



**WELLINGTON**  
SHIRE COUNCIL  
*The Heart of Gippsland*

## **Council Meeting Agenda**

**Meeting to be held at**

**Council Chambers - Wellington Centre**

**Foster Street, Sale**

**Tuesday 7 May 2019, commencing at 3pm**

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# ORDINARY MEETING OF COUNCIL – 7 MAY 2019

## AGENDA & TABLE OF CONTENTS

	ITEM	PAGE NUMBER
<b>A</b>	<b>PROCEDURAL</b>	
A1	STATEMENT OF ACKNOWLEDGEMENT AND PRAYER	
A2	APOLOGIES	
A3	DECLARATION OF CONFLICT/S OF INTEREST	
A4	CONFIRMATION OF MINUTES OF PREVIOUS COUNCIL MEETING	7
A5	BUSINESS ARISING FROM PREVIOUS MEETING/S	8
A6	ACCEPTANCE OF LATE ITEMS	9
A7	NOTICES OF MOTION	10
A8	RECEIVING OF PETITIONS OR JOINT LETTERS	11
	ITEM A8(1) OUTSTANDING PETITIONS	12
	ITEM A8(2) RESPONSE TO PETITION – LAKESIDE BOWLS CLUB	13
A9	INVITED ADDRESSES, PRESENTATIONS OR ACKNOWLEDGEMENTS	27
A10	QUESTIONS ON NOTICE	28
<b>B</b>	<b>REPORT OF DELEGATES</b>	29
<b>C</b>	<b>OFFICERS' REPORT</b>	
	<b>C1 CHIEF EXECUTIVE OFFICER</b>	30
	<b>C2 GENERAL MANAGER CORPORATE SERVICES</b>	31
	ITEM C2.1 ASSEMBLY OF COUNCILLORS	32
	ITEM C2.2 REMUNERATION COMMITTEE MINUTES	38

	<b>C3 GENERAL MANAGER DEVELOPMENT</b>	42
	ITEM C3.1 2018 PLANNING SURVEY RESULTS	43
	ITEM C3.2 QUARTERLY BUILDING PERMITS	64
	ITEM C3.3 ADOPTION OF DROUGHT RESPONSE PROPOSAL	71
	<b>C4 GENERAL MANAGER BUILT &amp; NATURAL ENVIRONMENT</b>	81
	ITEM C4.1 ADOPTION OF RECREATIONAL BOATING FACILITIES PLAN	82
	ITEM C4.2 ADOPTION OF RESIDENTIAL ROAD AND STREET CONSTRUCTION PLAN	121
	ITEM C4.3 MYRTLEBANK-FULHAM ROAD / MYRTLEBANK ROAD – SALE ALTERNATE TRUCK ROUTE	159
	<b>C5 GENERAL MANAGER COMMUNITY AND CULTURE</b>	165
	ITEM C5.1 URBAN PATHS PLAN 2016	166
	ITEM C5.2 BRIAGOLONG QUARRY RESERVE COMMITTEE OF MANAGEMENT MINUTES	224
	ITEM C5.3 BRIAGOLONG RECREATION RESERVE COMMITTEE OF MANAGEMENT MINUTES	231
	ITEM C5.4 CAMERON SPORTING COMPLEX COMMITTEE OF MANAGEMENT MINUTES	240
<b>D</b>	<b>URGENT BUSINESS</b>	249
<b>E</b>	<b>FURTHER GALLERY AND CHAT ROOM COMMENTS</b>	249
<b>F</b>	<b>CONFIDENTIAL ATTACHMENTS</b>	250
<b>G</b>	<b>IN CLOSED SESSION</b>	251



## Council Meeting Information

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*Members of the public who are not in attendance at the Council meeting but who wish to communicate with the Council via the webcasting chat room should lodge their questions or comments early in the meeting to ensure that their submissions can be dealt with at the end of the meeting.*

*Please could gallery visitors and Councillors ensure that mobile phones and other electronic devices are turned off or in silent mode for the duration of the meeting.*



## **A - PROCEDURAL**



### **STATEMENT OF ACKNOWLEDGEMENT**

***“We acknowledge the traditional custodians  
of this land the Gunaikurnai people,  
and pay respects to their elders past and present”***



### **PRAYER**

***“Almighty God, we ask your blessing upon the Wellington  
Shire Council, its Councillors, officers, staff and their families.***

***We pray for your guidance in our decisions so that the  
true good of the Wellington Shire Council may result to  
the benefit of all residents and community groups.”***

***Amen***



## **A - PROCEDURAL**

### **A4 CONFIRMATION OF MINUTES OF PREVIOUS COUNCIL MEETING/S**

**ITEM A4**

**ADOPTION OF MINUTES OF PREVIOUS MEETING/S**

ACTION OFFICER:

GENERAL MANAGER CORPORATE SERVICES

DATE:

7 MAY 2019

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**OBJECTIVE**

To adopt the minutes of the Ordinary Council Meeting of 16 April 2019.

**PUBLIC QUESTIONS AND COMMENTS FROM THE GALLERY**

**RECOMMENDATION**

*That Council adopt the minutes and resolutions of the Ordinary Council Meeting of 16 April 2019.*

**CONFLICT OF INTEREST**

No staff and/or contractors involved in the compilation of this report have declared a Conflict of Interest.



## **A - PROCEDURAL**

### **A5 BUSINESS ARISING FROM PREVIOUS MEETING/S**



## **A - PROCEDURAL**

### **A6 ACCEPTANCE OF LATE ITEMS**



## **A - PROCEDURAL**

### **A7 NOTICE/S OF MOTION**



## **A - PROCEDURAL**

### **A8 RECEIVING OF PETITIONS OR JOINT LETTERS**

**ITEM A8(1)****OUTSTANDING PETITIONS**

ACTION OFFICER

GOVERNANCE

DATE:

7 MAY 2019

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ITEM	FROM MEETING	COMMENTS	ACTION BY
Installation of street light Colville Street, Port Albert	5 February 2019	Item to lay on the table until further notice.	Manager Assets & Projects

**ITEM A8(2)****RESPONSE TO PETITION: LAKESIDE BOWLS CLUB**

DIVISION:

COMMUNITY &amp; CULTURE

ACTION OFFICER:

GENERAL MANAGER COMMUNITY &amp; CULTURE

DATE:

7 MAY 2019

IMPACTS									
Financial	Communication	Legislative	Council Policy	Council Plan	Resources & Staff	Community	Environmental	Engagement	Risk Management
	✓	✓	✓			✓			

**OBJECTIVE**

The objective of this report is for Council to respond to a petition formally received by Council at the ordinary Council meeting of 2 April 2019 regarding relocation of gaming machines from Lakeside Bowls Club to Sporting Legends, Sale.

**PUBLIC QUESTIONS AND COMMENTS FROM THE GALLERY****RECOMMENDATION**

*That the Chief Executive Officer write to the head petitioner, advising that:*

- *the proposal to relocate machines from Lakeside Bowls Club to Sporting Legends Club is subject to legal processes;*
- *a requirement applies for Sporting Legends Club to apply to the Victorian Commission for Gambling and Liquor Regulation (VCGLR) for a licence to operate additional machines at its venue, including a social and economic assessment;*
- *Council's required role in the licence process is to provide comment to the VCGLR on the social and economic assessment and whether the proposal for additional machines at Sporting Legends Club will result in net community detriment;*
- *upon request from Sporting Legends Club and Lakeside Bowls Club for in-principle support to be provided prior to the application to VCGLR being prepared, Council officers have considered submissions from Sporting Legends Club as to its proposed ways to ensure no net community detriment; and*
- *taking into account commitments made by Sporting Legends Club, Council officers will provide a letter indicating a favourable stance on the proposal subject to certain conditions being met regarding design of Sporting Legends Club's community benefit program and implementation of recommendations of an independent audit of both venues regarding responsible service of gaming measures.*

## **BACKGROUND**

In early 2019, Lakeside Bowls Club advised Council that it is under financial stress and has been working to identify ways to become financially sustainable for its operations to continue.

Council was subsequently advised of a proposal for Sporting Legends Club to purchase ten electronic gaming machines from Lakeside Bowls Club and transfer the machines and entitlements to Sporting Legends Club. Lakeside Bowls Club indicated that this proposal will provide for financial sustainability and continued operation of the club and its services.

Sporting Legends Club is required to apply to the Victorian Commission for Gambling and Liquor Regulation (VCGLR) for an operating licence for the ten additional machines at its existing venue. An applicant for an operating licence is required, by the VCGLR, to include a social and economic assessment in the application and demonstrate no net community detriment resulting from the variation in gaming machines numbers at a venue.

The process is that, upon receipt of an application, VCGLR notifies Council as the local authority and Council has 60 days to provide comment regarding the social and economic assessment of the proposal.

On 19 March 2019, a petition was delivered to Council and was acknowledged as delivered by Council on that day and that it would be formally received by Council at the next Council meeting on 2 April 2019.

On 26 March 2019, Council officers met with representatives of Lakeside Bowls Club and Sporting Legends Club.

In order to expedite the VCGLR process, Sporting Legends Club requested Council to consider providing in-principle support to its proposal prior to preparing an application to the VCGLR, understanding that this would not negate the legal requirement for an operating licence for the additional ten machines.

On 3 April 2019, Council officers, with Lakeside Bowls Club management in attendance, considered submissions from Sporting Legends Club as to benefits of the proposal and its proposed ways to ensure no net community detriment.

The petition to support the relocation of gaming machines from Lakeside Bowls Club to Sporting Legends Club was formally received by Council at its ordinary Council meeting of 2 April 2019 with a response to be provided to the head petitioner by 7 May 2019.

In 2015, an application for an additional six gaming machines at Sporting Legends Club was refused by the VCGLR after Wellington Shire Council, as part of the VCGLR's mandatory referral process, assessed that there would be a net detriment to the community with the proposed increase in electronic gaming machines at the club and in the shire.

Sporting Legends Club requested a review of the VCGLR refusal decision at the Victorian Civil and Administrative Tribunal (VCAT) and a VCAT hearing was undertaken in 2016 with Wellington Shire Council presenting evidence of community impacts.

The VCGLR refusal decision was confirmed by VCAT with the outcome being refusal of the additional six gaming machines at Sporting Legends Club and in the shire due to low socioeconomic areas surrounding the venue and risk of convenience gambling and the lack of evidence of social and economic benefit from the six additional gaming machines for the broader community.

## **OPTIONS**

1. That the Chief Executive Officer write to the head petitioner, advising that:
  - the proposal to relocate machines from Lakeside Bowls Club to Sporting Legends Club is subject to legal processes;
  - a requirement applies for Sporting Legends Club to apply to the Victorian Commission for Gambling and Liquor Regulation (VCGLR) for a licence to operate additional machines at its venue, including a social and economic assessment;
  - Council's required role in the licence process is to provide comment to the VCGLR on the social and economic assessment and whether the proposal for additional machines at Sporting Legends Club will result in net community detriment;
  - upon request from Sporting Legends Club and Lakeside Bowls Club for in-principle support to be provided prior to the application to VCGLR being prepared, Council officers have considered submissions from Sporting Legends Club as to its proposed ways to ensure no net community detriment; and
  - taking into account commitments made by Sporting Legends Club, Council officers will provide a letter indicating a favourable stance on the proposal subject to certain conditions being met regarding design of Sporting Legends Club's community benefit program and implementation of recommendations of an independent audit of both venues regarding responsible service of gaming measures; or
2. That further information be presented at a future Council meeting.

## **PROPOSAL**

That the Chief Executive Officer write to the head petitioner, advising that:

- the proposal to relocate machines from Lakeside Bowls Club to Sporting Legends Club is subject to legal processes;
- a requirement applies for Sporting Legends Club to apply to the Victorian Commission for Gambling and Liquor Regulation (VCGLR) for a licence to operate additional machines at its venue, including a social and economic assessment;
- Council's required role in the licence process is to provide comment to the VCGLR on the social and economic assessment and whether the proposal for additional machines at Sporting Legends Club will result in net community detriment;
- upon request from Sporting Legends Club and Lakeside Bowls Club for in-principle support to be provided prior to the application to VCGLR being prepared, Council officers have considered submissions from Sporting Legends Club as to its proposed ways to ensure no net community detriment; and
- taking into account commitments made by Sporting Legends Club, Council officers will provide a letter indicating a favourable stance on the proposal subject to certain conditions being met regarding design of Sporting Legends Club's community benefit program and implementation of recommendations of an independent audit of both venues regarding responsible service of gaming measures.

## **CONFLICT OF INTEREST**

No staff and/or contractors involved in the compilation of this report have declared a conflict of interest.

## COMMUNICATION IMPACT

Lakeside Bowls Club has requested Council support of various measures to support financial sustainability and ongoing operation of the club and its services via local media outlets.

## LEGISLATIVE IMPACT

Section L6.59 of Wellington Shire Council Processes of Municipal Government (Meetings and Common Seal) Local Law No 1 provides for petitions and joint letters:

“A petition or joint letter presented to the Council must lay on the table for a period determined by the Council but not exceeding the next two Council Meetings. No motion, other than to receive the petition or joint letter may be accepted by the Chairperson, unless the Council unanimously agrees to deal with it earlier.”

Victorian Legislation provides regulation for gambling activities under the *Gambling Regulation Act 2003* incorporating amendments as at 20 December 2017. Chapter 3 provides information on gaming machine entitlement, allocation and transfers, specifically Section 3.4 A.17 *Gaming machine entitlements must be transferred in accordance with allocation and transfer rules.*

## COUNCIL POLICY IMPACT

Council's *Electronic Gaming Machine Policy* publicly sets out Council's expectation for applicants for electronic gaming machines variations to complete a robust assessment of the social and economic benefits and risks of the proposal and provides guidance and direction for applicants in preparing their assessments.

To meet Council's policy, and therefore gain Council support for an application according to the policy, evidence in the applicant's social and economic assessment needs to ensure:

- that the operation of gambling in Wellington Shire delivers a net community benefit;
- that the location and design of electronic gaming machines minimises the incidence of problem gambling. *This includes prohibiting venues in shopping centres or at strip shopping centres to minimise opportunities for convenience gambling (as stipulated in Clause 52.28 of the Wellington Planning Scheme);*
- gambling premises offer a range of non-gambling entertainment and recreation activities rather than being stand-alone gambling premises; and
- that the operation, location and design of gambling premises does not have a negative impact on the amenity, character, community values and safety of the area.

It is possible for gaming venues to demonstrate adequate management practices to minimise negative impacts from gaming and/or initiatives to offset negative impacts and therefore broader community benefit and the Council policy aims to assist applicants to demonstrate how they will do that.

Overall, the *Electronic Gaming Machine Policy* states that Wellington Shire Council will work in partnership with the community, businesses and local organisations to reduce the ratio of electronic gaming machines per 1000 adults in Wellington Shire to be similar to or lower than the state average.

## **COMMUNITY IMPACT**

Council officers will further consider the proposal's positive or negative social and economic impacts and whether the proposal will achieve a net community benefit or detriment as part of the VCGLR operating licence application process.

Total 552

Petition to support the relocation of gaming machines from Lakeside Club, Sale to Sporting Legends, Sale.

Val Kelly	[Signature]
L. Miller	[Signature]
L. Smalley	[Signature]
C.A. Tommsley	C.A. [Signature]
Jessica Wright	Jessica Wright
Bruce Martin	John Hancock
Kim Bost	[Signature]
1972 Lucas	[Signature]
Trish Maher	[Signature]
Eliza Broadbent	[Signature]
Dorothy McKinnon	[Signature]
Helen G.	[Signature]
Jan Hansen	[Signature]
Shireen Martin	[Signature]
Carol Field	[Signature]
Debbie Tompkins	[Signature]
Heather Cooks	[Signature]
Julia Anderson	[Signature]
Janis Robson	[Signature]
Keith Baudell	[Signature]
Sir Richardson	[Signature]
Kim Garrett	[Signature]
Dorcas Proud	[Signature]
Ann Cobb	[Signature]
Caroline Ashby	[Signature]
Tony Wallace	[Signature]
Wendy Anderson	[Signature]
[Signature]	[Signature]
Ross Haslett	[Signature]
Stanley Morris	[Signature]
[Signature]	[Signature]
[Signature]	[Signature]
H. Penger	[Signature]
Nora Morrison	[Signature]
G. Hedington	[Signature]
[Signature]	[Signature]

Help save Our Bowls club.

Petition to support the relocation of gaming machines from Lakeside Club, Sale to Sporting Legends, Sale.

<del>Bar Douglas</del>	<del>Bar Douglas</del>
Hazel Trewin	Sue Doo.
Kristelle Higgins	M. Harty
Verona Palmer	Z. Fitch
Trevor Palmer	Ally Sheehan
Margy Bane	M. D. Luffly
<del>Bar Douglas</del>	<del>Bar Douglas</del>
Debra Radzicki	B. Linn
Shayne Radzick	J. Hoar
Robert Park	Cap. Mays
Pam Smith	John Sheehan
A. B. C.	<del>Bar Douglas</del>
Natalie Edwards	J. Muller
Brock Whykes	Shirley King
Fiona Birdie	Maureen
K. Radcliff	D. Smith
M. J.	R. SOLE
<del>Bar Douglas</del>	V. E. RUSSELL
G. Jay	<del>Bar Douglas</del>
<del>Bar Douglas</del>	<del>Bar Douglas</del>
<del>Bar Douglas</del>	<del>Bar Douglas</del>
<del>Bar Douglas</del>	<del>Bar Douglas</del>
<del>Bar Douglas</del>	<del>Bar Douglas</del>
<del>Bar Douglas</del>	<del>Bar Douglas</del>
H. Gordon	H. Gordon
<del>Bar Douglas</del>	Ann Robinson
<del>Bar Douglas</del>	Lyndee
<del>Bar Douglas</del>	<del>Bar Douglas</del>
L. Mitchell	2 Preston
<del>Bar Douglas</del>	7 Preston
<del>Bar Douglas</del>	J. Stewart
Suzanne Marshall	C. Horvath
Jack L. Will	K. Bicknell
<del>Bar Douglas</del>	R. Karadinaal
<del>Bar Douglas</del>	<del>Bar Douglas</del>
<del>Bar Douglas</del>	<del>Bar Douglas</del>
<del>Bar Douglas</del>	<del>Bar Douglas</del>
<del>Bar Douglas</del>	<del>Bar Douglas</del>
<del>Bar Douglas</del>	<del>Bar Douglas</del>

Petition to support the relocation of gaming machines from Lakeside Club, Sale to Sporting Legends, Sale.

Matt	<del>John</del>
R Anderson	John
Jannie Giles	<del>John</del>
Graham Giles	Leanne Briggs
<del>John</del>	Brothly Summers
<del>John</del>	Jean Butler
Luca M. S. M.	Ann White
Rona Moulton	<del>John</del>
Scott Southall	Wendy Smith
<del>John</del>	<del>John</del>
<del>John</del>	Sam Lister
Gaye Harper	TOBACCO
<del>John</del>	BC Saunderson
Neil	AM-Lee
V. Sured	<del>John</del>
J. P. P. P.	<del>John</del>
Joanna	J. Williams
Ed Hall	Beryl Herbert
Carol Wilson	Ka Becht
Beate / sist	<del>John</del>
Bob	C. Thompson
Craft	Arboud
<del>John</del>	Nene Pill
B. M. M.	J. Waddo
Lynn de B. B.	<del>John</del>
<del>John</del>	<del>John</del>
Ann	<del>John</del>
B. M. M.	<del>John</del>
<del>John</del>	<del>John</del>
John Cooper	<del>John</del>
<del>John</del>	Theresa
<del>John</del>	Sara Threlton
<del>John</del>	R. M. M.
<del>John</del>	<del>John</del>

Keep Save Our Bowls Club.



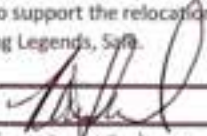


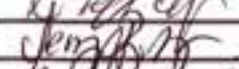
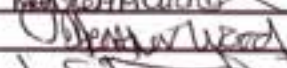
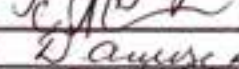
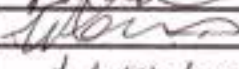
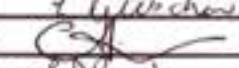

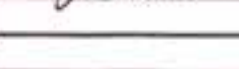
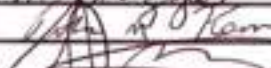
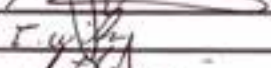
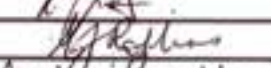
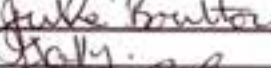
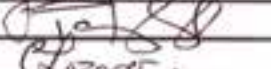
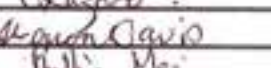


PETITLOOT  
LEIGH BRYANT M  
L'GRIFITHS  
P'GRIFITHS  
Alan Reid.  
Gael Tatterson  
David Tatterson  
Kris Mae Alpine  
CHERYL JENNINGS  
Joan Camm  
SHEENA BROWN  
P. White  
Rony Jones.  
Wiz van der Merwe  
Peter van der Merwe  
Mary Jackson  
Ileen STEPHENSON  
Lindy A JARVIS  
Les Jackson.  
GARY DAVIDSON  
Pam CARTER  
Ray Kennedy  
KES. BREWSTER.

Marg Soney  
CAROL MAFRICI  
Wanda H. Ammer  
Lyn Ann.  
Bruce Hughes  
Rob MORRIS  
ALBY JENNINGS  
Jules. Simic.  
David Scott  
VAL SCOTT  
JIM FELTIS  
PETER BARNFIELD  
KEITH PRITCHARD  
Wendie S Ballinigh.  
PETER GOULD.  
Sam. He. Norman.  
MIKE THOMPSON  
Kenny Davidson  
PETER GAVIN  
B Williams  
DAVID MARSHMAN  
Jim LINDREA  
Bruce Melrose.  
Jim Grant



Petition to support the relocation of gaming machines from Lakeside Club, Sale to Sporting Legends, Sale

	
S. E. Eales	King Robert
Sally Brown	Shankos
Cwenda Luningstone	Ed Fuld
D. Mc Smize	Wm Regal
BEC Mc Namara	R. Pughitt
A. P. E. N. R. P.	G. Lee
D. N. M. U.	
Maggie McLean	
	
L. St. J.	D. Amers
Cheryl Hudson	P. Walsh
K. B. U. A.	A. Sal
B. Dosterfield	W. N. Young
E. Johnson	R. Carr
B. Coulter	T. G. K.
D. W. H.	
M. Burt	J. L. W.
A. J. W.	
L. H. O.	
Emma Torry	
M. F. M.	
A. Bruggles	
	
	
E. W. J.	
	
	
J. B. C.	
	
	
Clare	
Maureen Davis	
Philippa Mei	
Lo. F. H.	
SAU Brown	

Petition to support the relocation of gaming machines from Lakeside Club, Sale to Sporting Legends, Sale.

Trudy McVally T. S Board	T McVally
<del>Christine</del> <del>to West</del>	A H DE WIT
V Hudson	VERONICA HUDSON
J. Paig A. Bayl	Laura Walliser
Alan	A. Bayl
E. Bailey	A.K. J.A.P
S. Brinkster	
H. Y. Smitsa	
<del>Christine</del>	
Christine	
J. Jones	
New Sierrage	



## **A - PROCEDURAL**

### **A9 INVITED ADDRESSES, PRESENTATIONS OR ACKNOWLEDGEMENTS**



## **A - PROCEDURAL**

### **A10 QUESTIONS ON NOTICE**



# **B –REPORT**

# **DELEGATES**



## C1 - REPORT

# CHIEF EXECUTIVE OFFICER



## C2 - REPORT

# GENERAL MANAGER CORPORATE SERVICES

**ITEM C2.1****ASSEMBLY OF COUNCILLORS**

DIVISION: CORPORATE SERVICES

ACTION OFFICER: GENERAL MANAGER CORPORATE SERVICES

DATE: 7 MAY 2019

IMPACTS									
Financial	Communication	Legislative	Council Policy	Council Plan	Resources & Staff	Community	Environmental	Engagement	Risk Management
		✓		✓					

**OBJECTIVE**

To report on all assembly of Councillor records received for the period 10 April 2019 to 1 May 2019.

**PUBLIC QUESTIONS AND COMMENTS FROM THE GALLERY**

<b>RECOMMENDATION</b>
-----------------------

<p><b><i>That Council note and receive the attached Assembly of Councillor records for the period 10 April 2019 to 1 May 2019.</i></b></p>
--

**BACKGROUND**

Section 80A of the *Local Government Act 1989* requires a written record be kept of all assemblies of Councillors, stating the names of all Councillors and Council staff attending, the matters considered and any conflict of interest disclosures made by a Councillor. These records must be reported, as soon as practicable, at an ordinary meeting of the Council and recorded in the minutes.

Below is a summary of all assembly of Councillor records received for the period 10 April 2019 to 1 May 2019.

<b>Assembly of Councillors summary of reports received for the period 10 April 2019 to 1 May 2019.</b>		
<b>Date</b>	<b>Matters considered</b>	<b>Councillors and officers in attendance</b>
16 April 2019	IT / Diary Meeting	Councillor Hole, Councillor Rossetti, Councillor Maher, Councillor Crossley, Councillor Stephens, Councillor Ripper. David Morcom, Chief Executive Officer Leah Carubia, Executive Assistant CEO's Unit Damian Norkus, ICT Operations Officer
16 April 2019	Corporate Management Team Updates Sporting Legends proposal for purchase of gaming machines (Verbal) Planning Scheme Amendment C103 Submission Quarterly Performance Report Street light Colville Street Port Albert Development Division Update (Verbal) North Sale DCP PEGZ Planning Scheme Amendment Briefing Drought Response Proposal Strategic Land Use Planning – 2019/20 Key Project Selection	Councillor Hole, Councillor Rossetti, Councillor Maher, Councillor Crossley, Councillor Stephens, Councillor Ripper. David Morcom, Chief Executive Officer Arthur Skipitaris, General Manager Corporate Services Chris Hastie, General Manager Built & Natural Environment John Websdale, General Manager Development Sharon Houlihan, General Manager Community & Culture Bodye Darvill, Coordinator Community Committees (Item 1) Mark Benfield, Coordinator Community Facilities Planning (Item 1) Paul Johnson, Manager Business Development (1 & 6) Barry Hearsey, Coordinator Strategic Planning (Item 3, 7, 8 & 10) Caragh Button, Strategic Planner (Item 3) Ben Proctor, Strategic Planner (Item 3) Cheryl Hicks, Acting Manager Corporate Finance (Item 4) Dean Morahan, Manager Assets & Projects (Item 5) Joshua Clydesdale, Manager Land Use Planning (Item 6 & 7) Vanessa Ebsworth, Manager Municipal Services (Item 6) John Traa, Coordinator Statutory Planning (Item 6) Tom Hams, Senior Statutory Planner (Item 6) Daniel Gall, Coordinator Commercial Property (Item 6) Mark Coleman, Economic Development Officer (Item 9)

## **OPTIONS**

Council has the following options:

1. Note and receive the attached assembly of Councillors records; or
2. Not receive the attached assembly of Councillors records.

## **PROPOSAL**

That Council note and receive the attached assembly of Councillors records during the period 10 April 2019 to 1 May 2019.

## **CONFLICT OF INTEREST**

No staff and/or contractors involved in the compilation of this report have declared a Conflict of Interest.

## **LEGISLATIVE IMPACT**

The reporting of written records of assemblies of Councillors to the Council in the prescribed format complies with Section 80A of the *Local Government Act 1989*.

## **COUNCIL PLAN IMPACT**

The Council Plan 2017-21 Theme 6 Organisational states the following strategic objective and related strategy:

Strategic Objective 6.3

*"Maintain a well governed, transparent, high performing, ethical and accountable organisation."*

Strategy 6.3.3

*"Ensure sound governance processes that result in responsive, ethical, transparent and accountable decision making."*

This report supports the above Council Plan strategic objective and strategy.

## ASSEMBLY OF COUNCILLORS

---

1. **DATE OF MEETING:** 16 April 2019

2. **ATTENDEES**

**Councillors:**

Name	In attendance (tick)		Name	In attendance (tick)	
	Yes	No		Yes	No
Cr Bye		✓	Cr Maher	✓	
Cr Crossley	✓		Cr Ripper	✓	
Cr Hall		✓	Cr Rossetti	✓	
Cr Hole		✓	Cr Stephens	✓	
Cr McCubbin	✓				

Name	In attendance (tick)		Name	In attendance (tick)	
	Yes	No		Yes	No
D Morcom, CEO	✓		S Houlihan, GMC&C		✓
C Hastie, GMB&NE		✓	J Websdale, GMD		✓
A Skipitaris, GMCS		✓			

Others in attendance: (list names and item in attendance for)	Item No.
Leah Carubia, Damian Norkus	1

3. **Matters/Items considered at the meeting (list):**

1. IT / Diary Meeting

4. **Conflict of Interest disclosures made by Councillors:**

Nil

## ASSEMBLY OF COUNCILLORS

1. **DATE OF MEETING:** 16 April 2019

2. **ATTENDEES**

**Councillors:**

Name	In attendance (tick)		Name	In attendance (tick)	
	Yes	No		Yes	No
Cr Bye		✓	Cr Maher	✓	
Cr Crossley	✓		Cr Ripper	✓	
Cr Hall		✓	Cr Rossetti	✓	
Cr Hole	✓		Cr Stephens	✓	
Cr McCubbin		✓			

Name	In attendance (tick)		Name	In attendance (tick)	
	Yes	No		Yes	No
D Morcom, CEO	✓		S Houlihan, GMC&C	✓	
C Hastie, GMB&NE	✓		J Websdale, GMD	✓	
A Skipitaris, GMCS	✓				

Others in attendance: (list names and item in attendance for)	Item No.
Bodye Darvill, Mark Benfield, Paul Johnson	1
David Morcom, Sharon Houlihan	2
Barry Hearsey, Caragh Button, Ben Proctor	3
Arthur Skipitaris, Cheryl Hicks	4
Dean Morahan	5
Joshua Clydesdale, Paul Johnson, Vanessa Ebsworth, John Traa, Tom Hams, Daniel Gall	6
Joshua Clydesdale, Barry Hearsey, ( <i>External Presenter Chris DeSilva – Mesh Planning</i> )	7
Barry Hearsey	8
John Websdale, Mark Coleman	9
Barry Hearsey	10

3. **Matters/Items considered at the meeting (list):**

1. Corporate Management Team (Verbal)
2. Sporting Legends proposal for purchase of gaming machines (Verbal)
3. Amendment C103 – West Sale Industrial Rezoning
4. Quarterly Performance Report
5. Petition for street light Colville Street Port Albert
6. Development Division Update, Planning, Building & Business Development (Verbal)
7. North Sale Development Plan – Infrastructure Funding Arrangement
8. PEGZ Planning Scheme Amendment Briefing
9. Drought Response Proposal
10. Strategic Land Use Planning – 2019/20 Key Project Selection

#### **4. Conflict of Interest disclosures made by Councillors:**

General Manager Corporate Services declared an Indirect Conflict of Interest under section 78 Close Association regarding Item 2 -Sporting Legends proposal for purchase of gaming machines.

**ITEM C2.2****REMUNERATION COMMITTEE MINUTES**

DIVISION: CORPORATE SERVICES  
 ACTION OFFICER: GENERAL MANAGER CORPORATE SERVICES  
 DATE: 7 MAY 2019

IMPACTS									
Financial	Communication	Legislative	Council Policy	Council Plan	Resources & Staff	Community	Environmental	Engagement	Risk Management
			✓	✓					

**OBJECTIVE**

For Council to note and receive the minutes and endorse the actions of the Remuneration Committee meeting held on 16 April 2019.

**PUBLIC QUESTIONS AND COMMENTS FROM THE GALLERY****RECOMMENDATION**

***That:***

- 1. Council note and receive the minutes from the Remuneration Committee meeting held on 16 April 2019 as attached; and***
- 2. Council endorse the actions from the Remuneration Committee meeting held on 16 April 2019 as detailed in the attached minutes.***

**OPTIONS**

Council has the following options:

1. Note and receive the minutes from the Remuneration Committee meeting held on 16 April 2019 and endorse the actions from the meeting; or
2. Not note and receive the minutes from the Remuneration Committee meeting held on 16 April 2019 or endorse the actions from the meeting and seek further information for consideration at a future Council meeting.

**PROPOSAL**

It is proposed that Council:

1. Note and receive the minutes from the Remuneration Committee meeting held on 16 April 2019 as attached; and
2. Endorse the actions from the Remuneration Committee meeting held on 16 April 2019 as detailed in the attached minutes.

## **CONFLICT OF INTEREST**

No staff and/or contractors involved in the compilation of this report have declared a Conflict of Interest.

## **COUNCIL POLICY IMPACT**

The Remuneration Committee reviews Councillor entitlements, expenses, reimbursements and gifts and ensures alignment with Council policy direction and governance in relation to Councillor benefits.

## **COUNCIL PLAN IMPACT**

The Council Plan 2017–21 Theme 6 Organisational states the following strategic objective and related strategy:

### Strategic Objective 6.3

*“Maintain a well governed, transparent, high performing, ethical and accountable organisation.”*

### Strategy 6.3.3

*“Ensure sound governance processes that result in responsive, ethical, transparent and accountable decision making.”*

This report supports the above Council Plan strategic objective and strategy.



# REMUNERATION COMMITTEE MINUTES

Tuesday 16 April 2019 – 8.15am Barkly River room, Desailly Street

## MINUTES

---

**PRESENT:** Councillor Malcolm Hole (Chair)  
Councillor Garry Stephens  
Councillor Carolyn Crossley  
David Morcom (Chief Executive Officer)  
Arthur Skipitaris (General Manager Corporate Services)

**APOLOGIES:** Nil

**1. Declaration of Conflicts of Interest:**  
No Conflicts of Interest were declared.

**2. Minutes of Previous Meeting:**

*Moved Councillor Stephens Seconded Councillor Hole  
That the minutes of the previous meeting on 19 February 2018 be accepted.*

**CARRIED**

**3. Actions from previous minutes**

- It was agreed that Arthur would investigate if there are any insurance options for Coastal Ward Councillor's cars, given their location and the risk of hitting wildlife if travelling for an evening Council meeting.

Arthur provided a verbal update at the meeting – which detailed limited options. This was discussed and agreed.

**4. Councillor Costs and Reimbursements**

Councillor Costs and Reimbursements spreadsheets were reviewed, discussed and accepted.

- Councillor Expense Summary Report YTD – 31 March 2019 (Attachment 1)

**Action:** Arthur undertook to investigate whether the MAV is reimbursing Wellington for Councillor Hole's Myki costs.

**5. General Business**

Nil

**The meeting closed at 8.40am**

**Attachment 1 - Councillor Expense Summary Report YTD – 31 March 2019**

<b>Wellington Shire Council</b>					
<b>Councillors</b>					
<b>01100. Councillors Master Account</b>					
<b>Activity Details</b>					
<b>Councillor Expenses and Reimbursements - Period 1 July 2018 to 31 March 2019</b>					
	<b>YTD Actuals (incl oncosts)</b>	<b>Commitments</b>	<b>Left to spend/ receive after commitments</b>	<b>2018/ 19 Adopted Budget</b>	<b>2018/ 19 Adjusted Budget</b>
<b>Councillor and Mayoral Allowances</b>	257,760.65	-	52,235.35	309,996.00	309,996.00
<b>Other Councillor expenses</b>	66,675.49	457.00	45,801.51	112,934.00	112,934.00
<b>Grand Total</b>	324,436.14	457.00	98,036.86	422,930.00	422,930.00



## C3 - REPORT

# GENERAL MANAGER DEVELOPMENT

**ITEM:C3.1****2018 STATUTORY PLANNING CUSTOMER SURVEY RESULTS**

DIVISION:

DEVELOPMENT

ACTION OFFICER:

MANAGER LAND USE PLANNING

DATE:

7 MAY 2019

IMPACTS									
Financial	Communication	Legislative	Council Policy	Council Plan	Resources & Staff	Community	Environmental	Engagement	Risk Management
	✓			✓					

**OBJECTIVE**

To provide Council with the results of the 2018 statutory planning applicant and objector customer satisfaction survey.

**PUBLIC QUESTIONS AND COMMENTS FROM THE GALLERY****RECOMMENDATION**

***That Council note the results of the 2018 statutory planning applicant and objector survey (refer to Attachment 1).***

**BACKGROUND**

Council's statutory planning unit undertakes an annual survey of planning permit applicants and objectors. The key purpose of the survey is to obtain feedback on the level of customer satisfaction with Council's statutory planning service to help identify opportunities for improvement and process change.

The results of a survey sent to 2018 statutory planning applicants and objectors is included in Attachment 1, along with a comparison of the 2014, 2015, 2016 and 2017 past survey results.

The survey results are generally positive overall, although it is recognised that there is always opportunity for continuous improvement, and given the often emotive and controversial nature of planning it is extremely difficult to keep everyone satisfied, particularly parties who object to planning applications. For example, in 2018 the majority of applicants rated the 'overall experience' dealing with the Wellington Shire Council Planning Department as 'excellent' (67.61%), compared to the 2017 survey result of 62.69% and 2016 survey result of 47.40%. With the objector survey, the same question resulted in only 8.33% of respondents rating the overall experience as 'excellent' (compared to a more favourable result of 27.27% in 2017), although it is noted that only 13 objector survey responses were received in 2018.

The survey results will now be used as a benchmark for further customer satisfaction surveys and to continue to refine and improve customer service and statutory planning processes.

## **OPTIONS**

Council may choose to note this report, alternatively, Council may choose to seek further information and refer this report to another meeting.

## **PROPOSAL**

That Council note the results of the 2018 statutory planning applicant and objector survey (refer to Attachment 1).

## **CONFLICT OF INTEREST**

No staff and/or contractors involved in the compilation of this report have declared a conflict of interest.

## **COUNCIL PLAN**

The Council Plan 2017–2021 Theme 2: Services and Infrastructure states the following strategic objective and related strategy:

Strategic Objective 2.3

*'Wellington Shire is well planned, considering long term growth and sustainability.'*

Strategy 2.3.3

*'Recognise and advocate for best practice land development which considers energy efficiency and sustainability for housing.'*

Strategic Objective 6.2

*'Community engagement and customer service excellence is central to Council's decision making process'*

Strategy 6.2.1

*'Provide proactive, quality customer service to all stakeholders.'*

This Report supports the above Council Plan strategic objectives and strategies.

## **COMMUNICATION IMPACT**

This report communicates the results of the 2018 statutory planning applicant and objector survey.

# Land Use Planning Customer Satisfaction Survey



## SUMMARY

Wellington Shire Council's Land Use Planning Department processes hundreds of planning applications each year. Planners are responsible for ensuring that land is used and developed in an environmentally, economically and socially responsible way that provides a sustainable future for the community.

The Customer Satisfaction Survey is an opportunity for the Planning Department to review and improve planning services provided to the community.

Customers were asked to consider their level of satisfaction with the service provided to them as opposed to the outcome of their planning application.

## SURVEY DETAIL

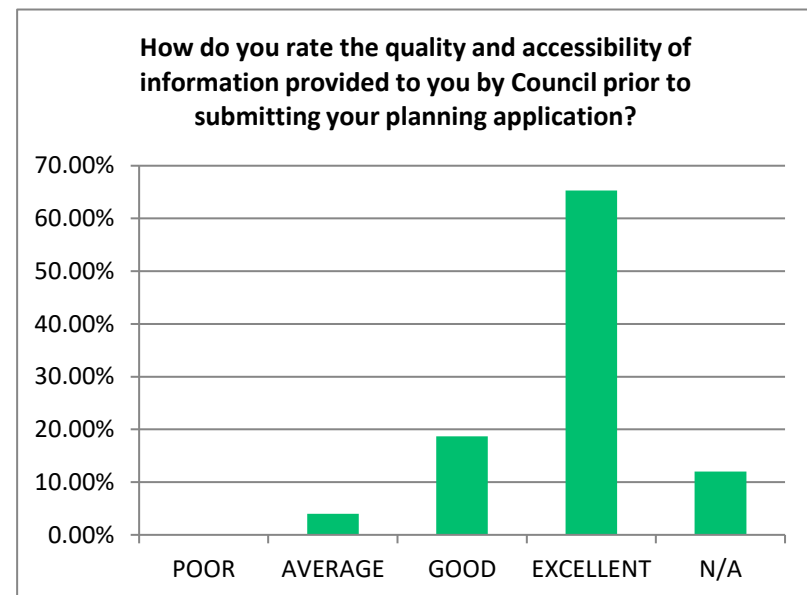
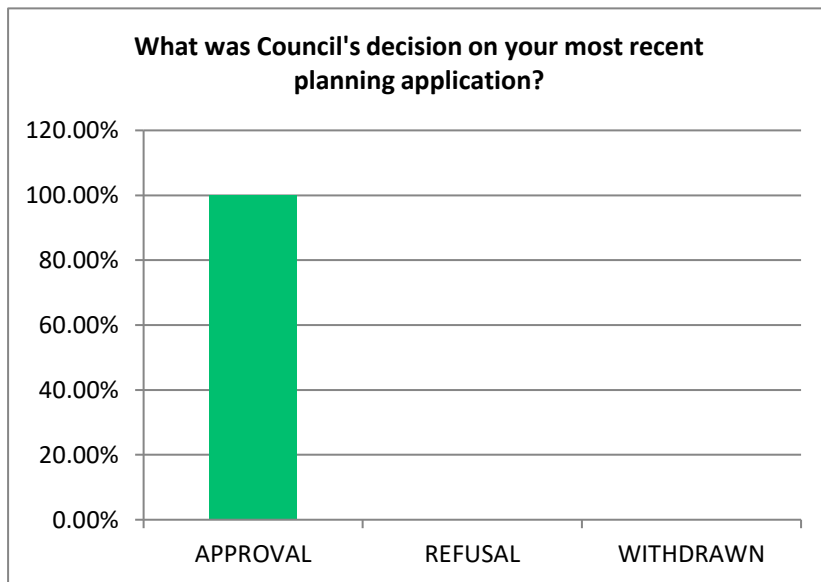
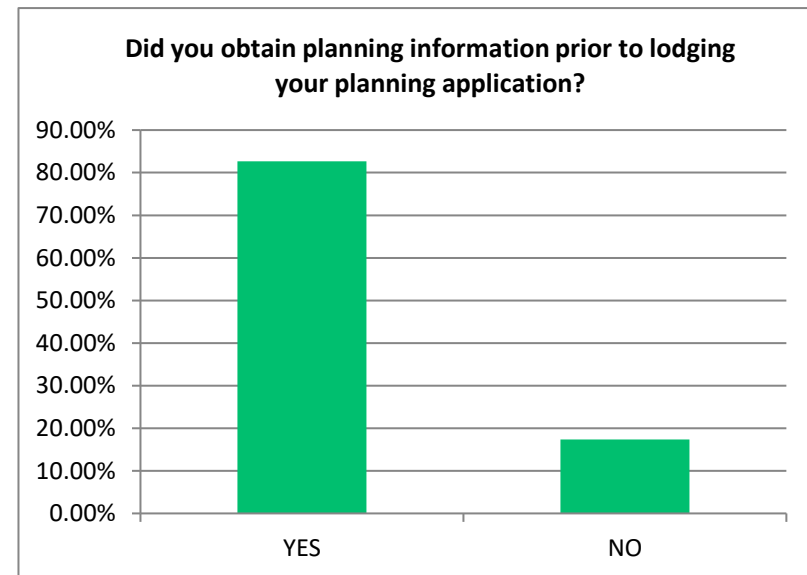
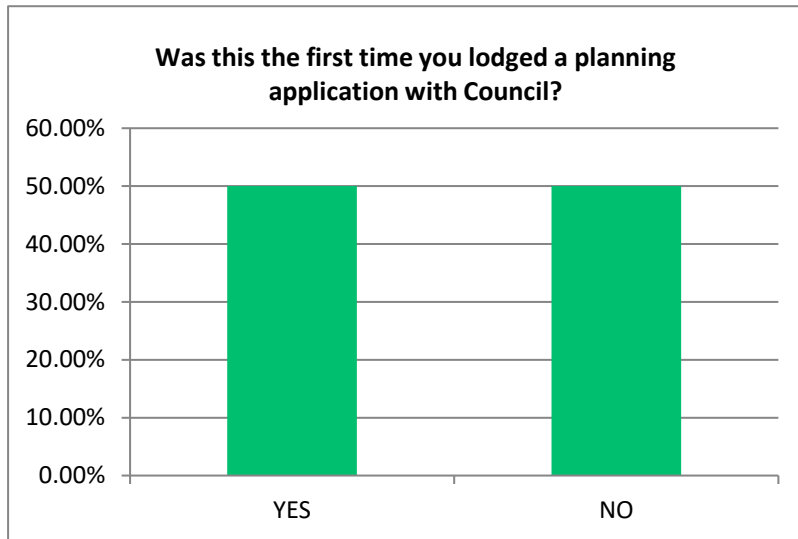
Surveys were undertaken for periods January – June and July – December 2018; the combined 12-month Survey follows (along with comparison of past survey results).

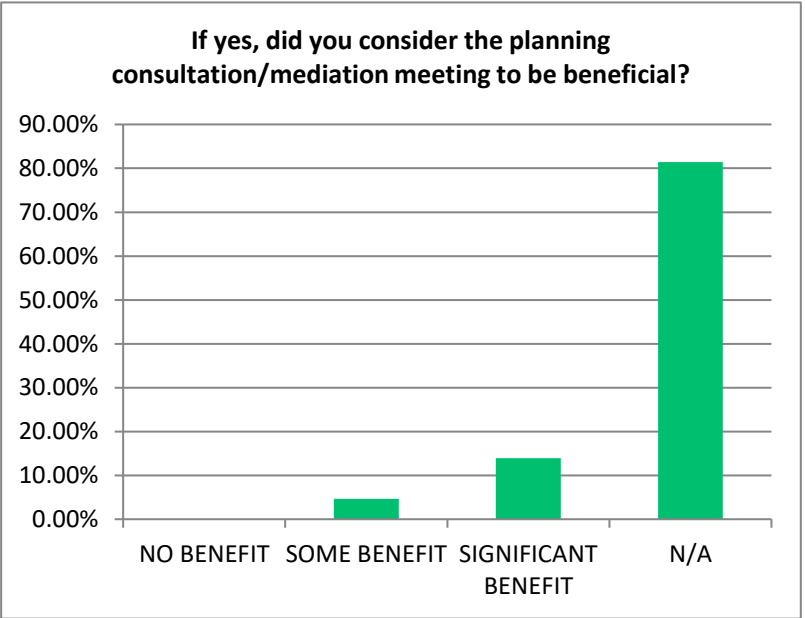
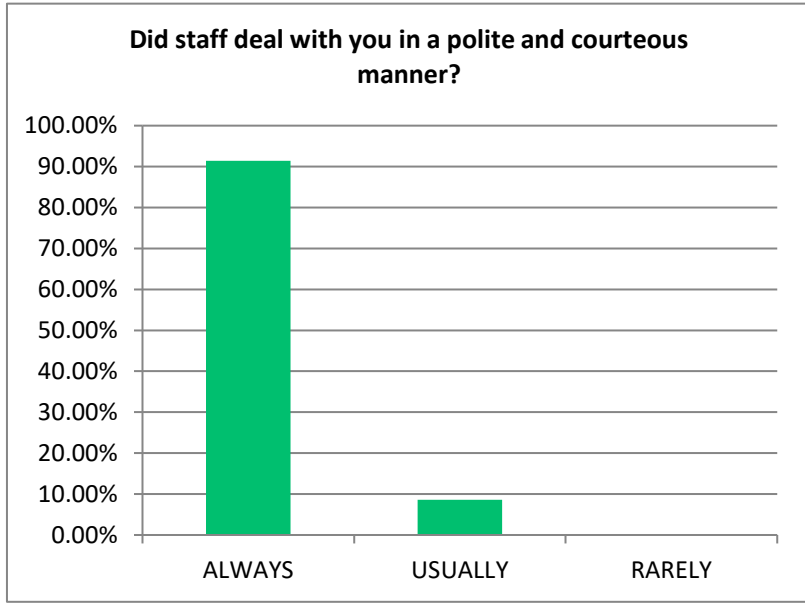
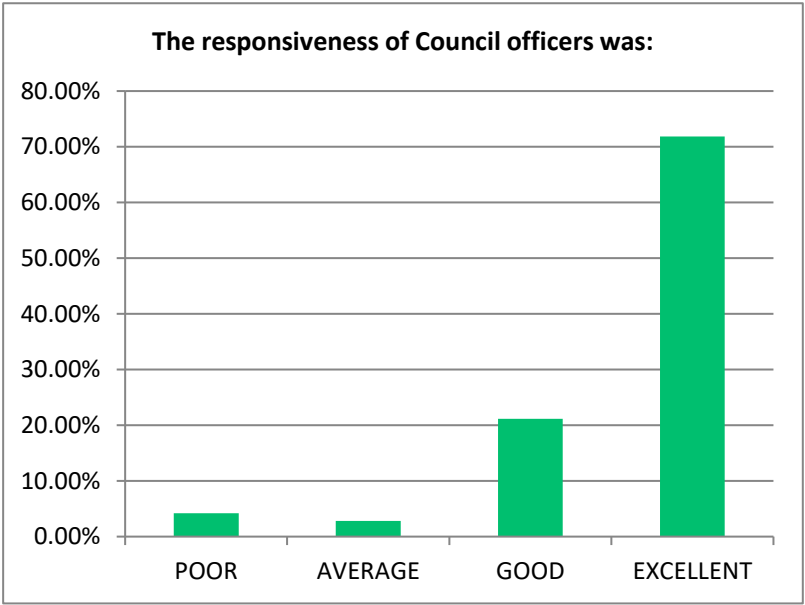
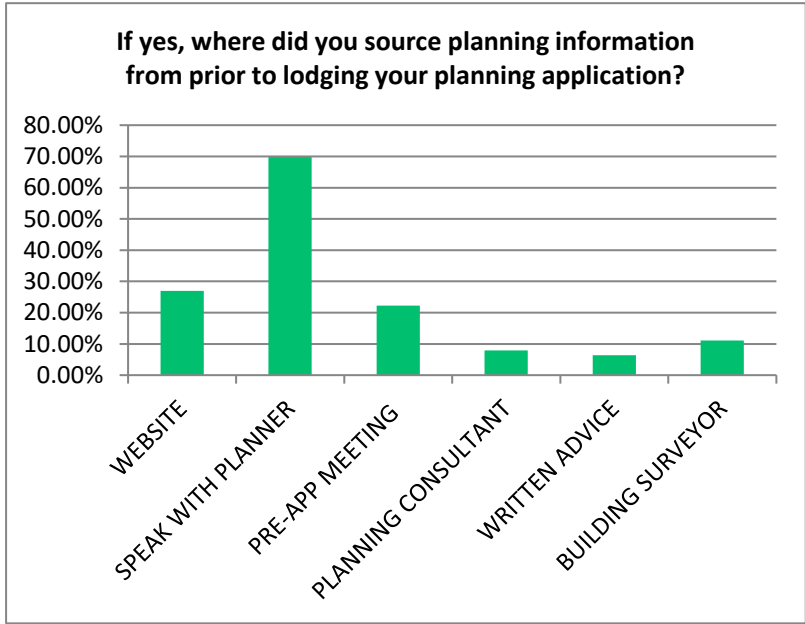
Planning Applicants and Planning Objectors were surveyed separately.

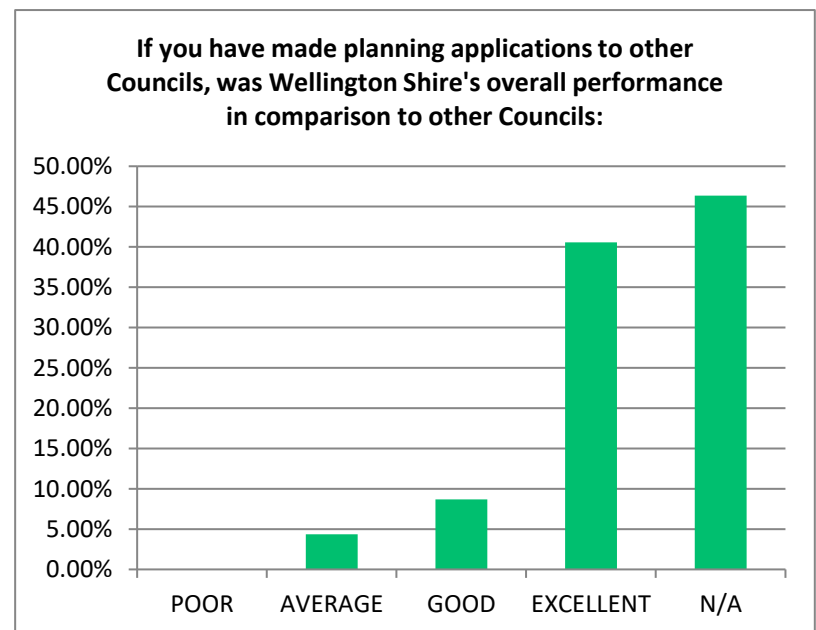
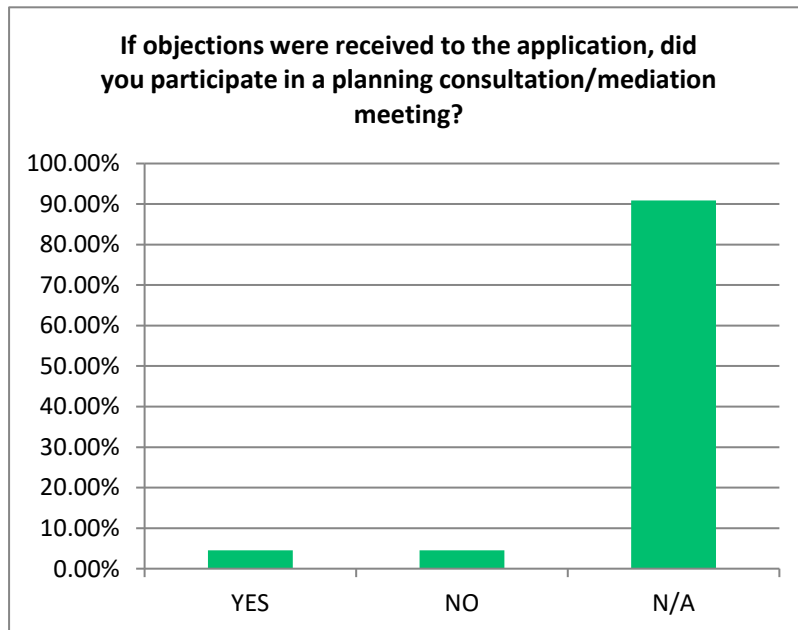
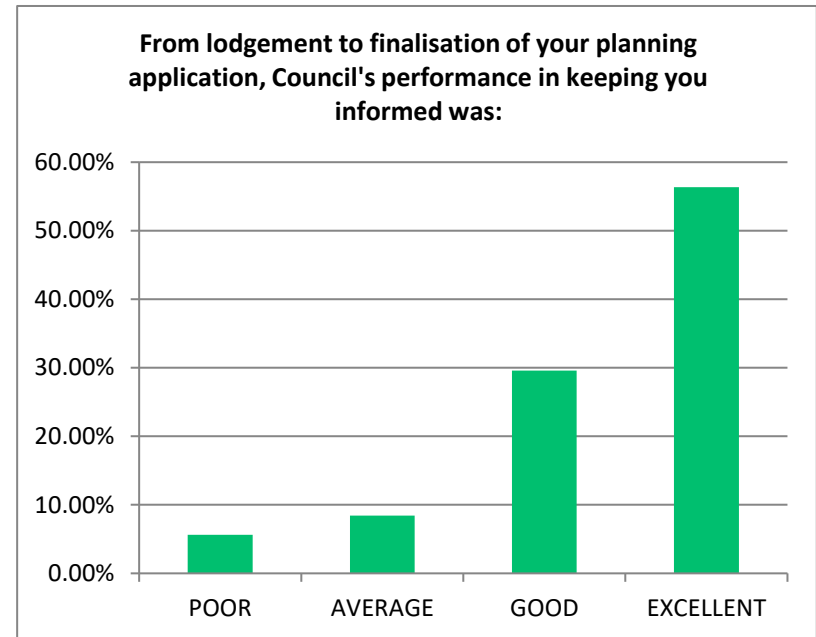
A total of 351 Planning Applicants and 45 Planning Objectors were sent surveys.

The Survey had a 21.93% return rate from Planning Applicants and a 28.88% return rate from Planning Objectors. It is noted that the highest response rate came via hard copies returned in self-addressed reply-paid envelopes.

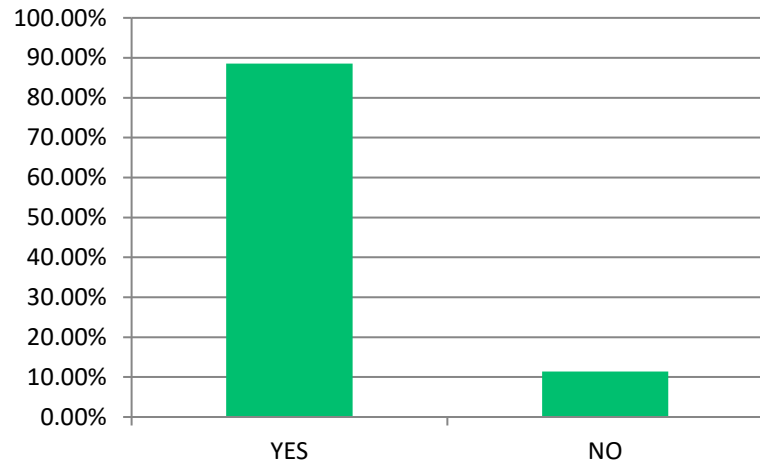
## PLANNING APPLICANT SURVEY RESULTS



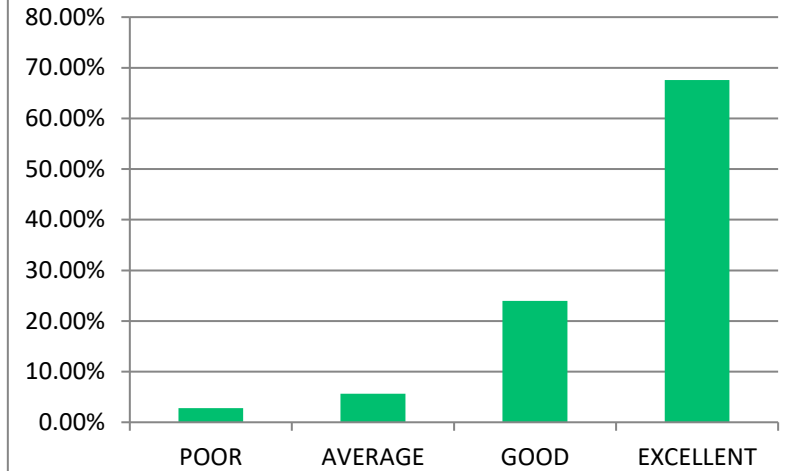




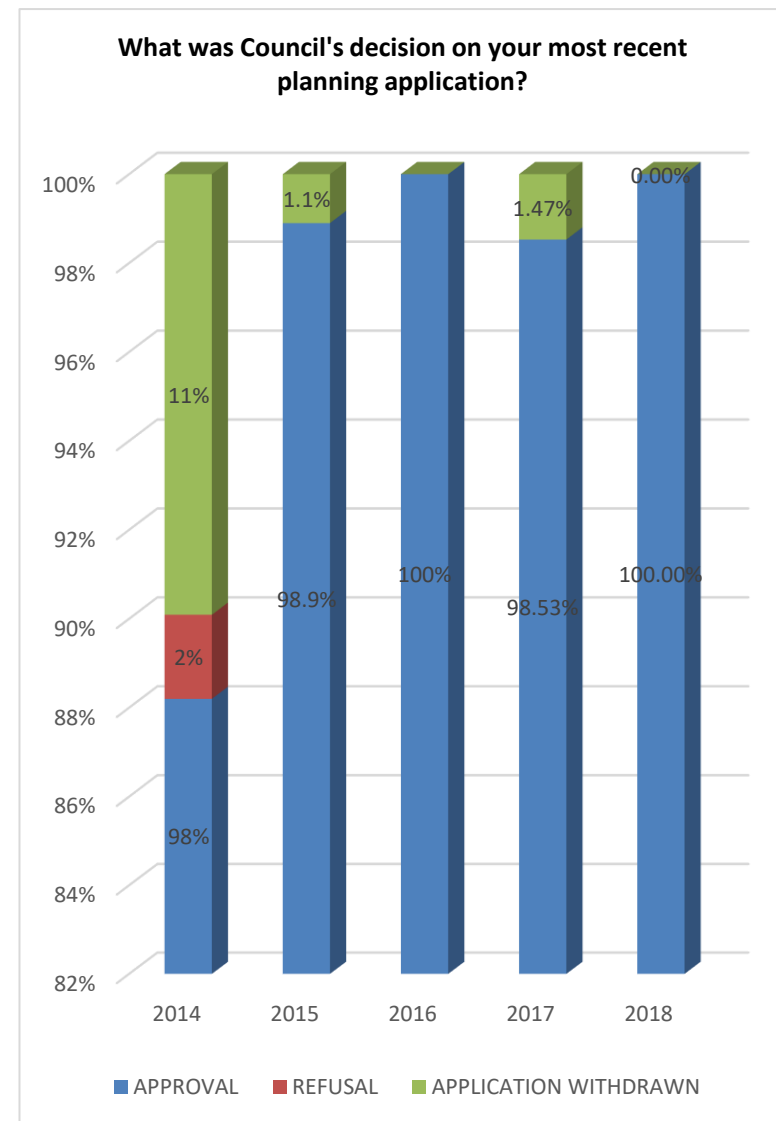
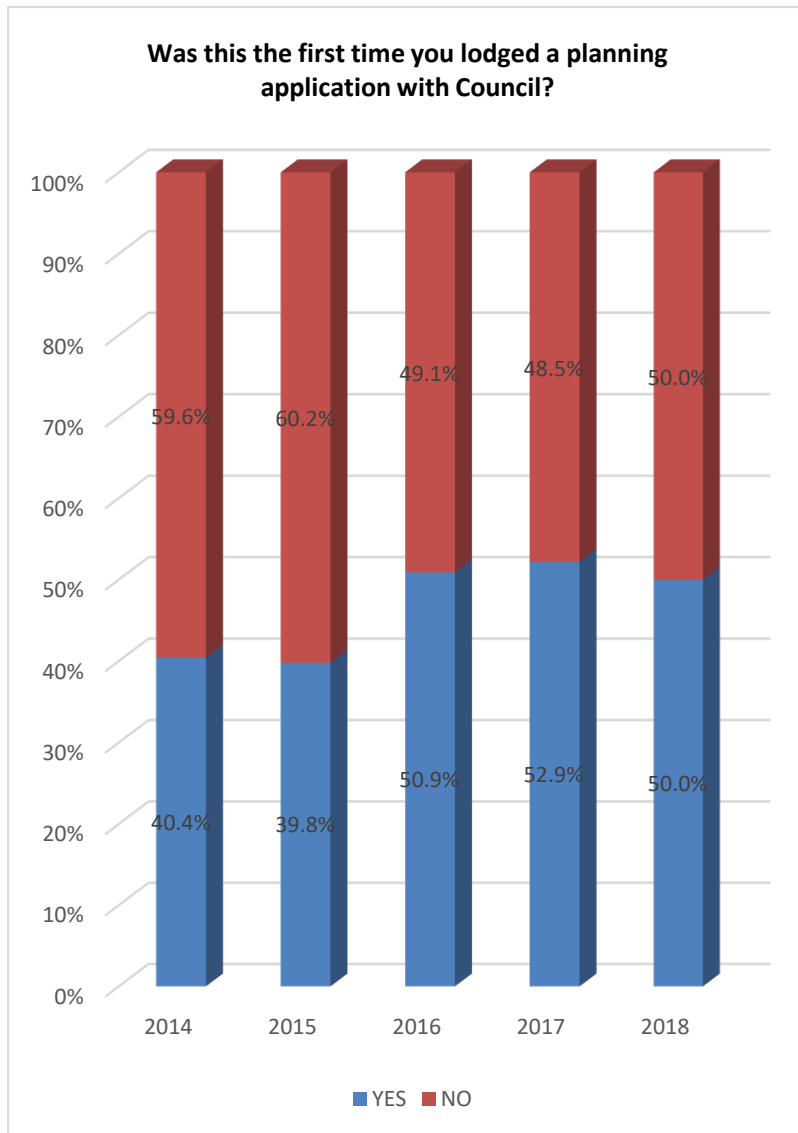
**Did you clearly understand the steps involved in processing your planning application and how long it would take?**

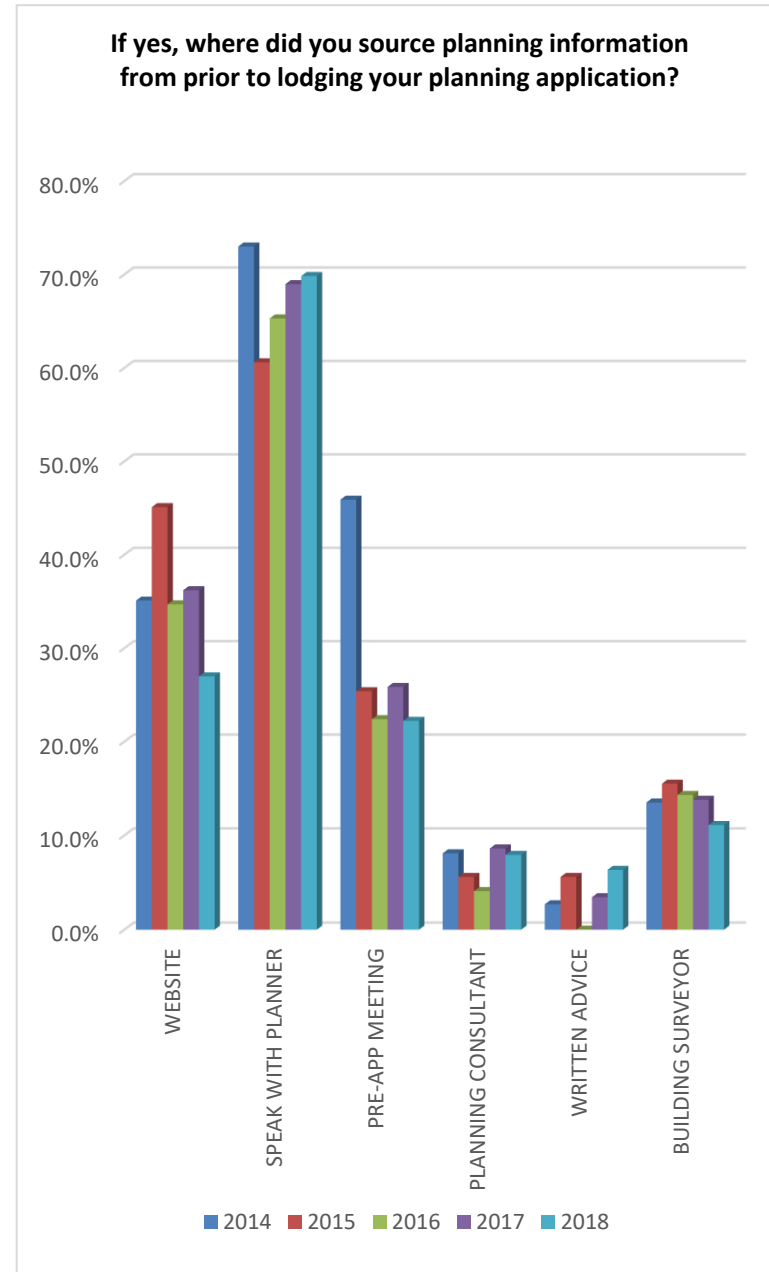
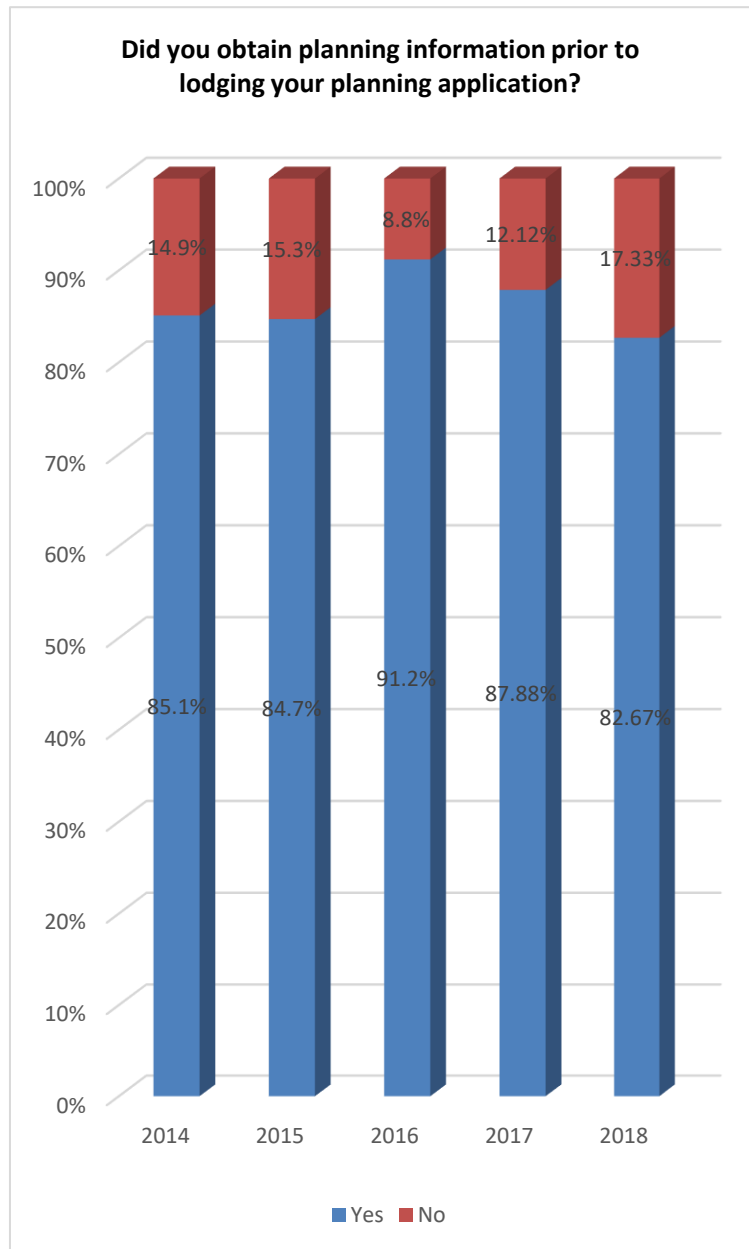


**How do you rate your overall experience in dealing with the Wellington Shire Council Planning Department?**

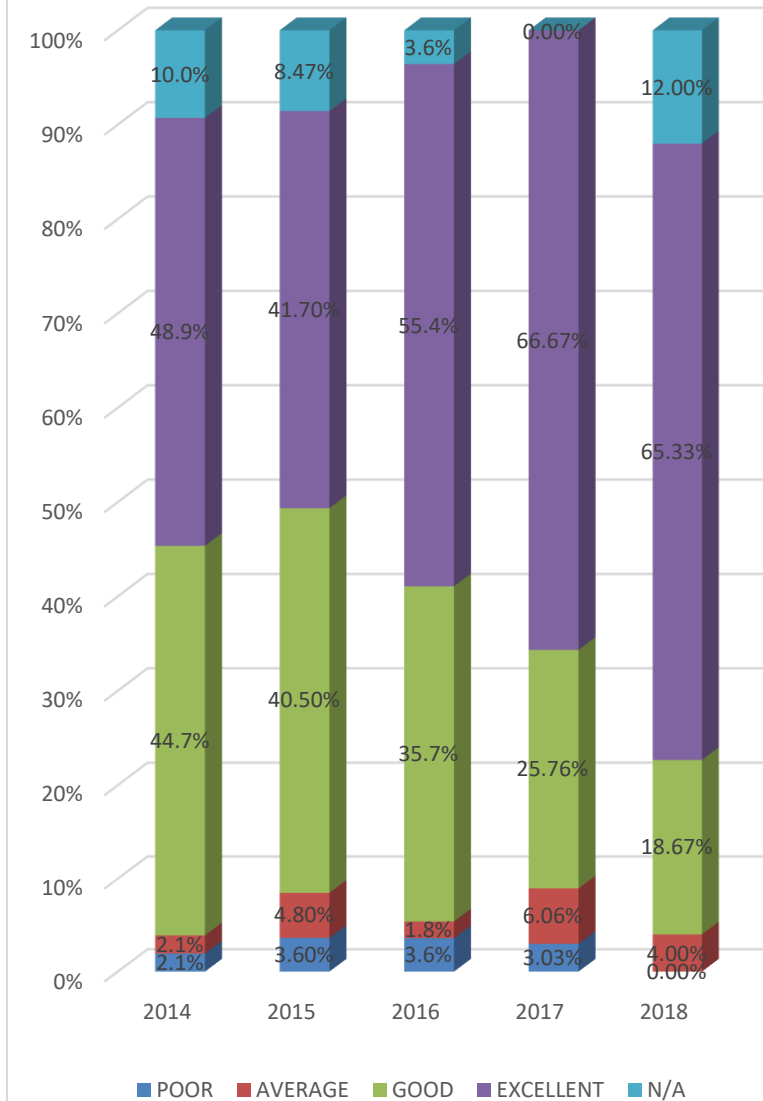


## PLANNING APPLICANT SURVEY RESULT COMPARISON

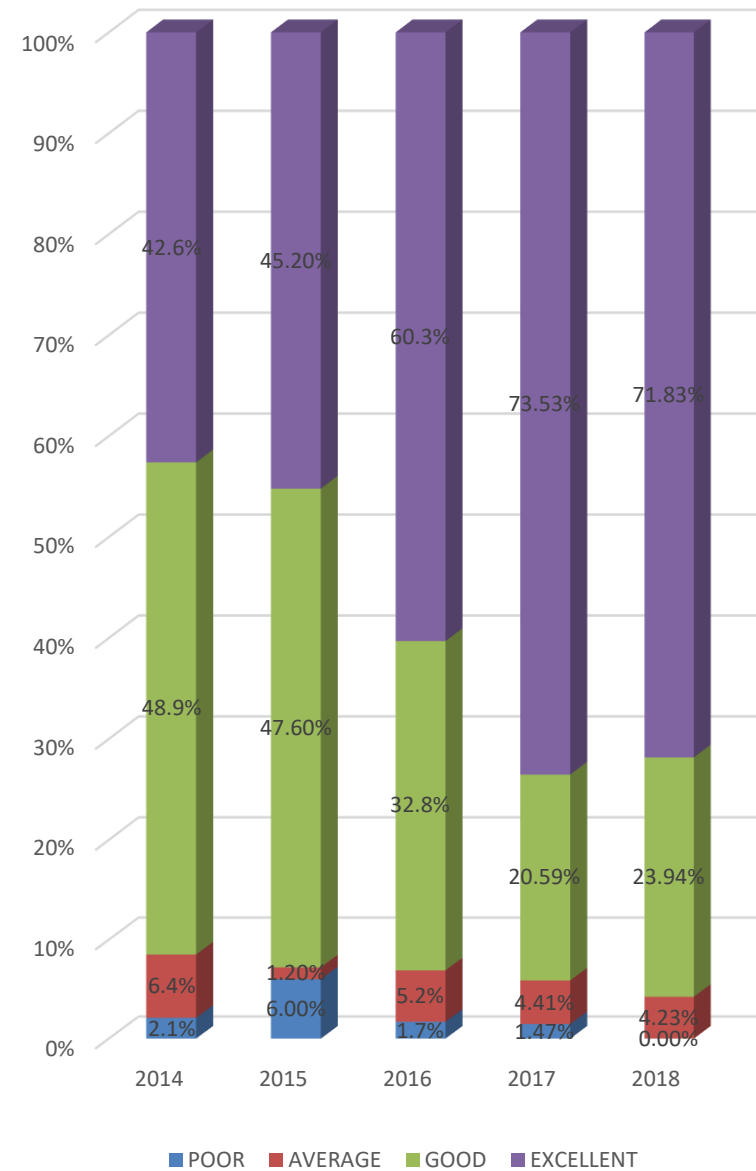


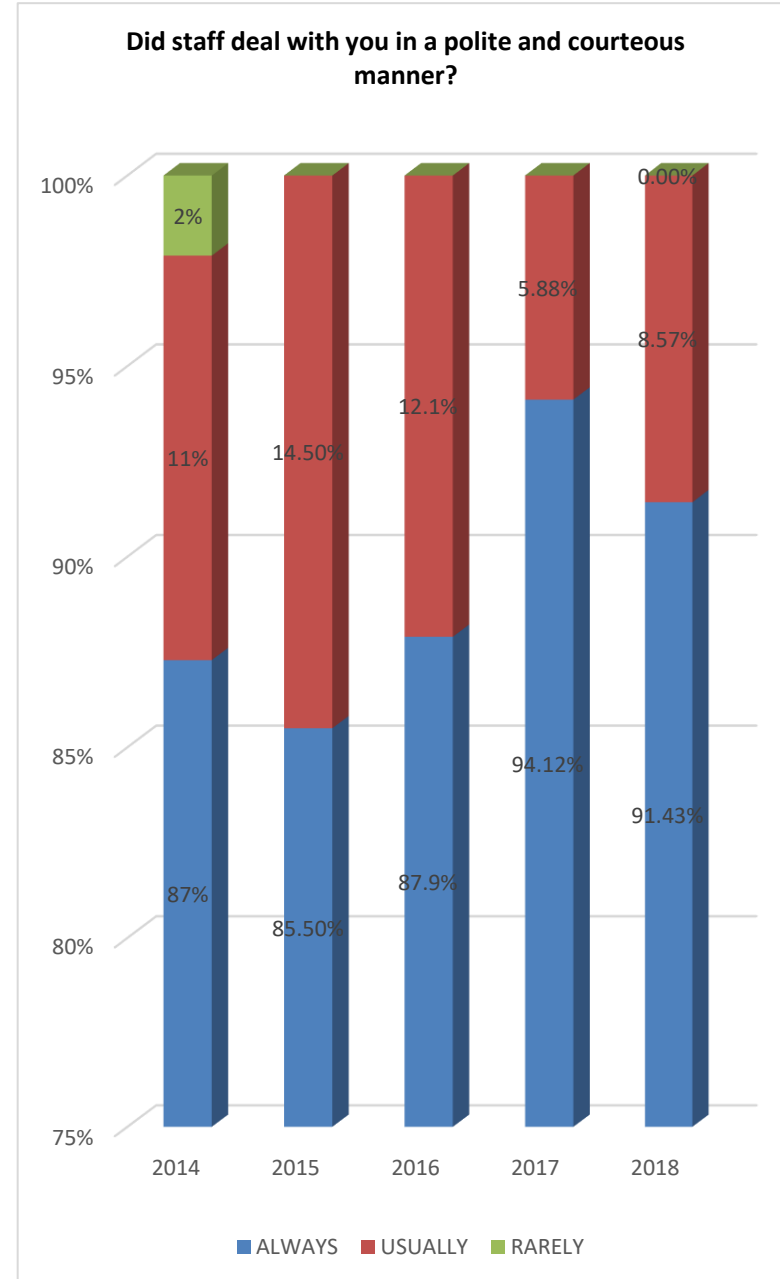
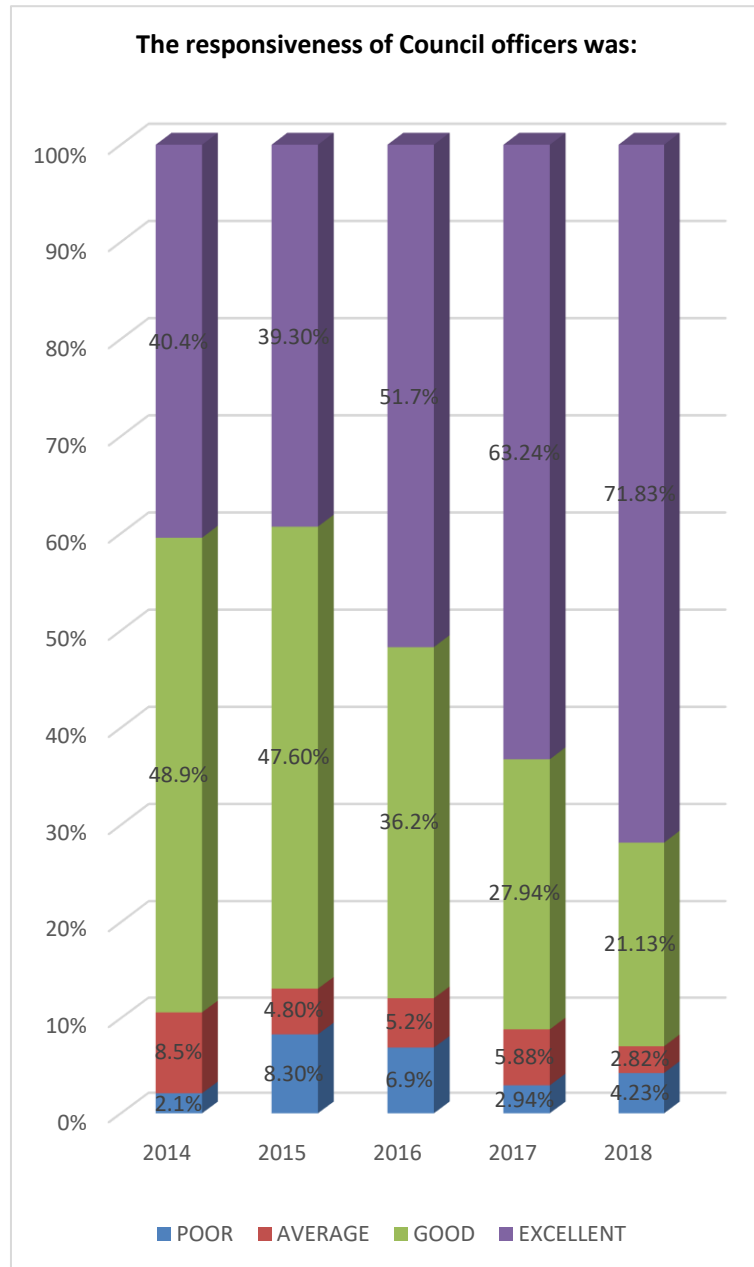


**How do you rate the quality and accessibility of information provided to you by Council prior to submitting your planning application?**

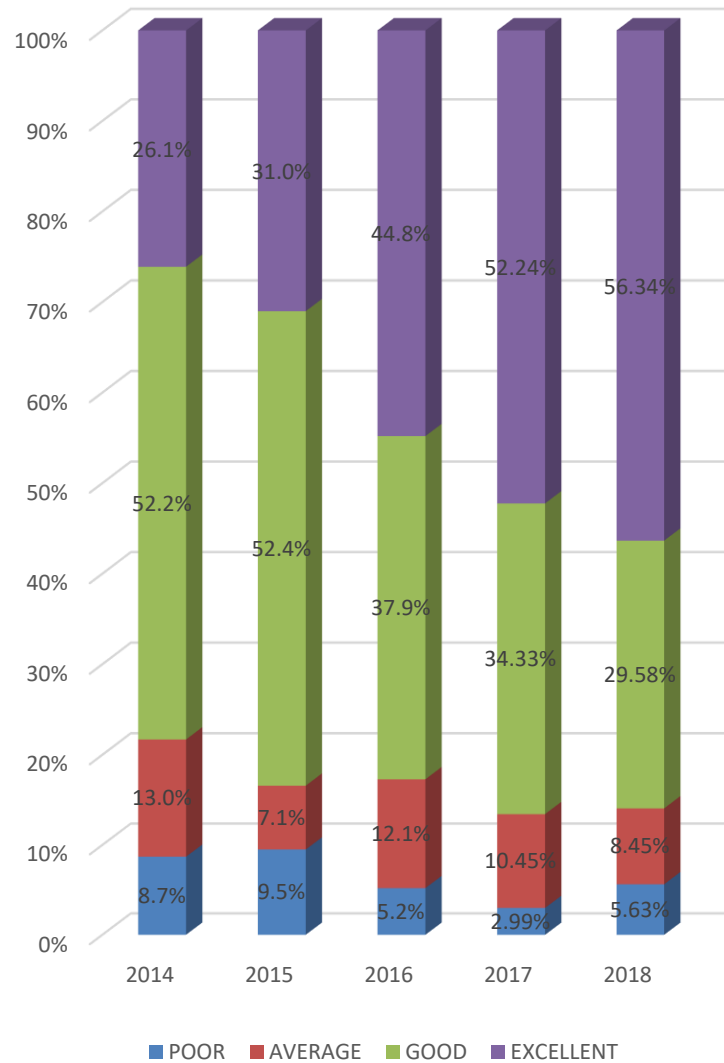


**The professionalism of Council officers was:**

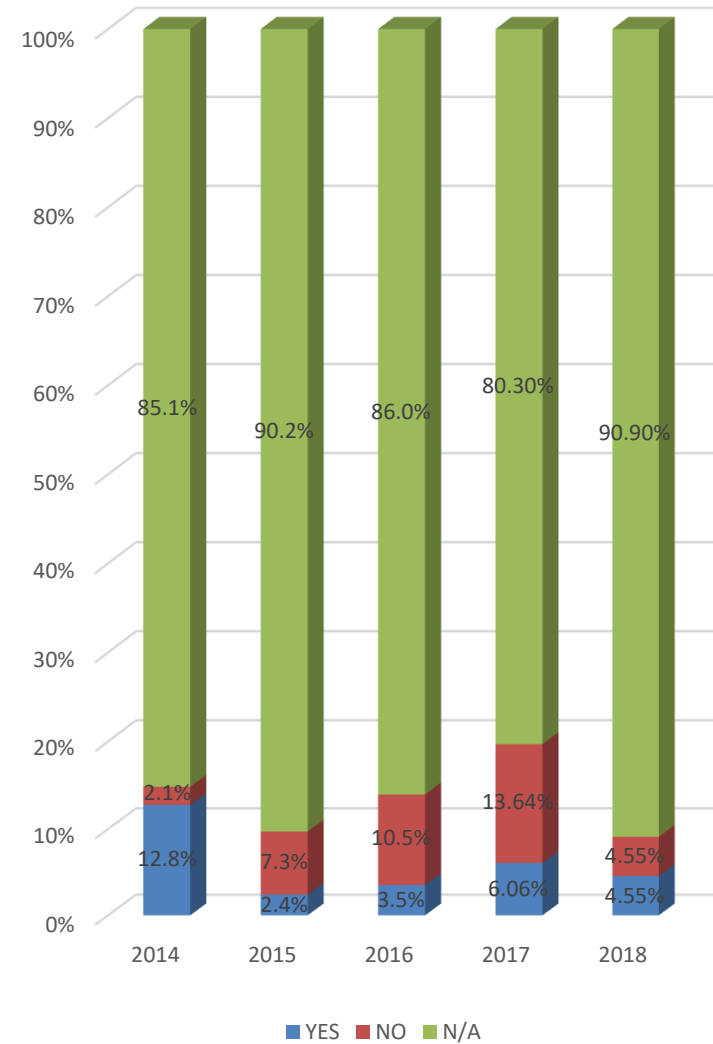




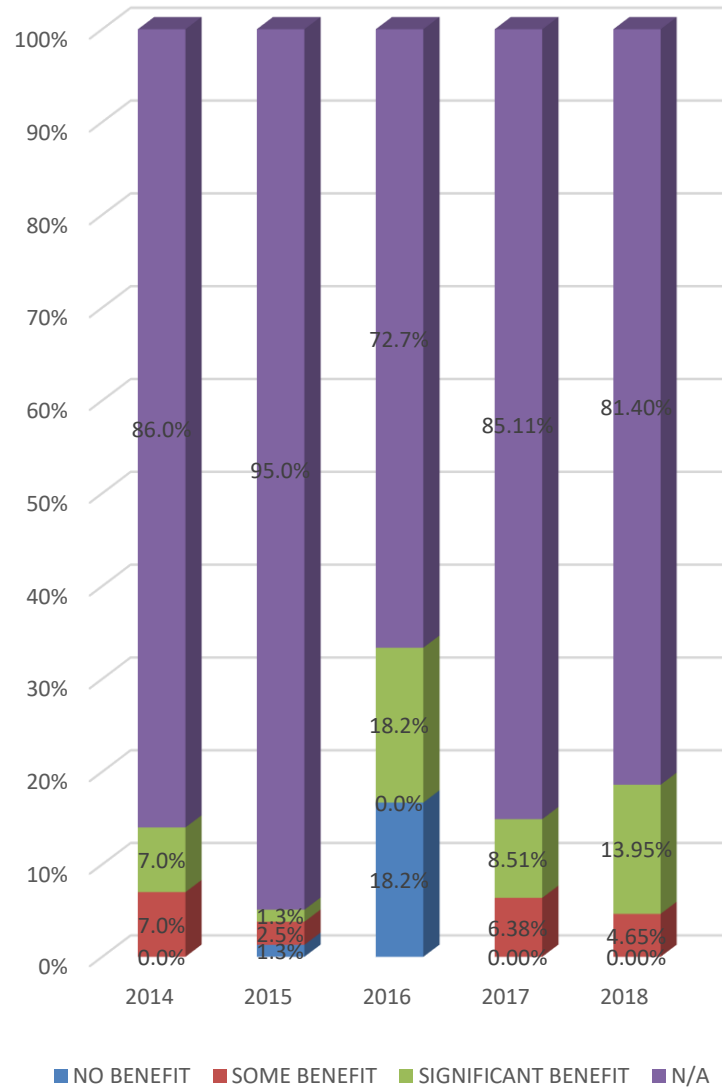
**From lodgement to finalisation of your planning application, Council's performance in keeping you informed was:**



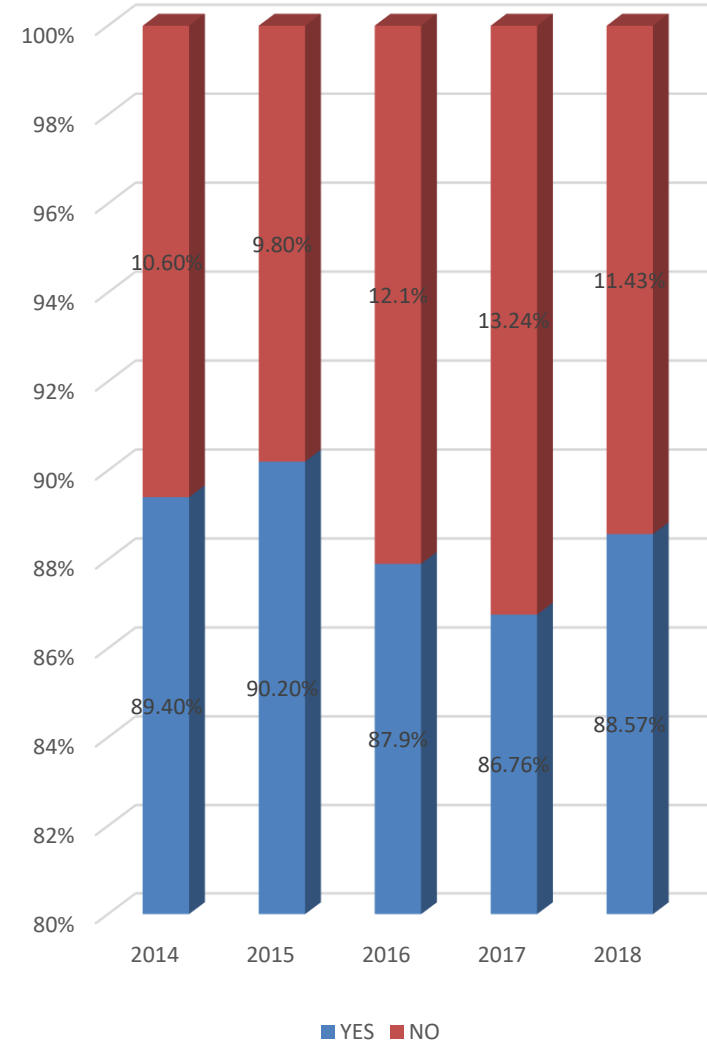
**If objections were received to the application, did you participate in a planning consultation/mediation meeting?**



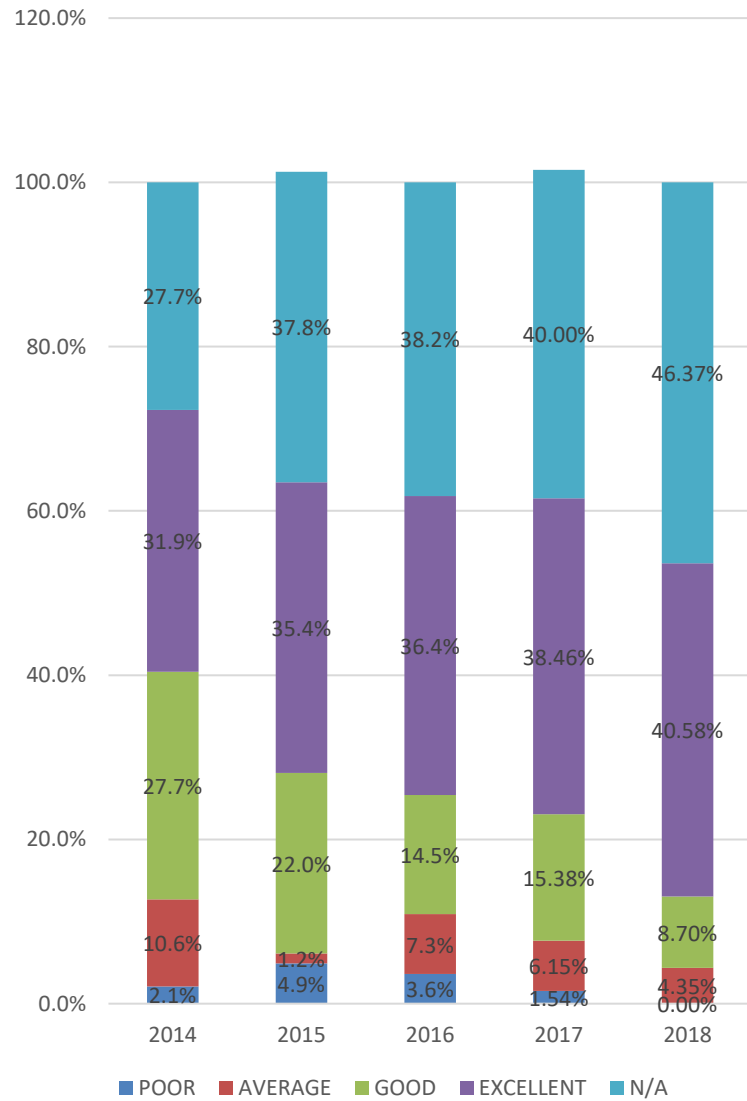
**If yes, did you consider the planning consultation/mediation meeting to be beneficial?**



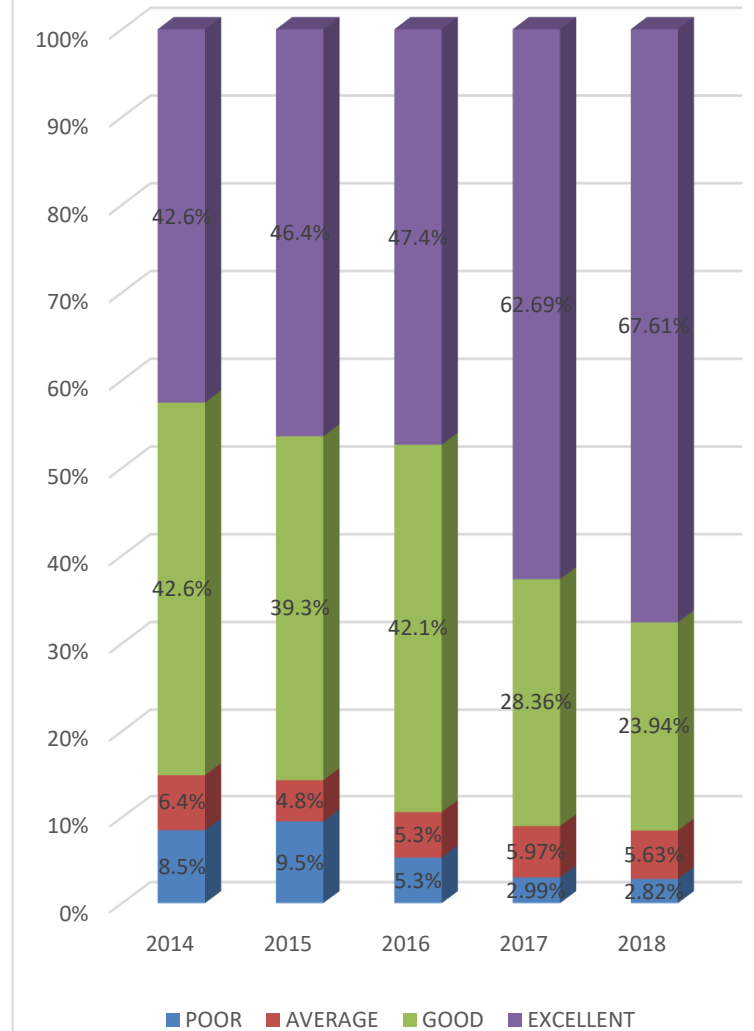
**Did you clearly understand the steps involved in processing your planning application and how long it would take?**



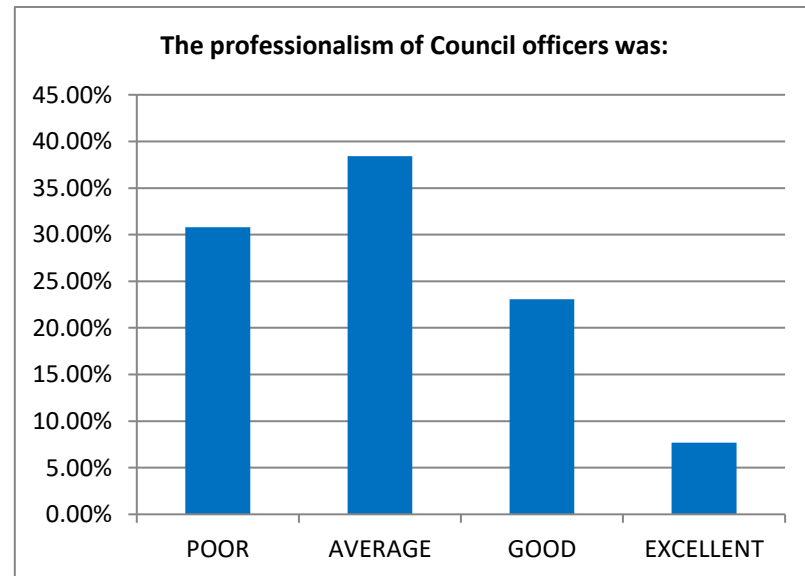
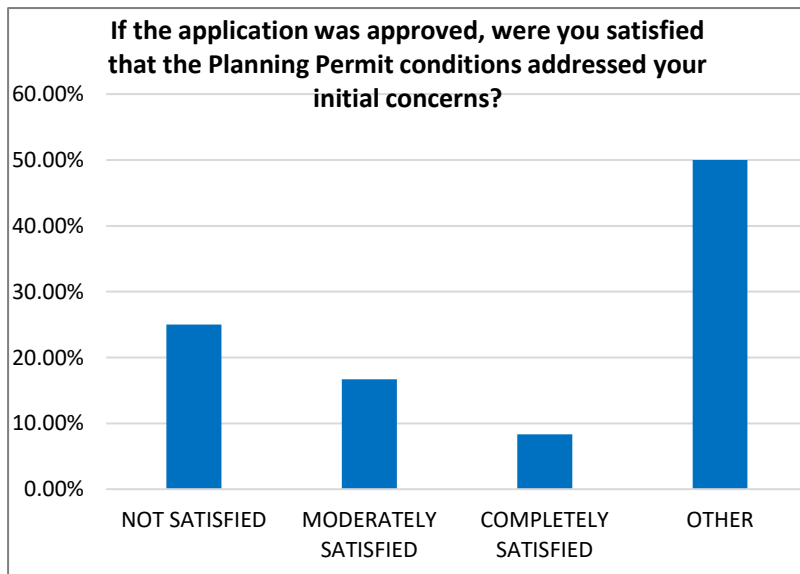
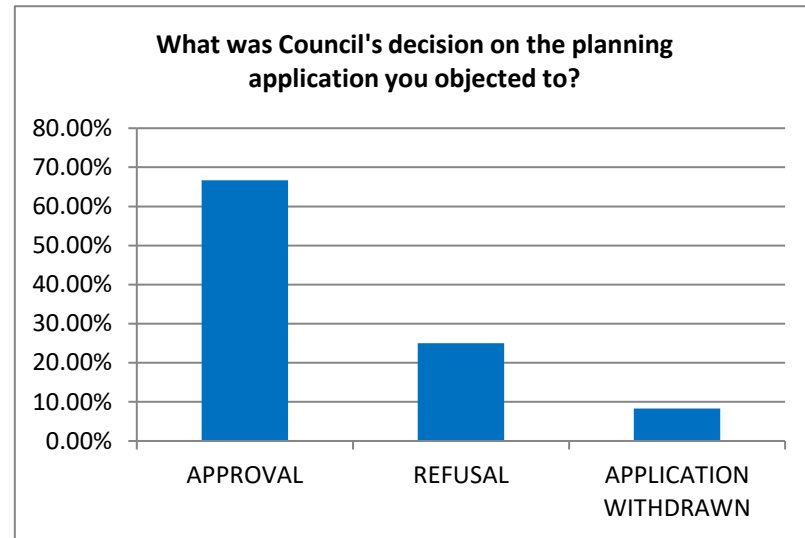
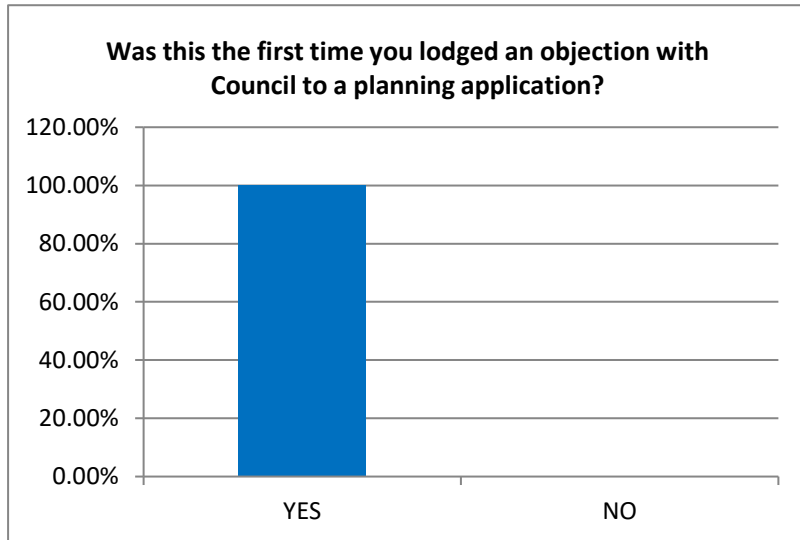
**If you have made planning applications to other councils, was Wellington Shire's overall performance in comparison to other Councils:**

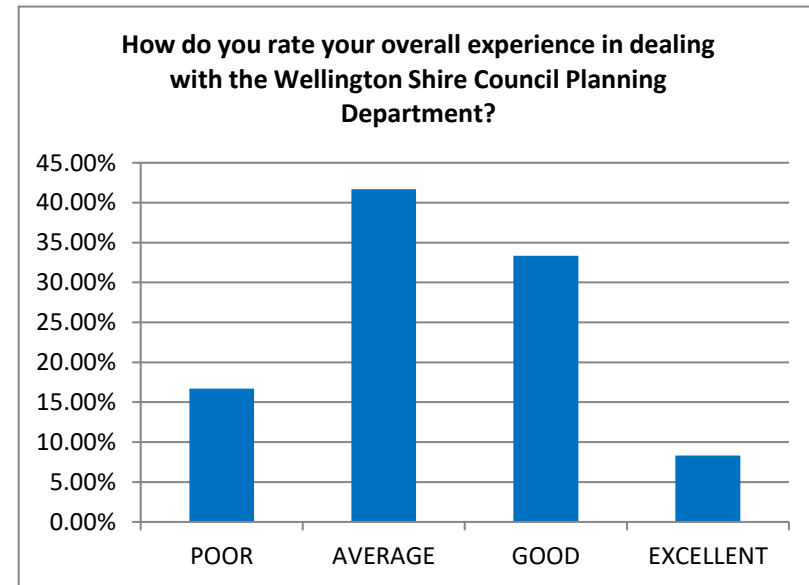
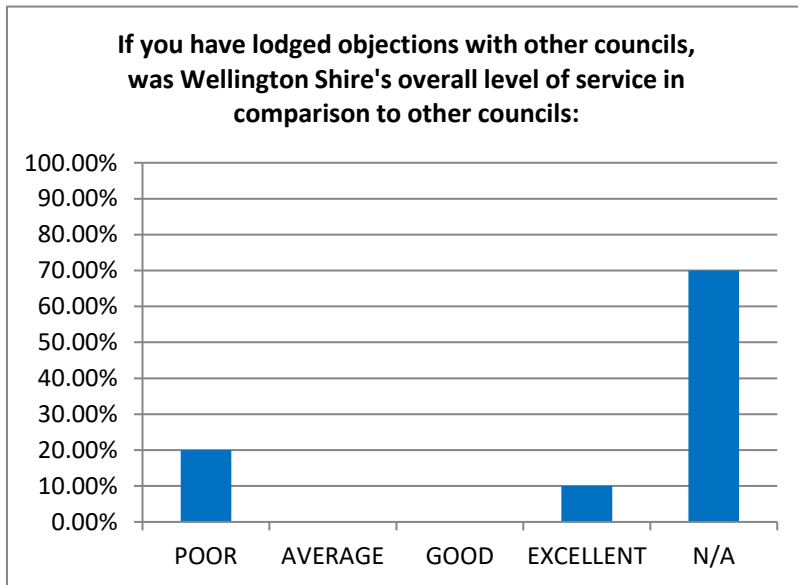
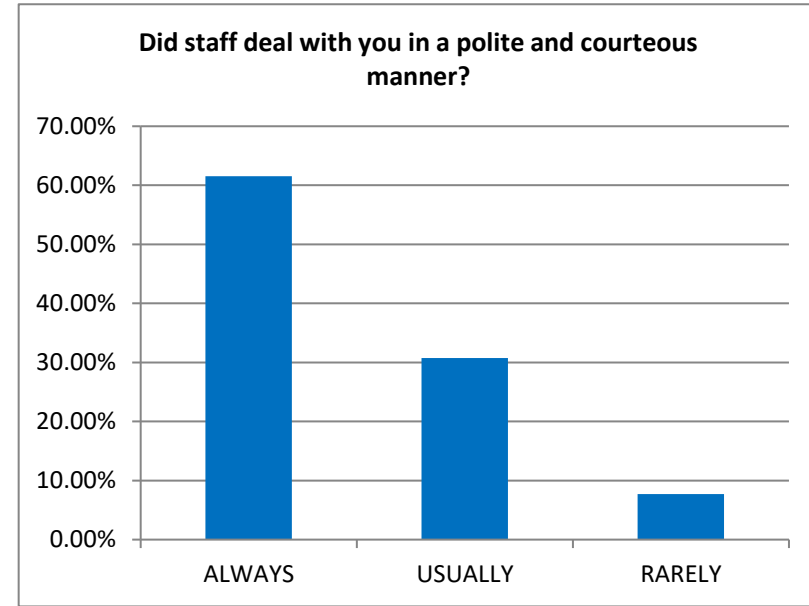
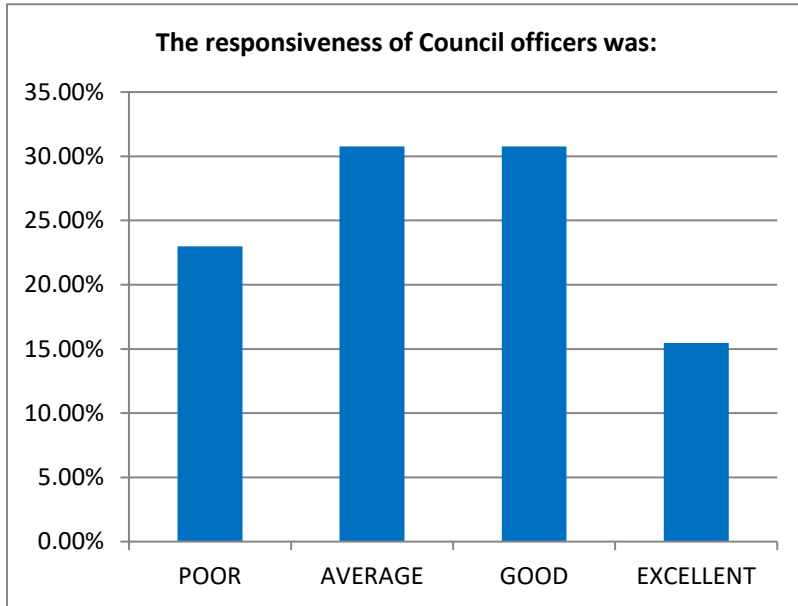


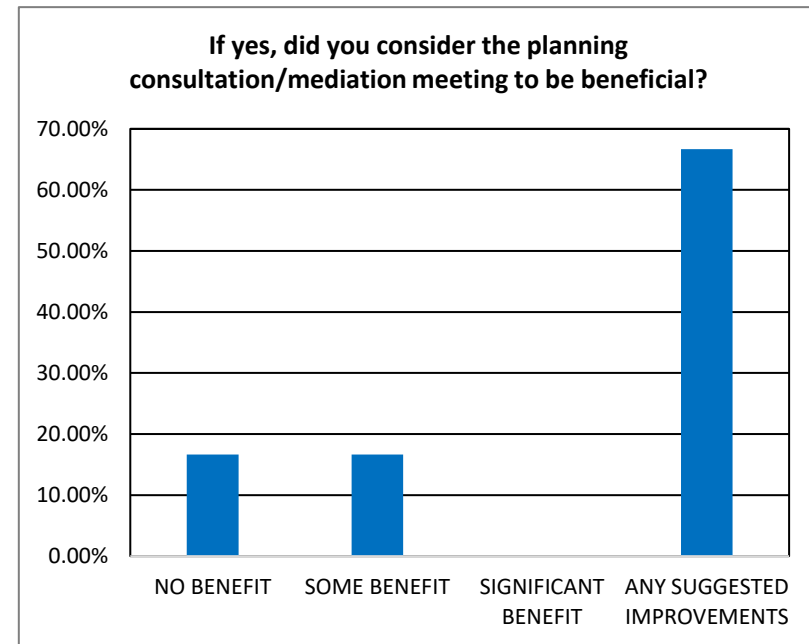
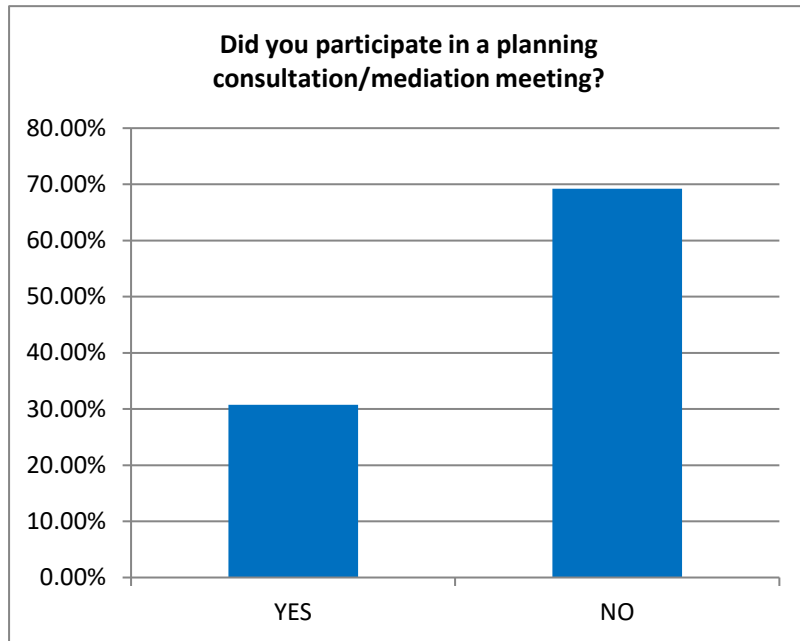
**How do you rate your overall experience in dealing with the Wellington Shire Council Planning Department?**



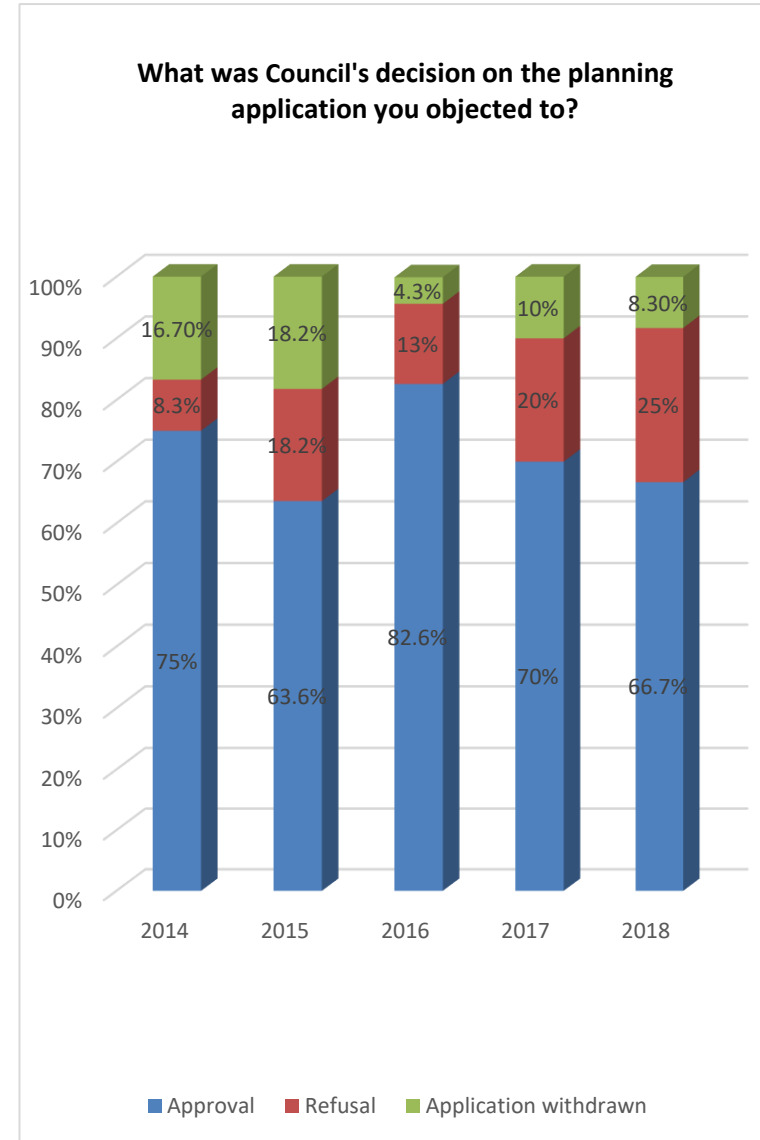
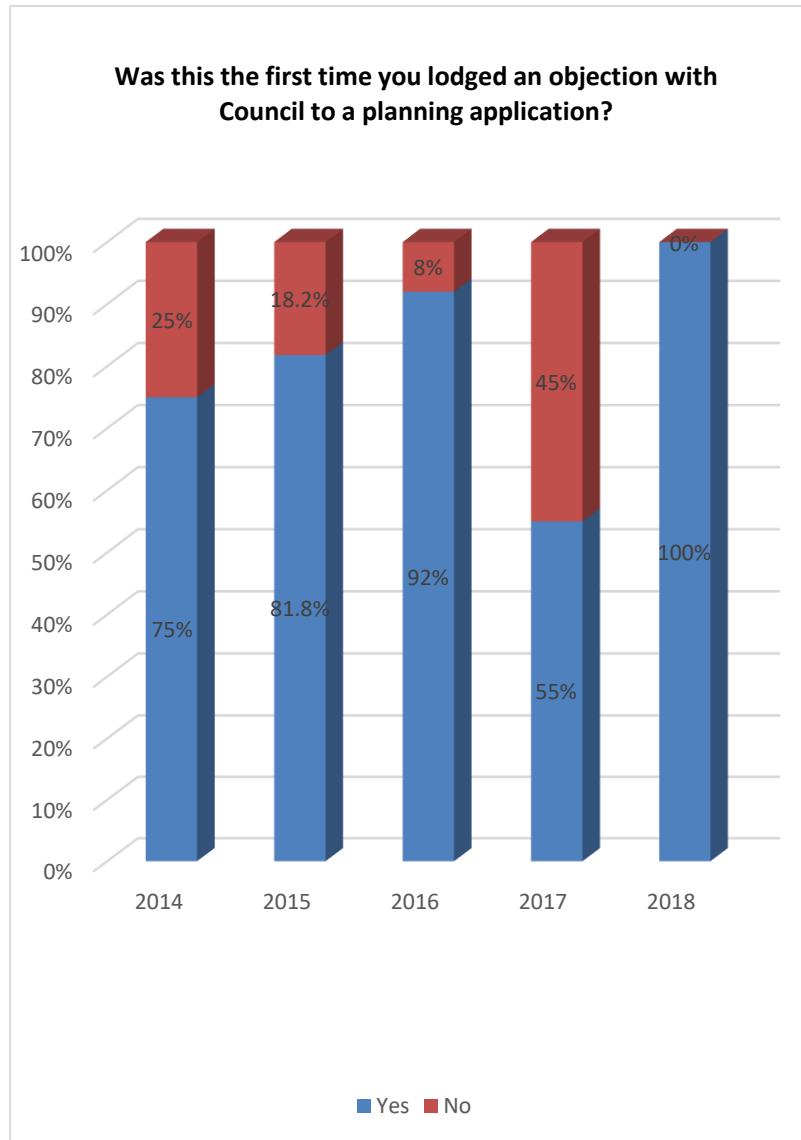
# PLANNING OBJECTOR SURVEY RESULTS

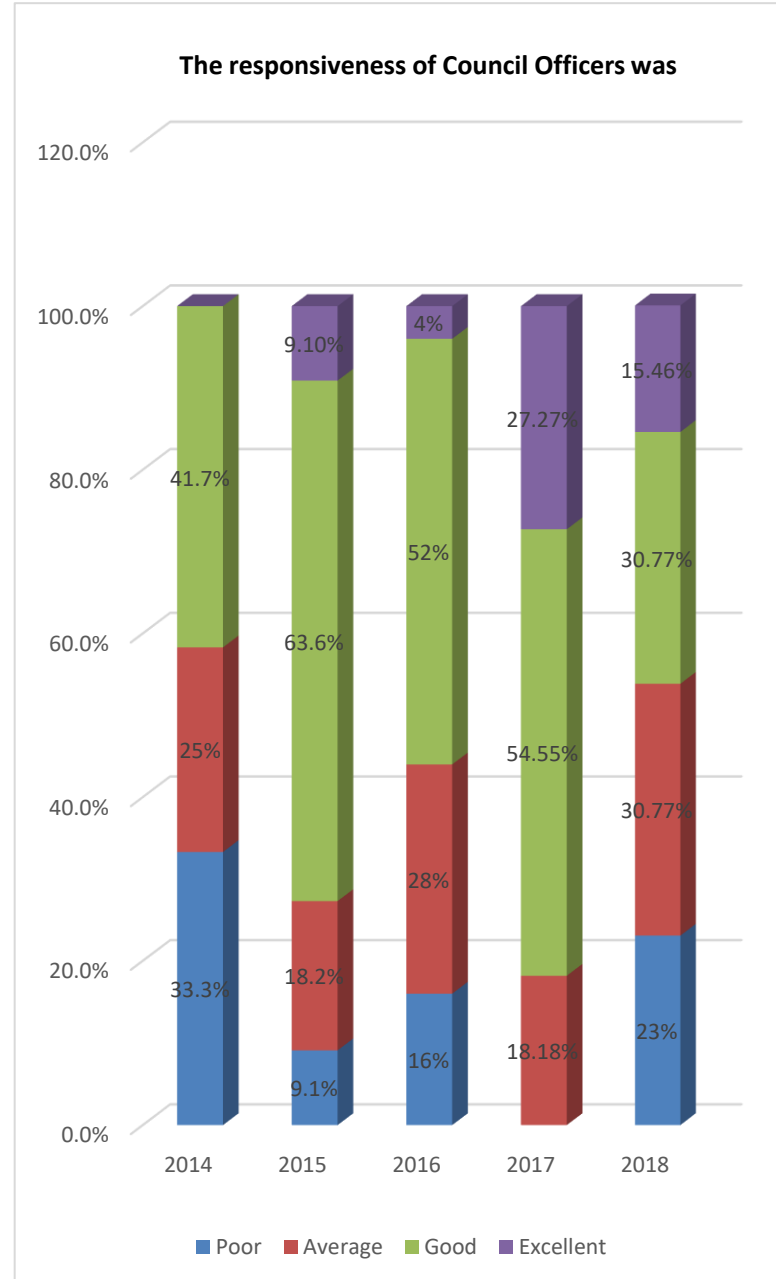
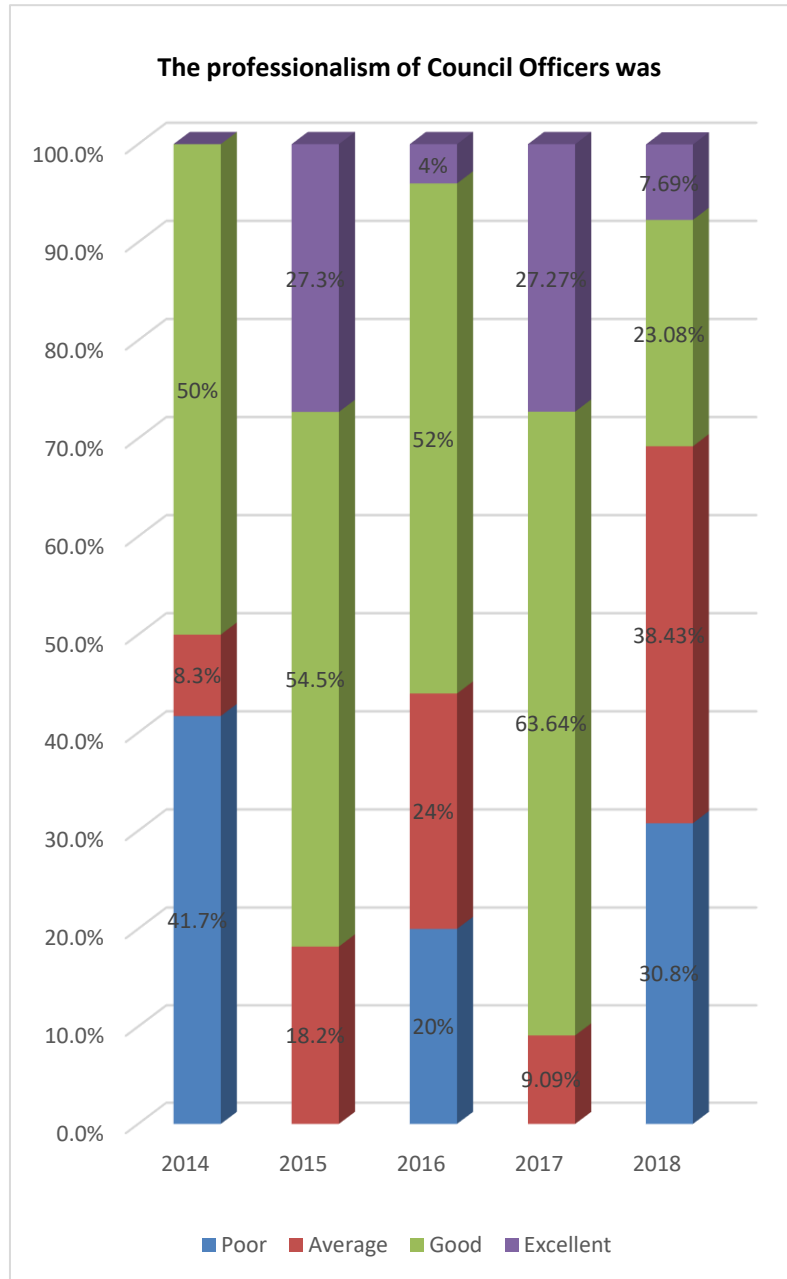


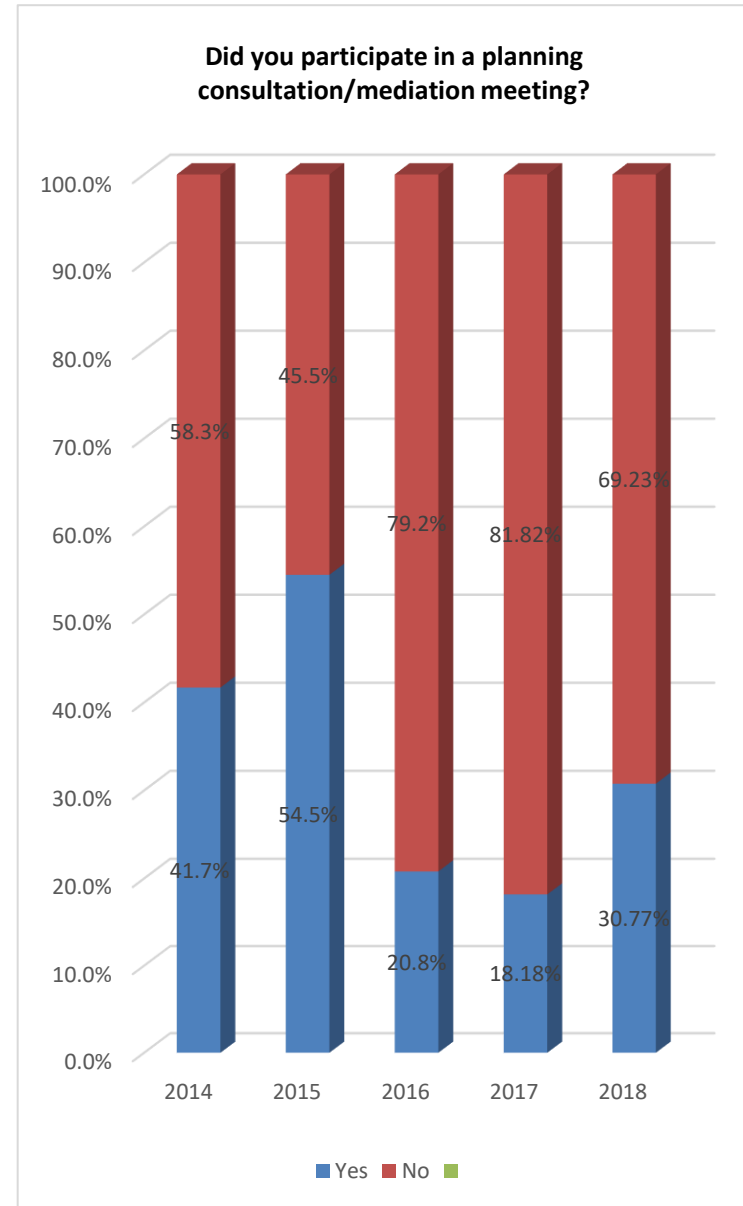
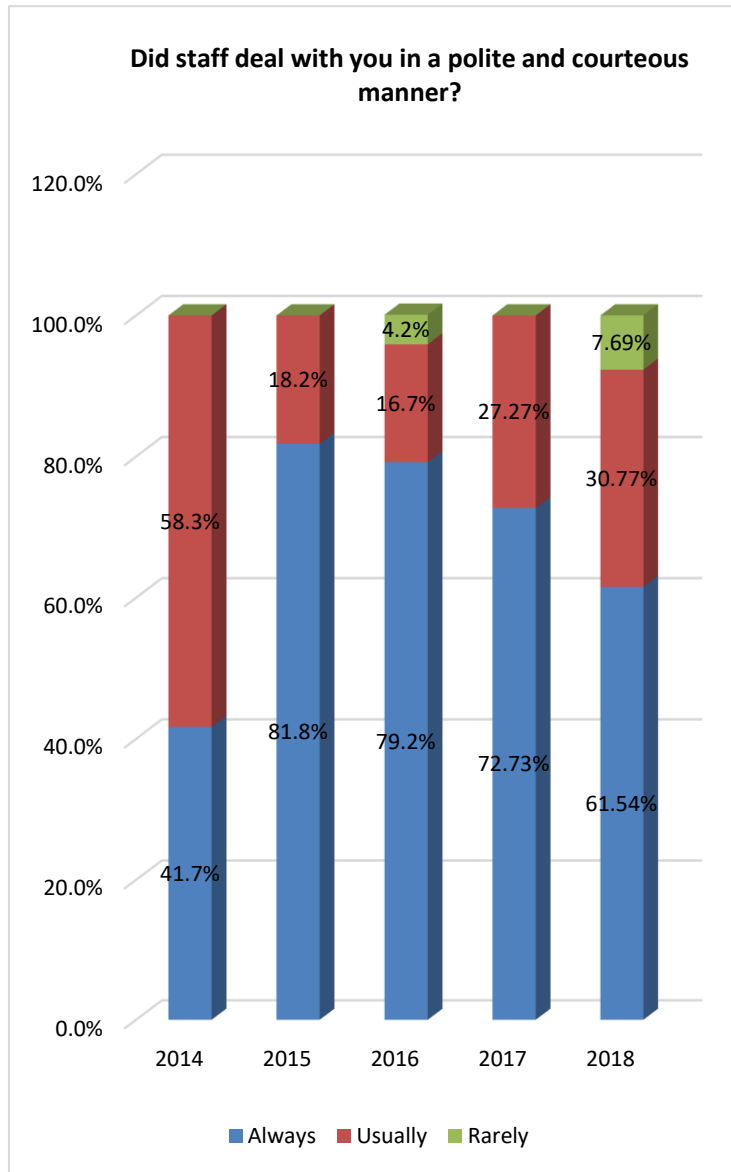




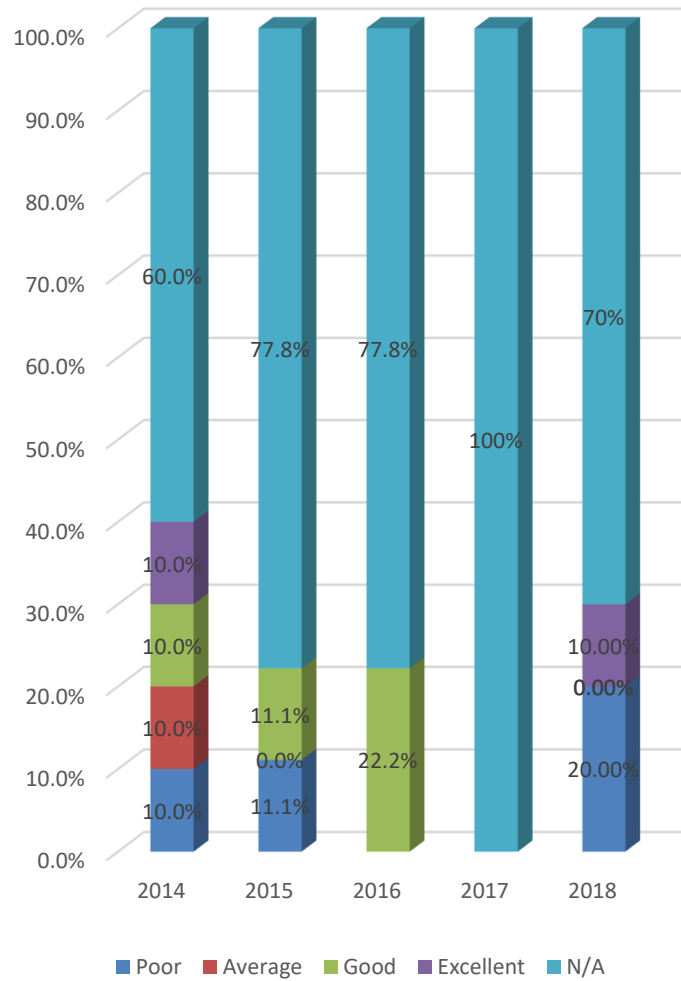
## PLANNING OBJECTOR SURVEY RESULT COMPARISON



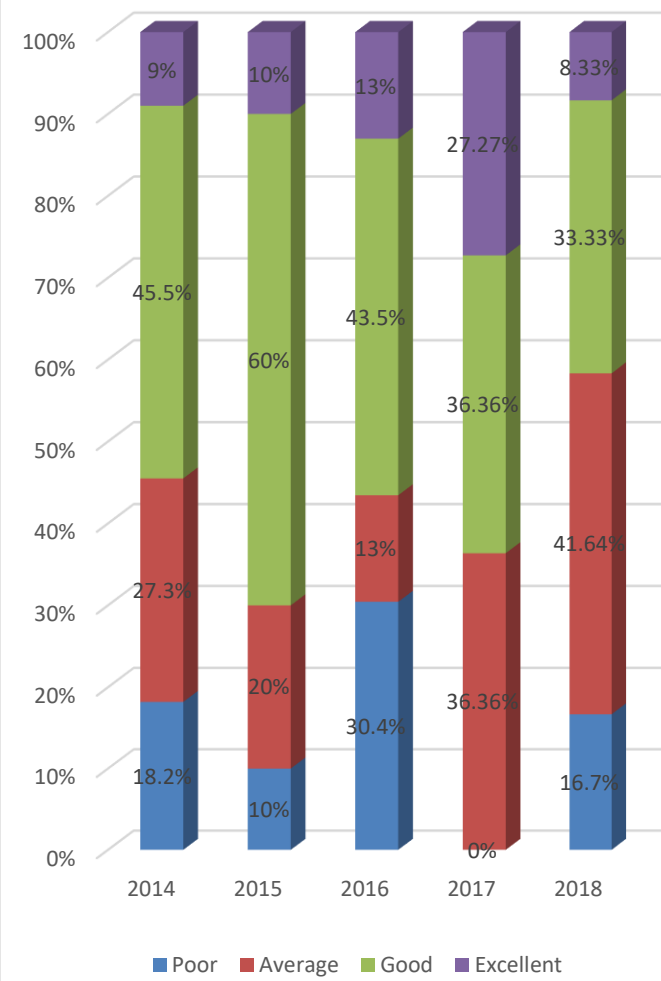




**If you have lodged objections with other Councils, what was Wellington Shire's overall level of service in comparison to other councils:**



**How do you rate your overall experience in dealing with the Wellington Shire Council Planning Department?**



**ITEM C3.2****QUARTERLY BUILDING PERMITS REPORT**

DIVISION: DEVELOPMENT  
 ACTION OFFICER: MANAGER MUNICIPAL SERVICES  
 DATE: 7 MAY 2019

IMPACTS									
Financial	Communication	Legislative	Council Policy	Council Plan	Resources & Staff	Community	Environmental	Engagement	Risk Management
	✓	✓	✓	✓			✓		

**OBJECTIVE**

To provide a report to Council on building permits issued in the Wellington Shire during the quarter October 2018 to December 2018, for information.

**PUBLIC QUESTIONS AND COMMENTS FROM THE GALLERY****RECOMMENDATION**

***That Council note the report of building permits issued from 1 October 2018 to 31 December 2018.***

**BACKGROUND**

Building permits are issued by private building surveyors, and copies of permits are provided to Council. The permits, plans and other documents, are filed by Council and recorded on a register of building permits. Building permits are issued for a range of developments, including dwellings, extensions and fences, as well as commercial and industrial buildings.

Attachment 1 to this report provides an overview by township, of the number of permits issued along with the estimated value of construction, for the three-month period ending December 2018.

Attachment 2 provides an historical representation of the number and value of permits issued in Wellington Shire and compares this data against the broader Gippsland region.

In the previous quarter, July to September 2018, there were 230 permits issued with an estimated value of work at \$24,087,621.

For the period October to December 2018, there were 290 permits issued with an estimated value of work at \$50,823,582.

The majority of works undertaken during this quarter comprised of an upgrade to the Sale Tennis Club, the development of the Toongabbie Broiler Farm and major upgrades to the Yarram & District Health Service.

## **OPTIONS**

Council may choose to note this report, alternatively Council may choose to seek further information and refer this report to another meeting.

## **PROPOSAL**

That Council note the report on building permits issued within Wellington Shire from October to December 2018.

## **CONFLICT OF INTEREST**

No Staff and/or Contractors involved in the compilation of this report have declared a Conflict of Interest.

## **COMMUNICATION IMPACT**

The quarterly report provides information on the number of building permits, and cost of development per town, within the Wellington Shire. Gippsland-wide building activity is also provided, to demonstrate how the Wellington Shire area performs in comparison.

## **LEGISLATIVE IMPACT**

Building permits are issued in accordance with *Building Act 1993*, Building Regulations 2006 and the Wellington Planning Scheme.

## **COUNCIL POLICY IMPACT**

All building permits issued by private building surveyors are registered and filed as per the timelines set out in the Municipal Services Business Plan.

## **COUNCIL PLAN**

This Council Plan 2017-2021 Theme 2 Services and Infrastructure states the following strategic objective and related strategy:

Strategic Objective 2.3

*'Wellington Shire is well planned, considering long term growth and sustainability'.*

Strategy 2.3.1

*'continue to provide strategic planning to encourage long term growth and sustainability in Wellington Shire.'*

This report supports the above Council Plan strategic objective and strategy.

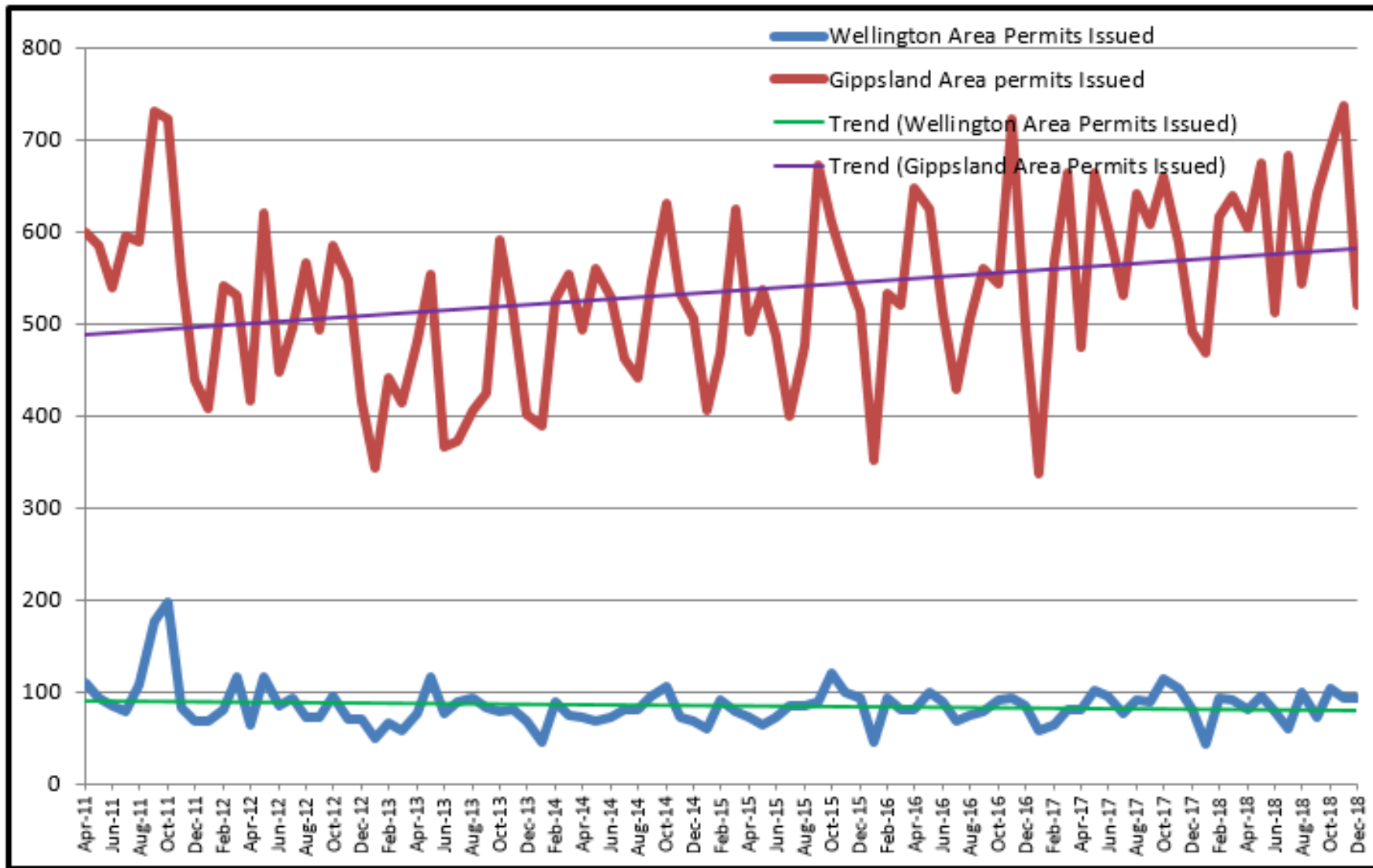
## WELLINGTON SHIRE PERMITS ISSUED

	October	November	December	Total
ALBERTON	0	2	1	3
	\$0	\$59,410	\$15,800	\$75,210
BLACKWARRY	0	0	1	1
	\$0	\$0	\$237,955	\$237,955
BOISDALE	2	0	1	3
	\$25,000	\$0	\$140,500	\$165,500
BRIAGOLONG	1	4	3	8
	\$350,000	\$1,152,015	\$42,720	\$1,544,735
CARRAJUNG LOWER	0	0	1	1
	\$0	\$0	\$200,000	\$200,000
CLYDEBANK	1	0	0	1
	\$40,500	\$0	\$0	\$40,500
COBAINS	1	0	0	1
	\$350,000	\$0	\$0	\$350,000
COONGULLA	5	5	1	11
	\$111,150	\$85,350	\$15,776	\$212,276
COWWARR	0	0	1	1
	\$0	\$0	\$43,200	\$43,200
DAWSON	0	0	2	2
	\$0	\$0	\$36,483	\$36,483
DENISON	0	0	1	1
	\$0	\$0	\$244,678	\$244,678
DEVON NORTH	2	0	0	2
	\$132,709	\$0	\$0	\$132,709
DUTSON DOWNS	0	1	0	1
	\$0	\$43,450	\$0	\$43,450
EAST SALE	0	1	0	1
	\$0	\$27,600	\$0	\$27,600
FLYNN	0	0	1	1
	\$0	\$0	\$38,995	\$38,995
FULHAM	1	8	2	11
	\$15,600	\$14,405,648	\$815,143	\$15,236,391

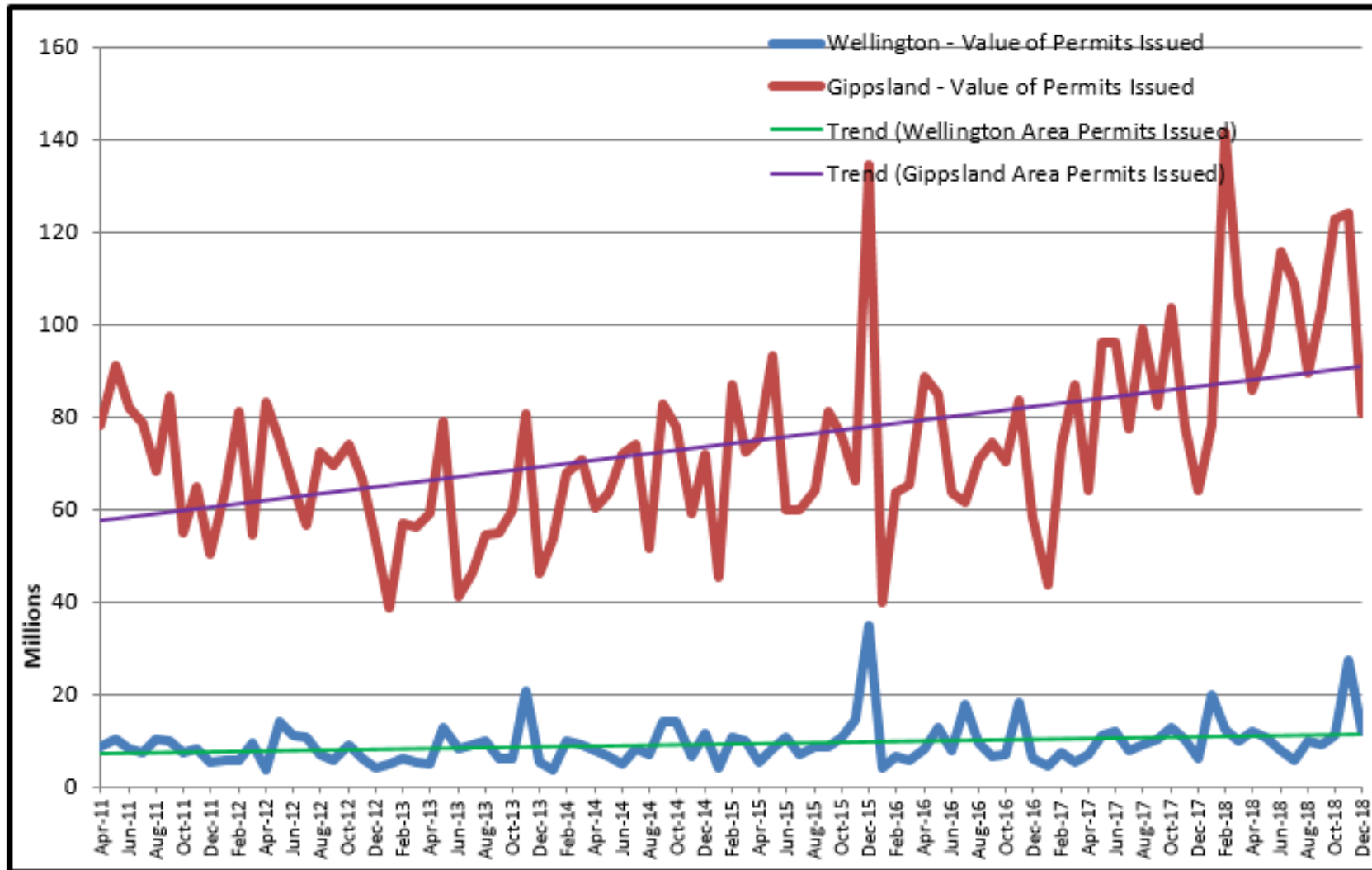
	October	November	December	Total
GLENGARRY	1	0	1	2
	\$33,000	\$0	\$216,790	\$249,790
GLENMAGGIE	4	1	0	5
	\$136,050	\$1,000	\$0	\$137,050
GLOMAR BEACH	0	1	1	2
	\$0	\$280,000	\$8,000	\$288,000
GOLDEN BEACH	1	3	2	6
	\$196,817	\$124,138	\$170,000	\$490,955
GORMANDALE	1	1	3	5
	\$154,530	\$37,950	\$1,054,580	\$1,247,060
HEYFIELD	4	4	5	13
	\$849,552	\$50,800	\$469,425	\$1,369,777
LLOWALONG	1	0	0	1
	\$16,000	\$0	\$0	\$16,000
LOCH SPORT	9	4	10	23
	\$998,080	\$39,100	\$827,819	\$1,864,999
LONGFORD	7	8	5	20
	\$338,485	\$600,517	\$894,175	\$1,833,177
MAFFRA	5	6	13	24
	\$897,764	\$949,936	\$1,517,364	\$3,365,064
MCLOUGHLINS BEACH	1	1	0	2
	\$21,868	\$15,780	\$0	\$37,648
MUNRO	0	0	1	1
	\$0	\$0	\$200,000	\$200,000
NAMBROK	1	0	0	1
	\$20,151	\$0	\$0	\$20,151
NEWRY	0	1	0	1
	\$0	\$41,430	\$0	\$41,430
PARADISE BEACH	1	0	1	2
	\$14,500	\$0	\$5,000	\$19,500
PEARSONDALE	0	1	0	1
	\$0	\$436,025	\$0	\$436,025
PERRY BRIDGE	0	1	0	1
	\$0	\$15,000	\$0	\$15,000

	October	November	December	Total
PORT ALBERT	1	2	1	4
	\$205,899	\$12,000	\$24,000	\$241,899
RIVERSLEA	2	0	0	2
	\$491,737	\$0	\$0	\$491,737
ROBERTSONS BEACH	1	0	0	1
	\$159,780	\$0	\$0	\$159,780
ROSEDALE	3	1	2	6
	\$240,395	\$272,019	\$97,000	\$609,414
SALE	24	20	21	65
	\$3,474,698	\$3,104,880	\$2,944,076	\$9,523,654
SEASPRAY	2	1	1	4
	\$200,431	\$24,857	\$10,000	\$235,288
SEATON	1	0	0	1
	\$15,800	\$0	\$0	\$15,800
STACEYS BRIDGE	1	0	0	1
	\$15,435	\$0	\$0	\$15,435
STRATFORD	8	9	4	21
	\$781,872	\$554,218	\$487,702	\$1,823,792
THE HONEYSUCKLES	1	0	1	2
	\$148,000	\$0	\$124,995	\$272,995
TOONGABBIE	1	3	0	4
	\$94,980	\$4,590,218	\$0	\$4,685,198
WINNINDOO	1	1	0	2
	\$94,980	\$55,000	\$0	\$149,980
WOODSIDE	2	0	1	3
	\$16,000	\$0	\$217,250	\$233,250
WURRUK	3	2	3	8
	\$203,043	\$567,295	\$333,458	\$1,103,796
YARRAM	3	1	3	7
	\$431,845	\$17,000	\$551,411	\$1,000,256
<b>Total</b>	<b>103</b>	<b>93</b>	<b>94</b>	<b>290</b>
	<b>11,276,651</b>	<b>27,562,636</b>	<b>11,984,295</b>	<b>50,823,582</b>

# NUMBER OF BUILDING PERMITS



## VALUE OF BUILDING WORKS



**ITEM C3.3****GIPPSLAND DROUGHT RESPONSE – LOOKING AHEAD**

DIVISION:

DEVELOPMENT

ACTION OFFICER:

GENERAL MANAGER DEVELOPMENT

DATE:

7 MAY 2019

IMPACTS									
Financial	Communication	Legislative	Council Policy	Council Plan	Resources & Staff	Community	Environmental	Engagement	Risk Management
✓				✓	✓		✓	✓	

**OBJECTIVE**

To seek Council's endorsement of the *Gippsland Drought Response Proposal – Looking Ahead*, and in doing so, commence an advocacy program to seek additional assistance from the Victorian and Commonwealth Governments to support our agricultural communities respond and recover from this unprecedented drought.

**PUBLIC QUESTIONS AND COMMENTS FROM THE GALLERY****RECOMMENDATION*****That:***

- 1. Council endorse the Gippsland Drought Response Proposal – Looking Ahead (April 2019) at Appendix 1;***
- 2. In conjunction with other agencies and stakeholders, Council commence a joint advocacy program with East Gippsland Shire Council based on the Gippsland Drought Response Proposal with the relevant Victorian and Australian Government Ministers; and***
- 3. Council acknowledge the work of the members of both the Wellington Shire Agriculture Industry Representative Group and the East Gippsland Drought Reference Group in the development of the Proposal.***

**BACKGROUND**

The Wellington and East Gippsland Shire Councils are currently the only two municipalities in Victoria that have been formally declared as drought effected. It is a reality that this part of Victoria is currently experiencing an unprecedented drought as a result of an extended period of extremely dry conditions.

It is clear that the drought, even when the conditions change, will have long term consequences for the agricultural sector and returning to normal levels of productivity will take time and resources.

The important contribution that the agricultural sector has in generating economic activity in East Gippsland means that the impact of the drought extends beyond those directly involved in farming and that there are implications more broadly for the business community and for families and individuals.

Primary responsibility for providing supports to businesses and individuals in a drought rests with both the Victorian and Australian Governments, but it is acknowledged that the resources and

expertise of the Local Government sector is also recognised as a critical contributor. Local Councils are called on to support the delivery of grant programs and the delivery of projects on the ground, ensuring that our community is able to access all available support and providing locally obtained intelligence about the impacts that are being experienced and most importantly to use this information to advocate for responses that are appropriate for our community.

Wellington and East Gippsland have both established Reference Groups to assist in gathering local knowledge and to support the process of focussing more strategically on the nature of the longer-term consequences for our communities. This work has come together as a proposal that has been designed to present to both the Victorian and Australian Government for their consideration. The *Gippsland Drought Response Proposal – Looking Ahead (April 2019)* (the Proposal) can be found at **Appendix 1**. The Proposal sets out a wide range of initiatives that provide a three-tier approach to providing further drought support as follows:

- Transition programs for those who either choose to or have no choice other than to transition away from agriculture;
- Recovery programs to help manage the impacts of farm and reduce off-farm impacts for the community;
- Adaption programs to help the community explore better pathways for agriculture in a changed climate.

The Proposal is also being considered by East Gippsland Shire as it is considered appropriate that the two municipal areas work together to ensure that the impacts of the drought on our communities are able to be addressed in an appropriate and consistent way.

## **OPTIONS**

Council may choose to endorse this report, alternatively, Council may choose to seek further information and refer this report to another meeting.

## **PROPOSAL**

That:

1. Council endorse the Gippsland Drought Response Proposal – Looking Ahead (April 2019) at Appendix 1;
2. In conjunction with other agencies and stakeholders, Council commence a joint advocacy program with East Gippsland Shire Council based on the Gippsland Drought Response Proposal (Appendix 1) with the relevant Victorian and Australian Government Ministers; and
3. Council acknowledge the work of the members of both the Wellington Shire Agriculture Industry Representative Group and the East Gippsland Drought Reference Group in the development of the Proposal.

## **CONFLICT OF INTEREST**

No staff and/or contractors involved in the compilation of this report have declared a Conflict of Interest.

## **FINANCIAL IMPACT**

There are no financial implications for Council as a result of this report.

## **COUNCIL PLAN IMPACT**

The Council Plan 2017–21 Theme - Economy states the following strategic objective:

### Strategic Objective 5.1

*Support and develop our existing businesses.*

This report supports the above Council Plan strategic objectives.

## **RESOURCES AND STAFF IMPACT**

The current range of drought focussed initiatives that Council has a role in are being managed by existing staffing resources, however the Proposal does request the allocation of support funding to Council to assist in supporting longer term recovery and adaption initiatives.

## **ENVIRONMENTAL IMPACT**

The drought will also have significant consequences for both the environment and rural amenity in Wellington Shire and the Proposal includes a range of initiatives that are designed to reduce degradation and other impacts to our environment as a result of the severely dry conditions being experienced.

## **ENGAGEMENT IMPACT**

The Proposal has been prepared in consultation with each Reference Group and as a result of detailed one on one conversations with key stakeholders and organisations across the Shire. The Proposal is based on this direct feedback about the impacts, longer term consequences and appropriate responses.

# **Gippsland Drought Response Proposal**

15 April 2019

## ***Looking Ahead***

**Prepared with the support of:  
East Gippsland Shire Drought Reference Group  
Wellington Shire Agriculture Industry Representative Group**

## Introduction

Gippsland people are pulling together through one of the worst droughts in our history. The Australian, Victorian and Local Governments and volunteer agencies are all helping our community on many fronts.

East Gippsland Shire and Wellington Shire Councils have Reference Groups and are also making staff available to help coordinate community and individual support programs.

The two Local Government areas are working well together and are committed to continue working closely together throughout this drought disaster and beyond into recovery.

Some of the initial things achievements to date are:

1. Managing and implementing the Australian Government drought package for each local government area;
2. Supporting grants for community initiatives such as field days and community events; and
3. Advocating for local communities to the Australian and Victorian Governments.

The two Councils and supporting agencies have organised a significant number of gatherings to provide information and support to community members and businesses impacted by the drought. These have also created an opportunity to gather information about what support programs are working and areas that could be improved.

This proposal is an outcome of those discussions and includes suggestions for government and agencies to consider now and into the future. The list is long, but then our community has never faced a drought event of this scale. Essentially this means there is much to do, as we seek to manage and recover from this significant disaster.

It is clear people are very severely impacted, which is manifesting in the following ways:

1. Financial pressures resulting from reduced income and increased costs
2. Fatigue from long hours of constant workload and stress over two years
3. On-farm issues mostly relating to lack of water and feed for stock
4. Pressures from invasive native and pest animals on farms
5. Physical and mental health and wellbeing impacts on individuals and families
6. Stresses created through navigating agency assistance packages
7. Flow on financial pressures being experienced by supporting businesses

Accumulation of these impacts will almost certainly result in some farm enterprises transitioning out of agriculture. This is particularly likely in the case of older farmers whose children are not taking up farming. There is a very real risk of significant loss of knowledge to the sector; and that declining agricultural land management will create on-site and broader off-site social, environmental and economic impacts. Support for people in our community to exit with dignity and provide an opportunity for succession will be required for a long period of time.

While the immediate impacts are being felt now, it will take communities many years to recover to an equivalent static state. For instance, a beef farming operation that has reduced stock levels to 50% normal carrying capacity will take around five years to recover stocking levels. Sheep farming operations will take at least three years. It will be difficult to accelerate this rate by purchasing additional stock as high demand for breeding stock will drive high prices. Farm productivity, through measures such as pasture re-establishment, will take several years to recover. Financial recovery may take up to 10 years. Negative environmental impacts such as soil loss, may be experienced for decades.

Horticulture will face similar challenges as the drought results in water supply shortages that affect crop development and yield. Investment in improving horticulture efficiency will also be slowed due to business funds being focused on initial survival.

Gippsland is now a large provider of safe and healthy food security for Victoria and the nation. Our food reputation is growing and we now play a major role in fresh food production in Australia.

It is likely that the drought will break with a significant flood event, inevitably creating a different, increased need for damage repair and recovery efforts.

Despite this, our community is determined to look ahead. We understand that a fresh look is required, especially in the context of these long dry periods potentially continuing and/or recurring into the future. People are talking about our changed and changing climate and discussing the need for developing an agricultural future more resilient to adverse weather periods. Adaption and change is being advocated by many and the time is right to commence this discussion in earnest.

Our communities want to support people now, but also look ahead towards a positive future that drives opportunity and positivity in the agriculture sector.

Based on the above, we propose a three-tier approach to further drought assistance as follows:

1. Transition programs for those who either choose to, or have no choice other than to transition away from agriculture
2. Recovery programs to help manage the impacts on farm and reduce off-farm impacts for the community
3. Adaption programs to help the community explore better pathways for agriculture in a changed climate.

The following pages outline options for consideration under these three themes.

## **1. Transition**

1. Continue the Rural Financial Counselling Service at current levels for the next five years to help people determine their own future and manage financial pressures with an experienced guide.
2. Continue Australian Government financial programs for five years after the drought breaks, in line with anticipated recovery timeframes.
3. Introduce an additional program that provides loans for living expenses for farm families who will be transitioning from agriculture through eventual property sale. The loans could be structured similarly to equity loans for retirees. Length of loan tenure would be based on an assessment of debt/equity ratios in each circumstance.
4. Farm Management Deposits (FMDs) are an excellent exceptional circumstance planning tool that can be utilised in harder times such as drought. However, they can create difficulties for people who are nearing the time of transition from farming. FMDs should be able to be transferred to superannuation funds as part of transitioning/retiring from farm businesses at little or no tax penalty. It is suggested that to help achieve this, FMDs could be taxed at the concessional super rate.

## 2. Recovery

1. Provide rate/tax relief for farmers and farm-associated businesses through a Victorian Government subsidy/grant. We ask government to consider all measures to reduce the increasing cost structure on farm businesses. Rate relief would provide direct cash assistance to help farmers to manage their circumstances through this extreme event. Other forms of relief could come from reduced registration and regulatory costs driven by government efficiency gains. Essentially, farm businesses have implemented all manner of cost reduction and production gains, but see costs out of their control escalating without the same drive for cost reduction.
2. Mental health and wellbeing programs; including back to school/kindergarten support, camps and excursion funds have delivered direct benefits to communities. We seek continuance of these programs at existing levels for five years after the drought breaks, in line with recovery timeframes.
3. The support of local, volunteer-based welfare agencies such as Country Women's Association, Lions, Rotary, Red Cross and Gippsland Farmer Relief is essential. This type of assistance ensures those most in need are supported, and urgent needs do not 'fall through the cracks'. In the main, funds for these programs have come from community and industry. We propose that all levels of government consider matching these community raised funds 1:1, similar to other grant programs or fund-raising events for serious disease research or responding to tragedies.
4. The Drought Employment Program delivered by Catchment Management Authorities (CMA) has over 35 people employed at present and demand from people impacted by this event is growing. We suggest continuing the program until one year after the drought has broken to provide opportunity for those affected to regain employment.
5. Ground cover has diminished dramatically, which will result in significant onsite and offsite environmental impacts through various types of erosion. Large areas of denuded country will need pastures re-established to prevent erosion from wind and water, which will have a dramatic effect on the quality of the lakes and waterways. We suggest implementing a pasture re-establishment program across Gippsland with grants matching farm businesses at 50% of pasture re-establishment costs. The target area for this initiative is 40,000 hectares. This program will help people get started on recovery and reduce environmental impacts through off-site soil loss.
6. Increase the level of wildlife and pest control programs on Crown and private land. Drought creates feed shortages everywhere across the landscape. Previous landscape scale events have taught us that increased numbers of native and pest animals will invade the farms over winter. East Gippsland CMA has a Reducing Deer Numbers trial proposal and the Department of Environment, Land, Water and Planning (DELWP) will require additional support for wild dog control. Native animal control permits will continue to be needed.
7. Small and larger scale community events undertaken to date at local levels have provided breaks and support opportunities across Gippsland. We propose increasing the level of funding for conducting community events (facilitated by Local Government grants programs) for small events run by community groups.
8. Expenditure on infrastructure will help a whole of community recovery as service providers and support businesses complete infrastructure works. To provide stimulus, we ask the Victorian Government to match the existing Australian Government's 25% contribution to on-farm infrastructure grants. This would bring government matching funds to 1:1 and help stimulate the construction economy. We propose that this program extends well beyond drought times to assist improved drought resilience in future.

The criteria for these grants require businesses to fund the capital up-front. This places significant barriers to investment because farm businesses are already financially stretched. We propose that the government's funding contribution should be made available at the time of commitment. This means farm businesses will only need to finance 50% of the total investment. We further propose that these programs continue for at least the five-year recovery period, giving time for businesses to assess long term requirements and finance the 1:1 opportunity.

The criteria are also based on quoted and invoiced costs, without consideration for inputs of labour and on-farm machinery. We suggest including labour and on-farm machinery inputs in the 1:1 calculation.

9. Farm businesses will continue to suffer reduced income as stocking levels recover from this event. The potential consequence is that businesses will have no choice other than to terminate any remaining employees at the very time the businesses need their help. Long-term community impacts to employment and succession could result. We propose that governments develop a trial scheme offering a wage subsidy -the equivalent of the Newstart allowance - to allow farmers to retain their existing workforce (and by doing so reduce physical and mental stress) for two years after the drought breaks.
10. The Victorian Government is asked to provide financial support for councils to coordinate local forums, community and individuals support now and through five years of recovery. Current expectation of funding requirement is \$250k annually per council area.
11. It is likely the drought will break with a flood. Severe Gippsland floods in 1997/98 and 2006/07 led to government recovery programs costing \$60 million each. National Disaster Relief and Recovery Arrangements (NDRRA) rules have changed since these events and some pre-planning of governmental response is required now to help community and supporting agencies post-flood.

### **3. Adaption**

1. Drought is the most significant natural disaster faced by regional communities that inevitably leads to other disasters like fire and flood. Response and recovery extends over long timeframes, which exerts high levels of financial, personal and community-wide stresses on farm and associated businesses.

Given the predictions of worsening climatic conditions through climate change, rural communities cannot understand why drought is not declared a natural disaster in state and national classifications. We seek government recognition that drought events are natural disasters. This recognition would provide a sound framework that would facilitate the development of coordinated and strategic support and recovery programs.

Communities are aware the climate is changing and in this context it is considered appropriate to reconsider the classification of drought in the context of the escalating impact of natural disasters.

A more planned and strategic approach to drought declarations would also enable agencies and support organisations to ensure that staff have the understanding and capability to respond to the wide range of impacts that are experienced in drought events, including mental health first aid and appropriate mechanisms for referrals and case management of those impacted.

2. Farm businesses are expressing high levels of frustration about differing criteria for assistance offered by various levels of government. A commonly voiced concern is that the criteria for support programs that do not involve personal support are inconsistent, unfair and largely irrelevant to the current reality faced in farming.

Also, differing eligibility criteria between different organisations and levels of government has created additional stress on a community already under strain. For example, buying a farm business requires a large capital outlay and delivers low returns on capital. Therefore, entry into farming almost always requires family support or off-farm income to be viable. Fledgling farming businesses are particularly vulnerable to significant events such as drought. In times of drought, it is very common for farm business owners to actively seek higher levels of off-farm income to help manage financially. Government criteria for farm business support are inconsistent with this reality as support is not being provided where it is required. Timeframes from application to approval or rejection are too long, effectively stalling farm business decision processes that is in great need for prompt assistance. If we fail to assist new farm businesses, we are cutting off our farming future in Victoria.

This is particularly relevant to farm businesses trying to make a start, or in the early stages of establishment. One farmer (aged 50) recently put the reality in perspective. "To be a farmer under 55 requires off farm income, to enter farming business requires off-farm income, to be any of the above and be viable requires off-farm income. Government does not understand this fact."

Adaption to this reality requires government to change the criteria for an agricultural business to qualify for assistance. Government should consider changes to eligibility criteria that focus on the farm business enterprise's viability and vulnerability to the drought event, rather than on assessment of the individuals involved in the farm business.

3. Commence a two-year Ag. Futures project in each local government area as follows:
  - Funded facilitators to be provided for each Shire; or a similar locally based government agency, to coordinate an agriculture adaption in climate change program at a cost of \$250k annually per council area. The two councils will work together with local agencies to get the best staffing expertise and outcome.
  - In Gippsland, some farming approaches that have worked well in this drought are pre-prepared installation and utilisation of water infrastructure, cropping for own fodder needs, and to decisions about stocking rate and duration based on each paddock's carrying capacity. The use of stock containment areas and subdivision of paddocks to increase rest and recovery of pasture has also led to reduced impacts for many properties. Each of these, together with other successful approaches, should be documented and tested further for community learning and adaption.
  - Continuance of adaption programs such as Better Beef, Southern Farming Systems and Landcare production programs will help the community explore better pathways for agriculture in a changed and changing climate.
  - The Project will bring together groups of agriculture businesses to document learnings from this drought event. The program will document management approaches that worked and begin productive trials or research programs. A drought resilient pasture trial is already being proposed at the Bairnsdale Aerodrome trial site. Operational costs associated with this program are estimated at \$500k annually, which includes funding for implementation of operational trials and research.

4. Many farm businesses that have managed the drought well, have utilised external, one-to-one professional advice. It is proposed the government could fund professional advice grants capped to \$5k per farm business for all interested farm businesses to facilitate improved farm management into the future. Additionally, government could consider making access to assistance funding conditional on the business obtaining professional farm management advice.

Group workshops are good for people to get together and support one another, but do not facilitate improved management as effectively as one-to-one advice. Advice of this kind provides an avenue for the farm business to discuss all matters in a private manner, specific to their needs.

5. Local communities need farming businesses to be vibrant contributors who invest in infrastructure that improves viability and sustainability. Recovery from this event and future adaption will require a stimulus such as tax relief or incentives for agriculture businesses that are investing in drought prevention infrastructure. For example, increase the depreciation limit from \$20k annually to full depreciation of drought prevention infrastructure for the next five years. Tax incentives for those across the community that donate fodder could also be considered as this is a far cheaper option than any government-managed program.
6. Government consider supporting a \$10 million water infrastructure grants scheme in the Lindenow Valley to assist access to available (winter fill) water in the Mitchell River. Community economic modelling has been completed, along with a water infrastructure feasibility analysis, which included options of on-farm storage.
7. The broader community, including the broader business community, will continue to feel the effects of this event as spending and job opportunities reduce. A broader community adaption program is required for a full community recovery. In previous large events, government supported broader economic development opportunities supported by local plans.

Local government areas are best placed to facilitate improved adaption pathways for local areas. The 1997/98 drought and flood events response in the Omeo Region was evaluated by Sinclair Knight Merz.

The evaluation proposed a strategic planning approach for assisting local communities. The approach requires local facilitation and evaluation of community needs and opportunities. Local plans result; approved by local government, that assist the broader community recovery needs. The funding requirement for this approach will depend on the scale and number of local communities selected. As an indicator \$250k per annum per local government area over three years would be a start point.



## C4 - REPORT

# GENERAL MANAGER BUILT AND NATURAL ENVIRONMENT

**ITEM C4.1****ADOPTION OF DRAFT RECREATIONAL BOATING FACILITIES PLAN**

DIVISION: BUILT AND NATURAL ENVIRONMENT

ACTION OFFICER: MANAGER BUILT ENVIRONMENT

DATE: 7 MAY 2019

IMPACTS									
Financial	Communication	Legislative	Council Policy	Council Plan	Resources & Staff	Community	Environmental	Engagement	Risk Management
✓		✓		✓	✓	✓		✓	

**OBJECTIVE**

For Council to adopt the Recreational Boating Facilities Plan 2019.

**PUBLIC QUESTIONS AND COMMENTS FROM THE GALLERY****RECOMMENDATION**

*That Council adopt the Recreational Boating Facilities Plan 2019.*

**BACKGROUND**

The Wellington Shire Council Boating Facilities Strategic Plan 2013-16 was first adopted by Council in 2014 and was developed to assist in planning for Council owned and operated recreational boating areas within Wellington Shire. These include:

- Port of Sale,
- Port Albert,
- Manns Beach,
- McLoughlins Beach,
- Loch Sport (Charlies Street, Boulevard and Seagull Drive),
- Seacombe,
- Marlay Point, and
- Hollands Landing.

The Plan has led to several significant improvements across Council's boating facilities. Major upgrades have been completed as a direct result of these plans at:

- Manns Beach,
- McLoughlins Beach,
- Loch Sport, and
- Port Albert.

In 2018, a review of the document was undertaken to ensure it remained relevant and contemporary. The new plan focusses on outlining gaps against the Recreational Boating Facilities Hierarchy and defining service levels.

Council approved the release of the draft Recreational Boating Facilities Plan 2019 (the Plan) for community engagement at the Council meeting on 4 December 2018. The community engagement process was planned to inform the community of the draft plan and seek feedback from the community on the draft plan. The engagement process allowed groups and community members to provide feedback on the draft Plan between December 2018 and the end of February 2019. During this period of engagement drop in information sessions were held at:

- Loch Sport,
- Golden Beach,
- Seaspray,
- Port Albert,
- Yarram,
- Maffra,
- Heyfield, and
- Sale.

These sessions provided the opportunity for community members to discuss the Plan and provide feedback to Council. The draft Plan was promoted through press releases and made available on Council's website. Copies of the Plan were distributed to all Council service centres and libraries.

A total of 41 submissions were received with the primary theme being the development of a Safe Harbour for Loch Sport. All submissions were provided to Councillors during the review process.

Following this community engagement, adjustments have been made to the Recreational Boating Facilities Plan 2019 including specific reference to previous planning work undertaken on a Safe Harbour at Loch Sport.

## **PROPOSAL**

That Council adopt the Recreational Boating Facilities Plan 2019.

## **OPTIONS**

1. That Council adopt the Recreational Boating Facilities Plan 2019; or
2. That Council not adopt the Recreational Boating Facilities Plan 2019.

## **CONFLICT OF INTEREST**

No staff and/or contractors involved in the compilation of this report have declared a Conflict of Interest.

## **FINANCIAL IMPACT**

The Recreational Boating Facilities Plan 2019 will guide Council's priorities for investment of Council's capital and maintenance funding on Council owned recreational boating facilities.

## **LEGISLATIVE IMPACT**

The Recreational Boating Facilities Plan 2019 references current relevant legislative and regulatory requirements.

## **COUNCIL PLAN IMPACT**

The Council Plan 2017–21 Theme 2 states the following strategic objective and related strategy:

### Strategic Objective 2.1

*Council services and infrastructure are responsive to identified current and future community needs within budgeted parameters.*

#### Strategy 2.1.1

*Undertake service delivery and infrastructure master planning to provide community assets in response to identified needs.*

### Strategic Objective 2.2

*Council assets are responsibly, socially, economically and sustainably managed.*

#### Strategy 2.2.1

*Develop asset management plans in conjunction with service level plans for all council facilities and infrastructure.*

#### Strategy 2.2.3

*Continue to maintain and enhance Council's built environment for public amenity and long-term sustainability.*

The Recreational Boating Facilities Plan 2019 supports the above Council Plan strategic objectives and strategies.

## **RESOURCES AND STAFF IMPACT**

This project will be undertaken with the resources of the Built Environment unit.

## **COMMUNITY IMPACT**

The Recreational Boating Facilities Plan 2019 will provide the community with the opportunity to seek an improved outcome for recreational boating facilities.

## **ENGAGEMENT IMPACT**

Community engagement has been undertaken in accordance with the Community Engagement Plan developed and approved for this project. Provision was made for community consultation with a range of age groups and across a number of locations. Council received 41 formal submissions to the Recreational Boating Facilities Plan 2019.

DRAFT

WELLINGTON SHIRE COUNCIL

# Recreational Boating Facilities Plan 2019





## Contents

<b>Section 1– Introduction</b> .....	<b>5</b>
Previous Plan .....	6
Developing the Plan .....	6
<b>Section 2 – Guiding Principles</b> .....	<b>7</b>
Wellington 2030 .....	7
<i>Gippsland Coastal Board Boating Coastal Action Plan 2013</i> .....	7
<i>Recreational Boating Facilities Hierarchy</i> .....	8
Recreational Boating Facilities Hierarchy .....	9
<b>Section 3 – Design Principles</b> .....	<b>11</b>
Australian Standards .....	11
Signage .....	13
Dredging .....	14
Tidal and Siltation impacts .....	14
<b>Section 4 – Gap Analysis</b> .....	<b>15</b>
Assessment Criteria .....	15
<b>Regional Boating Facilities</b> .....	<b>17</b>
Port of Sale .....	17
Existing Facilities .....	17
The Future .....	17
Port Albert.....	19
Existing Facilities .....	19
The Future .....	19
Loch Sport .....	21
Existing Facilities .....	21
The Future .....	22
<b>District Boating Facilities</b> .....	<b>24</b>
McLoughlin's Beach .....	24
Existing Facilities .....	24
The Future .....	24
Marlay Point.....	26
Existing Facilities .....	26
The Future .....	26
Hollands Landing .....	28
Existing Facilities .....	28
The Future .....	28
<b>Basic Boating Facilities</b> .....	<b>30</b>

Page 3 of 36

Manns Beach.....	30
Existing Facilities .....	30
The Future .....	30
Seacombe .....	32
Existing Facilities .....	32
The Future .....	32
<b>Section 5 – Opportunities for Improvement .....</b>	<b>34</b>
<b>References.....</b>	<b>35</b>

# Recreational Boating Facilities Plan



## Section 1– Introduction

The Plan has been developed to assist in planning for Council owned and operated recreational boating areas within Wellington Shire. These include:

- Port of Sale,
- Port Albert,
- Manns Beach,
- McLoughlins Beach,
- Loch Sport (Charles Street, Boulevard and Seagull Drive),
- Seacombe,
- Marlay Point, and
- Hollands Landing.

This Plan addresses boating areas and assets managed by Wellington Shire Council, which are located within the defined Coastal Management Act area. While there are other boating facilities within Wellington Shire, these are managed by other agencies.

Lake Glenmaggie is managed by Southern Rural Water and Robertsons Beach and Springberg Lane are managed by Parks Victoria. Whilst these facilities are important recreational boating assets within the Shire, they are not included in this plan as Wellington Shire has no responsibility for their management.

Gippsland Ports manages designated marine assets and is the port manager for the Ports of Gippsland Lakes, and Corner Inlet at Port Albert.

This Plan supports the Gippsland Boating Coastal Action Plan 2013 (GBCAP 2013), undertaken by the Gippsland Coastal Board. The GBCAP 2013 identified the following action:

*Develop coastal management plans or site master plans for locations identified as having a future role as a state or regional boating precinct or district boating facility, where the plans do not already exist.*

The Gippsland Coastal Board no longer exists as the Coastal Management Authority, replaced by the Marine and Coastal Act, on 1 September 2018.

Within Wellington Shire this action applies to Port Albert, Loch Sport, Port of Sale, McLoughlins Beach, Marlay Point and Hollands Landing. This Recreational Boating Facilities Plan has been developed to meet this need and has been extended to include other popular recreational boating sites within the Shire.

The types of recreational boating activity in Wellington Shire vary across each site but generally includes:

- Power boating and touring,
- Boat based recreational fishing,
- Water skiing,
- Jet skiing (powered personal water craft),
- Sailing, and
- Kayaking, canoeing and rowing.

Recreational boating contributes significantly to local economies and lifestyle throughout Wellington Shire.

#### Previous Plan

The Wellington Boating Strategic Plan 2013-2016 was developed following community and key stakeholder engagement conducted in 2012/13. The previous plan guided Council's forward capital plan that has led to significant upgrade and investment in the Council's recreational boating facilities.

Key highlights of capital works undertaken through the boating facilities strategic plan, include:

Facility	Project Description	Project Cost	Completed
All Facilities	Statutory safety signage upgrade	\$20k	2013
Manns Beach	Boat Ramp Upgrade	\$200k	2015
McLoughlins Beach	Pontoon installation and Foot Bridge replacement	\$1m	2015
Loch Sport – Charlies St	Boat Ramp upgrade and pontoon/jetty installation	\$860k	2018
Port Albert	Boat Ramp replacement and upgrade and car park upgrade	\$1m	2018

#### Developing the Plan

The Recreational Boating Facilities Plan 2019 (the Plan) has been developed through the following process:

- Site visits to confirm site conditions and constraints,
- Identification and documentation of required actions at each site to meet relevant safety standards and guidelines,
- Development of a draft plan for review and discussion with Wellington Shire Council and relevant agency and community stakeholders,
- Adoption of the final document for use to underpin and inform ongoing development through the Wellington Shire Council Capital Management process'.

This plan will allow the Shire, as facility manager, to plan and budget for actions required to maintain and develop these facilities in a safe and contemporary manner to meet current and future needs of the users.

## Section 2 – Guiding Principles

### Wellington 2030

Wellington Shire has developed a strategic vision to guide the Shire's development to the year 2030. This vision has been divided into nine themes. The Plan addresses strategies from four of these themes being Development, Liveability, Wellbeing & Safety and Natural Environment.

The strategies under each theme that this plan addresses include:

#### Development

- Support communities to attain a sustainable level of local infrastructure reflecting the needs of communities,
- Plan growth reflecting values and environmental capacities specific to individual communities,
- Develop strategies to address the potential impacts of climate change,
- Continue to develop Sale as a regional centre well connected with appropriate transport linkages to the smaller communities across the Shire, and
- Promote developments with high standard of design including energy efficiency initiatives.

#### Liveability

- Improve the quality and accessibility of our open space and community facilities,
- Develop our sports and recreation infrastructure, and
- Provide clean and attractive public toilets.

#### Wellbeing & Safety

- Support community initiatives that promote participation and working together.
- Natural Environment
- Restrict development to environmentally sustainable areas.

### *Gippsland Coastal Board Boating Coastal Action Plan 2013*

The Gippsland Coastal Board Boating Coastal Action Plan (GCBCAP 2013) provides strategic guidance for managing recreational boating facilities in Gippsland. It has been developed to reflect the approach of the Victorian Coastal Strategy (VCS).

It led to planning and management of recreational facilities in the region that:

- is well coordinated,
- is well accepted by the people and organisations affected by it,
- deals effectively with the issues facing recreational boating and its interaction with people and the environment,
- takes into account longer term factors affecting the region, such as climate change, and
- will assist in guiding funding and resources.

The GCBCAP uses the Recreational Boating Facilities Hierarchy to identify the future role of each boating facility and the expected level of service that would be provided.

### **Recreational Boating Facilities Hierarchy**

The management and development of sites in line with the recreational boating facilities hierarchy will ensure, over time, that there is a network of boating facilities spread across the region catering for the different types of boating activities. The recreational boating facilities hierarchy defines six levels of facility, including:

#### **State Marine Precinct**

This incorporates facilities of international, national, state, regional and local significance. These include ports, marinas, charter boat facilities, slip facilities, waterfront activities, marine services, piers, jetties and ramps. Such an area would generate major investment and opportunities in a range of facilities, as there are many requirements of a state level precinct.

#### **Regional Boating Precinct**

This accommodates a significant amount of recreational boating in appropriate conditions. These include multiple boat ramps, jetties, substantial car parking, safety measures where required and significant onshore facilities such as fish cleaning facilities, wash down areas and toilets. A site satisfying this level of the hierarchy generates a significant level of boating activity from a wide catchment.

#### **District Boating Facility**

A district boating facility, while not specifically defined in the Victorian Coastal Strategy, generally caters for one type of boating activity and attracts users from a smaller catchment area. However, in peak seasons the demands on these facilities can be quite high and such a facility should be able to accommodate this by providing a range of services.

#### **Local Boating Facility**

A local boating facility requires a good standard that caters for local access and has amenities such as car parking.

#### **Basic Boating Facility**

A basic boating facility provides boating access with basic infrastructure which generally does not meet current design standards.

#### **Informal Boating Facility**

An informal boating facility does not involve any built infrastructure and may not be managed or maintained. In general, informal facilities will not be listed in this plan as there are too many of them to catalogue.

The levels of service provided for each of these facilities is provided in the Recreational Boating Facilities Hierarchy table below.

## Recreational Boating Facilities Hierarchy

Typical Components	Level of Service					
	State Marine Precinct	Regional Boating Precinct	District Boating Facility	Local Boating Facility	Basic Boating Facility	Informal Boating Facility
<b>ACCESS</b>						
Safe Harbour	✓	●	●	x	x	x
Public Access	✓	✓	✓	✓	✓	✓
Car Parking	✓	✓	✓	✓	✓	●
Car Access to Beach	x	●	●	●	●	●
Disabled Access	✓	✓	●	●	x	x
<b>LAUNCH AND RETRIEVAL</b>						
Boat Ramps	✓	✓	●	●	●	x
Pier/Jetty	✓	●	●	●	●	x
<b>BERTHING</b>						
Public Berths (Itinerant)	✓	✓	●	x	x	x
Wet Berths	✓	●	●	●	x	x
Dry Berths	●	●	●	x	x	x
Mooring Jetties	✓	✓	●	●	x	x
Swing Moorings	●	●	●	●	●	●
Commercial Shipping Facilities	●	●	●	x	x	x
<b>SUPPLEMENTARY SERVICES</b>						
Fuel	✓	●	●	x	x	x
Pump-out	✓	✓	●	●	x	x
Toilets	✓	✓	✓	●	x	x
Wash Down	✓	✓	●	●	x	x
Fish Cleaning	●	●	●	●	●	x
Security	✓	✓	●	x	x	x
Signage	✓	✓	✓	✓	✓	●

Page 9 of 36

Typical Components	Level of Service					
	State Marine Precinct	Regional Boating Precinct	District Boating Facility	Local Boating Facility	Basic Boating Facility	Informal Boating Facility
Service Utilities (Power/water/lighting)	✓	✓	✓	●	x	x
<b>RECREATIONAL/TOURIST FACILITIES</b>						
Capacity for Major Public Boating Events	✓	●	x	x	x	x
Boat Hire/Charter	✓	●	●	x	x	x
Commercial Vessel Berthing Facilities	✓	●	●	x	x	x
Community Facilities (Including Club Rooms)	✓	✓	●	●	x	x
Recreational Facilities (Picnic Tables, BBQs)	✓	✓	●	●	●	●
Retail or Entertainment and Land Based Uses/ Attractions	✓	●	x	x	x	x
<b>MAINTENANCE</b>						
Boat Repair and Servicing	✓	●	●	x	x	x
Chandlery/Boating Retail	✓	●	●	x	x	x

Key	
✓	Required
x	Not Required
●	Optional

## Section 3 – Design Principles

### Australian Standards

Any new or upgraded facilities shall comply with the relevant Australian standards (as appropriate to local conditions) and shall be planned and designed with boating safety as a primary consideration.

All recreational boating facilities identified in this plan will be maintained to the identified service level. Facilities may, from time to time, become unavailable due to deterioration, damage or reduced accessibility, until such time as they can be made safe for use. Rectification timeframes will be appropriate to the level and expected use of the affected facility.

There is no specific Australian Standard for the design of boat ramps and boating facilities. Australian Standard Guidelines for Design of Marinas (AS 3962-2001) is generally used as a guideline. This Standard recommends that boat launching ramps should be located and aligned as follows:

- Aligned into the dominant waves from swell, sea and boat wash,
- Sheltered from waves larger than 0.2 m,
- Located as near as possible to the host waterway,
- Land approaches that permit queuing without blocking other traffic systems, and
- Water approaches of sufficient area to allow queuing and low speed manoeuvres without blocking fairways and channels.

Several issues associated with boat ramps have been highlighted for special consideration and they include:

**Gradient:** The ramp gradient should be within the range of 1:9 to 1:7 with a preferred gradient of 1:8. Where possible the boat ramp gradient should be within this range and suit local conditions.

**Surface:** The ramp surface needs to provide traction for the towing vehicle at all tide levels and a sound footing for boat users. The surface should have non-slip grooves and contours to drain excess water and debris. Boat ramp surfaces may need to be regularly maintained and updated.

**Boat Holding Structures:** Providing a mooring pontoon or jetty increases the efficiency of use of the boat ramp. Local conditions will determine if the boat holding structure should be fixed or floating. This Plan recommends that investigations are undertaken at several locations to determine the locally appropriate boat holding structures.

**Trailer Rigging and/or De-rigging Areas:** Provision of rigging and de-rigging areas can assist in efficiency and ease of launching. Wash down areas, while provided at some locations, are not recommended in this Plan due to the limited use when water restrictions apply and the ability of the private sector to provide such facilities in adjoining townships.

**Vehicle Manoeuvring Areas:** Should allow for a vehicle turning areas appropriate for the largest reasonable boat expected to be used at the facility.

The Disability Discrimination Act (1992) promotes the rights of people with disabilities to ensure they have equal access to facilities and services. Out of this Act came a number of Australian Standards that are relevant when reviewing public facilities. These include:

Page 11 of 36

- AS1428.1-2009 Design for access and mobility General requirements for access - New building work,
- AS1428.2-1992 Design for access and mobility Enhanced and additional requirements - Buildings and facilities,
- AS1428.3-1992 Design for access and mobility Requirements for children and adolescents with physical disabilities,
- AS1428.4.1:2009 Design for access and mobility Means to assist the orientation of people with vision impairment - Tactile ground surface indicators,
- AS1657:2018 Fixed platforms, walkways, stairways and ladders - Design, construction and installation, and
- AS4997-2005 Guidelines for the design of Maritime Structures.

If the surface of a pier, pontoon or jetty is of timber construction, the timber must run at right angles to the direction of traffic. Gaps between the timber surfaces must not exceed 13mm so that the tips of long white canes or the narrow wheels of sports type wheelchairs do not catch in between the timber gaps.

For boarding a vessel from a pier, pontoon or jetty the following criteria applies:

- Provide a ramped access from the pier/pontoon/jetty to a floating pontoon,
- Ensure that the ramp complies with the ramp criteria,
- Base of the ramp to be on wheels and steel plate to be able to move freely with varying water heights,
- At the highest water level, the ramp can be no higher than horizontal and at the lowest level have a gradient no greater than 1:14 with a maximum length of 9m. Multiple pontoons and ramps may be required if the water heights are extreme,
- For accessing a boat from the pontoon, portable or hinged ramps are permitted,
- Ensure that the securing pole guides for the pontoon are at least 900mm above the level of the pontoon deck at the highest water level,
- Boats should be no higher than 600mm above water level for ease of access, unless the boats and jetties are purpose built to line up with each other, and
- Handrails are required on either side of the portable ramp for people with ambulant disabilities.
- Some other general requirements for disabled access include but are not limited to:
  - The minimum unobstructed width of a walkway shall be 1000mm with a gradient no steeper than 1:20,
  - Threshold ramps must have a gradient no steeper than 1:8 with no cross fall and a maximum length of 280mm,
  - Ramp gradients should not exceed 1:14 preferably 1:20 with landings every 9m or 14m respectively,
  - Ramps must have a slip resistant surface with tactile indicators at the top and bottom of the ramp, and
  - Adequate circulation spaces at doorways is essential and varies dependent on the width of the door.

## Signage

All boating access areas, including boat ramps, should display a sign outlining boating safety information. The sign should contain a map of boating zones as well as boating information and rules. Appropriate standard signage is shown in the image below.

The different panels will display different information as follows:

- Panel A: Location name and type of sign.
- Panel B: Waterway rules and special or localised hazards.
- Panel C: Boating zones and additional information related to the site presented in graphic form.
- Panel D: Boating safety rules information and safety equipment.
- Panel E: To identify Emergency 000 and local Waterways Managers only.

The signs should be mounted as close as practicable to the observers' line of site in the vertical plan and placed so that they are not a hazard to pedestrians.

Signs should be located where the messages are legible; they attract the attention and are clearly visible to all people who are going boating.

New signage should align with existing conforming signage.



Major Boating Safety Information Sign



Minor Boating Safety Information sign

## Dredging

The depth of water in access channels and around boat ramps and jetties varies at several of the recreational boating areas addressed in this plan (e.g. McLoughlins Beach, Marlay Point). Some of the areas beyond the boat ramp may be dredged by other authorities on an as needed basis.

Dredging is not undertaken by Wellington Shire Council. As a result, regular dredging does not occur and use of some facilities may become restricted by a lack of water depth. Any dredging activities conducted by other authorities shall be conducted in line with *Best Practice Environmental Management – Guidelines for Dredging* by EPA Victoria.

## Tidal and Siltation impacts

Access to boating facilities across Wellington Shire are impacted by tide and dynamic coastal actions which can cause siltation and sand build up. Wellington Shire Council acknowledges that when operating in tidal zones, access is likely to be impacted at times and will take appropriate action to mitigate these impacts, where appropriate. Boat ramps directly affected by siltation will be scheduled for cleaning before major events such as long weekends, holidays and peak usage periods.

On average this will occur 3 to 4 times per year, prior to:

- Easter,
- September Holidays,
- Melbourne Cup, and
- Christmas Holidays.

## Section 4 – Gap Analysis

Key boating areas within Wellington Shire have been identified and are addressed in this section.

The facilities at each area are described. Some facilities are managed by Wellington Shire Council, while others are managed by other agencies (e.g. Gippsland Ports and Parks Victoria). This plan focuses only on facilities managed by Wellington Shire Council, while acknowledging the significance and role of facilities managed by others.

The recreational boating facilities hierarchy has been used at each site to compare the facilities deemed appropriate at the relevant level of the hierarchy, the current facilities at the site and the potential future facilities to be considered for the site.

### Assessment Criteria

FEATURES OF BOATING FACILITY	CRITERIA
Boat Ramps	Maintaining and upgrading existing boat ramps to meet required standards is a high priority.
Safety and Regulatory Signage	Signage at all sites is reviewed regularly to meet current safety standards.
Pier/Jetty to Assist Boat Launching and Retrieval	Having a pier or jetty adjacent to a boat ramp will assist to increase the efficiency of boat launching and retrieval.
Primary Car and Trailer Parking Facility	Each recreational boating facility site should have adequate primary car parking to meet the need of the user base for the facility and should be in accordance with this Plan.
Public Toilets	Public toilets should be provided at facilities identified as having a regional, district or local role. Public toilets are managed through Council's Public Toilet Strategic Plan.
Fish Cleaning	Fish cleaning facilities should be provided as appropriate at all sites that are well used by boat based and shore-based anglers.
Pump-out	Sewerage pump-out facilities where possible may be provided at regional facilities.
Fuel	There are no fuel facilities, or current plans for development of fuel facilities at Wellington Shire Council boating facilities.
Pedestrian Paths, Access to Car Parks and Boat Retrieval Facilities	Pedestrian paths leading from car parks to boat ramps should be provided at well used sites.
Public Lighting	Public lighting to boat ramps should be provided at all boat ramps.

Overflow Car and Trailer Parking Facility	Overflow trailer parking may be necessary at highly utilised boating facilities at peak usage times. Where there is sufficient area, sealed or unsealed hardstands may be provided to meet peak parking needs. Where space is deemed insufficient for peak times, the surrounding road and street network may be utilised.
Site Environment and Amenity	Maintenance and enhancement of site amenity and the surrounding natural environment is important at all sites. Indigenous landscaping, water sensitive urban design and other environmental management approaches should be considered and implemented when facilities are identified for upgrade.

## Regional Boating Facilities

### Port of Sale

The township of Sale is a major population centre, but a number of factors have prevented its Port precinct reaching its full potential as a boating destination.

Access to the port is restricted by height limitations due to the Swing Bridge situated three kilometres south of the port. The Swing Bridge is opened to allow for boating movements at identified times and can be opened by prior arrangement, as required. The area between Sale and the Swing Bridge is also regularly used for rowing.

### Existing Facilities:

Criteria	Current
Number of Ramps	2
Boat ramp gradient	1:9
Boat ramp surface	Good
Boat holding structures	Fixed jetty and floating pontoon
Trailer rigging and/or de-rigging areas	No formal areas identified
Vehicle manoeuvring areas	Approx. 2,200m <sup>2</sup>
Parking capacity (Car and Trailer parking spaces)	Min. 50 (unmarked, unsealed)

### The Future

The Port of Sale precinct has been identified by the GCBBCAP 2013 to fulfil a role as a regional boating facility. To this end, potential updates to the existing infrastructure to improve access and amenity may include:

- Replacement of fixed jetty and use of floating pontoons;
- Installation of additional floating pontoons to improve public access and amenity;
- Sealing of parking spaces to ensure adequate formal parking, manoeuvring and trailer rigging/de-rigging space; and
- Works in partnership with the Boating Club to improve public and private space access and amenity.

Features	Regional Boating Precinct	Existing Facilities	Potential Facilities
Safe Harbour	●	✓	✓
Public Access	✓	✓	✓
Car Parking	✓	✓	✓
Boat Ramps	✓	✓	✓
Pier/Jetty	●	✓	✓
Public Berths (Itinerant)	✓	✓	✓
Wet Berths	●	✓	✓
Mooring Jetties	✓	✓	✓

Page 17 of 36

Features	Regional Boating Precinct	Existing Facilities	Potential Facilities
Swing Moorings	●	x	■
Pump-out	✓	✓	✓
Toilets	✓	✓	✓
Wash Down	✓	x	x
Fish Cleaning	●	x	■
Signage	✓	✓	✓
Service Utilities (Power/water/lighting)	✓	✓	✓
Capacity for Major Public Boating Events	●	✓	✓
Boat Hire/Charter	●	x	■
Commercial Vessel Berthing Facilities	●	x	■
Recreational Facilities (Picnic Tables, BBQs)	✓	✓	✓

Key	
✓	Required
x	Not Required
●	Optional

## Port Albert

Port Albert is one of Victoria's oldest sea ports. It is adjacent to the Nooramunga Marine and Coastal Park and protected from Bass Strait by several barrier islands and is located within the Corner Inlet Ramsar site.

It offers the most immediate access to the ocean from the Latrobe Valley area. Port Albert is a village of approximately 300 residents. It is a popular recreational fishing area with its waters protected by 30 small islands. It is a premier recreational boating location in Wellington, capable of launching small and large boats. The Victorian Coastal Strategy identifies Port Albert as a regional boating location.

The Port Albert Boating Facility has undergone major capital works to double the number of boat ramp lanes, replacement of the old timber jetty with a floating pontoon and installation of two new laybys and fish cleaning facilities. Lighting has been installed at the boat ramps and also on the floating pontoons to increase all-weather/hour's access and useability.

All recreational boating facilities in this area are tide affected, with access restricted at various stages of the tidal cycle. The tidal influence impacts the size and type of craft for which access can be consistently maintained.

### Existing Facilities

Criteria	Current
Number of Ramps	4
Boat ramp gradient	1:8
Boat ramp surface	Excellent
Boat holding structures	2 x Floating pontoons including laybys
Trailer rigging and/or de-rigging areas	4 x formal rigging bays; 6 x formal de-rigging bays
Vehicle manoeuvring areas	Approx. 1050m <sup>2</sup> dedicated manoeuvring space
Parking capacity (Car and Trailer parking spaces)	70 (marked, sealed)

### The Future

- Review provision of onsite boat washing facilities;
- After 12 months, review operation of new boat ramps and consider requirement for centre floating pontoon to improve launching and retrieval.

Features	Regional Boating Precinct	Existing Facilities	Potential Facilities
Safe Harbour	●	✓	✓
Public Access	✓	✓	✓
Car Parking	✓	✓	✓
Car Access to Beach	●	×	×
Boat Ramps	✓	✓	✓
Pier/Jetty	●	✓	✓

Page 19 of 36

Features	Regional Boating Precinct	Existing Facilities	Potential Facilities
Public Berths (Itinerant)	✓	✓	✓
Wet Berths	●	✓	✓
Mooring Jetties	✓	✓	✓
Swing Moorings	●	✓	x
Fuel	●	x	x
Pump-out	✓	✓	✓
Toilets	✓	✓	✓
Wash Down	✓	✓	✓
Fish Cleaning	●	✓	✓
Signage	✓	✓	✓
Service Utilities (Power/water/lighting)	✓	✓	✓
Capacity for Major Public Boating Events	●	✓	✓
Boat Hire/Charter	●	✓	✓
Commercial Vessel Berthing Facilities	●	✓	✓
Recreational Facilities (Picnic Tables, BBQs)	✓	✓	✓

Key	
✓	Required
x	Not Required
●	Optional

## Loch Sport

Loch Sport is centrally located within the Gippsland Lakes system. It is a linear township (approximately 5.5 km long and 0.5 km wide) sitting between Lake Victoria and Lake Reeve and contained at each end by National and Coastal Parks.

Boating facilities at Loch Sport are spread across 3 areas, referred to as Charlies Street, Seagull Drive and The Boulevard. Loch Sport has been identified as having a future role as a regional boating precinct. All facilities across the 3 sites are included in this assessment i.e. if one facility complies, all three are deemed to comply.

In peak times these facilities are well used, and the provision of adequate parking can be an issue.

Recent works at the Charlies Street Boat Ramp have increased the number of boat ramp lanes by one and includes installation of a new fixed jetty and floating pontoon. Minor carparks works were completed to improve vehicle manoeuvring space at the boat ramps.

All three boat ramps are subject to sand build up from time to time. Access to all three facilities cannot be guaranteed, however, appropriate action will be undertaken to clear sand and maintain access to at least one facility at all times.

The creation of a protected harbour at Loch Sport, to make it a more attractive boating destination, has been discussed for many years. Local community opinion is divided over this issue. In certain weather conditions boating on Lake Victoria can quickly become unsafe and boat launching and retrieval at Loch Sport becomes difficult. Some recreational boaters believe a protected harbour at Loch Sport would ease these problems.

Development of an additional marina or other additional recreational boating facilities that cater for visiting boats has also been an ongoing issue for the local community and recreational boaters. A feasibility study, undertaken in 2007, concluded that a protected harbour and marina at Loch Sport was not economically feasible but would increase boating safety and could be an advantage to tourism and boating activity and the further development of the town.

Any additional recreational boating facilities would need to be supported by increased services and facilities in the town to attract and support visiting recreational boaters. Planning for additional recreational boating infrastructure in Loch Sport needs to be undertaken in unison with planning for the township.

A safe harbour for Loch Sport is not an issue that Wellington Shire Council can resolve on its own. A Safe Harbour would require significant involvement from other agencies such as The Department of Transport, The Department of Environment, Land, Water and Planning, Gippsland Ports and East Gippsland Shire.

Any progression towards a safe harbour would require significant funding to develop a business model that addresses all environmental constraints, location issues, capital costs, funding sources, and ongoing operational costs.

Council will continue to work with local communities to deliver better boating infrastructure, services and maintenance of facilities in the western end of the Gippsland Lakes and tributary rivers.

### Existing Facilities

#### *Charlies Street*

Criteria	Current
Number of Ramps	3
Boat ramp gradient	1:8
Boat ramp surface	Very Good
Boat holding structures	Fixed jetty and floating pontoon
Trailer rigging and/or de-rigging areas	No formal areas identified
Vehicle manoeuvring areas	Approx. 550m <sup>2</sup>
Parking capacity (Car and Trailer parking spaces)	46 (marked, sealed)

#### *Seagull Drive*

Criteria	Current
Number of Ramps	1
Boat ramp gradient	1:8
Boat ramp surface	Fair
Boat holding structures	Nil
Trailer rigging and/or de-rigging areas	No formal areas identified
Vehicle manoeuvring areas	Approx. 350m <sup>2</sup>
Parking capacity (Car and Trailer parking spaces)	Min. 20 (unmarked, sealed)

#### *The Boulevard*

Criteria	Current
Number of Ramps	1
Boat ramp gradient	1:6
Boat ramp surface	Good
Boat holding structures	Nil
Trailer rigging and/or de-rigging areas	No formal areas identified
Vehicle manoeuvring areas	Approx. 440m <sup>2</sup>
Parking capacity (Car and Trailer parking spaces)	Min. 15 (unmarked, unsealed)

#### The Future

- Review and upgrade of public lighting;
- Continue ongoing boat ramp sand monitoring and removal at Charlies Street Boat Ramp, to ensure access for recreation users;
- Continue seasonal clearing of Seagull Drive and National Park boat ramps prior to Melbourne Cup weekend, Christmas and Easter holidays;
- Review parking at the Charlies Street Boat ramp.

Features	Regional Boating Precinct	Existing Facilities	Potential Facilities
Safe Harbour	●	x	x
Public Access	✓	✓	✓
Car Parking	✓	✓	✓
Car Access to Beach	●	x	x
Boat Ramps	✓	✓	✓
Pier/Jetty	●	✓	✓
Public Berths (Itinerant)	✓	✓	✓
Wet Berths	●	✓	✓
Mooring Jetties	✓	✓	✓
Swing Moorings	●	x	x
Pump-out	✓	✓	✓
Toilets	✓	✓	✓
Wash Down	✓	x	x
Fish Cleaning	●	✓	✓
Signage	✓	✓	✓
Service Utilities (Power/water/lighting)	✓	✓	✓
Capacity for Major Public Boating Events	●	✓	✓
Boat Hire/Charter	●	x	x
Commercial Vessel Berthing Facilities	●	x	x
Recreational Facilities (Picnic Tables, BBQs)	✓	✓	✓

Key	
✓	Required
x	Not Required
●	Optional

## District Boating Facilities

### McLoughlin's Beach

McLoughlins Beach is a small community surrounded by the Nooramunga Marine and Coastal Park and occurs within the Corner Inlet Ramsar Site. Recreational boating and fishing are popular with people coming from the Latrobe Valley and further afield to fish. It is separated from nearby Bass Strait by barrier islands. There are a number of entrances to Bass Strait, with the one closest to McLoughlins Beach located approximately five kilometres from the boat ramp via a meandering channel. Access to the entrance can change erratically due to the dynamic coastal processes at this location.

All recreational boating facilities in this area are tide affected, with access restricted at various stages of the tidal cycle. The tidal influence impacts the size and type of craft for which access can be consistently maintained.

The area is low lying and susceptible to the effects of climate change and coastal erosion.

### Existing Facilities

Criteria	Current
Number of Ramps	2
Boat ramp gradient	1:8
Boat ramp surface	Good
Boat holding structures	Fixed jetty and floating pontoons.
Trailer rigging and/or de-rigging areas	2 x de-rigging bays; 4 x unmarked rigging bays
Vehicle manoeuvring areas	Approx. 500m <sup>2</sup> immediately adjacent to boat ramp
Parking capacity (Car and Trailer parking spaces)	Min. 70 (unmarked, unsealed)

### The Future

Future works at the McLoughlins Boating Facility may include the following:

- Review parking facilities;
- Maintain modern fish cleaning facilities.

Features	District Boating Facility	Existing Facilities	Potential Facilities
Safe Harbour	●	x	x
Public Access	✓	✓	✓
Car Parking	✓	✓	✓
Car Access to Beach	●	x	x
Boat Ramps	●	✓	✓
Pier/Jetty	●	✓	✓
Public Berths (Itinerant)	●	x	x
Wet Berths	●	x	x

Page 24 of 36

Features	District Boating Facility	Existing Facilities	Potential Facilities
Mooring Jetties	●	✓	✓
Swing Moorings	●	x	x
Fuel	●	x	x
Pump-out	●	x	x
Toilets	✓	✓	✓
Wash Down	●	x	x
Fish Cleaning	●	✓	✓
Signage	✓	✓	✓
Service Utilities (Power/water/lighting)	✓	✓	✓
Boat Hire/Charter	●	x	x
Capacity for Major Public Boating Events	x	x	x
Commercial Vessel Berthing Facilities	●	x	x
Recreational Facilities (Picnic Tables, BBQs)	●	✓	✓

Key	
✓	Required
x	Not Required
●	Optional

## Marlay Point

Marlay Point is a popular destination for water-based activities on the western end of the Gippsland Lakes. The Gippsland Lakes Yacht Club is located on the site and is a focal point of activity. The area is popular with swimmers and campers.

Maintenance dredging was coordinated and undertaken by Gippsland Ports in early 2018 and was able to achieve a safe channel depth of between 0.9m and 1.3m. This will provide increased access opportunities for all users of the facility. Evidence indicates that further dredging would not be required under current conditions for more than 20 years.

### Existing Facilities

Criteria	Current
Number of Ramps	2
Boat ramp gradient	1:8
Boat ramp surface	Good
Boat holding structures	Floating pontoon
Trailer rigging and/or de-rigging areas	No formal areas identified
Vehicle manoeuvring areas	Approx. 620m <sup>2</sup>
Parking capacity (Car and Trailer parking spaces)	Minimum 15 (unmarked, sealed)

### The Future

Marlay Point is a popular spot for recreational boat users and campers. As such improvement of local amenities should be considered. These may include:

- Review parking facilities;
- Maintain modern fish cleaning facilities.

Features	District Boating Facility	Existing Facilities	Potential Facilities
Safe Harbour	●	x	x
Public Access	✓	✓	✓
Car Parking	✓	✓	✓
Car Access to Beach	●	x	x
Boat Ramps	●	✓	✓
Pier/Jetty	●	✓	✓
Public Berths (Itinerant)	●	x	x
Wet Berths	●	x	x
Mooring Jetties	●	x	x
Swing Moorings	●	x	x
Fuel	●	x	x
Pump-out	●	x	x
Toilets	✓	✓	✓

Page 26 of 36

Wash Down	●	x	x
Fish Cleaning	●	x	■
Signage	✓	✓	✓
Service Utilities (Power/water/lighting)	✓	✓	✓
Capacity for Major Public Boating Events	x	✓	✓
Boat Hire/Charter	●	x	x
Commercial Vessel Berthing Facilities	●	x	x
Recreational Facilities (Picnic Tables, BBQs)	●	✓	✓

Key	
✓	Required
x	Not Required
●	Optional

## Hollands Landing

Hollands Landing is a small fishing community on the McLennan Straits. There is a caravan park and store adjacent to the boat ramp area which is busy in peak times, when fishing in the McLennan Straits is good.

A Master Plan for Hollands Landing was developed in 2007, which identified the relocation of the boat ramp. A new boat ramp was designed and constructed in 2009. Any further development of facilities at this site is restricted by a lack of services; particularly power and water.

### Existing Facilities

Criteria	Current
Number of Ramps	2
Boat ramp gradient	1:8
Boat ramp surface	Excellent
Boat holding structures	2 x fixed jetties and 2 x floating pontoons
Trailer rigging and/or de-rigging areas	No formal areas identified
Vehicle manoeuvring areas	Approx. 800m <sup>2</sup>
Parking capacity (Car and Trailer parking spaces)	Min. 10 (unmarked, sealed)

### The Future

Future works at Hollands Landing may include:

- Review parking facilities;
- Maintain modern fish cleaning facilities.

Features	District Boating Facility	Existing Facilities	Potential Facilities
Safe Harbour	●	x	x
Public Access	✓	✓	✓
Car Parking	✓	✓	✓
Car Access to Beach	●	x	x
Boat Ramps	●	✓	✓
Pier/Jetty	●	✓	✓
Public Berths (Itinerant)	●	✓	✓
Wet Berths	●	x	x
Mooring Jetties	●	✓	✓
Swing Moorings	●	x	x
Fuel	●	x	x
Pump-out	●	x	x
Toilets	✓	✓	✓
Wash Down	●	x	x
Fish Cleaning	●	✓	✓

Page 28 of 36

Signage	✓	✓	✓
Service Utilities (Power/water/lighting)	✓	x	■
Capacity for Major Public Boating Events	x	x	x
Boat Hire/Charter	●	x	x
Commercial Vessel Berthing Facilities	●	x	x
Recreational Facilities (Picnic Tables, BBQs)	●	x	x

Key	
✓	Required
x	Not Required
●	Optional

## Basic Boating Facilities

### Manns Beach

Manns Beach is a small coastal village boarded by the Nooramunga Marine and Coastal Park and is located within the Corner Inlet Ramsar Site.

Recreational boating facilities consist of a small boat ramp and a timber jetty (managed by Gippsland Ports). Small boats are launched at the ramp, often by tractor. The Manns Beach foreshore area is an active focal point for the community with the Community Hall, playground and a parking area located at the site.

All recreational boating facilities in this area are tide affected, with access restricted at various stages of the tidal cycle. The tidal influence impacts the size and type of craft for which access can be consistently maintained.

#### Existing Facilities

Criteria	Existing
Number of Ramps	1
Boat ramp gradient	1:8
Boat ramp surface	Excellent
Boat holding structures	Nil
Trailer rigging and/or de-rigging areas	No formal areas identified
Vehicle manoeuvring areas	Approx. 750m <sup>2</sup>
Parking capacity (Car and Trailer parking spaces)	Min. 30 (unmarked, unsealed)

#### The Future

Future works at Manns Beach may include:

- Review parking facilities;
- Maintain modern fish cleaning facilities on Gippsland Ports Jetty.

Manns Beach Features	Basic Boating Facility	Existing Facilities	Potential Facilities
Safe Harbour	x	x	x
Public Access	✓	✓	✓
Car Parking	✓	✓	✓
Car Access to Beach	●	x	x
Boat Ramps	●	✓	✓
Pier/Jetty	●	✓	✓
Public Berths (Itinerant)	x	x	x
Wet Berths	x	x	x
Mooring Jetties	x	x	x
Swing Moorings	●	x	x
Fuel	x	x	x
Pump-out	x	x	x

Page 30 of 36

## Seacombe

Seacombe is a small isolated recreational boating facility suitable for launching small boats only. It is accessed via a gravel road.

Users of this site are most likely local anglers accessing the McLennan Straits and greater Gippsland lakes system.

### Existing Facilities

Criteria	Current
Number of Ramps	1
Boat ramp gradient	1:9
Boat ramp surface	Good
Boat holding structures	Nil
Trailer rigging and/or de-rigging areas	No formal areas identified
Vehicle manoeuvring areas	Approx. 600m <sup>2</sup>
Parking capacity (Car and Trailer parking spaces)	Min. 18 (marked, sealed)

### The Future

The future of the Seacombe Boating Facility may include:

- Replacement of Boat ramp;
- Installation of boardwalks along north-eastern and south-western approaches to the boat ramp;
- Review parking facilities;
- Maintain modern fish cleaning facilities.

Features	Basic Boating Facility	Existing Facilities	Potential Facilities
Safe Harbour	x	x	x
Public Access	✓	✓	✓
Car Parking	✓	✓	✓
Boat Ramps	●	✓	✓
Pier/Jetty	●	✓	✓
Public Berths (Itinerant)	x	x	x
Wet Berths	x	x	x
Mooring Jetties	x	x	x
Swing Moorings	●	x	x
Fuel	x	x	x
Pump-out	x	x	x
Toilets	x	x	x
Wash Down	x	x	x
Fish Cleaning	●	x	■
Signage	✓	✓	✓

Page 32 of 36

Features	Basic Boating Facility	Existing Facilities	Potential Facilities
Service Utilities (Power/water/lighting)	x	x	x
Capacity for Major Public Boating Events	x	x	x
Boat Hire/Charter	x	x	x
Commercial Vessel Berthing Facilities	x	x	x
Community Facilities (Including Club Rooms)	x	x	x
Recreational Facilities (Picnic Tables, BBQs)	●	x	■

Key	
✓	Required
x	Not Required
●	Optional

## Section 5 – Opportunities for Improvement

Projects, actions and funding are outlined and identified for inclusion through Council's Annual Capital Works Budget. Actions are assessed against the following established criteria:

- The type of project,
- The level of the site on the recreational boating facilities hierarchy,
- Whether the project is a renewal, upgrade or expansion,
- The current level of use, and
- The level of risk (in not undertaking the action).

Identified projects are prioritised as part of the forward capital program. Potential funding sources should be identified for major capital works. External grant funding should be sourced to assist with the implementation of projects.

Potential sources of grant funding include:

- Victorian Fisheries Authority website;
- Department of Transport (including the Boating Safety and Facilities Program) [www.transport.vic.gov.au/grants](http://www.transport.vic.gov.au/grants).

Monitoring is essential to track the success of the Wellington Recreational Boating Strategic Plan in meeting the vision and objectives for the Wellington Shire. To meet this need, a forward capital program and review process shall be presented to Council periodically.

## References

There are legislation, policies and strategies that apply to the planning, management and development of recreational boating facilities in Gippsland, which include but are not limited to;

### Legislation

- *Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)*,
- *Native Title Act 1993 (Commonwealth)*,
- *Coastal Management Act 1995*,
- *Crown Land (Reserves) Act 1978*,
- *Planning and Environment Act 1987*,
- *Heritage Act 1995*,
- *Traditional Owner Settlement Act 2010*,
- *Aboriginal Cultural Heritage Act 2006*,
- *Environment Protection Act 1970*,
- *Flora and Fauna Guarantee Act 1988*,
- *Fisheries Act 1995*,
- *National Parks Act 1975*,
- *Land Act 1958*,
- *Marine Safety Act 2010*,
- *Pollution of Waters by Oil and Noxious Substances Act 1986*,
- *Port Management Act 1995*, and
- *Climate Change Act 2017*.

### Policies and Strategies

- *Victorian Coastal Strategy 2014*,
- *Victorian Climate Change Adaptation Plan 2017-2020*,
- *State Environment Protection Policy (Waters of Victoria) 2003*,
- *Gippsland Boating Coastal Action Plan 2013*,
- *East Gippsland Regional Catchment Strategy 2013-2019*,

- West Gippsland Regional Catchment Strategy 2013-2019, and
- Victorian planning provisions, including the State planning policy framework and the Local planning Policy framework.

**Guidelines and Other Documents**

- Gippsland Regional Coastal Plan 2015 – 2020,
- Ramsar convention on wetlands,
- *Best Practice Environmental Management – Guidelines for Dredging (2001)*
- National Assessment Guidelines for Dredging (2009),
- Siting and design guidelines for structure on the Victorian coast (VCC 1998),
- Gippsland Lakes coastal action plan 1999,
- Integrated coastal planning for Gippsland coastal action plan 2002,
- Committee of management responsibilities and good practice guidelines 2015,
- Structure plans and urban design frameworks,
- Coastal Acid Sulphate Soils Strategy 2009,
- Boating Safety Signage & Buoyage Guidelines (Transport Safety Victoria),
- National Aquatic and Recreational Signage Style Manual Third Edition (2006).

**ITEM C4.2****ADOPTION OF RESIDENTIAL ROAD AND STREET CONSTRUCTION PLAN 2019**

DIVISION: BUILT AND NATURAL ENVIRONMENT  
 ACTION OFFICER: MANAGER BUILT ENVIRONMENT  
 DATE: 7 MAY 2019

IMPACTS									
Financial	Communication	Legislative	Council Policy	Council Plan	Resources & Staff	Community	Environmental	Engagement	Risk Management
✓		✓		✓	✓	✓		✓	

**OBJECTIVE**

For Council to adopt the Residential Road and Street Construction Plan 2019 as attached.

**PUBLIC QUESTIONS AND COMMENTS FROM THE GALLERY**

<b>RECOMMENDATION</b>
-----------------------

*That Council adopt the Residential Road and Street Construction Plan 2019 (Attachment A).*

**BACKGROUND**

The Residential Road and Street Construction Plan was first adopted by Council in 2014. The Plan was developed as a solution to long standing issues associated with substandard residential roads and streets throughout Wellington Shire using R2R funding previously allocated to Council's Bridge Replacement Program. To date, Council has completed construction of the following projects-

- Cunninghame Street, Sale
- Pearson / Simpsons Streets, Sale
- Dundas Street (north), Sale
- Dundas Street (south), Sale
- Merry Street, Maffra
- Riverview Road, Wurruk

Council have adopted three projects which are currently pending or in the construction phase. These projects include: -

- McMillan Crescent, Yarram
- Bruce Street, Yarram
- Marley Street, Sale

Projects for Port Albert and Boggy Creek Road, Longford, Coopers Crescent, Maffra, Lloyd Street, Stratford, and Guthridge Parade, Sale, are currently in the design phase following initial discussion with residents. Consultation for Coopers Crescent, Maffra, Lloyd Street, Stratford, and Guthridge Parade, Sale, will commence early in the 2019/20 financial year.

In 2018, a review of the document was undertaken to ensure it remained relevant and contemporary. As a result of this assessment, the new Plan involves a fixed fee funding model which identifies a \$6,000 fee for special charge schemes in major urban townships, and a \$3,600 fee for schemes in small and coastal townships. The new Plan places a stronger emphasis on the construction and sealing of unsealed residential streets in Council's small and Coastal townships.

Council approved the release of the draft Residential Road and Street Construction Plan 2019 (the Plan) for community engagement at the Council meeting on 4 December 2018. The community engagement plan was developed to inform the community of the draft plan and seek feedback from the community on the draft plan. The engagement process allowed groups and community members to provide feedback on the draft Plan between 4 December 2018 and the 28 February 2019. During this period of engagement drop in information sessions were held at:

- Loch Sport
- Golden Beach
- Seaspray
- Port Albert
- Yarram
- Maffra
- Heyfield
- Sale

The engagement sessions provided the opportunity for community members to discuss the Plan and provide direct feedback to Council. The draft Plan was promoted through press releases and made available on Council's website. Copies of the draft Plan were distributed to all Council service centres and libraries.

A total of 55 submissions were received during the consultation period. The themes conveyed through the submissions received included:

- Support and non-support for the Coongulla street scheme
- Feedback regarding the extent of works in Port Albert
- Feedback regarding the identified scheme for Commercial Street, Yarram
- General feedback on the Plan.

All submissions were provided to Councillors as part of the review process.

Following this community engagement, adjustments have been made to the Residential Road and Street Construction Plan including:

- Extension of the proposed Hodges Road construction area;
- Modification to the criteria for Strategic Streets to read "entries into major townships"; and
- Minor alterations to grammar and punctuation.

Following the consideration of this report, Council will write to all groups and individuals who provided feedback to the draft Plan and advise of the outcome.

## **PROPOSAL**

That Council adopt the Residential Road and Street Construction Plan 2019.

## **OPTIONS**

1. That Council adopt the Residential Road and Street Construction Plan 2019; or
2. That Council not adopt the Residential Road and Street Construction Plan 2019.

## **CONFLICT OF INTEREST**

No staff and/or contractors involved in the compilation of this report have declared a Conflict of Interest.

## **FINANCIAL IMPACT**

The Residential Road and Street Construction Plan 2019 will guide Council's priorities for investment of Council's Roads 2 Recovery funding into the construction of urban streets.

## **LEGISLATIVE IMPACT**

The Residential Road and Street Construction Plan 2019 references current relevant legislative and regulatory requirements.

## **COUNCIL PLAN IMPACT**

The Council Plan 2017–21 Theme 2 states the following strategic objective and related strategy:

### Strategic Objective 2.1

*Council services and infrastructure are responsive to identified current and future community needs within budgeted parameters.*

#### Strategy 2.1.1

*Undertake service delivery and infrastructure master planning to provide community assets in response to identified needs.*

### Strategic Objective 2.2

*Council assets are responsibly, socially, economically and sustainably managed.*

#### Strategy 2.2.1

*Develop asset management plans in conjunction with service level plans for all council facilities and infrastructure.*

#### Strategy 2.2.3

*Continue to maintain and enhance Council's built environment for public amenity and long-term sustainability.*

The Residential Road and Street Construction Plan 2019 supports the above Council Plan strategic objectives and strategies.

## **RESOURCES AND STAFF IMPACT**

This project will be undertaken with the resources of the Built Environment unit.

## **COMMUNITY IMPACT**

The Residential Road and Street Construction Plan will provide the community with the opportunity to seek an improved outcome for their residential street.

## **ENGAGEMENT IMPACT**

Community engagement has been undertaken in accordance with the Community Engagement Plan developed and approved for this project. Provision was made for community consultation with a range of age groups and across a number of locations. Council received fifty four formal submissions to the Residential Road and Street Construction Plan 2019.

DRAFT

WELLINGTON SHIRE COUNCIL

# Residential Road and Street Construction Plan



# Residential Road and Street Construction Plan Draft 2019



Wellington Shire Council

## 1. Introduction

Since its adoption in 2014, the Residential Road and Street Construction Plan 2014 provided a response to long standing issues associated with substandard residential roads and streets throughout Wellington Shire.

The Plan established service levels for Wellington's major urban centres and small and coastal townships. The existing road and street network was assessed against the identified service levels, and a significant gap was identified. The Residential Road and Street Construction Plan 2014 provided a means of addressing this service level gap. Several projects have been successfully completed under the Plan.

The review of the Plan aims to achieve improved processes in planning and implementing schemes, to enhance the liveability of township areas across the shire. The Plan sets out to upgrade all identified roads and streets which are not in line with the established service levels. Many properties in urban centres and small and coastal townships are located on roads which are not in line with the established level of service. The Plan aims to prioritise the upgrade of roads that have been identified as gaps in a programmed manner.

A focus on small and coastal townships with unsealed residential streets has been identified. Some towns which will be considered for upgrade as part of this Plan are:

- o Coongulla
- o Port Albert
- o Manns Beach
- o Robertsons Beach
- o Longford
- o The Honeysuckles
- o Paradise Beach
- o Golden Beach
- o Seaspray
- o Cowwarr

Council is committed to providing improved community engagement through proposed changes to the special charge scheme process.

The implementation of the Residential Road and Street Construction Plan 2019 will greatly assist in the realisation of the Council Plan 2017-2021, *Services and Infrastructure*, which states the following strategic objective and related strategies:



*The Heart of Gippsland*

Strategic Objective

'Continued improvement to Wellington Shire's connectivity with further developed, accessible transport networks'

Strategy 2.4.2

*"Continue to maintain and enhance Council's road assets infrastructure."*

Wellington Shire Council conducts special charge schemes in line with policy number 4.2.4 *Special Charge Schemes – Roads, Street & Drainage Development.*

## **2. Current Issues**

Within the six major urban centres, roads and streets have been identified which have previously not been designed or constructed to a standard that adequately supports the current level of development they contain. Many of these roads and streets are either unsealed or partially constructed and sealed.

Within Wellington's small and coastal townships, many streets are unsealed and have developed over time from basic tracks. At many of these locations, alignments are not designed and do not allow adequately for storm water. Many have gravel or grass shoulders that result in very low amenity, and often the drainage provided is inadequate.

The current situation has led to dissatisfaction, reduced amenity and reduced liveability for residents. It has also resulted in high demands for asset maintenance, and the discouragement of higher density development in established urban areas.

Community survey results from 2017 reveal that the categories of '*Local streets and footpaths*', '*Sealed local roads*' and '*Unsealed roads*' are within the top seven of all Council services for importance. However, these categories fall within the five lowest performing of all Council services. As a result, these three areas are now regarded as priority improvement areas.

Despite residential roads and streets only making up 12.5% of the road network, with approximately 36% of all customer requests in 2017/18 are related to road assets in residential areas.

These customer requests indicate the need for a shift of focus towards road related infrastructure environment within residential areas. The review of the Plan has identified these results are due to the lesser standard of infrastructure as opposed to insufficient investment in maintenance.



*The Heart of Gippsland*

### 3. Service Levels

There are two discrete levels of service identified for residential roads and streets; Major Urban Centres and Small and Coastal Townships. These levels of service are developed in line with the Infrastructure Design Manual (IDM), which Council has utilises for the majority of new road related infrastructure.

#### 3.1 Major Urban Centres

The level of service determined for roads and streets within Wellington's six Major Urban Centres of Sale, Maffra, Yarram, Rosedale, Stratford and Heyfield, are:

- Fully designed and constructed sealed urban streets.
- Kerb and Channel
- Underground drainage
- Accessible footpaths and street crossings
- The provision of urban street trees

The cost of urban construction for this Plan is estimated at \$1500 per lineal metre, or \$1.5M per kilometre, however costs can vary depending on site specific factors.

#### 3.2 Small & Coastal Townships

The level of service for roads and streets within Wellington's Small and Coastal Townships include:

- Sealed Roads and Streets, to a width of approximately 6.0m
- Open drain network
- Some kerb and channel at intersections and other key locations
- Driveways with appropriately sized culvert and end walls

The cost of small and coastal construction for this Plan is estimated at \$500 per lineal meter, or \$500,000 per kilometre, however costs can vary depending on site specific factors.

#### 3.3 Extent of Service Gap

The service level gap is derived from assessing the existing road network against the established level of service as outlined in the IDM.

Currently, 12 km of residential streets within major urban centres, and 50.4 km within small and coastal townships have been identified as requiring upgrade. These figures represent the gap between existing service levels and those considered suitable. This total, 63.4 km length, equates to approximately 20% of all residential roads and streets.

Based on this total length, approximately \$42M worth of works are required to upgrade all residential roads and streets within Wellington Shire to the established level of service.

The following table indicates the service gaps for each township. Each township is summarised with a map identifying specific roads and streets in Appendix A.



Town	No. of Roads and Streets	Extent of Service Gap (km)
ALBERTON	11	4.40
COONGULLA	17	4.92
COWWARR	3	0.55
GLENMAGGIE	11	4.02
GOLDEN BEACH	15	6.31
HEYFIELD	7	3.84
THE HONEYSUCKLES	16	4.36
LANGSBOROUGH	1	0.08
LONGFORD	10	2.97
MAFFRA	17	5.49
MANNS BEACH	4	0.93
NEWRY	4	0.49
PARADISE BEACH	22	10.03
PORT ALBERT	19	5.32
ROBERTSONS BEACH	5	1.63
ROSEDALE	4	2.84
SALE	4	1.35
SEASPRAY	8	2.35
STRATFORD	7	1.34
TARRAVILLE	3	0.70
WOODSIDE BEACH	4	1.03
WURRUK	1	0.19
YARRAM	4	0.96

#### 4 Benefits from Improved Levels of Service

The established levels of service for Major Urban Centres and Small and Coastal Townships will provide the following benefits for adjoining residents and the general public:

- Improved amenity and liveability for residents and community through better quality infrastructure and streetscape
- Reduction of road related dust in townships
- Improved tank water quality for properties in small and coastal townships
- Improved safety for motorists and pedestrians with constructed road and path infrastructure, that is not prone to rapid degradation
- Improved accessibility for the all members of the community through well designed crossing points that link to the footpath network
- Decreased maintenance costs incurred by Council, through reduced demand associated with upkeep of poorly constructed roads, streets, drains and paths.
- Increased community satisfaction via the provision of infrastructure that meets current expectations.
- Improved protection from storm events for abutting properties through appropriately designed roads and streets with the ability to retain water in high intensity rainfall within the road reserve.
- Improved high density development opportunities within existing urban environments



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### **Reduced maintenance cost**

Reduced maintenance costs will be more pronounced within the Small and Coastal Townships as all identified roads and streets in these locations are primarily unsealed. Upgrading to the prescribed service level will reduce ongoing maintenance and renewal costs by approximately \$100,000 per kilometre over the next 30 years, approximately 20% of the cost of upgrade.

Full construction of partially constructed streets within the Major Urban Centres will reduce maintenance costs, as open drains and unsealed verges will no longer exist. This saving accounts for approximately 10% of the cost of the upgrade over the next 30-year period.

## **5 Review of Road & Street Construction Plan 2014**

All investment in residential road and street upgrades since the adoption of the Residential Road and Street Construction Plan 2014 has been based on a policy of cost recovery via Special Charge Schemes and R2R funding.

Typically, road and street construction within townships have been in line with the identified two levels of service; Major Urban Centres and Small and Coastal Townships.

As the previous Plan was developed in 2014, Council has undertaken a review of the Residential Road and Street Construction Plan. The review has identified modifications to ensure a smoother, more transparent, and more efficient process.

### **Major Urban Centres**

The implementation of the previous Plan resulted in strong resident support for a number of streets in Major Urban Centres during the 2013-2017 period. Five urban streets have now successfully completed. The streets are:

- Cunninghame street – Sale
- Pearson/Simpson street – Sale
- Dundas Street (North) – Sale
- Dundas Street (South) – Sale
- Merry Street – Maffra

The following schemes in Major Urban Centres are due to be completed before June 2019:

- McMillan Crescent - Yarram
- Marley Street - Sale
- Riverview Road – Wurruk

In addition, Bruce Street, Yarram, is currently in the design and consultation phase.

### **Small and Coastal Towns**

The implementation of the previous Residential Road and Street Construction Plan, focused on street schemes in urban areas, due to resident support and property owner requests. Under the previous Plan, no schemes in minor urban or small and coastal towns were completed. Initial consultation and design has commenced for Port Albert township and Boggy Creek Road, Longford.



### **Percentage based funding model**

In the previous funding model, Special Charges were percentage-based amounts which varied per property and per scheme. It derived a charge based on a percentage funding model created from the road or street hierarchy outlined in Council's Road Management Plan. Planning for future works were influenced by renewal requirement, reduction in maintenance costs and amount of broad community benefit. Special charge rates per property were derived from property frontage, length and type of road, and number of property accesses. This resulted in people paying differing amounts for access for the same levels of service.

The previous special charge process has become challenging with increasing process and low residential density. In Small and Coastal Towns, Council's percentage contribution was less than that of urban centres.

In urban centres such as Maffra, Heyfield and Stratford, it was calculated that schemes would become more expensive due to large property frontages and less housing density. It was determined that if costs became more excessive to property owners, the schemes would be less likely to be supported.

Timing between initial consultation and construction has been identified as an area that could be improved. The previous Plan outlined an expected 12-month time period between initial consultation and the commencement of construction. In practice, this timeframe has proved unattainable, with an average timeframe of 24 months from initial consultation to the start of construction. The need to have full detailed designs, cost estimates, and property apportionments completed prior to scheme implementation has caused delays in scheme progression.

The 2014 Plan resulted in uncertainty of cost for scheme participants and extended consultation timeframes. Detailed designs for streets were required before a final estimate and cost apportionments could be completed.

### **Level of resident support for schemes**

The 2014 Plan identified 70% support from scheme participants for the scheme to progress. For some schemes, the initial response rate was poor and required further follow up to inform Council of the scheme participants views.

A new 60% level of support has been recommended as part of this review. The reduced percentage is designed to achieve an improved initial response rate and allow schemes to progress sooner, where supported by the majority of property owners.

### **Improvements to process and construction**

- **Driveways**

Driveways will be reinstated with crushed rock, unless a concrete driveway existed prior to the scheme. Residents have the option to upgrade their driveway to concrete as part of the special charge scheme, with cost of crushed rock reinstatement credited towards the upgrade to concrete. Any driveway upgrades are to be completed by the lead contractor during construction works. Laybacks are to be provided in the kerb for all existing driveways.

- **Nature Strips**

Property owners are to be kept informed with the process of reinstating nature strips after the construction works have been completed. To achieve the best results for nature strip reinstatement, nature strips will generally be seeded in either Autumn or Spring depending



on the timing of the project, with trees being planted in Winter. A special charge scheme does not include ongoing maintenance for nature strips, such as mowing, seeding, and watering. Once the scheme is completed and nature strips levelled and seeded, property owners are expected to provide regular watering and mowing to ensure establishment of good quality grassed nature strips.

- **Kerb profiles**

Kerb profiles are to be designed and installed in line with the IDM. During initial consultation, scheme participants will be given the option to choose the kerb profile for their street, provided it is considered appropriate.

## **6 Residential Road and Street Reconstruction Funding Model**

### **6.1 Available Funding for Residential Roads and Streets**

Funding for residential road and street construction within towns includes the following:

- The Commonwealth Government R2R Program which commenced in January 2001 is specifically aimed at local roads, bridges and related road infrastructure. The Commonwealth has given a strong indication that the Roads to Recovery Program will continue to provide Wellington Shire Council with approximately \$2.5M per year over the 5-year 2019 – 2023 period.
- Special Charge Schemes where property owners contribute towards roads, street and drainage upgrades.

Wellington Shire Council has previously invested the majority of Roads to Recovery (R2R) funding in the reconstruction of Council bridges. This has resulted in a very successful reconstruction program. Remaining bridge assets are of a lower priority, being located on low impacted roads where they do not present a significant constraint to the function of the road network.

Over the last 5 years, the 2014 Plan has successfully redirected R2R funding towards supporting the upgrade of residential and local streets through special charge schemes.

The Residential Road and Street Construction Plan 2019 will continue to allocate R2R funding towards special charge schemes, with a greater focus on completing unsealed residential streets in small and coastal townships. The new funding process for residents aims to deliver all identified schemes in a timely manner, including the expenditure of allocated R2R funding.

### **6.2 Fixed Rate Contribution Model**

A funding model where a fixed Rate contribution is applied to a property based on the resulting level of service for that town, is proposed as part of this review. This funding contribution is:

- A fixed rate of \$6000 set for Major Urban Centres where kerb, channel, footpaths and underground drainage is provided.
- A fixed rate of \$3,600 set for small and coastal towns where sealed roads, open drains and some kerb at intersections are provided.



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	Urban Centres	Small and Coastal Townships
<b>Contribution from Property Owners</b>	\$6,000	\$3,600

The Fixed Rate Contribution Model aims to achieve a greater level of equity and fairness in schemes, by providing a fixed fee for each property as per the established level of service. The model aims to deliver a planned and consistent approach to the Residential Road and Street Construction Program.

This fixed rate contribution is expected to instil greater confidence and provide improved planning and communication in the scheme process for residents who will receive the special benefit under the special charge.

Some projects may provide a lower special benefit to scheme participants or involve a high level of renewal of Council assets. Should a project of this nature arise, Council may consider alternate methods of funding to ensure any apportionment of special charge reflects the level of special benefit received by the property owners. Any alternate funding methods will be determined on a case by case basis and should not require participants to pay more than the fixed fee for that urban centre or small and coastal town.

### 6.3 Consideration for property developments

Instances with multiple properties accessing off a single shared driveway, access road, or common property, will be charged a portion of the fixed rate. The initial property will be levied the full fixed rate, with second and subsequent properties apportioned 50% of the fixed rate. The total charge to the set of properties will generally be shared evenly between the property owners.

Properties that have independent access to the road will be generally levied the full fixed rate.

Property developments are to be considered against the above criteria, however charges may be varied by Council through the development of each scheme. Where there are four or more dwellings in a property development, the special consideration will be determined on a case by case basis and be communicated to the effected property owners.

### 6.4 Strategic Streets

Strategic streets are upgrade projects which are considered by Council to be essential to the broader community. A project will be identified as a strategic street through the formal budget adoption process for the following financial year. These projects may include:

- Upgrade of road entries into major townships
- Roads providing access to major tourism destinations
- Roads providing access to other regionally significant locations

Due to the importance of strategic streets to the broader community, residents will not be required to contribute towards these projects. These projects will progress through the Council budget planning cycle.



## 6.5 Contribution Payment Options

There are various methods of payment available for contributions from scheme participants within a special charge scheme, including:

- As a lump sum in full
- Via a payment instalment plan, between 4 and 10 years in length, including the contribution amount and interest accrued over the term of the plan
- Via a deferred payment, or charge against a property, in situations where payment would cause demonstrated hardship, to be determined by Council

Other payment options may be considered via special arrangement with Council.

## 7 Implementation

### 7.1 Annual Program

A funding model is proposed for the construction of streets identified in this Plan. This will be based on an expected annual investment of \$1.6M from Councils Roads to Recovery Funding into the Residential Road and Street Construction program. This funding will be in conjunction with a special charge on owners of property receiving a special benefit from works.

With the contribution from R2R and scheme participants, an annual street construction program of approximately \$2.1M will be planned.

The Residential Road and Street Construction Plan 2019 will be reviewed periodically, with the outcome being presented to Council. This aims to ensure the Plan continues to remain in the best interest of the community and Council.

### 7.2 Project Prioritisation

As per the previous Plan, where community highlights a desire to progress a scheme, Council may consider raising the priority of that scheme.

Should interest from property owners be demonstrated for a road or street that is geographically close to a proposed scheme, but does not meet priorities through other criteria, it may still be included within the scheme in order to achieve improved economies of scale associated with larger projects.



Project Priority Factors and Weightings	
Existing Condition	40%
Residential Density	30%
Maintenance Costs	20%
Strategic Importance	10%

### Existing Condition

The identified roads and streets within this Plan vary in their condition. Roads and streets considered to be in poor condition, will be prioritised ahead of those that are considered to have remaining useable life.

### Residential Density

Roads and streets with a greater residential dwelling density will be given precedence over roads with less dwellings. Roads with higher residential density service more traffic and will degrade faster therefore are a high priority.

### Maintenance Costs

Roads and streets with higher ongoing maintenance costs will receive a higher priority, in order for the whole community to benefit from reduced operational costs. A focus for this Plan will be on unsealed streets, which in townships require regular grading and maintenance.

### Strategic Importance

Strategic importance refers to:

- Level of traffic volume
- Consideration of traffic type e.g. Local, Through, Tourist or Commercial
- Level of abutting development
- Road hierarchy



## **8 Special Charge Scheme Process**

The fixed rate model presents an opportunity to greatly streamline the consultation, pre-planning, and design phases.

The fixed rate model reduces the need for detailed cost planning, survey, and design, prior to consultation with scheme participants. The formal design process will not commence until the scheme has been adopted by Council.

This fixed rate process aims to enhance the community consultation and instill more confidence within the residents regarding the affordability and practicality of schemes. This reduces the timing for preliminary work making the process more efficient and transparent.

Projects are to be delivered based on priority subject to available budget, and subject to at least 60% of affected residents supporting the proposal for each project.

Where 60% support from scheme participants is achieved, Council will consider a Notice of Intention to declare a scheme and follow the process through to scheme adoption.

Council will review identified projects from the Residential Road and Street Construction Plan through the annual capital works planning process.

## **9 Township Summaries and Maps**



<b>ALBERTON (TOWNSHIP)</b>
Russell Street
Kirksopp Street
Danger Street
Bank Street
Strzelecki Street
Gipps Street
Thomson Street
Sobieski
Rankin Street
Slade Street
Orr Street



**COONGULLA (TOWNSHIP)**

Avon Court
Almeda Drive
Kentucky Court
Hodges Road
Cherry Street
Gillum Road
Manuka Street
Wellington Street
Woolenook Way
Ben Cruachan Parade
Blores Street
Weir Street
Mt Bradley Street
Narrobuk Street
Skene Court
Tamboritha Terrace
Macalister Drive



<b>COWWARR</b>
Morgan Street
Park Avenue
Draper Street



**GLENMAGGIE**

Katrina Crescent

Teal Court

Ibis Court

Andrew Court

Michael Street

Lake View

Nerrigundah Drive

Inala Road

Glenmaggie Road Ext.

Gilwah Street

Hurley Road



GOLDEN BEACH
Anglers Way
Banksia Avenue
Calypso Court
Driftwood Avenue
Edgewater Drive
Golden Beach Drive
Horizon Way
Marine Drive
Sea Foam Avenue
Starglow Way
Sunrise Road
Surfers Avenue
Tide-Surge Avenue
Ti-Tree Drive
Twilight Way



HEYFIELD
Mustons Lane
Draper Road
Justice Parade
Drew Street
Racecourse Road
Stagg Street
Hilltop Crescent



## THE HONEYSUCKLES

Azores Court

Bali Court

Celebes

Crooke Street

Crosby Street

Davis Street

Finisterre Drive

Flores Way

Grenfell Drive

Lincoln Court

Macassar Crescent

Maffra Street

Mandalay Drive

McLachlan Street

Sellars Street

Sunda Court



<b>LANGSBOROUGH</b>
Strachan Street



**LONGFORD**

- Arden Street
- Audley Street
- Boggy Creek Road
- Brennans Road
- Clear View Court
- Clifford Street
- Freemans Road
- High Street
- Killeen Road
- Madeline Street
- Spencer Street



## MAFFRA

Church Street
Foster Street
McMillan Street
Princess Street
McLean Street
George Street
Edward Street
Charles Street
King Street
Glassford Street
Laura Street
Coral Crescent
River Street
Coopers Crescent
Moroney Street
Gray Street
Kent Street



MANNS BEACH
Fisher Street
Fry Street
David Street
Wight Street



NEWRY
Rafferty Street
Centre Street
Jones Street
McCole Street



PARADISE BEACH
Armstrong Avenue
Bondi Street
Clovelly Street
Coogee Street
Eighteenth Street
Fifteen Street
Fifth Avenue
First Street
Fourth Street
Government Road
Holmes Road
Ninth Street
Seventh Avenue
Sixth Avenue North
Sixth Avenue South
Sixth Street
Stephenson Avenue
The Boulevard
Thirteenth Street
Twenty Fifth Street
Twenty First Street
Twenty Third Street



PORT ALBERT
Princess Street
Gibson Street
Brisbane Street
Albany Street
Wellington Street
Willis Street
Colville Street
Denison Street
King Street
Nelson Street
Old Port Foreshore Road
Queen Street
Raglan Street
Bay Street / Pier Street
South Street
Spring Street
Victoria Street
Albert Street
West Boundary Road



<b>ROBERTSONS BEACH</b>
Langs Road
Sarena Parade
McEvoy Street
Princes Street
Jacobsons Street



ROSEDALE
Kyle Street
Merriman Court
Huffers Lane
Allen Court



SALE
Fitzroy Street
Macalister Street
Guthridge Parade



SEASPRAY
Davies Street / Ellen Ave
Government Road
Hansen Street
Newton Street
Irving Street
Rowley Street / Short Street



STRATFORD
McMillan Street / Scott Street
Wyndham Street
Tyers Street
Jones Street
Lee Street
Lloyd Street



<b>TARRAVILLE</b>
Stawell Street
Tyers Street
Stewart Street



**WOODSIDE BEACH**

Bymes Road

Rebecca Street

Margaret Street

Catherine Street



**WURRUK**

Otway Street



YARRAM
Commercial Street
Nightingale Street
Carpenter Street
Railway Avenue



**ITEM C4.3****MYRTLEBANK FULHAM ROAD / MYRTLEBANK ROAD  
SALE ALTERNATE TRUCK ROUTE**

DIVISION: BUILT AND NATURAL ENVIRONMENT

ACTION OFFICER: MANAGER BUILT ENVIRONMENT

DATE: 7 MAY 2019

IMPACTS									
Financial	Communication	Legislative	Council Policy	Council Plan	Resources & Staff	Community	Environmental	Engagement	Risk Management
✓	✓	✓		✓	✓	✓		✓	✓

**OBJECTIVE**

For Council to support Myrtlebank Fulham Road / Myrtlebank Road as a key alternate truck route, to seek a commitment from the State Government to fund upgrades to the alternate truck route in accordance with previous planning undertaken by Regional Roads Victoria, and to highlight future streetscape works planned for York Street in Sale.

**PUBLIC QUESTIONS AND COMMENTS FROM THE GALLERY****RECOMMENDATION***That;*

- 1. Council formally recognise the Myrtlebank Fulham Road, Sale Heyfield Road and Myrtlebank Roads connecting to the Princes Highway west and north of Sale (as outlined within the accompanying report) as the Sale Alternate Truck Route; and**
- 2. In recognising the Sale Alternate Truck Route, Council does NOT support the formalising of this route as a bypass of Sale for purposes other than an alternate truck route;**
- 3. The Mayor write to the Hon Jaala Pulford, Minister for Roads and Road Safety:-**
  - a. informing the Government of Council's position as contained in points 1 and 2 above;**
  - b. seeking that the Government formalise this route as part of the Victorian Freight Plan;**
  - c. seeking the Government's support through agencies like Regional Roads Victoria, that appropriate signage, including destination and tourism signage, be placed on the Princes Highway encouraging vehicles other than trucks to continue on the Princes Highway through Sale,**
  - d. seeking the Government's commitment to upgrading and assuming ongoing control and ownership of all road infrastructure that comprises the Sale Alternate Truck Route, once it is formally recognised in the Victorian Freight Plan;**
- 4. Council send a copy of the letter to the Minister, as outlined in point 3 above, to all state and federal Members of Parliament who represent Gippsland, Gippsland Local Government Network, the Latrobe Valley Authority and Committee for Gippsland, seeking their formal support in this matter.**

## BACKGROUND

The interconnecting roads of Myrtlebank Road, Myrtlebank Fulham Road and Sale Heyfield Road are an informal alternative to traveling through Sale via the Princes Highway, the major Gippsland regional access road for agriculture, dairy, timber, vegetable production, resources, manufacturing, light industry and tourism (see map in Attachment 1). The Sale Alternate Truck Route (SATR) cuts travel for bypassing users by over 6 minutes compared with travelling through Sale.

The SATR, in its current state, does not meet minimum road design requirements for modern high productivity vehicles, being deficient in bridge load capacity, road formation, seal width, clearance zones, delineation, lighting and geometry along the road and at key intersections.

Regional Roads Victoria (RRV) have progressed several major intersection upgrades over the years at both the Myrtlebank Road / Princes Highway Intersection and the Sale Heyfield Road /Princes Highway Intersection at each end of the SATR where it connects with the State managed arterial road network. In addition, proposals have been developed for improvements to the intersection of the Sale Maffra Road and the Sale Heyfield Road with the SATR, which are also state managed.

While these intersection upgrades have been developed from a road safety perspective, they are diverting through traffic away from the state arterial network and onto the Wellington Shire Council (WSC) managed local road network with annual traffic volume increases in the order of 6% on average.

As a result of this increasing use of the SATR, upgrading to meet current design standards will be required in the future. Works would need to consider widening of the road, improvements to the intersections of Myrtlebank Road and Myrtlebank Fulham Road with the Maffra Sale Road and improvements to the intersection of Myrtlebank Fulham Road and Sale Heyfield Road, and strengthening and widening or replacement of two bridges, one measuring 53m in length, the other 38.5m.

Any upgrades as described would provide high productivity vehicles travelling East or West through Gippsland on the Princes Highway a safe alternative to travelling through Sale on the state managed arterial network. Wellington Shire Council in conjunction with RRV undertook a joint Investment Logic Map (ILM) exercise in 2015. In line with this ILM, upgrades to both the RRV and WSC section would come at significant cost and would primarily advantage only through traffic. Less than 40 Wellington Shire property owners have direct access along this alternate route. The alternative route forms part of the major transport link between Melbourne and south eastern Australia. This is the most significant east west link to access services for the Gippsland region and for this region to export to National and State markets. The main industries supported by this route include agriculture, dairy, manufacturing, power generation and gas production, timber, mining and quarrying and tourism.

At present the SATR carries up to 3000 vehicles per day and can peak in excess of 5000 vehicles per day in high traffic times associated with public holidays. Based on historic traffic data, the traffic growth along this route has averaged at 6% per annum while the Princes Highway increases by only 2% per annum.

While the SATR has received preliminary funding from the State Government for business case development and community engagement, no funding has been committed for the finalisation of land acquisitions and the completion of the proposed upgrades. Until the proposed upgrades are completed, the SATR is not able to be used for higher mass limit freight traffic.

The following Notice of Motion was put by Councillor Hole and was Carried at the Ordinary Council Meeting of 7 November 2018.

**Council write to the new Minister for Roads and Road Safety (or equivalent, post November state election), with copies to local Gippsland Members of Parliament, seeking:-**

- 1. A state budget commitment, and funding agreement with the federal government, for the completion of duplication works on the Princes Highway between Sale and Traralgon, and**
- 2. An update on the state government's proposed Sale Alternate Truck Route via Myrtlebank/Fulham, including latest details on the business case, likely project costings, and consultation outcomes with affected residents and the broader Sale business community.**

A letter was sent to the Minister for Roads and Road Safety on 30 November 2018. At this point in time a response has not been received.

Council has highlighted concerns about the potential impact on trade in Sale as a result of increasing use of the Sale Alternate Truck Route. In response, and in addition to previous streetscaping projects undertaken throughout the Sale Central Business District, WSC has been progressing planning for upgrades on York Street, Sale as part of the York Street Revitalisation Project.

The York Street Revitalisation Project was initiated following a number of strategic planning documents that were completed to plan and deliver road and CBD improvements in Sale and other townships across the Shire. These include:

- Sale CBD Precinct Plan (2010)
- Sale, Wurruk and Longford Structure Plan (2010)
- Sale CBD Traffic Management and Car Parking Study (2008)

Key outcomes of the York Street Revitalisation Project include the removal of overhead power lines, provision of centre median lighting, removal of power poles for key corners, traffic and parking improvements, kerb and path renewals, major tree planting and landscaping.

Since the development of the York Street Revitalisation Project, officers have been working with other agencies including RRV, Gippsland Water, AusNet Services and the community to progress planning and implementation of the project.

The project aims to deliver a significant upgrade to the York Street precinct between Macalister Street and Stawell Street, Sale over several stages. Gippsland Water have funded and implemented the replacement of water mains in the area of works over the past year in preparation for the revitalisation project.

The next stage of the project includes the replacement of overhead power lines and poles with underground services. A contract has been awarded to Ausnet Services, the owner of the infrastructure, to complete the required works.

Once these works are completed, kerb and footpath replacement and final landscaping works can be implemented.

Budget provision for the Stage 1 works described was made during the 2018/2019 financial year with the balance of the project planned for completion in the 2020/21 and 2021/22 financial years subject to funding.

## OPTIONS

Council has the following options:

### 1. *That :*

- a) *Council formally recognise the Myrtlebank Fulham Road, Sale Heyfield Road and Myrtlebank Roads connecting to the Princes Highway west and north of Sale (as outlined within the accompanying report) as the Sale Alternate Truck Route; and*
- b) *In recognising the Sale Alternate Truck Route, Council does NOT support the formalising of this route as a bypass of Sale for purposes other than an alternate truck route; and*
- c) *The Mayor write to the Hon Jaala Pulford, Minister for Roads and Road Safety:-*
  - i. *informing the Government of Council's position as contained in points a) and b) above;*
  - ii. *seeking that the Government formalise this route as part of the Victorian Freight Plan;*
  - iii. *seeking the Government's support through agencies like Regional Roads Victoria, that appropriate signage, including destination and tourism signage, be placed on the Princes Highway encouraging vehicles other than trucks to continue on the Princes Highway through Sale,*
  - iv. *seeking the Government's commitment to upgrading and assuming ongoing control and ownership of all road infrastructure that comprises the Sale Alternate Truck Route, once it is formally recognised in the Victorian Freight Plan; and*
- d) *Council send a copy of the letter to the Minister, as outlined in point c) above, to all state and federal Members of Parliament who represent Gippsland, Gippsland Local Government Network, the Latrobe Valley Authority and Committee for Gippsland, seeking their formal support in this matter; or*

2. *That the Chief Executive Officer write to the Hon Jaala Pulford, Minister for Roads and Road Safety, seeking a further update on the state government's proposed upgrading of the Sale Alternate Truck Route, including latest details on the business case, likely project costings, and consultation outcomes with affected residents and the broader Sale business community.*

## PROPOSAL

1. *That Council formally recognise the Myrtlebank Fulham Road, Sale Heyfield Road and Myrtlebank Roads connecting to the Princes Highway west and north of Sale (as outlined within the accompanying report) as the Sale Alternate Truck Route; and*
2. *That in recognising the Sale Alternate Truck Route, Council does NOT support the formalising of this route as a bypass of Sale for purposes other than an alternate truck route;*
3. *That The Mayor write to the Hon Jaala Pulford, Minister for Roads and Road Safety:-*
  - a. *informing the Government of Council's position as contained in points 1 and 2 above;*
  - b. *seeking that the Government formalise this route as part of the Victorian Freight Plan;*
  - c. *seeking the Government's support through agencies like Regional Roads Victoria, that appropriate signage, including destination and tourism signage,*

- be placed on the Princes Highway encouraging vehicles other than trucks to continue on the Princes Highway through Sale,*
- d. seeking the Government's commitment to upgrading and assuming ongoing control and ownership of all road infrastructure that comprises the Sale Alternate Truck Route, once it is formally recognised in the Victorian Freight Plan; and**

- 4. That Council send a copy of the letter to the Minister, as outlined in point 3 above, to all state and federal Members of Parliament who represent Gippsland, Gippsland Local Government Network, the Latrobe Valley Authority and Committee for Gippsland, seeking their formal support in this matter.**

## **CONFLICT OF INTEREST**

No staff and/or contractors involved in the compilation of this report have declared a Conflict of Interest.

## **FINANCIAL IMPACT**

Business Case development and community engagement has already been completed by RRV. The original budget of \$500,000 for this works was provided by the State Government and work has been primarily completed.

No funding has been committed for the finalisation of land acquisitions and the completion of the proposed upgrades. It is understood that RRV's most recent estimates suggest that upgrading the SATR could be in excess of \$90M.

The York Street, Sale Revitalisation project between Macalister Street and Stawell Street, Sale will be completed over several stages. Budget provision for the Stage 1 works described was made during the 2018/2019 financial year with the balance of the project planned for completion in the 2020/21 and 2021/22 financial years. The overall York Street Revitalisation Project has a cost estimate of over \$4M. External funding to support the remaining stages of this project will be sought where possible.

## **LEGISLATIVE IMPACT**

Wellington Shire Council is currently the coordinating and responsible road authority for Myrtlebank Road and Myrtlebank Fulham Road pursuant to the *Road Management Act 2004*.

## **COUNCIL PLAN IMPACT**

The Council Plan 2017–21 Theme 2 states the following strategic objective and related strategy:

Strategic Objective 2.1

*Council services and infrastructure are responsive to identified current and future community needs within budgeted parameters.*

Strategy 2.1.1

*Undertake service delivery and infrastructure master planning to provide community assets in response to identified needs.*

Strategic Objective 2.2

*Council assets are responsibly, socially, economically and sustainably managed.*

Strategy 2.2.1

*Develop asset management plans in conjunction with service level plans for all council facilities and infrastructure.*

Strategy 2.2.3

*Continue to maintain and enhance Council's built environment for public amenity and long-term sustainability.*

This report supports the above Council Plan strategic objectives and strategies.

**RESOURCES AND STAFF IMPACT**

The proposal can be undertaken within existing allocated resources.

**COMMUNITY IMPACT**

There will be significant impact to a number of properties as a result of the works planned by RRV. RRV advises that they are continuing to communicate with affected property owners as planning for the project continues to progress.

**ENGAGEMENT**

Community engagement relating to upgrades along the SATR is being undertaken by Regional Roads Victoria.

Community engagement regarding streetscape upgrades along York Street, Sale is being undertaken by WSC in line with the adopted engagement plan.



## **C5 - REPORT**

# **GENERAL MANAGER COMMUNITY AND CULTURE**

**ITEM C5.1****URBAN PATHS PLAN 2018**

DIVISION: COMMUNITY AND CULTURE  
 ACTION OFFICER: MANAGER COMMUNITY WELLBEING  
 DATE: 7 MAY 2019

IMPACTS									
Financial	Communication	Legislative	Council Policy	Council Plan	Resources & Staff	Community	Environmental	Engagement	Risk Management
✓		✓		✓	✓	✓		✓	

**OBJECTIVE**

For Council to approve the Urban Paths Plan (Attachment A).

**PUBLIC QUESTIONS AND COMMENTS FROM THE GALLERY**

<b>RECOMMENDATION</b>
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<b><i>That Council adopt the Urban Paths Plan (Attachment A).</i></b>
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**BACKGROUND**

The Urban Paths Plan sets out to increase active travel (for example, via walking and cycling) within Wellington Shire's urban towns. The plan includes a guiding framework and action plan to be reviewed annually.

The Urban Paths Plan builds on the Walking and Cycling Plan 2012 - 2016, which identified a preferred paths network across the shire and minimum standards for network infrastructure.

Wellington Shire Council is faced with several key challenges in providing footpath infrastructure. Large physical separation between community destinations, varied topography, connectivity to key community destination points, gaps in footpath networks, and many vehicle-dominated streets are common issues across the shire.

The Urban Paths Plan focuses on linking primary destinations within major townships and provides for safe pedestrian movements within residential areas of our coastal and smaller towns.

The Urban Paths Plan does not include, in its scope, path connections between townships or connection of non-residential areas to townships. This is because the focus for the next 20 years is to establish footpath network connection within townships and close larger missing connections or gaps in local footpath networks within towns.

The Urban Paths Plan does not consider path networks within rural settlements and rural residential zone areas where there are no community destinations. Alternative arrangements via Council's annual budget process consider rural and non-residential paths.

## OPTIONS

Council has the following options:

1. Approve the Urban Paths Plan (Attachment A); or
2. Seek further information to be considered at a future Council Meeting.

## PROPOSAL

That Council approves the Urban Paths Plan (Attachment A).

## CONFLICT OF INTEREST

No staff and/or contractors involved in the compilation of this report have declared a conflict of interest.

## FINANCIAL IMPACT

The Urban Paths Plan will guide Council's priorities for residential footpath planning and implementation.

## LEGISLATIVE IMPACT

Work carried out under the Urban Paths Plan will adhere to guidelines provided by the *Disability Discrimination Act 1992* and all relevant legislation.

## COUNCIL PLAN IMPACT

The Council Plan 2017–21 Theme 2 states the following strategic objective and related strategy:

### Strategic Objective 2.1

*Council services and infrastructure are responsive to identified current and future community needs within budgeted parameters.*

### Strategy 2.1.1

*Undertake service delivery and infrastructure master planning to provide community assets in response to identified needs.*

### Strategic Objective 2.2

*Council assets are responsibly, socially, economically and sustainably managed.*

### Strategy 2.2.1

*Develop asset management plans in conjunction with service level plans for all council facilities and infrastructure.*

### Strategy 2.2.2

*Ensure that community facilities within the municipality continue to meet the expectations and service needs of all current and future residents.*

The Urban Paths Plan supports and aligns with the above Council Plan strategic objectives and strategies.

## **RESOURCES AND STAFF IMPACT**

Implementation of the Urban Paths Plan will be undertaken within current resources of the Community Wellbeing and Built Environment business units.

## **COMMUNITY IMPACT**

The Urban Paths Plan will provide community with improved access to community facilities and increase safety and participation in active travel.

## **ENGAGEMENT IMPACT**

Community engagement has been undertaken in accordance with the community engagement plan developed and approved for this project.

For a period of twelve weeks from December 2018 to February 2019, a community engagement process was undertaken to receive feedback on the draft Urban Paths Plan, completed in October 2018.

Engagement activities included:

- Media promotion via newspaper articles, community newsletter articles, social media posts and promotion on council website.
- Drop in sessions at Yarram, Sale, Maffra, Heyfield, Golden Beach, Port Albert and Loch Sport.
- Public submission process.

Council received 91 formal public submissions and received feedback from over 1000 people (including via students from schools, special interest advisory groups and community groups) regarding the draft plan.

DRAFT

WELLINGTON SHIRE COUNCIL

# Urban Paths Plan



# Urban Paths Plan



## (Inside cover)

*The Urban Paths Plan is a Council strategy that provides direction on how Council will provide appropriate concrete footpaths in urban or residential zoned areas of towns within Wellington Shire.*

*This document includes the 'Urban Paths Action Plan', and 'Urban Path Maps' that detail urban path capital works projects for the next 20 years.*

*Council will annually review progress of the Urban Path Action Plan and the urban path capital works project list.*

## INTRODUCTION:

The Wellington Shire Urban Paths Plan sets out to increase active travel (example walking and cycling) within our urban towns. The Plan includes:

- Strategic Framework (This document)
- Urban Paths Action Plan (Appendix 1)
- Urban Paths Plan Maps (Appendix 2)

This Plan builds on the existing Walking and Cycling Plan 2012 - 2016, which identified a preferred network across the Shire, as well as minimum standards for the network infrastructure.

Wellington Shire Council is faced with several key challenges in providing footpath infrastructure across the Shire. The large physical separation between community destinations, varied topography, connectivity to key community destination points, gaps in footpath networks, and many vehicles dominated streets are common issues across the Shire.

To meet the overall outcome of increasing active travel within urban towns, the Plan will focus on four priority areas:

**Whole of Path Network Planning** – Active travel routes will be planned and developed on a whole-of-network basis. This means the network of paths within a town will accommodate a diverse range of recreation and commuter needs.

**Connectivity of Paths** – Ensure all paths are well connected and linked with key community points of interest. Gaps in the existing path network will be addressed as a matter of priority.

**Safe and Accessible** – A safe and accessible whole of path network will ensure residents and visitors of all ages and abilities are able to travel safely to their chosen destination.

**Education and Promotion** – Create a culture in Wellington Shire where people of all ages choose active travel as a safe and easy way to travel to a community destination.

The Urban Paths Plan focuses on linking key community destinations within urban towns and provides for improvement of pedestrian movements within the general residential zoned areas of our coastal and smaller towns.

This Urban Paths Plan does not provide for path connections between townships or the connection of non-general residential zoned areas to townships. This is because the focus for the next 20 years is to establish and consolidate footpath network connections within urban or general residential zoned townships (first) and close larger missing connections (large gaps) in the local footpath network of our towns.

The Urban Path Plan acknowledges that there are some locations within Wellington Shire that are not zoned as urban or general residential and therefore, footpath planning within those locations has not been considered within this document. Council acknowledges that some of these locations would greatly benefit from footpath planning because they have key community destinations that require improved connectivity, or the footpath would provide significant recreational benefits to the community.

Council will consider additional non-urban footpath projects (herein after referred to as 'Rural and Recreational Paths'), outside of this strategy, at least annually as part of overall Council planning processes.

Rural and Recreational Path requests that do not meet the criteria of the Urban Path Plan will be considered as part of the Rural and Recreational Path Framework. This framework will be developed as part of the Urban Paths Action Plan – Connectivity of Paths Outcomes.

### **Defining Active Travel**

The Urban Paths Plan recognises the different ways a person can active travel to a destination.

Examples include:

**Walking** – this will also include people walking with a pram, walking aid or wheel chair.

**Cycling** - this will also include bicycles with an auxiliary motor with power output of less than 200 watts.

**Wheeled devices** – such as skateboards, foot scooters, rollerblades, mobility scooters, wheelchairs or other mobility aids.

The Plan recognises that people choose to active travel for varying reasons including leisure, recreation and commuting.

The Plan will aim to encompass all these users.



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## BENEFITS OF ACTIVE TRAVEL

Active travel such as walking and cycling provide a range of health, social, environmental and economic benefits to individuals and the community.

### Health

Wellington Shire is following the national trend of increasing rates of overweight and obesity in the population which is a major area of concern.

Increasing physical activity, via increasing walking and cycling in our community, will act as major protective factors for the community.

Wellington has a lower percentage of people who meet the physical activity guidelines (50%) than the state (54%). Males are more inactive in Wellington (47.6%) compared to females (53.8%).<sup>1</sup>

In terms of mental health benefits, walking and cycling has been proven to reduce the incidences of anxiety, stress and depression, and improve individual happiness and wellbeing.

*Wellington Shire has a higher percentage of persons overweight (34%) and obese (20%) compared to the Victorian average (overweight – 31%; obese – 19%).<sup>2</sup>*

*Wellington Shire has a higher number of people experiencing depression and anxiety (27%) compared to the Victoria average (21%).<sup>3</sup>*

### Social

The presence of walkers and cyclists in an area can contribute to social well-being of a place by:

- Providing increased opportunities for social connection, gatherings and informal interaction
- Enhancing community pride by encouraging people to engage with their local environment and community.
- Encouraging increased independence, particularly for school aged children and the elderly.

Walking and cycling can improve personal security and deter crime by having more 'eyes on the street' and improve road safety through increased street activity which encourages drivers to slow down and be more alert, as well as provide an opportunity to learn safer road habits.

### Environment

Active travel is one of the most energy efficient forms of transport available. The provision of walking and cycling paths make it easier for people to move around and provides an alternative to the use of private motor vehicles.

Walking and cycling paths are also generally associated with infrastructure such as landscaping and trees that provide amenity and biodiversity benefits.

<sup>1</sup> Victorian Government Data: LGA Profile (2015)

<sup>2</sup> Victorian Government Data: LGA Profile (2015)

<sup>3</sup> The Victorian Population Health Survey (2014)



### **Economy**

A town that is perceived as more liveable or attractive, because of having well planned walking and cycling paths, will increase the likelihood of people moving to Wellington Shire. Providing recreational opportunities for both residents and tourists will encourage people to stop, stay and spend money within a local community.



## OUR SHIRE

Wellington Shire is in the Gippsland region of Victoria and covers an area of 10,924 sq. km. Wellington Shire is home to 43,465 people. Since 2011, Wellington Shire has had a population increase of 3.7% (Australian Bureau Statistics, 2016 Census Data).

Wellington Shire is made up of more than 30 different towns:

Towns (population 15,000 – 1000)	Small Town (population 1000 – 150)	Rural Settlement (less than 150)
Sale (13,673)	Loch Sport (807)	Woodside (138)
Maffra (4,644)	Golden Beach / Paradise Beach (453)	Langsborough (117)
Stratford (2,483)	Port Albert (293)	Seaton (115)
Heyfield (1,993)	Glenmaggie (277)	Newry (113)
Yarram (1,729)	Cowwarr (190)	McLoughlin's Beach (104)
Rosedale (1,654)	Coongulla (183)	Woodside Beach (95)
Briagolong (1,184)	Alberton (163)	Devon North (94)
Wumuk (1,137)	Seaspray (156)	Gomandale (84)
Longford (1,132)		Honeysuckles (82)
		Boisdale (67)
		Dargo (66)
		Won Wron (60)
		Munro (60)
		Tinamba (58)
		Robertson Beach (55)
		Carrajung (42)
		Kilmany (35)
		Tarraville (27)
		Manns Beach (24)
		Hollands Landing (15)
		Licola (11)

Sale is the regional capital of Wellington Shire with a population of approximately 14,000 people. It is located approximately 200km east of Melbourne; nearby Sale are the satellite towns of Wumuk and Longford. Stratford, Maffra, Heyfield, Rosedale and Yarram are key towns within Wellington with populations ranging between 1,000 and 5,000 residents.

Coastal towns such as Loch Sport, Port Albert and Seaspray are popular tourist destinations with small populations combined with considerable volumes of tourists, particularly in summer months.



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## POLICY CONTEXT

There are several state and local policies and strategies that provide support and guidance to the Urban Paths Plan. These policies either have a health and wellbeing, road safety or active travel focus which are important considerations when developing the Urban Path Plan.

### State:

#### **Victorian Public Health and Wellbeing Plan 2015 – 2019**

The Victorian Public Health and Wellbeing Plan outlines the government's key priorities to improve the health and wellbeing of all Victorians, particularly the most disadvantaged.

As many chronic disease and injuries are preventable, the Plan focuses on supporting healthy living from the early years and throughout life.

**The health and wellbeing priorities for 2015–2019 are:**

- healthier eating and active living
- tobacco-free living
- reducing harmful alcohol and drug use
- improving mental health
- preventing violence and injury
- improving sexual and reproductive health.

The Plan also identifies platforms to deliver health benefits for all Victorians:

- healthy and sustainable environments
- place-based approaches
- people-centered approaches

The Urban Paths Plan will address active living using a place-based approach.

#### **Towards Zero 2016 – 2020: Victoria's Road Safety Strategy and Action Plan**

The Towards Zero 2016 – 2020 Road Safety Strategy is a state government strategic plan, with the overall goal of reducing the road toll. The implementation of this Plan is coordinated by VicRoads and the TAC; however other state departments such as Victoria Police, Department of Justice and Regulations and Department Health and Human Services.

The Road Safety Strategy is about creating a safe system for all Victorians, this means safe roads and roadsides, safe speeds, safe vehicles and safe road use by all people using the road.

Although the State strategy has a focus on road safety, this Urban Path Plan (2018) recognises that improving knowledge of pedestrian safety leads to improved knowledge of road safety. In other words, by providing opportunities to learn road safety via active travel, will increase the likelihood of people (such as children) learning to be safer on our roads and footpaths.



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## Victorian Cycling Strategy 2018 – 2028

The Victorian Cycling Strategy aims to get more people cycling to work, school and around their local neighborhood.

The Plan aims to do this by:

- Investing in a safer, lower stress, better connected cycling network, prioritising strategic cycling corridors
- Making cycling a more inclusive experience

The strategy guides planning and investment in cycling for the next decade across Victoria. The Urban Paths Plan (2018) reflects projects identified from Victoria Cycling Strategy.

## Local

### Wellington Planning Scheme

The Wellington Shire Planning Scheme requires consideration to be made for walking and cycling infrastructure within new developments. Wellington Shire has incorporated Healthy by Design principles into the planning scheme as a reference document. The key planning scheme clauses include:

#### *Clause 21.04-2 Settlement Objectives:*

To ensure that urban design and development provides for greater connectivity and amenity that encourages use of public transport services and physical activity (including walking and cycling) throughout the Shire.

#### *Clause 21.04-3 Settlement Strategies:*

Urban and Rural Townships:

- Promote urban design that encourages physical activity and promotes accessibility to public open spaces as part of a broader network of walking and cycling opportunities.
- Integrate local walking and cycling paths with tourist attractions, natural destinations and other existing infrastructure where appropriate (e.g. drainage channels) to encourage low impact access that links key destinations or creates opportunities for physical activity.

Coastal Areas:

- Promote urban design in coastal towns that encourages physical activity and promotes accessibility to public open spaces as part of a broader network of walking and cycling opportunities.

#### *Clause 21.18-5 Walking and Cycling*

Objective: To promote walking and cycling as a form of transport

Strategies:

- Develop and implement plans for networks of footpaths and bikeways.
- Encourage new developments to add to existing or provide new networks of footpaths and bikeways.
- Facilitate walking and cycling as a means of improving community health and wellbeing.



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- Improve pedestrian circulation and safety.

More information about the Wellington Shire Council Planning Scheme is available on Council website.

### **Town Structure Plans and Urban Design Frameworks**

Town Structure Plans are prepared for towns within the Wellington Shire to identify areas of future growth and other planning considerations, including effective transport connections.

Structure Plans have been completed for a number of towns including Sale, Wurruk, Longford, Heyfield and Rosedale.

Urban Design Frameworks are resources that provide guidance for future development of urban areas, including the provision of walking and cycling networks. Urban Design Frameworks have been prepared for Golden Beach, Loch Sport, Manns Beach, McLoughlins Beach, Robertsons Beach, Seaspray, The Honeysuckles and Woodside Beach.

These plans include opportunities for new paths within both existing and future residential areas.

### **Wellington 2030 Strategic Vision**

The Wellington 2030 Strategic Vision provides the visions to guide Wellington Shire long term planning. In the context of active travel, the community wanted infrastructure that enables and encouraged healthy and active lifestyles. The Urban Path Plan will ensure it aligns with this community need.

### **Healthy Wellington Plan 2017 - 2021**

Healthy Wellington Plan is a combination of Wellington Shire Municipal Public Health and Wellbeing Plan and Health Promotion Funded Agencies Health Promotion Plan.

Healthy Wellington Plan provides a strategic approach to public health planning for the Wellington Shire, with a strong focus on collaborative partnership. The development and implementation of the Urban Paths Plan will be coordinated by Wellington Shire Council and supported by the Healthy Wellington partnering agencies.

### **Road Management Plan 2017**

Under the *Road Management Act 2004*, Wellington Shire Council role is 'Coordinating Road Authority' or 'Responsible Road Authority'. As part of this role, Wellington Shire develops Road Management Plan (RMP), which identifies Councils approach to safety and efficiently managing the Wellington Shire Road network. The Road Management Plan covers the following infrastructure: physical roadways, footpaths, road shoulders and road related infrastructure (e.g. road drainage assets and formations, traffic control devices, warning & regulatory signage).

Infrastructure not covered under this Plan includes any area of public road that has not been



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developed by a road authority for use by the public as a roadway or pathway and any other nonroad related infrastructure (e.g. roadside bushland, utility assets, private driveways).

As part of Urban Path Planning, consideration for urban footpath capital work projects will align with the 'Footpath Hierarchy Description' of the Road Management Plan.

High Activity footpaths provide connections within CBD and Town Centres. These paths also link major public transportation hubs including bus stops and railway stations to town centres. High Activity paths are likely to have a diverse range of users and are most likely to have the highest traffic volumes.

#### **Public Open Space Plan 2014 – 2024**

The Wellington Shire Council's Public Open Space Plan provides a framework for the planning and management of Wellington Shire public open space networks, including the urban forest and play spaces (excluding sporting infrastructure). The Plan defines how Wellington Shire Council will meet community needs and expectations for urban public open space now and until 2024 in terms of equity, liveability, vitality, sustainability, quality, flexibility, diversity, community health and well-being and efficient use of resources.

This Plan acknowledges the strong links that well-planned public open space contributes to increasing health and wellbeing outcomes of a community.

#### **Wellington Access and Inclusion Plan 2017 – 2022**

The Wellington Shire Council Access and Inclusion Plan 2017 – 2022 is a Council strategy that identifies how Council services will be more accessible and inclusive, removing barriers experienced by people with a disability.

Safe and accessible is one of the priorities of the Urban Paths Plan. Path projects will align with the priorities of the Access and Inclusion Plan.



## CONSULTATION AND ENGAGEMENT

Community engagement for Urban Paths Plan commenced in early 2016 with engagement activities for the development of Municipal Strategies incorporating health and well-being, being physical active, and transport as a focus.

The strategies include:

- Wellington 2030 Community Vision
- Council Plan 2017-2021
- Healthy Wellington Plan 2017- 2021

During the various engagement activities, the community identified a range of walking and cycling priorities such as:

*...support our community to be safe, resilient, healthy, active, connected, accepting of diversity and having access to appropriate and sustainable services and facilities.*

This feedback was used to assist in the development of the Urban Paths Plan.

The draft Urban Paths Plan was completed October 2018. For a period of 12 weeks from December 2018 to February 2019, a community engagement process was undertaken to receive feedback on the draft Plan.

Engagement activities included:

- Media promotion via newspaper articles, community newsletter articles, social media posts and promotion on council website.
- Drop in Sessions at Yarram, Sale, Maffra, Heyfield, Golden Beach, Port Albert and Loch Sport.
- Public Submission process.

Council received 91 formal public submissions and received feedback from over 1000 people (including students from schools, special interest advisory groups, and community groups) regarding the draft Plan.

Overall the submissions and feedback provided from the community was supportive of the Plan. The submissions and feedback received were mainly additional considerations for the four priority areas within the strategic framework, and suggestions for additional footpaths.

The key themes that came from the public submission include:

- Road Safety for Pedestrians and Cyclist – over a third of the submissions received focussed the need for footpath planning to address a road safety issues impacting pedestrians and or cyclist.
- Footpath planning to connect to community facilities such as recreational facilities, schools and local shops.

Other secondary and tertiary themes include:

- Consider other footpath infrastructure, such as lighting, seating and safe areas to cross.
- Gaps in the proposed footpath network.
- Footpath connection between towns.
- Health and wellbeing



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## PLANNING FOR PATHS WITHIN URBAN TOWNS

The key outcome for the Urban Path Plan is to increase and improve active travel in our urban towns.

As identified earlier, increasing active travel such as walking and cycling in a community will have a positive impact on the health, wellbeing, social, environmental and economic status of the Wellington community.

To meet this overall outcome, this strategy and annual action plans will focus on four priority areas as follows:

- Whole of Path Network Planning
- Connectivity of Paths
- Safe and Accessible
- Education and Promotion

### PRIORITY AREA - WHOLE OF PATH NETWORK PLANNING

*Active travel routes will be planned and developed on a whole-of-network basis. This means the network of paths within a town will accommodate a diverse range of recreation and commuter needs.*

A well-planned network of active travel routes allows people to travel safely and with ease, whether on foot, bike or other wheeled vehicles. The best active travel routes include a connected network of footpaths, shared paths for pedestrians and cyclists, off road cycle paths, on road cycle lanes and paths for recreation and leisure (Healthy by Design, 2012).

The intention of a whole of path network is to develop a series of safe and accessible paths (shared and standard footpath) that provide connection to community destinations. These destinations include:

- Town center and other smaller shopping centers
- Schools and other educational facilities
- Community facilities including halls, libraries and community centers
- Sporting facilities including ovals, tennis courts, basketball courts and netball courts
- Recreational facilities including swimming pools, skate parks and public parks and gardens
- Railway stations and major bus interchanges
- Entertainment facilities including galleries theatres, hotels, restaurants and cinemas
- Aged care facilities, nursing homes, hospitals and health centers



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### **Standard Footpath Network**

The standard footpath network is primarily for walkers. However, in the context of walking and cycling, consideration needs to be made for children under the age of 12 who are cycling and adults that may be accompanying them on bike.

Other considerations include people who are walking with pram or walking aid, or people travelling on a mobility scooter.

The standard footpath network will be the main form of path used within the whole of path network planning. The standard footpath network will work towards providing direct connections to community destinations.

When planning the standard footpath network, priority consideration should be given to locations that are potentially hazardous to pedestrians such as road and rail crossings, highways and arterial roads with a view to minimising these risks.

Priority should also be given to locations with high numbers of vulnerable pedestrians (children, elderly and people with a disability).

As a rule, the standard footpath network will not be extended to areas of rural zoning, unless the footpath provides a link to key community destinations.

### **Shared Path Network**

The shared path network is infrastructure that allows walkers and cyclists to share a common path separated from vehicle traffic. It is an extension of the standard footpath network.

Shared paths are designed to provide connections between key community destinations within major towns such as Stratford, Sale, Maffra, Yarram, Heyfield and Rosedale.

In accordance with agreed standards, shared footpaths will be a minimum of 2.5 metres wide to allow walkers and cyclists to pass safely and comfortably.

As a rule, shared path network will not be extended to areas of rural zoning, unless the footpath provides a link to key community destinations.

### **On-Road Bicycle Lane Networks**

On road bicycle lanes are on-road lanes reserved for bike riders identified with a bike symbol on the road and a sign which says that it is a bike lane.

Cyclists who are confident enough to ride in traffic will use the on-road bicycle lane network, but the network must also cater for all cyclists over the age of 12 who are no longer permitted to use the footpath network, and novice adult cyclists who are still gaining confidence.

To create a positive culture that promotes walking and cycling, it is important we keep on-road bicycle lanes clear, and not utilise them as parking spots for vehicles. Having a parked car in an on-road bicycle lane causes more safety risk to the cyclist making it difficult for children over the age of 12 and adult cyclist wanting to ride in their designated lane.

On-road bicycle lanes will be constructed in accordance with relevant standards and need to be wide, well-marked and well signposted.

On-road bicycle lanes are most appropriate in larger towns such as Sale, Maffra and Yarram



which cover a large area where people are likely to commute by bicycle from one part of town to another.

#### **Roads with no on-road bicycle lane**

Where possible, roads will be improved to ensure cyclists can safely share the road with vehicles. This includes sealing of gravel road intersections, shoulder widening, signage and a higher level of maintenance.

### **PRIORITY AREA - CONNECTIVITY OF PATHS**

*Ensure all paths are well connected and linked with key community points of interest. Gaps in the existing path network will be addressed as a priority. Future paths will be continuous and well connected to each other and to destinations in the region.*

Some sections of Wellington Shire path networks, particularly the footpath network, have gaps, which creates a connection issue to community destinations. This lack of connectivity is a disincentive to the use of path networks in Wellington Shire.

As part of the criteria to determine path development, connectivity will be priority with a focus on completion of gaps in the existing path network, to community destinations.

As mentioned in the [Introduction section](#), smaller missing connections (gaps) in our existing path network, and renewal of existing pedestrian infrastructure, are assessed and reviewed as part of separate capital works programs.

### **PRIORITY AREA - SAFE AND ACCESSIBLE**

*Active travel routes will be inclusive of people with mobility difficulties including people in wheelchairs, vision impaired, prams and mobility scooters. Infrastructure such as Disability Discrimination Act (DDA) compliant paths, ramps and charging points for mobility scooters will be considered when planning for footpaths.*

A safe and accessible whole of path network will ensure residents and visitors of all ages and abilities are able to travel safely to their chosen destination.

The following consideration will be made when developing the whole path network:

- Design for access and mobility - Paths, ramps and walkways should comply with AS1428.1, 1428.4 and 4586.
- Curb cut out designs in footpath need to consider:
  - Gradient – avoid a steep gradient or dip at the bottom of the curb because it makes it difficult for someone who is cycling, pushing a pram or wheelchair, or using a mobility scooter to travel up or walk down the curb.



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- Ensure when crossing at a curb cut there is a matching curb cut on the opposite side.
- Footpath planning in the CBD of Major towns – Footpath planning to consider continuous travel from footpath into a building, preferably the main entrance. If this is not possible provide continuous travel from footpath an alternative entrance.
- Traffic calming measures uses physical design and public education to improve road safety for motorists, pedestrians and cyclist. It aims to encourage safer, more responsible driving and potentially reduce traffic flow. Some examples of traffic calming strategies include:
  - Speed table - A wide speed hump with a flat top, typically used in residential areas and for pedestrian crossings.
  - Road narrowing which enforces a natural reduction in speed. The narrowing of roads can be achieved by several methods, including extending the footpath, curb extensions and chokers, which narrow the road to a single lane at vital safety points like pedestrian crossings.
  - Visual cues, such as pedestrian islands, roadside planter boxes, and road signs signal drivers to slow down and pay more attention.
- Lighting - Where appropriate, lighting will be provided as part of the construction of a shared path. In many cases existing street lighting will be sufficient to light our path networks, however where street lighting is insufficient these routes will have supplementary lighting to a level that makes them safe and inviting after dark.
- Seating – Where possible, seats will be incorporated along path networks to allow for people to rest. Where possible, seating and shelter will also be provided to public transport stops such as Public Bus stops.
- Water fountains - Where possible, consider the inclusion of water fountains along shared pathways.
- Wayfinding signs - The provision of good signage enhances walking and cycling routes and can result in increased usage. Consideration for wayfinding signs include:
  - Clear direction to points of interest, including distance and duration of journey for active travel modes.
  - footpath network of an area / precinct to encourage active travel.
  - Include special town information such as historical and cultural significance to promote town identity.
- Bike Parking - Bicycle parking facilities will be available to the public and are provided at key destinations with a focus on railway stations, strip shopping centers, leisure facilities, parks and recreation reserves. By providing parking at these locations it will encourage residents to consider cycling as a viable option for short town-based trips as well as for recreational purposes.
- Recharge Points – Where possible, consider the inclusion of recharge points along shared pathways.



- Tactile Ground Surface Indicators (TGSi) – ensure contrasting TGSi are used to assist those who are blind and those who have a vision impairment. In Wellington Shire Councils Urban Path Network TGSi will only be implemented throughout all high activity areas, access to major facilities and services and as part of new works having regard for AS 1428.4 and VicRoads Road Design Note 06-06.
- Trees and Plants not to interfere or obstruct – As outlined in Wellington Shire Local Laws No 2 – Streets and Roads, section 5.1 Trees and Plants not to interfere or obstruct.

Wellington Shire residents will 'maintain safe and unobstructed passage for pedestrians in line with the *Disability Discrimination Act 1992*.'

More specifically:

- An owner or occupier of land must not allow any tree or part of a tree or any plant or other vegetation to grow on that land, so that it interferes or obstructs with the passage of traffic by:
  - a) overhanging onto or over any pavement abutting that land at a height of less than three (3) metres from the level of the adjacent Footpath or nature strip;
  - b) overhanging onto or over any Road abutting that land at a height of less than five (5) metres from the level of the adjacent Footpath or nature strip;
  - c) obstructing or impairing the vision of the driver of a Vehicle travelling along a Road adjacent to or near the land or approaching the intersection adjacent to or near the land; or
  - d) otherwise impacting on the safe and convenient use of any pavement or Road adjacent to or near the land;

Wellington Shire Council will endeavour to select tree species that minimise the risk to pedestrians from seed drop whilst still providing the benefit of shading.



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## PRIORITY AREA - EDUCATION AND PROMOTION

*Create a culture in Wellington Shire where people of all ages choose walking and cycling (or active travel) as a safe and easy way to travel to a community destination.*

There are several resources available to encourage people to walk and cycle. As a starting point, the Wellington Shire Council website provides helpful walking and cycling information via the [Walking and Cycling webpage](#).

### Promoting Walking and Cycling

There are a number of methods that can be utilised to promote walking and cycling. These are;

- **Brochures** - Existing walking and cycling brochures can be updated by Council in partnership with walking and cycling groups and the local community.
- **Wayfinding Maps and Signs** – Having access to wayfinding signs and town /area maps that highlight footpath network is more likely to better inform residents and tourist of footpath networks and increase the likelihood of people choosing to walk or cycle.
- **Social Media / Website** - Wellington Shire Council's website can include information on walking and cycling in Wellington including upcoming events, brochures and promotion of new walking and cycling infrastructure. In addition, this information will be available through social media and links on other relevant websites to maximise the reach of this information.
- **Newspapers / Community Newsletters** – Walking tracks and cycle paths will be promoted in the local newspapers and newsletters.
- **Footpath Decals** – used to communicate a road safety message for pedestrians and cyclist such as promoting safe crossing 'Stop Look Listen and Think' or 'Shared Zoned' for cyclists and pedestrians.

Future promotion of walking and cycling by will focus on key messages such as:

- The health benefits of walking and cycling
- The infrastructure that Wellington Shire Council offers for walking and cycling
- Resources to ensure that people are walking and cycling safely
- Events promoting participation in walking and cycling

### Learning from a young age

Learning safe walking and cycling habits at a young age increases the likelihood that children will continue these habits throughout their life.



Wellington Shire Council in partnership with Wellington Shire kindergarten, primary and secondary schools will promote active transport options to students via the following program:

#### **Bicycle Education Programs**

VicRoads has developed the Bike Ed program that is designed to help children aged 8 to 12 years to develop the skills they need to ride safely and independently on roads and paths. To assist primary schools with running Bike Ed program, Wellington Shire Council have provided the following resources:

- Wellington Bike Ed Trailer(s)
- Youth bicycles
- Wellington Bike Ed Framework – a school resource incorporating the Bike Ed curriculum into school curriculum.
- Funding to send teachers and or community volunteers to Bicycle Safety Education Instructor Training.

There are opportunities where Wellington Shire Council can apply for external funding to deliver education programs that promote active travel and road safety. Where possible, Wellington Shire Council will continue to seek funding to deliver these projects and any other that are relevant. Some of these projects include:

#### **Walk to School Program**

The Wellington Walk to School Program is sponsored by VicHealth, and focusses on promoting active transport (including walking, riding, skating and scooting) in primary schools in the month of October. Wellington Shire Council encourages primary schools to register and run activities throughout the month of October. Schools with high participation rates are rewarded with prizes.

#### **VicRoads Community Road Safety Programs**

VicRoads provide funding for communities to implement programs that address road safety for pedestrians and vehicle users. Wellington Shire Council has annually applied for funding to address walking and cycling and road safety priorities in our local community. Programs include Safe to School Program, Awareness Raising Younger Drivers, and Driver Distraction.



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## CRITERIA FOR DETERMINING PATH DEVELOPMENT PRIORITIES

The following criteria have been developed to guide priorities for development of Urban Path Infrastructure.

Infrastructure projects can include paths, lighting, seating, tree planting for shade and way finding signage to ensure desired outcomes.

Having criteria allows for infrastructure projects to be easily assessed and added to the existing prioritised list ([refer to Appendix 2](#)). The model features 6 factors that seek to assess the priority of each infrastructure project. They include:

### 1. Town status / size:

#### Major Towns:

##### *Shared Path*

- Access to a shared path network within 400m of residential property
- Residential areas are connected to major activity centers and major activity areas are connected to each other.

##### *Standard Footpath*

- Access to footpath network within 200m of residential property
- Role is to feed pedestrians onto shared path network

#### Small Towns:

##### *Shared Path*

- Only to be installed between major activity centres

##### *Footpath*

- Access to footpath network within 400m of residential property

As a rule, shared and standard footpath network will not be extended to areas of rural zoning, unless the footpath provides a link to key community destinations.

As a rule, all paths listed in the Urban Paths Plan will be cement footpaths.

### 2. Improves access to community destinations

E.g. Project will improve pedestrian and cyclist access to community destinations. The greater the number of community destinations a path is servicing, the higher its priority.

### 3. Existing infrastructure

E.g. The amount of existing infrastructure (such as a footpath on opposite side of road) available for pedestrians and cyclists on the proposed route. This also include alternative path options for pedestrian and cyclist.

### 4. Community Advocacy

Majority of the community support the project, and / or Council has received identification and advocacy as part of community planning methods.



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**5. Minimises risk associated with paths**

E.g. Project makes the path network safer for pedestrian and cyclist and / or minimises risk implications for Council.

**6. Poor / inadequate level of path provision in the area**

E.g. Paths are narrow, have poor surveillance or do not have a sealed surface.

**Considerations for path infrastructure:**

When identifying future urban paths projects further considerations will include:

- Cost of providing required additional infrastructure such as, rail / creek crossing
- car parking
- way finding signage
- seating
- lighting

**Community destinations include:**

- Town center and other smaller shopping centers
- Schools and other educational facilities
- Community facilities including halls, libraries and community centers
- Sporting facilities including ovals, tennis courts, basketball courts and netball courts
- Recreational facilities including swimming pools, skate parks and public parks and gardens
- Railway stations and major bus interchanges
- Entertainment facilities including galleries theatres, hotels, restaurants and cinemas
- Aged care facilities, nursing homes, hospitals and health centers



## REVIEW AND EVALUATION

The Urban Paths Plan will remain as is once adopted however, the Urban Path Action Plan ([Appendix 1](#)) and Urban Path Maps, that details urban path capital works projects ([Appendix 2](#)) will be reviewed on an annual basis.

Progress on this Plan will be reported to Council and the broader community via media releases relating to walking and cycling projects.

To enable the Urban Paths Plan to achieve its desired goals, actions and tasks will be developed for some business units within Council. The actions and tasks will be integrated into Council's business planning system which will ensure regular reporting takes place as part of the existing Council business planning cycle of mid-year and annual reviews.

### Ongoing Work

A regular audit schedule has been developed to check the standard of the urban path network and identify any maintenance issues that need to be addressed and identify potential new projects to be investigated by council.

All community members have an opportunity to be involved in providing feedback about urban footpaths through the Council Customer Action Request Form. This form can be used to inform Council of issues with paths and to suggest projects to provide better connectivity.

The Customer Action Request Form is located on the [council website](#).



## APPENDIX 1: WELLINGTON SHIRE URBAN PATHS ACTION PLAN

This action plan will be reviewed annually, and progress will be reported to via Council Annual Report and Council Meetings.

The overall outcome for the 'Urban Paths Plan' is to increase active travel in our urban towns.

The annual action plan will focus on the four priority areas. They include:

- Whole of Path Network Planning
- Connectivity of Paths
- Safe and Accessible
- Education and Promotion

Outcomes	Actions	Responsibility within Council	Timeframe	Evidence of Success
<p><b>Whole of Path Network Planning –</b></p> <p>Active travel routes will be planned and developed on a whole-of-network basis. This means the network of paths within a town will accommodate a diverse range of recreational and commuter needs.</p>	<p>1. Establish an internal Council working group to:</p> <ul style="list-style-type: none"> <li>- Ensure a coordinated approach to the planning and development of the whole of path network.</li> <li>- Ensure working group is made up of staff from Social / Community Planning, Land Use Planning, and Infrastructure Planning.</li> </ul>	<p>Built and Natural Environment Division</p> <p>Land Use Planning Business Unit</p> <p>Business Development</p>	<p>June 2018</p>	<p>Maps completed and published on Council website.</p>

Outcomes	Actions	Responsibility within Council	Timeframe	Evidence of Success
		Community Wellbeing – Facilities Planning, Social Planning		
	<p>2. Map existing whole of path network within each town across Wellington Shire.</p> <p>- Include design requirement for infrastructures such as landscaping and trees that provide amenity and biodiversity benefits.</p>	<p>Built and Natural Environment Division</p> <p>Community Wellbeing – Facilities Planning, Social Planning</p>	April 2019	Maps completed and published on Council website.
	<p>3. Prepare a 20-year Urban path capital project list including budget (<a href="#">Appendix 2</a>)</p>	<p>Built and Natural Environment Division</p> <p>Land Use Planning Business Unit</p> <p>Business Development</p>	April 2019	Maps completed and published on Council website.

Outcomes	Actions	Responsibility within Council	Timeframe	Evidence of Success
		Community Wellbeing – Facilities Planning, Social Planning		
	4. Develop framework that guides the development of footpath networks within Wellington Shire Local, Neighbourhood, District, or Regional Open Spaces (such as Parks and Gardens)	Natural Environment, Open Space Planning	2019	Framework completed and published on Council website.
	5. Develop framework that guides the development of footpath networks within council owned and managed Community Facilities (example Community Halls, Recreational and Sporting Reserves).	Community Wellbeing, Community Facilities Planning	2019	Framework completed and published on Council website.

Outcomes	Actions	Responsibility within Council	Timeframe	Evidence of Success
<b>Connectivity of Paths –</b> Ensure all paths are well connected and linked with key community points of interest. Gaps in the existing path network will be addressed as a matter of priority.	1. Conduct an audit of the existing path network and identify gaps. <ul style="list-style-type: none"> <li>- Small gaps in the network will be incorporated in renewal capital works program.</li> <li>- Large gaps in the network will be incorporated in Walking and Cycling capital works program (Appendix 2)</li> </ul>	Internal Council Working group made up of staff from:  Built and Natural Environment Division  Land Use Planning Business Unit  Community Wellbeing – Facilities Planning, Social Planning	2018 – 2019	Audit completed, and gaps incorporated in either Walking and Cycling Program or Path renewal Program.
	2. Where appropriate, prepare Business Case for additional footpaths that address a gap in path network.	Council Staff	Ongoing	Evidence of Business Case and outcome/s.

Outcomes	Actions	Responsibility within Council	Timeframe	Evidence of Success
	3. Develop non-urban path framework that includes a criteria for constructing footpaths in non-urban areas, however, provide a community benefit.	Built Environment Business Unit – Road Planning and Engineer	2019	Framework complete Non-Urban Paths capital projects list developed

Outcomes	Actions	Responsibility within Council	Timeframe	Evidence of Success
<b>Safe and Accessible –</b> A safe and accessible whole of path network will ensure residents and visitors of all ages and abilities are able to travel safely to their chosen destination.	1. Commence an audit of signage to identify off-road and on-road signage requirements (location, type) for pathways.  Prepare a timeline and budget for the installation of Signage.	Built and Natural Environment Division	2019	Audit completed and works program developed to address recommendations.
	2. Commence an audit of seating and bike parking across Wellington Shire. Audit will identify areas that require seating and bike parking.  Prepare a timeline and budget for the installation of seats and Bike Parking.	Built and Natural Environment Division  Community Wellbeing, Social Planning	2019	Audit completed and works program developed to address recommendations.

	<p>3. Commence traffic calming planning for the following towns:</p> <ul style="list-style-type: none"> <li>- Heyfield</li> <li>- Loch Sport</li> <li>- Seaspray</li> <li>- Sale</li> </ul>	<p>Built Environment Business Unit – Road Planning and Engineer</p> <p>Community Wellbeing, Social Planning</p>	2019 - 2020	<p>Planning completed</p> <p>Planning has funding (either Rates or External Funding)</p>
	<p>4. Implement traffic calming planning for the following towns:</p> <ul style="list-style-type: none"> <li>- Heyfield</li> <li>- Loch Sport</li> <li>- Seaspray</li> <li>- Sale</li> </ul>	<p>Built Environment Business Unit – Road Planning and Engineer</p>	2020 - 2024	<p>Traffic Calming measures implemented in towns</p>

Outcomes	Actions	Responsibility within Council	Timeframe	Evidence of Success
<b>Education and Promotion –</b>  Create a culture in Wellington Shire where people of all ages choose walking and cycling (or active travel) as a safe and easy way to travel to a community destination	1. Wellington Shire Council seek external funding to deliver education programs that promote active travel and road safety.	Community Wellbeing, Social Planning	Ongoing	External funding received  Projects implemented in accordance to funding guidelines.  Individual project evaluation
	2. Promote of walking and cycling paths via:  <ul style="list-style-type: none"> <li>- Council media channels</li> <li>- Libraries</li> <li>- Leisure Services</li> </ul>	Media and PR Team  Community Wellbeing, Social Planning	Ongoing	Communication Plan developed which includes scheduling of promotion of walking and cycling paths.

## APPENDIX 2: WELLINGTON SHIRE URBAN PATHS PLAN MAP- INCLUDING CAPITAL FOOTPATH PROJECT LIST

This document lists a total of 15 urban towns within Wellington Shire that will have new footpaths constructed based on the strategic direction and criteria of Wellington Shire Urban Paths Plan.

Towns were chosen based on urban and residential zoning as well as existing road infrastructure. Further planning of urban towns will occur in future years.

This document will be reviewed on an annual basis.

### TOWN MAPS:

Alberton

Briarolong

Cowwarr

Heyfield

Loch Sport

Maffra

Paradise Beach / Golden Beach

Port Albert

Rosedale

Sale

Seaspray

Stratford

Wurruk

Yarram

**Capital Footpath List – Alberton**

Path type	Road Name	Project Location	Length (m)
Shared Path	Thomson Street		150

**Capital Footpath List – Briagolong**

Path type	Road Name	Project Location	Length
Footpath	Church Street	Victoria Street to Cahill Street	289
Footpath	Victoria Street	Church Street to Forbes Street	415
Footpath	Forbes Street	Victoria Street to Cahill Street	249
Footpath	Rosstrevor Avenue	Forbes Street tot Smith Stret	573
Footpath	Mclean Street	Rosstrevor Avenue Avon Street	496

**Capital Footpath List – Cowwarr**

Path type	Road Name	Project Location	Length (m)
Footpath	Draper Street	Main Street to Pine Grove Avenue	110
Footpath	Railway Street	Morgan Street to Main Street	219
Footpath	Morgan Street / Church Street	Railway Street to Church Street	263

Capital Footpath List – Heyfield

Path type	Road Name	Project Location	Length (m)
Shared Path	Tyson Road	Skeels Stree to Mary Street	454
Shared Path	Davis Street	Mary Street to Macfarlane Street	697
Shared Path	Macfarlane Street	Davis Street to Gordon Street	525
Shared Path	Gordon Street	Fawaz Street to Macfarlane Street	602
Shared Path	Anderson Street	Skeels Stree to Mary Street	495
Shared Path	Skeels Street	Tyson Road to Anderson Street	500
Shared Path	Apex Park Reserve - George Street	Tyson Road to Anderson Street	787
Footpath	Licola Road / Davis Street		495
Footpath	Firebrace Road		615
Footpath	Maffra Road	East of Weir Road	280
Footpath	Fawaz Street	West of Gordon Street	280

Capital Footpath List – Loch Sport

Path type	Road Name	Project Location	Length (m)
Footpath	Victoria Parade	North of Charlies Street (East of Victoria Parade)	148
Footpath	Charlies Street	Victoria Parade to Government Road	286
Footpath	Government Road	Charlies Street to Warren Street	577
Footpath	Warren Street / Sanctuary Road	Government Road to Cliff Street	1118
Footpath	Basin Boulevard / Marina Drive	Cove Street to Victoria Street	480
Footpath	Marina Drive	Basin Boulevard to National Park Drive	121
Footpath	Bream Road	Wattle Grove to National Park Road	395
Footpath	National Park Road	East end	1207
Footpath	The Boulevard / Mary Street		343
Footpath	Toorak Avenue	Graham Street to Mary Street	435
Footpath	Echidna Street	National Park Road to Kookaburra Street	182
Footpath	Kookaburra Street	Echidna Street to Swan Street	507

Footpath	Swan Street	National Park Road to Kookaburra Street	139
Footpath	Graham Street	Toorak Avenue to National Park Road	187
Footpath	National Park Road (East Ext.)		330
Footpath	Victoria Street	Marina Drive to Bream Road	730
Footpath	Wallaby Street		1803
Footpath	Goodlett Avenue / Syme Street		433

#### Capital Footpath List – Maffra

Path type	Road Name	Project Location	Length (m)
Shared Path	Cedarwood Drive / Rosewood Court	Boisdale Street to shared path at end of Cedarwood Drive	355
Shared Path	Powerscourt Street	Shared path to Morrison Street	294
Shared Path	Powerscourt Street	Mclean Street to Alfred Street	861
Shared Path	Powerscourt Street	Alfred Street to Stratford-Maffra Road	465
Shared Path	Alfred Street		168
Shared Path	Boisdale Street	Mclean Street to Princess Street	245
Shared Path	Princess Street / Boisdale Street	Laura Street to Foster Street	742
Shared Path	Foster Street	Boisdale Street to Gray Street	463
Shared Path	McMillan St	Princess St to Johnson Street	515
Shared Path	Duke Street	River Street to McMillan Street	346
Shared Path	River Street / Johnson Street / McMahon Drive	Duke Street to Macalister River Park	280
Shared Path	The Crescent		89
Shared Path	Princess Street	Cooper Crescent to Laura Street	408
Shared Path	Morison Street		58
Footpath	McAdam Street	Burley Place to Morison Street	335

**Capital Footpath List – Paradise Beach / Golden Beach**

Path type	Road Name	Project Location	Length (m)
Footpath	Moonrise Road	Shoreline Drive to Sea Breeze Avenue	456
Footpath	Dolphin Avenue	Shoreline Drive to Sunburst Avenue	530
Footpath	Meridian Road		467
Footpath	Surf Edge Drive		245
Footpath	Rainbow Road / Azure Avenue		1092
Footpath	Shoreline Drive	Moonrise Road to Azure Avenue	1874
Footpath	Paradise Beach Road / The Boulevard	Stephenson Avenue to near Twenty Seventh Street	1103
Footpath	Sea Breeze Avenue to Astro Avenue	Moonrise Road to Surf Edge Drive	1230
Footpath	Paradise Beach Road	Link From Paradise Beach To Golden Beach	709

**Capital Footpath List – Port Albert**

Path type	Road Name	Project Location	Length (m)
Shared Path	Bay Street	Napier Street to Warf Street	602
Shared Path	Victoria Street	Tarrville Road to Wellington Street	495
Footpath	Tarrville Road	Raglan Street to Victoria Street	279
Footpath	Warf Street		210
Footpath	Bay Street Ext. (North)		140

**Capital Footpath List – Rosedale**

Path type	Road Name	Project Location	Length (m)
Shared Path	Cricket Street / Moore Street	Cricket Street to Duke Street	349
Shared Path	Duke Street	Moore Street to Hood Street	948
Shared Path	Wood Street	Duke Street to Dawson Street	300
Shared Path	Hood Street	Queens Street to Railway Station	613
Shared Path	Ext. of Duke Street		100
Shared Path	Mackay Street	Queen Street to Duke Street	385
Shared Path	Queen Street	Mackay Street to Hodd Street	683
Shared Path	George Street	Moore Street to Duck Court	248
Shared Path	Wood Street	George Street to Cansick Street	160
Shared Path	Cansick Street	Latrobe Street to Hodd Street	457
Footpath	Mackay Street	King Street to Queen Street	113
Footpath	Prince Street (West Rosedale)		375

**Capital Footpath List – Sale**

Path type	Road Name	Project Location	Length (m)
Shared Path	Stawell Street	Reeve Street to Guthridge Parade	1900
Shared Path	Cobains Road / Gibsons Street		1570
Shared Path	Dawson Street	York Street to Guthridge Parade	1370
Shared Path	York Street	Dawson Street to Raglan Street	560
Shared Path	Raglan Street	Reeve Street to Guthridge Parade	2045
Shared Path	Reeve Street	Raglan Street to Foster Street	1538
Shared Path	Raymond Street	Raglan Street to Stawell Street	547
Shared Path	Market Street	Raglan Street to Cunninghame Street	887
Shared Path	Landsdowne Street	Raglan Street to Macalister Street	1042
Shared Path	Palmerston Street	Cunninghame Street to Macalister Street	223

Shared Path	Cunninghame Street	Palmerston Street to Guthridge Parade	195
Shared Path	Pettit Drive / Macarthur Street	Railway Station to Reeve Street	660
Shared Path	Cunninghame Street	Thomson Street to Reeve Street	137
Shared Path	Stead Street to Patten Street	Guthridge Parade to shared path near Rachel Court	866
Shared Path	Inglis Street	Guthridge Parade to Patten Street	1142
Shared Path	Araluen Drive	Inglis Street to Stead Reserve	205
Shared Path	Patten Street	Inglis Street to Raglan Street	1681
Shared Path	Hutchison Street	Guthridge Parade to Patten Street	633
Shared Path	Montgomery Street	Guthridge Parade to Somerton Park Road	1141
Shared Path	Buckley Street	Dawson Street to Raglan Street	507
Shared Path	Mccole Street	Dawson Street to Raglan Street	510
Shared Path	Maffra-Sale Road	The Boulevard to York Street	1268
Shared Path	Raglan Street	Guthridge Parade to Somerton Park Road	1203
Shared Path	Punt Lane	McMillan Street to new Tafe bulding	260
Footpath	Topping Street / Carter Street		620
Footpath	Guthridge Parade	Burling Crescent to Stevens Street	1130
Footpath	Evelyn Drive	Cobains Road to Dryden Place	630
Footpath	Barkly Street	Cunninghame Street to Foster Street	443
Footpath	Somerton Park Road	Brolga Place to Inglis Street	443

**Capital Footpath List – Seaspray**

Path type	Road Name	Project Location	Length (m)
Shared Path	Foreshore Road		686
Footpath	Lyons Street / Bearup Street	Bearup Street to Foreshore Road	114
Footpath	Main Road	Ellel Avenue to Davies Street	495
Footpath	Main Road	Centre Road to Hansen Street	253
Footpath	Centre Road	Main Road to Shoreline Drive	574
Footpath	Shoreline Drive / Futchter Street	Centre Road to Government Road	812
Footpath	Lyons Street/Bearup Street		248

**Capital Footpath List – Stratford**

Path type	Road Name	Project Location	Length (m)
Shared Path	Welsford Street / Hobson Street		567
Shared Path	Welsford Street / Mcalister Street	McMillan Street to Lloyd Street	536
Shared Path	Lloyd Street	McMillan Street to Bolden Street	221
Shared Path	McMillan Street	Shared path along McMillan Street to Davis Street	323
Shared Path	Buckley Street	Davis Street to Lee Street	485
Shared Path	Lee Street / Old Redbank Road	Buckley Street to The Knob Reserve	426
Shared Path	Hobson Street		523
Shared Path	Macalister Street		437
Shared Path	Redbank Road / Lee Street		1060
Footpath	Fitzroy Street	Tyers Street to Welsford Street	439
Footpath	Tyers Street	Fitzroy Street to Dawson Street	359
Footpath	Dawson Street	Tyers Street to Mcfarlane Street	1041
Footpath	Welsford Street / Princess Highway	Hobson Street to Carter Street	407
Footpath	Raymond Street	Merrick Street to Soldiers Memorial Park	163
Footpath	Davis Street / Killeen Street	Buckley Street to Redbank Road	347

Capital Footpath List – Wurruk

Path type	Road Name	Project Location	Length (m)
Footpath	Princes Highway	Frith Street to Prince Street	800
Footpath	Wurruk Way	Prince Street to Riverview Road	567
Footpath	Prince Street	Princess Highway to Riverview Road	243

Capital Footpath List – Yarram

Path type	Road Name	Project Location	Length (m)
Shared Path	Buckley Street / Commercial Road	Railway Avenue to Donald Street	630
Shared Path	Duke Street	Moore Street to Hood Street	948
Shared Path	Rodgers Street	Rail Trail to Commercial Road	284
Shared Path	James Street	Commercial Road to School	878
Shared Path	Commercial Road	Mclean Street to caravan park	740
Shared Path	Railway Ave/ Church Road		721
Shared Path	Mclean Street		281
Shared Path	Growse Street	James Street to Queen Street	165
Shared Path	Railway Ave / Church Rd / Commercial Rd	Wesley St to Commercial Rd	725
Footpath	Charlotte Road / Rhoda Street / Deanne Drive		168
Footpath	Duke Street	Commercial Street to Growse Street	624
Footpath	Growse Street	Queen Street to Duke Street	111
Footpath	Campbell Street		143
Footpath	Lawler Street		70
Footpath	Yarram Street		234



# Alberton Town Map - Urban Paths Plan 2019



Existing standard footpath – Red | Existing shared footpath – Black  
NEW standard footpath – Yellow | NEW shared footpath – Purple



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Print Date: 12/04/2019 10:02:42 AM



# Briagalong Town Map - Urban Paths Plan 2019



Existing standard footpath - Red | Existing shared footpath - Black  
NEW standard footpath - Yellow | NEW shared footpath - Purple



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### Cowwarr Town Map - Urban Paths Plan 2019



Existing standard footpath - Red | Existing shared footpath - Black  
NEW standard footpath - Yellow | NEW shared footpath - Purple



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# Port Albert Town Map - Urban Paths Plan 2019



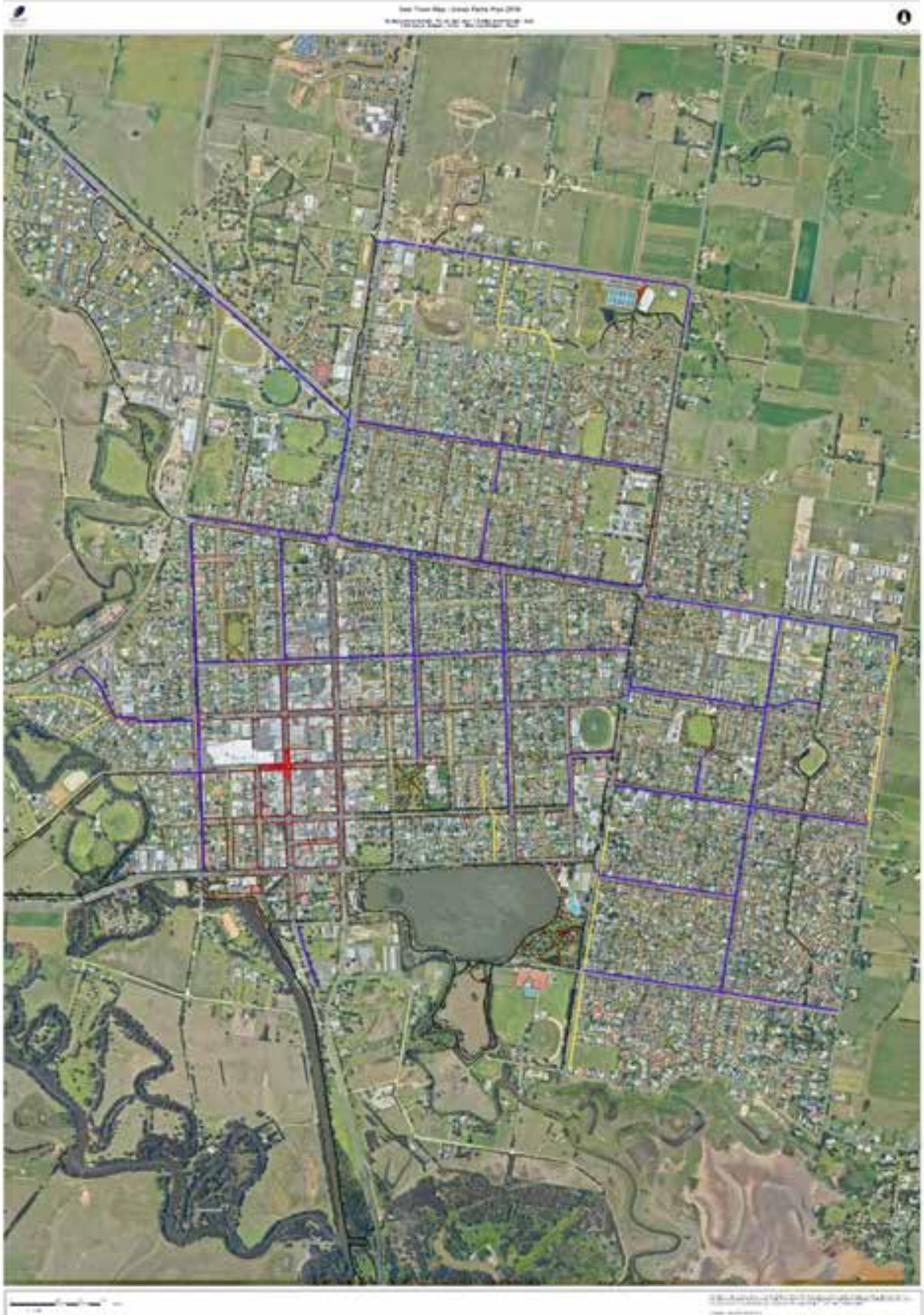
Existing standard footpath - Red | Existing shared footpath - Black  
NEW standard footpath - Yellow | NEW shared footpath - Purple



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### Seaspray Town Map - Urban Paths Plan 2019



Existing standard footpath - Red and Light Brown | Existing shared footpath - Black  
NEW standard footpath - Yellow | NEW shared footpath - Purple



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**ITEM C5.2****BRIAGOLONG QUARRY RESERVE COMMITTEE OF MANAGEMENT MINUTES**

DIVISION: COMMUNITY AND CULTURE  
 ACTION OFFICER: MANAGER COMMUNITY WELLBEING  
 DATE: 7 MAY 2019

IMPACTS									
Financial	Communication	Legislative	Council Policy	Council Plan	Resources & Staff	Community	Environmental	Engagement	Risk Management
		✓	✓	✓					

**OBJECTIVE**

For Council to receive the minutes from the Briagolong Quarry Reserve Committee of Management's General Meeting held on 24 February 2019.

**PUBLIC QUESTIONS AND COMMENTS FROM THE GALLERY****RECOMMENDATION**

***That Council receive the minutes from the Briagolong Quarry Reserve Committee of Management's General Meeting held on 24 February 2019.***

**BACKGROUND**

The Briagolong Quarry Reserve Committee of Management is a Special Committee of Council under Section 86 of the *Local Government Act 1989* and operates within the provisions of a Council approved Instrument of Delegation.

The objectives of the Special Committee are:

1. To manage, operate and maintain the Briagolong Quarry Reserve for the community in an efficient, effective and practical manner.
2. To undertake activities designed to protect, promote, utilise and develop the Briagolong Quarry Reserve for the use and enjoyment of the local community in line with Council policy and relevant Council strategic documents.
3. To keep the Council informed on the operations, improvements and advancements of the Briagolong Quarry Reserve by forwarding copies of all minutes of all ordinary and extraordinary meetings and the Annual Report.
4. To set, maintain and collect appropriate user charges.
5. To ensure that the Briagolong Quarry Reserve's capital assets are adequately maintained.
6. To provide advice to Council on matters relating to the Briagolong Quarry Reserve.

**Conflict of Interest:** It was noted that conflicts of interest were called for at the commencement of the Ordinary Meeting, with no conflicts being declared. Meetings held by the Briagolong Quarry Reserve Committee of Management are open to the public.

## **OPTIONS**

Council has the following options:

1. Receive the minutes from the Briagolong Quarry Reserve Committee of Management's General Meeting held on 24 February 2019; or
2. Seek further information to be considered at a future Council Meeting.

## **PROPOSAL**

That Council receive the minutes from the Briagolong Quarry Reserve Committee of Management's General Meeting held on 24 February 2019.

## **CONFLICT OF INTEREST**

No staff and/or contractors involved in the compilation of this report have declared a Conflict of Interest.

## **LEGISLATIVE IMPACT**

This report is in accordance with Section 91(4) of the *Local Government Act 1989*.

## **COUNCIL POLICY IMPACT**

This report is in accordance with Council Policy 5.3.2 which establishes a framework for the guidance of Council in relation to the roles and responsibilities of Committees.

## **COUNCIL PLAN IMPACT**

The Council Plan 2017-21 Theme 2 Services and Infrastructure states the following strategic objective and related strategy:

Strategic Objective 2.2

*Council assets are responsibly, socially, economically and sustainably managed.*

Strategy 2.2.2

*Ensure that community facilities within the municipality continue to meet the expectations and service needs of all current and future residents.*

This report supports the above Council Plan strategic objective and strategy.



**BRIAGOLONG QUARRY RESERVE  
SPECIAL COMMITTEE OF COUNCIL  
GENERAL MEETING**

**MINUTES**

**24 FEBRUARY 2019  
BRIAGOLONG QUARRY RESERVE  
TIME: 10:40 AM**

**1. Present / Apologies**

Working Bee:

Rob Christie, Wayne Benson, Graeme Appleton, Deb Benson, Darren Toogood

Apologies: Ella Wharf, Ben Ellis, Jodie Taylor, Mick Pleydell

**2. Declaration of Conflicts of Interest**

Nil

**3. Business arising from previous Meeting**

- Firepits – Wayne advised all in and working well
- Councillors Visit – Rob provided a brief report on the visit to Briag of the Councillors and CEO
- Plumber – Wayne to ring to see if we can get a card or sheet for the inside of the pump shed. He will then arrange for it to be secured in there for easy access.
- Bank Accounts – all accounts have now been changed over to the Bendigo Bank. Rob advised that this now gives us the option of applying for funding through them.
- Walkway erosion – discussions have been had with Gippsland Water. Photos have been provided to Bodye Darvill at Wellington Shire who has provided Wayne with the go ahead to get some quotes. She will also provide some assistance with the Water Board and Aboriginal investigation that may be necessary. Graeme suggested gabions rather than timber steps and Bodye has provided Wayne with a list of suppliers that Council use. Wayne to follow up and Darren to speak to a contact at Gippsland Water to see if we can get assistance from them also. Committee concerned about potential of walkway subsiding should there be rain causing water to further undermine the existing creek/walkway area.
- No bathing / washing dishes signs installed in two creek access points

**4. Correspondence received**

Wellington Shire Council 29/11/18 – Letter from Cr Alan Hall, Mayor thanking the committee for our hospitality on their visit on the 23/11/18.

Wellington Shire Council 19/12/18 – Letter sent to all members of the Committee regarding committee membership



Email – Bodye Darvill Wellington Shire Council 20/2/19 – Changes to terms of reference. Tabled new terms of reference received and discussed these changes. Deb to provide feedback to Bodye. Committee is happy with proposed changes and notes that as committee members do not work directly with children that there would not be the necessity of completing the working with children check.

## 5. Reports

### 5.1. Chairpersons Report

Rob advised that he attended the meeting with Wayne and Ron regarding the steps and potential new access location. He has been advised that the application through the capital works program has been submitted and that an outcome should be known in the next couple of months. Rob also advised that he had attended the working bees and also assisted with the collection of fees over the Australia Day long weekend.

### 5.2. Treasurer's Report

As attached. Information provided included deposits received, outgoings and an accruals spreadsheet showing outgoings and money received from Council. Current balance in bank account is \$7,994.00.

Moved: Rob Christie Seconded: Wayne Benson

## 6. General Business

### 6.1. **Purchase of more tables for sites**

He is currently preparing an application to Wellington Shire for additional tables to the value of \$5000 funding which needs to be submitted by the end of the week. Deb to forward ABN and Incorporation numbers to Rob so that this can be completed.

### 6.2. **Open discussion on new design of camping area following proposed toilet removal**

Various options were discussed with the proposal that the existing toilet area could be used for a new van parking area. The area also currently blocked off for tents around the camp shelter area possibly could be extended to create a larger tent area which would also block the drive through area for cars. This could potentially be regressed and stop the dust that currently comes from this impromptu roadway that has been created. Would need to block with large boulders leading through to the creek frontage. Deb or Wayne to contact Bodye and see if there are any plans of roads or location of trees within the camping area so that we can plot out more designated camping areas within the site.

### 6.3. **Blue Pools closure**

Rob spoke about the proposal for the new camping areas at the Blue Pools and how this will impact on the Quarry reserve in pushing caravans to this reserve. There will be no camping at the Blue Pools for caravans, only tent sites with limited access. Rob advised that it would be very important for this committee to get designated camping

areas into the Reserve as soon as we can. Discussion on how this could be incorporated and controlled with no real outcome coming from it.



### **7.1 General business**

Graeme advised that the volunteer cleaner had now purchased cleaning signs to stop people accessing the toilets whilst they are being cleaned and that he is now wearing his volunteers uniform to identify himself as a volunteer.

As there was no other business meeting closed at 11.42am.

Cr Ripper joined the Committee for lunch and talked of ongoing council matters concerning the quarry. She then visited campers and walked around before leaving.

BRIAGOLONG QUARRY RESERVE COMMITTEE OF MANAGEMENT

TREASURER'S REPORT

OPENING BALANCE	1/10/18		7292.68
DEPOSITS			
Cash – Camping Fees		2541.75	
Maintenance Refund WSC		2154.84	
Cash in hand		425.80	
Interest – Bendigo Bank		<u>6.28</u>	<u>5128.67</u>
CREDITS			
Cleaning Materials		-337.93	
Building Materials / Maintenance		-2585.97	
*Other		-738.34	
Caretaker Subs		-0.00	
Bank fees		-20.00	
Uniforms		-75.29	
GST		<u>-387.94</u>	<u>-4145.47</u>
			\$8275.88
**Minus reimbursement still outstanding			<u>-61.76</u>
<b>Total</b>			<b><u>\$8214.12</u></b>

Bank Statement as at 24.2.19	\$7914.09
Plus Caretaker fees (held in cash tin)	<u>\$300.00</u>
<b>Total</b>	<b>\$8214.09</b>

\*'Other' relates to costs associated with Councillors Visit to Briagolong Quarry (\$258.34) and pump out of septic tank (\$480.00).

\*\*Reimbursement of costs for David Luckes Fresh Food for meat for Councillors visit still to be provided to D Benson of \$61.76

**MINUS**

Outstanding payments as at 24.2.19	Signtorque	\$174.09
	Lukomi (Abicor)	<u>46.00</u>
		220.09

**Grand Total Operating Balance as at 24.2.19** **\$7994.00**

Receipts as at 31.1.19

Date	Received From	Camping Fees	Other income	Refund from WSC	Funding from Council	Interest	Total
16/10/2018	cash	\$562.55					\$562.55
18//10/18	WSC			\$508.90			\$508.90
9/11/2018	cash	\$280.00					\$280.00
28/11/2018	transfer & cash	\$80.00					\$80.00
1/12/2018	Bendigo Bank					\$0.37	\$0.37
10/12/2018	cash	\$200.00					\$200.00
13/12/2018	WSC			\$389.60			\$389.60
19/12/2018	WSC			\$1,256.34			\$1,256.34
31/12/2018	Bendigo Bank					\$2.50	\$2.50
2/01/2019	transfer						\$0.00
2/01/2019	cash	\$839.20					\$839.20
31/01/2019	Cash in hand						\$425.80
1/2/2019	Bendigo Bank					\$3.41	\$3.41
13/2/2019	Cash	580.00					
		\$2,541.75	\$0.00	\$2,154.84	\$0.00	\$6.28	\$5,128.67

**ITEM C5.3****BRIAGOLONG RECREATION RESERVE COMMITTEE OF MANAGEMENT MINUTES**

DIVISION: COMMUNITY AND CULTURE  
 ACTION OFFICER: MANAGER COMMUNITY WELLBEING  
 DATE: 7 MAY 2019

IMPACTS									
Financial	Communication	Legislative	Council Policy	Council Plan	Resources & Staff	Community	Environmental	Engagement	Risk Management
		✓	✓	✓					

**OBJECTIVE**

For Council to receive the minutes from the Briagolong Recreation Reserve Committee of Management's General Meeting held on 8 April 2019.

**PUBLIC QUESTIONS AND COMMENTS FROM THE GALLERY**

<p><b>RECOMMENDATION</b></p> <p><i>That Council receive the minutes from the Briagolong Recreation Reserve Committee of Management's General Meeting held on 8 April 2019.</i></p>
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**BACKGROUND**

The Briagolong Recreation Reserve Committee of Management is a Special Committee of Council under Section 86 of the *Local Government Act 1989* and operates within the provisions of a Council approved Instrument of Delegation.

The objectives of the Special Committee are:

- To manage, operate and maintain the Briagolong Recreation Reserve for the community in an efficient, effective and practical manner.
- To undertake activities designed to protect, promote, utilise and develop the Briagolong Recreation Reserve for the use and enjoyment of the local community in line with Council policy and relevant Council strategic documents.
- To keep the Council informed on the operations, improvements and advancements of the Briagolong Recreation Reserve by forwarding copies of all minutes of all ordinary and extraordinary meetings and the Annual Report.
- To set, maintain and collect appropriate user charges.
- To ensure that the Briagolong Recreation Reserve's capital assets are adequately maintained.
- To provide advice to Council on matters relating to the Briagolong Recreation Reserve.

As provided under the Committee's Instrument of Delegation the minutes of all meetings are to be presented to Council and highlight the day to day activities being undertaken by the Committee.

Conflict of Interest: It was noted that conflicts of interest were called for at the commencement of the Ordinary Meeting, with no conflicts being declared. Meetings held by the Briagolong Recreation Reserve Committee of Management are open to the public.

## **OPTIONS**

Council has the following options:

1. Receive the minutes from the Briagolong Recreation Reserve Committee of Management's General Meeting held on 8 April 2019; or
2. Seek further information to be considered at a future Council Meeting.

## **PROPOSAL**

That Council receive the minutes from the Briagolong Recreation Reserve Committee of Management's General Meeting held on 8 April 2019.

## **CONFLICT OF INTEREST**

No staff and/or contractors involved in the compilation of this report have declared a Conflict of Interest.

## **LEGISLATIVE IMPACT**

This report is in accordance with Section 91(4) of the *Local Government Act 1989*.

## **COUNCIL POLICY IMPACT**

This report is in accordance with Council Policy 5.3.2 which establishes a framework for the guidance of Council in relation to the roles and responsibilities of Committees.

## **COUNCIL PLAN IMPACT**

The Council Plan 2017-21 Theme 2 Services and Infrastructure states the following strategic objective and related strategy:

Strategic Objective 2.2

*Council assets are responsibly, socially, economically and sustainably managed.*

Strategy 2.2.2

*Ensure that community facilities within the municipality continue to meet the expectations and service needs of all current and future residents.*

This report supports the above Council Plan strategic objective and strategy.

**BRIAGOLONG RECREATION RESERVE  
Special Committee of Council**

**MINUTES**

**8 April 2019  
Briagolong Recreation Reserve**

**Meeting Opened Time: 7:45pm**

**1. Present / Apologies**

<b>Name</b>	<b>Title</b>	<b>Representing</b>	<b>Present / Apology</b>
Carmel Ripper	Councillor	Wellington Shire	Present
Denis Murphy	Chairperson	Cricket Club	Present
Melissa Conway	Secretary	Football Club	Apology
Vanessa Randle	Treasurer	Tennis Club	Apology
Darren Randle		Community	Present
Josh Harry		Community	Present
Tracie Binger		Tennis Club	Present
Tracey Ryan		Pony Club	Present
Briony Padman		Cricket Club	Present
Mark Wagstaff		Pony Club	Apology
Rosie Davidson		Football Club	Present
Boyde Darvill		Wellington Shire	Present

**Quorum Achieved?**

Yes

**2. Declaration of Conflicts of Interest.**

Nil

**3. Confirmation of Minutes of Previous Meeting**

**Moved: Mellissa      Seconded: Denis                      CARRIED**

**Chairperson to sign and date previous minutes to be filed by Secretary**

#### 4. Business Arising from Previous Minutes

Battery - Darren purchased  
Epi – Pen - Josh has ordered Epi Pen but there is a shortage  
Asthma in haler –  
Football Club confirmed conduit –  
Darren Confirmed adjustment to hinges  
Racking is up – Dennis

#### 5. Correspondence In

Darren confirmed invoices  
Dennis Quotes for threshold on the shed.  
Dennis has exchanged emails with Mark Bloomenfield Practical completion is 27<sup>th</sup> of September  
But likely October  
Dennis has color schemes for perusal at the next meeting  
Dennis has confirmed \$1500 from Council for toilets

#### 6. Correspondence Out – date previous minutes sent to Council

Nil

#### 7. Reports

##### 7.1 Chairperson's Report

Dennis wanted to make special mention of those who helped clean out the Rec Reserve, especially those on the committee.

A particular thankyou to Darren Randel who has spend the best part of two weekends and took a day off to put in work at the rec Reserve.

##### 7.2 Treasurer's Report

Delivered in Vanessa's absence by Darren.  
Cash \$49 , 338.57 in banks at the start of the month. Outgoing invoices has reduced the balance to 18956.51 and 10250in the Bendigo Bank.

Invoices to go out to clubs based on the modified fee structure, due 30<sup>th</sup> June.  
Moved by Darren – Seconded by Tracie

##### 7.3 User Group Reports

###### Pony Club

Orbost competitions competitors  
School pony club – Briagolong team came 4<sup>th</sup> BEATING BOISDALE WHO HAS BIG NUMBERS

30 PLUS TEAMS COMPETING. Buchan competition coming up. Rally in coming weekend and Mother's Day Navigation ride.  
Gippsland Mountain trials coming up but this might not work out – final decisions pending.

## **Football**

FOOTBALL Club report - low numbers at under tens, good numbers at under 12s and no under 14s

## **Cricket**

Cricket club: A grade won the grand final Celebrations were significant.

AGM 7th May

Under 14s won

Seconds were the only team not to make the finals

Moved green mower from the reserve.

Covers packed and ready to go in the shed

Toby Leeds – MVP

English players have returned

## **Tennis**

Tennis Busy month

Three teams in finals

Tennis Australia – visited after selecting Briagolong for site. Good night

Wiring in the lighting at the tennis club is a significant issue – needs action

Quote \$1645 dollar quote but are requesting assistance from the Shire or the Rec reserve.

Council suggested 60/40 option and Dennis offered assistance with a "quick response" application.

Discussed option of approaching Darren Chester etc.

Department of Justice a possibility ( Community justice grants)

Darren confirmed start date for shading 30th May.

(including concreting)

## **Community**

Café & General store for sale

## **8. Volunteers-**

Nil

## **9. OHS / Risk / Facility Fault Report**

- Electrical Board reported with a problem – handed over to Council

## **10. New Rules of the Committee to be endorsed by Council- No update**

## 11. General Business

Josh – access to lighting – Dennis to speak to Mark Benfield re: access

Bodye – has now attended last three meetings and will report back to the council. Asked for feedback, questions from the committee – no comment from other members

Denis thanked Bodye but felt that it was no longer warranted. believes that any issues that will arise unlikely to happened in front of Bodye. Committee agreed

Tracy Ryan – LVA (action on possible grant) wanted to put forward the need for floor and cupboards. Bodye believes that the council would not necessarily object on the basis shared funding.

Rosie – Need to upgrade the kitchen to meet basic requirements for more than just heating food. Dennis thinks we need to consider the implications for upgrading – ie: Food handling requirements etc

Darren – possible to upgrade with limited implications.

Briony – Could cricket club wants this to be considered given that the kitchen, in her view is the worst feature of the building.

Bodye – might need to revisit the matter with Environmental officer.

Dennis and Darren to follow up with Council.

Darren - moved to thank Bodye for her efforts with the committee.

- Master planning – would it be timely to begin discussions regarding master planning?
- Bodye – Yes and No – because the model currently being used is out of date and currently implementing a new method of master planning. A much more strategic document that will look at bigger picture than just the immediate community needs. But – in the meantime can look at current planning that demonstrates milestones achieved.

Tracie B. – Questioned access to new shed for tennis club in the future, specifically for afternoon teas for Monday tennis. Dennis will organize digital key access for clubs.

Dennis- Kyties horse – needs to be moved (given that she is no longer a member of the committee). Issues with the horse and possible OHS issues. Kylie adamant that she wouldn't move the horse until written request from the committee. Given that it is a Public Reserve etc. Dennis to draft a letter.

Poly pipe needs to be purchased to go into the trench in the next week or two. Racking in the shed was a good call – it is full already.

Commended committee on decision to take this to the council

Needs a little more landscaping – thanks to Darren for all of his hard work

Dennis supplied plans to the whole committee to keep everyone informed.

Tracy R. – wanted permission to trim down some trees - granted

## **12. Next Meeting**

Monday 13 May 7:30pm 2019 at Hotel

**Meeting Closed Time:**

8:35pm

**Treasurers Report for meeting held April 8 2019**  
Reconciled Statement for March 31 2019

Cash at Bank as at 28/02/2019 49,338.57

Income:

March

Wellington Shire Council - GST return (Dec / Jan) 781.78

781.78

Payments:

March

G Condon - Tip fee reimbursement 20.00

Riviera Outdoor Living - Shed balance payment 12,500.00

Sale Water Specialists - Irrigator pump 442.56

ASAP Tree Services - removal of suckers 1,760.00

Energy Australia 2,497.07

Elgas - Gas bottle 55.00

Carmody's 100.59

Gippsland Water - rates 116.33

Denis Murphy - shed racking reimburse 3,200.00

MGM Concreting - new shed slab 10,153.00

Sale mowers & chainsaws 200.50

31,045.05

Reconciled Bank Balance to date 19,075.30

*unpresented chq's & deposits*

**closing balance of accounts to date** **19,075.30**

Cheques to be authorised

V Randle - visa gift card, hinges p/shed door repair, ventolin 118.79

118.79

**Balance Remaining to date... 18,956.51**

*correspondence:*

<u>BENDIGO ACCOUNT - Balance at 28/02/2018</u>	10,250.00
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<b>Balance as at 31/03/2019</b>	<b>10,250.00</b>
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**ITEM C5.4****CAMERON SPORTING COMPLEX COMMITTEE OF MANAGEMENT MINUTES**

DIVISION: COMMUNITY AND CULTURE  
 ACTION OFFICER: MANAGER COMMUNITY WELLBEING  
 DATE: 7 MAY 2019

IMPACTS									
Financial	Communication	Legislative	Council Policy	Council Plan	Resources & Staff	Community	Environmental	Engagement	Risk Management
		✓	✓	✓					

**OBJECTIVE**

For Council to receive the minutes from the Cameron Sporting Complex Committee of Management's General Meeting held on 21 February 2019 including financial statements.

**PUBLIC QUESTIONS AND COMMENTS FROM THE GALLERY****RECOMMENDATION**

***That Council receive the minutes from the Cameron Sporting Complex Committee of Management's General Meeting held on 21 February 2019 including financial statements.***

**BACKGROUND**

The Cameron Sporting Complex Committee of Management is a Special Committee of Council under Section 86 of the *Local Government Act 1989* and operates within the provisions of a Council approved Instrument of Delegation.

The objectives of the special committee are:

- To manage, operate and maintain the Cameron Sporting Complex for the community in an efficient, effective and practical manner.
- To undertake activities designed to protect, promote, utilise and develop the Cameron Sporting Complex for the use and enjoyment of the local community in line with Council policy and relevant Council strategic documents.
- To keep the Council informed on the operations, improvements and advancements of the Cameron Sporting Complex by forwarding copies of all minutes of all ordinary and extraordinary meetings and the Annual Report.
- To set, maintain and collect appropriate user charges.
- To ensure that the Cameron Sporting Complex's capital assets are adequately maintained.
- To provide advice to Council on matters relating to the Cameron Sporting Complex.

As provided under the committee's Instrument of Delegation the minutes of all meetings are to be presented to Council and highlight the day to day activities being undertaken by the committee. Meetings held by the Cameron Sporting Complex Committee of Management are open to the public.

## **OPTIONS**

Council has the following options:

1. Receive the minutes from the Cameron Sporting Complex Committee of Management's Annual General Meeting held on 21 February 2019 including financial statements; or
2. Seek further information to be considered at a future Council meeting.

## **PROPOSAL**

That Council receive the minutes from the Cameron Sporting Complex Committee of Management's General Meeting held on 21 February 2019 including financial statements.

## **CONFLICT OF INTEREST**

No staff and/or contractors involved in the compilation of this report have declared a conflict of interest.

## **LEGISLATIVE IMPACT**

This report is in accordance with Section 91(4) of the *Local Government Act 1989*.

## **COUNCIL POLICY IMPACT**

This report is in accordance with Council Policy 5.3.2 which establishes a framework for the guidance of Council in relation to the roles and responsibilities of Committees.

## **COUNCIL PLAN IMPACT**

The Council Plan 2017-21 Theme 2 Services and Infrastructure states the following strategic objective and related strategy:

Strategic Objective 2.2

*Council assets are responsibly, socially, economically and sustainably managed.*

Strategy 2.2.2

*Ensure that community facilities within the municipality continue to meet the expectations and service needs of all current and future residents.*

This report supports the above Council plan strategic objective and strategy.

**CAMERON SPORTING COMPLEX**  
**Special Committee of Council**  
**MINUTES**



**MEETING DATE 21<sup>st</sup> February 2019, 5.30pm**  
**Cameron Sporting Complex**

Meeting Opened Time: 5.30pm

**1. Present / Apologies**

Name	Title	Representing	Present / Apology
Malcolm Hole	Councillor		*
Peter Anderson	Chairperson	Community	*
Justin Henderson		Maffra Gymnastics	*
Pat Weatherley	Secretary	Maffra Junior Football	*
Anna Gaw	Treasurer	Community	*
Brad Spinner		Community	*
Tracy Cameron		Community	*
Timothy Kemp		Community	*
Craig Sellings		Maffra Cricket	*
Yvonne Higgins		Maffra Basketball	*

**Quorum Achieved?      Yes**

**Guests:      Bodye Darvill WSC**

- Bodye presented our updated Terms of Reference
- Volunteer OH & S induction checklist to be completed and forwarded direct to Bodye

**Declaration of Conflicts of Interest:      Nil**

**2. Confirmation of Minutes of Previous Meeting (note any corrections)**

**Moved: Y.Higgins      Seconded: B.Spinner      CARRIED**

**Chairperson to sign and date previous minutes to be filed by Secretary**

3. Business Arising from Previous Minutes:

- Essential Services Manual updated

4. Correspondence In:

- Irrigation system finalised. Pump testing currently underway.
- Design docs emailed to all committee members for the stadium project
- Email Petra Szabo WSC regarding evacuation plans and emergency contacts
- Letter Bodye Darvill WSC regarding fire prevention clean up
- Letter from WSC regarding Liquor Licensing requirements and knowing our obligations
- Letter from Maffra Hockey Club 16<sup>th</sup> November 2018 resigning as a user group of the CSC

5. Correspondence Out :

- Letter to the CEO regarding our memorandum of understanding for the pump
- 

6. Reports

6.1 Chairperson's Report: Nil

6.2 Treasurer's Report: As tabled

Moved A. Gaw 2<sup>nd</sup>: B.Spunner

6.3 User Group Reports

Gymnastics

NIL

Basketball

- CBL men runners up
- Sam Whelan league MVP and member of CBL all-star 5
- CBL women missed finals
- Maffra had a successful Warragul tournament
- U16 Boys State Country Champions in Division 1. MABA's 3<sup>rd</sup> Division 1 win by our teams in the last 10 years

Junior Football

- Registration day 14<sup>th</sup> March 2019
- AGM November 26<sup>th</sup> 2018 all positions filled

Cricket

- 1<sup>st</sup>'s are 3<sup>rd</sup> on the ladder, 2nds 3<sup>rd</sup> , 3rds & 4ths out of finals contention
- Juniors under 16's 6<sup>th</sup> only 1 game outside the 4 and under 14's are second.
- Maffra CC hosted Shepparton in the Marist Cricket Carnival

7. Volunteers

8. OHS / Risk / Facility Fault Report

9. New Rules of the Committee to be endorsed by Council

10. General Business:

- Fire prevention action was taken during January to clear debris and tree branches along Campbell St boundary and Northern boundary of the complex. As the matter was urgent, Secretary had to arrange immediate action to attend to this matter. The cost was \$1440.00.

Motion: Committee endorsed the fire prevention action and approved payment

Moved: C.Sellings 2<sup>nd</sup>: T.Cameron CARRIED.

- Secretary to contact Ryan Evans regarding hiring of facility for AFL 9's.

11. Next Meeting:

Thursday 18<sup>th</sup> April 2019

Meeting Closed Time: 6.10pm

These minutes are:

Confirmed as true and correct on .....11/14/2019.....  
Date

Or

Corrections have been made and noted at the meeting on .....  
Date

Chairperson Signature  .....

**CAMERON SPORTING COMPLEX - COMMITTEE OF MANAGEMENT**  
**FINANCIAL STATEMENT - MONTH ENDED 31st MARCH 2019**

**CHEQUE ACCOUNT**  
**RECEIPTS**

	MARCH	Y.T.D.
<b>Wellington Shire:</b>		
Maintenance Grant		\$ 47,462.01
Audit Works		\$ 1,782.09
Reimburse Water		\$ 2,217.17
<b>Reimbursements:</b>		
Basketball Association	\$ 3,229.25	\$ 19,222.03
Gymnastics	\$ 1,802.15	\$ 9,378.40
<b>Rentals:</b>		
Maffra Junior Football Club		
Maffra Hockey Club		
Maffra Cricket Club		\$ 6,615.00
Schools		
Miscellaneous Rentals		
<b>Other Income:</b>		
Miscellaneous		
GST Reimbursement	\$ 345.53	\$ 3,733.37
GST Collected on Receipts	\$ 503.14	\$ 3,521.51
Bank Interest		
<b>Transfers:</b>		
From Investment Acc	\$ 6,500.00	\$ 13,500.00
From Term Deposit		
<b>Total Receipts</b>	<b>\$ 12,380.07</b>	<b>\$ 107,431.58</b>
<b>Balance 1st July 2018</b>		<b>\$ 1,225.51</b>
<b>Total</b>		<b>\$ 108,657.09</b>

**PAYMENTS**

	MARCH	Y.T.D.
<b>Electricity - Reserve:</b>	\$ 1,908.89	\$ 14,908.54
Gippsland Water		\$ 3,408.49
Origin		\$ 371.68
<b>Stadium:</b>		
Origin		\$ 1,261.32
<b>Mowing Contract:</b>	\$ 1,881.57	\$ 16,842.35
<b>Contract Cleaning:</b>	\$ 2,302.63	\$ 16,584.96
<b>Maintenance:</b>		
Stadium	\$ 90.00	\$ 3,738.30
Reserve/Pavilion	\$ 855.00	\$ 12,914.04
<b>Miscellaneous:</b>		
Rubbish Collection	\$ 315.00	\$ 3,150.14
Toilet Supplies	\$ 425.12	\$ 1,217.56
Audit Costs		\$ 300.00
<b>Sundries:</b>		
PO Box Rental		\$ 118.18
Postage		\$ 81.81
Materials		
Equipment		
Bank Charges		\$ 0.70
<b>Other Expenses:</b>		
GST on Expenses	\$ 777.82	\$ 7,123.94
GST to Shire		\$ 469.39
<b>Transfer:</b>		
To Investment Account		\$ 20,000.00
Term Deposit		
<b>Total Payments</b>	<b>\$ 8,556.03</b>	<b>\$ 102,491.40</b>
<b>Balance 31st March 2019</b>		<b>\$ 6,165.69</b>
<b>Total</b>		<b>\$ 108,657.09</b>

**Bank Reconciliation**

Balance as per Bank Statement (copy attached)		\$ 6,242.69
Less unpresented cheques		
Cheque No. 1815	\$ 77.00	

**Balance as at 31st March 2019** \$ 77.00  
\$ 6,165.69

**SAVINGS ACCOUNT****RECEIPTS**

	MARCH	Y.T.D.
Interest	\$ 0.77	\$ 4.26
Transfers In		\$ 20,000.00
<b>Total Receipts</b>	<b>\$ 0.77</b>	<b>\$ 20,004.26</b>
<b>Balance 1st July 2018</b>		<b>\$ 7,080.23</b>
<b>Total</b>		<b>\$ 27,084.49</b>

**PAYMENTS**

	MARCH	Y.T.D.
Bank Charges		
Transfers Out	\$ 6,500.00	\$ 13,500.00
<b>Total Payments</b>	<b>\$ 6,500.00</b>	<b>\$ 13,500.00</b>
<b>Balance 31st March 2019</b>		<b>\$ 13,584.49</b>
<b>Total</b>		<b>\$ 27,084.49</b>

**Bank Reconciliation**

Passbook Balance as at 31st March 2019

\$ 13,584.49**TERM DEPOSIT****RECEIPTS**

	MARCH	Y.T.D.
Interest		\$ 924.15
Transfers In		
<b>Total Receipts</b>	<b>\$ -</b>	<b>\$ 924.15</b>
<b>Balance 1st July 2018</b>		<b>\$ 61,851.23</b>
<b>Total</b>		<b>\$ 62,775.38</b>

**PAYMENTS**

	MARCH	Y.T.D.
Bank Charges		
Transfers Out		
<b>Total Payments</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Balance 31st March 2019</b>		<b>\$ 62,775.38</b>
<b>Total</b>		<b>\$ 62,775.38</b>

**Bank Reconciliation**

Term Deposit Balance as at 31st March 2019

\$ 62,775.38

\$ -

**ACCOUNT SUMMARY**

Cheque Account	\$ 6,165.69
Savings Passbook	\$ 13,584.49
Term Deposit	\$ 62,775.38
<b>TOTAL 31st March 2019</b>	<b><u>\$ 82,525.56</u></b>



03406878 008935



WELLINGTON SHIRE COUNCIL  
PO BOX 618  
MAFFRA VIC 3860

Your details at a glance



Account summary



**You've chosen us  
at least once.  
Why stop there?**



**Try more Bendigo.**

**Any questions?**

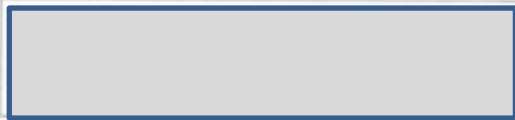
Contact Renee Vidler at 146 Johnson Street, Maffra 3860 on **03 5141 1999**, or call **1300 BENDIGO** (1300 236 344).

8328404 / E-5679 / S-10838 / 1-21871 / 000662000007825

**Bendigo Club Account**

Date	Transaction	Withdrawals	Deposits	Balance
<b>Opening balance</b>				<b>\$6,743.65</b>
1 Mar 19	CHEQUE 1861	404.25		6,339.40
1 Mar 19	CHEQUE 1860	2,069.73		4,269.67
1 Mar 19	<b>Monthly Transaction Summary</b>			
	CHEQUE WITHDRAWALS (5 @ 0.70)	3.50		
	<b>Total Transaction Fees</b>	<b>3.50</b>		
	ACCOUNT REBATE		3.50	
	<b>Total Rebates</b>		<b>3.50</b>	
	<b>Net Transaction Fees for February 19</b>	<b>0.00</b>		4,269.67
1 Mar 19	CHEQUE 1859	1,440.00		2,829.67
13 Mar 19	CHEQUE 1863	103.02		2,726.65
15 Mar 19	TRANSFER 118182732		6,500.00	9,226.65
20 Mar 19	CHEQUE 1871	99.00		9,127.65
20 Mar 19	CHEQUE 1870	2,099.78		7,027.87

...continued overleaf >


**Bendigo Club Account** *(continued)*

Date	Transaction	Withdrawals	Deposits	Balance
21 Mar 19	DIRECT CREDIT GYMNASTICS CLUB Maffra Gymnastic 0884861994		1,982.37	9,010.24
21 Mar 19	DIRECT CREDIT 4430 Wellington Shire 0884845219		345.53	9,355.77
21 Mar 19	CHEQUE 1845	308.00		9,047.77
21 Mar 19	CHEQUE 1866	346.50		8,701.27
21 Mar 19	CHEQUE 1867	540.50		7,760.77
21 Mar 19	CHEQUE 1869	2,069.73		5,691.04
22 Mar 19	CHEQUE 1868	3,000.52		2,690.52
26 Mar 19	DEPOSIT - CHEQUE(S) BASKETBALL #Chq:1		3,552.17	6,242.69
<b>Transaction totals / Closing balance</b>		<b>\$12,881.03</b>	<b>\$12,380.07</b>	<b>\$6,242.69</b>

Bendigo Bank suggests you carefully check all entries on your statement. Apparent errors or possible unauthorised transactions are to be promptly reported to your branch. It is important that you notify Bendigo Bank of any disputed transactions as soon as possible as Bendigo Bank's ability to investigate disputed transactions and to subsequently process a chargeback in your favour is restricted by the time limits imposed under the operating rules of the applicable credit card scheme. If you wish to obtain further information about this product (including your chargeback rights) or you have a question or concern about your account or its operation please contact your local Bendigo Bank Branch (details supplied on the front of the statement).

All card transactions made in currencies other than Australian dollars will incur a fee of 3% of the transaction value. (Additional charges may apply for cash transactions.)

**Card Security**

For information on how to securely use your card and account please visit [bendigobank.com.au/cardsecurity](http://bendigobank.com.au/cardsecurity)

638281104 / E-987E / S-10836 / I-21672 / C0682000007825

There's four big reasons  
to do more with us.



Try more  
**Bendigo.**

BENDIGO AND ABBOTSDALE BANK LIMITED ABN 11 068 049 178 AUSTRALIAN CREDIT LICENCE 237879



## D. URGENT BUSINESS



## E. FURTHER GALLERY AND CHAT ROOM COMMENTS

*Gallery comments are an opportunity for members of the public to raise any particular matter they wish. This allows those in the gallery to speak directly to councillors but is not a forum designed for open discussion or debate. We will listen respectfully to what you have to say and make the commitment that the Mayor will respond to you in writing within one week if required, and a copy of that response will be circulated to all councillors.*

*This is not a forum for members of the public to lodge complaints against individuals, including councillors and staff, particularly as that individual gets no public right of reply to any matter raised. We take complaints seriously, and in line with the guidance from the Victorian Ombudsman and the local Government Inspectorate, we request that any specific complaint against an individual be put in writing. This way, your concern can be properly dealt with while ensuring fairness to all parties concerned.*

*If you wish to speak, we remind you that this part of the meeting is being recorded and broadcast on our website. Council's official Minutes will record that you have spoken to Council and the subject you spoke to Council about but will not record specific comments. We ask you to state your name in full, where you are from, and you have three minutes*

Meeting declared closed at:   pm

The live streaming of this Council meeting will now come to a close.



**F. CONFIDENTIAL ATTACHMENT/S**

**F. CONFIDENTIAL ATTACHMENT/S**



## G. IN CLOSED SESSION

# G. IN CLOSED SESSION

### COUNCILLOR

*That the meeting be closed to the public pursuant to Section 89(2) of the Local Government Act 1989 to consider:*

- 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*

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IN CLOSED SESSION

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### COUNCILLOR

*That Council move into open session and ratify the decision made in closed session.*