taken as read and confirmed.

MOVED: Crs R Gersch/R Lowe

That the Minutes of the Ordinary Council Meeting held on Wednesday 5 December 2018 at the Council Chambers 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

Ms Wendy Bywaters addressed the Councillors and staff with four questions.

1. Confidential item 15.5 Antwerp Woorak Road deviation, my partner as an owner of the land in that area was initially involved in proposals for the changes to the road, we have not continued to be informed with what was happening to the road. Is there any information you can tell me on this matter?
2. Displaying of the national flags at either end of our town, would this be reconsidered? There have been no flags flying for some time now. Karen Community asked if they could fly their flag on Karen New Year and were declined last year. Would this be reconsidered?
3. Fence at Jaypex Park, what does it look like?
4. Tourism letter that Ms Bywaters wrote to Mayor and Councillors, no response has been received?

Mr Power responded to question 1 by explaining that the preferred option now being considered does not impact on her partner's property.

Mr Wood responded to question 2 by explaining that the flags are expensive and being out in the weather require regular replacement or maintenance, it is also costly in time and availability of staff to put up, adjust or take down the flags and is why Council has currently chosen not to endure these costs. The Karen were advised that their flag is not a nationally recognised flag in Australia and not appropriate to be flown at Council offices. They were advised that they could display a Karen flag at the flag pole at the Community Centre instead where the Karen New Year event was being held, but they chose not to do that.

Mr Wood responded to question 3 by explaining Council are having a landscaping plan drawn up since having been advised of funding received, this would include design of the

fence.

Mr Wood responded to question 4 by advising that a response letter was sent by himself on behalf of the Council which includes the Mayor and Councillors.

Mr Roger Dahlenburg spoke to item 10.3 Application for Amendment to Planning Permit 39-1999 – 142 Drapers Road, Nhill and item 10.3.1 Supplementary Report: Application for Amendment to Planning Permit 39-1999 – 142 Drapers Road, Nhill raising concerns about the safety and effective operation of his business that would be affected by the changes to this permit.

Mr Wes Dean spoke to item 10.3 Application for Amendment to Planning Permit 39-1999 – 142 Drapers Road, Nhill and item 10.3.1 Supplementary Report: Application for Amendment to Planning Permit 39-1999 – 142 Drapers Road, Nhill raising concern for the safety of transporting livestock, higher maintenance repairs required to the road and effect on other surrounding roads. Mr Dean also claimed it was an issue not being able to access the altered permit documents to be able to properly review and consider the changes.

Ms Marlene Dahlenburg spoke to item 10.3 Application for Amendment to Planning Permit 39-1999 – 142 Drapers Road, Nhill and item 10.3.1 Supplementary Report: Application for Amendment to Planning Permit 39-1999 – 142 Drapers Road, Nhill with a number of questions in relation to the alterations to the permit and the clauses that allow these changes.

Mr Angus McGuckian spoke to item 10.3 Application for Amendment to Planning Permit 39-1999 – 142 Drapers Road, Nhill and item 10.3.1 Supplementary Report: Application for Amendment to Planning Permit 39-1999 – 142 Drapers Road, Nhill and addressed the questions and concerns raised by other members of the public.

Cr D Colbert left the room at 4:03pm and returned at 4:06pm.

6. DEPUTATIONS

No deputations.

7. ACTIVITY REPORTS

COUNCILLOR ACTIVITIES: NOVEMBER 2018

Cr ISMAY, MAYOR

Attended:

03/11/2018 Ross Lake Tour with CMA
05/11/2018 Meeting with VORRA, 2019 events
06/11/2018 EI Disaster event Rainbow
07/11/2018 Special Council Meeting Nhill
07/11/2018 Statutory pre meeting Nhill
07/11/2018 Statutory Meeting
09/11/2018 G.Meek Funeral Nhill
12/11/2018 Jeparit town committee meeting
13/11/2018 WMSA meeting Horsham
13/11/2018 Weather Radar Announcement Horsham
14/11/2018 GWM Reservoir inspection with Simon Landrigan Rainbow
14/11/2018 WWHS AGM Nhill
15/11/2018 New Residents BBQ Rainbow
16/11/2018 RFA meeting Melbourne
19/11/2018 Jeparit town committee Xmas breakup Dimboola
20/11/2018 WMT meeting Charlton
21/11/2018 Mayor/CEO discussion Nhill
21/11/2018 Briefing and Council meeting Nhill
24/11/2018 Nhill Aviation 10th Anniversary
24/11/2018 Vorra meeting
26/11/2018 Meet with Planning/Tourism Officers Rainbow
26/11/2018 Rainbow Town Committee meeting
29/11/2018 NWM Annual Dinner
30/11/2018 NWM Annual conference

Cr LOWE, DEPUTY MAYOR

Attended:

02/11/2018 Kim Gibson's Art Exhibition, Nhill
07/11/2018 Special Council, Caucus, Statutory Meetings, Nhill
13/11/2018 Weather radar release
15/11/2018 New Residents Welcoming BBQ, Rainbow
20/11/2018 Wimmera Mallee Pioneer Museum Meeting, Jeparit
21/11/2018 Council Briefing, Meeting, Nhill
28/11/2018 AGM, Rainbow Civic Centre, Mecca, Rainbow
30/11/2018 Funeral John Dart, Yanac

Cr GERSCH

Attended:

07/11/2018 Council meeting

09/11/2018 Rural Councils Victoria board meeting
13/11/2018 Weather radar release
13/11/2018 WDA Board meeting
14/11/2018 WWHS Annual meeting
19/11/2018 Nhill Sporting Club AGM
21/11/2018 Meeting with Dr Asif re Visa and registration
21/11/2018 Council meeting
24/11/2018 Nhill Aviation open day
29/11/2018 NWMA dinner and meeting
30/11/2018 NWMA Forum

Cr COLBERT

Attended:

07/11/2018 Special Council Meeting Nhill
07/11/2018 Statutory pre meeting Nhill
07/11/2018 Statutory Meeting
21/11/2018 Briefing and Council meeting Nhill

Cr NELSON

Attended:

01/11/2018 West Wimmera CWA 90th Birthday celebration, Dimboola
03/11/2018 Barefoot Ski Competition, Dimboola
05/11/2018 Dimboola Town Committee Meeting, Dimboola
07/11/2018 Special Council Meeting, Nhill
07/11/2018 Annual Statutory meeting, Nhill
10/11/2018 Rowing Regatta, Dimboola
11/11/2018 End of WW1 Commemoration Service, Dimboola
11/11/2018 End of WW1 Commemoration Service, Antwerp
13/11/2018 WDA AGM, Horsham
17/11/2018 Dimboola Fishing Classic, Dimboola
19/11/2018 Wimmera Southern Mallee LLEN finance meeting, Horsham
21/11/2018 Briefing meeting, Nhill
21/11/2018 Council Meeting, Nhill
23/11/2018 DMSC Year 12 Graduation, Dimboola
28/11/2018 Wimmera River Stakeholders meeting, Dimboola
29/11/2018 Wimmera Southern Mallee LLEN COM meeting and dinner, Horsham

Cr SCHNEIDER

Attended:

05/11/2018 Dimboola Town Committee meeting
07/11/2018 Special Council meeting and Assembly of Councillors, Nhill
07/11/2018 Annual Statutory Meeting of Council, Nhill
11/11/2018 Remembrance Day commemoration and lunch, Dimboola
19/11/2018 Dimboola Memorial Secondary College School Council meeting,
Dimboola

21/11/2018 Council meeting and Briefing session, Nhill

SENIOR MANAGEMENT ACTIVITIES: NOVEMBER 2018

GREG WOOD, Chief Executive Officer:

Attended:

02/11/2018 Cinema volunteer, Nhill
03/11/2018 Barefoot ski competition, Dimboola
07/11/2018 Special Council Meeting, Nhill
07/11/2018 Councillor briefing, Nhill
07/11/2018 Annual Statutory Council Meeting, Nhill
08/11/2018 MAV CEO Forum, Melbourne
09/11/2018 RCTP Meeting with CEOs, Melbourne
13/11/2018 WDA Meeting, Horsham
14/11/2018 DELWP/Local Government Strategic Issues Forum, Stawell
14/11/2018 WWHS AGM, Nhill
15/11/2018 Rainbow new resident welcome, Rainbow
16/11/2018 Cinema volunteer, Nhill
20/11/2018 Meeting with Maurice Billi, Labor Candidate Lowan, Nhill
21/11/2018 Meeting with Roly Paterson (Ace Radio)
21/11/2018 Mayor/CEO Meeting, Nhill
21/11/2018 Councillor briefing, Nhill
21/11/2018 Council meeting Nhill
27/11/2018 Meeting with Sport and Recreation Victoria, Nhill
30/11/2018 Wimmera River Challenge Day, Goolum Goolum
30/11/2018 Bairnsdale Secondary College Band performance matinee, Nhill
30/11/2018 Bairnsdale Secondary College Band evening performance, Nhill

SHANE POWER, Director Infrastructure Services:

Attended:

02/11/2018 Wimmera Southern Mallee Regional Transport Group Meeting, Horsham
05/11/2018 Dimboola Town Committee Meeting, Dimboola
07/11/2018 Open Session Tender Briefing – Plant Hire Contract, Nhill
07/11/2018 Special Council Meeting, Nhill
07/11/2018 Annual Statutory Meeting, Nhill
08/11/2018 Kiata Wind Farm Emergency Information Session, Nhill
09/11/2018 MAV, Melbourne
13/11/2018 Wimmera Southern Mallee Regional Profile Workshop with Infrastructure Victoria, Horsham
15/11/2018 Hindmarsh Shire Council-Municipal Emergency Management Planning Committee, Nhill
20/11/2018 Project Control Group Meeting - Local Government Purchasing Power Agreement Project (teleconference)
20/11/2018 Senior Management Team meeting, Nhill

21/11/2018 Briefing and Council Meeting, Nhill
23/11/2018 MAV, Melbourne
28/11/2018 Wimmera River Dimboola Stakeholders Advisory Group Meeting,
Dimboola
30/11/2018 Wimmera River Challenge Day 2018, Goolum Goolum

MONICA REVELL, Director Corporate and Community Services:

Attended:

07/11/2018 Family Violence Event Planning Meeting
08/11/2018 HACC Standards workshop
08/11/2018 HACC All team staff meeting
08/11/2018 Keep Victoria Beautiful teleconference
14/11/2018 LGPro Engagement suffering from usual suspects webinar
14/11/2018 Meeting with Nhill Learning Centre
15/11/2018 Hindmarsh MEMPC Meeting
19/11/2018 Family Violence Event Planning Meeting
20/11/2018 Senior Management Team Meeting
20/11/2018 Teleconference Northern Grampians
21/11/2018 Council Briefing, Nhill
21/11/2018 Council Meeting, Nhill
23/11/2018 Horsham ICC Walkthrough
27/11/2018 Senior Management Team Meeting
28/11/2018 Family Violence Event Planning Meeting
28/11/2018 Interviews, Nhill
30/11/2018 Bairnsdale Secondary College Band performance, Nhill

8. CORRESPONDENCE

8.1 GENERAL CORRESPONDENCE

Responsible Officer: Chief Executive Officer

No correspondence.

9. ASSEMBLY OF COUNCILLORS

Responsible Officer: Chief Executive Officer

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.

RECOMMENDATION:

That Council accepts the Assembly of Councillors Record as presented.

MOVED: Crs R Lowe/T Schneider

That Council accepts the Assembly of Councillors Record as presented.

CARRIED

Attachment: 2

10. PLANNING PERMITS

10.1 APPLICATION FOR PLANNING PERMIT 1602-2018 – 291 YANAC-NETHERBY RD, YANAC

Responsible Officer:	Director Infrastructure Services
File:	Planning – Applications
Assessment:	168820
Applicant:	Alex Schmidt c/- Hotondo Homes
Owner:	John & Michael Dart
Subject Land:	CA 107 Psh Yanac-a-Yanac (291 Yanac-Netherby Rd Yanac)
Proposal:	Building and works for the construction of a replacement dwelling
Zoning & Overlays:	Farming Zone (FZ) No Overlays
Attachments:	3 - Site plans and Elevations

Summary:

This report recommends that Council approves planning permit 1602-2018 for the construction of a replacement dwelling located at 291 Yanac-Netherby Rd Yanac.

Background:

The proposal seeks a permit for buildings and works to construct a replacement dwelling on land 273.25 ha in area.

Proposal Details:

The proposal is to construct a brick veneer single story dwelling to replace an existing farm dwelling on the land.

The dwelling is to be constructed of modern materials including brick and Colorbond roofing. The proposed materials and colour palette are not considered to have any adverse impact on the landscape or to that of neighbouring properties, given the proximity of the dwelling to any adjoining neighbours. The nearest dwelling to this proposal is 1.36 kilometres to the north east.

Requirement for Permit:

A Planning permit is triggered for this application pursuant to Clause 35.07 – Farming Zone of the Hindmarsh Planning Scheme for Buildings and Works associated with the construction of a dwelling. As a dwelling already exists on the land a replacement dwelling is classified as a Section 2 use under the provisions of the Farming Zone, and therefore a VicSmart process could not be applied in this instance.

It is proposed to condition the permit requiring the owner to appropriately decommission (demolish) the existing dwelling within three months of the owner receiving an Occupancy Permit as per the Building Regulations 2018 for the new dwelling.

Subject site & locality:

The subject site is known as 291 Yanac–Netherby Rd Yanac, and is currently used for agriculture, comprising multiple farm buildings / shedding. The property (and surrounds) has been extensively cleared with little established vegetation remaining.

The proposal does not impact on any existing native vegetation and no native vegetation is proposed to be removed.

Public Notification

Section 52 of the Planning and Environment Act 1987 prescribes the requirements relating to giving notice as such:

s52 Notice of application

(1) Unless the responsible authority requires the applicant to give notice, the responsible authority must give notice of an application in a prescribed form—

- (a) to the owners (except persons entitled to be registered under the **Transfer of Land Act 1958** as proprietor of an estate in fee simple) and occupiers of allotments or lots adjoining the land to which the application applies unless the responsible authority is satisfied that the grant of the permit would not cause material detriment to any person.*

The application is not required to be publicly notified under the provisions of the Planning and Environment Act 1987 as the proposal is not deemed to cause material detriment to any person for the following reasons:

- The permit is to be conditioned as such that the existing dwelling will be removed and therefore the proposal will not result in any net increase in dwelling density;
- The proximity to dwellings on neighbouring properties, the design, siting, construction materials and colour scheme of the proposed dwelling will not adversely impact upon the landscape and general amenity of the area;
- The proposed dwelling is not considered to negatively impact on the agricultural productivity of the subject and or surrounding land in the area.

It is therefore determined that the proposal will not cause material detriment to any person.

Referrals

External Referrals/Notices Required by the Planning Scheme:

Section 55 Referrals: Not required

Section 52 Notices: Not required

Internal Referrals: Not required

Planning Assessment:

Permit Requirement:

A Planning permit is required under Clause 35.07 – Farming Zone of the Hindmarsh Planning Scheme for Buildings and Works associated with the construction of a dwelling.

Planning Scheme Requirements:

Planning Policy Framework

Clause 11 - Settlement

Clause 11.01 - Victoria

Clause 11.01-1R Settlement - Wimmera Southern Mallee

Clause 13.02 - Bushfire

Clause 17.01-1R Diversified economy - Wimmera Southern Mallee

Local Planning Policy Framework

Clause 21 – Municipal Strategic Statement

Zoning Provisions

Clause 35.07 Farming Zone

Overlay Provisions

None

Particular Provisions:

None applicable.

General Provisions

Clause 65 – Decision Guidelines, states that:-

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

The decision guidelines relevant to this application are stated within Clause 65.01 of the Hindmarsh Planning Scheme – Approval of an application or plan.

Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:

- The matters set out in Section 60 of the Act.

- The State Planning Policy Framework and the Local Planning Policy.
- Framework, including the Municipal Strategic Statement and local planning policies.
- The purpose of the zone, overlay or other provision.
- Any matter required to be considered in the zone, overlay or other provision.
- The orderly planning of the area.
- The effect on the amenity of the area.
- The proximity of the land to any public land.
- Factors likely to cause or contribute to land degradation, salinity or reduce water quality.
- Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.
- The extent and character of native vegetation and the likelihood of its destruction.
- Whether native vegetation is to be or can be protected, planted or allowed to regenerate.
- The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.
- The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

It is considered that the application complies with the relevant decision guidelines as outlined.

Discussion:

The application has been assessed against the State Planning Policy Framework and the Local Planning Policy Framework, and it is considered that the proposed use is consistent with relevant policies contained within this section of the Hindmarsh Planning Scheme.

Clause 35.07 – Farming Zone states that before deciding on an application, in addition to the decision guidelines in Clause 55 the Responsible Authority must consider, as appropriate (as outlined in detail within the Planning Scheme):

Decision Guidelines:

A lot used for a dwelling must meet the following requirements:

- Access to the dwelling must be provided via an all-weather road with dimensions adequate to accommodate emergency vehicles.
- The dwelling must be connected to a reticulated sewerage system or if not available, the waste water must be treated and retained on-site in accordance with the State Environment Protection Policy (Waters of Victoria) under the Environment Protection Act 1970.
- The dwelling must be connected to a reticulated potable water supply or have an alternative potable water supply with adequate storage for domestic use as well as for fire fighting purposes.

- The dwelling must be connected to a reticulated electricity supply or have an alternative energy source.

It is considered the proposed replacement dwelling meets these requirements subject to appropriate conditions being applied to the permit.

General Issues

- The State Planning Policy Framework and the Local Planning Policy.
- Framework, including the Municipal Strategic Statement and local planning policies.
- Any Regional Catchment Strategy and associated plan applying to the land.
- The capability of the land to accommodate the proposed use or development, including the disposal of effluent.
- How the use or development relates to sustainable land management.
- Whether the site is suitable for the use or development and whether the proposal is compatible with adjoining and nearby land uses.
- How the use and development makes use of existing infrastructure and services.

Planning response:

The proposed building and works is considered to meet the applicable decision guidelines as outlined above.

Agricultural issues and the impacts from non-agricultural uses

- Whether the use or development will support and enhance agricultural production.
- Whether the use or development will adversely affect soil quality or permanently remove land from agricultural production.
- The potential for the use or development to limit the operation and expansion of adjoining and nearby agricultural uses.
- The capacity of the site to sustain the agricultural use. The agricultural qualities of the land, such as soil quality, access to water and access to rural infrastructure.
- Any integrated land management plan prepared for the site.

Planning response:

The proposed building and works is considered to meet the applicable decision guidelines with regard to agricultural considerations outlined above and does not require an integrated land management plan to be prepared for the site.

Dwelling issues

- Whether the dwelling will result in the loss or fragmentation of productive agricultural land.
- Whether the dwelling will be adversely affected by agricultural activities on adjacent and nearby land due to dust, noise, odour, use of chemicals and farm machinery, traffic and hours of operation.

- Whether the dwelling will adversely affect the operation and expansion of adjoining and nearby agricultural uses.
- The potential for the proposal to lead to a concentration or proliferation of dwellings in the area and the impact of this on the use of the land for agriculture.

Planning response:

The proposed building and works is considered to comply with the dwelling issues and considerations as listed above. The proposed dwelling does:

- Not result in the loss or fragmentation of productive agricultural land as the permit will be conditioned to have the existing dwelling removed within three months of the owner having received Occupancy Permit as per the Building Regulations 2018 for the new dwelling.
- Not adversely affect agricultural activities on adjacent and nearby land.
- Not adversely affect the operation and expansion of adjoining and nearby agricultural uses.
- Not lead to a concentration or proliferation of dwellings in the area and does not negatively impact on the use of the land for agriculture.

Environmental issues

- The impact of the proposal on the natural physical features and resources of the area, in particular on soil and water quality.
- The impact of the use or development on the flora and fauna on the site and its surrounds.
- The need to protect and enhance the biodiversity of the area, including the retention of vegetation and faunal habitat and the need to revegetate land including riparian buffers along waterways, gullies, ridgelines, property boundaries and saline discharge and recharge area.
- The location of on-site effluent disposal areas to minimise the impact of nutrient loads on waterways and native vegetation.

Planning Response:

The proposed building and works is considered to:

- Not negatively impact on the natural physical features and resources of the area.
- Not negatively impact on the flora and fauna on the site and its surrounds as no native vegetation is proposed to be removed.
- Not negatively impact upon biodiversity of the area, inclusive of the retention of vegetation and faunal habitat and the need to revegetate land including riparian buffers along waterways, gullies, ridgelines, property boundaries and saline discharge and recharge area.
- The proposed location of the on-site effluent disposal area minimises the impact of nutrient loads on waterways and native vegetation.

Design and siting issues

- The need to locate buildings in one area to avoid any adverse impacts on surrounding agricultural uses and to minimise the loss of productive agricultural land.
- The impact of the siting, design, height, bulk, colours and materials to be used, on the natural environment, major roads, vistas and water features and the measures to be undertaken to minimise any adverse impacts.
- The impact on the character and appearance of the area or features of architectural, historic or scientific significance or of natural scenic beauty or importance.
- The location and design of existing and proposed infrastructure including roads, gas, water, drainage, telecommunications and sewerage facilities.
- Whether the use and development will require traffic management measures.

Planning Response:

The proposed location of the dwelling is considered to accord with the above decision guidelines, having regard to the siting, design, height, bulk, colours and materials to be used, with minimal impact on the natural environment, major roads, vistas and water features and the measures to be undertaken to minimise any adverse impacts.

The proposal will not adversely impact on the character and appearance of the area or features of architectural, historic or scientific significance or of natural scenic beauty or importance.

The applicable location and design of existing and proposed infrastructure including roads, gas, water, drainage, telecommunications and sewerage facilities supports the proposed buildings and works.

The proposed dwelling is serviced by Yanac – Netherby Road. The permit however will require the owner to provide a vehicle crossing to the satisfaction of the Responsible Authority.

This planning application is for buildings and works for a replacement dwelling on a parcel of land over 40 hectares in area, which is an 'as of right use' in the Farming Zone, and is a Section 2 Use in this instance, as there is an existing dwelling on the land .

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 Coordinator Planning and Development 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 31 October 2018. The report is being presented to Council at its meeting on 19 December 2018 (50 days). The statutory processing time requirements of the Planning and Environment Act 1987 have been satisfied in this instance.

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 – Shane Power, Director Infrastructure Services

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

Author – Andre Dalton, Coordinator Planning and Development

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

RECOMMENDATION:

That Council approves an application to construct a replacement dwelling on CA107 Psh Yanac-a-Yanac, 291 Yanac–Netherby Road Yanac, subject to the following conditions:

Endorsed Plans

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

Amenity

2. ***The construction of the dwelling must be managed so that the amenity of the area is not detrimentally affected through the:***
 - (a) ***Transport of materials, goods or commodities to or from the land;***
 - (b) ***Appearance of any buildings, works or materials;***
 - (c) ***Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, stream, soot, ash, dust, waste water, waste products, grit, or oil;***
 - (d) ***Presence of vermin; or***
 - (e) ***In any other way.***

3. *The site must be kept in an ordered and tidy state and its appearance must not prejudicially affect the amenity of the area.*
4. *All loading and unloading of vehicles and delivery of goods to and from the premises must occur on site.*

General

5. *The dwelling must be connected to a potable water supply with adequate storage for domestic use as well as for fire-fighting purposes.*

Engineering

6. *A vehicle crossing must be provided to the satisfaction of the Responsible Authority.*

Environmental Health

7. *The wastewater from the dwelling must be connected to an approved septic system and retained on-site in accordance with the State Environment Protection Policy (Waters of Victoria) under the Environment Protection Act 1970.*

Decommissioning of Existing Dwelling

8. *The existing dwelling on the subject land must be appropriately decommissioned (demolished and removed) to the satisfaction of the Responsible Authority within three (3) months of an Occupancy Certificate being issued for the new dwelling.*

Permit Lapse/Extension

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

The responsible Authority may extend the periods referred to if a request is made in writing before the permit expires, or:

- (a) *Within six months afterwards for commencement, or*
- (b) *Within twelve months afterwards for completion.*

Notes:

- (1) This permit is not a Building Permit. Please consult a Building Surveyor and ensure a Building Permit is obtained.**
- (2) Approval must be obtained from Council's Engineering Department (Phone: 03 5391 4444) for the construction or alteration of any vehicle crossings within 14 days of the date of this permit.**
- (3) A copy of this permit and endorsed plans must be provided to all builders and contractors who are to work on site so they are aware of the conditions to which this approval is subject.**

MOVED: Crs R Gersch/R Lowe

That Council approves an application to construct a replacement dwelling on CA107 Psh Yanac-a-Yanac, 291 Yanac–Netherby Road Yanac, subject to the following conditions:

Endorsed Plans

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

Amenity

- 2. The construction of the dwelling must be managed so that the amenity of the area is not detrimentally affected through the:**
 - (a) Transport of materials, goods or commodities to or from the land;**
 - (b) Appearance of any buildings, works or materials;**
 - (c) Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, stream, soot, ash, dust, waste water, waste products, grit, or oil;**
 - (d) Presence of vermin; or**
 - (e) In any other way.**
- 3. The site must be kept in an ordered and tidy state and its appearance must not prejudicially affect the amenity of the area.**
- 4. All loading and unloading of vehicles and delivery of goods to and from the premises must occur on site.**

General

5. *The dwelling must be connected to a potable water supply with adequate storage for domestic use as well as for fire-fighting purposes.*

Engineering

6. *A vehicle crossing must be provided to the satisfaction of the Responsible Authority.*

Environmental Health

7. *The wastewater from the dwelling must be connected to an approved septic system and retained on-site in accordance with the State Environment Protection Policy (Waters of Victoria) under the Environment Protection Act 1970.*

Decommissioning of Existing Dwelling

8. *The existing dwelling on the subject land must be appropriately decommissioned (demolished and removed) to the satisfaction of the Responsible Authority within three (3) months of an Occupancy Certificate being issued for the new dwelling.*

Permit Lapse/Extension

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

The responsible Authority may extend the periods referred to if a request is made in writing before the permit expires, or:

- (a) *Within six months afterwards for commencement, or*
- (b) *Within twelve months afterwards for completion.*

Notes:

- (1) *This permit is not a Building Permit. Please consult a Building Surveyor and ensure a Building Permit is obtained.*
- (2) *Approval must be obtained from Council's Engineering Department (Phone: 03 5391 4444) for the construction or alteration of any vehicle crossings within 14 days of the date of this permit.*

- (3) *A copy of this permit and endorsed plans must be provided to all builders and contractors who are to work on site so they are aware of the conditions to which this approval is subject.*

CARRIED

Attachment 3

**10.2 APPLICATION FOR PLANNING PERMIT 1604-2018 – CA24E PARISH
WERRAP (1 KRUGER ROAD RAINBOW)**

Responsible Officer: Director Infrastructure Services
File: Planning – Applications
Assessment: 8500
Applicant: Josh Perryman c/- Swanbuild Homes
Owner: Neville & Nola Sleep
Subject Land: CA24E Psh Werrap (1 Kruger Rd Rainbow)
Proposal: Construction of a dwelling

Zoning & Overlays: Public Parks and Recreation Zone (PPRZ)
No Overlays

Attachments: 4 - Site plans and elevations

Summary:

This report recommends that Council approves planning permit 1604-2018 for the construction of a dwelling and shed, located at 1 Kruger Rd Rainbow.

Background:

The proposal seeks a permit for buildings and works to construct a dwelling and shed on land 9053m² in area.

Proposal Details:

The proposal is to construct a brick veneer single story dwelling to replace an existing farm dwelling on the land.

The dwelling is to be constructed of modern materials including brick and Colorbond roofing. The proposed materials and colour palette are not considered to have any adverse impact on the landscape or to that of neighbouring properties, given the proximity of the dwelling to any adjoining neighbours.

Requirement for Permit:

A Planning permit is triggered for this application pursuant to Clause 36.02-2 of the Public Parks and Recreation Zone (PPRZ) which states “A permit is required to construct a building or construct or carry out works”.

Subject site & locality:

The subject site is known as 1 Kruger Road Rainbow, and is currently occupied by a shed. The property (and surrounds) has been extensively cleared with little established vegetation remaining. The surrounding properties contain dwellings. The Rainbow Council depot is approximately 210 metres to the north east, and the Rainbow water treatment facility exists to the immediate west.

The proposal does not impact on any existing native vegetation and no native vegetation is proposed to be removed.

Public Notification

Section 52 of the Planning and Environment Act 1987 prescribes the requirements relating to giving notice as such:

s52 Notice of application

(2) *Unless the responsible authority requires the applicant to give notice, the responsible authority must give notice of an application in a prescribed form—*

- (b) *to the owners (except persons entitled to be registered under the **Transfer of Land Act 1958** as proprietor of an estate in fee simple) and occupiers of allotments or lots adjoining the land to which the application applies unless the responsible authority is satisfied that the grant of the permit would not cause material detriment to any person.*

The application is not required to be publicly notified under the provisions of the Planning and Environment Act 1987 as the proposal is not deemed to cause material detriment to any person for the following reason:

- The proximity to dwellings on neighbouring properties, the design, siting, construction materials and colour scheme of the proposed dwelling will not adversely impact upon the landscape and general amenity of the area.

It is therefore determined that the proposal will not cause material detriment to any person.

Referrals

External Referrals/Notices Required by the Planning Scheme:

Section 55 Referrals: Not required

Section 52 Notices: Not required

Internal Referrals: Not required

Planning Assessment:

Permit Requirement:

A Planning permit is required under Clause 36.02-2 of the Public Parks and Recreation Zone of the Hindmarsh Planning Scheme for Buildings and Works associated with the construction of a dwelling.

Planning Scheme Requirements:

Planning Policy Framework

Clause 11 – Settlement

Clause 11.01 –Victoria

Clause 15.01 – Built Environment

Clause 16 – Housing

Clause 16.01 – Residential Development

Local Planning Policy Framework

Clause 21 – Municipal Strategic Statement

Zoning Provisions

Clause 36.02 - Public Park and Recreation Zone

Overlay Provisions

None

Particular Provisions:

None applicable.

General Provisions

Clause 65 – Decision Guidelines, states that:-

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

The decision guidelines relevant to this application are stated within Clause 65.01 of the Hindmarsh Planning Scheme – Approval of an application or plan.

Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:

- The matters set out in Section 60 of the Act.
- The State Planning Policy Framework and the Local Planning Policy.
- Framework, including the Municipal Strategic Statement and local planning policies.
- The purpose of the zone, overlay or other provision.
- Any matter required to be considered in the zone, overlay or other provision.
- The orderly planning of the area.
- The effect on the amenity of the area.
- The proximity of the land to any public land.
- Factors likely to cause or contribute to land degradation, salinity or reduce water quality.

- Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.
- The extent and character of native vegetation and the likelihood of its destruction.
- Whether native vegetation is to be or can be protected, planted or allowed to regenerate.
- The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.
- The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

This clause does not apply to a VicSmart application.

It is considered that the application complies with the relevant decision guidelines as outlined.

Discussion:

Clause 36.02-5 of the Public Parks and Recreation Zone - Decision guidelines states that before deciding on an application to use or subdivide land, construct a building or construct or carry out works, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The Municipal Planning Strategy and the Planning Policy Framework.
- The comments of any public land manager or other relevant land manager having responsibility for the care or management of the land or adjacent land.
- Whether the development is appropriately located and designed, including in accordance with any relevant use, design or siting guidelines.

Planning Response:

The proposed location of the dwelling is considered to accord with the above decision guidelines, having regard to the siting, design, height, bulk, colours and materials to be used, with minimal impact on the natural environment, major roads, vistas and water features and the measures to be undertaken to minimise any adverse impacts.

The land is not seweraged, therefore a Land Capability Assessment will be required to demonstrate the land is capable of containing effluent generated from the 3 bedroom dwelling.

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 Coordinator Planning and Development 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 22 November 2018. The report is being presented to Council at its meeting on 19 December 2018 (27 days). The statutory processing time requirements of the Planning and Environment Act 1987 have been satisfied in this instance.

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 – Shane Power, Director Infrastructure Services

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

Author – Andre Dalton, Coordinator Planning and Development

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

RECOMMENDATION:

That Council approves an application to construct a dwelling and shed on CA24E Psh Werrap (1 Kruger Rd Rainbow), subject to the following conditions:

Endorsed Plans

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

Amenity

2. ***The construction of the dwelling must be managed so that the amenity of the area is not detrimentally affected through the:***
 - (a) ***Transport of materials, goods or commodities to or from the land;***
 - (b) ***Appearance of any buildings, works or materials;***
 - (c) ***Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, stream, soot, ash, dust, waste water, waste products, grit, or oil;***
 - (d) ***Presence of vermin; or***
 - (e) ***In any other way.***

3. *The site must be kept in an ordered and tidy state and its appearance must not prejudicially affect the amenity of the area.*
4. *All loading and unloading of vehicles and delivery of goods to and from the premises must occur on site.*

General

5. *The dwelling must be connected to a potable water supply with adequate storage for domestic use as well as for fire-fighting purposes.*

Engineering

6. *A vehicle crossing must be constructed to the satisfaction of the Responsible Authority.*

Environmental Health

7. *The applicant is to provide a Land Capability Assessment demonstrating the land can contain effluent generated by the proposed development, in accordance with the EPA Code of Practice for Onsite Wastewater Management under the Environment Protection Act 1970, prior to the commencement of construction.*
8. *The wastewater from the dwelling must be connected to an approved septic system and retained on-site in accordance with the State Environment Protection Policy (Waters of Victoria) under the Environment Protection Act 1970.*

Permit Lapse/Extension

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

The responsible Authority may extend the periods referred to if a request is made in writing before the permit expires, or:

- (c) *Within six months afterwards for commencement, or*
- (d) *Within twelve months afterwards for completion.*

Notes:

- (1) This permit is not a Building Permit. Please consult a Building Surveyor and ensure a Building Permit is obtained.**
- (2) Approval must be obtained from Council's Engineering Department (Phone: 03 5391 4444) for the construction or alteration of any vehicle crossings within 14 days of the date of this permit.**
- (3) An Asset Protection Permit must be obtained from Council's Engineering Department (Phone: 03 5391 4444) within 14 days of the date of this permit.**
- (4) A copy of this permit and endorsed plans must be provided to all builders and contractors who are to work on site so they are aware of the conditions to which this approval is subject.**

MOVED: Crs R Lowe/D Colbert

That Council approves an application to construct a dwelling and shed on CA24E Psh Werrap (1 Kruger Rd Rainbow), subject to the following conditions:

Endorsed Plans

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

Amenity

- 2. The construction of the dwelling must be managed so that the amenity of the area is not detrimentally affected through the:**
 - (a) Transport of materials, goods or commodities to or from the land;**
 - (b) Appearance of any buildings, works or materials;**
 - (c) Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, or oil;**
 - (d) Presence of vermin; or**
 - (e) In any other way.**
- 3. The site must be kept in an ordered and tidy state and its appearance must not prejudicially affect the amenity of the area.**
- 4. All loading and unloading of vehicles and delivery of goods to and from the premises must occur on site.**

General

5. *The dwelling must be connected to a potable water supply with adequate storage for domestic use as well as for fire-fighting purposes.*

Engineering

6. *A vehicle crossing must be constructed to the satisfaction of the Responsible Authority.*

Environmental Health

7. *The applicant is to provide a Land Capability Assessment demonstrating the land can contain effluent generated by the proposed development, in accordance with the EPA Code of Practice for Onsite Wastewater Management under the Environment Protection Act 1970, prior to the commencement of construction.*
8. *The wastewater from the dwelling must be connected to an approved septic system and retained on-site in accordance with the State Environment Protection Policy (Waters of Victoria) under the Environment Protection Act 1970.*

Permit Lapse/Extension

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

The responsible Authority may extend the periods referred to if a request is made in writing before the permit expires, or:

- (c) *Within six months afterwards for commencement, or*
(d) *Within twelve months afterwards for completion.*

Notes:

- (1) *This permit is not a Building Permit. Please consult a Building Surveyor and ensure a Building Permit is obtained.*
- (2) *Approval must be obtained from Council's Engineering Department (Phone: 03 5391 4444) for the construction or alteration of any vehicle crossings within 14 days of the date of this permit.*

- (3) *An Asset Protection Permit must be obtained from Council's Engineering Department (Phone: 03 5391 4444) within 14 days of the date of this permit.***
- (4) *A copy of this permit and endorsed plans must be provided to all builders and contractors who are to work on site so they are aware of the conditions to which this approval is subject.***

CARRIED

Attachment: 4

**10.3 APPLICATION FOR AMENDMENT TO PLANNING PERMIT 39-1999 – 142
DRAPERS ROAD, NHILL**

Responsible Officer: Director Infrastructure Services
File: Planning – Applications
Assessment: 200136
Applicant: Mr Angus McGuckian, Journeyman Planning
Owner: Rosina Fine Foods Pty Ltd (Luv-a-Duck Pty Ltd)
Subject Land: Lot 1 PS432916, 142 Drapers Road, Nhill
Proposal: Use and Construction of Poultry Farm (Duck Farm)
Zoning & Overlays: Farming Zone (FZ)
Bushfire Management Overlay (BMO)

Attachments: Attachment 5 – Site Plans and Elevations
Attachment 6 – Objections
Attachment 7 – Response to Objections

Summary:

This report recommends that Council issues a Notice of Decision (NOD) to approve an amendment to planning permit 39-1999 by:

1. Amending the preamble of the permit to “Use and construction of Poultry Farm (Duck Farm)”;
2. Amending Condition 6 to allow for 24,000 ducks and to insert secondary consent provision; and
3. Amending endorsed plans to show proposed extension to sheds, new amenities building and associated works to the existing Luv-a-Duck facility located at 142 Drapers Road, Nhill.

Background:

Planning permit 39/1999 was granted for the subject site by the Hindmarsh Shire Council on 18 August 1999 for “Construction of Duck Sheds to house approximately 6,000 Ducks Breeder/Developer”. This permit allowed for the construction of duck sheds, however contains specific use conditions in conditions 5 and 6 which state:

“Condition 5. The use and development shall be in accordance with the plan and documentation submitted with the application, which shall not be altered or amended without the approval of the responsible authority”.

“Condition 6. The number of ducks housed at the facility shall not exceed 12,000, without application for a further Planning Permit”.

The recommendation of the minutes from the 18 August 1999 Council meeting was “That Council grant a Planning Permit to Luv-A-Duck Pty Ltd for the establishment of a Duck Breeder/Developer facility in Drapers Road, Winiam, subject to conditions. This planning permit is considered to grant permission for the “use” of the site.

A further planning permit, 1233/2009, was granted for “The extension of the existing rearing sheds by 3 bays, equalling 13.5m in total for each shed” in November 2009.

Planning Permit 1591/2018 was granted on 7 June 2018 for the construction of a replacement dwelling at the subject site.

Proposal Details:

The proposal is to upgrade the farm to increase the overall capacity to 24,000 ducks by expanding the current sheds, modernising the internal facilities and to improve the office and amenities. The components of the proposal are described in more detail as follows.

Shed works

The initial development of the site made provision for the future expansion of the farm as the sheds were set out in a predetermined alignment with the distance between the existing sheds being equal to that of one existing shed, thereby allowing for the sheds to be joined together. It is proposed to complete this final stage of the development and also upgrade the sheds as follows:

- Construct new shed additions to join the current sheds, taking the number of sheds from 6 smaller sheds to 3 large sheds of 2,446m² each;
- Replace old roofing to existing sheds to match the new roofing with zinc ‘econo clad’ to an overall height of 5.6 metres;
- Shed walls, control rooms, and roller doors facing Drapers Road, and roof trims and blinds will all be coloured ‘Caulfield Green’ while the roof will be retained as zinc alum to manage the temperature and growing environment;
- Concrete new floor section between existing sheds and provide rat walls to 1m;
- New 5 x 3 metre control rooms to north end of each shed;
- New large roller doors to north and south ends of each shed;
- Replace old silos with six new, larger silos on concrete base slabs adjacent to the sheds;
- New bird proofing;
- New brood end curtains; and
- Provision of two 144,000L fire services tanks to meet building requirements.

In addition to increasing the size of the sheds it is also proposed to completely modernise the internal fit out of the sheds with internal upgrades to the sheds to consist of:

- Automatic control through installation of control panel to winches to the drinkers, fans and curtains.
- New drinker lines in improved locations which will improve conditions with litter and availability to water for the ducks;

- Six new spin feeders per shed to allow even feeding and to accommodate increased capacity;
- Remove internal litter shed and entrance shed;
- Upgrade fogger system for expansion to regulate temperatures;
- Alarm controller systems in all sheds to current standards; and
- Feed for the ducks is currently stored in a number of silos dispersed around the site at the end of the sheds and it is proposed to consolidate these into six new, larger silos located adjacent to each shed.

Increases in use

It is not proposed as a result of this application to change how the current farm operates or the purpose of the farm. It is noted that the use of the site for a duck farm was approved by Hindmarsh Shire Council under planning permit 39/1999, despite the permit not making this explicitly clear. For this reason the site is considered to have established existing use rights pursuant to Clause 63.01 of the scheme as a planning permit for the use of the site has been granted and the use commenced before the permit expired. Additionally, the use has been operating continuously in excess of 15 years. As such a planning permit is not required for the use of the site.

It is proposed however to modify the current use permission and increase the capacity of the farm from the current 12,000 ducks to a total of 24,000 ducks. As such, it is expected that deliveries to and from the site will increase as more ducks on site necessitates a greater frequency of deliveries of ducks, litter, feed and gas to run the farm but also for the need to remove more waste litter from the site.

The farm is currently staffed by two full time employees (which includes the onsite manager) and employs casual/part time employees as needed depending on production cycles. The increase in the ducks on site will not require any increase in staff numbers.

Trucks and vehicles will access the site from Winiam East Road via L Creek Road and Drapers Road. The increase in the ducks on site to 24,000 is expected to roughly double deliveries and removals from the site. It is anticipated that the traffic movements into and out of the site will be as follows:

- 4 x B Double Feed Trucks per month
- 8 x B Double trucks of Litter Shavings per month
- 2 x Gas tanker loads every 7 weeks
- 2 x Medium delivery trucks of ducks every 7 weeks
- 4 x single trailer trucks removing ducks every 7 weeks
- 50-60 litter removal trucks every 7 weeks, generally over a 2-3 day period.

Further to this, as stated by the applicant:

“Averaged over a month, the expected traffic movements are around 1-2 trucks per day. It should be noted that the above estimates do not include the movements attributable to staff or the farm manager using the road for domestic purposes. Further, it is noted however that deliveries to the site will not be spread out in this fashion, rather will occur in bouts of intensity and that the increase in traffic will be gradual as the increase in production on site grows annually to the new proposed cap.

The most intense period of traffic movements is when flocks of ducks are removed from the site and the waste litter is removed from sheds. This occurs rapidly over 2-3 days and the short term increase in traffic is considered to be acceptable and will not result in detrimental impacts on the condition of Drapers Road and L Creek Road”.

Appropriate conditions to address traffic impacts can be applied to any permit granted, as applied to any Notice of Decision issued.

Requirement for Permit:

A planning permit is triggered, pursuant to Clause 35.07-1 – Farming Zone of the Hindmarsh Planning Scheme for Use of the land (including Buildings and Works associated with ‘Poultry farm’) as a Section 2 Use, if the poultry farm exceeds the following parameters:

- Must be no more than 100 poultry (not including emus or ostriches).
- Must be no more than 10 emus and ostriches.

A planning permit is required under Clause 35.07-4– Farming Zone of the Hindmarsh Planning Scheme for Buildings and works associated with a use in Section 2 of Clause 35.07-1.

Definitions:

Clause 73.03 of the Planning Scheme defines land uses. The proposal is defined as a ‘poultry farm’, being “land used to keep or breed poultry”.

Restrictive Covenant or Section 173 Agreement:

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

Cultural Heritage Management Plan (CHMP):

The construction of a shed on this site is exempt from requiring a CHMP pursuant the Aboriginal Heritage Regulations 2007, as the Aboriginal Cultural Heritage Overlay does not affect the area of proposed buildings and works.

Subject site & locality:

The subject site is known as 142 Drapers Road, Nhill and is currently used for intensive duck farming comprising six large sheds and multiple farm buildings. The property (and surrounds) has been extensively cleared with little established vegetation remaining.

The Little Desert Nature Lodge is located approximately 2.2km to the south west of the subject site. There is a dwelling located at 92 L Creek Road approximately 2.67km to the north west and another dwelling located approximately 2.7km to the north at 1180 Winiam East Road and a further two more dwellings located approximately 3-3.5kms to the north east and east.

The proposal does not impact on any existing native vegetation and no native vegetation is proposed to be removed.

Public Notification:

Section 52 of the Planning and Environment Act 1987 prescribes the requirements relating to giving notice as such:

s52 Notice of application

(3) *Unless the responsible authority requires the applicant to give notice, the responsible authority must give notice of an application in a prescribed form—*

- (a) *to the owners (except persons entitled to be registered under the **Transfer of Land Act 1958** as proprietor of an estate in fee simple) and occupiers of allotments or lots adjoining the land to which the application applies unless the responsible authority is satisfied that the grant of the permit would not cause material detriment to any person.*

(4) *Unless the responsible authority requires the applicant to give notice, the responsible authority must give notice of an application in a prescribed form—*

- (a) *to the owners (except persons entitled to be registered under the **Transfer of Land Act 1958** as proprietor of an estate in fee simple) and occupiers of allotments or lots adjoining the land to which the application applies unless the responsible authority is satisfied that the grant of the permit would not cause material detriment to any person.*

The application is not exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act and pursuant to Section 52 of the Planning and Environment Act 1987 the following forms of advertising were undertaken:

- Notices were sent to owners and occupiers of adjoining land;
- A3 sign was placed on the land on 14 November 2018; and
- A notice was placed in the Nhill Free Press newspaper on 14 November 2018.

4 x objections have been lodged with Council. An applicant / objector meeting was proposed, however, was declined by 2 x objectors, one objector was unavailable, and one could not attend the proposed meeting.

The objections can be summarised as follows (see attachment 6 for objections, and attachment 7 for applicant's responses to objectors):

Objection / Submission	Planning Comment
1. Concern over ability of local road network to accommodate additional traffic.	Noted. Relevant planning conditions as recommended by Council's Engineering Department can be applied to any planning permit to address this issue.
2. Conflict between vehicular traffic, farm machinery and movement of stock.	Noted. Refer Planning Comment 1.
3. Concern over conflict with tourism traffic.	Noted. Refer Planning Comment 1.
4. Increase in noise from ducks, traffic, and machinery.	Noted. It is not considered that noise generated from the proposed increase in use is out of character for uses in the Farming Zone. Appropriate amenity conditions will be applied to any NOD issued.
5. Impacts on amenity of scrub block of land from dust, noise, odour and polluted runoff.	Noted. It is not considered that potential impacts on amenity generated from the proposed increase in use is out of character for uses in the Farming Zone. Appropriate amenity conditions will be applied to any NOD issued.
6. Permit preamble is too general.	Noted. Procedural – the proposed permit preamble accords with the proposed amendments to existing permit 39/1999, and the current land use definitions within the Hindmarsh Planning Scheme.
7. Insertion of secondary consent provision is unclear.	Noted. Procedural.
8. Not being provided with a copy of the application and request for more time to make submissions.	Noted. Procedural – it is considered the application was notified in accordance with the provisions of Section 52 of the Planning & Environment Act 1987.
9. Increase in numbers at [this site] will increase ducks at Mt Gert and associated traffic	Noted. Any duck increase on Mt. Gert site will be within current valid permit parameters for that site, as stated by the applicant. Should this be exceeded, Council has the option to commence enforcement action as necessary. Increased traffic at the Mt. Gert site is not relevant to this site, as

	the Mt Gert site is governed by Permit 1478-2018.
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It should be noted that the applicants conducted a pre application public consultation meeting on the 26 July 2018 to discuss this proposal, attended by surrounding landowners.

Referrals

External Referrals/Notices Required by the Planning Scheme:

Section 55 Referrals: Not required

Section 52 Notices: Not required

Internal Referrals:

- Engineering: No objection subject to conditions.
- Environmental Health: Not required as standard amenity conditions exist on Permit 39-99.
- Building: Building Permit required.

Planning Assessment:

Permit Requirement:

A Planning permit is required under Clause 35.07 – Farming Zone of the Hindmarsh Planning Scheme for use and construction of Poultry Farm (Duck Farm).

Planning Scheme Requirements:

Planning Policy Framework

Clause 11.01 –Victoria

Clause 12 - Environmental and landscape values

Clause 12.05-2S - Landscapes

Clause 13 - Environmental risks and amenity

Clause 13.07 - Amenity

Clause 14.01-2R - Agricultural productivity - Wimmera Southern Mallee

Clause 14.01-2S - Sustainable agricultural land use

Clause 17 - Economic development

Clause 17.01-1R - Diversified economy - Wimmera Southern Mallee

Clause 18.02-3S - Road system

Clause 19.03-4S – Stormwater

Local Planning Policy Framework

Clause 21 – Municipal Strategic Statement

Clause 21.01-5 - Agriculture

Clause 21.01-6 - Economic Development

Clause 21.02-2 - Vision for the Future

Clause 21.03-2 - Economic Development

Clause 21.03-3 – Agriculture

Zoning Provisions

Clause 35.07 Farming Zone

Overlay Provisions

Clause 44.06 Bushfire Management Overlay.

The site is subject to a Bushfire Management Overlay; however the overlay only applies to the south of the site and therefore does not apply to the proposed siting of the use / buildings and works.

Particular Provisions:

Clause 53.09 Poultry Farm

Pursuant to Clause 53.09-1 the clause applies to permit applications to use land or construct a building or construct or carry out works for a poultry farm, including 'to increase the farm capacity of an existing poultry farm'.

A Poultry Farm includes the growing of ducks, geese, turkey, quail, squab, emu and ostriches. The main focus of the provision is however on the growing of chickens and in particular the management and control of chicken broiler farms.

General Provisions

Clause 65 – Decision Guidelines, states that:-

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

The decision guidelines relevant to this application are stated within Clause 65.01 of the Hindmarsh Planning Scheme – Approval of an application or plan.

Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:

- The matters set out in Section 60 of the Act.
- The State Planning Policy Framework and the Local Planning Policy.
- Framework, including the Municipal Strategic Statement and local planning policies.
- The purpose of the zone, overlay or other provision.
- Any matter required to be considered in the zone, overlay or other provision.
- The orderly planning of the area.
- The effect on the amenity of the area.
- The proximity of the land to any public land.

- Factors likely to cause or contribute to land degradation, salinity or reduce water quality.
- Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.
- The extent and character of native vegetation and the likelihood of its destruction.
- Whether native vegetation is to be or can be protected, planted or allowed to regenerate.
- The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.
- The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

This clause does not apply to a VicSmart application.

It is considered that the application complies with the relevant decision guidelines as outlined.

Discussion:

The application has been assessed against the Planning Policy Framework and the Local Planning Policy Framework, and it is considered that the expansion of the existing use and associated buildings and works is consistent with relevant policies contained within this section of the Hindmarsh Planning Scheme.

Clause 35.07 – Farming Zone states that before deciding on an application, in addition to the decision guidelines in Clause 55 the Responsible Authority must consider, as appropriate (as outlined in detail within the Planning Scheme):

Decision Guidelines

General Issues

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- Any Regional Catchment Strategy and associated plan applying to the land.
- The capability of the land to accommodate the proposed use or development, including the disposal of effluent.
- How the use or development relates to sustainable land management.
- Whether the site is suitable for the use or development and whether the proposal is compatible with adjoining and nearby land uses.
- How the use and development makes use of existing infrastructure and services.

Planning response:

The proposal is considered to meet the applicable decision guidelines as outlined above.

Agricultural issues and the impacts from non-agricultural uses

- Whether the use or development will support and enhance agricultural production.
- Whether the use or development will adversely affect soil quality or permanently remove land from agricultural production.
- The potential for the use or development to limit the operation and expansion of adjoining and nearby agricultural uses.
- The capacity of the site to sustain the agricultural use. The agricultural qualities of the land, such as soil quality, access to water and access to rural infrastructure.
- Any integrated land management plan prepared for the site.

Planning response:

The proposal is considered to meet the applicable decision guidelines with regard to agricultural considerations outlined above and does not require an integrated land management plan to be prepared for the site. The proposal is considered to support and enhance production on the site, enabling continued operation of the poultry farm which is part of the existing Luv-a-Duck enterprise.

The proposal is not considered to limit the operation and expansion of adjoining and nearby agricultural uses, and the site is considered highly appropriate for the expansion of the existing use at this scale.

The expansion of this form of agricultural use enjoys broad and strong policy support both within State sections of the Planning Policy Framework along with specific policy support within the Local Planning Policy Framework.

Environmental issues

- The impact of the proposal on the natural physical features and resources of the area, in particular on soil and water quality.
- The impact of the use or development on the flora and fauna on the site and its surrounds.
- The need to protect and enhance the biodiversity of the area, including the retention of vegetation and faunal habitat and the need to revegetate land including riparian buffers along waterways, gullies, ridgelines, property boundaries and saline discharge and recharge area.
- The location of on-site effluent disposal areas to minimise the impact of nutrient loads on waterways and native vegetation.

Planning Response:

The proposal is considered to:

- Not negatively impact on the natural physical features and resources of the area.
- Not negatively impact on the flora and fauna on the site and its surrounds as no native vegetation is proposed to be removed.

- Not negatively impact upon biodiversity of the area, inclusive of the retention of vegetation and faunal habitat and the need to revegetate land including riparian buffers along waterways, gullies, ridgelines, property boundaries and saline discharge and recharge area.

Having regard to the above, Ducks do not generate odours, noise and waste to the same extent as chickens and as such can be farmed without the same degree of consideration of offsite impacts. This is reflected in the stronger, more stringent controls introduced under Amendment C150 (Clause 53.09 – Poultry Farms) that focus on piggeries and chicken broiler farms, which do have the potential to generate substantial offsite impacts. There are no applicable Codes of Practice applicable to the consideration of a poultry farm, yet there are specific codes for broiler farms, cattle feedlots and pig farms.

Design and siting issues

- The need to locate buildings in one area to avoid any adverse impacts on surrounding agricultural uses and to minimise the loss of productive agricultural land.
- The impact of the siting, design, height, bulk, colours and materials to be used, on the natural environment, major roads, vistas and water features and the measures to be undertaken to minimise any adverse impacts.
- The impact on the character and appearance of the area or features of architectural, historic or scientific significance or of natural scenic beauty or importance.
- The location and design of existing and proposed infrastructure including roads, gas, water, drainage, telecommunications and sewerage facilities.
- Whether the use and development will require traffic management measures.

Planning Response:

The proposed location of the buildings and works is considered to accord with the above decision guidelines, having regard to the siting, design, height, bulk, colours and materials to be used, with minimal impact on the natural environment, major roads, vistas and water features and the measures to be undertaken to minimise any adverse impacts.

The proposal will not adversely impact on the character and appearance of the area or features of architectural, historic or scientific significance or of natural scenic beauty or importance.

The applicable location and design of existing and proposed infrastructure including roads, water, drainage, telecommunications and sewerage facilities supports the proposal.

It is considered the subject site is well suited for an expanded poultry farm in that it is located on a large rural parcel that is remote from residential areas and well separated from existing rural dwellings. Further, the nature of the use, being for growing ducks, will not result in inappropriate offsite amenity or environmental impacts by the nature of the production.

Applicable conditions can be applied addressing traffic impacts.

In summary, it is submitted to Council that the proposed expansion of the existing use and associated buildings and works will not only have minimal detrimental impact on the amenity of the area as a whole, but will support and enhance the agricultural production of the Shire, and continue to facilitate and enhance employment and economic development within Hindmarsh Shire in general.

Strategic, Statutory and Procedural Requirements:

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

Report to Council:

The Coordinator Planning and Development 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 26 October 2018. The report is being presented to Council at its meeting on the 19 December 2018 (32 days). The statutory processing time requirements of the Planning and Environment Act 1987 have been satisfied in this instance.

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 – Shane Power, Director Infrastructure Services

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

Author – Andre Dalton, Coordinator Planning and Development

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

RECOMMENDATION:

That the Council issues a Notice of Decision to approve an application to amend planning permit 39-1999 by:

- 1. Amending the preamble of the permit to “Use and construction of Poultry Farm (Duck Farm)”;***
- 2. Amending Condition 6 to allow for 24,000 ducks and to insert secondary consent provision; and***

3. ***Amending endorsed plans to show proposed extension to sheds, new amenities building and associated works***

on Lot 1 PS432916, 142 Draper's Rd Nhill, subject to the following conditions:

Department of Natural Resources and Environment Conditions

1. ***That all works be carried out in accordance with the submitted plans and specifications.***
2. ***On-site waste management shall be in line with EPA guidelines thereby minimizing the risk of waste movement from the site.***
3. ***That all pest plant and animal infestations are actively controlled.***

Environmental Protection Authority Conditions

4. ***The buffer distance to the nearest residence from the nearest poultry sheds should be at least 500 metres, as recommended in the Authority's Publication No AQ 2/86 "Recommended Buffer Distances for Industrial Residual Air Emissions".***

Responsible Authority Conditions

5. ***The use and development shall be in accordance with the plan and documentation submitted with the application, which shall not be altered or amended without the approval of the responsible authority.***
6. ***The number of ducks housed at the facility shall not exceed 24,000, without the written consent of the Responsible Authority.***
7. ***A Building Permit is required for the construction of the buildings.***

Amenity

8. ***The construction of the proposed extensions must be managed so that the amenity of the area is not detrimentally affected through the:***
 - (a) ***Transport of materials, goods or commodities to or from the land;***
 - (b) ***Appearance of any buildings, works or materials;***
 - (c) ***Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, or oil;***
 - (d) ***Presence of vermin; or***
 - (e) ***In any other way.***

9. ***The site must be kept in an ordered and tidy state and its appearance must not prejudicially affect the amenity of the area.***
10. ***All loading and unloading of vehicles and delivery of goods to and from the premises must occur on site.***

Engineering

11. ***The applicant shall engage a qualified civil engineer to undertake a Traffic Impact Assessment in accordance with the Infrastructure Design Manual (IDM) of L Creeks Rd and Drapers Rd from the datum of Winiam East Rd intersection through to the business entrance. The assessment will consider and make recommendations regarding:***
 - (a) ***The current road condition and the likely future impact due to increased traffic volumes and type;***
 - (b) ***Any safety concerns associated with the expected traffic increase and type; and***
 - (c) ***Suitability of the property access according to the IDM in association to the traffic type and drainage.***

The report shall be submitted to council for review.

12. ***Any actions identified from review of the report shall be undertaken at the cost of the applicant.***

Notes:

- (1) ***This permit is not a Building Permit. Please consult a Building Surveyor and ensure a Building Permit is obtained.***
- (2) ***A copy of this permit and endorsed plans must be provided to all builders and contractors who are to work on site so they are aware of the conditions to which this approval is subject.***

Attachments: 5, 6 & 7

This recommendation was superseded by the recommendation in the supplementary report 10.3.1

10.3.1 SUPPLEMENTARY REPORT: APPLICATION FOR AMENDMENT TO PLANNING PERMIT 39-1999 – 142 DRAPERS ROAD, NHILL

Responsible Officer: Director Infrastructure Services
File: Planning – Applications
Assessment: 200136
Applicant: Mr Angus McGuckian, Journeyman Planning
Owner: Rosina Fine Foods Pty Ltd (Luv-a-Duck Pty Ltd)
Subject Land: Lot 1 PS432916, 142 Drapers Road, Nhill
Proposal: Use and Construction of Poultry Farm (Duck Farm)
Zoning & Overlays:

- Farming Zone (FZ)
- Bushfire Management Overlay (BMO)

Summary:

This supplementary report and alternative recommendation is presented to Council at its meeting on the 19 December 2018, to be read in conjunction with item 10.3 of the Agenda.

Council received two additional objections to those listed in report 10.3 of published the agenda. One objection was received by 16 December 2018 and the second objection on 18 December 2018.

The additional objections submitted can be summarised as follows:

Objection/ Submission	Applicant Response	Planning (Officer) Comment
Objector 1		
10. Likely to be the family most affected by the noise, increased traffic and degradation to the gravel road that we use every day	No response provided.	Appropriate traffic management, traffic impacts and amenity conditions are proposed to be applied to the Notice of Decision to mitigate these impacts, including limitation on construction times, pre and post condition assessments, and preparing a Traffic

		Impact Assessment Report.
<p>2. Recognition that a doubling of production from the breeder farm will effectively double the heavy road traffic (plus more during the construction phase) and that an independent assessment of the suitability and road maintenance requirements for L Creek and Drapers Rd be carried out by an independently appointed civil engineer.</p>	<p>Luv-a-Duck has stated as part of its application that traffic will increase as a result of the increase in ducks and that this may impact on the roads. It is agreed that an assessment of the roads and minor mitigation works for safety and improved usage may be warranted, however Luv-a-Duck is not responsible for the ongoing maintenance of the roads. This is the responsibility of Council. Luv-a-Duck is accepting of the condition of the amended permit to engage an engineer to do a TIAR.</p>	<p>Appropriate traffic management, traffic impacts and amenity conditions are proposed to be applied to the Notice of Decision to mitigate these impacts, including limitation on construction times, pre and post condition assessments of impacted Council managed roads, and the preparation of a Traffic Impact Assessment Report (TIAR) by an independent and suitably qualified civil engineer.</p>
<p>3. The effects of dust, noise, traffic and road degradation be minimised by the implementation of speed restriction signs and daylight hour transporting of goods wherever possible.</p>	<p>(a) L Creek Road and Drapers Road are both roads under the control of Council and their ongoing maintenance is also the responsibility of Council. Currently the road does not appear to be signed with speed limits and there are no posted restrictions on its use. However the formation and the width of the road practically limit a safe travelling speed to around</p>	<p>The increase in intensity of the use may result in detrimental impacts and conditions relating to amenity. Protection can be applied to any Notice of Decision, however, the application of conditions relating to speed limits and daylight transportation cannot be applied, as the use is existing. A condition can be</p>

	<p>60mkm/hr. Luv-a-Duck would not object to including within the TIAR required under Condition 11 a requirement for the engineer to review and make recommendations on posted speed limits. Council can then elect to post speed limits if considered warranted. Luv-a-Duck will of course remind all contractors that they are expected to obey current, in force speed restrictions and any terms on the use of public roads.</p> <p>(b) It is expected that the majority of deliveries to and from the site will occur during daylight hours, however this cannot always be controlled. Much like many of the surrounding agricultural properties, transport contractors are used and Luv-a-Duck does not directly control their scheduling. As such there will be, at times, need to utilise the road after hours. It is not the intention of Luv-a-Duck to utilise L Creek Road and Drapers Road frequently for after-hours truck usage.</p> <p>(c) Impacts from noise and dust are to be expected on roads in rural areas and in this instance this is unavoidable as Drapers and L Creek Road are the</p>	<p>applied, however, relating to construction traffic times. The TIAR will also recommend speed reductions if necessary. If warranted Council will apply to VicRoads to seek a speed reduction.</p>
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	<p>only access to the site. Luv-a-Duck will endeavour to undertake truck movements during daytime to limit impacts. Again, it is noted that the highest movements occur during clean out which are only over a couple of days. The road will not be subject to continual, high volumes of traffic.</p>	
<p>4. As a result of this proposal from Luv a Duck, we believe that L Creek Rd and Drapers road will require significantly more regular inspection and upkeep than other similar roads in our local area.</p>	<p>The maintenance scheduling and requirements for L Creek Road and Drapers Road are under the control of Council. It is anticipated that after the development occurs that Council may have to monitor and assess the impact on the roads and adjust maintenance requirements accordingly.</p>	<p>The TIAR is to recommend mitigation measures to be implemented at the cost of the applicant to reduce any increased road maintenance requirements on Council.</p>
<p>Objector 2</p>		
<p>Objection/ Submission</p>	<p>Applicant Response</p>	<p>Planning (Officer) Comment</p>
<p>1. The current application for a doubling of bird output is likely to be the first of many.</p>	<p>Any application for amendment must be considered on its merits and whether there is potential for future expansions is of no relevance to the current application. Luv-a-Duck do not currently have any immediate plans to further increase the capacity of the farm. It should be noted that the farm was established in</p>	<p>The application before council does not consider future expansions beyond that proposed in the application.</p>

	<p>1996 and was upgraded in 2009 to the current 12,000 duck capacity. The requested increase is expected to facilitate growth of the business for at least the next 10 years, however this is dependent on how the market continues to develop and evolve.</p>	
<p>2. If unchecked, expansion will have the potential to negatively impact the Lodge property and Little Desert tourism. The increase in heavy vehicle traffic for the transportation of birds, pine shavings and waste, increased noise and higher levels of artificial light need to be monitored to ensure this impact is minimal.</p>	<p>The use of the subject site is controlled under a planning permit with conditions that limit the extent and operation of the use and as such the site is not and there is no potential for the site to expand unchecked. Any future expansion or change to the number of ducks will require further permission from Hindmarsh Shire Council.</p> <p>The Lodge property is located over 1.8km from the nearest shed on the subject site which is ample distance to mitigate any noise, odour or dust impacts to negligible levels. Any increase in vehicle traffic to the farm is not expected to impact on users of the lodge given different access routes are utilised. Luv-a-Duck is satisfied that the impact on the Little Desert NP and the Lodge will continue to be minimal. It should be noted further that Luv-a-Duck have voluntarily produced an EMP for the site and requested its endorsement under the permit as demonstration of its</p>	<p>As per planning comment 1. Appropriate traffic management, traffic impacts and amenity conditions are proposed to be applied to the Notice of Decision to mitigate these impacts, including limitation on construction times, pre and post condition assessments, and preparing a Traffic Impact Assessment Report.</p>

	<p>commitment to sound on site management.</p>	
<p>3. Currently, Mount Lee's operations can be heard at the eastern end of the Lodge property and this will only magnify with a doubling of birds and trucks</p>	<p>The farm being able to be heard from the eastern edge of the property is not demonstration of a noise impact. The lodge, being a sensitive noise receptor, is over 1.8km from the farms sheds and as such any noise will be very much dissipated. The farm does not currently produce any noise of any duration or intensity to cause impacts on any surrounding property and this will not substantially change as a result of the expansion. Noise being emitted from the site will comply with all EPA requirements, which in this case is the Noise from Industry in Rural Victoria (NIRV) guidelines.</p>	<p>Noise produced by the existing facility is considered appropriate to the agricultural nature of the area.</p>
<p>4. Increased artificial light levels has the potential to nullify the Dark Skies status that attracts astronomers to the location.</p>	<p>The application does not propose and the farm does not require extensive external lighting. All lighting for the breeder sheds is internal (apart from minor access lighting) and lighting is baffled and directed to within the site. Extensive night lighting is not conducive to the growing environment for the ducks. There will not be any light shed off the site that could reasonably affect surrounding ambient light of "nullify the Dark Skies status"</p>	<p>The permit is to be conditioned as such that any further external lighting proposed must be designed, baffled and located so as to prevent any adverse effect on adjoining land to the satisfaction of the Responsible Authority.</p>

	<p>of the adjoining land. This is not considered to be a valid planning concern as there will not be impact as a result of the amendment.</p>	
<p>5. Luv-A-Duck is vitally important to our local economy and expansion of its business is not in question. However, we believe our elected representatives should mindfully scrutinise the details of the application (which includes a secondary consent provision that suggests pre-approval on further development) to ensure our equally important ecology and tourism industry are not disadvantaged.</p>	<p>The submitters support of Luv-a-Duck and the role it plays in the local economy is noted and appreciated. It is to this end that the farm is being upgraded as it allows for the expansion throughout the growing chain, with many of the local contract growers being able to consider expansion.</p> <p>Luv-a-Duck has sought to lodge a thorough planning permit application for expansion of the existing breeder farm on site and Hindmarsh Council has, through this process as the Responsible Authority, had the opportunity to scrutinise the application. Luv-a-Duck additionally sought, with Council's guidance, to hold a community information night to discuss views of the proposed expansion to ensure that issues of concern were addressed.</p> <p>The request for the provision of a secondary consent provision into the permit does</p>	<p>Proposed permit condition 6: <i>"The number of ducks housed at the facility shall not exceed 24,000, without the written consent of the Responsible Authority"</i> requires the applicant to gain consent from Council prior to any increase in intensity.</p>

	<p>not suggest, in any manner, that pre-approval is already granted and to suggest this impugns Council's reputation. The discretion to grant secondary consent under the permit always rests with Council as the Responsible Authority and Council can always refuse a request for secondary consent. The provision of secondary consent is a standard in all planning permits and is intended to mainly deal with minor changes and improvements to the permit. A written request will still be required, Council can assess the request and ask for further information and can also direct the applicant that proceeding under Secondary Consent is not considered appropriate and that a full application under Section 72 of the Act should be lodged.</p>	
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Officer Responsible – Shane Power, Director Infrastructure Services

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

Author – Andre Dalton, Coordinator Planning and Development

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

ALTERNATIVE RECOMMENDATION:

That the Council issues a Notice of Decision to approve an application to amend planning permit 39-1999 by:

- 1. Amending the preamble of the permit to “Use and construction of Poultry Farm (Duck Farm)”;***

2. ***Amending Condition 6 to allow for 24,000 ducks and to insert secondary consent provision; and***
3. ***Amending endorsed plans to show proposed extension to sheds, new amenities building and associated works***

on Lot 1 PS432916, 142 Draper's Rd Nhill, subject to the following conditions:

Department of Natural Resources and Environment Conditions

4. ***That all works be carried out in accordance with the submitted plans and specifications.***
5. ***On-site waste management shall be in line with EPA guidelines thereby minimizing the risk of waste movement from the site.***
6. ***That all pest plant and animal infestations are actively controlled.***

Environmental Protection Authority Conditions

7. ***The buffer distance to the nearest residence from the nearest poultry sheds should be at least 500 metres, as recommended in the Authority's Publication No AQ 2/86 "Recommended Buffer Distances for Industrial Residual Air Emissions".***

Responsible Authority Conditions

8. ***The use and development shall be in accordance with the plan and documentation submitted with the application, which shall not be altered or amended without the approval of the responsible authority.***
9. ***The number of ducks housed at the facility shall not exceed 24,000, without the written consent of the Responsible Authority.***
10. ***A Building Permit is required for the construction of the buildings.***

Amenity

11. ***The construction of the proposed extensions must be managed so that the amenity of the area is not detrimentally affected through the:***
 - (a) ***Transport of materials, goods or commodities to or from the land;***
 - (b) ***Appearance of any buildings, works or materials;***
 - (c) ***Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, or oil;***

- (d) *Presence of vermin; or*
 - (e) *In any other way.*
12. *The site must be kept in an ordered and tidy state and its appearance must not prejudicially affect the amenity of the area.*
13. *All loading and unloading of vehicles and delivery of goods to and from the premises must occur on site.*

Engineering

14. *Within 3 months of the date of the amended permit, the applicant must submit to the satisfaction of the Responsible Authority a Traffic Impact Assessment Report (TIAR) in accordance with the Infrastructure Design Manual (IDM) published by Local Government Infrastructure Design Association (LGIDA), dated 11 January 2018 assessing L Creeks Rd and Drapers Rd from the datum of Winiam East Rd intersection through to the entrance to the subject site. The assessment must be undertaken by a suitably qualified engineer and must consider and make recommendations regarding:*
- (a) *The current road condition and the likely future impact due to increased traffic volumes and type as a result of the permitted farm capacity increase;*
 - (b) *Any safety issues associated with the expected traffic increase and type as a result of the permitted farm capacity increase;*
 - (c) *Suitability of the access/crossover to the subject site according to the IDM in association to the traffic type and drainage; and*
 - (d) *Mitigation measures to limit the burden of increased road maintenance demands on Council resulting from traffic impacts due to increased traffic volumes and type as a result of the permitted farm capacity increase.*
15. *Any recommendations identified by the Traffic Impact Assessment Report shall be undertaken at the cost of the applicant and within a timeframe to the satisfaction of the Responsible Authority.*
16. *The applicant is to provide an independent condition assessment of L Creeks Rd and Drapers Rd from the datum of Winiam East Rd intersection through to the entrance to the subject site prior to the commencement of works and is to meet any costs associated with remedial works resulting from damaged caused by construction traffic associated with the development of the site to the satisfaction of the Responsible Authority.*
17. *Traffic associated with construction to be limited to daylight hours on L Creeks Rd and Drapers Rd from the datum of Winiam East Rd intersection through to the entrance to the subject site to the satisfaction of the Responsible Authority.*

18. *Any further external lighting proposed must be designed, baffled and located so as to prevent any adverse effect on adjoining land to the satisfaction of the Responsible Authority.*

Notes:

- (1) *This permit is not a Building Permit. Please consult a Building Surveyor and ensure a Building Permit is obtained.*
- (2) *A copy of this permit and endorsed plans must be provided to all builders and contractors who are to work on site so they are aware of the conditions to which this approval is subject.*

MOVED: Crs D Colbert/R Gersch

That the Council issues a Notice of Decision to approve an application to amend planning permit 39-1999 by:

1. *Amending the preamble of the permit to “Use and construction of Poultry Farm (Duck Farm)”;*
2. *Amending Condition 6 to allow for 24,000 ducks and to insert secondary consent provision; and*
3. *Amending endorsed plans to show proposed extension to sheds, new amenities building and associated works*

on Lot 1 PS432916, 142 Draper’s Rd Nhill, subject to the following conditions:

Department of Natural Resources and Environment Conditions

4. *That all works be carried out in accordance with the submitted plans and specifications.*
5. *On-site waste management shall be in line with EPA guidelines thereby minimizing the risk of waste movement from the site.*
6. *That all pest plant and animal infestations are actively controlled.*

Environmental Protection Authority Conditions

7. *The buffer distance to the nearest residence from the nearest poultry sheds should be at least 500 metres, as recommended in the Authority’s Publication No AQ 2/86 “Recommended Buffer Distances for Industrial Residual Air*

Emissions”.

Responsible Authority Conditions

8. ***The use and development shall be in accordance with the plan and documentation submitted with the application, which shall not be altered or amended without the approval of the responsible authority.***
9. ***The number of ducks housed at the facility shall not exceed 24,000, without the written consent of the Responsible Authority.***
10. ***A Building Permit is required for the construction of the buildings.***

Amenity

11. ***The construction of the proposed extensions must be managed so that the amenity of the area is not detrimentally affected through the:***
 - (a) ***Transport of materials, goods or commodities to or from the land;***
 - (b) ***Appearance of any buildings, works or materials;***
 - (c) ***Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, or oil;***
 - (d) ***Presence of vermin; or***
 - (e) ***In any other way.***
12. ***The site must be kept in an ordered and tidy state and its appearance must not prejudicially affect the amenity of the area.***
13. ***All loading and unloading of vehicles and delivery of goods to and from the premises must occur on site.***

Engineering

14. ***Within 3 months of the date of the amended permit, the applicant must submit to the satisfaction of the Responsible Authority a Traffic Impact Assessment Report (TIAR) in accordance with the Infrastructure Design Manual (IDM) published by Local Government Infrastructure Design Association (LGIDA), dated 11 January 2018 assessing L Creeks Rd and Drapers Rd from the datum of Winiam East Rd intersection through to the entrance to the subject site. The assessment must be undertaken by a suitably qualified engineer and must consider and make recommendations regarding:***
 - (a) ***The current road condition and the likely future impact due to increased traffic volumes and type as a result of the permitted farm capacity increase;***
 - (b) ***Any safety issues associated with the expected traffic increase and type as a***

- result of the permitted farm capacity increase;*
- (c) *Suitability of the access/crossover to the subject site according to the IDM in association to the traffic type and drainage; and*
- (d) *Mitigation measures to limit the burden of increased road maintenance demands on Council resulting from traffic impacts due to increased traffic volumes and type as a result of the permitted farm capacity increase.*
15. *Any recommendations identified by the Traffic Impact Assessment Report shall be undertaken at the cost of the applicant and within a timeframe to the satisfaction of the Responsible Authority.*
16. *The applicant is to provide an independent condition assessment of L Creeks Rd and Drapers Rd from the datum of Winiam East Rd intersection through to the entrance to the subject site prior to the commencement of works and is to meet any costs associated with remedial works resulting from damaged caused by construction traffic associated with the development of the site to the satisfaction of the Responsible Authority.*
17. *Traffic associated with construction to be limited to daylight hours on L Creeks Rd and Drapers Rd from the datum of Winiam East Rd intersection through to the entrance to the subject site to the satisfaction of the Responsible Authority.*
18. *Any further external lighting proposed must be designed, baffled and located so as to prevent any adverse effect on adjoining land to the satisfaction of the Responsible Authority.*

Notes:

- (1) *This permit is not a Building Permit. Please consult a Building Surveyor and ensure a Building Permit is obtained.*
- (2) *A copy of this permit and endorsed plans must be provided to all builders and contractors who are to work on site so they are aware of the conditions to which this approval is subject.*

CARRIED

11. REPORTS REQUIRING A DECISION

11.1 NATIONAL TIDY TOWNS AWARDS

Responsible Officer: Director Corporate & Community Services

Introduction:

This report seeks approval to send a representative of Council to the Keep Australia Beautiful, Australian Tidy Town Sustainable Communities awards scheduled to be held in Smithton, Tasmania on Thursday 4 April and Friday 5 April 2019.

Discussion:

Dimboola was officially recognised as Victoria's tidiest town at the Keep Victoria Beautiful awards held on 13 October 2018 in Beechworth.

Dimboola now represents Victoria as a finalist at the 2019 Keep Australia Beautiful, Australian Tidy Town Sustainable Communities event. The event commences Thursday 4 April 2019 with a welcome function held in the evening, followed by tours during the day and the awards dinner on Friday 5 April 2019.

Smithton is located 2½ hours drive from Launceston airport. Estimated costs to attend the National Awards are as follows:

- Return flights, two days car hire and fuel - approximately \$500.
- Two nights' accommodation - approximately \$400.
- National Tidy Towns registration - approximately \$250.

The representative will join Keep Victoria Beautiful staff and represent Dimboola bringing back ideas to share with Dimboola Town Committee on future activities for the Tidy Towns awards.

Options:

1. Council can choose to send a representative of Council to the Keep Australia Beautiful, Australian Tidy Town Sustainable Communities event on 4 and 5 April 2019.
2. Council can choose not to send a representative to the Keep Australia Beautiful, Australian Tidy Town Sustainable Communities event on 4 and 5 April 2019.

Link to Council Plan:

- 3.1 A strong rural economy and thriving towns

Financial Implications:

Approximate costs to send a representative to the Keep Australia Beautiful, Australian Tidy Town Sustainable Communities event is \$1,150.

Risk Management Implications:

No risk management implications

Conflict of Interest:

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

Author & Officer Responsible: Monica Revell, Director Corporate & Community Services
In providing this advice as the Author and Officer Responsible, I have no interests to disclose.

Communications Strategy:

Keep Victoria Beautiful will be notified of the Council nominated representative.

RECOMMENDATION:

That Council nominates XX as the representative for the 2019 Keep Australia Beautiful, Australian Tidy Town Sustainable Communities event on 4 and 5 April 2019 to be held in Smithton Tasmania.

MOVED: Crs R Gersch/R Lowe

That Council nominates Cr R Ismay (Mayor) and Jan Ballard as the representatives for the 2019 Keep Australia Beautiful, Australian Tidy Town Sustainable Communities event on 4 and 5 April 2019 to be held in Smithton Tasmania.

CARRIED

12. SPECIAL COMMITTEES

No report.

13. LATE REPORTS

Late reports included: item 10.3.1 Supplementary Report to item 10.3 and confidential report item 15.6 Contract Award 2018-2019/07 Provision of Plant, Labour and Equipment.

14. OTHER BUSINESS

No other business.

15. 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:

- 15.1 2019 Hindmarsh Shire Youth Council***
- 15.2 Demolition and Clean Up Of Derelict Building***
- 15.3 Australia Day Awards 2019***
- 15.4 Chief Executive Officer Appraisal 2017/18***
- 15.5 Antwerp Woorak Road Deviation***

MOVED: Crs R Gersch/R Lowe

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

- 15.1 2019 Hindmarsh Shire Youth Council***
- 15.2 Demolition and Clean Up Of Derelict Building***
- 15.3 Australia Day Awards 2019***

15.4 Chief Executive Officer Appraisal 2017/18

15.5 Antwerp Woorak Road Deviation

15.6 Late Report: Contract Award 2018-2019/07 Provision of Plant, Labour and Equipment

CARRIED

Council moved into confidential session at 4:32pm.

Council resumed in open session at 5:28pm.

Shane Power returned to the room at 5:28pm.

Shane Power formally thanked Councillors, senior staff, the Infrastructure Services management team as well as other staff including the field staff for their work during his time as director.

Councillors acknowledged the resignation of Shane Power and noted his formal thank you.

17. MEETING CLOSE

There being no further business, Cr R Ismay declared the meeting closed at 5:32pm.



"FACTA NON VERBA"

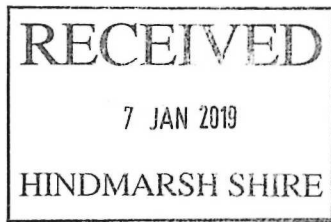
DIMBOOLA MEMORIAL SECONDARY COLLEGE

P.O. BOX 40,
DIMBOOLA 3414

PHONE (03) 5389 1460
FAX (03) 5389 1981

EMAIL: dimboola.memorial.sc@edumail.vic.gov.au

ABN: 67 226 344 873



ASSESS #	
ACTION	
INFO	EA
X REF	

19th December, 2018

Mayor Ron Ismay,
Shire of Hindmarsh,
P.O. Box 250,
NHILL, 3418.

Dear Ron,

We would like to thank the Hindmarsh Shire for sponsoring our annual Awards Night through the Rae Keam Award.

Hindmarsh Shire sponsored the Year 12 Vocational Education and Training Award. The recipient of this award for 2018 was Scott Neulist.

Thank you also to Councillors Debra Nelson and Tony Schneider for being part of the official party.

Your support is greatly appreciated.

Yours faithfully,

Anne Gawith
Principal



P.O. Box 42, Nhill Vic 3418

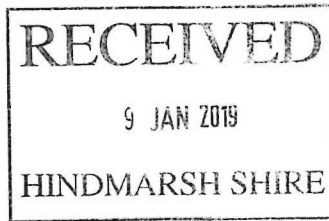
Web: www.nhillaviationheritagecentre.com.au

Email: secretary@nhillaviationheritagecentre.com.au

Incorporation Number A0053781Z

ABN: 40 603 575 344

Mr Greg wood,
CEO
Hindmarsh Shire Council,
Nelson Street,
Nhill 3418



ASSESS #	
ACTION	
INFO	EA / CFE
X REF	

3 January 2019

Dear Mr Wood,

Re: Renovation of the toilets at the Nhill Aerodrome.

On behalf of President Rob Lynch and the members of the board of management , I am writing to inform you that the renovations to the toilets at the Nhill Aerodrome have been completed and within budget. We invite you to visit at some time to see the changes that have taken place.

I would like to take this opportunity to thank the Hindmarsh Shire staff for assistance that was afforded us in the process of this undertaking.

I would appreciate it if you could pass our thanks on to the staff involved in the process and also include this letter in council correspondence.

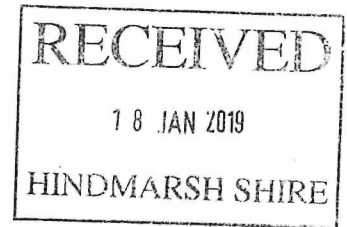
The board of management of the NAHC are very appreciative of the continued support shown to us by the Shire and value our close working relationship.

Yours Sincerely,

Jennifer Goldsworthy

Secretary

ASSESS #	
ACTION	
INFO	EA
X REF	



Greg Wood,
Chief Executive Officer,
Hindmarsh Shire,
92 Nelson Street,
NHILL VIC 3418

16th January 2019

Dear Greg,

On behalf of the Nhill Town Committee I would like to invite you to Night Two of the Friday February Fiestas, to be held at the Nhill Lake Reserve on Friday 8th February 2018 from 7.00 p.m. This evening the 'Welcome to New Residents Function' will be combine with the Fun of Fiesta to give our New Residents a special 'Welcome to Nhill'. They will be honored with free entry for themselves and their family and complimentary Meals at the Lions Club Bar-B-Que. We would like you and as many of the Senior Members of the Shire and Councillors as possible to be in attendance to make these new additions to our Nhill family feel welcome and included. It is hoped to have the Official Welcome at 8.00 p.m., and introduce the Councillors and Senior Staff of the Shire at that time.

Our town needs new people to enable it to grow and prosper. Offering a friendly welcome to those who will make Nhill their home may encourage others to join them here. Your attendance would be appreciated. Please advise me if you wish to attend so a wrist band can be provided for your entry.

Sincerely,

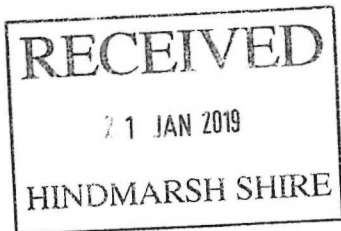
Helen Ross

Secretary

Nhill Town Committee

For the Friday February Fiestas

0419 536 126



ASSESS #	
ACTION	
INFO	EA
X REF	



Mr. Rhys Webb

Secretary Nhill RSL Sub Branch

C/O Unit 1/ 18-20 Brougham Street

Nhill, 3418

Victoria

Ph: 0410232996

Email: rhyswebb.1@gmail.com

Chief Executive Officer

Hindmarsh Shire

PO BOX 250

NHILL VIC 3418

17/1/2019

Re: ANZAC day 2019

Dear Greg,

On behalf of the Nhill RSL Sub Branch and our President Mr Henry Berry, I would like to thank you and your shire for your ongoing support of our Sub Branch.

We would like to invite your organisation to participate in our annual ANZAC day march, which will commence 10am on 25th April from the Nhill information centre, Goldsworthy Park to our tribute to the fallen. We would also like to invite you to lay a wreath at our ceremony on behalf of your organisation.

The Nhill RSL has an arrangement with Paw Po who creates our wreaths each year. You are most welcome to purchase your own or we can order one on your behalf and we can send you an invoice later.

RSVP is no later than 29th March 2019 so Paw Po can organise wreaths and for our organisation of the day's proceedings.

We look forward to hearing from you.

Kind regards

Mr Rhys Webb, Nhill RSL Sub Branch Secretary



BEVERLEY MCARTHUR MP **WESTERN VICTORIA REGION**

Shop 3 – 32 Bank St, Port Fairy, Victoria 3284
Phone: (03) 5568 2929 Mobile: + 61 438 656 901
Email: Beverley.McArthur@parliament.vic.gov.au



14th January 2019

Mr Greg Wood
CEO Hindmarsh Shire
PO Box 250
NHILL VIC 3418

Dear Mr Wood

It is an honour to have been recently elected as the Member for Western Victoria Region.

As I said in my Maiden Speech, which I delivered at the Opening of the 59th Parliament on Wednesday 19th December 2018 (attached), I look forward to working with our third tier of government across my electorate. You may also wish to view my Maiden Speech on the following link:

http://replayconcierge.parliament.vic.gov.au/content/LA_McArthur_B_2018_12_19_1813_1831-fwEkl.mp4?/

Consequently, I am writing to suggest that at a mutually convenient time, I would be pleased to receive a briefing from your Council and Officers. I am happy to try and co-ordinate such a meeting to coincide with one of your regular briefing days separate to or prior to an Ordinary Council Meeting.

Please contact Jennifer Lowe in my office to facilitate an appointment on email: jennifer.lowe@parliament.vic.gov.au

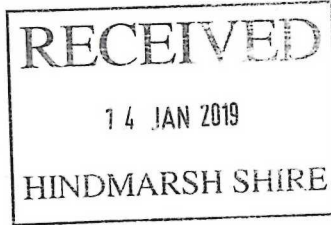
Kind regards
Beverley McArthur MP
Member for Western Victoria Region

Andrew Broad MP

Federal Member for Mallee

9 January 2019

Cr Ron Ismay
Hindmarsh Shire Council
PO Box 250
NHILL VIC 3418



ASSESS #	
ACTION	
INFO	DIS
X REF	

Dear Mayor Ismay

Recently I wrote to the South Australian Premier, the Hon Steven Marshall MP, regarding The Overland rail service operated by Great Southern Rail.

Please find enclosed a copy of response received from the Hon Stephan Knoll MP, Minister for Transport, Infrastructure and Local Government, for your information.

Kind regards

Andrew Broad MP
Federal Member for Mallee

AP

Postal Address
PO Box 1133
Mildura VIC 3502

Mildura Electorate Office
Ph 03 5021 5987
Fax 03 5023 3274

Swan Hill Electorate Office
Ph 03 5032 4510
Fax 03 5032 9407

www.andrewbroad.com.au
mallee@aph.gov.au
Ph 1300 131 620



COPY



Government
of South Australia

The Hon Stephan Knoll MP
Member for Schubert

18MTIL3836

Hon Andrew Broad MP
Federal Member for Mallee
PO Box 1133
MILDURA VIC 3502

Dear Assistant Minister

I refer to your correspondence to the Premier, the Hon Steven Marshall MP, regarding The Overland rail service operated by Great Southern Rail. As the matter falls within my portfolio responsibilities as the Minister for Transport, Infrastructure and Local Government, the Premier has asked that I thank you for your correspondence and respond on his behalf.

Funding support from the South Australian Government for The Overland expires at the end of 2018. The South Australian Government has given careful consideration to the funding arrangement with Great Southern Rail regarding the provision of The Overland services, and particularly the value of this funding in providing benefits for regional South Australia.

Due to the relatively low and declining passenger levels for the service, particularly within regional South Australia, and availability of other transport options, the State Government has come to the difficult conclusion that an extension to the current funding agreement is unable to be justified when assessed against other funding priorities.

In challenging fiscal times, the South Australian Government needs to carefully prioritise its funding to maximise benefits for all South Australians. This includes \$750 million towards a Regional Roads Infrastructure Fund over the coming decade, which will see significant improvements to roads, which are the lifeline of communities and business in regional areas.

We welcome the recent news that The Overland will continue for another year without being subsidised by South Australian taxpayers.

I thank you for taking the time to write and trust this information is of assistance.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Stephan Knoll', written over the 'Yours sincerely' text.

HON STEPHAN KNOLL MP
MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT
MINISTER FOR PLANNING

16 December 2018

Minister for Transport, Infrastructure and Local Government
Minister for Planning

Roma Mitchell House Adelaide SA 5000 | GPO Box 1533 Adelaide SA 5001 DX 171
Tel 08 7109 8430 | Email ministerknoll@sa.gov.au





31 January 2019

**Administration
Centre**

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

email:
info@hindmarsh.vic.gov.au

website:
www.hindmarsh.vic.gov.au

ABN 26 550 541 746

**Customer Service
Centres**

Jeparit

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

Dimboola

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

Rainbow

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

The Honourable Martin Pakula MP
Minister for Tourism, Sport and Major Events
121 Exhibition Street
MELBOURNE VIC 3000

Dear Minister

Re: Announcement Opportunity – Hindmarsh Shire Council

On behalf of Hindmarsh Shire Council, I have great pleasure in extending an invitation to you to officially open the female change rooms at the Dimboola Football Netball Club.

The Victorian Government's Country Football and Netball Program 2015 – 2016 and the Community Sports Infrastructure Fund – Female Friendly Facilities 2016 – 2017 were essential in enabling the construction of this much needed facility in Dimboola.

The above programs contributed \$96,365 in total, \$33,253 and \$63,112 respectively to this project, ref OPP-40246, Female Change Room and Junior Oval Watering System.

Council has proposed the following official opening dates, as detailed below, to coincide with home football and netball games at the Dimboola Recreation Reserve;

- Saturday 27 April 2019 – Dimboola V Minyip – Murtoa
- Saturday 25 May 2019 – Dimboola V Horsham (Indigenous Round)

Council is flexible with the time of the official opening as it will need to correspond with your availability and timing of matches on the day.

If neither of the above dates were suitable, Council would be willing to accommodate alternative dates and times in accordance to your schedule.

We would also like to take this opportunity to extend an invitation to you to meet with Council for a presentation on other Council sport and recreation initiatives including the Wimmera River Discovery Trail, Rainbow Desert Enduro, and Dimboola Human Powered Vehicle (HPV) race.

Wimmera River Discovery Trail

The establishment of a multi-use long distance trail following the Wimmera River from the Little Desert National Park to Wyperfeld National Park is set to become a cornerstone in the region's growing tourism industry. This project will provide a unique and cultural experience.

Council has recently submitted a grant application for this initiative through the Federal Governments Building Better Regions Programme.

Rainbow Desert Enduro

The inaugural 2017 Hindmarsh Shire's Rainbow Desert Enduro, was the final round of the BF Goodrich CAMS Australian Off Road Championship.

It was a hugely successful event and attracted entrants from Western Australia, Northern Territory, Queensland, New South Wales, South Australia and of course Victoria.

Following the success of the inaugural event, the organisers received confirmation that the Rainbow Desert Enduro would continue as the final round of the BF Goodrich CAMS Australian Off Road Championship for a further three years.

The 2018 event was equally as good if not better than the first and it is anticipated that participation and attendance will continue to grow each year.

Accommodation is already fully booked for the 2019 event and local business and community groups are already planning how to cater for the influx of visitors.

The Enduro takes place in August following the famous Finke Desert Race held over the June long weekend in the Northern Territory.

Dimboola Human Powered Vehicle (HPV) Expo

The Dimboola Recreation Reserve has been the host venue for two Human Powered Vehicle (HPV) Expos in 2017 and 2018.

Being the only event of this type in the west of Victoria it has attracted teams from Ballarat, St Arnaud, Hamilton, Horsham, Warracknabeal, Mt Gambier and Millicent.

Teams and support crews typically bring around 200 people to the event, while approximately 500 people attended the event in 2018.

This is a fantastic family event that presents the growing sport of Human Powered Vehicle racing. It is hoped that the annual Dimboola event will continue to grow and evolve into a full race event in the future.

I look forward to receiving your response to our invitation and please contact me on 0417 153 749 or gwood@hindmarsh.vic.gov.au if you require any further information.

Yours sincerely

A handwritten signature in black ink, appearing to read 'gwood', with a stylized flourish extending from the end.

Greg Wood
Chief Executive Officer



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 19 December 2018 **Time:** 1:00pm – 3:00pm

Assembly Location: Council Chambers, 92 Nelson Street, Nhill

Present:

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

Apologies:

In Attendance:

Mr Greg Wood (Chief Executive Officer) (Items 1 – 15.3, 15.5, 15.6), Ms Monica Revell (Director Corporate and Community Services) (Items 1 – 15.3, 15.5, 15.6), Mr Shane Power (Director Infrastructure Services) (Items 1 – 15.3, 15.5, 15.6, 16, 17), Ms Sarah Dickinson (Executive Assistant) (Items 1 – 15.3, 15.5, 15.6), Ms Janette Fritsch (Manager Strategic Assets and Planning) (Items 1 – 10.3.1), Mr Andre Dalton (Coordinator Planning and Development) (Items 1 – 10.3.1)

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.	Youth Council Presentation	Monica Revell
2.	CEO Update	Greg Wood
3.	Tidy Towns Discussion	Monica Revell
4.	Planning – Supplementary Report, Application for Amendment to Planning Permit 39-1999	Shane Power
5.	Contract Award Plant Hire Service – Late Report	Shane Power
6.	Councillor Question Time	Greg Wood

Completed by: Greg Wood

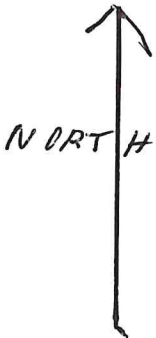
Signed:



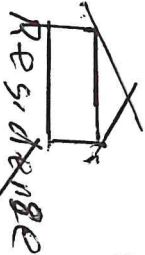
Date: 19/12/2018

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.

MILLER LANE

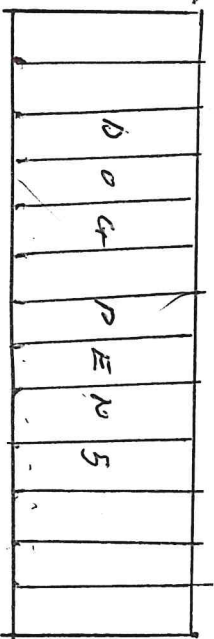


100 MILLER LANE

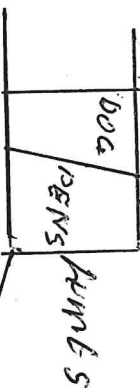


NO OTHER DWELLINGS FOR 1.5 KM.

55 METERS

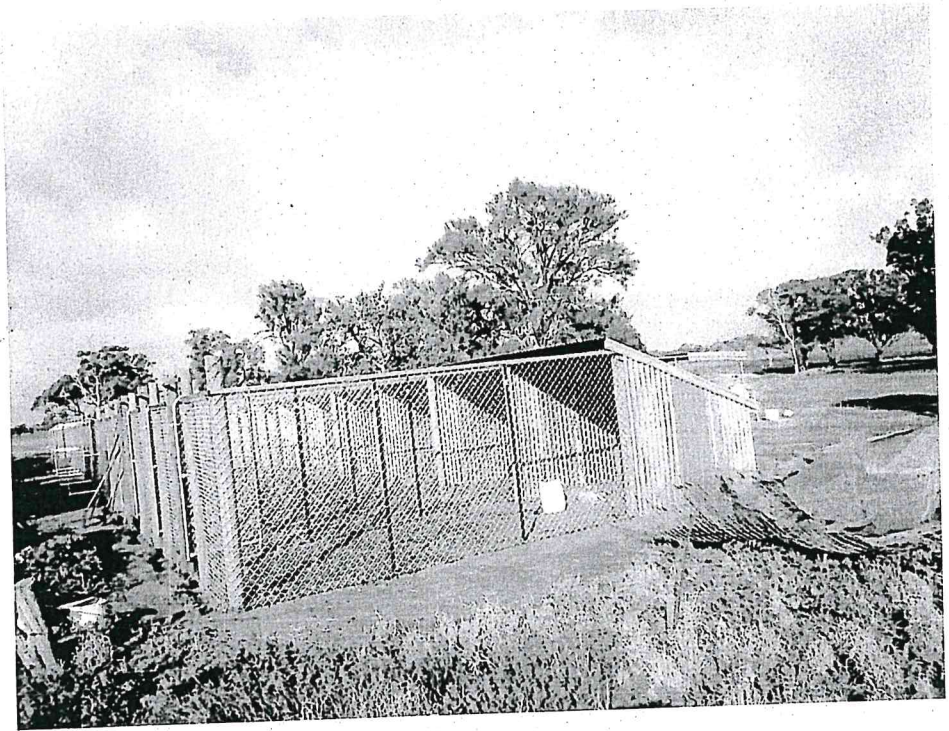
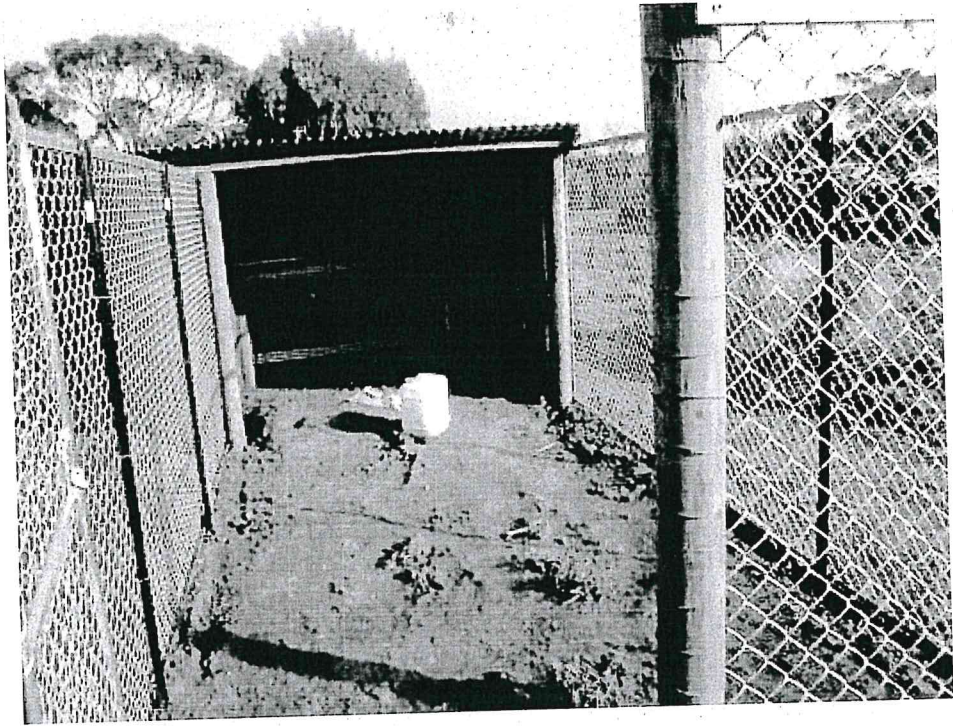


7.8 METERS



2 dog pens

13 dog pens

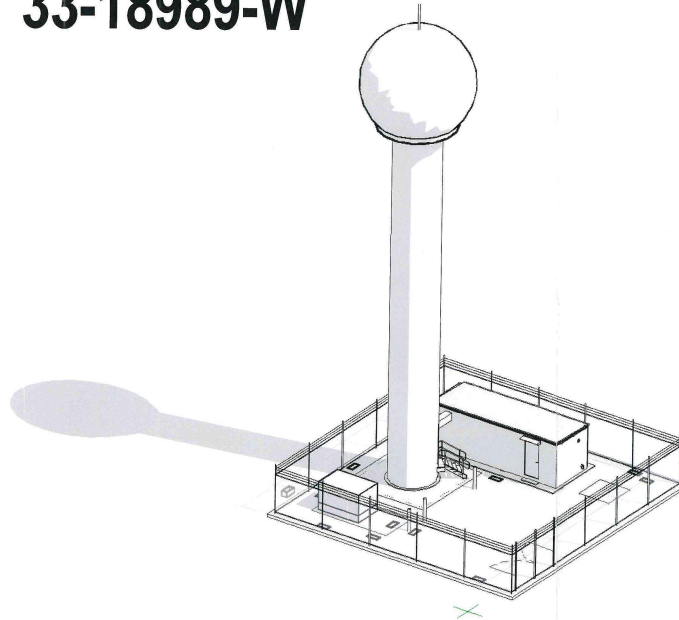


AUSTRALIAN GOVERNMENT BUREAU OF METEOROLOGY WEATHER WATCH RADAR - WIMMERA



33-18989-W

PROJECT No.	DRG NO. SHEET	DRAWING TITLE
0 GENERAL		
33-18989-W	G001	COVER SHEET & DRAWING INDEX
1 ARCHITECTURAL		
33-18989-W	A001	LOCATION PLAN
33-18989-W	A010	SITE PLAN
33-18989-W	A110	GENERAL ARRANGEMENT - FLOOR PLAN
33-18989-W	A111	SITE ELEVATION
33-18989-W	A112	EQUIPMENT SHELTER FLOOR PLAN
33-18989-W	A400	ELEVATIONS
33-18989-W	A450	SECTION
33-18989-W	A600	TYPICAL DETAILS - FENCE & GATE
33-18989-W	A601	TYPICAL DETAIL - SIGN SUPPORT & BOLLARD



PRELIMINARY

A	ISSUED FOR	DATE	BY	CHK'D	DATE
No	Revision	Note	Issue	Project Director	Date



Australian Government
Bureau of Meteorology



Level 4, 211 Victoria Square Adelaide SA 5000 Australia
GPO Box 2052 Adelaide SA 5001
T 61 8 8111 9000 F 61 8 8111 9022
E adelaide@ghd.com.au www.ghd.com

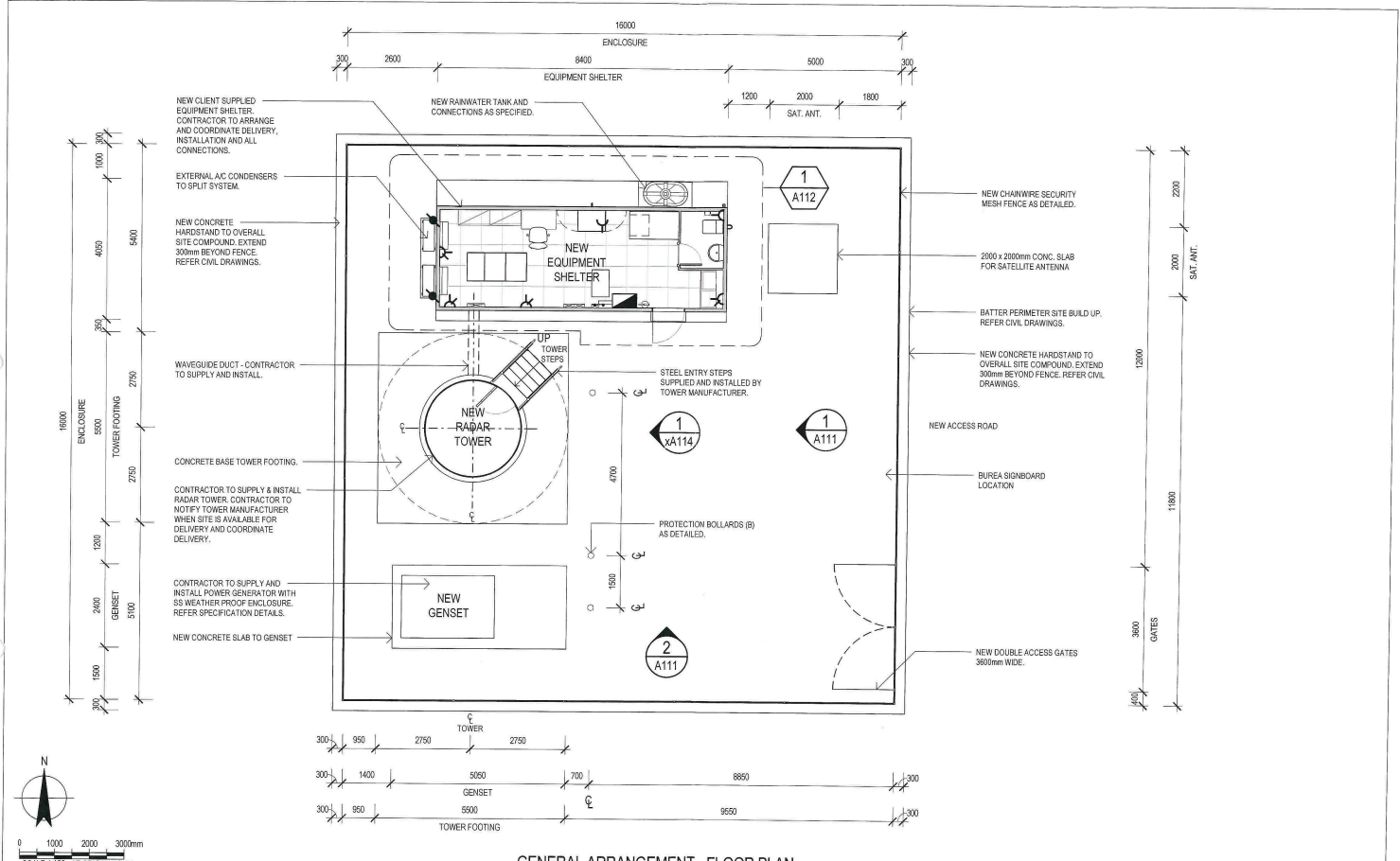
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Checked		Design	Checked
Approved		Project Director	
Date			

Client	AUSTRALIAN GOVERNMENT BUREAU OF METEOROLOGY
Project	WEATHER WATCH RADAR - WIMMERA
Title	GENERAL COVER SHEET & DRAWING INDEX
Scale	As Shown
Drawn No.	33-18989-W - G001
Rev.	A

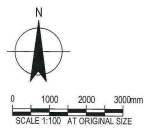
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used for construction without
approval as required.



GENERAL ARRANGEMENT - FLOOR PLAN
SCALE 1: 100

PRELIMINARY



A	ISSUED FOR EA	AG	HLP	ETP	30.11.18
No. (Revision) Date Description Approval or Original Issued or Change or Best Review of Drawing Drawn by (Designer) Project Director Date					
File Code: 10011010-1010-001-001 Cont File No: C:\Development\GHD\wimmera\10011010-1010-001\10011010-1010-001-001-001.dwg					

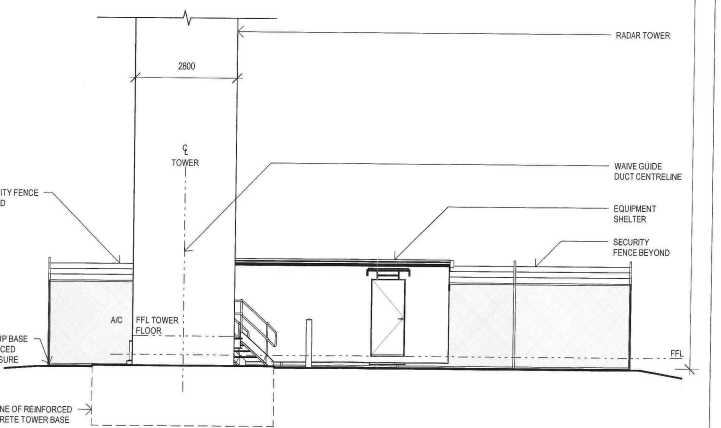
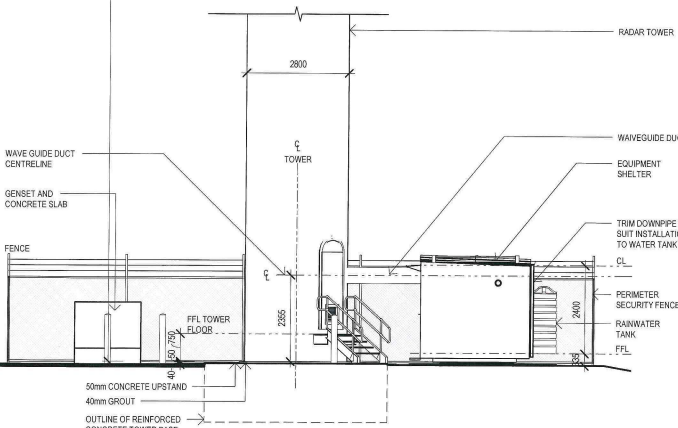
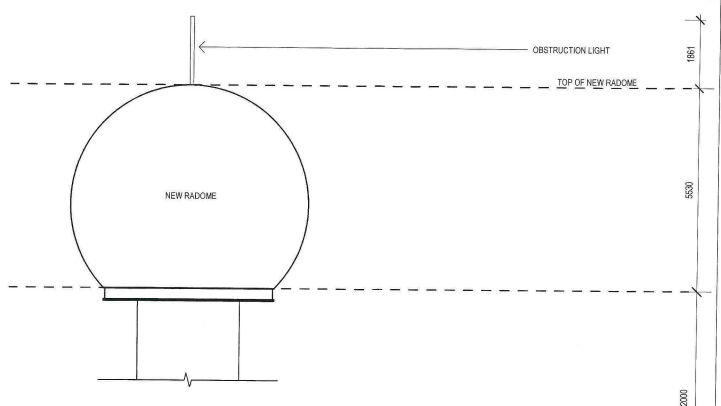
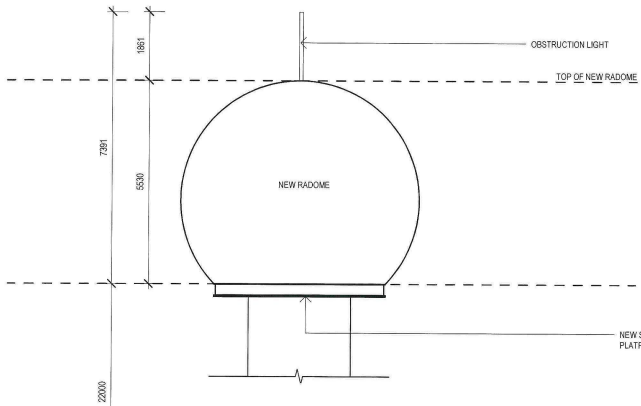


Australian Government
Bureau of Meteorology



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GPO Box 2000 Adelaide SA 5001
T +61 8 8111 6000 F +61 8 8111 6999
E a.s@ghd.com.au W www.ghd.com

DO NOT SCALE	Drawn J. DONOGL	Designer H. JOBBSON	Client AUSTRALIAN GOVERNMENT BUREAU OF METEOROLOGY
	Checking [Blank]	Design Check [Blank]	Project WEATHER WATCH RADAR - WIMMERA
Conditions of Use This document may only be used by GHD's client, (and any other person who GHD has agreed can use this document) for the purposes for which it was prepared and shall not be relied on by any other person or for any other purpose.	Approved (Project Director) [Blank]	Date [Blank]	Title ARCHITECTURAL GENERAL ARRANGEMENT - FLOOR PLAN
	Scale 1:100	This Drawing must not be used or distributed or altered without the prior written approval of GHD	Signature [Blank]
Drawing No: 33-18989-W - A110		Rev: A	



SITE ELEVATION 1
SCALE 1:100

SITE ELEVATION 2
SCALE 1:100



Australian Government
Bureau of Meteorology



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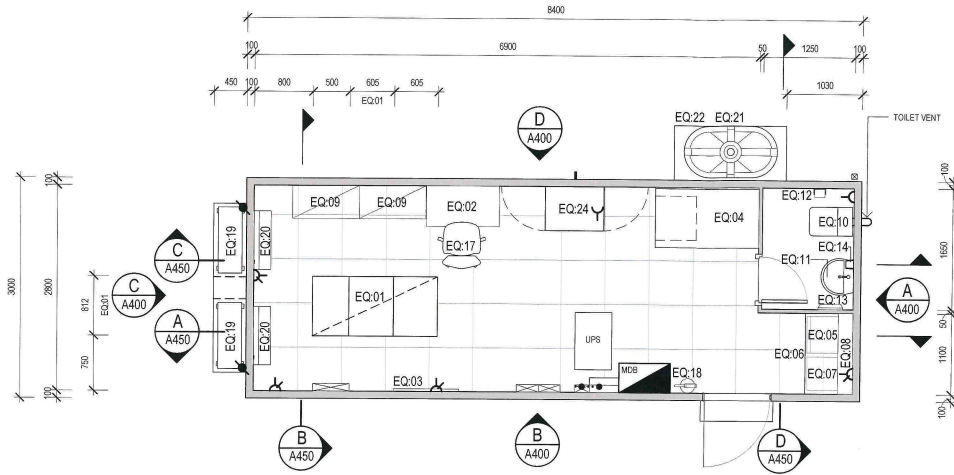
Drawn: J. DONGEL
Checked: (Engineer/ Director)
Scale: 1:100

Designer: H. JOHNSON
Design Check: (Engineer/ Director)

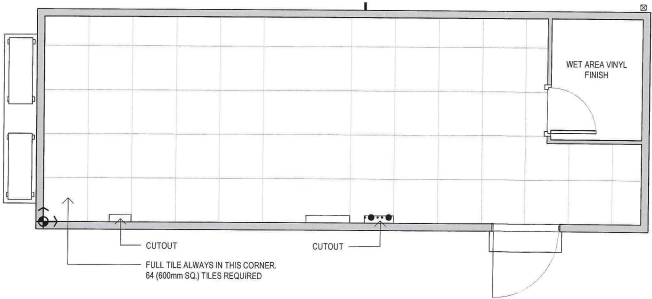
Client: AUSTRALIAN GOVERNMENT BUREAU OF METEOROLOGY
Project: WEATHER WATCH RADAR - WIMMERA
Title: ARCHITECTURAL SITE ELEVATION

Original Size: A3
Drawing No: **33-18989-W - A111**
Rev: A

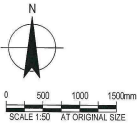
PRELIMINARY



GENERAL ARRANGEMENT PLAN - GROUND
SCALE 1:50



FLOORING SETOUT PLAN
SCALE 1:50



EQUIPMENT SCHEDULE		
CODE	DESCRIPTION	COMMENTS
EQ:01	RADAR CONTROL RACK	SUPPLIED BY LEONARDO
EQ:02	DESK	SUPPLY AND INSTALL BY ENERSYS
EQ:03	WHITE BOARD 900x600	SUPPLY AND INSTALL BY ENERSYS
EQ:04	WORKBENCH	SUPPLY AND INSTALL BY ENERSYS
EQ:05	UNDER BENCH FRIDGE	SUPPLY AND INSTALL BY ENERSYS
EQ:06	HITCHENETTE	SUPPLY AND INSTALL BY ENERSYS
EQ:07	FILING CABINET (UNDER)	SUPPLY AND INSTALL BY ENERSYS
EQ:08	SHelf	SUPPLY AND INSTALL BY ENERSYS
EQ:09	STORAGE CABINETS	SUPPLY AND INSTALL BY ENERSYS
EQ:10	INCINERATOR TOILET	SUPPLY AND INSTALL BY ENERSYS
EQ:11	BASIN	SUPPLY AND INSTALL BY ENERSYS
EQ:12	TOILET ROLL HOLDER	SUPPLY AND INSTALL BY ENERSYS
EQ:13	PAPER TOWEL DISPENSER	SUPPLY AND INSTALL BY ENERSYS
EQ:14	SQUAB DISPENSER	SUPPLY AND INSTALL BY ENERSYS
EQ:16	MPDB	SUPPLY BY LEONARDO, INSTALL BY CONTRACTOR
EQ:17	CHAIR	SUPPLY AND INSTALL BY ENERSYS
EQ:18	FIRE EXTINGUISHER	SUPPLY AND INSTALL BY ENERSYS
EQ:19	AC OUTDOOR UNITS	SUPPLY AND INSTALL BY ENERSYS
EQ:20	FOU WALL MOUNTED	SUPPLY AND INSTALL BY ENERSYS
EQ:21	WATER TANK	SUPPLIED BY CONTRACTOR
EQ:22	WATER TANK STAND	SUPPLIED BY CONTRACTOR
EQ:23	MOP AND BROOM HOOK	SUPPLY AND INSTALL BY ENERSYS
EQ:24	COMMS RACK	SUPPLIED BY BOM

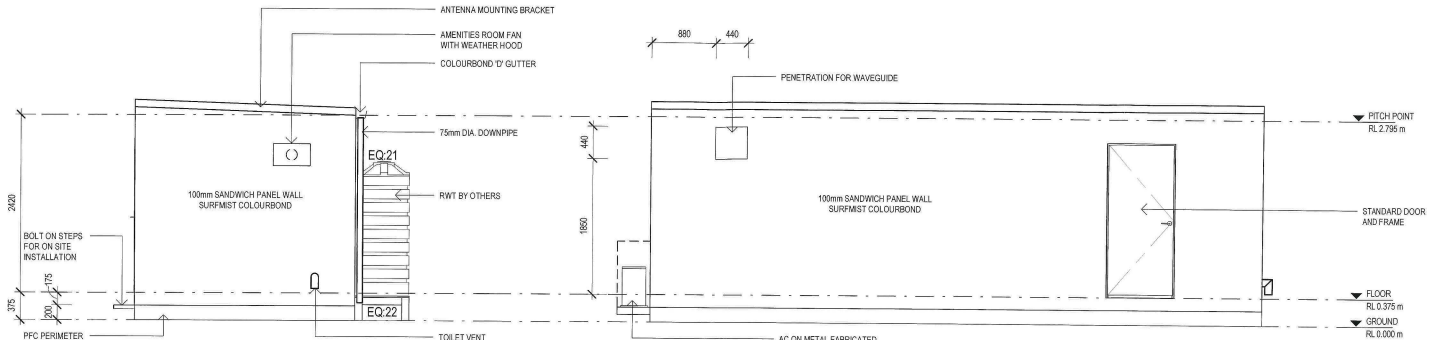
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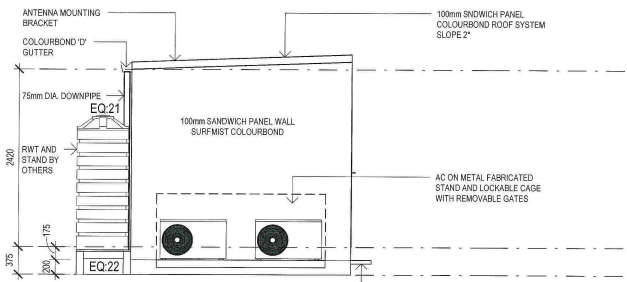
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			Client Ref: A3 Drawing No: 33-18989-W- A112 Rev. A

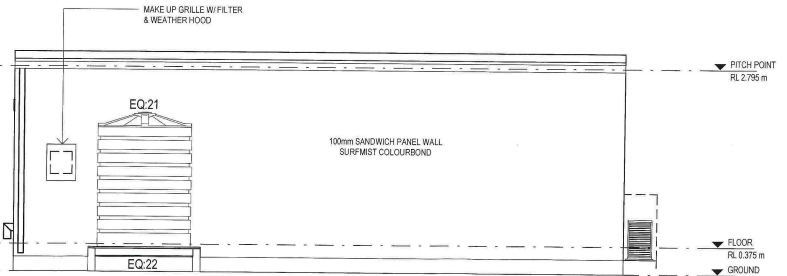


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B ELEVATION
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C ELEVATION
A112 SCALE 1:50



D ELEVATION
A112 SCALE 1:50



PRELIMINARY



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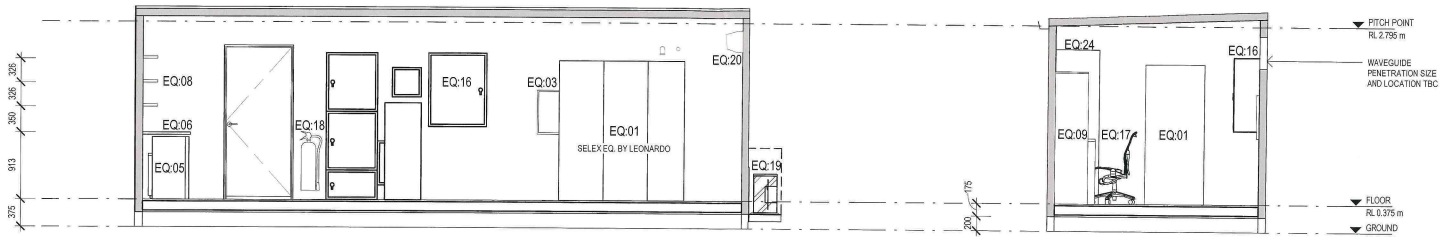
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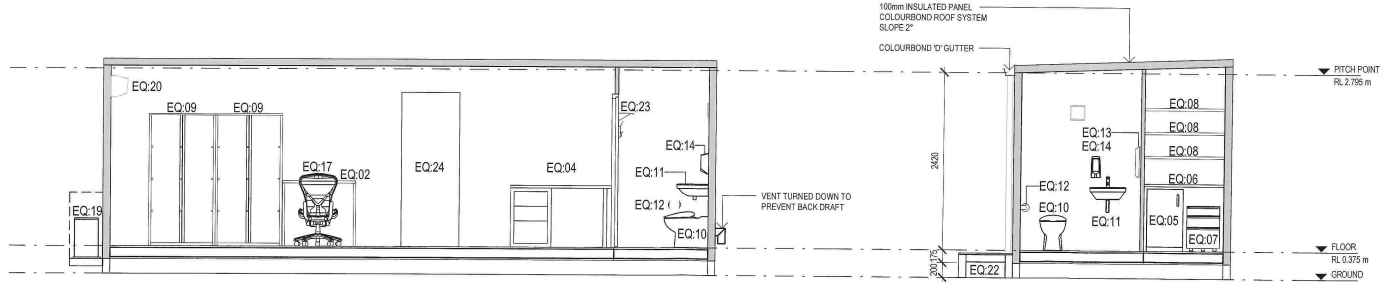
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Project: WEATHER WATCH RADAR - WIMMERA
Title: ARCHITECTURAL ELEVATIONS
Original Date: A3
Drawing No: 33-18989-W - A400
Rev: A



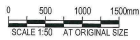
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D SECTION
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PLANNING PERMIT 1606-2018 – ATTACHMENT 2

Explanation and Technical Details

Source: Bureau of Meteorology http://www.bom.gov.au/australia/radar/about/what_is_radar.shtml

What Is Radar?

RADAR stands for RAdio Detecting And Ranging and as indicated by the name, it is based on the use of radio waves. Radars send out electromagnetic waves similar to wireless computer networks and mobile phones. The signals are sent out as short pulses which may be reflected by objects in their path, in part reflecting back to the radar. When these pulses intercept precipitation, part of the energy is scattered back to the radar.

Components of the Radar

Radars in their basic form have four main components:

1. A transmitter, which creates the energy pulse.
2. A transmit/receive switch that tells the antenna when to transmit and when to receive the pulses.
3. An antenna to send these pulses out into the atmosphere and receive the reflected pulse back.
4. A receiver, which detects, amplifies and transforms the received signals into video format.

The received signals are displayed on a display system. Radar output generally comes in two forms: reflectivity and velocity. Reflectivity is a measure of how much precipitation exists in a particular area. Velocity is a measure of the speed and direction of the precipitation toward or away from the radar. Most radars can measure reflectivity but a Doppler radar [is needed] to measure velocity.

Radar Images

Weather radar images are generally a map view of reflected particles for a specified area surrounding the radar. Depending on the intensity of the precipitation, different colours will appear on the map. Each colour on the radar display will correspond to a different level of energy pulse reflected from precipitation.

The strength of the pulse returned to the radar depends on the size of the particles, how many particles there are, what state they are in (solid-hail, liquid-rain) and what shape they are. After making many assumptions about these factors and others, the approximate rain rate at the ground can be estimated. The most reflective precipitation particles in the atmosphere are large and usually have a liquid surface (water-coated hailstones).

Radar Errors

Radar images will not always accurately reflect what is occurring in the atmosphere and not everything seen on the radar will be precipitation. For example, the radar sometimes detects precipitation that occurs higher in the atmosphere but doesn't reach the ground. That's why the radar may appear to show rain when rain isn't occurring. This is called virga.

If the radar is close to the coast and the beam is broad enough, it may reflect off the sea and return strong reflectivity that is really just sea "clutter". At some wavelengths the radar beam is not fully reflected when passing through very heavy rain or hail, thus reducing or obscuring the echo intensity further out from the radar. The presence of mountains within the range of the radar can block part or whole of the radar beam, thus significantly reducing the echo intensity from rain on the other side of the mountains. This is considered "ground clutter" and can also be produced by buildings and trees. Occasionally birds, planes, ships and even a dense enough swarm of insects can be detected by weather radar. This is even more common with Doppler radars due to their higher sensitivity.

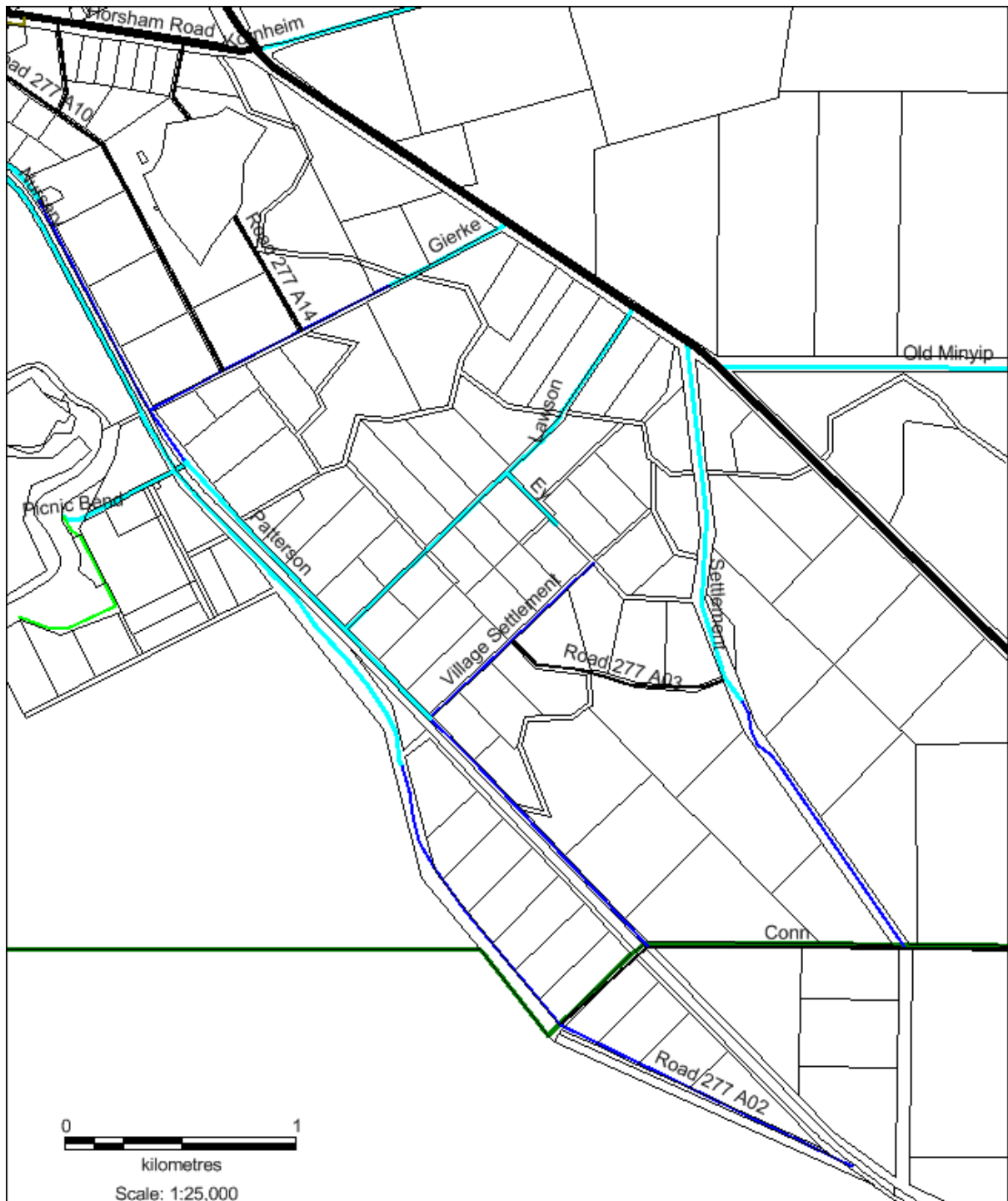
Radar Clutter

As you move further away from the radar, the returned echo becomes weaker. This occurs because as the radar beam broadens with distance, the proportion of the beam that is filled with rain lessens and reduces the echo intensity. The radar beam is also further from the ground with distance (partly because of the Earth's curvature, and partly because the beam is angled upwards by a fraction of a degree), thereby missing the lower parts of the rain. For example, a horizontal radar beam detects raindrops at a height of 1 kilometre above the Earth's surface from rain that is 100 kilometres away from the radar. Yet rain that is 200 kilometres away from the radar will be detected at a height of 3 kilometres.

Attachment 1 – Village Settlement School Road



Attachment 2 – Road 277 A03





Hindmarsh Shire Council
Wimmera River Waterway Management
Plan
Dimboola



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DRAFT

Background

Recreational water facilities contributes in excess of \$1.3M in economic benefit to the businesses of the Hindmarsh Shire. It is estimated that the section of the Wimmera River located within Dimboola area contributes approximately \$338k of economic benefit to the Hindmarsh region alone (Wimmera Southern Mallee Socio-Economic Value of Recreational Water, 2017).

The Wimmera River also has significant heritage, cultural and environmental value.

Purpose

To ensure the Wimmera River within the Dimboola locality is appropriately managed for the benefit of the environment, community, recreational users, traditional and abutting landowners.

Scope

This plan applies to the section of the Wimmera River located between Lochiel (where the river meets the A8) and Horseshoe Bend.

Objective

This plan aims to:

- ensure the Wimmera River, is enjoyed by the local community and visitors alike;
- ensure the cultural heritage of the Wimmera River is respected and protected;
- protect and enhance the environmental value and health of the river;
- identify key stakeholders; and
- ensure key stakeholders are consulted in any decision making with relation to the development and/or use of the river (and immediate surrounds).

Stakeholders

- Barengi Gadjin Land Council
- Wimmera Catchment Management Authority
- Hindmarsh Shire Council
- Department of Environment, Land, Water and Planning
- Parks Victoria
- Grampians Wimmera Mallee Water
- Environmental Protection Authority
- License holders of stock and domestic water rights
- Dimboola Historical Society
- Dimboola Boat & Ski Club
- Dimboola Rowing Club
- Dimboola Angling Club
- Local community
- Tourists
- Wimmera River Advisory Group
- Transport Safety Victoria

Public Land & Managing Authorities with respect to the Heritage Rivers Act 1992

The Heritage Rivers Act 1992 defines managing authorities as:

"managing authority" means a person or organisation responsible for the management of public land in a heritage river area or natural catchment area, whether or not that responsibility is exercised alone or together with any other person or authority;

The Heritage Rivers Act 1992 defines public land as:

(a) unalienated land of the Crown including land permanently or temporarily reserved under section 4 of the Crown Land (Reserves) Act 1978 and State forest, within the meaning of the Forests Act 1958, and parks within the meaning of the National Parks Act 1975; or

(b) land vested in any public authority (other than a municipality or an Authority under the Water Act 1989), to the extent that the land vested in the Authority is within a sewerage district listed in Column 3 of Schedule 12 to that Act; or

(c) land vested in the Melbourne and Metropolitan Board of Works; or

(d) any other land declared to be public land by the Governor in Council under the Land Conservation Act 1970;

The Heritage Rivers Act 1992 prescribes the powers and duties of 'managing authorities' as -

- (1) A managing authority of a heritage river area must, in so far as it is consistent with the authority's duty to manage the area responsibly—
- (a) take all reasonable steps to ensure that the significant nature conservation, recreation, scenic or cultural heritage attributes of the area are protected; and
- (b) subject to paragraph (a), take all reasonable steps to provide opportunities for other recreational activities, landscape appreciation and education within the area; and
- (c) take all reasonable steps to ensure that that part of the river which is in the area is maintained without further interference with its free flowing state except as otherwise provided in this Act.
- (2) A managing authority of a natural catchment area must, in so far as it is consistent with the authority's duty to manage the area responsibly, take all reasonable steps to ensure that the area is maintained in an essentially natural condition.
- (3) A managing authority has the power to do everything that is necessary or convenient for it to do to give effect to this Act.

Roles and Responsibilities

Barengi Gadjin Land Council

Barengi Gadjin Land Council (BGLC) is the trustee for the Native Title rights and interests of the Wotjobaluk, Jaadwa, Jadawadjali, Wergaia and Jupagulk (WJJWJ or collectively Wotjobaluk) Peoples, for the land area known as Determination Area A, which includes the Wimmera River.

In addition to holding Native Title of the river, the Wotjobaluk Peoples maintain close connection to the Wimmera River (Barringi Gadyin) 'the life blood' of their Peoples. As such, the BGLC should be consulted with any proposed works or impacts on the river.

In addition, there are some legal requirements to engage with BGLC, to facilitate active involvement of Wotjobaluk peoples, described within the (Native Title) Co-Operative Management Agreement.

BGLC is also a Registered Aboriginal Party (RAP) appointed under the *Aboriginal Heritage Act 2006* with decision-making responsibility for protecting Aboriginal Cultural Heritage.

Wimmera Catchment Management Authority

Wimmera CMA is directly accountable under the Water Act 1989 for licensing works on waterways and planning referrals on floodplains. The Authority also provides advice and information on other waterway management related issues. Wimmera CMA, through strategic planning and on-ground implementation, integrates waterway management works programs and environmental water delivery into a regional waterways to maximise their effectiveness and benefit.

Hindmarsh Shire Council

Hindmarsh Shire Council (HSC) is the declared waterway manager for the Wimmera River within the Hindmarsh Shire, as appointed by the Minister for Ports under the Marine Safety Act 2010 (Vic) (MSA).

Waterway managers have powers and functions under the MSA relating to the safe operation of vessels in the waters under their control.

They are also responsible for maintaining navigational aids and controlling the navigation of vessels, and this is usually accomplished through the introduction of waterway rules.

An additional function is the monitoring of the waterway and, where required, carrying out educational and compliance activities and engaging with user groups to ensure identified safety issues are addressed.

HSC also own, operate and maintain various infrastructure along the river including but not limited to:

- Boat ramps
- Fishing pontoons
- Boat pontoons
- Weirs
- Bridges

Department of Environment, Land, Water and Planning

The Department of Environment, Land, Water and Planning (DELWP) comprises Victoria's planning, local government, environment, energy, suburban development, forests, emergency management, climate change and water functions with an aim to strengthen connections between the environment, community, industry and economy.

DELWP have shared responsibilities in land management and ensuring a healthy, resilient and biodiverse environment.

Parks Victoria

Parks Victoria manage Victoria's diverse parks system comprising 4.1 million hectares, or 18 per cent of the State. Parks Victoria manages this estate in partnership with Traditional Owners, Government and non-government organisations, park neighbours, friends' groups and the broader community. Parks Victoria, aim to inspire the community to conserve and enjoy Victoria's unique natural and cultural heritage. Together, care for Country and promotion of the value of our parks and waterways for the benefit of all Victorians and their visitors is achieved.

In the Wimmera, Parks Victoria manages over 300 parks and reserves totalling some 200,000 Hectares. Parks Victoria's management responsibilities include the Wimmera River Heritage Area Park; the river corridor downstream of Polkemmet bridge through the Little Desert National Park, Lake Hindmarsh and Lake Albacutya to Wirrengren Plain in Wyperfeld National Park. Parks Victoria's management responsibility is for the bank above the water level through to the edge of the Crown land reserve, not the water or the river bed and banks. Following a native title settlement determination in 2005 the Wimmera Heritage River Area has been co-managed by Barengi Gadgin Land Council in partnership with Parks Victoria. Parks Victoria supports the Wimmera Catchment management Authority's planning and delivery of environmental water in the Wimmera River, particularly where it influences the Wimmera River Heritage Area and intersects with the Little Desert NP, West Wail Flora and Fauna Reserve and Lake Hindmarsh Lake Reserve.

Grampians Wimmera Mallee Water

[GWM to provide info](#)

Environmental Protection Authority

Environment Protection Authority Victoria regulates the environment and is an authority on the things that impact on our environment.

License holders of stock and domestic water rights

Stock and domestic rights are defined in Section 8 of the Water Act 1989. Local license holders advise a preference of the river level to be greater than 1m as often as possible throughout the warmer and drier months of the year.

Dimboola Historical Society

Established in 1968, the Dimboola and District Historical Society aims to:

- Collect, record and preserve items of historical interest pertaining to Dimboola and District;
- assist other concurring individuals and organisations in the preservation of the community's history; and
- foster and encourage community interest and pride in their district's history.

Dimboola Boat & Ski Club Inc

Operating from facilities at Picnic Bend, the Dimboola Boat & Ski Club, are a sporting association comprising members for boating and water skiing activities. The club is responsible for the development and maintenance of a ski friendly policy.

Membership of the club includes representatives of Dimboola in slalom and barefoot water skiing on a national level.

Dimboola Rowing Club

The purpose of the Dimboola Rowing Club is to promote the sport of rowing (and other forms of athletic endeavour). The club is a community driven, not for profit club which aims to facilitate access to the sport of rowing. The club officials and coaches are volunteers and aims to provide a positive sporting environment for the benefit of all members

The clubhouse is located in the Dimboola Recreation Reserve on the eastern side of the Wimmera River. There is a boat landing area directly in front of the club house.

Training Area

The general training area extends from the Wimmera Street Bridge to Picnic Bend (just short of the ski area) and on limited occasions from the Wimmera Street Bridge to Horseshoe Bend. (Rowing camps/long distance training/closure of selected river areas for other river user events).

Competition course areas

The club has two designated competition areas. The first area is where the annual club regatta is held from the Lloyd Street Boat ramp to the Wimmera Street Bridge which includes the start marshalling area and landing areas. The second area is the annual Head of the Wimmera regatta which is held from Rocky Bend to the Wimmera Street Bridge over 6.2 km in distance.

Both these competition courses require a large number of volunteer labour hours to set up and dismantle prior to and after each event.

Dimboola Angling Club

DAC to provide info

Local community

All members of the community have rights to access and enjoy the Wimmera River.

Tourists

Tourism plays a significant role in the economic sustainability and prosperity of the Wimmera Region including the township of Dimboola and beyond. The Wimmera Southern Mallee Socio-Economic Value of Recreational Water report commissioned by the Wimmera Catchment Authority, estimates that the Wimmera River within the Dimboola area attracts approximately 2,800 overnight visitors, 6,400 active day users and approximately 13,600 passive day users per annum, generating in excess of \$330,000 in local expenditure .

This plan recognises the importance of tourism to the Wimmera Region and aims to provide for active and passive recreational pursuits for various groups.

Wimmera River Advisory Group

The Wimmera River Advisory Group was established in 2017 and comprises a membership of:

- Councilor of Hindmarsh Shire Council
- Wimmera Catchment Management Authority
- Dimboola Boat and Ski Club Inc.
- Dimboola Rowing Club
- Landowners who hold Stock and Domestic Water licenses
- Dimboola Angling Club
- Dimboola & District Historical Society
- Hindmarsh Landcare
- Barengi Gadjin Land Council
- Parks Victoria

Transport Safety Victoria

Transport Safety Victoria (TSV) is the independent regulator for bus, rail and maritime safety across Victoria. Maritime Safety Victoria (MSV) is a branch of TSV and is responsible for administering maritime legislation and providing knowledge, education, support and direction to vessel operators and port and waterway managers.

The Minister for Ports has appointed Hindmarsh Shire as the waterway manager for the Wimmera River within the Shire of Hindmarsh. MSV assists waterway managers to carry out their functions and provides advice and assistance in addressing waterway safety issues, making waterway rules and managing on water events.

Definition of Vessels

ISO 8666:2016 establishes definitions of main dimensions and related data and of mass specifications and loading conditions. It applies to small craft having a length of the hull (L_H) of up to 24 m.

In summary, this is the complete length of the boat, but excludes outboard motors and any other type of equipment that can be detached without the use of tools.

Permitted Activities

Fishing

Fishing is permitted from the river banks and from boat.

Skiing

Skiing is permitted along approximately 5km of the river as marked below in the area occupied by the Dimboola Boat and Ski Club, where there are no speed restrictions and vessels are permitted to travel at speeds exceeding 5 knots within 50 metres of the waters' edge (all vessels must not exceed 5 knots within 50 metres of another vessel or a bather). Boats are restricted to a speed limit of 5 knots per hour outside of the designated ski zone illustrated in blue below.

There are no restrictions on the Dimboola section of the river on the type of vessel that can use the waterway whether powered or unpowered.

Skiing is permitted in restricted areas on a case by case basis for special events.

The Dimboola Boat & Ski Club is responsible for developing and maintaining a ski friendly policy incorporating permitted times of skiing, permitted boat types, boat ramp operations (etiquette), boat etiquette, hand signalling, flag procures for slalom course, river inspections for obstacles and hazards, inspections of devices such as buoys and markers.

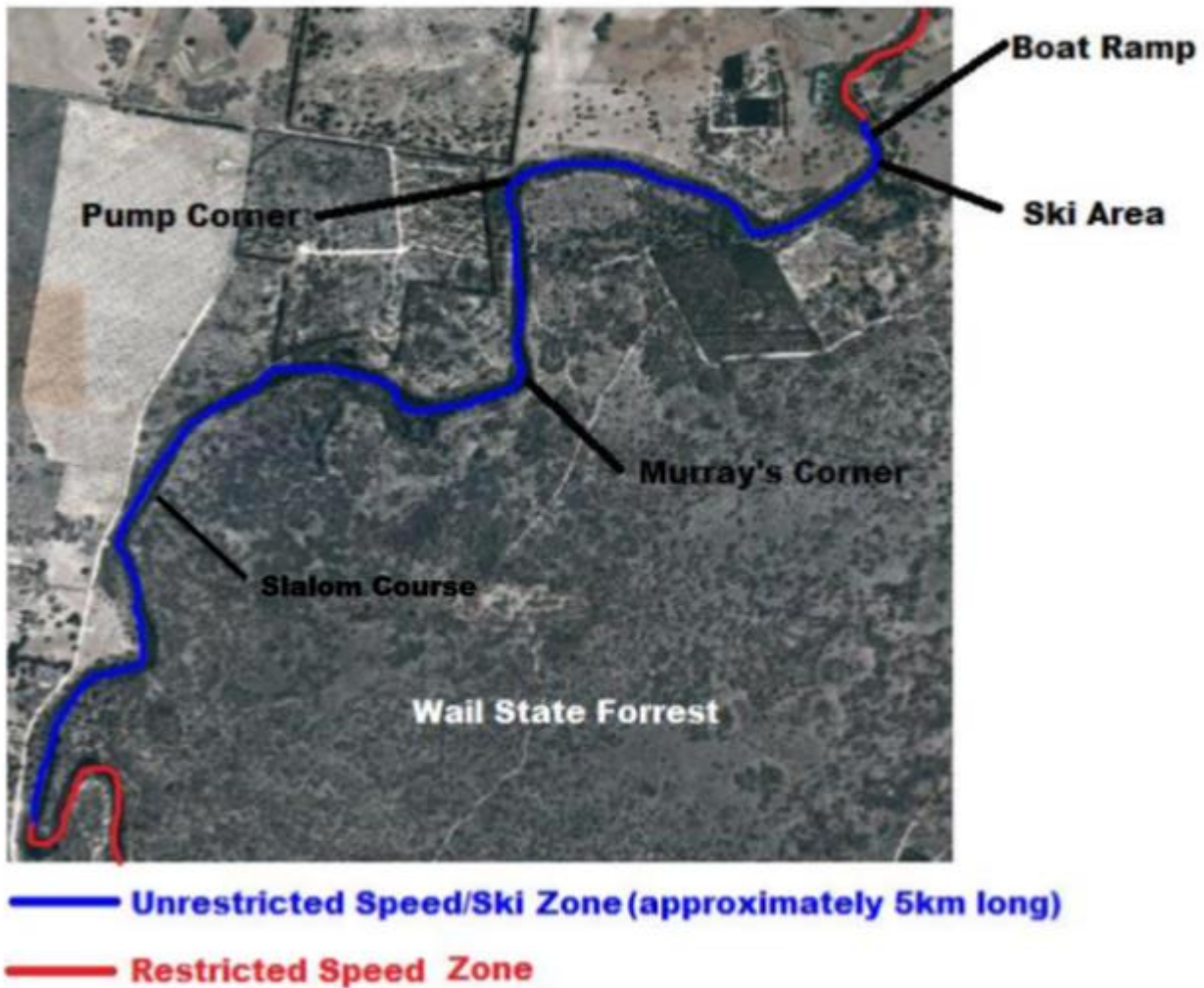
Note: While the Dimboola Boat & Ski Club may be able to exercise a 'ski friendly' policy, there are no official and legally enforceable rules that establish times for skiing, boat types, hand signalling and flag procedures for the slalom course.



— Unrestricted Speed/Ski Zone (approximately 5km long)

— Restricted Speed Zone

The image below illustrates the location of the boat ramp, Dimboola Boat and Ski Club facility and slalom course.



Restricted Activities

Wake boats (Dimboola Boat & Ski Club only)

The use of wake boats on the river is limited to those currently operated by the Dimboola Boat & Ski Club. Through sound policy and monitoring of its members, the club shall encourage responsible operation of their wake boats to ensure any environmental damage associated with boating activities is minimised.

An option in terms of waterway rules and minimising environmental damage is to create rules that restrict the use of wake boats to certain times and days. This is in line with section 21 of the Marine Safety Act 2010 (Vic), and the *'Principle of equity'* of use of Victorian waters, where the use of State waters will not be unduly favoured to the detriment of other users of those waters.

Duck Hunting

The Wildlife (Game) Regulations 2012 prescribe the annual duck hunting season opening on the third Saturday in March and closing on the second Monday in June, each year. However, under the *Wildlife Act 1975*, the Minister can vary the hunting arrangements.

Duck hunting is not be permitted within the designated ski zones, and in areas where events are being held.

The Game Management Authority, Parks Victoria and the Department of Environment, Land, Water and Planning identify areas where duck hunting is prohibited and also enforce relevant hunting and firearms laws across Victoria.

Hindmarsh Shire Council notes that there may be exemptions to duck hunting regulations permitted to Native Title holders (under the Native Title Act) at the discretion of the relevant Minister.

River Height Management

The height of the river (within the scope area), is managed by a weir. The weir is owned and operated by Hindmarsh Shire Council, with height adjustments being made in consultation with a number of stakeholders for various purposes.

Flood Mitigation

The Dimboola Weir plays a key role in reducing flood risks for the township of Dimboola. As such, any requests to adjust the height of the weir from the State Emergency Services and/or other responsibility authorities for the purpose of flood mitigation will be adhered to. The Hindmarsh Shire Council Municipal Flood Response Plan provides guidance weir operations for various flow events.

Environmental River Height Management

The Wimmera Catchment Management Authority (WCMA) will advise of preferred heights for environmental purposes from time to time. The heights as recommend by the WCMA will take priority over all other height preferences. Regulated environmental water releases will be also passed through the Dimboola **weir pool** on the advice from Wimmera CMA.

Flows reaching the Dimboola Weir Pool can be from a several sources:

Unregulated flows that occur due to high rainfall, typically during winter/spring leading to large volumes of runoff from tributaries entering the Wimmera River.

Regulated environmental flows which are flows released from water storages (Taylor's Lake, Lake Lonsdale, Lake Wartook) to maintain and improve the environmental conditions of the Wimmera River and other waterways.

Passing flows which are a proportion of natural flows that reach Lake Lonsdale or Huddleston's Weir and are allowed to keep flowing rather than be kept in a storage for allocation.

Given unregulated flows happen during wet conditions, their passage through weir pools does not require management beyond considerations around infrastructure and flood management. Information from the river flow gauging network is critical for understanding the magnitude of flows and what (if any) operational changes to the Dimboola Weir are required.

http://www.bom.gov.au/cgi-bin/wrap_fwo.pl?IDV60148.html

Regulated environmental and passing flows may require more direct management given they have been explicitly provided to the Wimmera River for environmental outcomes. This is particularly important during drought conditions. Management of the weir might involve setting the weir gates at the water level during periods of no flow so when environmental flows reach the weir pool, they can continue downstream without raising the weir pool water level. On other occasions, filling the weir pool with environmental will be desirable given its value as a refuge pool for fish etc.

Given the objective to vary water levels over the course of a year to reduce erosion risks and protect its values, releasing water from the weir pool to achieve environmental objectives (e.g. creating a temporary 'pulse' of water downstream to disperse saline water and inundate higher parts of the river bank) could warrant a subsequent 'repayment' of environmental water later on in the year. Losses from seepage and evaporation and gains from stormwater contributions also need to be considered.

Flexibility in water level and environmental water management is critical given the range of scenarios that take place. This requires regular communication between Wimmera CMA and Hindmarsh Shire staff to ensure a shared understanding of planned flows and objectives, weir pool conditions and weir management considerations.

Management of environmental flows in and through Wimmera Weir Pools (Alluvium Consulting, 2014) is a very comprehensive report developed in consultation with stakeholders and provided recommendations for management of environment water in and through weir pools. These recommendations inform actions by Wimmera CMA and Hindmarsh Shire to pass flows through the weir pool.

The report also considered other objectives such as minimising algal blooms, maintaining weir pool ecology (native fish and vegetation), enhancing social amenity and limiting operational complexity and weir pool bank erosion.

Key conclusions are as follows:

It recommended that weir pool ecology is maintained by:

- Allowing water levels to fluctuate seasonally;
- Limiting water depth variations to approx. 50 cm over 6 months;
- Controlling rates of inundation and drawdown to 1-2cm per day to prevent slumping; and
- Analysis of weir pool characteristics (depth, volume etc.) indicates that most of the time flow is insufficient (<400 ML/d) to provide the necessary turbulence to prevent blue green algal blooms.

Useful facts and figures on the Dimboola Weir Pool from the Alluvium (2014) report follow:

Dimboola weir pool



Catchment characteristics

- Waterway: Wimmera River
- Upstream catchment: 6,113 km²
- Estimated travel time for 100 ML/d released from Taylors Lake: 19 days

Pool characteristics

- Pool capacity: 1,933 ML
- Max surface area: 62 ha
- Surveyed depth (from top of weir): 4.5-8m

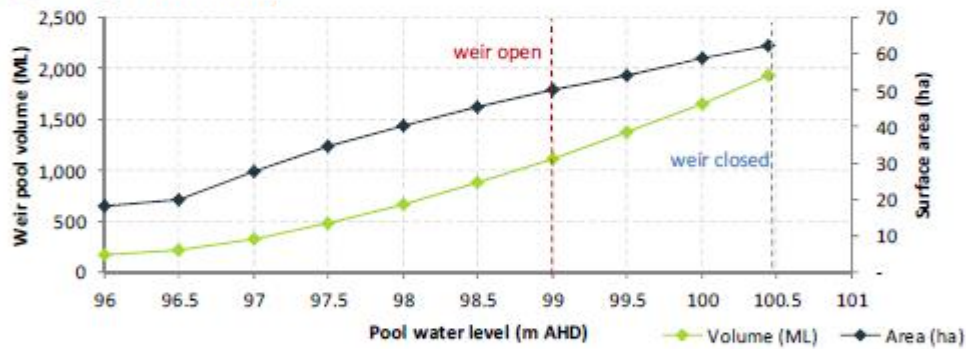
Weir arrangement

- 6 overshot gates, 12 drop boards
- Maximum flow through gates: 3,054 ML/d
- Weir level variation: 99.03–100.45m AHD

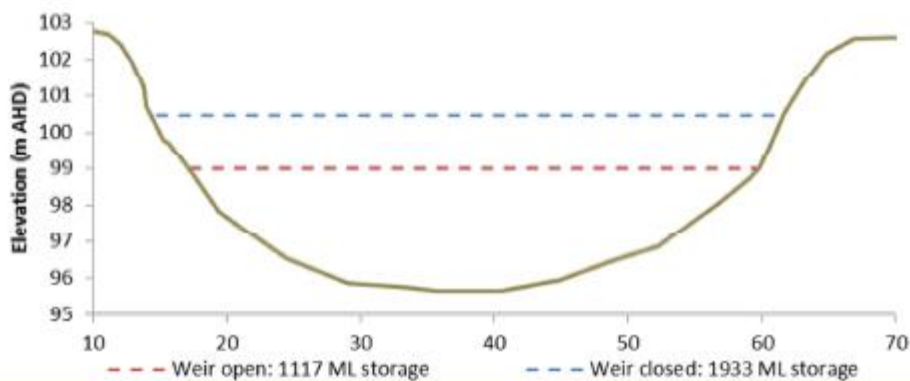
Daily inflows required to turnover pool at a sufficient rate to minimise risk of algal blooms:

- 387 ML/d when weir is closed
- 223 ML/d when weir is open

Stage-storage-area relationship

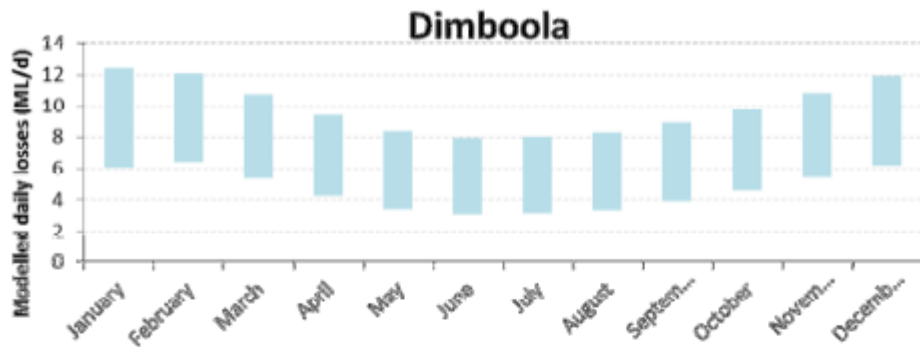


Weir pool cross section

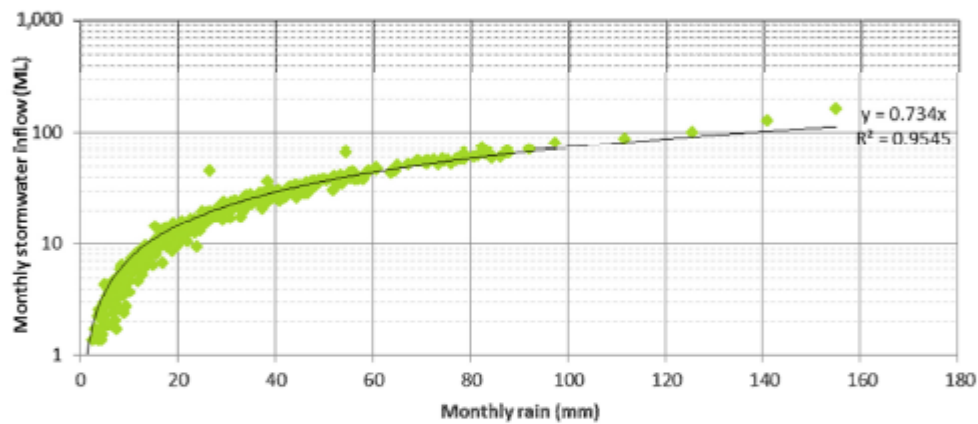


Dimboola weir pool (continued)

Pool losses



Modelled stormwater inflows



Weir level change required to release flow

Outflow	Head differential required to release flow (mm)	
	1 flume gate	All 6 flume gates
15 ML/d	140	42
30 ML/d	225	68
70 ML/d	390	120
100 ML/s	500	150
200 ML/d	790	240
230 ML/d	865	262

Ski Season – Variable

The use of the river is “self-regulating” with regard to water skiing. With the exception of a small number of enthusiasts, the ski season is usually determined by ambient and water temperature. Typically, after February the number of users decrease by half as

the month before and so on. At the end of April each year, the use of the waterway by skiers is reduced to very low numbers.

The Dimboola Boat & Ski Club support the variation of approximately 500mm during the summer season to assist vegetation establishment on the waterway and to dry river banks for stabilisation purposes.

During the designation ski season the preferred height of the river shall be maintained at 2.0m.

Angling Season – Year round

The angling season for the Wimmera River is year round with the Dimboola Angling Club hosting a number of competitions throughout the year.

During mid-late November each year the Dimboola Fishing Classic is held raising funds for Allambi Elderly Peoples Home in Dimboola.

Angling Club to advise of preferred height

Rowing Regatta – Early to mid-November annually

The Dimboola Rowing Club host the annual Dimboola Rowing Regatta. The preferred height for this event is 2.3m.

The Dimboola Rowing club currently conducts two rowing Regatta's. The first being the annual club regatta conducted on the Saturday and the second being the Head of the Wimmera on the Sunday.

The Dimboola Rowing Club conducts both regattas during the month of November to accommodate volunteers from agricultural pursuits, take advantage of the seasonal river height and to avoid potential event cancellation due to strict heat policies enforced by Rowing Victoria.

Other

Requests to adjust the river height for other purposes such as revegetation programs may be considered also.

In typical seasons, water levels will be reviewed at the completion of the Dimboola Angling Competition each year. To assist with river vegetation and water health, attempts will be made to reduce the river height by approximately 100mm, followed by further reductions of approximately 150mm during the months of December and January, with an aim to achieve levels around of 1.8-1.7m at the weir gauge at the conclusion of March.

Access Points

There are a number of access points along the river for a number of activities.

The appropriate land manager under their land management responsibilities can control access to the waterway.

River Rules

Schedule 68 of the Vessel Operating and Zoning Rules apply to the waters of the Wimmera River within the Shire of Hindmarsh.

All waterway rules are made by the Director, Transport Safety, under section 184 of the Marine Safety Act 2010 (Vic), and can be made at the request of port management bodies, local port managers and waterway managers for waters under their control.

The purposes for which these rules can be made are: (i) regulating or prohibiting the operation of any or class of vessels; (ii) regulating the use of waters by bathers and others, where that use affects any boating activity; and (iii) regulating the charts, appliances and other equipment that must be carried on vessels.

Gazetted waterway rules are the only standing laws. Relevant rules that apply to the Wimmera River within the Shire of Hindmarsh include Schedule 68 of the Vessel Operating and Zoning Rules, which are approved by Maritime Safety Victoria under Part 5.1 of the Marine Safety Act 2010 (Vic) and preceding legislation.

Rules under Schedule 68 are as below:

68.1. Excluded speed limit for the purposes of Clause 3(a).

Those waters of the Wimmera River within the Shire of Hindmarsh which are not otherwise specified as a five (5) knot speed restriction zone are not subject to the requirements of Clause 3(a) of this notice.

68.2. Five (5) knot speed restriction zones for the purposes of Clause 7.

Those waters of the Wimmera River that are -

- (a) between -
 - (i) a line between two skiing signs on opposite banks of the river approximately 140 metres downstream of the old road bridge at Jeparit; and
 - (ii) a line between two chequered marker signs on opposite banks of the river on the southern prolongation of the eastern boundary of Crown Allotment 7, Parish of Jeparit;
- (b) between –
 - (i) the weir wall at Jeparit, and
 - (ii) downstream to a line between two chequered marker signs on opposite banks of the river at the old railway bridge at Jeparit;
- (c) between the Wimmera Street Bridge, Dimboola, and a line between two chequered marker signs on opposite banks of the river on the south-western prolongation of the north-western boundary of Crown Allotment 71, Parish of Dimboola;

- (d) between two chequered marker signs on opposite banks of the river of the easterly prolongation of the northern boundary of Crown Allotment 1, Parish of Pomponderoo, and two chequered marker signs on opposite banks of the river on the easterly prolongation of the southern boundary of Crown Allotment 1, Parish of Pomponderoo;

are subject to a speed restriction of five (5) knots.

68.3. Areas where vessels are prohibited for the purposes of Clause 9

Those waters of the Wimmera River from the weir wall at Jeparit and extending upstream approximately 140 metres to two “Vessels prohibited” signs on opposite banks of the river are, prohibited to vessels.

68.4. Exclusive use and Special Purpose Area for the purpose of Clause 13

Those waters of the Wimmera River between:

- (a) a line between two skiing signs on opposite banks of the river approximately 140 metres downstream of the old road bridge at Jeparit; and
- (b) a line marked by red buoys between two “Vessels prohibited” signs on opposite banks of the river approximately 140 metres upstream of the weir wall at Jeparit;

are set aside for the exclusive use of vessels engaged in water skiing.

Swimming

Swimming is prohibited in gazetted ski areas during Water Skiing hours.

Boating Rules

Unless otherwise permitted by Hindmarsh Shire Council, boating hours are limited to 8.30am to 8.00pm for the months November through to April and 8.30am to 5.30pm for the months September through to October.

All boat drivers must be licensed and comply with the Marine Act including being equipped with relevant safety equipment.

All inboard power boats must be fitted with approved silencers with full flow cooling water running through them.

All boats towing skiers must have an observer 12 years of age or older.

Boats must keep to the Right Hand side of the river.

Boats must not follow in the wake of a boat towing a skier.

Hand signals must be given to indicate a fallen skier in the water, and must be acknowledged by any approaching boats to indicate that they are aware of the fallen skier.

Releasing of trick skiers is to be done only by the observer (Not the driver).

Boats must be removed from the river for refuelling.

No inflatable objects are to be towed.

The use of artificial wedges and fat sacks to create oversized wakes is prohibited.

Wake enhanced boats are prohibited.

Environmental Management

Monitoring of River Health

The Wimmera CMA undertake basic water quality monitoring across the catchment including at sites at picnic bend and at the Dimboola weir on a monthly basis. The program monitors turbidity, oxygen levels, pH etc.

Hindmarsh Shire Council can also perform water quality tests if requested.

Revegetation Programs

Wimmera CMA will continue to assist the community in implementing revegetation programs that improve waterway health and are in line with the Wimmera Waterway Strategy.

Note: any activity that impacts the bed of the River could trigger a Future Act, under the Native Title Act, and will require engagement with BGLC.

Enforcement

There are a number of authorities who have enforcement powers.

Waterway Managers can have Transport Safety Officers appointed by TSV under the Transport (Safety Schemes Compliance and Enforcement) Act 2014 to enforce the Marine Safety Act 2010 and Marine Safety Regulation 2012 on their waterways (waterway rules, licencing, registration, safety equipment etc.).

While Maritime Safety Victoria (MSV) is the primary agency responsible for enforcing marine safety legislation in Victoria, Transport Safety Officers are appointed to enforce this legislation and assist MSV in its functions in order to promote responsible and safe boating behaviour.

Victoria Police and Fisheries Victoria Officers can also enforce the requirements of the Marine Safety Act 2010 and Marine Safety Regulations 2012.

The Game Management Authority in conjunction with the Department of Environment, Land, Water and Planning, Parks Victoria and Victoria Police enforce relevant hunting and firearms laws across Victoria.

Fisheries Victoria's responsibilities include aquaculture, recreational and commercial fisheries management and licensing and have enforcement powers with regard to illegal fishing activity.

Parks Victoria has authority under state legislation to enforce park regulations under numerous acts including the National Parks Act 1975, the Crown Land Reserves Act 1978, the Wildlife Act 1975, the Forests Act 1958 and the Country Fire Authority Act 1958.

BGLC & Aboriginal Victoria (Dept Premier & Cabinet) enforce (Aboriginal) heritage management and protection under the Aboriginal Heritage Act 2006.

Related Legislation

- Marine Safety Act, 2010
- Marine Safety Regulations, 2012
- Transport (Safety Schemes Compliance and Enforcement) Act 2014
- Environmental Protection Act, 1970
- Hindmarsh Municipal Local Law no.2
- Heritage Rivers Act, 1992
- Wildlife (Game) Regulations, 2012
- Native Title Act 1993 (Fed)
- Traditional Owner Settlement Act 2010
- Water Act 1989

Other considerations

All efforts should be made to protect natural beaches along the river.

Heritage values should be retained.

Access to river for water use by licence holders should be maintained.

All efforts should be made to prevent bank erosion.

Restricting skiing when river levels are too low.

Related Documents

Wimmera Waterway Strategy, Wimmera Catchment Management Authority

Growing What is Good Country Plan, Barengi Gadjin Land Council

Hindmarsh Shire Council Municipal Flood Response Plan

References

Wimmera Southern Mallee Socio-Economic Value of Recreational Water

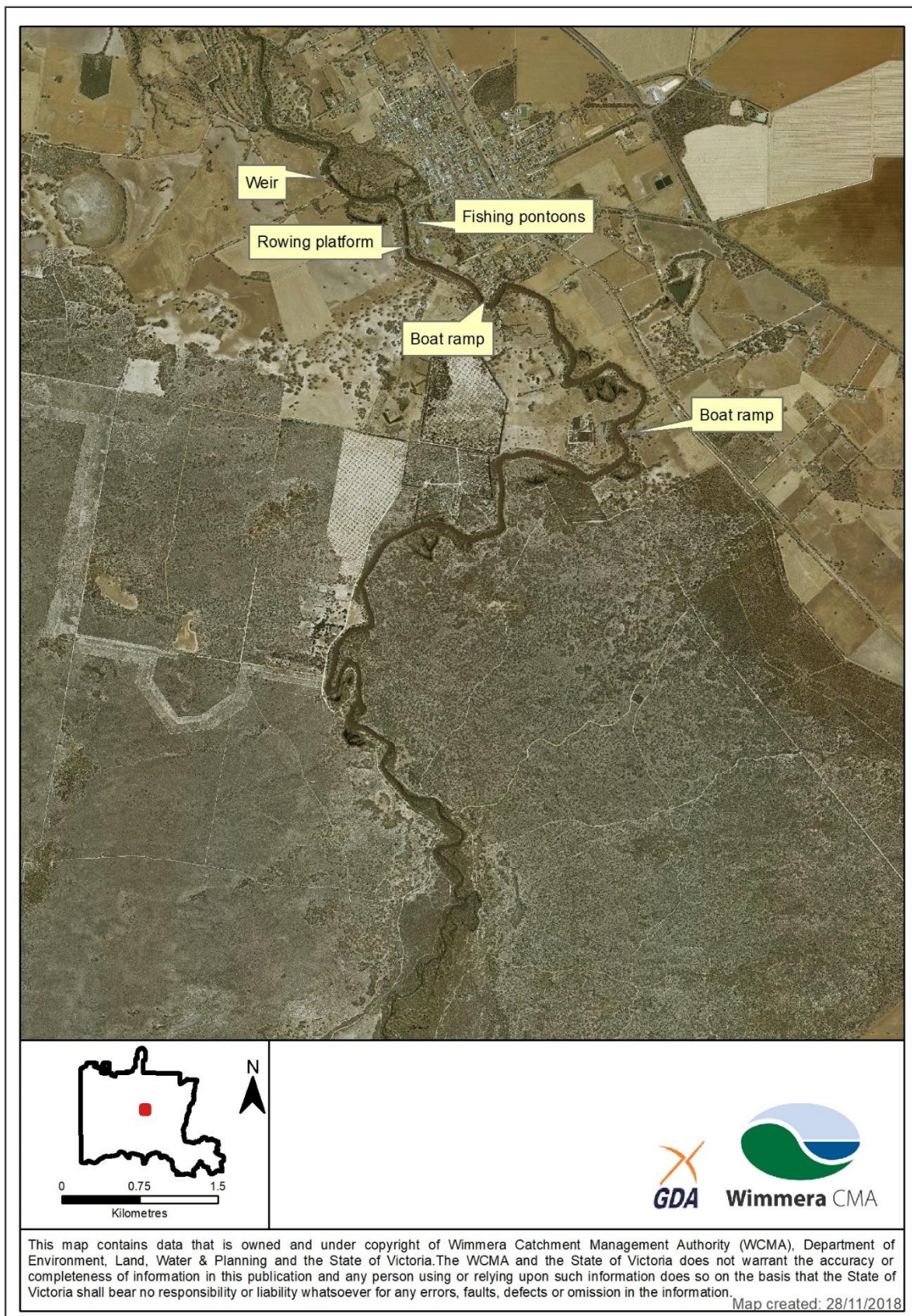
www.delwp.vic.gov.au

www.transportsafety.vic.gov.au

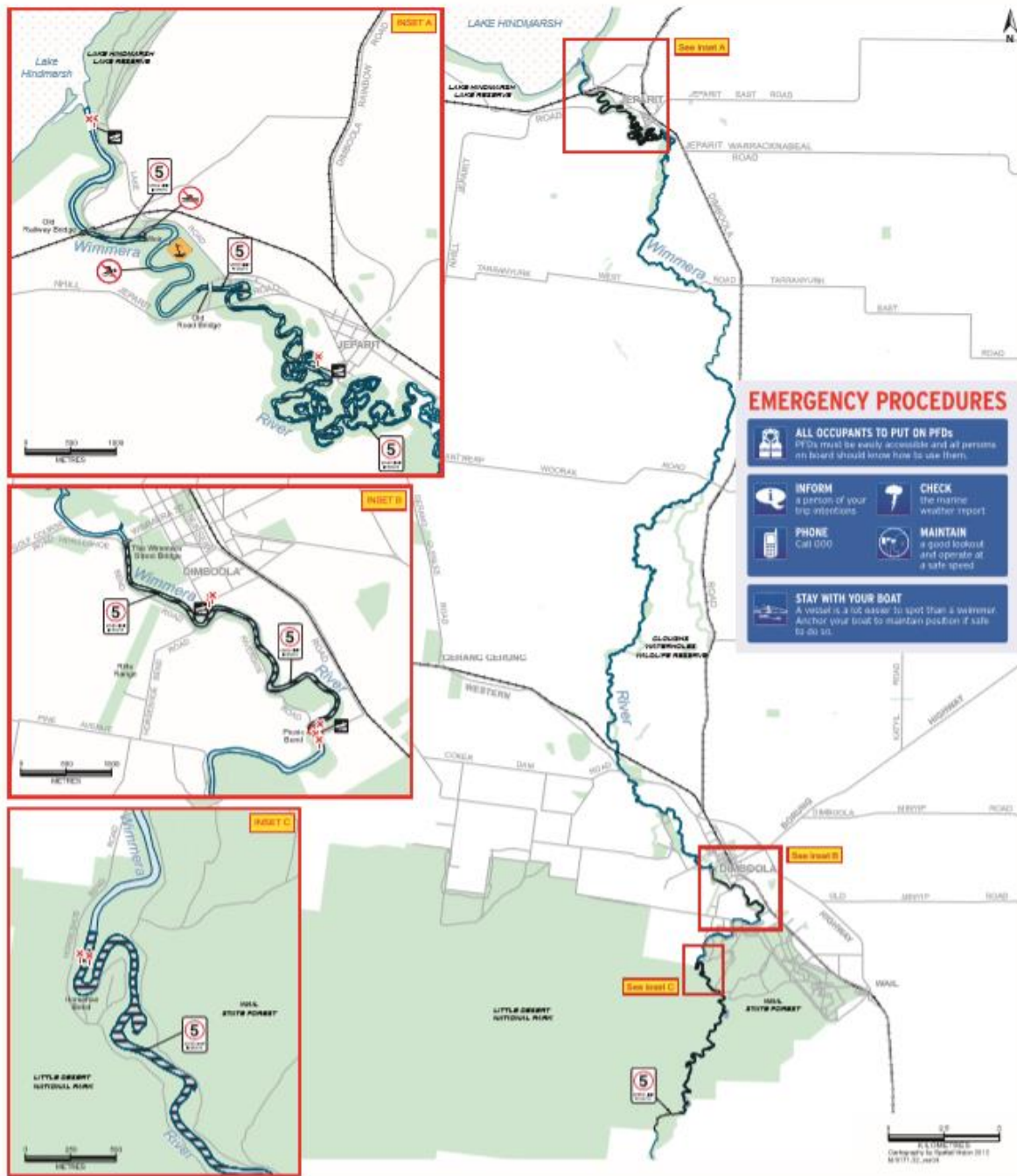
www.hindmarsh.vic.gov.au

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Attachment - 1



Attachment – 2



EMERGENCY PROCEDURES

- ALL OCCUPANTS TO PUT ON PFDs**
PFDs must be easily accessible and all persons on board should know how to use them.
- INFORM**
a person of your trip intentions.
- PHONE**
Call 000.
- CHECK**
the marine weather report.
- MAINTAIN**
a good lookout and operate at a safe speed.
- STAY WITH YOUR BOAT**
A vessel is a lot easier to spot than a swimmer. Anchor (Use float to maintain position if safe to do so).

WATERS - WIMMERA RIVER (WITHIN THE SHIRE OF HINDMARSH)

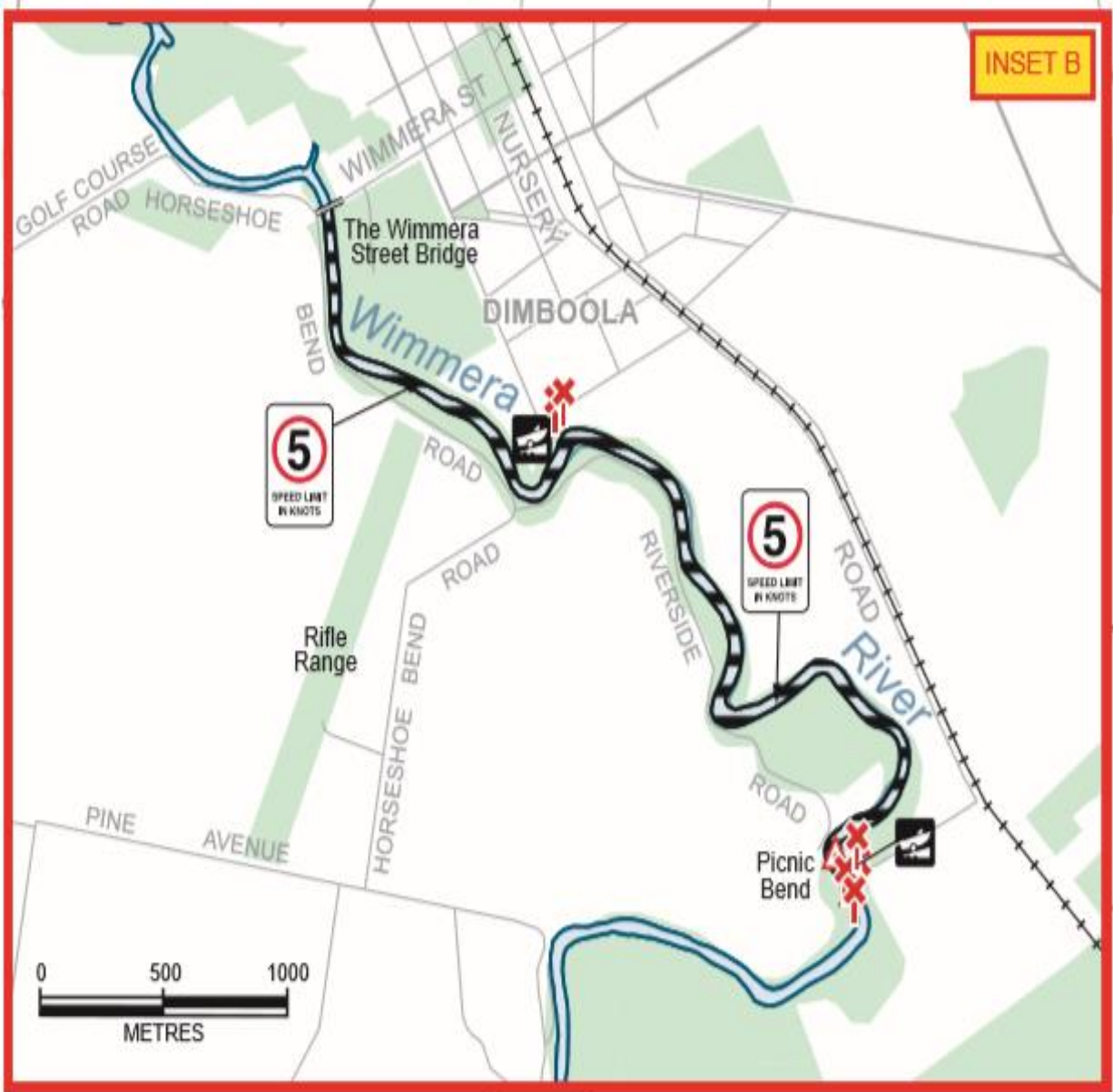
Waterway Manager - Hindmarsh Shire Council (Ph. 5391 4444)

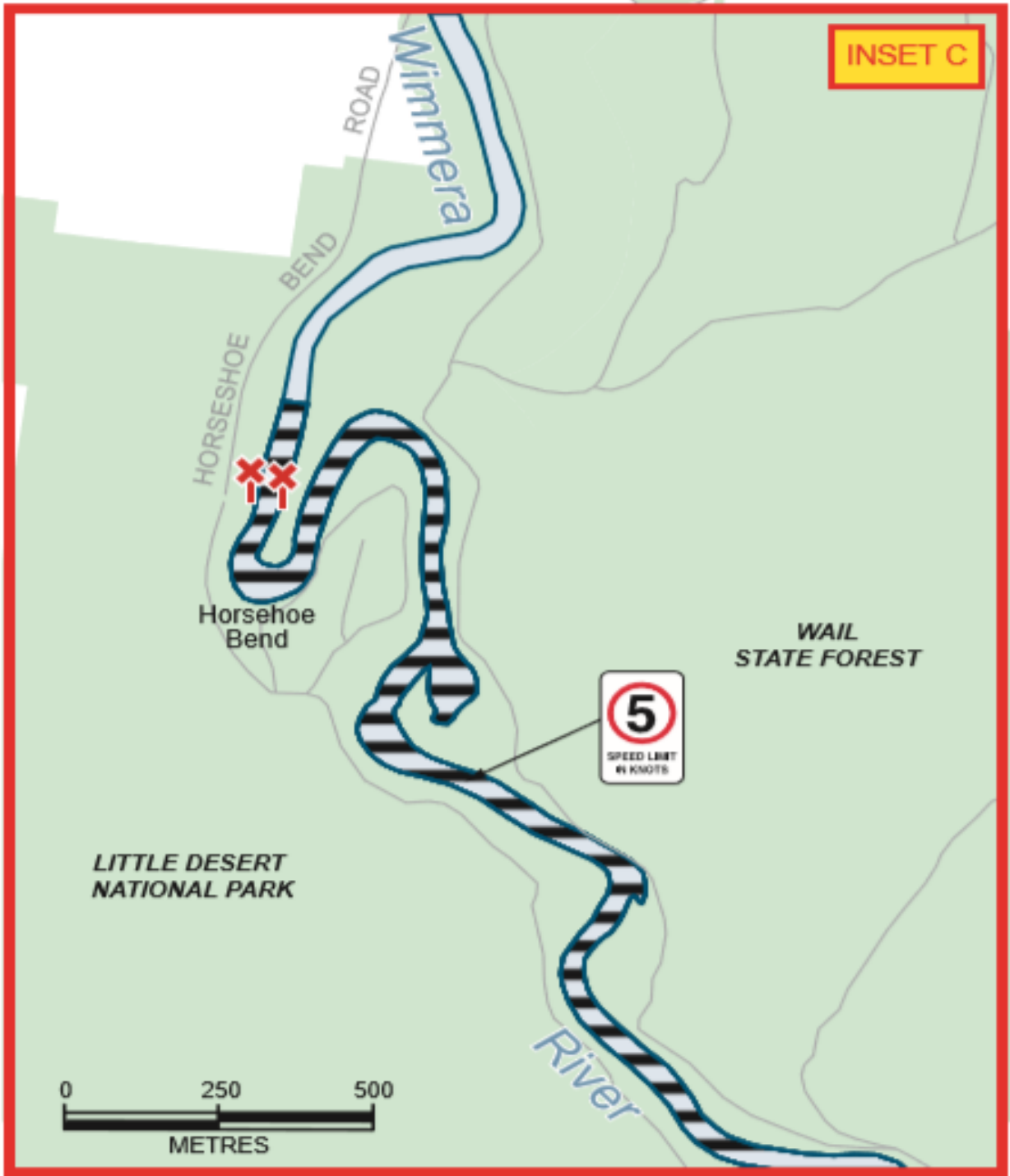
Waters of the Wimmera River	Waters where vessels are prohibited	Speed Limit Zone	Busy	Water Skiing
Waters outside those specified in Schedule 55	Special Purpose Area	No Boating	Sign / Post / Beacon	Boat Ramp

A person must not operate a vessel on the waters of the Wimmera River (within the Shire of Hindmarsh) at a speed exceeding 5 knots within 50 metres of a boat or floating structure in or on the water - except in an access lane.

Disclaimer: This map details the local vessel operating and zoning rules in place for the Wimmera River (within the Shire of Hindmarsh) and should be used in conjunction with the Vessel Operating and Zoning Rules (Schedule 55) available at www.hindmarsh.vic.gov.au. Map users should be aware that the rules are subject to change - this map should not be used for navigational purposes.





6	302	LUXEMBURG	930
AZ	419	TURIN	935
LH	1122	NEAPEL	935
LH	1906	MADRID	935
LH	1022	STUTTGART HBF	935
AF	1701	LYON	940
AY	822	HELSINKI	940
AA	071	ST FRANCISCO-DALLAS	940
AF	743	PARIS	940
LH	1118	VENEZIA	940
DL	023	DALLAS	960
KL	892	AMSTERDAM	960

18.100.01 • January 2019

Nhill Aerodrome Master Plan Update 2018

Hindmarsh Shire Council

Nhill Aerodrome Master Plan Update 2018

Hindmarsh Shire Council

Report

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January 2019

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Glossary of Terms

Airport Master Plan	A strategic document produced by the airport owner / operator, setting the direction for development of the airport over a period of time, usually between 10 – 20 years
Airport Reporting Officer (ARO)	Person working for, or on behalf of, the airport operator who ensures that the airfield meets the standards required by regulators (CASA, Airservices, EPA, etc)
GNSS	Global Navigation Satellite System, the standard generic term for satellite-based navigation systems such as GPS & GLONASS
IFR	Instrument Flight Rules, a flight classification where aircraft are flown and navigated using avionic instruments instead of visual reference
MOS 139	Manual of Standards – 139 Aerodromes, produced by CASA, is the set of standards that the aerodrome must meet to comply with the airfield classification
NDB	Non-Directional Beacon, radio-based navigation aid (now decommissioned at Nhill)
Non-Precision Approach	A runway approach to Nhill Aerodrome using flight instruments when the aerodrome cannot be seen above a certain altitude. Nhill Aerodrome does not have the facilities to support Precision Approaches which allow for worse conditions.
NOTAM	Notice To Airmen – Messaging format used to communicate information about flight conditions (i.e. temporary closures, obstacles, bird flocks, etc)
OLS	Obstacle Limitation Surface – virtual surface around an aerodrome to provide safe approaches and visibility
Registered Aerodrome	Aerodrome classification provided by CASA
RNAV	aRea Navigation – method of instrument-based navigation where the aircraft can fly within a network of navigation aids rather than flying from beacon to beacon (e.g. GNSS)
RPT	Regular Public Transport, aviation industry terminology for a scheduled passenger service
Safeguarding	Term describing the rules and processes in place to ensure that airports function safely and effectively in conjunction with surrounding communities, covering topics such as aircraft noise, building encroachment and windshear
VFR	Visual Flight Rules, a flight classification where aircraft are flown and navigated by visual reference
VOR	VHF Omnidirectional Range, radio based navigational aid (now decommissioned at Nhill)

Executive Summary

Introduction

Hindmarsh Shire Council (Council) are the owner and operator of Nhill Aerodrome and in August 2018 sought to review and update the Nhill Aerodrome Master Plan to outline the strategic direction for the aerodrome in the medium to long term.

Council and the Nhill Aviation Heritage Centre (NAHC) have worked together to deliver a wonderful facility at the site, capturing the historical significance of Nhill Aerodrome as an important part of Australia's rich aviation past; featuring aircraft and other memorabilia. In 2019, Nhill Aerodrome will be celebrating its Centenary with a fly-in and Airshow.

The vision for Nhill Aerodrome is to:

Provide small regional aerodrome facilities for local residents and emergency services while continuing to preserve the historical authenticity and character of the locale to attract visitors to a unique Australian aviation heritage site.

The advantages and opportunities for Nhill Aerodrome are:

- Support from Council and the local community and minimal objection to the continuing operation of the aerodrome.
- The heritage centre and building assets at the site, such as the original buildings, aeradio station and decommissioned navigational equipment, all of which would be of interest to enthusiasts.
- Modern facilities for air ambulance and fire-fighting services.
- An area of the aerodrome has been set aside for recreational vehicles and camping.

Key recommendations of the Master Plan are:

Leverage the historical significance of the aerodrome, liaise with Heritage Victoria and Visit Victoria to increase the profile of the aerodrome. This could be especially relevant for the 2019 Armistice Centenary commemoration.

Ensure that the Aerodrome Manual is updated to comply with upcoming changes to CASA MOS 139, in order to continue as a Registered Aerodrome.

Prepare a development overlay based on the footprint of airport OLS to ensure that developments with potential airspace impacts are identified.

Establish separate precincts at the aerodrome for different activities, the Master Plan update outlines concept plans for an Emergency Services Hub (ESH), Proposed Hangar Area (PHA) for private and commercial interests and the Ahrens Hangar Expansion (AHE) and Heritage Area (HA) for continued restoration of the historical site.

1 Overview

Nhill Aerodrome is located 2.5km northwest of the township of Nhill, close to the Western Highway and is owned and operated by the Hindmarsh Shire (Council). The aerodrome was the official aerodrome in country Victoria established in 1923, with the current aerodrome established in 1937-1938 with the building of an Aeradio station for navigation and a refuelling station for flights between Melbourne and Adelaide.

The aerodrome has two runways, one sealed (09/27 1,000m) and one grass (18/36 1,102m), providing for emergency services, as well as receiving visiting businesspeople, politicians, aviation tourists and private aviators. Nhill Aerodrome serves the town of Nhill, as well as the local Wimmera and Mallee regions.



Figure 1 - Nhill Aerodrome

1.1 Purpose and Objectives of the Master Plan

The Nhill Aerodrome Master Plan Update 2018 is the key strategic document which provides a basis for all activities and decision of the Council in relation to the development of the aerodrome. It communicates Council's long-term future planning intentions and describes future development opportunities. The Master Plan also needs to reflect consultation with the local community and airport users, as well as environmental and regulatory obligations.

A previous Master Plan was developed in 2012 by Kevin Joy Architects and has not been updated since its initial publication. The Nhill Aerodrome Master Plan Update 2018 aims to revise the previous Master Plan, encompassing a 10-year planning horizon, covering existing aerodrome facilities and future planned aerodrome facilities. The Council has specified for the Master Plan to reflect the current usage of the Aerodrome and provide guidance by highlighting objectives such as promoting the aerodrome in its relationship to the region, provide for aviation based recreational pursuits, explore tourism opportunities and encourage light aviation based commercial activity.

1.2 Strategic Vision and Objectives

Through reference to the previous Master Plan, feedback from Council and in consultation with key stakeholders a strategic vision has been outlined to provide broad guidance and direction for the future development of Nhill Aerodrome.

The strategic plan for Nhill Aerodrome has been shaped by three drivers:

- Preserving the heritage value of the Aerodrome and enhancing the site as a visitor destination,
- Providing service for general aviation in the region, such as training and support for private and recreational pilots, Supporting emergency services in the region.
-

1.3 Methodology and Consultation

The Nhill Master Plan 2018 has relied upon internal Council resources, external expertise, as well as extensive stakeholder consultations. The final goal to develop a shared vision and future direction for the aerodrome was the driver for this approach.

A review of the previous Master Plan, key strategic documents and studies was completed to understand the background and current situation of the aerodrome. The project team used the Regional Airport Master



Figure 2- Master Plan Development Stages

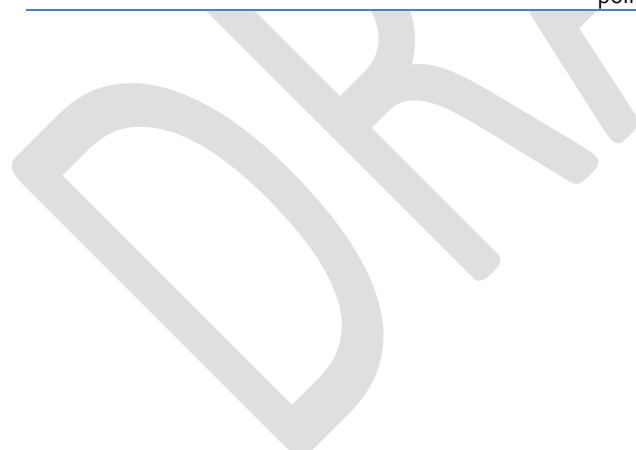
Planning Guideline developed by the Australian Airports Association’s (AAA) as the framework for the Preparation of the Nhill Master Plan 2018 in a six-stage process:

1.4 Report Structure

The Master Plan is a comprehensive document that provides a framework for future planning of Nhill Aerodrome and is structured into the following sections:

Table 1 - Master Plan structure and contents

	Section	Description
	Executive Summary	
1	Overview	<ul style="list-style-type: none"> Brief description Definition of objective and purpose of Master Plan Methodology
2	Master Plan context	<ul style="list-style-type: none"> Background of the aerodrome Historical and social economic context of the aerodrome Regulatory and policy context Review of previous/current Master Plan
3	Current situation	<ul style="list-style-type: none"> Description of current airport site, facilities, activities
4	Critical airport planning parameters	<ul style="list-style-type: none"> Estimation of future traffic growth Description of future aerodrome requirements and considerations
5	Aerodrome Land Use and Development Plan	<ul style="list-style-type: none"> Key land use precincts Definition of a 10-year land use plan Overview of the 10-year aerodrome development including facilities, ground transport, environmental, heritage and safeguarding plans
6	Implementation plan	<ul style="list-style-type: none"> Project implementation roadmap with trigger points



2 Master Plan context

This section sets out the context for the Master Plan including the regulatory and policy environment that applies to the aerodrome.

Nhill is a regional town in western Victoria, with 2,184 residents (ABS 2016 Census) and since 2011 has experienced an aging population, which is a common trend for many regional areas.

Nhill has garnered media interest due to its program to settle and integrate Karen migrants from Burma into the local community, which increased population numbers and benefitted the local economy.

The major industry in the Shire is agriculture (livestock and cropping) and most of the workforce are employed in this industry. Other significant employers in the township of Nhill are the hospital and Council

Nhill Aerodrome is a regional aerodrome serving the town of Nhill and surrounding area, located in Hindmarsh Shire and approximately halfway between Melbourne and Adelaide on the Western Highway. The aerodrome is currently owned by Hindmarsh Shire Council, with the Nhill Aviation Heritage Centre and Nhill Aeroclub as tenants.

The aerodrome's history can be traced back to 1919 when a de Havilland DH6 landed at Nhill Racecourse in 1919 and the building of an Aeradio station in 1938. An RAAF training base was established in 1941 and operated during the Second World War until 1946, training young pilots and predominantly using the Avro Anson. After the war, the aerodrome continued operations for pilot training, charter flights, air ambulance visits and as a refuelling point for light aircraft on Melbourne-Adelaide flights, and more recently as a destination for private aviators and aviation tourism with the establishment of the NAHC which has begun the restoration of an Avro Anson for display.

Horsham and Warracknabeal airports (60 and 69 kilometres away) are the closest airports to Nhill, with Horsham being the closest regional airport as an airport with RPT capabilities.

Nhill Aerodrome provides support to the tourism industry of Nhill, mainly through the NAHC which supports and runs occasional events such as the Nhill Airshow, as well as running a museum displaying the history of aviation in Nhill and the display historical aircraft such as a partially restored Avro Anson aeroplane and a fully restored and operational Tiger Moth aeroplane.

Other than the tourism benefits that the aerodrome brings, it provides an important role in accommodating and supporting the following activities and services:

- Emergency services (includes use by CFA Aviation Units)
- Charter services
- Recreational aviation businesses
- Private recreational aviation and aircraft storage
- Pilot training (provided by the Nhill Aero Club)

As a remote airport, Nhill Aerodrome provides an important role to providing and sustaining the regional economy and various social benefits such as a link to regional emergency services, commercial and recreational facilities and facilitating social connections.

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2.1 Regulatory context

2.1.1 Civil Aviation Safety Authority (CASA)

CASA is the authority responsible for the implementation and enforcement of safety regulations for civil aviation operations in Australia. Their authority is derived under the Civil Aviation Act 1988 and promulgated through Civil Aviation Safety Regulations 1988 (CASRs). CASA has powers to protect operational airspace or to curtail aircraft operations if they believe safety is compromised.

CASR Part 139 prescribes the requirements for aerodromes used in air transport operations. The Manual of Standards (MOS) Part 139 Aerodromes is made pursuant to CASR Part 139 and sets out the detailed standards and operating procedures for aerodromes used in air transport. The manual provides the rules, mandatory standards, procedures, and guidance information relating to the planning, design, and operation of Airports.

CASA conducts periodic inspections (surveillances) to ensure airport and aircraft operators meet their responsibilities under MOS 139. Aspects of aerodrome safety relevant to Nhill include;

- Aerodrome operation and maintenance
- Protection and use of runways, taxiways, and other movement areas
- Protection of airfield airspace
- Hazard and wildlife control
- Administration

The MOS 139 is currently under review to ensure that it aligns with current regulatory policy (including ICAO), industry developments and technology changes.

Nhill Aerodrome is a registered aerodrome (Ro26) meaning it must meet the following requirements:

- A trained Aerodrome Reporting Officer (ARO) employed to carry out aerodrome safety functions
- Published aerodrome details and NOTAMS in the En-Route Supplement Australia (ERSA)
- OLS obstacle monitoring.
- If RPT or charter operations with more than 9 passenger seats are introduced an Aerodrome Safety Inspection is required.

2.1.2 Airservices Australia (Airservices)

Airservices has responsibility for the management of airspace and air traffic, and to provide Australia's network of aviation users with facilities for aircraft navigation, communication and surveillance.

Local governments are encouraged to seek advice from Airservices on any development that has the potential to impact an aviation facility's sensitive areas such as landing and navigational areas.

Airservices are also responsible for the operations and maintenance of navigational aids at airports.

2.1.3 Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth) (EBPC Act)

The EBPC Act provides a legal framework to protect and manage nationally and internationally significant flora, fauna ecological communities and heritage places.

2.1.4 Planning and Environment Act 1987

The aerodrome is subject to planning policies and controls under the Planning and Environment Act 1987, which sets out broad objectives for planning in Victoria, and key planning procedures and systems. The Act establishes the following:

- The planning scheme system, which sets out how land may be used and developed
- Victoria Planning Provisions that set out the template for the construction and layout of planning schemes
- The procedures for preparing and amending the Victoria Planning Provisions and planning schemes
- The procedures for settling disputes, enforcing compliance with planning schemes and, and other administrative procedures

2.1.5 Environment Protection Act 1970 (Victoria)

The Environmental Protection Act aims to protect the environment in the state of Victoria through a legal framework. It applies to noise emissions, air, water and land in Victoria, the sea along the Victorian coast and the discharge of waste to the Murray River. The Act covers the following environmental issues:

- Pollution of air, land and water
- Waste
- Litter
- Noise
- Motor vehicles
- Hazardous chemicals
- Environmental audits

2.1.6 Local Government Act 1989 (Victoria)

As a Council owned asset, the aerodrome is subject to the requirements of the Local Government Act 1989. This applies to the sale, lease, transfer exchange and use of land. Council must operate in accordance with the Local Government Act.

2.2 Policy context

This section details the relevant policies that influences the future use and development of Nhill Aerodrome. It is important to ensure that the Master Plan is consistent with the existing planning policies, strategic objectives and guidelines.

2.2.1 *National Airports Safeguarding Framework (NASF)*

The NASF is a national land use planning framework that aims to:

- Improve community amenity by minimising aircraft noise-sensitive developments near airports; and
- Improve safety outcomes by ensuring recognition of aviation safety requirements in land use planning decisions.

NASF was developed by the National Airports Safeguarding Advisory Group (NASAG), comprising Commonwealth, State and Territory Government planning and transport officials, the Australian Government Department of Defence, the Civil Aviation Safety Authority, Airservices Australia, and the Australian Local Government Association.

NASF was convened by Commonwealth, State and Territory Ministers at the Standing Council on Transport and Infrastructure (SCOTI) meeting on 18 May 2012. The agreement represents a collective commitment from Governments to ensure that an appropriate balance is maintained between the social, economic and environmental needs of the community and the effective use of airport sites. The Framework applies at all airports in Australia and affects planning and development around airports, including development activity that might penetrate operational airspace and/or affect navigational procedures for aircraft. Pursuant to the SCOTI agreement, it is the responsibility of each jurisdiction to implement the Framework into their respective planning systems.

NASF is comprised of a set of seven principles and seven guidelines. The NASF principles are:

- Principle 1: The safety, efficiency and operational integrity of airports should be protected by all governments, recognising their economic, defence and social significance
- Principle 2: Airports, governments and local communities should share responsibility to ensure that airport planning is integrated with local and regional planning
- Principle 3: Governments at all levels should align land use planning and building requirements in the vicinity of airports
- Principle 4: Land use planning processes should balance and protect both airport/aviation operations and community safety and amenity expectations
- Principle 5: Governments will protect operational airspace around airports in the interests of both aviation and community safety
- Principle 6: Strategic and statutory planning frameworks should address aircraft noise by applying a comprehensive suite of noise measures
- Principle 7: Airports should work with governments to provide comprehensive and understandable information to local communities on their operations concerning noise impacts and airspace requirements.

The seven guidelines are:

- Guideline A: Measures for Managing Impacts of Aircraft Noise
- Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports
- Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports
- Guideline D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation
- Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports
- Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports
- Guideline G: Protecting Aviation Facilities – Communication, Navigation and Surveillance
(approved Nov. 2016)

Additional guidelines relating to Public Safety Zones and helicopter operations are proposed to be released by NASAG in the near future.

Copies of the full set of current guidelines can be found on the Department of Infrastructure and Regional Development's website at the following address:

www.infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/.

2.2.2 State Planning Policy Framework

The State Planning Policy Framework (SPPF) aims to ensure that appropriate land use and development policies and practices are implemented in the planning objectives in Victoria, ensuring a balance between community benefits, in terms of environmental, social and economic aspects, and a sustainable development.

The following SPPF policies apply to airport use and development:

Clause 18.04-2 Planning for Airports

In order to reinforce and protect the economic and infrastructure value in Victoria, this clause includes the following strategies:

- Protecting airports from incompatible land-uses.
- Ensuring that in the planning of airports, land-use decisions are integrated, appropriate land-use buffers are in place and provision is made for associated businesses that service airports.
- Ensuring the planning of airports identifies and encourages activities that complement the role of the airport and enables the operator to effectively develop the airport to be efficient and functional and contributes to the aviation needs of the State.

Clause 18.04-3 Planning for airfields

This clause reinforces the role of airfields as key centres of the State's economic and transport infrastructure. In order to facilitate the siting and extension of airfields and restrict incompatible land use and development in their proximity, this clause includes the following key approaches:

- Avoid the construction of new airfield in areas that could have a greater long-term value for other purposes.
- Integrate the location planning, nearby existing and potential development and the ground transportation system within the airfield operations.

- Avoid that existing and potential development prejudice the safety or efficiency of the airfield operations.
- Regulations take into negative effects from aircraft operations (such as aircraft noise) on the land in the proximity of the airfields.
- Avoid that existing and potential development prejudice any future extension or development of an airfield in accordance with an approved strategy or master plan.

2.3 Previous Master Plan

The publication of the previous Nhill Aerodrome Master Plan in 2012 detailed a long-term planning strategy for the aerodrome.

The high priority development initiatives outlined in the 2012 Master Plan included the following:

- A. Provide new entry and orientation signage adjoining the airport entry road at Aerodrome Road. Signage to include reference to:
 - o Nhill Aviation Heritage Centre
 - o Restored Avro Anson.
 - o Nhill Ambulance Patient transfer Station.
 - o Former Nhill RAAF base including historic Bellman aircraft hangar.
 - o Nhill Aero Club.
- C. Where sufficient building remains exist install a small sign in front of the building that provides a building number or code that relates to the Nhill World War Two RAAF Base brochure and associated map.
- H. Proposed Nhill Aviation Heritage Centre to include the following buildings:
 - o 30.0 x 25.0 metre sized aircraft hangar to house an Avro Anson aircraft.
 - o Hangar to include an elevated viewing platform.
 - o Building entry, reception area to provide a building link between the existing fight centre and the proposed Heritage Centre.
- P. Aeradio station building and grounds to be restored.
- T. Proposed aerodrome storage shed.
- X. Proposed aircraft related light Industry



Nhill Aerodrome - Master Plan

Aerodrome Road, Nhill

Figure 3 - Previous Master Plan

From the 24 recommendations of the previous Master Plan as referenced in Appendix A and shown in Figure 3 and 4, five of them have been completed:

- F. New 5000 litre above ground aircraft Av-Gas fuel tank with 'Smart*' fuel management system / cash, cheque & direct debit only
- G. Proposed Ambulance Transfer Station to provide protected ambulance patient transfer from ambulances to aircraft. Vehicle access to Transfer Station is by an internal road to the east and south of the Bellman Hangar.
- I. Existing Flight Office to be restored to provide a functional building that can be used in association with the aircraft hangar and associated facilities.

- N. Proposed 1200mm high (nom.) fence to separate visitors to the Nhill Aviation Heritage Centre from the airport operations area.
- Z. Proposed camping areas for self-contained vehicles (2,700m sq.) subject to survey of RAAF building remnants including the former latrine, salvage shed, canteen & base theatre.

While two are long-term, of lower priority and still ongoing:

- D. Manage regenerating vegetation (Including native vegetation) throughout the former RAAF Base to ensure the preservation of the original historic assets including roads, paths, drains, buildings etc.
 - o Lobby relevant Local, State and Federal Government agencies to ensure suitable funding is available to preserve the Bellman Hangar and the Flight Office, as the most intact remaining elements of the RAAF base.
- W. Proposed indigenous plantation (nominal width 9.0 metres) to screen adjoining duck growing shed.

Many short-term recommendations have been defined as low priority after the formation of the Master Plan and require action:

- B. Install street signs on corners of the original streets to provide a permanent reminder of the layout of the former Nhill RAAF base.
- E. Demolish obsolete galvanised iron fuel store.
- J. Proposed carpark associated with the Nhill Aviation Heritage Centre.
- Q. Proposed air park including residences with attached private hangars with direct taxiway access from the runway.
- R. Proposed taxi-way and private plane parking at airpark.
- S. Proposed land purchase to allow an extension to the length of the main runway.
- U. Proposed aerodrome caretaker's residence
- V. Proposed leasehold for commercial use (i.e. possible solar energy generation).
- W. Proposed indigenous plantation to screen adjoining duck growing shed.

There is also one very low priority recommendation:

- Y – Future sealing of north-south runway.

3 Current situation

The following section provides information regarding the existing situation, including site conditions at the aerodrome and surrounding land context.

3.1 Ownership and management

Nhill Aerodrome is owned and operated by the Council. Via lease arrangements, the aerodrome currently accommodates the Nhill Aero Club, the NAHC which operate the Ahrens Hanger and recreational flyers that operate at the aerodrome and utilise the facilities.

3.2 Site description

Nhill Aerodrome is located along Aerodrome Rd and Propodollah Rd, 2.5km northwest of Nhill and the Western Highway.

The aerodrome is equipped with two runways, one sealed (RWY 09/27 1,000m) and one grass (RWY 18/36 1,102m), providing support for emergency services, general aviation and pilot training.



Figure 5 - Nhill Aerodrome aerial view

3.3 Surrounding land

The aerodrome is classified under private rural farming land or farming zone (FZ). Directly south of the aerodrome is the Western Hwy as shown in Figure 6. Due to its proximity to the town centre of Nhill, other zones in the surrounding area are related to public use.



Figure 6 - Cadastral Map

3.4 Existing activities

This section describes the current aviation related and non-related aviation activities at Nhill Aerodrome, including any events and festivals.

3.4.1 Aviation activities

Aviation activity at the aerodrome consists of flights from local light, recreational and historical aircraft owners, Air Ambulance Victoria and CFA aviation units, and occasional charter flights. There is also pilot training undertaken at the Aerodrome by the Wimmera Aero Club.

Tourism attracts a number of people to the aerodrome, through fly-ins and air shows such as the Nhill Air Show and the Wheels for Wirraway event held in March 2018, and a planned Centenary Fly-In event in 2019.

3.4.2 Non-aviation activities

As Nhill Aerodrome was a former RAAF training base during World War II, there are various activities related to the heritage of the Aerodrome that is run by NAHC.

A heritage walk has been created that outlines the layout of the former RAAF base and highlights original historic assets like the Bellman Hanger.

The NAHC runs a display, showcasing the history of aviation in Nhill and displays historical aircraft in the Ahrens Hanger such as a partially restored Avro Anson aeroplane and a fully restored and operating Tiger Moth aeroplane.

An area of the aerodrome site has been set aside for camping vehicles and a camping waste disposal has been installed. The site is operated on an honour system and is currently considered a beneficial activity by Council, NAHC and visitors.

3.4.3 Summary of aerodrome activities

In summary current activities at the aerodrome include the following:

- Emergency services
- Charter services
- Aviation businesses (agricultural spraying, joy flights, fuel)
- Private recreational aviation and aircraft storage
- Pilot training
- General aviation
- Heritage tours and displays

3.5 Existing facilities

The current facilities at Nhill Aerodrome include the following:

- | | |
|--|--|
| <ol style="list-style-type: none"> 1. 1,000m sealed runway (09/27) Code 2B classification 2. 1,102m grass runway (18/36) Code 2A classification 3. Aeradio station building (Civil Aviation) 4. 'Burn-out' pad (to be decommissioned) 5. 12.0 x 9.0 metre size colourbond shed (Freeman Aerial Services) 6. Waste water storage (Freeman Aerial Services) 7. 3.9 x 3.8 metre size concrete pad 8. Flight Office (Disused) 9. Former fuel storage shed | <ol style="list-style-type: none"> 10. Bellman Hanger 11. Aircraft tie-down cable 12. Wind indicator 13. Signal square 14. Weather station 15. General location of former Nhill WW2 RAAF Base 16. Water bore 17. Av-Gas Fuel Tank 18. Ambulance transfer station 19. Ahrens Hangar (NAHC) 20. VOR Site (decommissioned) |
|--|--|



Figure 7 - Existing aerodrome facilities

3.5.1 Runway specifications

The aerodrome has two runways comprising of a main runway and a secondary runway. The characteristics of each runway are detailed in Table 2.

Table 2- Existing Runway Characteristics

	Runway 09/27	Runway 18/36
Runway Length (m)	1000	1102
Runway Width (m)	18	30
Pavement Type	Sealed	Unsealed
Pavement Surfacing	Asphalt/Bitumen	Grassed red sand silt
Runway Strip Width (m)	90	90
Take-off distance available (TODA)	09 – 1060	18 – 1162
	27 – 1060	36 – 1162
Take-off Run Available (TORA)	09 – 1000	18 – 1102
	27 – 1000	36 – 1102
Accelerate-Stop Distance Available (ASDA)	09 – 1000	18 – 1102
	27 – 1000	36 – 1102
Landing Distance Available	09 – 1000	18 – 1102
	27 – 1000	36 – 1102
Pavement Classification Number (PCN)	Unrated	Unrated

The runway strip for RWY 09/27 is 90m wide, consistent with a Code 2B classification while RWY 18/36 is also 90m but is classified as a Code 2A.

3.5.2 Taxiways

Two taxiways, one sealed taxiway near Bellman Hanger heading south and linking the apron/apron taxiway onto RWY 09/27, the other an unsealed grass taxiway heading north from the apron/apron taxiway and rounding left onto RWY 18/36.

3.5.3 Apron / apron taxiway

Nhill does not have a dedicated apron for aircraft parking, instead using the apron taxiway that encompasses the two hangers and the grass field west of the apron. The width of the apron / apron taxiway is sufficient to accommodate Code B aircraft between the two taxiways from north to south and the two runways.

The current pavement strength of the apron / apron taxiway is unrated.

3.5.4 Aircraft parking

There are two hangers, the first is Bellman Hanger which is a historic building traced back to World War II which was mainly used to hold the Avro Anson the NAHC was restoring and for recreational aircraft for the Nhill Aero Club. The Ahrens Hanger built recently in 2014 as the new home of the Avro Anson as well as other historical aircraft such as the Tiger Moth.

There are several grass tie-down areas near the southern taxiway and the grass area west of the apron has been used as aircraft parking during busy events.

3.5.5 Aero Club building

The Nhill Aero Club occupy a building approximately the size of 21m x 7m, west of Bellman Hanger. The Nhill Aero Club is affiliated with the Wimmera Aero Club, which was formed at Nhill Aerodrome in 1946 and has around 20 members. It remains active, owning a PA-28 Piper Warrior for pilot training and private hire and keeps aircraft in the Bellman Hanger, which is located next to the Nhill Aero Club building.

3.5.6 Car parking area

There is a car parking area in front of Ahrens Hanger with a capacity of 10 cars.

3.5.7 Aircraft fuelling facility

The aircraft fuelling facility is located in between the two hangers, off a line marking for taxiing on the apron. A recently built Av-Gas fuel tank with a 'Smart' fuel management system is used, with a galvanised iron fuel store nearby but is obsolete.

3.5.8 Navigation aids & Lighting

There are non-precision RNAV(GNSS) approaches for RWY 09 and RWY 27, as well as an Illuminated Wind Indicator.

The following aerodrome lighting is available:

- RWY 09/27 Low Intensity Runway Lights (Pilot Activated)
- RWY 18/36 Portable or Temporary Lights
- Taxiway Blue Edge Lights

3.6 Ground transport access

The only road access to the aerodrome is from Aerodrome Rd which leads to Ahrens Hanger and NAHC car park and an access road to the Ambulance Transfer Station and storage shed. However, this access road is not sealed along its entire length. It was noted that the aerodrome should have appropriate signage at the aerodrome entrance and signage within the aerodrome to highlight the former RAAF base.

3.7 Utility services

Bore water, sewerage, electricity, and telecommunication services are currently available at the aerodrome site. The aerodrome has access to the National Broadband Network (NBN) through the Sky Muster satellite service.

3.8 Environmental values

3.8.1 Biodiversity

A query using the EPBC Act Protected Matters online reporting tool has identified four protected ecological communities and various endangered species close to the aerodrome site, highlighted in Table 3. However, no protected species or areas have been identified on the aerodrome site. There was a recommendation in the previous Master Plan regarding the clearing of vegetation including native vegetation throughout the former RAAF base. However, a flora survey of the vegetation in the aerodrome area has yet to be done. There have been **around 500 trees planted as management of vegetation throughout the former RAAF base and it is recommended this management is continued, with more trees planned for planting.** There is also an **ongoing task of an indigenous plantation to screen an adjoining duck growing shed**, this may be ongoing for several years.

Table 3 - Endangered habitats and species occurring in the area

Listed Threatened Ecological Communities		
Name	Status	Presence
Buloke Woodlands of the Riverina and Murray-Darling Depression Bioregions	Endangered	May occur
Grey Box (<i>Eucalyptus microcarpa</i>) Grassy Woodlands and Derived Native Grasslands of South-eastern Australia	Endangered	Likely to occur
Natural Grasslands of the Murray Valley Plains	Critically Endangered	Likely to occur
White Box-Yellow Box-Blakely's Red Gum Grassy Woodland and Derived Native Grassland	Critically Endangered	Likely to occur
Listed Threatened Species – Critically Endangered		
Australasian Bittern (<i>Calidris ferruginea</i>)	May occur	
Curlew Sandpiper (<i>Lathamus discolor</i>)	May occur	
Eastern Curlew, Far Eastern Curlew (<i>Numenius madagascariensis</i>)	May occur	
Plains-wanderer (<i>Pedionomus torquatus</i>)	Likely to occur	
Golden Sun Moth (<i>Synemon plana</i>)	Known to occur	
Wimmera Rice-flower (<i>Pimelea spinescens</i> subsp. <i>Pubiflora</i>)	May occur	

The aerodrome is subject to some wildlife hazard risks. There is a bird hazard that exists for the aerodrome specified in the En Route Supplement Australia (ERSA) report for Nhill Aerodrome.

3.9 Heritage values

There is a heritage listing for the Aerodrome, listed as Nhill RAAF Airport as a Vic War Heritage Inventory. However, there is no recorded information about the listing and **it is proposed that Heritage Victoria is contacted so that the listing can be populated.** The aerodrome also consists of historically significant buildings such as the Bellman Hanger, Flight Office and the Nhill Aero Club building, with plans for a memorial or heritage walk showcasing the former RAAF base layout.

The Aeradio station is the oldest building that is part of the aerodrome and is one of the most historically significant. **Restoration and maintenance are ongoing and should be continued, but it is recommended to contact Heritage Victoria for heritage planning for the site.**

A search using the Aboriginal Cultural Heritage Register and Information Systems (ACHRIS) for Victoria did not identify any known sites within the aerodrome boundary however the search did identify an area of cultural sensitivity which may warrant further investigation.

3.10 Stakeholder consultation

3.10.1 Key stakeholders

The Master Plan team contacted the following stakeholders as part of the consultation process:

Table 3 - Stakeholders engaged

Organisation
A & P Vintage Machinery Committee
Nhill Aero Club
Apex
Business Nhill
CFA
Nhill & District Sporting Club
Nhill Ambulance Auxiliary
Nhill Aviation Heritage Centre Incorporated
Nhill Lions Club
Nhill Town Committee
Rotary Club
RSL
West Wimmera Health Service

3.11 Consultation process

The stakeholder consultation process consisted of the following steps:

- Interviews or feedback from the listed stakeholders
- A workshop session with both aerodrome stakeholders and Council

The stakeholder consultation process was initiated at the beginning of Master Plan development with one-on-one interviews between consultants and aerodrome stakeholders listed in Table 5. Interviews were conducted face-to-face or via phone calls, if not available. The interviews involved gathering background information on stakeholder activities at the aerodrome, including an overview of future plans and requirements, concerns and general feedback.

DRAFT

4 Critical airport planning parameters

This section provides an analysis of the aerodrome against relevant airport planning parameters to help guide the Master Plan and achieve the strategic vision and objectives for Nhill Aerodrome.

4.1 Forecast of future operations

Traffic levels at Nhill Aerodrome are light, although aviation related events such as the Airshow and fly-in days can attract more than 50 aircraft. Additionally, emergency services activities during an operation can result in multiple movements per day in a bushfire scenario.

For the planning timeframe associated with this Master Plan update (10 years) a realistic forecast traffic level would be 2,500 movements per annum in the absence of more accurate data.

4.2 Aerodrome Reference Code system

Australia has adopted the International Civil Aviation Organisation (ICAO) methodology using a code system known as the Aerodrome Reference Code (ARC) in the Manual of Standards (MOS) 139 – Aerodromes. The ARC specifies the standards for individual aerodrome facilities which are suitable for use by aircraft within a range of performances and sizes.

The ARC is based on the characteristics of an aircraft rather than the aerodrome facility. Once the critical aircraft (or design aircraft) is determined, aerodrome facilities are designed, and maintained, to meet those characteristics. Currently, the main runway (RWY 09/27) at Nhill Aerodrome is capable of accommodating Code 2B aircraft. The secondary runway is capable of accommodating Code 2A aircraft.

Table 4 - Aerodrome Reference Code (MOS 139- Aerodromes)

Aerodrome Reference Code				
Code Element 1		Code Element 2		
Code number	Aeroplane reference field length	Code letter	Wing span	Outer main gear wheel span
1	Less than 800 m	A	Up to but not including 15 m	Up to but not including 4.5 m
2	800 m up to but not including 1200 m	B	15 m up to but not including 24 m	4.5 m up to but not including 6 m
3	1200 m up to but not including 1800 m	C	24 m up to but not including 36 m	6 m up to but not including 9 m
4	1800 m and over	D	36 m up to but not including 52 m	9 m up to but not including 14 m
		E	52 m up to but not including 65 m	9 m up to but not including 14 m
		F	65 m up to but not including 80 m	14 m up to but not including 16 m

4.3 Pavement strength

Currently the runway pavement strength at Nhill Aerodrome is unrated. As per the FAC entry for Nhill Aerodrome in AIP ERSAs the maximum size of aircraft that can use either runway without an exemption from CASA is 5,700kg MTOW with a tyre pressure no higher than 345kPa (50 PSI).

4.4 Runway End Safety Area (RESA)

The RESA at Nhill Aerodrome is 60m long and 60m wide and commences at either end of RWY 09/27. As the Aerodrome does not run RPT services, this follows the minimum standard for RESA though this may change with a proposed lengthening of the runway.

4.5 Navigation Systems

Nhill had previously used NDB and VOR radio based navigational aids, but as air navigation practices and regulations in Australia move towards satellite-based technologies in Australia, many NDB and VOR installations have become decommissioned by Airservices.

Both systems while decommissioned, are considered of value by the Council and the Aerodrome and should not be removed. The VOR Building is south of the Aerodrome while the NDB Building is off-site around 1km north of the Aerodrome. **Further discussion with Airservices is recommended to determine if either of these buildings can remain.**

Currently RNAV (GNSS) non-precision approaches are available for RWY 09 and RWY 27.

5 Aerodrome Land Use and Development Plan

The Land Use and Development Plan aims to provide a long-term direction for aerodromes future development and address the identified issues. This plan focuses on the key areas such as limited hangar availability and space, expansion of the NAHC facility and support for emergency services operations.

5.1 Land Use Plan

This section outlines the land use plan for Nhill Aerodrome, focusing on the Master Plan's land use precincts and general use guidelines. To assist Council in planning future use and development of the aerodrome site, a Land Use Precincts Plan has been prepared. This plan forms the basis of the Master Plan for the future use and development of the site. The proposed Land Use Precincts Plan can be found in Figure 8.

The Land Use Plan has been developed with specific focus on leveraging the potential economic and social benefits that the tourism and general aviation industry will provide to the aerodrome.

Each precinct has a different purpose and characteristic, which are described in the following sections. This Master Plan identifies the following precincts:

- Aherns Hanger Extension
- Emergency Services Hub
- Historical Airbase Area
- Proposed Hangers Area
- Northern Taxiway Sealing/Southern Taxiway Repair

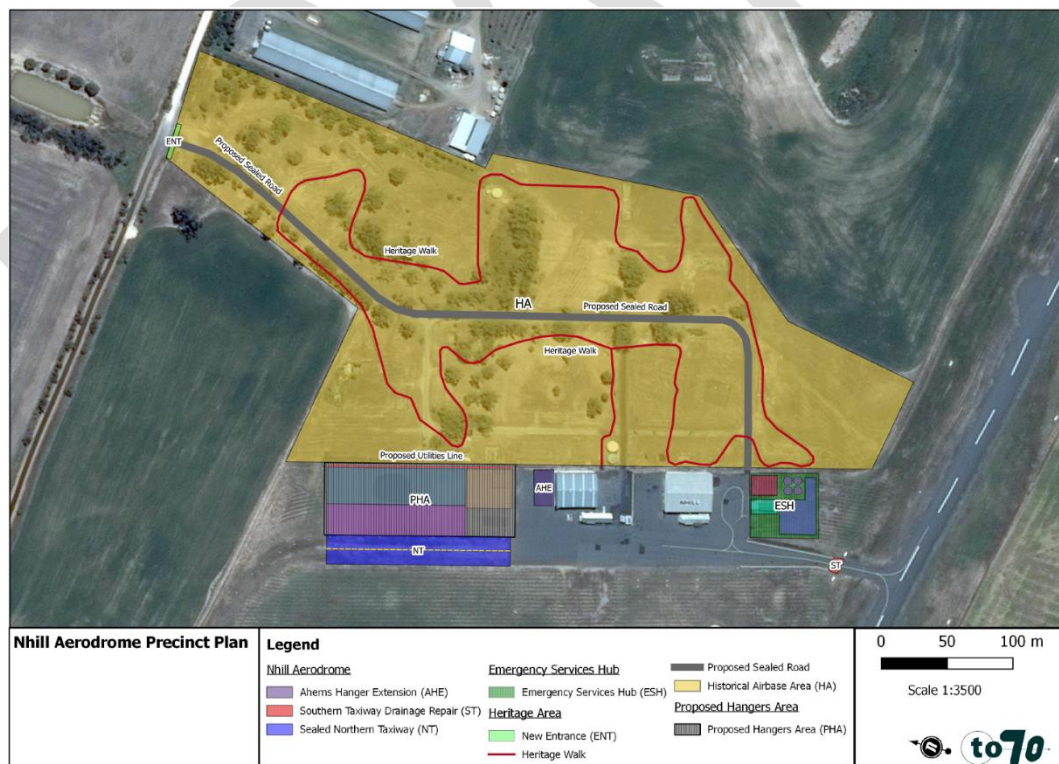


Figure 8 - Precinct plan

5.1.1 Aherns Hanger Expansion (AHE)

This precinct shows a planned expansion of the Aherns Hanger, allowing the NAHC to expand their display of historical aircraft. A nominal size for the extension has been listed as 25 by 19 meters, which requires further consideration of the usable space in the area.

5.1.2 Emergency Services Hub (ESH)

This Emergency Services Hub is a proposed area for the Aerodrome, that adds onto the Ambulance Transfer Station built recently as an area to better assist emergency services in performing their required tasks. In this hub there are four recently built large water tanks used mainly by the CFA, the Ambulance Transfer Station to assist paramedics and the air ambulance, a designated Emergency Services Staging Area to allow for preparation and an Aircraft Staging Area for emergency service aircraft to load.

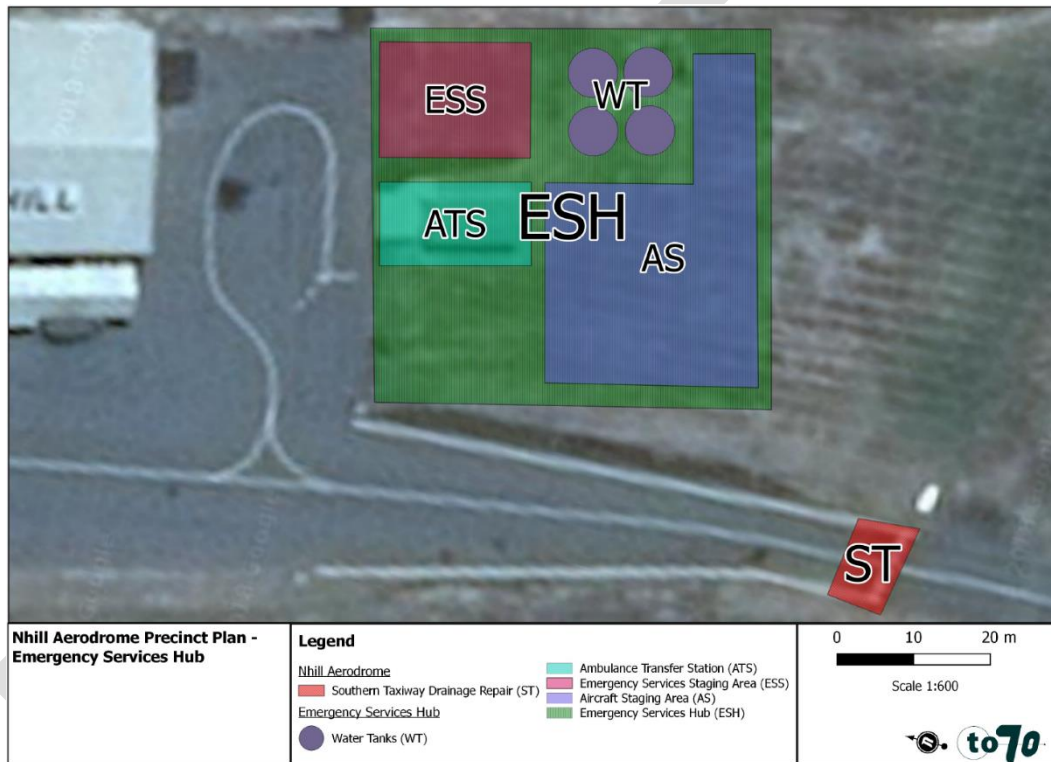


Figure 9 - Emergency Services Hub



Figure 10 - Water Tanks

5.1.3 *Historical Airbase Area (HA)*

The Historical Airbase Area is a precinct which encompasses the history of Nhill Aerodrome through the Heritage Walk and the former RAAF Base, as well as campgrounds for RV's and people visiting. There is a proposed new entrance which will highlight the historical significance of the Aerodrome, while the Heritage Walk will go through significant historical information related to the RAAF Base with signage placed throughout the walk. This precinct has the potential to be a Heritage Listed Area by Heritage Victoria.

5.1.4 *Proposed Hangers Area (PHA)*

The Proposed Hangers Area is a precinct that covers the proposed use of land north of the Aherns Hanger for private use with Proposed Hangers and includes all required infrastructure to allow operation for the hangers, such as a Sealed Apron. The potential to clear an area south of the proposed hangers for more space has been highlighted, as well as utility lines that would have to be connected to these new facilities. Based on an aerodrome classification of Code 2B, the proposed PHA could accommodate between six and ten hangars for single aircraft (between 15m and 24m wingspan), or less if a commercial aviation service (i.e. fabrication, avionics) sought to develop larger premises.

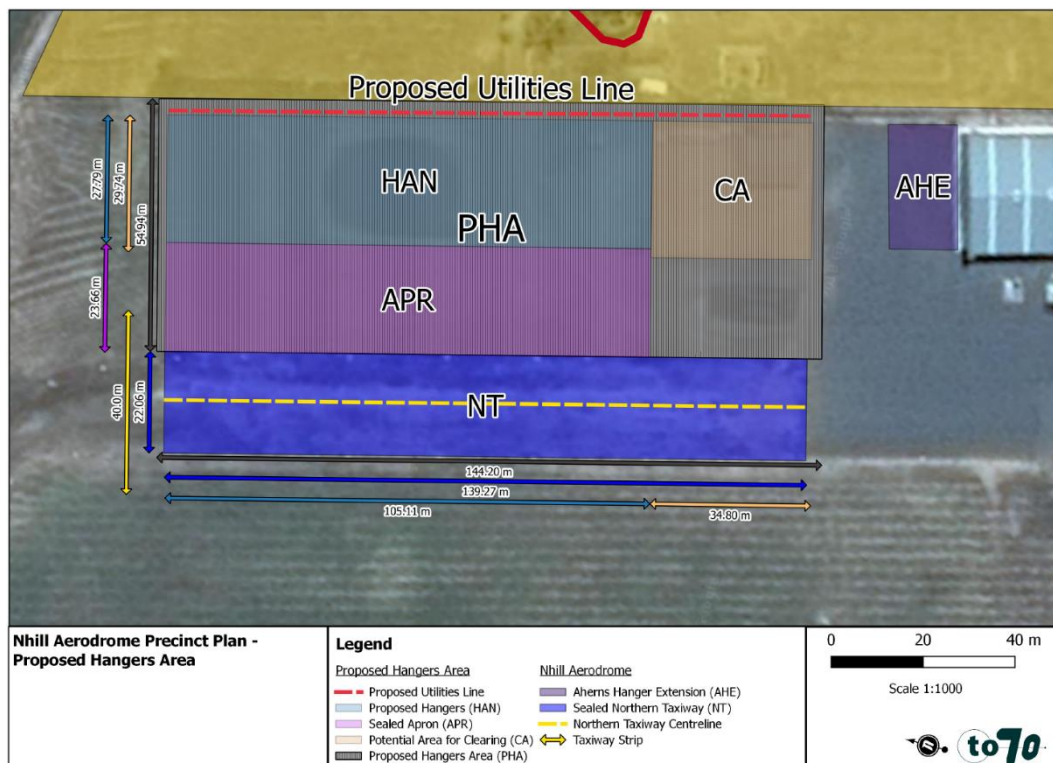


Figure 11 - Proposed Hangers Area

5.1.5 Northern Taxiway Sealing (NT)/Southern Taxiway Repair (ST)

These two precincts relate to the two taxiways of the Aerodrome and the different development plans for each. The Northern Taxiway is unsealed and connects to runway 18/36, as it is adjacent to the hangers it would require sealing to accommodate for the hangers and allow for easier access to runway 18/36.

The Southern Taxiway which leads to runway 09/27 is sealed and is the main connection to the primary runway. It has accrued damage due to drainage issues and the movement of aircraft across it onto the grass.

5.1.6 General Land Use Guidelines

Use and development of the aerodrome land and surrounding land should comply with the following general guidelines:

- Future use and development must comply with this Master Plan and be compatible with ongoing aerodrome operations.
- Reservation of aerodrome land for its designated use in accordance with the Land Use Precincts Plan.
- Development in any individual precinct should be undertaken in accordance with a detailed precinct development plan.
- Ensure that appropriate utility services are provided for new development.
- Ensure that industrial activities do not produce air emissions that are likely to impact on aviation activities.

- Ensure that surrounding lighting does not affect aerodrome operations.
- Ensure that buildings do not exceed the heights specified in the Obstacle Limitation Surfaces (OLS) chart that will affect flight paths or aerodrome operations.
- Ensure that neighbouring land uses are not sensitive to aircraft noise (residential use should be carefully considered).
- Ensure that land uses, and landscaping do not attract wildlife that could be a hazard to aircraft operations.
- Ensure that convenient, safe, and efficient vehicle access is provided within and to the site.
- Any future industrial development on the aerodrome must consider impacts on the amenity of the surrounding area, particularly nearby dwellings.

5.2 Facilities Development Plan

This section sets out the future facility development plan for Nhill Aerodrome. The plans provided are concept only and will require further detailed design. Planning and construction for all developments should be in accordance with CASA Regulations in MOS 139.

5.2.1 Runways

The primary runway (09/27) is a 1000m long, 18m wide sealed runway that is able to accommodate most Code 2B aircraft. The runway strip is 90m wide which complies with CASA requirements for 18m wide non-precision Code 2B runway.

An extension of the length of the primary runway (09/27) by 175m, can be considered through the purchase of land to extend the runway in an easterly direction. The purchase of 5.69 hectares and boundary re-alignment can be expected to be a medium to long-term task with low priority as it goes through Hindmarsh Shire planning approval. Future aircraft traffic and developments may require the priority of this to increase, dependant on any changes to the expected traffic forecasts on the primary runway.

The secondary runway (18/36) is a 1102m long, 18m wide unsealed grass runway that is able to accommodate most Code 2A aircraft. The runway strip is 90m wide which complies with CASA requirements for a 18m wide non-precision Code 2A runway.

The future sealing of the north-south runway (RWY 18/36) is a recommendation from the last Master Plan, this activity is of a very low priority and can be considered in the long-term as an option, if future traffic forecasts change.

5.2.2 Apron (Apron parallel taxiway)

Nhill does not have a dedicated apron for aircraft parking, instead using the apron taxiway that encompasses the two hangers and the grass field west of the apron where the tie-down locations are. The width of the apron / apron taxiway is sufficient to accommodate Code B aircraft between the two taxiways from north to south of the apron and the two runways.

5.2.3 Taxiways

There are two taxiways, one sealed taxiway near Bellman Hanger heading south and linking the apron/apron taxiway onto RWY 09/27, the other an unsealed grass taxiway heading north from the apron/apron taxiway and rounding left onto RWY 18/36.

The sealed taxiway leading towards RWY 09/27 has recently shown some degradation associated with drainage, coupled with the narrow taxiway at the end and the taxiing of aircraft parked closer to the end of the taxiway has caused some damage to the terrain near the edge of the taxiway strip. **Repair of the taxiway would be required to ensure the taxiway remains suitable for operation.**

The unsealed taxiway leading towards RWY 18/36 is recommended to be sealed adjacent to the apron if a private hanger is built near it, as there will be an increase in the use of the taxiway by private aircraft and would be advised to prevent damage to the existing unpaved taxiway and possibly aircraft due to stone strikes. **In accordance with MOS 139 -Aerodromes, section 6.3.12 the sealed taxiway strip would be required to meet the following requirements: Code A (15.5m), Code B (20m).**

6.3.12 Width of Taxiway Strip

The width of the taxiway strip along the length of the taxiway on each side of the centreline of the taxiway must not be less than the following:

- a) if the taxiway's code letter is F — 51 m;
- b) if the taxiway's code letter is E — 43.5 m;
- c) if the taxiway's code letter is D — 37 m;
- d) if the taxiway's code letter is C — 26 m;
- e) if the taxiway's code letter is B — 20 m;
- f) if the taxiway's code letter is A — 15.5 m.

CASA Manual of Standards: MOS 139

5.2.4 Aircraft fuelling facility

The current fuelling facility has been upgraded by the recently installed Av-Gas fuel tank with a swipe card option. This is suitable for the current operations of the Aerodrome. **The obsolete galvanised iron fuel store is to be demolished**, but this is pending other developments such as the construction of a large storage shed.

5.2.5 Hangars and aircraft parking

A second hanger was built recently (Aherns Hanger) for the NAHC which allowed for the housing of the Avro Anson being restored. This also freed up space for the Bellman Hanger, used by the Nhill Aero Club for their aircraft parking but also is part of the heritage of the former RAAF Base.

A proposed area for aircraft related businesses is desirable, following the proposal for a hanger received on the 15th November 2017, as shown in Appendix G and the layout highlighted in the Proposed Hangers Area. This may be used for a local flight school, which will be confirmed in the future. The location of the hanger in the northern part of the Aerodrome is close to **the existing 'burn-out' pad that is recommended to be removed, the process beginning with the lease of the pad to be no longer taken by other parties.**

It is also planned that the Aherns Hanger include an elevated viewing platform and a link to the existing flight office. This recommendation also relates to general space requirements revisions which involve a proposed seating area, landscaping and an extension to the Aherns Hanger. With the newly proposed hanger north of the Ahern Hanger, there are possible conflicts which would restrict this activity. The largest space requirement is the Aherns Hanger extension with an extension of 25 x 19m, and further investigation concerning the agricultural services lease is required before making a final decision on expansion plans.

There are several grass tie-down areas near the southern taxiway and the grass area west of the apron has been used as aircraft parking during busy events. The previous Master Plan recommended a precinct for an airpark adjacent to the Aeradio facility. Although this plan is not under active consideration, **we recommended assessing the option of an airpark as part of any long term development initiative for this area of the site.**

5.3 Ground Transport Plan

The current access to the aerodrome is from Aerodrome Rd which leads to the NAHC and Ahrens Hanger car park. **A new entrance and signage to include references to important features of the Aerodrome** such as the NAHC, the Aero Club, the Nhill Ambulance Transfer Station, the former RAAF base and the restored Avro Anson has been proposed.

Some planning work for this activity is underway and Council are working with the aerodrome users to finalise costs and designs as presented in Figure 12 and Appendix H The new entrance and signage would provide better exposure and highlight the significance of the Aerodrome and its heritage. Council has received a grant for the construction of the airport entrance.



Figure 12 - Concept Drawing of New Entrance

The unsealed access road to the Ambulance Transfer Station has been added to the Council asset register and is to be added to future capital works programs for consideration by Council including an option to seal the road from the entrance to the Emergency Services Hub allowing for safer and better transport for emergency services and easier access to the Bellman Hanger.

Signage on the corners of the original streets of the layout of the former RAAF base is recommended as a future development, to provide further information in the Heritage Area of the Aerodrome and coincides with extra signage for the Heritage Walk. This is not a high priority but can provide extra clarification to the heritage of the Aerodrome.

5.3.1 Car parking area

With the current low capacity carpark at the Aherns Hanger, a proposed overflow carpark associated to the NAHC can be considered for future development once the current carpark's capacity becomes unsatisfactory.

5.4 Environmental and Heritage Management Plan

As noted in Section 3.8, there are no known environmental protections over the aerodrome site. However, Council is committed to meeting the obligations under the EPBC Act and State legislation and reducing any adverse environmental impacts of aerodrome activities to a minimum.

The recommendation of the Master Plan is to conduct a Flora and Fauna Assessment prior to any major development works.

There are heritage protections applicable to the aerodrome site, which has been a focus for the aerodrome and the NAHC. The Flight Office has sourced funding from relevant Government agencies to assist in its preservation of original historic assets, it is **recommended that Bellman Hanger and Nhill Aero Club buildings also go through this process to help with restoration.** It has been identified that the roof, spouting and ceiling of the Aero Club Rooms is in urgent need of repair or replacement and Bellman Hangar needs improved lighting and additional power supply points.

In order to preserve the unique heritage value of the site it is **recommended that NAHC, NAMPAC and Council agree upon a formal process of consultation pertaining to the removal, relocation or alteration of any historical artefacts at the aerodrome.**

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5.5 Utility Services

As noted in Section 3.7, the current utility services for the aerodrome is satisfactory and there is access to all essential services. But with a proposed hanger area extending north of the aerodrome, a check of utility access for this new facility shows that utility services will have to be extended to the hangers to ensure it can function properly. As shown in Figure 13, the utility view shows the current utility infrastructure taken from the previous Master Plan and the required extension to the proposed new hangers.

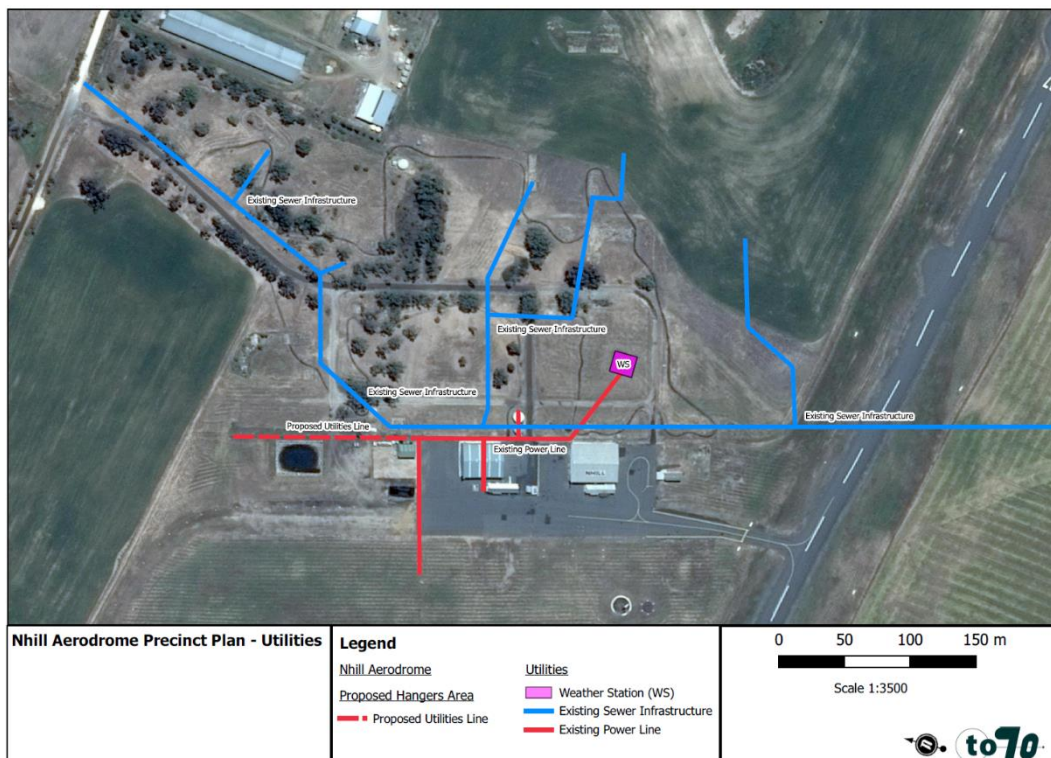


Figure 13 - Utilities View

5.6 Airport Safeguarding Plan

5.6.1 National Airports Safeguarding Framework

As outlined in Section 2.2.1, the National Airports Safeguarding Framework (NASF) is a national land use planning framework that aims to:

- Improve community amenity by minimising aircraft noise-sensitive developments near airports; and
- Improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions.

The assessment of all land use and development proposals around Nhill Aerodrome should consider the NASF guidelines. This principle should be reflected in the Nhill MSS. The key issue in relation to airport protection is to ensure that the use and development of land surrounding the airport does not prejudice the ongoing operation of the airport. The two most important safeguarding requirements for smaller regional airports such as Nhill Aerodrome involve ensuring that:

- development proposals near the airport and under flight paths do not conflict with the airport's airspace protection surfaces; and

- changes of land use near the airport and under flight paths are not for land uses that may be sensitive to aircraft noise (e.g. residential land uses) as defined by the applicable aircraft noise contours.

These two critical safeguarding matters, as they relate to Nhill Aerodrome, are discussed below.

5.6.2 *Airspace protection surfaces*

An Obstacle Limitation Surface (OLS) has been designed for Nhill Aerodrome which defines a set of invisible surfaces above the ground around the aerodrome. The OLS generally consist of various invisible surface components with specific characteristics depending on the runway configuration. The airspace above these surfaces forms the aerodrome’s protected airspace. The OLS is designed to provide protection for aircraft flying into or out of the aerodrome when the pilot is flying by sight.

The CASA *Manual of Standards Part 139 - Aerodromes* defines Obstacle Limitation Surfaces (OLS) as: *"A series of planes associated with each runway at an aerodrome that defines the desirable limits to which objects may project into the airspace around the aerodrome so that aircraft operations at the aerodrome may be conducted safely."*

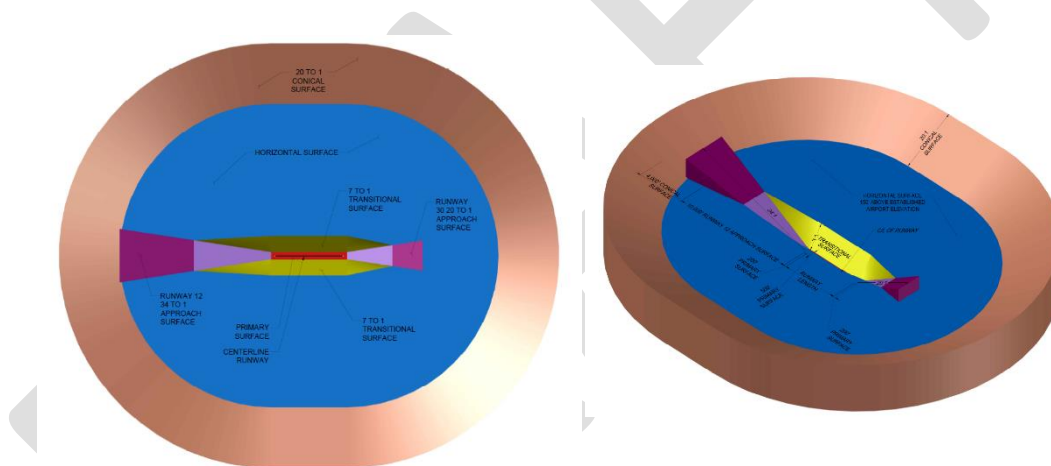


Figure 14 – Visual representation of a typical OLS surface

Airspace protection surfaces are critical for aerodrome safeguarding purposes, in relation to both on-aerodrome and off-aerodrome development. Within the aerodrome site, airspace protection surfaces are particularly relevant for the development of landside facilities and will influence the location and height of future development on the site. Limiting the height of development close to runway(s) is critical. Future development areas on the aerodrome, particularly close to the runways, should have a maximum building height restriction applied, as per the aerodromes OLS plan, to ensure that buildings and other structures do not intrude into the applicable airspace surfaces.

The current Nhill Aerodrome OLS plan is shown in Appendix F: Obstacle Limitation Surface

5.6.3 *Planning policies and controls*

There are currently no planning controls in place that manage applications or construction of developments near the aerodrome that may cause future issues.

A planning overlay should be available covering the land area underneath the surfaces of the OLS and non-precision approaches that ensures buildings are not constructed that penetrate these surfaces and present a danger to aircraft. For example, in regional areas it is not uncommon for mobile phone and broadband towers to cause issues for unwary airport operators

Conversely, **some controls are also required to prevent the development of buildings that are sensitive to aircraft noise in areas where they could be regularly overflown.** Although this is not an issue with the current level of traffic some framework should be considered in the medium term.

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6 Implementation plan

This Master Plan provides Council with a strategic direction and guidelines for future development of Nhill Aerodrome. It is a strategic document that aims to assist Council in planning for the next 20 years. Implementation of this plan will require a number of actions to be undertaken.

6.1 Summary of key issues and recommendations

This section provides a summary of recommendations for the key issues highlighted throughout the report. Table 5 sets out the recommendations and actions, associated key trigger points and indicative timings arising from this Master Plan. The nominated period is indicative only and may change depending on a range of financial, operational, user group and community needs and demands. In addition to normal project procurement processes, some actions may require associated enabling activities such as lease re-negotiations and potentially, the relocation of existing land uses / buildings.

The timings are defined as:

- Immediate term: 0-12 months
- Short term: 1-5 years
- Medium term: 5-10 years
- Long term: 10+ years

Table 5 – Master Plan recommendations

No.	Section	Summary of Action	Priority	Indicative Timing
1	6.2.5 Hangers and airport parking	Planning for hangars for private use and aircraft related businesses, including determination of existing agricultural services lease.	High	Medium Term
2	6.2.5 Hangers and airport parking	Space requirements revision related to NAHC: <ul style="list-style-type: none"> - Seating area - Landscaping - Aherns Hanger Extension - Elevated viewing platform - Link to the existing flight office 	High	Short/ Medium Term
3	6.3 Ground Transport Plan	New entrance and signage	High	Short Term
4	5.6.3 Planning policies & Controls	Ensure local planning controls are in place to prevent inappropriate development close to the airport	High	Short Term
5	6.2.3 Taxiways	Repair of the southern taxiway	Medium	Short/ Medium Term

No.	Section	Summary of Action	Priority	Indicative Timing
6	6.2.3 Taxiways	Seal and widen northern taxiway	Medium	Short/ Medium Term
7	6.2.2 Apron (Apron parallel taxiway)	Sealed apron to accompany new hanger	Medium	Short/ Medium Term
8	6.2.5 Hangers and airport parking	End leasing of existing 'burn-out' pad and removal	Medium	Short/ Medium Term
9	6.3 Ground Transport Plan	Sealed access road from entrance to the Emergency Services Hub	Medium	Short/ Medium Term
10	6.4 Environmental and Heritage Management Plan	Lobby funding for Bellman Hanger and Aero Club rooms	Medium	Short/ Medium Term
11	3.9 Heritage values	Aeradio station restoration and heritage planning	Medium	Ongoing
12	6.2.4 Aircraft fuelling facility	Demolish obsolete galvanised iron fuel store	Low	Long Term
13	5.5 Navigation Systems	Discussion with Airservices to determine if NDB and VOR guidance systems can remain	Low	Short Term
14	6.2.5 Hangers and airport parking	Airpark with hangers and taxiway to connect to RWY 18/36, near the Aeradio Building	Low	Long Term
15	3.9 Heritage values	Contact Heritage Victoria for population of the heritage listing.	Low	Short Term
16	6.2.1 Runways	Land purchase and extension of RWY 09/27	Low	Long Term
17	6.3.1 Car parking area	Overflow carpark associated to NAHC	Low	Long Term
18	6.4 Environmental and Heritage Management Plan	Flora and Fauna assessment	Low	Medium Term
19	6.3 Ground Transport Plan	Signage for corners of original streets and Heritage Walk	Low	Long Term
20	3.8.1 Biodiversity	Manage vegetation throughout former RAAF base	Low	Ongoing
21	3.8.1 Biodiversity	Indigenous plantation to screen an adjoining duck growing shed	Low	Ongoing
22	6.2.1 Runways	Future sealing of the north-south runway (RWY 18/36)	Very Low	Long Term

6.2 Master Plan next steps

Table 6 - Implementation Plan

Action	Trigger Point	Indicative Timing
Master Plan / Strategic		
Commence Community Engagement	Council approval to release the Draft Master Plan for community comment	
Release of Final Masterplan	Council adoption of the Master Plan	
Master Plan review		
Planning		
Planning policies and controls	Adoption of the Master Plan	2019
Infrastructure		
Emergency Services Hub (ESH)	Funding availability and agreement with Emergency Services representatives	2019 onwards
Private Hangar Area (PHA)	Funding availability and planning approval, subject to demand	2020 onwards
Ahern Hangar	PHA planning stage, funding availability and demand.	2021 onwards

7 References

Economic Development Strategy 2015-2020, Hindmarsh Shire Council April 2015

Nhill Community Precinct Plan, Hindmarsh Shire Council September 2016

Nhill Aerodrome Master Plan, Kevin Joy Architects January 2012

VicPlan, Victorian State Government Department of Environment, Land, Water and Planning

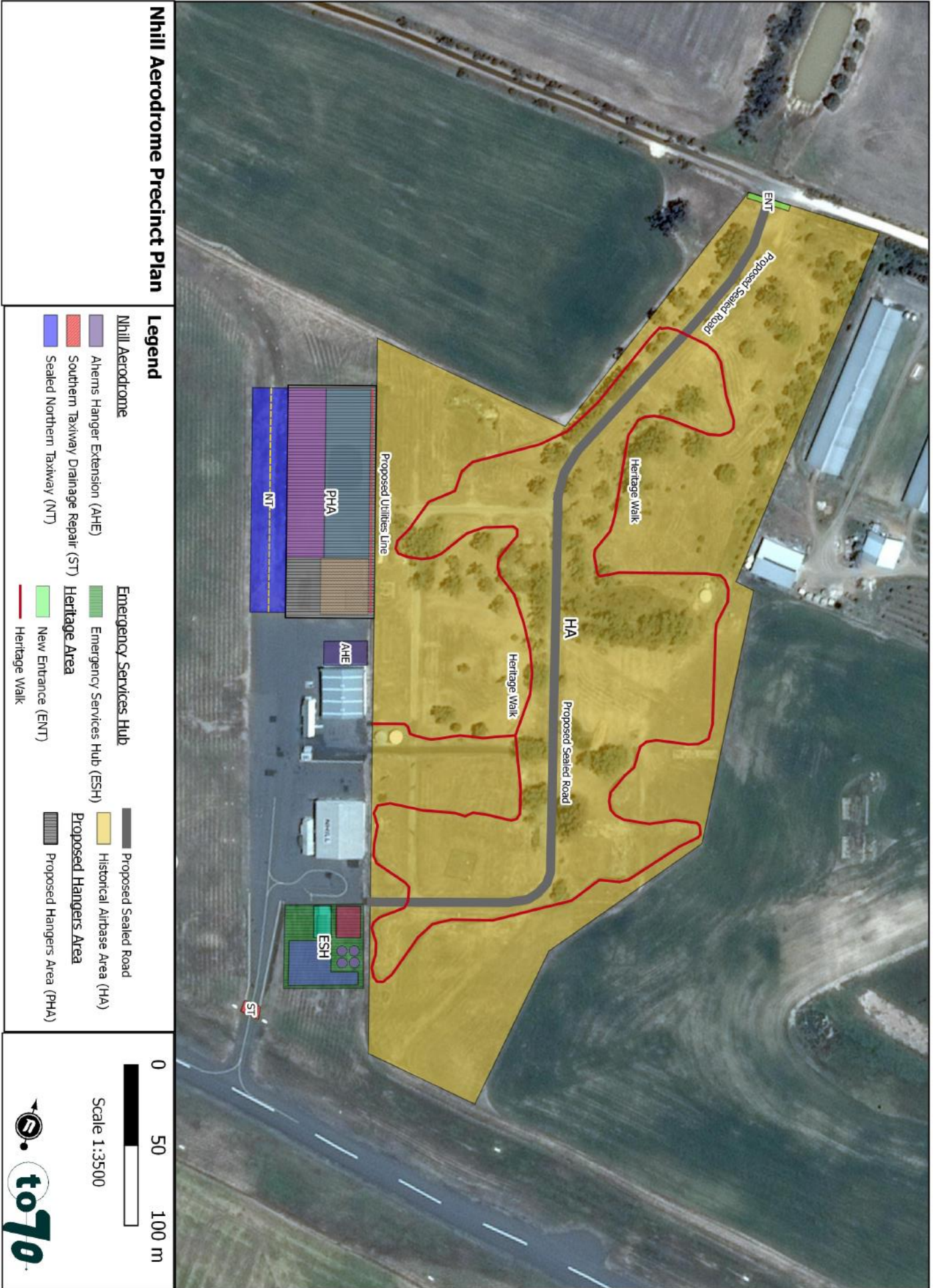
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Appendix A: Nhill Master Plan 2012 Recommendations

- A. Provide new entry and orientation signage adjoining the airport entry road at Aerodrome Road. Signage to include reference to:
 - a. Nhill Aviation Heritage Centre
 - b. Restored Avro Anson.
 - c. Nhill Ambulance Patient transfer Station.
 - d. Former Nhill RAAF base including historic Bellman aircraft hangar.
 - e. Nhill Aero Club.
- B. Install street signs on corners of the original streets to provide a permanent reminder of the layout of the former Nhill RAAF base. Signs to include street names (if relevant / available) and a list of the building types that were located along the street. Refer to Sign detail.
- C. Where sufficient building remains exist install a small sign in front of the building that provides a building number or code that relates to the Nhill World War Two RAAF Base brochure and associated map.
- D. Manage regenerating vegetation (Including native vegetation) throughout the former RAAF Base to ensure the preservation of the original historic assets including roads, paths, drains, buildings etc. Lobby relevant Local, State and Federal Government agencies to ensure suitable funding is available to preserve the Bellman Hangar and the Flight Office, as the most intact remaining elements of the RAAF base.
- E. Demolish obsolete galvanised iron fuel store.
- F. New 5000 litre above ground aircraft Av-Gas fuel tank with 'Smart*' fuel management system / swipe card fuel option (for possible later installation).
- G. Proposed Ambulance Transfer Station to provide protected ambulance patient transfer from ambulances to aircraft. Vehicle access to Transfer Station is by an internal road to the east and south of the Bellman Hangar.
- H. Proposed Nhill Aviation Heritage Centre to include the following buildings:
 - a. 30.0 x 25.0 metre sized aircraft hangar to house an Avro Anson aircraft.
 - b. Hangar to include an elevated viewing platform.
 - c. Building entry, reception area to provide a building link between the existing flight centre and the proposed Heritage Centre.
- I. Existing Flight Office to be restored to provide a functional building that can be used in association with the aircraft hangar and associated facilities.
- J. Proposed carpark associated with the Nhill Aviation Heritage Centre.
- K. Proposed entry pavement from carpark to Heritage Centre including paved outdoor seating area.
- L. Proposed low maintenance / low water use / low fire hazard landscaping associated with the entry to the Heritage Centre
- M. Proposed future extension of Nhill Aviation Heritage Centre hangar with a door opening to the north.
- N. Proposed 1200mm high (nom.) fence to separate visitors to the Nhill Aviation Heritage Centre from the airport operations area. Chain and bollards complete.
- O. Proposed long-vehicle parking (i.e. caravans / coaches). Upgrade existing RAAF road to a sufficient standard to allow year-round use for large vehicles (including emergency vehicles) to provide a one-way internal loop road within the site.
- P. Aeradio station building and grounds to be restored.
- Q. Proposed air park including residences with attached private hangars (hangar dimensions shown are 15 x 12 metres) with direct taxiway access from the runway.
- R. Proposed taxi-way and private plane parking at airpark.
- S. Proposed land purchase to allow an extension to the length of the main runway. Length of proposed runway extension as shown is 175 metres.
- T. Proposed aerodrome storage shed. Nominal shed size shown is 10.0x12.0 metres with direct access from taxi-way and Ambulance Transfer Station access road.
- U. Proposed aerodrome caretaker's residence (Indicative footprint).
- V. Proposed leasehold for commercial use (i.e. possible solar energy generation).
- W. Proposed indigenous plantation (nominal width 9.0 metres) to screen adjoining duck growing shed.
- X. Proposed aircraft related light Industry - with direct access to the taxiway on the western side and truck access on the eastern side of the shed.
- Y. Future sealing of north-south runway.

- Z. Proposed camping areas for self-contained vehicles (2,700m sq.) subject to survey of RAAF building remnants including the former latrine, salvage shed, canteen & base theatre.

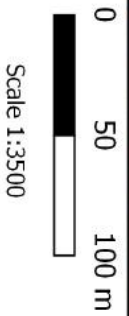
Appendix B: Precinct Plan



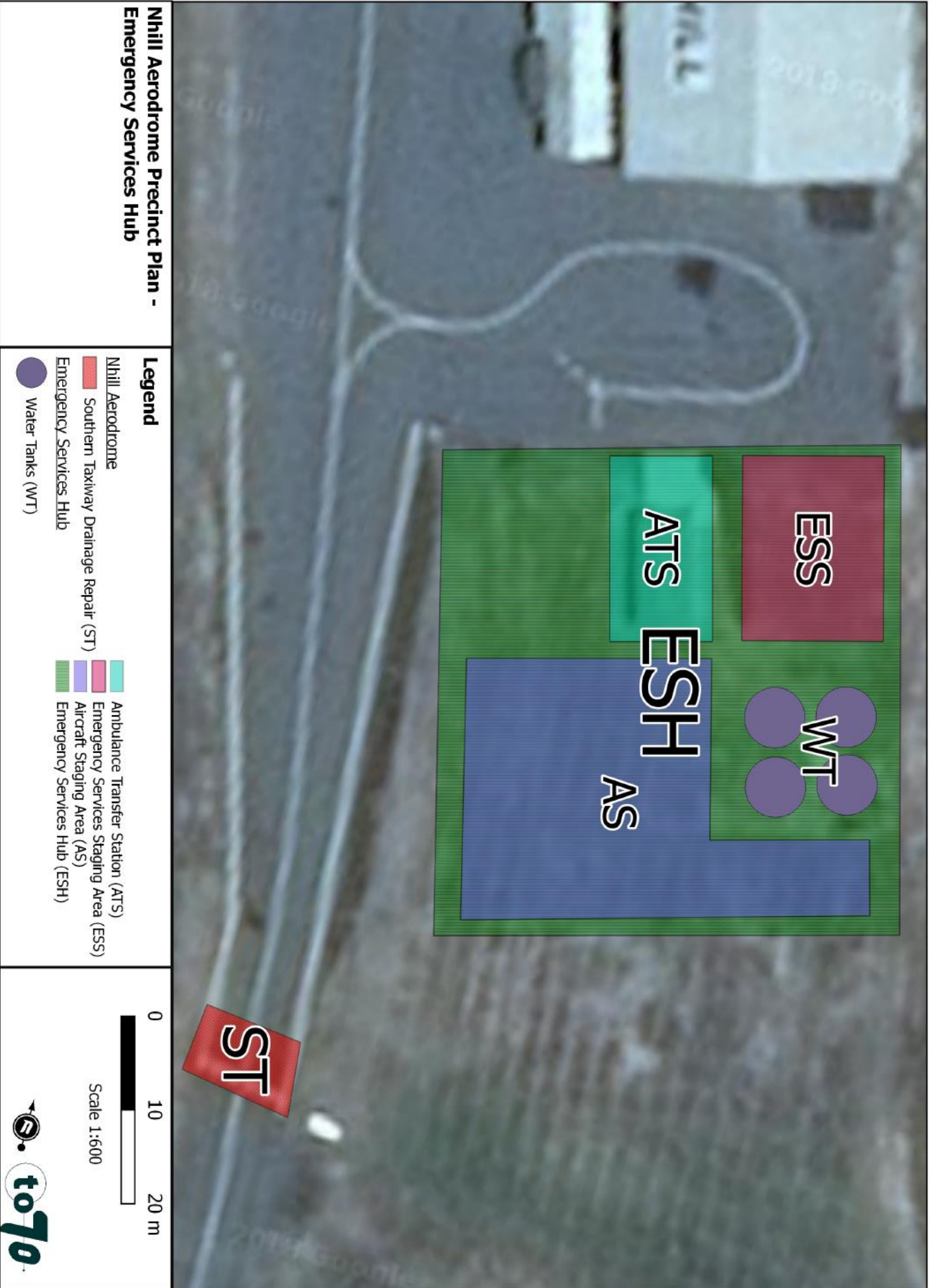
Nhill Aerodrome Precinct Plan

Legend

- | | | |
|---------------------------------------|-------------------------------|------------------------------|
| Nhill Aerodrome | Emergency Services Hub | Proposed Sealed Road |
| Aherns Hanger Extension (AHE) | Emergency Services Hub (ESH) | Historical Airbase Area (HA) |
| Southern Taxiway Drainage Repair (ST) | Heritage Area | Proposed Hangers Area |
| Sealed Northern Taxiway (NT) | New Entrance (ENT) | Proposed Hangers Area (PHA) |
| Heritage Walk | | |



Appendix C: Emergency Services Hub



**Nhill Aerodrome Precinct Plan -
Emergency Services Hub**

Legend

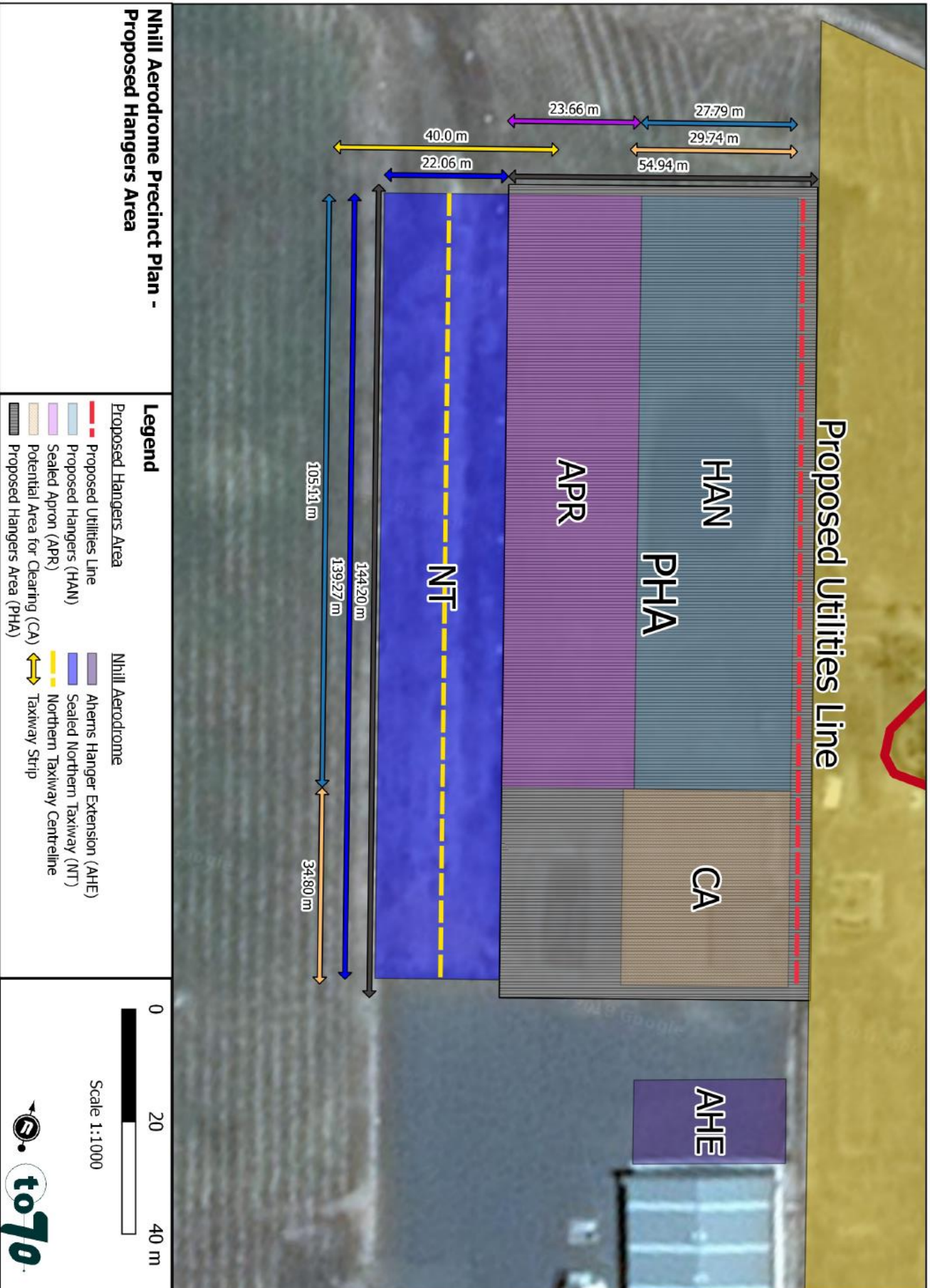
- Nhill Aerodrome
- Southern Taxiway Drainage Repair (ST)
- Emergency Services Hub
- Ambulance Transfer Station (ATS)
- Emergency Services Staging Area (ESS)
- Aircraft Staging Area (AS)
- Emergency Services Hub (ESH)
- Water Tanks (WT)

0 10 20 m

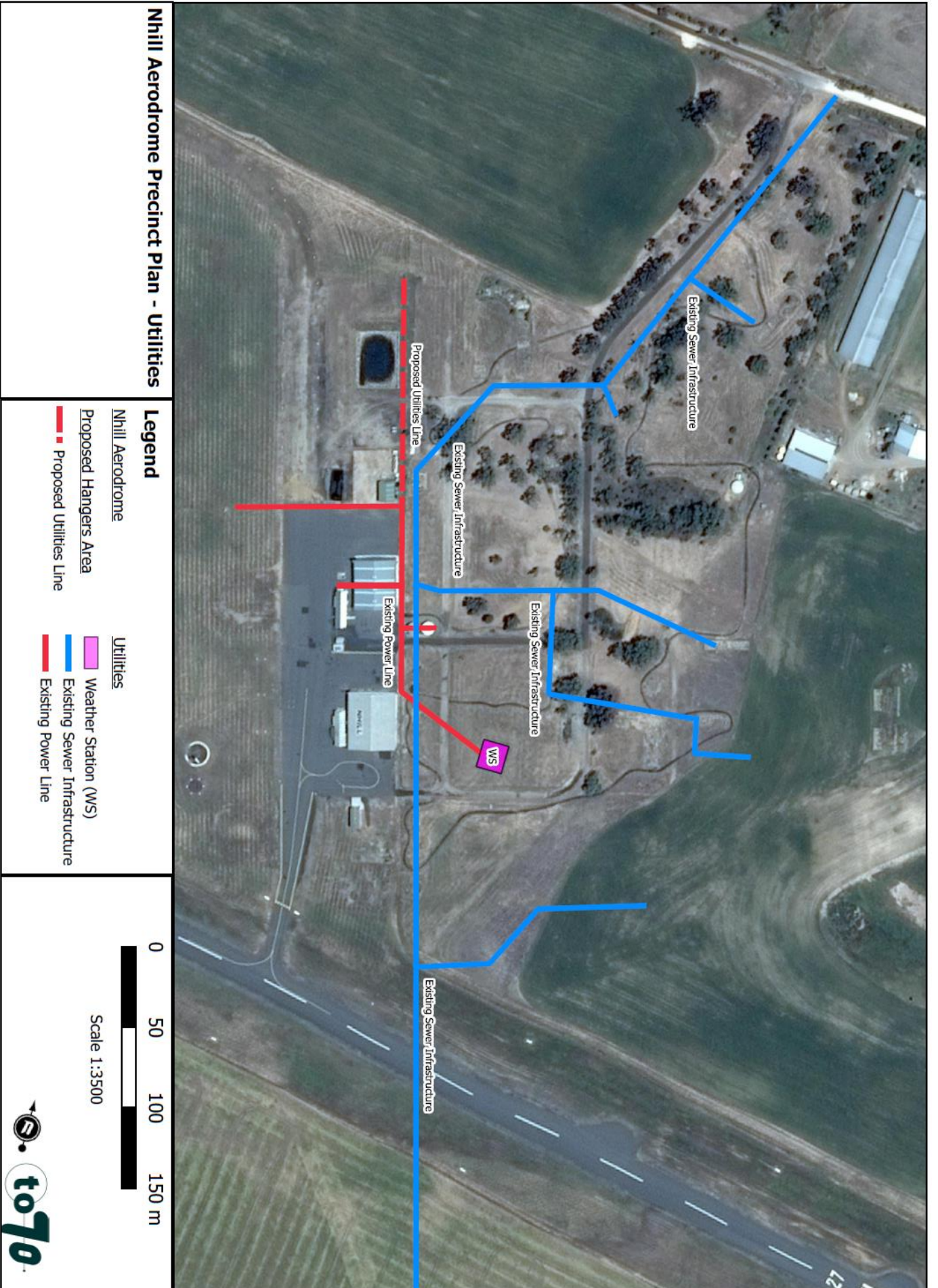
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Appendix D: Proposed Hangers Area



Appendix E: Utilities



Appendix F: Obstacle Limitation Surface

NHILL AERODROME - JULY 2018



09 TAKE OFF END



27 TAKE OFF END



NHILL AERODROME - JULY 2018



18 TAKE OFF END



36 TAKE OFF END

NHILL
AERODROME

RUNWAY : 09/27
(CODE 2 RUNWAY)

Surveyor: Paul Fitzgerald
Date of Survey : 04/07/2018

AIRPORT SURVEYS

Runway Length : 1000 metres
Runway Strip Width : 90 metres

RWY 09
TODA : 1060 metres
Take Off SFC Origin RL : 138.70 AHD
27 Threshold RL : 138.70 AHD
27 Threshold Displaced : 0m

RWY 27
TODA : 1060 metres
Take Off SFC Origin RL : 131.16 AHD
09 Threshold RL : 131.16 AHD
09 Threshold Displaced : 0m

APPROACH / TAKE OFF SPECIFICATIONS USED FOR SURVEY

TAKE OFF SURFACES:	
90m	INNER EDGE
10%	DIVERGENCE
2500m	LENGTH
4%	GRADIENT

APPROACH SURFACES:		RWY 09	RWY 27
<i>(Non-Precision Inst Apch) (Non-Precision Inst Apch)</i>			
INNER EDGE		90m	90m
DIVERGENCE		15%	15%
LENGTH		2500m	2500m
GRADIENT		3.33%	3.33%
TRANSITIONAL SLOPE		1 in 5	1 in 5

TAKE-OFF RUNWAY No.	Surveyed Point No.	DESCRIPTION	DIST. FROM END OF CLEARWAY	HEIGHT OF OBSTACLE ABOVE CWY END	TAKE-OFF GRADIENT TO OBST.	OBST. R.L.	DIST. FROM START OF TAKE OFF	OFFSET FROM RWY C/L	RELATIONSHIP TO OBSTACLE LIMITATION SURFACES		
									4% Take Off grade	3.33% Apch grade	Transitional Surfaces (Positive figures - Above / Negative figures - Below.)
09	1	EUC. TREE	620.7	18.31	2.95%	157.01	1680.7	53.9 R	-6.5	-2.4	
09	2	EUC. TREE	633.9	19.48	3.08%	158.18	1693.9	63.1 R	-5.9	-1.6	
09	3	EUC. TREE	1375.5	27.24	1.99%	165.94	2435.5	64.5 R	-27.8	-18.6	
09	4	POWER POLE	1018.8	20.14	1.98%	158.84	2078.8	92.3 R	-20.6	-13.8	
09	5	FENCE	43.3	1.06	2.46%	139.76	1103.3	44.2 L	-0.7	-0.4	

TAKE-OFF RUNWAY No.	Surveyed Point No.	DESCRIPTION	DIST. FROM END OF CLEARWAY	HEIGHT OF OBSTACLE ABOVE CWY END	TAKE-OFF GRADIENT TO OBST.	OBST. R.L.	DIST. FROM START OF TAKE OFF	OFFSET FROM RWY C/L	RELATIONSHIP TO OBSTACLE LIMITATION SURFACES		
									4% Take Off grade	3.33% Apch grade	Transitional Surfaces (Positive figures - Above / Negative figures - Below.)
27	1	EUC. TREE	914.3	17.36	1.90%	148.52	1974.3	25.1 R	-19.2	-13.1	
27	2	PINE TREE	803.3	16.76	2.09%	147.92	1863.3	64.3 L	-15.4	-10.0	
27	3	TREE	307.5	5.10	1.66%	136.26	1367.5	21.6 L	-7.2	-5.1	
27	4	EUC. TREE	157.9	13.10	8.30%	144.26	1217.9	127.2 R	OUTSIDE		Below Trans SFC by 3.9m
27	5	ROAD - 2m High	63.7	1.43	2.25%	132.59	1123.7	50.1 R	-1.1	-0.7	
27	6	FENCE	47.8	0.61	1.28%	131.77	1107.8	49.0 R	-1.3	-1.0	
27	7	EUC. TREE	279.9	9.01	3.22%	140.17	1339.9	88.8 L	OUTSIDE		Below Trans SFC by 0.7m

NOTE: Obstacle No.5 is not included in the calculation of Gradients and STODA's

**NHILL
AERODROME**

**RUNWAY : 18/36
(CODE 2 RUNWAY)**

Surveyor : Paul Fitzgerald
Date of Survey : 04/07/2018



Runway Length : 1102 metres
Runway Strip Width : 90 metres

RWY 18
TODA : 1162 metres
Take Off SFC Origin RL : 129.95 AHD
36 Threshold RL : 129.95 AHD
36 Threshold Displaced : 0m

RWY 36
TODA : 1162 metres
Take Off SFC Origin RL : 132.28 AHD
18 Threshold RL : 131.76 AHD
18 Threshold Displaced : 0m

APPROACH / TAKE OFF SPECIFICATIONS USED FOR SURVEY

TAKE OFF SURFACES:	
90m	INNER EDGE
10%	DIVERGENCE
2500m	LENGTH
4%	GRADIENT

APPROACH SURFACES:	RWY 18 <i>(Non-Inst Apch)</i>	RWY 36 <i>(Non-Inst Apch)</i>
INNER EDGE	90m	90m
DIVERGENCE	10%	10%
LENGTH	2500m	2500m
GRADIENT	4%	4%
TRANSITIONAL SLOPE	1 in 5	1 in 5

TAKE-OFF RUNWAY No.	Surveyed Point No.	DESCRIPTION	DIST. FROM END OF CLEARWAY	HEIGHT OF OBSTACLE ABOVE CWY END	TAKE-OFF GRADIENT TO OBST.	OBST. R.L.	DIST. FROM START OF TAKE OFF	OFFSET FROM RWY C/L	RELATIONSHIP TO OBSTACLE LIMITATION SURFACES		
									4% Take Off grade	4% Apch grade	Transitional Surfaces
18	1	EUC. TREE	392.8	10.08	2.57%	140.03	1554.8	18.6 L	-5.6	-5.6	
18	2	EUC. TREE	505.5	11.79	2.34%	141.74	1667.5	37.3 R	-8.4	-8.4	

TAKE-OFF RUNWAY No.	Surveyed Point No.	DESCRIPTION	DIST. FROM END OF CLEARWAY	HEIGHT OF OBSTACLE ABOVE CWY END	TAKE-OFF GRADIENT TO OBST.	OBST. R.L.	DIST. FROM START OF TAKE OFF	OFFSET FROM RWY C/L	RELATIONSHIP TO OBSTACLE LIMITATION SURFACES		
									4% Take Off grade	4% Apch grade	Transitional Surfaces
36	1	PINE TREE	929.1	26.73	2.88%	159.01	2091.1	3.9 R	-10.4	-9.9	
36	2	EUC. TREE	1234.1	34.36	2.79%	166.64	2396.1	120.0 R	-15.0	-14.5	
36	3	ROAD - 2m HIGH	202.8	5.40	2.67%	137.68	1364.8	0.5 R	-2.7	-2.2	

Appendix G: Application to Build Hanger

ASSESS #	
ACTION	EA
INFO	CM/DIS
X REF	



Brian Smith
80 Creek Rd
Glenlee 3418

15th November 2017

Mr Greg Wood

CEO Hindmarsh Shire

92 Nelson Street

Nhill 3418

Dear Sir

After a meeting with Mr Wayne Schulze and Andrew Kube president of Nampac I would like to formally apply to build a Hanger at the Nhill Aerodrome.

I have met with Andrew Kube Nampac and Len Creek Nhill Aero Club on site and we have agreed on a suitable site that would not interfere with any other operations at the Nhill Aerodrome. I have attached a Map of the position.

This site fits within the Nhill Aerodrome masterplan.

I would be looking for a long term lease or an entitlement so that if i no longer require the hanger I could sell it to a buyer acceptable to the council.

The hanger would be a new construction 15 x 15 metres meeting all the requirements and we would clad it in either zinc or colourbond to fit in with the masterplan and the aesthetics of the Aerodrome.

At the Nhill Aero Club monthly meeting last night, The club voted unanimously to support my application for a hanger on the selected site, a letter of support is being written to confirm that.

Andrew Kube President of Nampac is arranging the same with his committee.

Should you require anymore information I can be contacted on 0427910262.

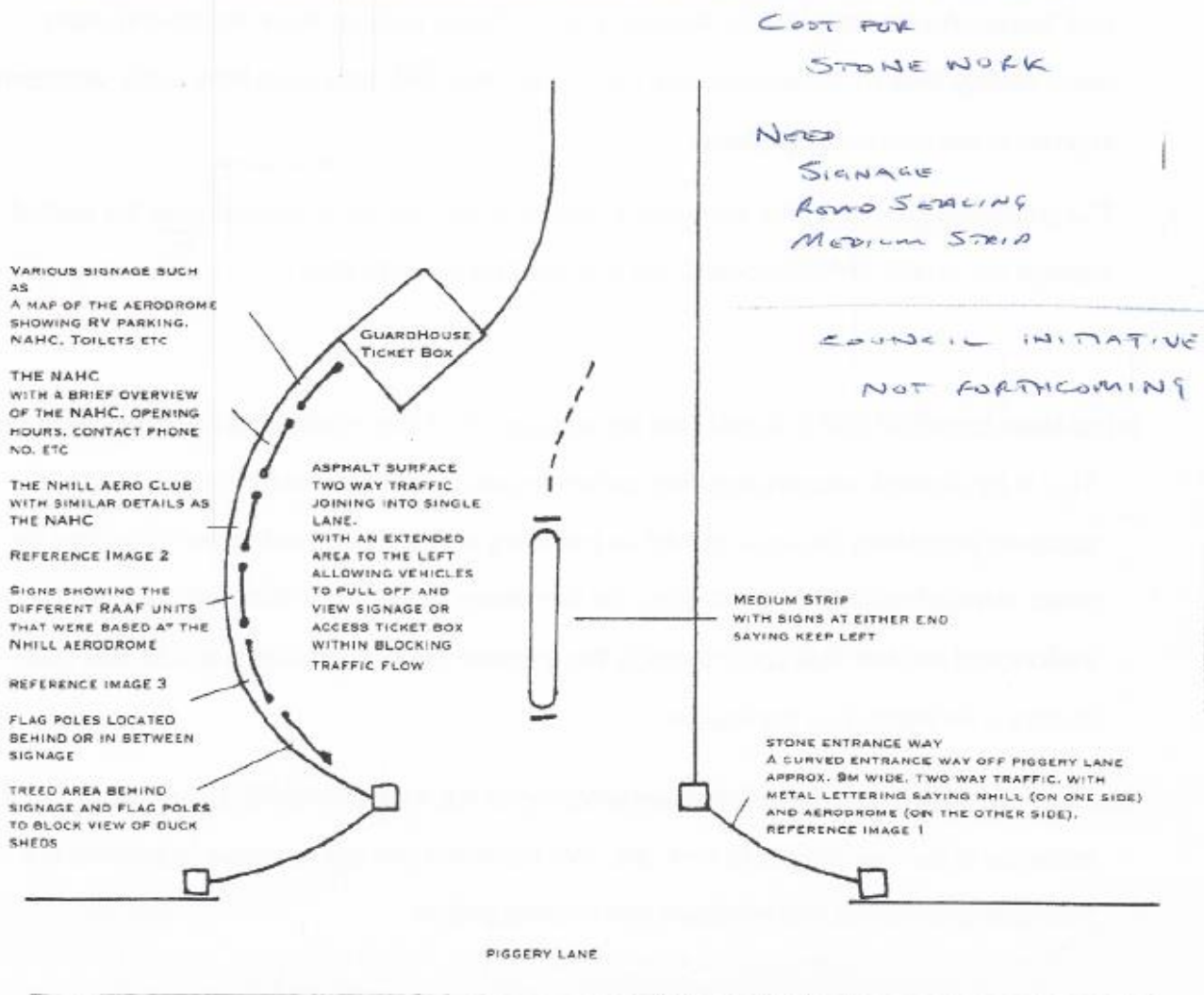
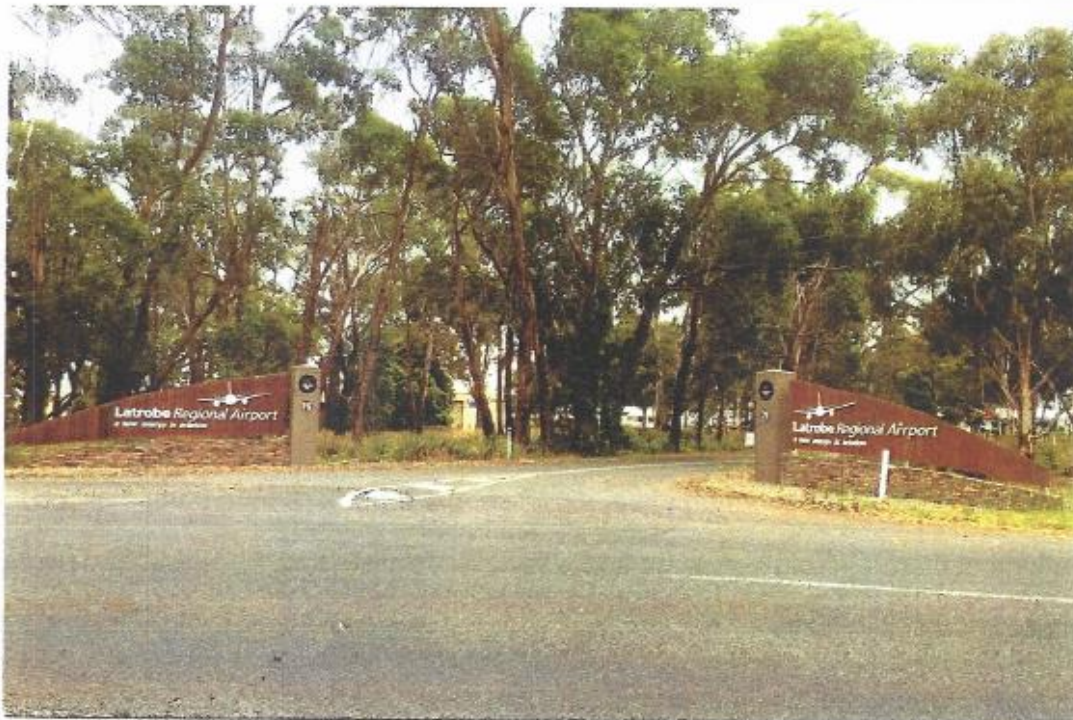
Yours Sincerely

A handwritten signature in blue ink, appearing to read "Brian Smith".

Brian Smith.

Appendix H: Proposed New Entrance for Nhill Aerodrome

Proposed new entrance



RAINBOW CIVIC CENTRE MANAGEMENT **COMMITTEE ANNUAL MEETING**

Wednesday 28th November 2018

PRESENT : Cr Ron Lowe, R Heinrich, M Sullivan, G Petschel, K Hutson, B Hutson,
S Petschel, T Snell.

APOLOGIES: Rob Koning.

R Heinrich moved that the apology be accepted. Seconded by M Sullivan. Carried

MINUTES: Minutes of the last annual meeting were read and received on the motion of -----

Adopted by-.G Petschel 2nd -M Sullivan

Carried

CORRESPONDENCE: Nil.

FINANCIAL REPORT: Bank Balance ;- \$4,837.23 Term Deposit :- \$10,565.78 =\$15,403.01

TREASURERS REPORT: Bank Balance : \$15,403.01

S Petschel moved that the treasurer's report be accepted. Seconded by -M Sullivan

CHAIRMANS REPORT: Presented by B. Hutson . Bill commented on all activities and events over the past year. Bill thanked every-one for their contribution for the past year.

R Heinrich moved that the president's report be received. Seconded by -G Petschel Carried

Cr R Lowe congratulated the Committee of Management and that they should be proud of their efforts.

COMMITTEE ELECTED: R Koning, G Petschel, K Hutson, M Sullivan, R Heinrich, T Snell

S Petschel, B Hutson . Ann Frazer was not re - nominated.

- G Petschel nominated all new members of the committee to be elected for this year.

Seconded by R Heinrich

ELECTION OF OFFICE BEARERS: Officiated by Cr Ron Lowe

Chairperson :- B Hutson nominated by -M Sullivan Accepted

Secretary- Treasurer :S Petschel nominated by - R Heinrich

Accepted.

MINUTES

NHILL TOWN COMMITTEE

Monday 17th December 2018

Meeting opened at 7.45 p.m.

1. In Attendance

Brian McGennicken, Helen Ross, Helen Woodhouse-Herrick, Pauline McCracken, Phil King , guest

2. Apologies

David Borain

3. Minutes

The minutes of the previous meeting, as distributed by email, were accepted by the meeting.

Proposed Helen R. seconded Brian.

4. Finance Report

In the absence of the Treasurer, Helen R, gave an abbreviated finance report. There had been no movement in the Bank Account for the past month. Cheques had been written for performers and entertainment at the Carol in the Park, but, as the Carols was the night before this meeting, none of those cheques had been presented. A full accounting will be presented at the next meeting. Helen R offered a motion that the abbreviated account be accepted by the committee, the proposal was seconded by Brian. All agreed, motion passed.

5. Correspondence

Correspondence as shown in the Agenda was explained and understood by all in attendance. Helen R proposed the correspondence be accepted by the meeting, the motion was seconded by Helen R. All in favor, motion passed.

6. Business Arising

There was no business arising.

7. New Business

1. Wrap up of Carols in the Park. This was presented by Helen R. Event was very successful, with the highest attendance in 3 years. A financial statement will be presented next meeting.

2. Phil King spoke on the Budget Submissions for the 2019/2020 Budget of the Hindmarsh Shire. He asked that the committee consider applying for funding for worthwhile projects within the Shire. He also mentioned the "Tidy Towns" project. Helen R said she would investigate the categories and bring this information to the next meeting.

3. Assistance was requested to construct a Dance Floor for the NYE Party.

4. Progress report by Pauline and the 2019 Fiestas. A stage is still required. Pauline advised of the Entertainment and the Food Vendors and the anticipated Posters currently under production for the event. She distributed the pre-poster to all members for display in and around the town.

5. Pauline's guest advised he was acting for a Band called "The Hoffmans" and suggested that they be booked for the Fiesta in 2020. This was discussed and the decision was made to go ahead with the booking as it is important that we keep the level of excellence in performers for the Fiesta.

8. Meeting closure

9.15 p.m. Next meeting Monday 21st January 2019

Rainbow Rises 240 Course Layout



INDICATIVE ONLY



Scale
1:1000

Legend

Ticket Hut

