



**WELLINGTON**

SHIRE COUNCIL

*The Heart of Gippsland*

## **Council Meeting Agenda**

**Meeting to be held via Skype**

**Tuesday 15 September 2020, commencing at 6pm**

**or join Wellington on the Web:  
[www.wellington.vic.gov.au](http://www.wellington.vic.gov.au)**

**ORDINARY MEETING OF COUNCIL – 15 SEPTEMBER 2020**  
**AGENDA & TABLE OF CONTENTS**

	ITEM	PAGE NUMBER
<b>A</b>	<b>PROCEDURAL</b>	
A1	ACKNOWLEDGEMENT OF COUNTRY 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 AND URGENT ITEMS	9
A7	NOTICES OF MOTION	10
	ITEM A7(1) NOTICE OF MOTION: GAS CONNECTION TO STRATFORD AND HEYFIELD	11
A8	RECEIVING OF PETITIONS OR JOINT LETTERS	24
	ITEM A8(1) OUTSTANDING PETITIONS	25
A9	INVITED ADDRESSES, PRESENTATIONS OR ACKNOWLEDGEMENTS	26
A10	QUESTIONS ON NOTICE	27
A11	MAYOR AND COUNCILLORS REPORT	28
	ITEM A11(1) MAYOR AND COUNCILLORS REPORT	29
<b>B</b>	<b>REPORT OF DELEGATES</b>	32
<b>C</b>	<b>OFFICERS' REPORT</b>	
	<b>C1 CHIEF EXECUTIVE OFFICER</b>	33
	ITEM C1.1 CHIEF EXECUTIVE OFFICER'S REPORT	34
	ITEM C1.2 AUDIT & RISK COMMITTEE MEMBER APPOINTMENT	36
	ITEM C1.3 ENDORSEMENT OF GIPPSLAND REGIONAL PLAN	38
	<b>C2 GENERAL MANAGER CORPORATE SERVICES</b>	119
	ITEM C2.1 ASSEMBLY OF COUNCILLORS	120
	ITEM C2.2 APPROVAL OF UPDATED S6 INSTRUMENT OF DELEGATION TO MEMBERS OF COUNCIL STAFF	124
	<b>C3 GENERAL MANAGER DEVELOPMENT</b>	130
	ITEM C3.1 QUARTERLY BUILDING REPORT APRIL - JUNE 2020	140
	<b>C4 GENERAL MANAGER BUILT AND NATURAL ENVIRONMENT</b>	147

	<b>ITEM</b>	<b>PAGE NUMBER</b>
	ITEM C4.1 COOPERS CRESCENT MAFFRA SPECIAL CHARGE STREET CONSTRUCTION SCHEME - SUBMISSIONS COMMITTEE HEARING	148
	ITEM C4.2 PORT ALBERT TOWNSHIP SPECIAL CHARGE STREET CONSTRUCTION SCHEME - SUBMISSIONS COMMITTEE HEARING	153
	ITEM C4.3 COOPERS CRESCENT SPECIAL CHARGE STREET CONSTRUCTION SCHEME - DECLARATION OF SCHEME	158
	ITEM C4.4 PORT ALBERT TOWNSHIP SPECIAL CHARGE STREET CONSTRUCTION SCHEME - DECLARATION OF SCHEME	179
	ITEM C4.5 DELEGATED AUTHORITY – DRAFT TRANSITION PLAN	223
	ITEM C4.6 UNSEALED ROAD RECONSTRUCTION SOUTHERN MAINTENANCE AREA CONTRACT	226
	ITEM C4.7 INTEGRATED WATER MANAGEMENT PLAN 2020-2030	229
	ITEM C4.8 PLACE NAMES COMMITTEE	325
	ITEM C4.9 HEYFIELD NORTH STREET REHABILITATION WORKS	357
	ITEM C4.10 KILMANY LANDFILL WORKS - NEW CELL CONSTRUCTION AND CAPPING STAGES TWO AND THREE	360
	ITEM C4.11 URBAN STREET ASPHALT RESHEETING 2020-21	363
	<b>C5 GENERAL MANAGER COMMUNITY AND CULTURE</b>	366
	ITEM C5.1 COMMUNITY ASSISTANCE GRANTS JULY 2020	367
<b>D</b>	<b>FURTHER GALLERY AND ONLINE COMMENTS</b>	374
<b>E</b>	<b>CONFIDENTIAL ATTACHMENT/S</b>	374
	ITEM E1.1 AUDIT & RISK COMMITTEE MEMBER APPOINTMENT (Refer to Agenda Item C1.2)	375
	ITEM E1.2 COOPERS CRESCENT SPECIAL CHARGE CONSTRUCTION SCHEME SUBMISSIONS HEARING (Refer to Agenda Item C4.1)	376
	ITEM E1.3 PORT ALBERT TOWNSHIP SPECIAL CHARGE STREET CONSTRUCTION SCHEME SUBMISSIONS HEARING (Refer to Agenda Item C4.2)	377
	ITEM E1.4 CONTRACT 2021-001 UNSEALED ROAD RECONSTRUCTION – SOUTHERN MAINTENANCE AREA (Refer to Agenda Item C4.6)	378
	ITEM E1.5 CONTRACT 2021-008 HEYFIELD NORTH STREET REHABILITATION WORKS (Refer to Agenda Item C4.9)	379
	ITEM E1.6 CONTRACT 2021-004 KILMANY LANDFILL CELL 3 AND LANDFILL CAPPING STAGE 2&3 CONSTRUCTION (Refer to Agenda Item C4.10)	380
	ITEM E1.7 CONTRACT 2021-011 URBAN STREET ASPHALT RESHEETING (Refer to Agenda Item C4.11)	381
<b>F</b>	<b>IN CLOSED SESSION</b>	382



## Council Meeting Information

*As the COVID-19 physical distancing requirements remain in place, the “Minister’s Good Practice Guideline MGP-1: Virtual Meetings”, issued by the Minister for Local Government, continue to apply. Pursuant to section 87 of the Local Government Act 2020, these guidelines ensure that local Government decision making can continue in line with COVID-19 requirements and further details can be found on the Local Government Victoria website.*

*These guidelines took effect from 1<sup>st</sup> May 2020 and will remain in place through to 1<sup>st</sup> November 2020.*

*While members of the public can no longer attend meetings in person, we have provided options for you to interact with us virtually via our Council Meetings page on the Wellington Shire Council Website. You are able to interact with Council in two ways:*

- Email through a specific question or comment relating to a particular Council Agenda item no later than 1:00pm on the day of the Council Meeting; or*
- For general communication with Council, via the online webform early in the meeting to ensure that your submissions can be dealt with at the end of the meeting.*

*While we face a new way of gathering, we thank you for your continued support and look forward to a new way of keeping in touch with all of Wellington Shire.*



## **A - PROCEDURAL**



### **ACKNOWLEDGEMENT OF COUNTRY**

***“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:

15 SEPTEMBER 2020

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**OBJECTIVE**

To adopt the minutes of the Ordinary Council Meeting of 1 September 2020.

**PUBLIC QUESTIONS AND COMMENTS FROM THE GALLERY**

**RECOMMENDATION**

*That Council adopt the minutes and resolutions of the Ordinary Council Meeting of 1 September 2020.*

**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 AND URGENT ITEMS



## A - PROCEDURAL

# A7 NOTICE/S OF MOTION

**ITEM A7(1)****NOTICE OF MOTION - GAS CONNECTION TO STRATFORD AND HEYFIELD**

OFFICER: COUNCILLOR CARMEL RIPPER

DATE: 15 SEPTEMBER 2020

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I, Councillor Ripper, hereby give notice of my intention to move the following motion at the Ordinary Meeting of Council on 15 September 2020.

***That Council resolve to;***

- 1. Support advocating for natural gas reticulation in Stratford and Heyfield.***
- 2. Write to the Minister for Regional Development, The Hon. Jaclyn Symes and Beth Jones, Chief Executive, Regional Development Victoria and Deputy Secretary, Rural and Regional Victoria (DJPR) requesting their support and facilitation to get recirculated natural gas to Stratford and Heyfield.***

**BACKGROUND**

The State Government in 2005 committed \$70 million from the Regional Infrastructure Development Fund to provide a subsidy for reticulated natural gas in towns in Victoria. Both Heyfield and Stratford were under consideration for this fund but were not successful. There were 34 towns that were successful. See the attached letter and list in respect of the Regional Infrastructure Development Fund.

In May 2011 Council resolved to approve the preparation of a natural gas opportunities paper focusing on the towns of Heyfield, Longford, Stratford and Yarram, for submission to Envestra and the State and Federal Governments. The background to this is outlined in the attached report.

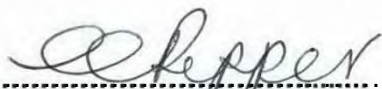
Due to the increasing amount of houses being built in Heyfield and Stratford, along with the issues arising in the timber industry, I would like residences of said towns to have a choice of energy for households. If Gas is available, there is a possibility of industry shifting or starting up in the towns.

## Attachments:

*Attachment 1 – Letter from Regional Development Victoria (September 2005) advising of \$70 million Natural Gas Extension Program*

*Attachment 2 – Council Meeting 17 May 2011 resolution, Item C3.6 Reticulated Gas Connection – Heyfield, Longford, Stratford and Yarram*

*Attachment 3 – Briefing Note, Councillor Briefing Session 21 February 2012 – Natural Gas Reticulation*



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**COUNCILLOR CARMEL RIPPER**

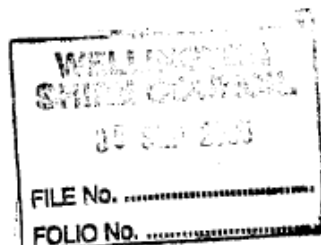
Dated: 25 August 2020



## Regional Development Victoria

55 Collins Street  
Melbourne, Victoria 3000  
GPO Box 4509RR  
Melbourne, Victoria 3001  
Australia  
Telephone: (03) 9651 9467  
Facsimile: (03) 9651 7653

Mr Lyndon Webb  
Chief Executive Officer  
Wellington Shire Council  
PO Box 506  
SALE VIC 3850



1 SEP 2005

*Lyndon Webb*  
Dear Mr Webb

### NATURAL GAS EXTENSION PROGRAM

As you are aware, the State Government committed \$70 million from the Regional Infrastructure Development Fund to subsidise the extension of the natural gas network in Victoria.

With the tender process now complete, I am pleased to inform you that 34 Victorian towns will be reticulated with natural gas. This represents the biggest natural gas roll-out in regional Victoria since the 1970s. I have attached a list of these towns for your information.

In conducting the tender, the Government had two overriding objectives:

- to ensure every town nominated by Councils was given equal opportunity for inclusion in the Program;
- to ensure the largest number of Victorians benefited from the allocation of the available funds.

I would like to thank your Council for the Expression of Interest lodged on behalf of the townships of Heyfield and Stratford.

The information provided by your Council about these towns was incorporated in the tender documentation and provided to gas distribution companies, together with a comprehensive demand survey prepared by Regional Development Victoria.

This information enabled gas distributors to determine which towns they were prepared to lodge bids for under the Program's tender process.

In a number of cases, there was not a preparedness by gas companies to lodge a tender to connect certain towns nominated by Councils. This was a commercial decision of the privately owned gas distribution businesses.



In other cases - where bids were lodged - the cost of connection was so high, that these towns could not be included if the Government was to achieve its objective of maximising the benefits of extending the gas network for as many Victorians as possible within the available funds.

I regret to advise you that the townships of Heyfield and Stratford will not be connected under this natural gas tender process.

Should you require additional information, please contact Mr Jim Demetrious, RIDF Project Manager, on ☎9651 8075.

Yours sincerely



Kerry Murphy  
**Chief Executive**  
**Regional Development Victoria.**

## Towns to be connected under the Natural Gas Extension Program

Bairnsdale	Balnarring
Balnarring Beach	Barwon Heads
Camperdown	Creswick
Gisborne	Hurstbridge
Inverloch	Korumburra
Lancefield	Lang Lang
Launching Place	Leongatha
Macedon	Maiden Gully
Merricks Beach	Millgrove
New Gisborne	Paynesville
Port Fairy	Riddells Creek
Romsey	Seville
Seville East	Somers
St Andrews Beach	Wandin
Wesburn	Wonthaggi
Woodend	Woori Yallock
Yarra Glen	Yarra Junction

**ITEM C3.6****RETICULATED GAS CONNECTION - HEYFIELD, LONGFORD, STRATFORD AND YARRAM**

DIVISION: DEVELOPMENT

ACTION OFFICER: MANAGER ECONOMIC DEVELOPMENT

DATE: 17 MAY 2011

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

**OBJECTIVE**

Council approval is sought to prepare an opportunities paper which will highlight the economic, environmental and community benefits of reticulating natural gas to the towns of Heyfield, Longford, Stratford and Yarram.

**BACKGROUND**

In July 1997 the former Gas and Fuel Corporation was disaggregated into three gas distributors and their related gas retailers, which were then sold to private industry. The Gippsland region's gas distribution infrastructure is owned by Envestra Pty Ltd, who charge the various retailers a transport fee to receive their gas.

Until the privatisation of the Victorian industry, extensions to gas reticulation were carried out by the Gas and Fuel Corporation on a case by case basis, with works being supported by a mixture of capital funding – mainly via the Corporation and owner contribution. With the market now privately controlled, expanded services need to be commercially viable in terms of customer base growth (primarily in metropolitan or major regional centres). In rural towns, connectivity is largely predicated on the presence of a high volume industrial customer which is prepared to commit to gas connectivity over a long contract period. The town of Longford is also being considered for reticulation as part of the Sale Golf Club residential development.

Discussions have been held over the last 12 months with the Consumer Connections Manager with Envestra Victoria. It was initially suggested that Council could underwrite the cost of gas connections at Longford and implement a Special Charge Scheme. However, such a proposal was outside Council's financial capacity and guidelines.

Envestra was then referred to the proponents of the Sale Golf Club residential development as the 300 lot project was organising its own sewerage and water connections. In the absence of a Gippsland Water commitment enabling joint trenching for gas and water lines, this project is unlikely to be viable.

Conversely, Yarram has a number of potential industrial and larger community users, but is a long distance from the grid. Given the significant cost of installing the transmission infrastructure to the grid, there is an alternative scenario whereby that town could be considered for a local reticulation system, connected to a gas storage facility outside the town. This would facilitate an eventual connection to the grid in the event that a very large commercial user was identified.

Whilst it is commonly stated that natural gas is a trigger for industrial developments, Maffra has had reticulated services for many years but there is no evidence that this provided any particular tangible benefit to intending investors. Stratford currently has no high volume user and although Gunn's timber mill represents a significant industrial enterprise, it is largely self-sustaining with energy use as waste wood is converted to heat and Gunns have a very competitive contract for electricity for the next two years.

Therefore, the Heyfield, Longford, Stratford and Yarram case for mains gas have to be considered as a community amenity rather than a commercial proposition. All four towns would require pipelines from existing mains and internal reticulation to individual properties.

In the case of Heyfield, gas would most likely be piped from Traralgon through the identified growth area. With Stratford, a new 'gateway' would be required as the current Sale supply is almost at capacity. Based on discussions with Envestra, it would appear that a new gateway could be proposed to service the new estates in the north of Sale as well as Stratford as the most commercial option. The existing Maffra connection is understood to be at capacity.

During the course of the 2010 State election, the incoming Victorian Government committed to a \$100m program to fast track an extension of natural gas to the towns of Avoca, Lakes Entrance, Invermay, Winchelsea, Heathcote, Orbost, Warburton, Marong, Bannockburn, Terang, Maldon and Huntly. This followed an earlier program by the former State Government which connected Leongatha and Baimsdale, at substantial capital cost. However, at the present time there is no funding line to support connection of Heyfield or Stratford. The Consumer Connections Manager of Envestra, who attended the recent Heyfield Business Roundtable had previously indicated to Council staff that a large industrial customer such as Gunns would be needed to make Heyfield an attractive proposition.

In order to support reticulation to the subject towns, the projects would have to be accurately costed by Envestra and State or Federal Government funding sought to assist with the cost gap. There would also be a requirement for individual property owners to contribute.

Indications from Envestra are that the State Government election commitments will be analyzed first with a number of the most viable progressively implemented. In July, a second round would be considered along with potential new towns. It has been made clear that local areas which provided high quality business case and supporting data would have an easier passage through the decision making process.

#### **OPTIONS**

Council may choose from the following options:

1. Commission a natural gas opportunities paper for the towns of Heyfield, Longford, Stratford and Yarram, and market the finished resource to Envestra and the State and Federal Governments;
2. Undertake no further action.

#### **PROPOSAL**

That Council approve preparation of a natural gas opportunities paper focusing on the towns of Heyfield, Longford, Stratford and Yarram, for submission to Envestra and the State and Federal Governments.

#### **CONFLICT OF INTEREST**

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

#### **FINANCIAL IMPACT**

Implementation of the recommended action will be carried out by an appropriately skilled contractor and cost \$10,000 which will be met from the Economic Development Unit budget.

#### **COMMUNICATION IMPACT**

The completed natural gas opportunities paper will be circulated to Envestra and a range of Government agencies for information.

#### **LEGISLATIVE IMPACT**

No impact.

#### **COUNCIL POLICY IMPACT**

The project is completely consistent with Strategy 15 of the current Economic Development Strategy.

*"Work with infrastructure agencies (e.g. Telstra Countrywide) to prepare infrastructure plans which determine likely needs in terms of the location and staging of telecommunications, drainage, sewerage, water and power services."*

#### **COUNCIL PLAN IMPACT**

The project is consistent with the Economic Section of the current Council Plan.

*"We will foster economic and job growth in our community and region."*

and

*"Understanding and, where possible, grasping economic opportunities that arise from State energy policies and brown coal developments."*

#### **PLANNING POLICY IMPACT**

Not applicable.

#### **RESOURCES AND STAFF IMPACT**

Implementation of the project will be undertaken within the context of existing resources and budget held by the Economic Development Unit.

#### **COMMUNITY IMPACT**

The proposed prospectus will potentially result in reticulated gas being provided, representing significant energy savings for business and private consumers. It should be regarded as a positive initiative where Council is taking a leadership role on behalf of its local community.

#### **ENVIRONMENTAL IMPACT**

Natural gas represents lowered greenhouse gas emissions compared to existing forms of energy use such as electricity or solid fuel. There are no transport issues involved as the product is piped.

#### **CONSULTATION IMPACT**

Consultation has not specifically been carried out for this project, but there is known to be general support for gas reticulation because of the inherent cost savings. As part of the proposed study, consultation will be carried out in the towns concerned.

#### **RISK MANAGEMENT IMPACT**

No impact.

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

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#### **RECOMMENDATION**

*That Council approve the preparation of a natural gas opportunities paper focusing on the towns of Heyfield, Longford, Stratford and Yarram, for submission to Envestra and the State and Federal Governments.*

#### **COUNCILLOR HOLE/ COUNCILLOR MCCUBBIN**

*That Council approve the preparation of a natural gas opportunities paper focusing on the towns of Heyfield, Longford, Stratford and Yarram, for submission to Envestra and the State and Federal Governments.*

**CARRIED**

**ITEM 1      2.40pm - 3pm      UPDATE ON NATURAL GAS RETICULATION  
(GENERAL MANAGER DEVELOPMENT)**

**PRESENT:**

Councillor Peter Cleary (Mayor)  
Councillor Jeff Amos  
Councillor Gregg Cook  
Councillor Jane Hildebrant  
Councillor Malcolm Hole  
Councillor Darren McCubbin  
Councillor Leo O'Brien  
Councillor Beth Ripper  
Councillor Scott Rossetti

**IN ATTENDANCE:**

David Morcom, Chief Executive Officer  
Paul Holton, General Manager Development  
Chris Hastie, General Manager Built & Natural Environment  
Glenys Butler, General Manager Liveability  
Sara Rhodes-Ward, Executive Manager Community, Consultation and Communication

**APOLOGIES:**

Nil

**DECLARATION OF CONFLICT(S) OF INTERESTS:**

Nil

**PRESENTING:**

Ian Campbell, Acting Manager Economic Development

Ian Campbell, Acting Manager Economic Development briefed Council with an update on natural gas reticulation in Wellington Shire as per the attached briefing note.

**Key facts include:**

- State Government Program
- Two stage process
- 12 priority towns including Lakes Entrance and Orbst (Election promises)
- Currently being assessed
- More money sought than is available
- \$100 million in program
- Mains cost \$500,000 to \$600,000 per kilometre
- Funding based on deficit over 20 years
- Second stage applications will be invited late 2011/early 2012
- Factors influencing viability
- Anchor business eg) Patties Foods
- Population
- Climate
- Economic profile
- Growth - New estates, industry and population
- LPG usage (converts more readily than electricity)
- Government and gas companies have a profile of factors based on experience
- Surveys, while initially discussed are considered of questionable value

**Maffra:**

- Only a few streets are not currently serviced.
- These are largely undeveloped subdivisions
- There is sufficient capacity to service those residents who wish to connect
- Such expense would not normally be subsidised under Energy for the Regions

**Heyfield**

- Gunns as an Anchor Client would boost the economic case for funding. (still loss making)
- Both State Government and Envestra representatives indicated interest in a Gunns based option
- Without Gunns unlikely to succeed
- Gunns currently have a very favourable electricity contract and would most likely then move to co-generation
- Gas 25km from Rosedale (\$13 million) + local works

**Stratford:**

- No Anchor Client
- Capacity constraints on supply from Sale
- Sale nearing limits of old infrastructure
- Supply from Bundalaguah similar supply constraints
- Technical issues on supply from Sale e.g.) friction loss

**Longford:**

- Envestra showed early interest in Longford and proposed that Council could underwrite gas supply with a Special Rate Charge as in Colac Otway Shire
- Council declined – too much money, too risky, not Council's
- Golf Course new estate a positive
- Lack of Gippsland Water support with water and sewerage a major negative.
  - Lack of confidence
  - Lack of population growth and density

**Yarram:**

- Too far from the Gas mains
- 64 km X \$500,000 = \$32million
- No Anchor Client
- Not enough cost benefit for reticulated tank
- Decline in population 1783 (2001) – 1715 (2006), occupied dwellings 773 (2001) – 738 (2006) and labour force 708 (2001) - 670 (2006)
- Insufficient new development.

In summary, listed below are possible outcomes for connection of natural gas:

- Maffra - New residents can connect if there is demand.
- Heyfield - Possible if Timber Mill converts to natural gas
- Stratford - Issues due to supply constraints and land supply
- Longford - Could have potential if and when Gippsland Water services Longford
- Yarram - Highly unlikely

**Proposed action:**

**Council accepts the offer of RDV Project Director – Energy, Mr Jim Demetrius to directly provide a Briefing to Council before taking further action.**

**ITEM 1 UPDATE ON NATURAL GAS RETICULATION**

**COUNCILLOR BRIEFING**  
**DATE: 21 FEBRUARY 2012**

**ACTING MANAGER ECONOMIC DEVELOPMENT**



**BRIEFING NOTE:**  
**NATURAL GAS RETICULATION**

**KEY ISSUES**

On 17 May 2011 Council resolved to approve preparation of an opportunities paper for reticulating natural gas to the towns of Heyfield, Longford, Stratford and Yarram. A second motion added the town of Maffra to the list.

**BACKGROUND**

Preliminary to seeking government funds for a study and with a view to securing the services of a consultant trusted by both Government and Envestra, Senior Economic Development Officer Ian Campbell held discussions with Michael Llewellyn of Envestra and Jim Demetrius, Project Director - Energy at Regional Development Victoria.

While earlier discussions had been held with regard to the potential for seeking funding after the first round of election promises had been dealt with, the advice received as more experience had been gained by Envestra and the Department was that engagement of a consultant would be of little value in advancing a case for natural gas.

It was indicated by Mr Llewellyn that there are existing models that define the potential for the roll out of natural gas and the level of government subsidy that would be required.

Factors influencing viability and cost are derived from a 30 year volume and customer based payback model. As the provision of natural gas is privatised, the company looks at:

- The number of projected new residences in a town (as they are more likely to connect that an existing house is to convert.); and
- The number of homes connected to bottled gas; and
- The growth rate of development of new homes; and
- The density of housing (dwellings per 100 metres); and
- Population; and
- Climate; and
- One or more anchor (high volume) clients such as Patties Foods; and
- Cost of connecting the town (City Gateway and length of mains).

The company then indicates to the government the cost of providing natural gas to that community.

As the company and the government have gained experience these factors form a model.

Given the election promises made, some of which were unlikely to be funded due to cost neither Mr Llewellyn nor Mr Demetrius were optimistic about the value of engaging a consultant.

On this basis, the advice given was that there was little to be gained from engaging a consultant to provide figures and models that were already available.

Mr Demetrius has offered to provide a briefing to Council.

An assessment was made 'in house,' by the Senior Economic Development Officer who previously worked for RDV and is familiar with the roll out of natural gas under the Regional Infrastructure Development Fund to Bairnsdale and Paynesville.

An opportunities paper and Powerpoint presentation was prepared 'In House' based on discussions with Envestra and RDV along with investigation of ABS statistics.

#### **Maffra**

Maffra already has natural gas. Those few streets that do not have connection could be done on the normal 'user pay' consumer connection basis. The Government does not fund such infrastructure.

#### **Yarram**

Yarram is just too far for mains connection and the proposed satellite reticulation model would do little to reduce gas costs or prices. (It would still be delivered by tanker). The price of gas would not fall to near the same level as natural gas and would be difficult to recoup over the timeframe. Yarram does not have a significant growth in new housing.

Yarram is declining in population (2001) 1783 to (2006) 1715. It also has insufficient new development, to be an attractive or justifiable proposition, increasing by only 20 additional dwellings in 4 years.

#### **Longford**

While Envestra showed early interest in Longford on the strength of the Golf Course residential development, on further investigation, Longford was declared to have no potential as long as Gippsland Water refuses to reticulate the town to enable suburban growth and density.

It is a matter of housing density, growth and confidence. Should Gippsland Water at some stage in the future agree to sewer and reticulate Longford allowing a more dense residential development, Longford would have potential for natural gas.

Longford grew by 200 people between 2001 and 2006 from a base of 2826. It increased by 68 households from 1225 to 1293.

#### **Stratford**

Stratford lacks an anchor client and there are supply capacity issues if the gas were to be drawn from Sale which is nearing its infrastructure capacity.

From 2001 to 2006, Stratford grew from a population of 1329 to 1440, an increase of 111. More importantly, the number of dwellings increased from 374 to 576, an increase of over 200.

There are on paper, a significant number of approved residential subdivision blocks in Stratford. However, one developer has incurred financial constraints and is placing the remaining area up for auction. Approval for another subdivision appears likely to lapse.

**Heyfield**

Heyfield has potential only if the timber mill converts to natural gas after its change of ownership. The new entity would be better off changing to co-generation utilising its own waste than converting to natural gas. Further investigation will continue once the new owner of the timber mill has consolidated. If the mill converted to natural gas, a main from Rosedale could be extended at a cost of approximately \$13 million.

The residential growth of Heyfield is sluggish with population increasing from 1427 to 1461 between 2001 and 2006. During that time the number of dwellings increased by only 19, from 652 to 671.

**PROPOSAL****Option 1**

Council accepts the offer of RDV Project Director – Energy, Mr Jim Demetrius to directly provide a Briefing to Council before taking further action.

**Option2**

Council officers to further investigate opportunities for one or more communities.

**Option3**

Council officers to engage a consultant to prepare a submission to the government and specifies which town it wishes to prioritise for connection of natural gas in light of this report.

**CONFLICT OF INTEREST**

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



## **A - PROCEDURAL**

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

**ITEM A8(1)**

**OUTSTANDING PETITIONS**

ACTION OFFICER

GOVERNANCE

DATE:

15 SEPTEMBER 2020

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<b>ITEM</b>	<b>FROM MEETING</b>	<b>COMMENTS</b>	<b>ACTION BY</b>
NIL			



## A - PROCEDURAL

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



## **A - PROCEDURAL**

# **A10 QUESTIONS ON NOTICE**



## A - PROCEDURAL

# A11 MAYOR AND COUNCILLORS REPORT

**ITEM A11(1)****MAYOR AND COUNCILLORS REPORT**

ACTION OFFICER:

MAYOR ALAN HALL

DATE:

15 SEPTEMBER 2020

**RECOMMENDATION***That the Mayor and Councillors report be noted.***8 AUGUST – 4 SEPTEMBER**

10 August	Native Timber Taskforce General Meeting via Skype, with representatives from Wellington Shire Council, Ash Timber, Councillor from Glenelg, Mayor East Gippsland, Radial Timbers, CFMEU, Timber Towns Victoria.	Mayor Hall attended. CEO also in attendance.
10 August	Gippsland Climate Change Network Meeting via Zoom.	Cr Crossley and Cr McCubbin in attendance.
10 August	Solis RE Zoom Meeting with King Arthur.	Cr Crossley in attendance.
11 August	Gippsland Biomass Audit via Zoom Meeting	Cr McCubbin in attendance.
12 August	Re-Defining the Role of Government Agencies in Community Transition – The Latrobe Valley Authority, a case study via Zoom.	Cr Crossley in attendance.
12 August	Zoom Webinar – Fight for Planet A	Cr Crossley in attendance.
12 August	Our Climate Challenge Q & A – viz Zoom	Cr Crossley and Cr McCubbin in attendance.
12 August	Youth Council Meeting via Zoom	Cr Ripper in attendance.
13 August	Wellington South East Australian Transport Strategy (SEATS) Quarterly meeting via Skype	Cr Crossley in attendance.
13 August	Timber Towns Victoria General Meeting with Timber Towns Victoria representatives from neighbouring Councils.	Cr Hole in attendance.
14 August	One Gippsland Mayoral Catch Up via Zoom	Mayor Hall in attendance.
14 August	Cameron Stadium Redevelopment Project Reference Group Meeting via Skype.	Cr Hole and Cr Bye in attendance.

19 August	August A&R Meeting with Yarram & District Health Services, via Zoom	Mayor Hall in attendance.
19 August	Submissions Hearing – Cooper Crescent Special Charge Scheme via Skype.	Cr McCubbin, Cr Hole, Cr Crossley and Cr Ripper in attendance.
19 August	Submissions Hearing – Port Albert Special Charge Scheme via Skype	Mayor Hall, Cr Maher, Cr Stephens and Cr Ripper attended.
20 August	Wellington Business Reference Group Meeting via Skype	Cr McCubbin attended.
20 August	Community Power Hub meeting via Zoom	Cr Crossley and Cr McCubbin attended.
20 August	Cameron Sporting Complex Annual General Meeting	Cr Hole attended.
20 August	Meeting with representatives from Transport Vic and Gippsland Ports in relation to boating destinations in Loch Sport. Also in attendance was CEO David Morcom.	Mayor Hall attended.
21 August	Local Government Act 2020 – Implementation Matters Webinar for Mayors and Councillors, via Microsoft Teams	Mayor Hall, Cr Crossley, Cr Hole, Cr Maher and Cr Stephens in attendance.
21 August	One Gippsland August Board Meeting, via teleconference	Mayor Hall attended.
24 August	Heyfield Development meeting via Skype, with Wellington Shire Council representatives	Cr Hole attended.
24 August	Gordon Street Recreation Reserve Committee Meeting	Cr Hole attended.
25 August	MAV Stand for Council – Community and Candidate Information Session, via Zoom	Mayor Hall and Cr Hole in attendance.
25 August	Phone Conference with Maffra Men’s Shed and Wellington Shire Council representatives	Cr Crossley, Cr Hole and Cr Ripper attended.
25 August	Attended meeting via Skype with WSC representatives and Matthew Edey regarding Loch Sport Safe Harbour. CEO David Morcom also in attendance	Mayor Hall attended.
26 August	Cyber Safety for Councillors and Dealing with Cyberbullying webinar via Zoom	Cr Hole attended.
26 August	Central Gippsland Tourism Meeting via Zoom	Mayor Hall and Cr Maher in attendance.
26 August	Formal Youth Council Meeting via Zoom	Cr Ripper attended.

26 August	Stephenson Park – Reference Group Meeting via Skype	Cr Bye in attendance.
27 August	Arts Funding Conversation via Zoom	Cr McCubbin in attendance.
28 August	Gippsland Bulk Buy Launch - Latrobe Valley Community Power Hub via Zoom	Cr Crossley and Cr McCubbin in attendance.
28 August	International Dark Sky Association – Business Boost Reference Group meeting, via Skype.	Mayor Hall, Cr Maher and Cr Stephens in attendance.
28 August	Maffra Structure Plan – Local Development Industry Workshop via Skype	Cr McCubbin, Cr Maher and Cr Bye in attendance.
31 August	CarbonNet Community Reference Group Meeting via Microsoft Teams	Cr McCubbin in attendance.
2 September	Gippsland Biomass Audit via Zoom	Cr McCubbin in attendance.
2 September	Gordon Street Proposed Plans Special Meeting	Cr Hole in attendance.
3 September	Community Power Hub Zoom Meeting	Cr Crossley and Cr McCubbin in attendance.
3 September	Energise Gippsland Discussion via Zoom	Cr McCubbin in attendance.
3 September	Timber Towns Victoria Advocacy Meeting via Zoom	Cr Hole in attendance.
4 September	One Gippsland Mayoral Catch Up via Zoom	Mayor Hall in attendance.
4 September	MAV Board Meeting via Zoom	Cr Hole in attendance.

**COUNCILLOR ALAN HALL  
MAYOR**



# B –REPORT

# DELEGATES



# C1 - REPORT

## CHIEF EXECUTIVE OFFICER

**ITEM C1.1****CHIEF EXECUTIVE OFFICER'S REPORT**

ACTION OFFICER: CHIEF EXECUTIVE OFFICER

DATE: 15 SEPTEMBER 2020

**RECOMMENDATION***That the Chief Executive Officer's report be received.***AUGUST TO SEPTEMBER 2020**

- 19 August Attended Regional/Rural COVID 19 Community Engagement Microsoft Teams Meeting with DHHS, MAV and LGV.
- 20 August Meeting with representatives from Transport Vic and Gippsland Ports in relation to boating destinations in Loch Sport via Skype. Also in attendance was Mayor Alan Hall.
- 20 August Skype Meeting with Charlie Bird of Alpine Shire Council in relation to Sealing of Dargo High Plains Road.
- 21 August Attended One Gippsland Closed CEO Discussion, followed by One Gippsland August Board Meeting, via teleconference.
- 21 August Attended Local Government Act 2020 – Implementation Matters Webinar via Microsoft Teams. Also in attendance was Mayor Alan Hall.
- 24 August Conducted Wellington Shire Council – Stand for Council Session online via Zoom. Visiting CEO Allan Bawden, former CEO for Bass Coast Shire.
- 25 August Attended meeting via Skype with WSC representatives and Matthew Edey regarding Loch Sport Safe Harbour. Mayor Hall also in attendance.
- 25 August Conducted Wellington Shire Council – Stand for Council Session online via Zoom. Visiting CEO Mark Davies, former CEO of Surf Coast Shire.
- 25 August Attended Cardinia – Stand for Council – Online session via Zoom, as visiting CEO.
- 26 August Attended Regional/Rural COVID 19 Community Engagement Microsoft Teams Meeting with DHHS, MAV and LGV.
- 26 August Teleconference with Rural Development Victoria and other representatives to discuss the draft Comms strategy for the Gippsland Regional Plan.
- 27 August Participated in Audit & Risk Committee Member Interviews throughout the day, via Skype.
- 28 August Rural Councils Victoria Special Meeting via Zoom to review Strategic Plan.
- 28 August Gippsland Regional Plan Leadership Group Meeting via Microsoft teams, to approve the Gippsland Regional Plan.

- 31 August      Attended Skype Meeting with Dirk Maclean, to discuss Council Candidates Information Session.
- 31 August      Attended Rapid Regional Response Briefing for Gippsland Microsoft Teams Meeting with DHHS.
- 1 September    Attended Cardinia – Stand for Council – Online session via Zoom, as visiting CEO.
- 2 September    Attended Regional/Rural COVID 19 Community Engagement Microsoft Teams Meeting with DHHS, MAV and LGV.
- 3 September    Attended Port of Sale Master Plan Review – Charrette via Zoom, with other WSC representatives, facilitated by Kobus Mentz of Urbanismplus, an experienced urban designer who will deliver the revised Master Plan.

**ITEM C1.2****AUDIT AND RISK COMMITTEE MEMBER APPOINTMENT**

DIVISION: CHIEF EXECUTIVE OFFICER

ACTION OFFICER: CHIEF EXECUTIVE OFFICER

DATE: 15 SEPTEMBER 2020

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

**OBJECTIVE**

The purpose of this report is to provide information to Council to enable consideration of the appointment of an external independent member to Council's Audit & Risk Committee.

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

- 1. Council appoint an independent member to Council's Audit & Risk Committee for a three year period commencing 29 October 2020 and expiring 28 October 2023 in accordance with the recommendation in the attached confidential evaluation report at Item E1.1 of this Council meeting agenda; and***
- 2. The information contained in the confidential document at Item E1.1 Audit & Risk Committee Member Appointment and designated confidential under Section 3(1) Confidential Information of the Local Government Act 2020 by the Chief Executive Officer on 31 August 2020 because it relates to the following grounds: f) personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs; be designated confidential information under Section 3(1) Confidential Information of the Local Government Act 2020, except that once this recommendation has been adopted the name of the successful applicant can be made public.***

**BACKGROUND**

Council maintains an Audit & Risk Committee in accordance with Section 53 of the *Local Government Act 2020*. The Audit & Risk Committee is a formally appointed committee of the Council and is responsible to Council.

The Audit & Risk Committee's role is to report to Council and provide appropriate advice and recommendations on matters relevant to its Charter in order to facilitate decision making by Council in relation to the discharge of its responsibilities.

The Audit & Risk Committee membership is comprised of two Councillors and three external independent persons with suitable knowledge and experience, all appointed by Council for periods

varying to a maximum term of three years. The term of the current appointment is due to expire on 28 October 2020.

In order to ensure the vacant position is filled an Expression of Interest process has been undertaken to recruit a suitably qualified external member for Council's Audit & Risk Committee.

Advertising was undertaken in August 2020 and expressions of interest were received by the nominated closing date of 18 August 2020.

An interview process was held in August 2020. The Evaluation Panel's assessment and a recommendation for appointment is included in the attached confidential report.

## **OPTIONS**

Council has the following options available:

1. Adopt the recommendation to appoint one independent member for a period commencing 29 October 2020 and expiring 28 October 2023 to Council's Audit & Risk Committee; or
2. Amend the recommendation in relation to the proposed appointment.

## **PROPOSAL**

That Council appoint one independent member for a period commencing 29 October 2020 and expiring 28 October 2023 to Council's Audit & Risk Committee in accordance with the evaluation panel's confidential report attached.

## **CONFLICT OF INTEREST**

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

## **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.

**ITEM C1.3****ENDORSEMENT OF GIPPSLAND REGIONAL PLAN**

DIVISION: CHIEF EXECUTIVE OFFICER

ACTION OFFICER: CHIEF EXECUTIVE OFFICER

DATE: 15 SEPTEMBER 2020

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

**OBJECTIVE**

For Council to endorse the Gippsland Regional Plan 2020-2025.

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

***That Council note and endorse the Gippsland Regional Plan 2020-2025 at Attachment 1.***

**BACKGROUND**

The Gippsland Regional Plan 2020-2025 (GRP 20-25) is a four year Strategic Plan that outlines the high-level goals, aspirations and objectives for Gippsland. The 2020-2025 Plan is the third such Regional Plan, after the Gippsland Regional Plan 2010 – 2015 and the Gippsland Regional Plan 2015 – 2020.

The Plan is primarily led and coordinated by the following organisations:

- Gippsland Local Government network (GLGN) / One Gippsland, comprising Wellington Shire Council, East Gippsland Shire Council, South Gippsland Shire Council, Baw Baw Shire Council, Bass Coast Shire Council and Latrobe City Council.
- Regional Development Australia (Federal Govt)
- Regional Development Victoria and Regional Partnerships (State Govt)
- Committee for Gippsland
- Federation University

The Plan includes our vision for Gippsland:

*By 2040 Gippsland aspires to be the most liveable region in Australia – a place to live, work, invest and play.*

It is framed around six key themes:

1. Collaborators and partners
2. Carers of our Country, environment and natural assets
3. Creators of a new economy

4. A connected Gippsland
5. Highly educated and skilled people, life-long learners
6. A healthy, happy and inclusive community

The GRP 20-25 was written based on exhaustive consultation based on a multitude of sources, including reference to each council's own Strategic Plan. It will guide Gippsland's regional priorities and advocacy over the next four years.

## **OPTIONS**

Council has the following options available:

1. Note and endorse the Gippsland Regional Plan 2020-2025 at Attachment 1; or
2. Not note and endorse the Gippsland Regional Plan 2020-2025.

## **PROPOSAL**

That Council note and endorse the Gippsland Regional Plan at Attachment 1.

## **CONFLICT OF INTEREST**

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

## **FINANCIAL IMPACT**

The plan was funded through a contribution by the state government (\$45,000) and the six Gippsland Councils (who each contributed \$5000). Any ongoing funding commitment will depend on further agreement during the implementation phase.

## **COMMUNICATION IMPACT**

The GRP 20-25 will be made public after it is endorsed by its stakeholders. A communication strategy is being developed to promote and publicise the GRP 20-25 in upcoming weeks.

## **RESOURCES AND STAFF IMPACT**

The GRP 20-25 will be implemented within existing council resources and budget.

## **ENGAGEMENT IMPACT**

The GRP 20-25 has been formed after extensive community and industry engagement through various mediums, including state government regional partnership forums.



# Gippsland Regional Plan 2020-2025 Full Report

Final: For endorsement by the GRP  
Leadership Group & key stakeholders

## **Acknowledgement of Country**

We acknowledge all the Traditional Owners and Custodians of the land that we now call Gippsland. We pay our respects to Elders past, present and future, and acknowledge the inherent rights and continuing cultural responsibilities of Traditional Owners and Custodians to preserve and care for Country while continuing to connect to and practice the oldest living culture in the world.

## **Acknowledgements**

Many have contributed to the formation of this Plan. The following organisations have participated in conversations about Gippsland and their stories, knowledge and expertise has helped to shape the priorities and actions in this Plan.

*Bass Coast Shire Council*

*Baw Baw Shire Council*

*Committee for Gippsland and their members*

*Destination Gippsland*

*Department of Environment, Land, Water and Planning*

*East Gippsland Shire Council*

*Federation University*

*Food & Fibre Gippsland*

*Gippsland & East Gippsland Aboriginal Co-Operative (GEGAC)*

*Gippsland Primary Health Network*

*Gippsland Regional Partnership*

*Gunaikurnai Land and Waters Aboriginal Corporation (GLaWAC)*

*Latrobe City Council*

*Latrobe Health Advocate*

*Latrobe Valley Authority*

*Regional Development Australia, Gippsland, Gippsland*

*Regional Development Victoria*

*South Gippsland Shire Council*

*TAFE Gippsland*

*Sustainability Victoria*

*Wellington Shire Council*

## Foreword

### **Gippsland is remarkable with enormous potential**

Our beautiful Gippsland region is renowned for its natural attributes: our unrivalled Gippsland Lakes and coastlines, national parks, snowfields and high country, rich resources, and fertile soils; and for our vibrant towns and communities.

Our region is built on the Country, culture and lore practices of our Traditional Owners and Aboriginal people, and we have much to learn and celebrate as we progress reconciliation and healing. Our more recent history and arrivals continue to add to our diversity and the rich cultural fabric that is Gippsland.

However, Gippsland is now undergoing a period of unprecedented change.

We are enduring a time of significant challenges: from the long-term drought, the devastating 2020 bushfire season, the COVID-19 pandemic, and the rapid transition of our traditional energy and resource-based industries. At the same time, we are working hard to build new opportunities that leverage our beautiful environment, resources, and the collaborative capacity of our community to be a prosperous and inclusive region.

### **The Gippsland Regional Plan outlines our long-term strategic vision for Gippsland in 2040 and identifies the five-year priority actions to start us on the path.**

The Plan is a blueprint for how we reach our full potential and ensure Gippsland is firmly on the map *as the place to live, work, invest and play.*

The Plan is unashamedly big and bold and is based on research and stakeholder consultation. Its implementation requires strong collaboration and action.

The Gippsland Regional Plan is a partnership involving the efforts of all levels of government, business, industry, health, education, and community. It identifies the priority and supporting actions that can drive the most significant economic, environmental, and social benefits for Gippsland over the next five years to 2025.

It doesn't attempt to cover every challenge Gippsland is facing, nor does it suggest we have all the solutions now. It is intended to ignite the conversation and action about Gippsland's future, and about what we can do individually and collectively.

### **Bringing our vision to life requires us to act now.**

The Gippsland Regional Plan extends beyond budget and political cycles, providing a united and confident message to potential investors and funders about Gippsland's priority projects and initiatives.

The Gippsland Regional Plan Leadership Group has committed to support the Plan and embrace its goals toward securing the liveability and prosperity of Gippsland.

By working together with a strategic, collaborative, whole of Gippsland approach, we will achieve long-lasting benefits for each and every local Gippsland community.



## Contents

Foreword .....	3
Introduction .....	6
Gippsland at a glance .....	7
The Gippsland advantage .....	9
Strategic assets .....	10
A vision for Gippsland .....	12
Gippsland in 2040 .....	12
The pathway to Gippsland 2040 .....	13
Strategic themes .....	13
Measures of success .....	14
Our game changers .....	16
Theme 1 - Collaborators & partners .....	17
Our collaboration opportunity .....	18
Listening to the voice of the Gippsland community .....	18
An advocacy partnership .....	19
A Gippsland identity that leverages our strengths .....	19
Strategic directions .....	20
Steps to success .....	21
Theme 2 – Carers of our Country, environment & natural assets .....	22
Our environmental challenges, trends & opportunities .....	23
Embedding our responses to our changing climate .....	23
The future of energy .....	23
The possibilities of the circular economy .....	24
The balancing act of land, water, sea, and resource management .....	24
Strategic directions .....	26
Steps to success .....	27
Theme 3 - Creators of a new economy .....	29
Economic snapshot .....	30
Employment .....	31
Regional exports .....	32
Key economic sectors, challenges & opportunities .....	33
Food and fibre .....	33
Visitor economy .....	33
Energy and resources .....	34
Knowledge industries and professional services .....	35
Small business .....	35
Advanced manufacturing .....	36
Health care and social assistance .....	36
Construction .....	36
Defence .....	37
Strategic directions .....	38
Steps to success .....	39
Theme 4 – A connected Gippsland .....	41

Our connectivity challenges, trends & opportunities.....	44
Our digital future.....	44
Integrating our transport and regional planning for a unique advantage.....	44
Balancing movement and place in our towns.....	45
Physically connecting Gippsland and the world.....	45
Strategic directions.....	46
Steps to success.....	47
<b>Theme 5 – Highly educated &amp; skilled people, life-long learners.....</b>	<b>48</b>
Our education challenges, trends & opportunities.....	49
Lifelong learning and aspiration.....	49
The hub and spoke model of education and training facilities.....	50
Flexible learning.....	50
The education, business, and industry partnership.....	51
Strategic directions.....	52
Steps to success.....	53
<b>Theme 6 - A healthy, happy &amp; inclusive community.....</b>	<b>55</b>
Our community challenges, trends & opportunities.....	56
Inclusive communities.....	56
Pathway to community empowerment and resilience.....	57
Lifestyle choices and a growing population.....	57
Healthy communities with a focus on early intervention.....	58
Arts and recreation.....	58
Safe communities.....	59
Strategic directions.....	60
Steps to success.....	61
<b>Delivering this Plan.....</b>	<b>63</b>
Assessing new projects and initiatives.....	63
<b>Appendices.....</b>	<b>64</b>
Appendix 1: Gippsland at a glance – facts & figures.....	65
Appendix 2: Gippsland’s strategic assets.....	67
Appendix 3: A narrative of Gippsland life in 2040.....	69
Appendix 4: What success looks like: in 5 years & in 20 years.....	71
Appendix 5: Our game changers, & flagship projects underway.....	77
Appendix 6: Priority Initiative Assessment Framework.....	79

## Introduction

**The Gippsland Regional Plan is our long-term strategic plan for improving the economic, social, cultural, and environmental outcomes for our Gippsland region and our community.**

It will guide us as we strive to reach our full potential and ensure that Gippsland is recognised as *the place to live, work, invest and play*.

The development of the Gippsland Regional Plan was commissioned by the Gippsland Regional Plan Leadership Group using a collaborative approach. It brings together all levels of Government, business, and education, as well as a wide range of agencies and community organisations.

**The Plan looks towards 2040 for its vision and goals, and specifically identifies the priority actions and initiatives required in the coming five years to 2025.**

It identifies the significant challenges and opportunities that Gippsland faces in the areas of economic prosperity, environment protection, sustainability and care of Country, liveability, reconciliation with Aboriginal people, health, education, infrastructure, and land use planning. The priority actions and initiatives are validated by a data driven approach using local, regional, and state data sets and sources.

The most important projects, initiatives, and next steps for achieving Gippsland's 2040 vision are included in this Plan. These are selected according to their economic, social, environmental, and regional benefits, as well as their readiness for implementation.

**This Plan builds on the achievements and efforts of previous Gippsland Regional Plans.**

Its implementation continues to require significant investment, and the collective energy and creative thinking of the Gippsland Regional Plan Leadership Group and its partners and members.

The Gippsland Regional Plan is a 'living' document that provides a framework through which priority projects and initiatives that will enhance our regional capability are identified, agreed, and advocated for. Each year the Gippsland Regional Plan Leadership Group will review the plan to ensure its currency to achieve regional outcomes.

## Hearing the voice of our community

The Gippsland Regional Plan 2020-2025 represents:

Linkages to more than 50 federal, state, regional and local strategies

Opinions from more than 300 Gippslanders

Consideration of more than 260 initiatives and projects identified by our community as important to Gippsland's future

Analysis of economic, social, and environmental trends

## Gippsland Regional Plan Leadership Group Members

Committee for Gippsland

Gippsland Regional Partnership

One Gippsland (formerly Gippsland Local Government Network)

Regional Development Australia, Gippsland

Regional Development Victoria

## Gippsland at a glance

Located in Victoria's south east, almost 287,000 people call Gippsland home. Our population is growing at the state average of 4 percent; except for our urban fringe shires of Bass Coast and Baw Baw, whose growth rates are 9 and 8 percent, respectively.

Gippsland is home to several Aboriginal communities including the peoples of the Gunaikurnai, Bidawal, Bunurong / Boonwurrung, Woivurrung, Jaithmathang and Monero / Ngarigo Nations, as well as Aboriginal and Torres Strait people from other regions of Australia. Our Traditional Owners and Aboriginal people have a unique connection with Gippsland's land and waters, which adds to the rich culture and fabric of our beautiful region and will be further enhanced as we progress reconciliation and healing.

Many people from other cultures have settled in Gippsland. Our community includes people from the United Kingdom, Europe, Asia, Africa, and South America. We work and live in a resource-rich landscape, one of the most diverse in regional Australia, which ranges from the industrial heartland of the Latrobe Valley, rich agricultural lands, our coastal and lakes regions, our highlands, and our forested north and east. Roughly the same size as Switzerland, Gippsland covers over 41,500 square kilometres and is the largest region in Victoria.

Each year, nearly 8 million tourists visit Gippsland, attracted to our renowned unspoilt lakes, beaches, snowfields, bushlands, and rainforests, as well as our beautiful towns and villages. Our region's vast range of stunning landscapes include the internationally recognised Wilson's Promontory National Park, the Gippsland Lakes and one of Victoria's largest visitor attractions, the Phillip Island Penguin Parade.

Gippsland's resource-rich landscape and plentiful water supply is a comparative advantage and a key building block of our economic prosperity. Coupled with our close proximity to Melbourne, our leverage of our remarkable range of resources has enabled Gippsland to establish a reputation of producing quality products and services across a range of industries such as food and fibre, energy, forestry, fisheries, manufacturing and tourism.

### Infographic 1: Gippsland at a glance

*(Note - Key information included on Gippsland map similar to that in Digital Connectivity Plan – to be designed).*

Fact
Approximately 41,500 km <sup>2</sup> 11,600 km <sup>2</sup> (28%) dedicated to Food & Fibre activities. More than 700 kilometres of Victorian coastline.
The largest area of public land in Victoria, with 1.6 million hectares encompassing forest, state and national parks, UNESCO Biosphere Reserves, Marine Coastal Parks and Reserves and Ramsar Wetlands.
Nearly 287,000 call Gippsland home (as of 2019)
40% of Gippsland lives in towns and settlements of less than 1000 people.
<b>6 LGAs</b> Local government area (2019 population)
<ul style="list-style-type: none"> <li>• Bass Coast (36,320)</li> <li>• Baw Baw (53,396)</li> <li>• East Gippsland (47,316)</li> <li>• Latrobe (75,561)</li> <li>• South Gippsland (28,934)</li> <li>• Wellington (43,007)</li> </ul>

<p><b>Our people</b></p> <ul style="list-style-type: none"> <li>• 1.9% Aboriginal and Torres Strait Islanders</li> <li>• 79.4% born in Australia</li> <li>• 18.7% born overseas</li> </ul>
<p>Average weekly household income of \$1058.</p> <p>Year 12 Education attainment rates is 30% (below state average)</p> <p>Certificate qualification attainment rates above the state average - recognition of a highly skilled trade workforce.</p> <p>Rental and housing affordability are acceptable to very acceptable</p>
<p><b>Our visitors</b></p> <p>8.94m tourists contribute \$1.68 billion annually to the Gippsland economy (March 2020)</p>
<p><b>Our economy</b></p> <p>\$16 billion Gross Regional Product (GRP)</p> <p>Top industries that contribute to our Gross Value Add (GVA)</p> <ul style="list-style-type: none"> <li>• agriculture (14%)</li> <li>• tourism (10.5%)</li> <li>• manufacturing (10%)</li> <li>• construction (10%)</li> <li>• electricity and gas services (9%)</li> <li>• health care (8%)</li> <li>• mining (8%)</li> </ul> <p>Number of registered business 25,204 (2019)</p> <p>Number of jobs 106,000</p> <p>Gippsland is Victoria's largest energy producer – producing 97% of Victoria's natural gas, 14% of Australia's oil and generating of the majority of the state's electricity supply.</p>
<p><b>Primary Production</b></p> <ul style="list-style-type: none"> <li>• Horticulture - 28% of Victorian food and fibre land area</li> <li>• Forestry - 25% of Victorian plantation timber</li> <li>• Dairy -32% of Victoria's production, by volume</li> <li>• Beef - 25% of Victoria's production by value.</li> <li>• Sheep, Pork, Chickens, Aquaculture</li> </ul>
<p><b>Digital connectivity</b></p> <p>Mid ranked in digital inclusion on the RMIT-Swinburne-Telstra Digital Inclusion Index (DII)</p> <p>79% of all Gippsland households have internet connection (2016)</p>

A full list of Gippsland facts and statistics including data sources is outlined in Appendix 1.

## The Gippsland advantage

### Endowed with natural advantages

The diversity of Gippsland's natural environment sets us apart. Our landscape and environmental values provide an enviable lifestyle and visitor destination, with pristine beaches, snowfields, lakes and rivers, bushland, rainforests, the Gippsland Lakes, and rich cultural and historical values.

Gippsland has an abundance of natural resources such as timber, coal, oil, and gas.

### Fertile land and reliable high-quality water

Our favourable combination of stable climate, high and reliable rainfall, strong stream flows, water storage, irrigation infrastructure, and fertile soils and pastures provide a natural advantage in food and fibre. The Gippsland region has 28 percent of Victoria's land area for agricultural commodities, 27 percent of vegetable growing area and 25 percent of plantation timber estate<sup>1</sup>.

### A powerhouse energy producer – now and into the future

A leading traditional energy producer using coal, gas and oil reserves, Gippsland also has promising off-shore carbon capture storage sites, high quality on and off-shore wind conditions and good solar conditions, which provide exciting opportunities for ongoing sustainable renewable and clean energy production.

We also have an efficient high capacity high voltage transmission and switch yard network that transmits energy to Melbourne, the national electricity grid, and Tasmania. This capacity is a key energy advantage for Gippsland, enabling carriage of significant volumes from new energy sources to key markets.

### Affordability and a quality lifestyle

Gippsland provides an affordable and quality lifestyle. Median house prices and rental affordability is better than the regional Victorian average<sup>2</sup>. Our strong transport network, together with excellent community, arts, sporting, education, and health infrastructure, support the liveability of our growing communities.

### Room to grow

Gippsland's population growth to 2036 is forecast to be above the state average<sup>3</sup>, driven by our western shires' proximity to Melbourne. Existing land use planning policies, community and transport infrastructure are supportive and encouraging of population growth and movements throughout Gippsland.

### Open for business - strongly supported by Government

A new 'Economic Growth Zone' has been established in Gippsland as part of the \$266 million regional economic development program. This partnership brings together trade and investment specialists to help make Gippsland's economy more vibrant and diverse, attracting new business and facilitating export opportunities for our region.

### A strong engineering and manufacturing base

Gippsland's traditional engine economy of power generation has underpinned our strong engineering and manufacturing capability, supported by an extensive service industry. We are diversifying our capabilities, with waste recovery, renewable and clean energy, and niche manufacturing key focusses.

### Well connected to Melbourne and beyond

Gippsland's established freight and logistic road and rail systems facilitate the efficient movement and exporting of goods to major hubs in metropolitan Melbourne and New South Wales.

<sup>1</sup> KPMG, (2019), Accelerating growth for Gippsland food and fibre industry - Food & Fibre Gippsland.

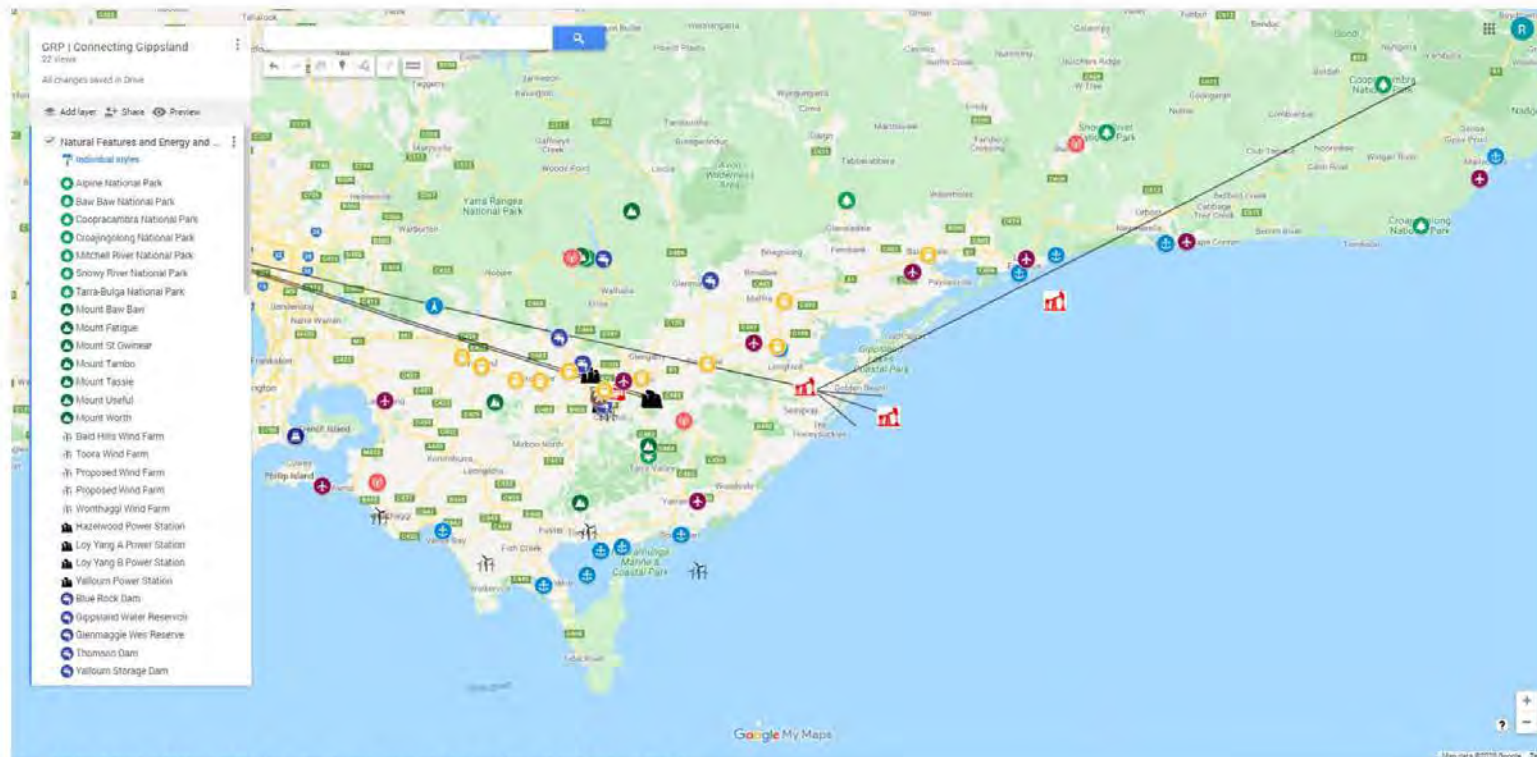
<sup>2</sup> Median house prices across Gippsland are \$301,000 and well below the regional Victorian median of \$420,000 <https://reiv.com.au/market-insights/victorian-insights>

<sup>3</sup> DELWP, Victoria in Future (2019) [https://www.planning.vic.gov.au/\\_data/assets/pdf\\_file/0032/332996/Victoria\\_in\\_Future\\_2019.pdf](https://www.planning.vic.gov.au/_data/assets/pdf_file/0032/332996/Victoria_in_Future_2019.pdf)

## Strategic assets

Gippsland has a number of strategic assets that are of both regional and state significance. These assets are key contributors to our liveability, economic, social and environmental prosperity.

**Infographic 2: Gippsland's strategic assets (to be developed, possibly interactive – example as follows only).**



A detailed list of Gippsland's strategic assets is outlined in Appendix 2

## Strengths

Beautiful landscapes

Abundant natural resources

Aboriginal culture and Traditional Owners' connection to Country

Beneficial climate, fertile land and water supply, infrastructure & quality for food and fibre production.

Affordable cost of living and housing

Reliable infrastructure and economic assets – electrical transmission and switch lines, waste management, east coast gas pipeline

Sporting and recreational facilities

Arts and cultural precincts

Education precincts including primary and secondary schools, Regional University and TAFE network

Strong engineering and manufacturing base including skilled workforce

Food and Fibre brand and reputation

Close proximity to Melbourne and access to key markets in Canberra and Sydney

High visitation (most of any region - 8.9m visits annually)

## Opportunities

Tourism and eco-tourism

Traditional Owner and Aboriginal cultural tourism

Increasing localised procurement and supply chains

Renewable and clean energy sector

Creative industries

Health sector

Building Centres of Excellence in our fields of strength

Strengthening academic and industry research capabilities, education and training partnerships and pathways

Population attraction and growth

Business attraction and job growth – particularly in knowledge economy & remote working industries

Better connected intra-region transport hubs

Innovation frameworks

Our ageing population as mentors, story tellers

Source: GRP Stakeholder Consultation Survey and Workshops, Gippsland Regional Roundtable Playback 15 May 2020 & Aither Report Gippsland Regional Profile 2019

## Challenges

Recovery following natural disaster

Increasing educational participation and attainment

Improving health and wellbeing outcomes

Social disadvantage and inter-generational unemployment

Ageing population

Appropriate housing stock

Community safety – family violence

Balancing land use for sustainability and investment attraction

Digital connectivity – accessibility (away from major town centres) affordability & literacy

## Threats

Unmitigated climate change

Natural disasters

Economic and social impacts of COVID-19 and potential impact to national and international trade

Inadequate planning for closure of traditional industry (brown coal power generation and timber)

## A vision for Gippsland

**By 2040 Gippsland aspires to be the most liveable region in Australia – a place to live, work, invest and play.**

People in Gippsland have an enviable life - enjoying higher standards of living, greater cultural and community connections, and healthier and happier lifestyles than in 2020. Enjoying the best of life, Gippslanders connect with nature, with family and friends, with arts and culture, with business, with the world.

### Gippsland in 2040

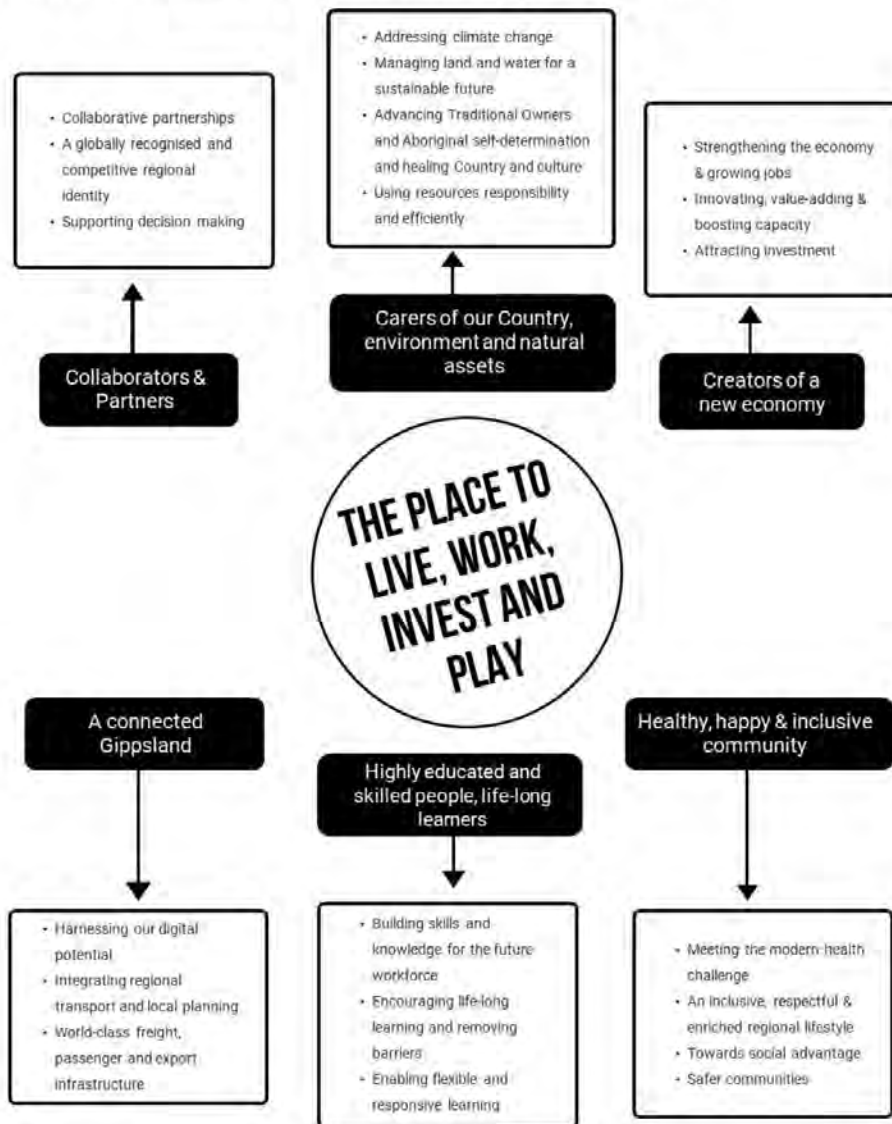


A detailed narrative of Gippsland life in 2040 is outlined in Appendix 3.

# The pathway to Gippsland 2040

## Strategic themes

To achieve our vision of being the most liveable region in Australia by 2040, six key enablers or themes will guide the actions Gippsland will take.



## Measures of success

The following high-level measures will be used by the Gippsland Regional Plan Leadership Group to monitor the progress of the 2020-2025 Plan through its life. A full suite of success measures and data sources is provided in Appendix 4, which will be used to undertake a full assessment of the 2020-2025 Plan at the end of its life, and to inform the development of the next version of the Plan.

### Legend:

#### Our current performance

▲ More favourable than the regional or state average – by 5.0% or more   ■ Similar to regional Victoria average – difference is less than 5.0%   ▼ Less favourable than regional or state average – by 5.0% or more

	NOW	2025	2040
<b>Our environment and sustainability</b>			
Greenhouse gas emissions	▼ 2017: • LV brown coal power 43.2 MtCo <sub>2</sub> e (excl Hazelwood PS) • Gippsland municipal area emissions 6.3 MtCo <sub>2</sub> e	32% below 2005 emissions	75% below 2005 emissions
Energy use: % renewables and clean energy	▼ 5.6%	20% <sup>4</sup>	40%
Waste to landfill - % decrease	-	• 72% decrease	• > 80% decrease
Caring for Country	- • One Whole of Country Plan • One Joint Management Plan covering 10 parks and reserves • One partnership agreement with Gippsland Environmental Agencies	• Two Whole of Country Plans • Further Joint Management Plans and / or Cooperative Management of Country agreements	• Whole of Country Plans covering all Gippsland Country • Pathway to full management of Gippsland's parks and reserves • Further partnership agreements between all Gippsland Aboriginal communities and environmental agencies
<b>Our economy</b>			
Gross Regional Product	-	\$16.0 billion	\$23.2 billion <sup>5</sup>
Five-year average annual gross regional product growth rate (%)	▲ 1.2%	At regional Victoria average	At state average
Number of jobs	- 106,000 (2019)	% growth in line with regional Victoria average	% growth in line with regional Victoria average
Five-year average annual job growth (%)	▼ 1.7%	At regional Victoria average	Above regional Victoria average

<sup>4</sup> Targets are reflective of Gippsland hosting a high proportion of Victoria's traditional base line energy production capability, and the projected timelines for transition away from these high emission energy production technologies.

<sup>5</sup> Forecast GRP in 2040 is based on 2.5% annual increase from 2025.

Number of registered business	-	25,204 (2019)	% growth in line with regional Victoria average	% growth in line with regional Victoria average
<b>Our connections</b>				
<b>Digital connectivity:</b>				
Digital Inclusion Index Score	▼	ADII Gippsland 57.3pts (2019)	ADII improve, and in parity with Melbourne	ADII > 95pts
Accessibility affordability and literacy				
<b>Physical connectivity:</b>				
Rail express travel time to Southern Cross, average	▼	- from Warragul: 1hr 41min - from Traralgon: 2hr 22min - from Bairnsdale: 4hr 00min	Completion of Regional Rail Revival with improvements to travel time	- from Warragul: 1hr 00min - from Traralgon: 1hr 30min - from Bairnsdale: 2hr 45min
Intra-regional public transport, representative example	▼	Leongatha to Fed University Churchill - travel time – 1hr 59min - earliest arrival time 9:04am	Leongatha to Fed University Churchill - travel time – 1hr 30min - earliest arrival time 8:45am	Intra-regional public transport is 30% better than in 2025
<b>Our community</b>				
Population	▲	287,000 (2019)	307,000 (2025)	360,000 (2040 <sup>6</sup> )
Household income – % earning less than \$650 per week (2016 dollars)	▼	46.7%	Below regional Victoria average	Below regional Victoria average
Unemployment rate	■	3.8%	Below regional Victoria average	Below regional Victoria average
<b>Our Education and skills</b>				
Year 12 attainment and further education participation (people aged 19 years+)	■	77.4%	At regional Victoria average	At regional Victoria average
Qualification attainment – bachelor's degree or higher	▼	9.9%	At regional Victoria average	At regional Victoria average
Not engaged in work or study (people 15 - 24 years)	▼	13.5%	At regional Victoria average	At regional Victoria average
<b>Our Health and wellbeing</b>				
Life expectancy at birth (Gippsland female)	■	84.2 years	At regional Victoria average	At regional Victoria average
Life expectancy at birth (Gippsland male)	■	79.3 years		
Life expectancy at birth (All Aboriginal female)	▼	75.6 years	At regional Victoria average	At regional Victoria average
Life expectancy at birth (all Aboriginal male)	▼	71.6 years		
Protective factor – people who meet physical activity guidelines for exercise <sup>7</sup>	▲	41.8%	Above state average	Above state average
Mental health treatment plans by general practitioner (per 1,000 people) <sup>8</sup>	■	40 – 65 range for Gippsland LGA	At regional Victoria average	Above regional Victoria average
Community safety, family violence – recorded family incidents (per 100,000 people)	▼	2,570	At regional Victoria average	Below regional Victoria average
Homelessness population (%)	▲	0.25%	Below regional Victoria average	Below regional Victoria average
Volunteerism – people aged 15 years and above	■	26.1%	At regional Victoria average	Above regional Victoria average

<sup>6</sup> DELWP, Gippsland population forecasts 2016-2056

<sup>7</sup> Victorian Population Health Survey, DRHS 2014 & Gippsland PHN

<sup>8</sup> Australian Atlas of Healthcare, 2013-14, Australian Commission on Safety and Quality in Healthcare

## Our game changers

**Realising the long-term vision of the Gippsland Regional Plan depends on the delivery of many future initiatives and projects, which are outlined in our 'steps to success' in each of our six themes.**

The following game changers are a snapshot of the priorities that will be the most transformative for Gippsland, and we will advocate strongly for them as we deliver this Plan.

Further details for each of our game changer priorities are provided in Appendix 5, including example projects and initiatives, and flagship projects already underway that are starting us on our journey toward our goals.

### Gippsland's game changer priorities

- Increasing digital inclusion throughout Gippsland
- Progressing major transport infrastructure and services to open Gippsland to new business, visitors, and residents:
  - a third Victorian international airport south east of Melbourne
  - expansion of the Port of Hastings
  - faster Gippsland rail services
- Renewable, clean and community energy initiatives
- Hero tourism destinations and Traditional Owner and Aboriginal cultural tourism
- Encouraging innovation and investment to sustainably grow our key industries:
  - food and fibre
  - new energy
  - health
  - advanced manufacturing
  - knowledge services
- Commercialising Carbon Capture and Storage
- Rehabilitating Latrobe Valley's mines and land
- Expanding programs that support and enable our most vulnerable communities and people

## **Theme 1 - Collaborators & partners**

**We champion the direction of the Gippsland Regional Plan and work collectively to advance our vision.**

## Our collaboration opportunity

Strong collaboration and partnerships are the cornerstones of the Gippsland Regional Plan and are essential for our region to secure a prosperous future.

### Our guiding principles and values

Collaboration

Innovation

Thinking big, being bold and brave

SMART principles

Being accountable

One voice

Gippsland has a strong network of stakeholders working together to advance our region. They play a key role in building the reputation of our region, communicating our needs, and advocating for funding from both public and private investment.

A priority of the Gippsland Regional Plan is ensuring our existing cross government, industry and community leadership is expanded to reflect the diversity of the Gippsland community including cultural, linguistic and people with disabilities.

Two percent of Gippsland's population identify as Aboriginal and Torres Strait Islanders and having stronger partnerships with our Traditional Owners and Aboriginal communities is important to ensure Gippsland is inclusive, respectful, and celebratory of the oldest living culture in the world. We must continue to learn from our Traditional Owners and Custodians as we progress Joint Management partnerships and other opportunities for Aboriginal involvement, self-determination, and reconciliation across our region.

Stronger links with young people are also important as we empower our future generations to take the lead in advancing our efforts across Gippsland.

### Listening to the voice of the Gippsland community

In recent years, Gippsland has invested significantly in listening to the voices of the Gippsland community. Each member of the Gippsland Regional Plan Leadership Group brings the representative thinking of their extensive network, stakeholders, and members to all discussions.

The Gippsland Regional Partnership initiative has taken the lead in facilitating extensive consultative programs that have yielded significant insights to the current, emerging, and future aspirations of our community, business, and industry. These efforts have been informed and supported by the Committee for Gippsland, One Gippsland and Regional Development Australia, Gippsland, Gippsland.

Continuation of this practice is essential. We must look to ways to continue to engage efficiently and without duplication.

## **An advocacy partnership**

The Gippsland Regional Plan is developed in a partnership approach, and its implementation and advocacy will be the same.

Sending a clear message to funders of Gippsland's priority projects and initiatives is the key role of the Leadership Group.

Using data and a factual decision-making framework enables the clear prioritisation and positioning of projects and Initiatives and ensures a high value and manageable pipeline of works.

A program of advocacy is used to present these projects to Federal and State Government for investment and partnership.

Priority actions in this Plan are led by the Gippsland Regional Plan Leadership Group and nominated partnership groups who have clear responsibilities and timelines for action.

## **A Gippsland identity that leverages our strengths**

Gippsland has much to be proud of, and forming a recognised, competitive regional identity is important to putting Gippsland on the map as the place to live, work, invest and play. It assists in building trade and investment links with domestic and global markets.

Complementing and leveraging the strong identities regionally launched by Destination Gippsland's 'Gipps wonder land', Food & Fibre Gippsland and Invest Gippsland will be the basis of this work.

## Strategic directions

### **1.1 Collaborative partnerships are representative of all Gippslanders**

We work together to deliver region wide community benefits that support opportunities that improve education, health, employment, environmental and economic outcomes, while recognising and supporting Aboriginal healing and self-determination.

Our leaders across government, industry, education, and community groups are unified with a common purpose and resolve, working collaboratively to develop regional strategy, and advocating with a collective identity and voice.

### **1.2 A globally recognised, unified and competitive regional identity**

Our leaders, champions and deal makers are out in Australia and the right parts of the world, promoting Gippsland and forging partnerships.

Gippsland's identity is aligned to our vision, complements existing industry-based identity, and clearly articulates our competitive strengths.

### **1.3 Supporting decision making**

We use data and tools to inform our decision making as we plan and measure our progress.

Our priority actions are led by the Gippsland Regional Plan Leadership Group and partnership groups, who work with clear responsibilities, outcomes, and timelines for action.

We undertake an objective annual review where we commit to reporting our successes, our work in progress and any new initiatives to our community.

## Steps to success

	<b>Strategic direction</b>	<b>Initiative</b>	<b>Type</b>	<b>Timeframe</b>
1.1	Collaborative partnerships are representative of all Gippslanders	1.1.1 Refresh Gippsland's regional leadership group to guide the implementation of the GRP and advocacy of priority initiatives and projects	Governance	1-2 years
		1.1.2 Report annually to the community on the delivery of the actions in the GRP	Governance	1-2 years
		1.1.3 Increase diversity of voices in leadership and decision making	Governance	1-2 years
		1.1.4 Continued advocacy and support for the Gippsland led Community Leadership Program (GCLP administered by C4G).	Advocacy	Ongoing
1.2	A globally recognised, unified and competitive regional identity	1.2.1 Develop a regional identity, style guide and marketing plan	Project	1-2 years
		1.2.2 Develop a yearly advocacy program and marketing collateral for priority initiatives and projects	Project	1-2 years
		1.2.3 Utilise Gippsland ambassadors as promoters and influencers to sell Gippsland's strengths and comparative advantages to Melbourne, Victoria, Australia and the world	Project	3-5 years
1.3	Supporting decision making	1.3.1 Develop a regional investment assessment tool to aid region-wide decision making	Project	1-2 years
		1.3.2 Incorporate the principles and priorities in this strategy in regional growth plans and local planning schemes	Policy	1-2 years

## **Theme 2 – Carers of our Country, environment & natural assets**

**Gippsland's interdependence with our rich culture, our history, identity and health is celebrated and embedded in all our endeavours.**

**We care for Gippsland's unique natural beauty, with high quality environmental protection, restoration and disaster management practices that are increasingly informed by, and often led by Traditional Owners and Aboriginal groups.**

**Gippsland's care for, and responsible use of our natural assets, environmental and cultural values make us a renowned eco and Traditional Owner and Aboriginal cultural tourism, food and beverage destination. Our premium, clean, and green products, supported by strong water policy, and forest, land, lakes, and coastal management, are in demand throughout the world.**

**Gippsland is transitioning to become a leader in sustainable energy and forest products, and the development of efficient and high end uses for traditionally waste energy and materials.**

## Our environmental challenges, trends & opportunities

This theme is so important to Gippsland's liveability and prosperity; it's the key to our lifestyle, economic health, and attractiveness.

### Embedding our responses to our changing climate

The disastrous fire and flood summer of 2020, hard on the heels of a severe drought, has brought into focus Gippsland's increasing vulnerability to the world's changing climate. Gippsland's coast and the Gippsland Lakes are some of the most beautiful, yet most vulnerable coastal areas to rising sea levels in Australia. Changes to rainfall patterns in south eastern Australia are resulting in longer dry periods and more intense rain events. Our higher temperatures and more days of heat, low humidity and high winds are increasing the frequency, size and intensity<sup>9</sup> of fire.

Our key responses to climate change are combining partnerships with practical actions. We have a clear opportunity to enhance our effectiveness and attract more government investment to help us in this critically important endeavour, by formulating regional targets and strategies for climate change mitigation and adaptation.

Gippsland is a traditional energy powerhouse in Victoria and Australia, based on the abundance of brown coal, oil and gas under our land and sea. This traditional energy generation is extremely carbon intensive; in 2017 Gippsland's four major Latrobe Valley brown coal-fired power stations together contributed 49 percent of Victorian's net greenhouse gas emissions<sup>10</sup>. Progressive transitioning of our electricity sources to more renewable and clean technologies has commenced and will be one of our most powerful climate change mitigation measures.

Gippsland has a range of unique conditions with potential for capturing and storing carbon, including extensive agricultural and forested lands, and promising extensive offshore undersea storage sites. We have an opportunity to contribute to meaningful climate change mitigation via large scale emissions drawdowns, with the assistance of our high-level capabilities in agriculture, forestry, industry and technology.

As our responses to climate change are bedded down, it will be important to incorporate climate adaptation into all levels of regional and local decision making, land use and settlement planning, and emergency response. It is also crucial to address the links between climate change and health, particularly for society's vulnerable. Community education and programs need to be key components of our response.

### The future of energy

Gippsland is emerging as an exciting renewable and clean electricity region. With three onshore windfarms in our south, Gippsland has prime locations and conditions for further onshore and offshore wind generation, as well as solar farms, battery storage and biomass facilities.

The successful completion of CarbonNet, a project investigating the commercialisation of carbon capture and storage technology in Gippsland, has the potential to partner with new technologies to further drive down Victoria's greenhouse gas emissions, whilst enabling participation in global new energy opportunities, particularly in hydrogen production.

Our renewable and clean energy opportunities are amplified by Gippsland's significant advantages of legacy high-capacity electricity transmission network, support businesses and power industry trained workforce, that also support the declaration of Gippsland as one of Australia's Renewable Energy Zones.

<sup>9</sup> Gippsland Regional Adaptation Snapshot, Victorian Department of Environment, Land, Water and Planning 2018

<sup>10</sup> Adapted from Victorian Greenhouse Gas Emissions Report 2019, DELWP

Waste to energy is a growing field in Australia and a potential opportunity for Gippsland. The relative environmental benefits and risks need to be carefully assessed, particularly for issues around emissions. The need for a stable quantity of input waste must not remove waste from higher order recycling or composting treatments.

Community power is another emerging trend in Gippsland. Our strong solar photovoltaic investment, trials in community energy, and individual investments such as on-farm biodigesters, are contributing to Gippsland's energy mix evolution and climate change mitigation efforts, while also improving users' power supply resilience, affordability and reliability. Increasing our proportion of electric vehicles is another pathway to energy sustainability, that needs to be encouraged and supported by expanding our network of charging stations throughout our widespread Gippsland region.

The Australian and Victorian Governments are working to support Latrobe Valley and Gippsland communities through these various transitions, and their ongoing work in this area is supported.

### **The possibilities of the circular economy**

The circular economy and resource recovery are a set of principles aimed at closing industrial and resource loops, seeking to add value while vastly reducing energy and resource use and waste creation<sup>11</sup>.

Gippsland is perfectly positioned to become a leader in the circular economy space. We are already working in the waste and resource recovery and water recycling areas, and in some cases expanding services into greater Victoria. Developing higher order products and markets from food and garden organics, crushed glass and plastics are particular opportunities that should be encouraged. There are also emerging opportunities for private companies to set up their own recovery and reuse systems or co-locate with complementary enterprises.

By embedding circular economy principles into our regional and land use planning, regulatory, education, business and community support settings, Gippsland will reap the many triple bottom line benefits of this emerging field.

### **The balancing act of land, water, sea, and resource management**

In Gippsland we rely on an interdependence between our culture, our lifestyles, our industries, and a healthy environment to live in balance, and to grow our regional advantage and reputation as carers of our Country, natural assets, and resources. We aspire to be an area of rich cultural and historical heritage, relative water security, clean, green food and fibre products, unspoilt natural places, biodiversity, and great health and wellbeing.

Country, culture, and healing are inseparable for Aboriginal people. We must heed and increasingly be led by Traditional Owners' and Aboriginal people's knowledge and understanding of land and fire management, support self-determination for on-Country matters, work to better understand Aboriginal heritage values, and empower Traditional Owners and Aboriginal people to apply their knowledge to Country. We encourage opportunities to extend and build on existing joint land management agreements with Traditional Owners. We must ensure that communication and management practices, including fire and emergency management, are culturally appropriate and respectful of Aboriginal cultural heritage.

Gippsland's traditional economic strengths are all based to varying degrees on limited resources, including of water and arable land. We are reviewing and researching the way we manage these industries and working hard to transition to more sustainable models and develop new, smarter ways of doing more with less. We are preparing for transition disruptions at a business and community level, especially for industry sectors with long lead times such as timber harvesting. We must ensure that rehabilitation of legacy damage is carefully planned to progressively restore environmental health.

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<sup>11</sup> The Circular Economy – An Explainer, Caley Otter, Department of Parliamentary Services, Victoria 2018

Our land development and settlement patterns and modern lifestyles, and even recreational choices, also apply pressure to our resources, natural environment, and biodiversity. We need to constantly assess and manage these threats through careful settlement and environmental planning, controlling pests and weeds, and the restoration and management of our natural assets, parks, and reserves.

Gippsland has many knowledgeable, committed and passionate individuals, community and industry groups that are doing great work in environmental, cultural, historical and biodiversity protection and restoration, climate change action, and local enterprises such as community food hubs and Traditional Owner and Aboriginal cultural tourism and bush tucker initiatives. All opportunities to harness local knowledge and to enable collaborations for these individuals and groups should be pursued, to help the hard work of these people and groups have even more reach and effectiveness.

## Strategic directions

### **2.1 Addressing climate change and managing land and water for a sustainable future**

We are readying Gippsland for the future by positioning and planning for climate change action, sustainable settlements and land use, and protection of distinctive and fragile environments.

We are ensuring our policy, planning and regulatory frameworks enable growth in new sustainable technologies.

We encourage investments in renewable, clean and community energy.

We are ensuring that our management of water and natural assets, parks and reserves, environmental protection and repair are informed and as appropriate, led by Traditional Owners and address ongoing and emerging challenges

### **2.2 Working together to benefit Country and culture**

We seek to support Traditional Owner and Aboriginal care for Country and self-determination for on-Country matters.

We seek to harness community level knowledge and efforts in environmental stewardship and local environmental initiatives.

### **2.3 Using Gippsland's resources responsibly and efficiently**

We are working to pivot traditional industries to more sustainable models.

We undertake research into new, smart, and sustainable ways to leverage our resources.

We encourage investments in the circular economy, resource recovery and value-adding.

## Steps to success

Strategic Direction	Initiative	Type	Timeframe (within)	
2.1 Addressing climate change and managing land and water for a sustainable future	2.1.1	Commit to a regional carbon emissions target	Policy / Strategy	1-2 years
	2.1.2	In coordination with the Victorian Government Regional Adaptation Strategy, determine regional short and long-term pipeline of climate mitigation, adaptation, and recovery projects	Advocacy / Program of works	1-10+ years
	2.1.3	Advocate for Gippsland to be declared a Renewable Energy Zone	Advocacy	1-5 years
	2.1.4	Progress sustainable renewable and clean energy investments through Gippsland	Policy / Strategy	6-10+ years
	2.1.5	Expand community and on-premises energy solutions through Gippsland, including: <ul style="list-style-type: none"> <li>expanding our network of electric vehicle charging stations</li> <li>micro-grids</li> <li>community power hubs</li> <li>on-premise biodigesters, solar arrays and wind turbines</li> </ul>	Policy / Strategy	3-10 years
	2.1.6	Review and update policy, planning and regulatory settings to enable: <ul style="list-style-type: none"> <li>climate change readiness, including updated riverine and coastal flood modelling</li> <li>sustainable agriculture, settlement and land use planning, and protection of distinctive and fragile environments</li> <li>protection of and Aboriginal cultural heritage and realisation of cultural rights</li> <li>environmentally sustainable design principles</li> <li>large and small-scale renewable and clean energy</li> <li>embedding circular economy and resource recovery principles and requirements</li> </ul>	Policy / Project	1-2 years
	2.1.7	Plan to address legacy environmental issues throughout Gippsland, including rehabilitation of Latrobe Valley coal mines	Strategy / Program of works	6-10+ years
	2.1.8	In coordination with Gippsland and East Gippsland Strategic Directions Statement, Integrated Water Management Forums, balance societal and environmental water needs across Gippsland, including: <ul style="list-style-type: none"> <li>IWM and place-based planning</li> <li>Traditional Owner and Aboriginal cultural, management and economic use and ties</li> <li>waterway, wetland, and riparian management</li> <li>water and stormwater recycling and reuse</li> <li>water security for community, urban, industrial, and agricultural use</li> </ul>	Program of works	3-5 years

Strategic Direction	Initiative	Type	Timeframe (within)
2.2 Working together to benefit Country and culture	2.2.1 Extend joint Traditional Owner crown land management agreements including to water and sea, and a pathway to future full Traditional Owner management	Policy / Strategy	6-10 years
	2.2.2 Empower Traditional Owners' and Aboriginal's care for Country including: <ul style="list-style-type: none"> <li>• cultural heritage preservation</li> <li>• joint or sole land, forest, fire, water and sea planning, management, and recovery</li> <li>• joint management capital improvement initiatives</li> <li>• burning school at Forestec and cultural burning practices</li> <li>• employment in on Country initiatives</li> <li>• cultural tourism</li> <li>• Indigenous food production</li> </ul>	Strategy	
2.3 Using Gippsland's resources responsibly and efficiently	2.3.1 Progress geothermal opportunities in agriculture, tourism, and energy throughout Gippsland	Research / Strategy	3-5 years
	2.3.2 Progress sustainable and efficient land, water and resource use, reuse and recovery, including: <ul style="list-style-type: none"> <li>• Macalister Irrigation District farming practices</li> <li>• intensive and regenerative agriculture</li> <li>• forestry and sustainable timber products</li> <li>• fishing and aquaculture</li> <li>• resource recovery</li> </ul>	Research / Strategy	3-10 years
	2.3.3 Build on The CarbonNet Project to commercialise carbon capture and storage	Research / Strategy	2-5 years
	2.3.4 Enable future use of coal and gas that are emissions neutral or emissions negative, including: <ul style="list-style-type: none"> <li>• hydrogen production</li> <li>• carbon based products</li> </ul>	Research / Strategy	6-10+ years
	2.3.5 Progress regional waste and recycling recovery and processing facilities, including: <ul style="list-style-type: none"> <li>• value-adding partnerships</li> <li>• servicing catchments beyond Gippsland</li> </ul>	Project	3-5 years

### **Theme 3 - Creators of a new economy**

**Gippsland's economy has been built on the back of world class natural resources, energy production, food and fibre and tourism.**

**The challenges brought on by drought, fire, industry disruption and COVID-19 have tested our resolve and inspired us to change and evolve.**

**We will continue to responsibly leverage our natural advantages as we embark on a path of innovation and investment in high-value industries to create a future economy with greater prosperity and sustainability.**

## Economic snapshot

Gippsland's \$16 billion economy has long leveraged our diverse and world-class natural resources to underpin our reputation in energy production, timber production, food and fibre, horticulture, and tourism. These key industries are supported by strong technical service and construction, health and social assistance and retail trade sectors – forming our three largest employment segments across Gippsland.

Gippsland has faced significant challenges in recent years including drought, bushfires, power station closures, native timber transition, population growth in Baw Baw and Bass Coast Shire and the COVID-19 pandemic. This in addition to adapting to the changing world of digitalisation, innovation, and automation.

The OECD has found that 10.6 percent of Australian jobs are at high risk of automation and a further 25 percent may change substantially in the way work is done, suggesting that 'job change' will be as important in managing the workforce impacts of automation as the 'job loss'<sup>12</sup>.

Recent COVID-19 pandemic and bushfire recovery modelling suggests that parts of Gippsland will face some of the most significant declines in Gross Domestic Product (GDP) in Victoria, and immediate job losses between 8.4 and 10.5 percent<sup>13</sup>. East Gippsland and Bass Coast Shires are likely to be the most adversely affected.

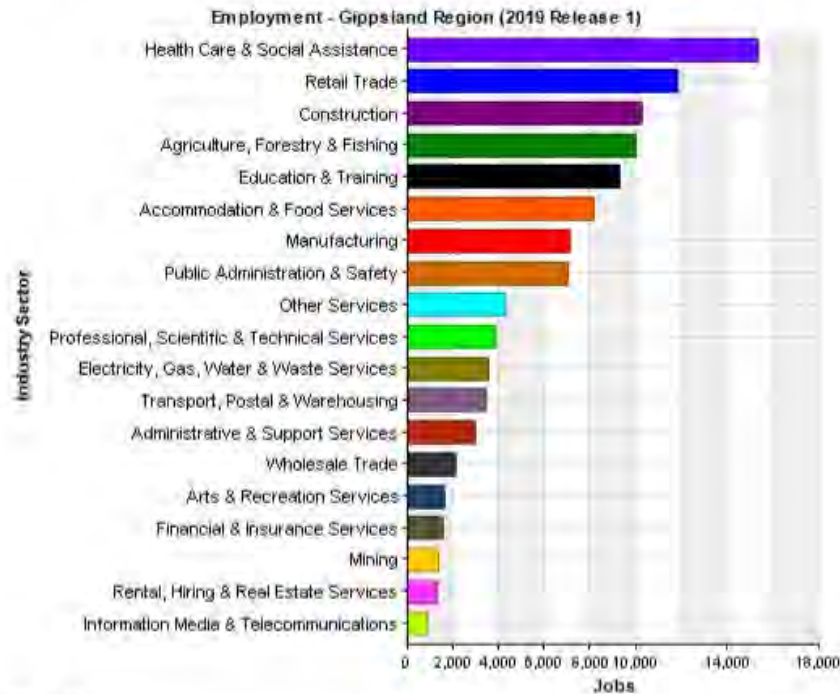
Despite these challenges, Gippsland has favourable opportunities to diversify and build a new world-focussed economy. Food and fibre, tourism, health, education, energy supply and resource recovery will be key economic pillars for us into the future.

Leveraging world economic trends of a knowledge economy and lifestyle work-choices, innovation, and automation, we have untapped potential to grow our expertise and output in healthcare and social assistance, professional, scientific, and technical services and education and training.

We understand the economic challenges in front of us and are inspired to meet them. Gippsland is working hard to leverage our natural advantages and competitive points of difference to transition to a more diverse and agile future workforce and industry mix.

<sup>12</sup> <https://www.aihw.gov.au/getmedia/c8922d70-99e4-4d1a-ab92-86a775c9a697/Australia's-Welfare-Chapter-5-summary-18Sept2019.pdf.aspx>  
<sup>13</sup> SGS Economics and Planning, COVID-19 and summer bushfires: The economic impact on your suburb and pathways to recovery, May 2020.

## Employment

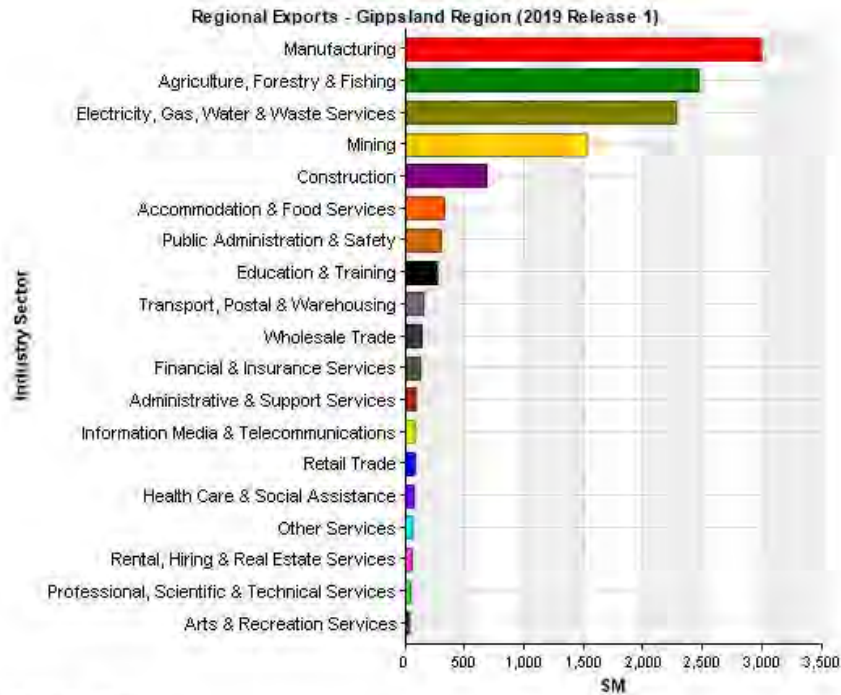


All industry sectors in Gippsland Region ranked by Employment

Industry Sector	Gippsland Region (2019 Release 1)	
	Jobs	%
Health Care Social Assistance	15,326	14.5%
Retail Trade	11,808	11.2%
Construction	10,257	9.7%
Agriculture, Forestry Fishing	9,995	9.5%
Education Training	9,273	8.8%
Accommodation Food Services	8,146	7.7%
Manufacturing	7,103	6.7%
Public Administration Safety	7,018	6.6%
Other Services	4,274	4.0%
Professional, Scientific Technical Services	3,839	3.6%
Electricity, Gas, Water Waste Services	3,528	3.3%
Transport, Postal Warehousing	3,438	3.3%
Administrative Support Services	2,955	2.8%
Wholesale Trade	2,098	2.0%
Arts Recreation Services	1,605	1.5%
Financial Insurance Services	1,536	1.5%
Mining	1,337	1.3%
Rental, Hiring Real Estate Services	1,284	1.2%
Information Media Telecommunications	857	0.8%
<b>Total</b>	<b>105,677</b>	

## Regional exports

The total regional export estimate for Gippsland Region is \$11,743.977 million.



All industry sectors in Gippsland Region ranked by Regional Exports

Industry Sector	Gippsland Region (2019 Release 1)	
	\$M	%
Manufacturing	\$2,990.023	25.5%
Agriculture, Forestry & Fishing	\$2,462.749	21.0%
Electricity, Gas, Water & Waste Services	\$2,277.739	19.4%
Mining	\$1,530.884	13.0%
Construction	\$679.430	5.8%
Accommodation & Food Services	\$325.701	2.8%
Public Administration & Safety	\$299.084	2.5%
Education & Training	\$264.838	2.3%
Transport, Postal & Warehousing	\$151.330	1.3%
Wholesale Trade	\$135.491	1.2%
Financial & Insurance Services	\$125.422	1.1%
Administrative & Support Services	\$85.223	0.7%
Information Media & Telecommunications	\$81.169	0.7%
Retail Trade	\$76.631	0.7%
Health Care & Social Assistance	\$70.069	0.6%

## Key economic sectors, challenges & opportunities

### Food and fibre

Gippsland's food and fibre sector is the backbone of our economy, contributing an estimated \$7 billion of our \$16 billion gross regional product. The sector includes dairy (\$3 billion), forestry (\$1.2 billion), meat and horticulture (\$1 billion each), fishing, and wild catch and aquaculture (\$500 million)<sup>14</sup>.

Our Gippsland brand is unique, and we are renowned for the clean, green, and nutritious qualities of our food. The food and fibre sector is our most inter-connected industry grouping, with strong primary ties to the environment and visitor experience, and significant potential for farmgate tourism growth.

Our timber industry is transitioning as it prepares for the implementation of government policy relating to the ceasing of native timber harvesting by 2030. There is an opportunity for an ongoing sustainable plantation timber industry in Gippsland, and it is important that preparations are put in place with adequate lead time to ensure supply lines into the future.

The projected substantial increase in the global demand for food and fibre represents an exciting opportunity for Gippsland to supply high-value products to domestic and international markets. Key challenges include climate change, land use planning, big data acquisition and use, digital connectivity and access to ports and airports, and maintaining a healthy level of competition. The food and fibre, agriculture and associated transport industries have proved one of the most resilient industries to the challenging COVID-19 economic conditions.

Our region's industry peak body, Food & Fibre Gippsland, has an aspirational growth target of 5 percent per annum to 2025 with a focus on increasing the quantity of food production, value add through manufacturing and logistics, research and innovation, and export market growth.

### Visitor economy

Gippsland's diverse and beautiful built and natural environments provide significant economic opportunity for our region. Tourism generates an estimated \$1.65 billion for our economy and supports more than 13,000 jobs, attracting more than 8.9 million visitors per year<sup>15</sup>.

Our tourism opportunities are based on a wide range of significant nature-based experiences including the Gippsland Lakes, Phillip Island Nature Park, Wilson's Promontory National Park and Mount Baw Baw Alpine Resort, gourmet food experience, wineries, distilleries and craft breweries, all year-round arts, cultural and sporting events such as the MotoGP, and coastal tourism and recreation.

Gippsland's rich culture and history provides an opportunity for cultural, historical, and eco-tourism to be shared with visitors. Supporting Aboriginal groups to determine and appropriately yield economic benefit from their arts, culture and environment is important to creating cultural benefit and a valuable employment base.

Gippsland's relative proximity to Melbourne presents a favourable opportunity to increase domestic and international visitor numbers, night stays and visitor spending. Creating experiences that enable year-round visitation is a growing priority for our region, particularly in areas prone to seasonal visitation such as coastal, lakes and alpine areas. Ensuring appropriate transport links to support this visitor growth is essential. Collaborative partnerships between tourism and food and fibre are providing a strong opportunity to leverage our regional comparative advantages and identity.

The visitor economy is such an important contributor to employment and gross domestic product within Gippsland. Creating memorable and high yield tourism experiences and major events is crucial to building sustainability and resilience across this sector.

<sup>14</sup> Gippsland Regional Partnership Food & Fibre Working Group – Progress Report November 2018.

<sup>15</sup> Tourism Research Australia for year ending March 2020.

## Energy and resources

Gippsland is a traditional energy powerhouse, producing the majority of Victoria's electricity from our Latrobe Valley brown coal-fired generators, as well as 97 percent of Victoria's natural gas, and 14 percent of Australia's oil from Bass Strait's extensive gas and oil fields.

Our energy landscape is changing as traditional electricity generation methods are challenged by the need to lower greenhouse gas emissions. All of Latrobe Valley's coal-fired power stations are scheduled to close by 2048, which will see significant changes to the industrial and employment landscape in the Latrobe Valley and wider Gippsland. The Victorian Government commenced assistance to our region as the first of our power stations closed in 2017, which was highly welcomed, and will need to continue. We must also proactively prepare for the closure of the remaining power stations, including modelling of timeframes in advance of existing publicised closure dates to support transition decisions and action.

The rehabilitation of Latrobe Valley's coal mines is a very significant economic, social, and environmental challenge for Gippsland, with the demand for substantial volumes of water likely to be used for rehabilitation presenting a particular challenge in a drying south eastern Australian climate. The Victorian Government's Latrobe Valley Regional Rehabilitation Strategy will be a guiding document for mine owners and regulators and must be regularly refreshed to ensure that critical rehabilitation and final land use decisions are made with consideration of all stakeholders and economic sector counterparts.

Gippsland is emerging as an important location for renewable and clean energy, with favourable locations and climatic conditions for a range of technologies. A key competitive advantage for Gippsland in attracting these new energy investments is our high capacity transmission infrastructure, an important legacy of our traditional power generation that connects Gippsland to the National Electricity Market, and to Tasmania. We must continue to develop Gippsland's position as a world-class innovative energy hub, with a declaration of Gippsland as a Renewable Energy Zone a key requirement.

While still abundant, Gippsland's oil and gas field reserves in Bass Strait have now peaked and it is estimated that only about 15 percent of known crude oil reserves and about 40 percent of known gas reserves remain available for extraction and production. Demand for the ongoing use of these reserves will be heavily dependent on environmental and social considerations in an increasingly climate-conscious society.

Less carbon-intensive gas is likely to remain in use for some time as an important 'shoulder' energy source. Gippsland's vast lignite resource remains a valuable asset, with investigations and trials underway into future environmentally acceptable uses, including for fertilisers, carbon fibre products and the potential of hydrogen production paired with carbon capture and storage, a future energy source that is predicted to be worth up to \$2.5 trillion globally by 2050.

The CarbonNet Project, supported by the Australian and Victorian Governments, is seeking to commercialise carbon capture and storage technology connecting Latrobe Valley to very promising extensive deep offshore storage sites in the Gippsland Basin under Bass Strait. The successful completion of this flagship project would allow the effective decarbonisation of our existing manufacturing and industrial base, encourage the attraction of high-growth, emission neutral or emission negative industries of the future, and support Gippsland's case for declaration as a Renewable Energy Zone.

Sand is the single most mined commodity on earth. Sands or its extracts are used in virtually every construction or manufacturing process to make products as diverse as concrete, windows, wind turbine components and mobile phones. Globally, it is being consumed much faster than it can be naturally replenished. Gippsland has a plentiful supply of sand, including in demand mineral sands, which provide substantial long-term economic opportunity.

Gippsland's high water security in a drying south eastern Australia is a tremendous environmental and economic asset, with our catchments providing a large percentage of Melbourne's water in addition to meeting our own needs. Water from our extensive array of catchments and irrigation as well as the Wonthaggi desalination plant provide a significant competitive advantage for our food and fibre production, tourism, heavy industry, settlement planning and lifestyle, and its use for these purposes must be carefully balanced with environmental needs.

## Knowledge industries and professional services

Gippsland has a rapidly developing knowledge economy, and fostering this important economic sector is crucial to our future prosperity and growth. Knowledge based businesses including information technologies, finance and insurance, property, professional and technical services, education, administration and support services provide 22 percent of Gippsland's economic output<sup>16</sup>.

The knowledge economy is an essential input turning research into industrial development and both large and small-scale investment. The important characteristic is the ability not only to generate knowledge, but to commercialise it. Collaborations between our industries, research institutions and capital investment funds are critical to succeeding and should be encouraged.

Creativity is pivotal to a knowledge economy. Successful regions develop an advantage based on their ability to quickly mobilise diverse and creative people, resources and capabilities that can turn innovations into new business ideas and commercial products. Developing and promoting Gippsland's cultural, recreation and community assets, and unique lifestyle, is important to help retain and attract talented people to live, work and prosper in our region.

A growing number of business incubators and co-working spaces throughout Gippsland are proving to be a successful way of developing and growing traditional and new local industry.

Many knowledge-based businesses throughout Gippsland have been able to mitigate the impact of the COVID-19 pandemic restrictions by utilising technology to pivot to online and virtual work. There are some real opportunities for growing this sector in Gippsland as a result of lessons learned by harnessing efficiencies from on-line services, widening employment pools by challenging traditional ideas on place-based work and business, and promoting the work-life balance opportunities of high level, 'city' style employment and business opportunities in our beautiful regional location. Ongoing improvements to Gippsland's digital inclusion levels will support this potential growth.

## Small business

Small businesses are the unsung heroes of Gippsland's economy, comprising nearly 99 percent of all registered businesses<sup>17</sup>. Whilst many small businesses, particularly in our more remote and tourist-oriented areas, are micro or cottage businesses that are lifestyle based, we also have many that compete with or service larger players in all of our industry sectors. These businesses must continue to be agile and innovative to survive and thrive.

There is an opportunity for small businesses to benefit in knowledge sharing and developing symbiotic relationships, by a collaborative approach utilising a model of shared spaces, services, and technologies, and by encouraging targeted networking, professional and business development opportunities. It is important, too, to address barriers to entry and expansion that result from policy, planning, regulatory and tax arrangements.

Our smaller, micro and cottage industries are often seasonal and lack funding reserves. This can make them very vulnerable to demand variability caused by external shocks, as graphically demonstrated by the consequences felt by many East Gippsland businesses when impacted by the 2020 summer bushfire disaster. As well as immediate recovery support, it is important to encourage and support efforts for these kinds of businesses to grow their resilience and business health.

<sup>16</sup> Calculated from REMPLAN economy profile 2020

<sup>17</sup> Calculated from REMPLAN economy profile 2020, by revenue less than \$10M pa

## **Advanced manufacturing**

Advanced manufacturing offers vast opportunities for Australian and international companies to leverage off Gippsland's skilled workforce and advancements in science and technology, to create new products and services, expand into new supply chains and markets, and attract and develop a new generation of skilled employees. We aim to encourage and help Gippsland manufacturers to invest in collaborative research to exploit innovative technologies and embrace the fourth industrial revolution, connecting the physical and digital world.

As our economy recovers from the COVID-19 pandemic, Gippsland will be in a good position to capitalise on a renewed emphasis on Australian domestic self-reliance for manufactured and value-added products.

## **Health care and social assistance**

The health sector is one of the largest job generators in Gippsland. As our region's population grows and ages, the need for health services will increase, therefore creating further demand for health-related employment and capability.

Gippsland has experienced a two-fold increase in the number of residential care and social assistance services jobs since 2001. More than 4,700 of all health jobs across Gippsland are in this sector, demonstrating a growing knowledge capability and demand for services.

A promising opportunity to build knowledge and economic strength in allied and community health services, including telehealth, exists. Early partnerships between education and the health industry are proving the benefits of a collaborative approach to developing regional based capability and expertise that includes developing post-graduate training opportunities.

As we meet the needs of a growing community, we will need to invest further in Gippsland's hospitals and major health facilities, including the Latrobe Regional Hospital and the West Gippsland Hospital. Meeting this increasing demand will see further increases in health-related employment as well as a number of jobs during construction.

## **Construction**

Our western shires of Baw Baw and Bass Coast, which border metropolitan Melbourne, and are popular commuting and sea change locations, are among Victoria's fastest growing municipalities. We must ensure that government, infrastructure and local policy and planning supports these growth areas to ensure suitable, sustainable, and well serviced settlements.

As the economic ramifications of the COVID-19 pandemic continue through the next several years, the construction sector in Gippsland will be heavily reliant on Government policy and funding – both directly from recovery stimulus funding decisions and land use planning reform, and in terms of effects on the confidence and capability of private construction, including housing.

Regional areas can be negatively affected by one-size-fits-all Government policy, for example when average minimum triggers for matching private investment favour higher income metropolitan areas. Smaller regional construction companies can at times miss out on capitalising on larger construction funding or stimulus programs, through lacking sufficient capacity in administration, technical or timing demands to be able to comply with Government conditions of tendering or pre-qualification requirements. It is important that the targeting of construction funding and stimulus for regional areas addresses these critical issues.

## **Defence**

The defence sector is prominent in Gippsland, primarily through the RAAF Base at East Sale. The establishment of the Defence Force Flying Training School at the East Sale RAAF Base provides further opportunities to build on this presence and generate a demand for goods and services beyond that associated with the projected population growth. To enable this, it is important that the Federal Government further unlock regional procurement accreditation levels to be more inclusive of small to medium enterprises in the defence supply chain.

## Strategic directions

### 3.1 Attracting investment

Gippsland will be open for business to the world and remain attractive to public and private investment in infrastructure, services, and high-value enterprises. We will continue to promote our competitive strengths and focus on the value we offer to individuals, families, and businesses as a place to live, work and play.

### 3.2 Strengthening the economy and growing jobs

We will build on our natural resources, strategic assets, and skilled workforce to create a strong and diversified economy with increased visitors, jobs and exports.

We will support Aboriginal economic development, business, and employment.

### 3.3 Innovating, value-adding and boosting capacity

We will create a culture of innovation, entrepreneurialism, collaboration and research with industry, government, research facilities, start-ups, and the community.

We will explore new high-value industries and supply chains and boost business productivity and profitability.

## Steps to success

Strategic direction	Initiative		Type	Timeframe (within)
3.1 Attracting investment	3.1.1	Develop a Gippsland Innovation and Investment Strategy and Prospectus, including: <ul style="list-style-type: none"> <li>• industry specific data collection and sharing</li> <li>• business expert/advisory input and capital access/raising mechanism for small to medium enterprises</li> <li>• a region-wide innovation framework, methodology and implementation plan</li> <li>• a more business-friendly regulation and funding framework</li> </ul>	Strategy	2 years
	3.1.2	Develop a targeted migration strategy to attract Melbourne-based professionals to live and work in Gippsland. Focus on high-value jobs in footloose industries (i.e. location independent) and recent arrivals.	Strategy	2 years
	3.1.3	Advocacy for Gippsland to be the decentralisation choice of business and government	Strategy	0-5 years
3.2 Strengthening the economy and growing jobs	3.2.1	Develop and implement the recommendations of the Gippsland Economic Development Strategy including the consequences and opportunities arising from the COVID-19 pandemic	Strategy	5 years
	3.2.2	Support delivery of Towards 2030 Gippsland Destination Management Plan by advocating for regionally significant tourism destinations and Traditional Owner and Aboriginal cultural tourism	Strategy	2 years
	3.2.3	Review and implement local procurement strategies that provide access to local and Aboriginal businesses	Program	Ongoing
	3.2.4	Develop a time-based economic, social, and environmental impact model of power station closures with scenarios including: <ul style="list-style-type: none"> <li>• both published and early closure</li> <li>• rehabilitation options</li> <li>• potential end uses</li> <li>• government policy/regulatory interventions</li> <li>• replacement investment options</li> </ul>	Project	2 years
	3.2.5	Progress key new and alternative resource use projects, subject to environmental and government approval, including: <ul style="list-style-type: none"> <li>• earth resources</li> <li>• lignite / gas to hydrogen and products</li> <li>• sustainable timber products</li> <li>• waste to energy initiatives</li> </ul>	Project	2 - 5 years
	3.2.6	Support Traditional Owners and Aboriginal groups in the development and implementation of Aboriginal economic development plans and employment strategies	Strategy	Ongoing

Strategic direction	Initiative		Type	Timeframe (within)
3.3 Innovating, value-adding and boosting capacity	3.3.1	Expand innovation collaborations involving industry, education institutions, government, and community, in sectors including: <ul style="list-style-type: none"> <li>• health</li> <li>• food and fibre</li> <li>• advanced manufacturing</li> <li>• new energy</li> <li>• resource and environment management</li> </ul>	Advocacy, Projects (R&D)	
	3.3.2	Expand start-up and maker movement support and collaboration initiatives including: <ul style="list-style-type: none"> <li>• Start-up Gippsland</li> <li>• Establishing inter-connecting 'GippsHub' innovation &amp; co-working / learning centres under a shared-services model in key townships of each Gippsland municipality</li> </ul>	Program	Ongoing
	3.3.3	Support for on-farm innovation for irrigation projects.	Advocacy	2 years

## **Theme 4 – A connected Gippsland**

**Our digital infrastructure and transport network connect us to each other and the world, providing attractive choices for how and where we work and live, and unlimited reach for our experiences, products, and services.**

**We have an integrated regional and transport planning framework that is future ready, enabling and encouraging trade, environmental management, tourism and liveability.**

**Double page spread:** Map with legend containing all major roads, rail, travel times (current, 2025, 2040), digital/mobile black spots, intermodal junctions, ports and airports (current and future aspirational, internal, neighbouring)

*Words on map:*

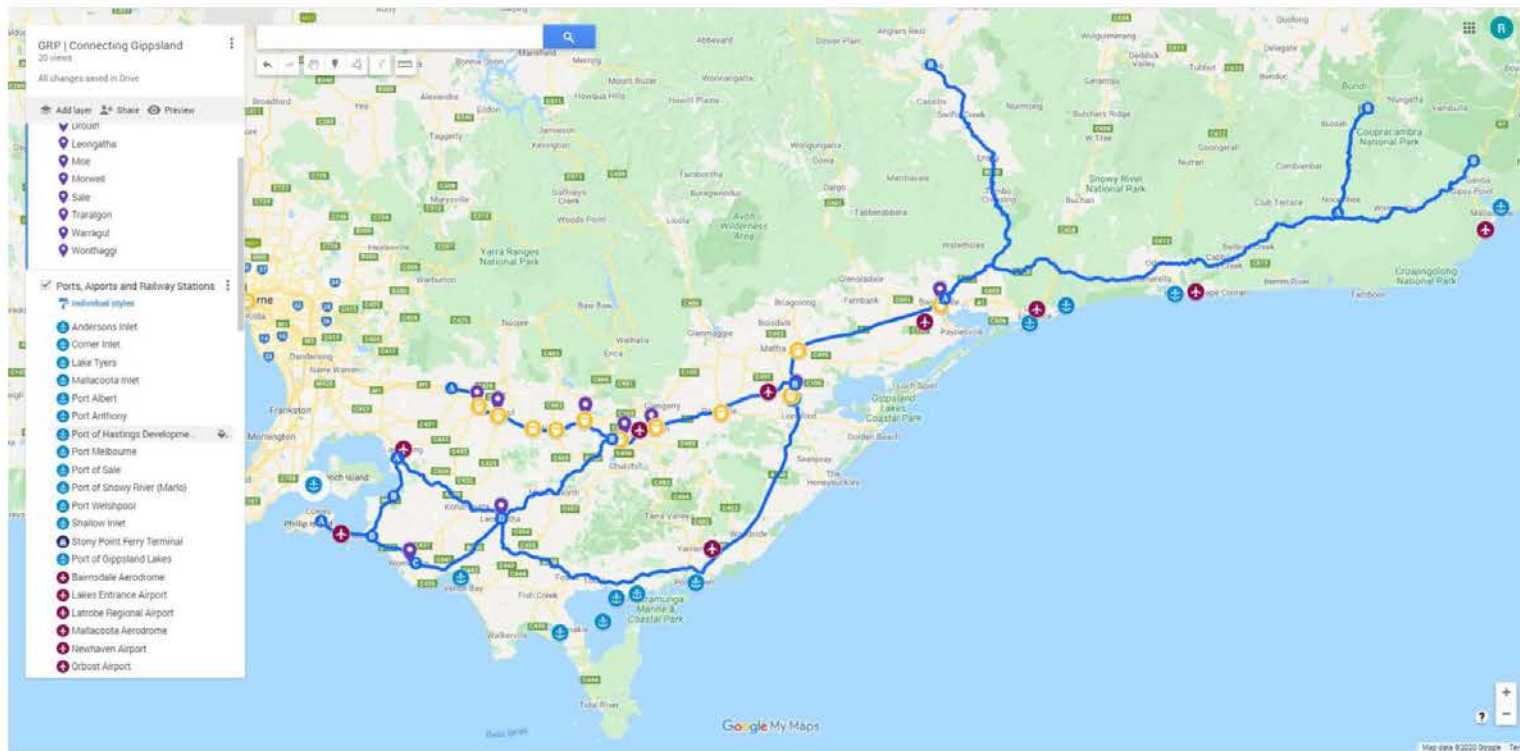
Gippsland's transport links and development patterns have been defined by our ancient Aboriginal trade routes and trails, historic trade and tourist routes, highlands, forests, extensive rivers, lakes and coastline, and lignite deposits.

We have strong central and southern east-west connections to Melbourne, Canberra, regional NSW, and Sydney. We have several substantial regional centres and a less dominant sized regional city than most regions. An integrated regional and transport planning focus will serve Gippsland well, enabling a collaborative approach that will encourage innovation and help us compete with larger centres.

Melbourne's airports and deep-water ports are located away from Gippsland. Our connection to Australia and the world is vital to add value to our traditional industries, to attract new industries, and cement our reputation as an exceptional place for tourists and holiday makers to visit. We need closer major intermodal facilities, efficient transport links and connections, and greater utilisation of our regional airports and ports.

Our geography results in variable digital coverage across our region and challenges the resilience of our transport and digital networks in times of wild weather, fire, and flood. Climate change will increase this challenge over time, and we must be prepared.

*Example map on following page.*



## Our connectivity challenges, trends & opportunities

### Our digital future

Investment in Gippsland's digital infrastructure, big data research, and skills have the potential to achieve significant returns on investment for our region, with transformative economic, social, and environmental benefits.

The COVID-19 crisis of 2020 has fundamentally changed our understanding of how digital technologies can be utilised to practically and efficiently deliver services such as education, health and public services to our dispersed population.

Digital connectivity is also intrinsically linked to the potential of growing Gippsland businesses involved in the knowledge economy and in global trade. Trials of newer digital technologies such as Low Power Wide Area Network (LPWAN) are providing emerging opportunities for Gippsland's diffuse industries like agriculture, and small-scale cooperative enterprises, to build, transform and modernise.

Gippsland's Digital Inclusion Index of 57.3 is below both the Victorian regional average and Melbourne's score of 64.9, reflecting disparities in access, affordability, and ability<sup>18</sup>. While we have good central coverage, we have some surprising gaps within and just outside our bigger centres, while in our outlying areas gaps are often in smaller 'pockets' not recognized by low resolution mapping<sup>19</sup>. The critical infrastructure that underpins digital and telecommunications access needs to address the challenges of our geography, and to be resilient to natural disasters.

### Integrating our transport and regional planning for a unique advantage

Gippsland is a large and highly decentralised region – spanning almost 42,000 square kilometres. Our regional city of Latrobe City includes the townships of Traralgon, Morwell, Moe and Churchill as well as several villages, and is less dominant in size than most regions, containing 23 percent of our population. In comparison Ballarat and Bendigo host around 40 percent of their respective region's populations, and Geelong almost 80 percent.

Gippsland's population is instead spread more evenly among several substantial regional centres, and around 40 percent of us live in small settlements. We have a high level of intra-regional mobility and collaboration, moving easily and often between regional centres. In particular, our major Gippsland east-west corridor extending from Warragul and Drouin, through our regional city of Latrobe Valley and east to Sale, Bairnsdale and beyond, connects many of our central, northern and eastern towns and villages to enable extensive sharing of services, employment pools and supply chains. Similarly, the neighbouring Bass Coast and South Gippsland townships of Wonthaggi, Inverloch, Leongatha, and Korumburra are conveniently clustered to connect to each other and to our southern towns and villages.

We have the challenge of competing against larger scale, more dense urban centres that traditionally perform better in the national and global economy by offering geographic concentration of people, capital and resources, knowledge institutions and service delivery.

We can meet this challenge, growing our relative influence and attraction capability by capitalising on our existing township interdependencies and mobility trends. We must carefully integrate regional and transport planning, taking account of industry and community needs, and encouraging shared services models that extend beyond municipal boundaries where it is logical to do so. Along with improvements to digital inclusion, these planning solutions will provide a significant and unique advantage to Gippsland, whilst offering the opportunity for people to live and work in our affordable regional areas and enjoy a highly amenable country lifestyle.

<sup>18</sup> Australian Digital Inclusion Index 2019, RMIT University, Swinburne University of Technology, Roy Morgan for Telstra

<sup>19</sup> Gippsland Regional Digital Plan, Gippsland Regional Partnership 2019

## **Balancing movement and place in our towns**

Many Gippsland towns are attractive with good services and beautiful locations. However, some still suffer from busy road corridors running through, affecting their look and feel as well as impacting safety and ease of movement, especially for the more vulnerable including children, the disabled and increasing proportions of older people.

For towns on major transport corridors such as Traralgon, Sale, Drouin and Korumburra, the dominant issue is heavy vehicles. For towns closer to or at holiday localities such as those around Phillip Island and the Gippsland Lakes, visitor peak traffic causes significant difficulties. There are several towns, such as Wonthaggi and Bairnsdale, where both issues come into play.

In concert with transport network improvements to manage the movement of heavy vehicles and holiday traffic around and out of our town centres, there is an opportunity for improving our towns with urban renewal projects with an emphasis on balancing movement and place values, and improving public transport, cycling and walking links.

## **Physically connecting Gippsland and the world**

Excellent transport is a key to supporting, diversifying, and growing Gippsland's industries, and is essential to connecting our communities in our mobile and interdependent region.

We have an extensive road network, with central, southern, and eastern highways connecting west to Melbourne and east to Canberra, regional New South Wales and Sydney, and less prominent north-south links. Our public transport system is based around the Gippsland Rail Line between Melbourne and Bairnsdale, with buses providing the balance of services.

Our freight transport system is overwhelmingly road-based, due to few rail-based freight transport services including intermodal facilities, and a high proportion of our freight being time-critical fresh produce and products. The efficiency of our road freight network is under pressure as we seek to expand our reach to Melbourne, interstate and to the world. We require more efficient freight routes around or through many of our regional centres and townships. We must improve the freight efficiency of our main spine of the Princes Highway and improve the capacity of the Bass and South Gippsland Highways that are under pressure from a rapidly expanding extractive industry servicing Melbourne.

Creating international freight terminals on the east side of Melbourne is a priority for Gippsland. We need these facilities close to our region, to support our efforts to capitalise and grow our international reputation for clean and green premium fresh produce and enhance our ability to attract the value-adding investors and industries that will take our food and fibre sector to a new level. Similarly, our plans to attract investors to grow Gippsland's renewable and clean energy and high-end manufacturing sectors will be vastly improved by the faster and more efficient links to markets and source materials that these facilities would provide.

Our regional airports and ports are another potential pathway for time-critical freight transport, and increased utilisation of these is encouraged.

We intend to attract more residents and visitors to our region, and for those without their own transport we will need to offer high quality services to our regional assets, education and health services, and experiences in our beautiful natural places. An international airport east of Melbourne and improved public transport services to and around our region, are key initiatives to achieve these aims.

The summer of 2020 highlighted critical and increasing vulnerabilities in our transport network, as roads to and through our outlying areas were cut off during the fire disaster, with dramatic sea and aerial rescues and supply drops needed to ensure the safety and security of affected communities. These vulnerabilities must be addressed.

## Strategic directions

### **4.1 Harnessing our digital potential**

We must reduce the country-city divide and harness the possibilities of the digital age to improve planning and to showcase excellence and innovation in education, health, lifestyle, future industries, and international trade.

### **4.2 Integrating regional, transport and local planning**

We are embedding a regionally focussed and integrated transport, land use and urban planning framework.

### **4.3 World-class freight, passenger, and export infrastructure**

We are working to provide critical transport and logistical infrastructure to efficiently connect us to each other and to the world.

## Steps to success

Strategic direction	Initiative		Type	Timeframe (within)
4.1 Harnessing our digital potential	4.1.1	In coordination with the Gippsland Regional Digital Plan, increase access to and usage of digital technologies throughout Gippsland, including: <ul style="list-style-type: none"> <li>improved digital broadband, LPWAN<sup>20</sup> and mobile access for smaller towns, rural, agricultural, and remote areas</li> <li>digital hubs and clusters, shared data and services, and free WiFi</li> <li>digital skills and literacy</li> <li>improved data collection and reporting</li> </ul>	Strategy / Project	6-10 years
4.2 Integrated regional, transport and local planning	4.2.1	Update Gippsland's Regional Growth Plan, ensuring integration of regional and transport planning, including: <ul style="list-style-type: none"> <li>economic precincts</li> <li>shared services</li> <li>regional freight connectivity, precinct and intermodal planning</li> <li>land use and extent of overlays</li> <li>digital connectivity</li> <li>implementation into municipal planning schemes</li> </ul>	Policy / Project	3-5 years
	4.2.2	Improve resilience of critical connectivity and service supply following natural disasters, including: <ul style="list-style-type: none"> <li>highway corridors</li> <li>township access roads</li> <li>digital and telecommunications infrastructure</li> <li>power supplies</li> </ul>	Advocacy / Program of works	6-10 years
4.3 World-class freight, passenger and export infrastructure	4.3.1	Progress major transport initiatives, including: <ul style="list-style-type: none"> <li>third international airport south east of Melbourne</li> <li>Port of Hastings expansion to accommodate multiple user bulk, break bulk and container capacity</li> <li>Princes Highway improvements including the Traralgon Bypass</li> <li>freight network capability improvements</li> <li>township visitor traffic initiatives</li> </ul>	Advocacy / Strategy	3-10+ years
	4.3.2	Provide faster Gippsland rail services	Advocacy / Strategy	6-10 years

<sup>20</sup> Low Power Wide Area Network

## **Theme 5 – Highly educated & skilled people, life-long learners**

**Gippslanders aspire to participate and succeed in education and training at all levels and have access to the infrastructure and technology to achieve their goals.**

**Industry, business, government, and education partner to great effect to position Gippsland with the skills required for the jobs of the future and as a smart community with a focus on research and innovation.**

*Note: Within this theme, tertiary education is the term used to incorporate the broad range of education and training pathways which are open to school leavers, mature aged students and to the workforce.*

## Our education challenges, trends & opportunities

Education is the foundation upon which we build our future<sup>21</sup>

### Lifelong learning and aspiration

Creating an environment that fosters lifelong learning and aspiration is crucial to Gippsland's future prosperity. The link between formal education and training, and learning attainment, future health, wellbeing, and economic outcomes cannot be overstated.

Establishing the foundations of lifelong learning behaviours and practices starts in the early years of children's lives. Research confirms that early intervention strategies are key to addressing generational and social disadvantage. Proactive intervention programs such as early and primary education support programs, VCE enhancement programs, and collaborative promotion of all tertiary education pathways must continue and be expanded. Together these will encourage equality of access, attendance and participation in education and training regardless of a family's history, employment status and place of residence.

Participation and completion rates in both secondary and tertiary education in Gippsland are below state averages<sup>22</sup>, although encouragingly there has been a positive increase in education and skills training attainment rates since 2011. Further interventions are required to continue this improvement, particularly in understanding and unlocking the barriers to education, developing skills training for employment and career pathway programs, implementing social supports as students transition to higher education, increasing educational and skills attainment, and nurturing a culture that raises education and career aspirations<sup>23</sup>.

The OECD reports that higher levels of educational attainment tend to be associated with increased earning capacity, with tertiary-educated adults earning on average 54 percent more than their secondary-educated peers<sup>24</sup>. All young people have aspiration and we must ensure that they are given the opportunity and avenues, including non-traditional and vocational pathways, to realise their potential. Encouraging higher levels of tertiary education attainment continues to be a high priority in Gippsland, including in more remote areas where barriers to participation may be greater.

Gippsland student participation in skills training and education is on the rise, with 26 percent of Gippslanders having Certificate or Advanced Diploma qualifications compared to the state average of 21 percent<sup>25</sup>. This is reflective of our traditional "engine" economies which have relied on trade skills and expertise. It is also crucial that we continue to encourage Gippslanders' attainment of university qualifications as our region, and the world, moves to a more knowledge-based economy

Considerable efforts have been undertaken in the last five years to better understand the barriers to education, career, and life aspirations, and to identify viable and accessible education pathways for young people. This diagnostic work has included the Gippsland Regional Workforce Plan, Federation University and TAFE Gippsland research, early intervention behaviour and support programs in early school years, and the implementation of programs such as Broadening Horizons, STEM Sisters and "I Am Ready". This critical work must continue and expand to ensure we ready our youth for the jobs of the future.

<sup>21</sup> Christine Gregoire, teacher, lawyer, former Governor of Washington State USA, and leader in reform of education, infrastructure, trade, innovation, foster care, and health care

<sup>22</sup> Approximately 12 percent of Gippslanders above the age of 19 years have not completed year 12 or equivalent and 13 percent between the ages of 15 and 24 years are not engaged in either study or work. (Regional Partnerships Measures Dashboard July 2020).

<sup>23</sup> 2.4% increase in education attainment since 2011.

<sup>24</sup> Education at a Glance 2018 – OECD Indicators

[http://download.inep.gov.br/acoes\\_internacionais/eag/documentos/2018/EAG\\_Relatorio\\_na\\_integra.pdf](http://download.inep.gov.br/acoes_internacionais/eag/documentos/2018/EAG_Relatorio_na_integra.pdf)

<sup>25</sup> REMPLAN Education Attainment, Gippsland 2016

Many of Gippsland's education providers support adult learning and professional development through subsidised courses, programs, and degrees, and support for these important initiatives is encouraged to enable access to life-long learning, innovation, and agility. A critical area for adult education in Gippsland is in support and re-skilling of workers affected by transitioning industries, particularly power and forestry. Gippsland's Learn Local Organisations, supported by Adult and Community Further Education funding and working in partnership with TAFE Gippsland and its Skills and Jobs Centres, are providing the pre-accredited employability skills necessary for adult learners to pathway into training and onto employment. These skills for new jobs will be a critical focus to enhance workforce participation and opportunity in Gippsland's changing economy.

New opportunities are emerging, too, in the area of professional development, short courses, and research initiatives aimed at Gippsland's fields of strength, and at economic, social, environmental recovery post drought, bushfires and the COVID-19 pandemic. We welcome these opportunities and encourage collaborations between tertiary education providers, business, and all levels of government in these important areas.

### **The hub and spoke model of education and training facilities**

A network of education and training facilities that extend from early years to higher education and workplace learning is imperative to meet the learning aspirations and needs of every Gippslander. As we grow our education network, it is important to recognise and account for learning that occurs in both formal and informal ways, on campus and off campus, through digital means and via our heritage and culture.

Gippsland has a range of high-quality education and training facilities, including public and private primary and secondary schools, Federation University's Gippsland campus in Churchill, TAFE Gippsland's multi-campus vocational education and training institute, regional university centres at Bairnsdale, Sale and Wonthaggi, private Registered Training Organisations, and a network of Learn Local Organisations providing Adult and Community Further Education programs.

We must leverage our recent investments in shared educational infrastructure in our regional centres to expand access to educational opportunities across Gippsland, including via digital and technological means.

New education and training facilities should be supportive places that encourage enhanced levels of participation and retention. They will increase diverse thinking, understanding and opportunity for all learners. It is also important to provide access for all abilities and to give culturally diverse people the option and opportunity for lifelong learning and connection by supporting cultural centres and gathering places.

### **Flexible learning**

The ability to study in Gippsland encourages higher education students to go on to live and work in Gippsland. This is crucial for our region, helping to grow and retain our qualified and talented people.

The ability of higher education providers to deliver courses despite COVID-19 restrictions has highlighted the possibilities of engaging in digital and remote learning. The delivery of tertiary education is also changing as technology use expands and students' preferences for learning change. In regional areas, blended learning is emerging as an exciting opportunity to address issues of distance, student retention and thin markets, and is a key component of growing the attraction potential of country living, city opportunities, that is so important for Gippsland. Continuing improvement to Gippsland's digital inclusion and literacy, and ready access to quality WIFI within public and community spaces will be critical enablers for the expansion of flexible learning and blended delivery options. We must ensure that no-one is left behind as these technology-based learning delivery mode options expand for vocational training; industry required skill sets and tertiary education.

Bairnsdale's Regional University Study Hub, the planned Sale Study Hub extension and Bass Coast University Centre, are promising examples of regionally located, technology-enabled learning centres. The establishment of a network of flexible learning and skills centres across Gippsland that are well targeted, well utilised, and responsive to student needs, will give all of Gippsland's tertiary education students flexibility in their study modes. Students will be able to live locally for longer and will not need to travel to complete advanced level courses.

## **The education, business, and industry partnership**

Fostering an innovation and entrepreneurial culture is key to encouraging more innovative businesses, product development and employment growth in Gippsland. Building this capability in workers and business requires the development of a regional innovation and skills eco-system involving a partnership of education, research, government, business and industry. Gippsland's regionally based tertiary institutions, Federation University and TAFE Gippsland, are forming strategic partnerships with local industries, working together to build local capacity in applied research and learning pathway programs for students. A key example is the work they are undertaking with Opal Australian Paper developing Biomanufacturing qualifications and undertaking several specific research projects for this emerging industry in Gippsland's circular economy sector. These kinds of partnerships are an exciting opportunity to grow Gippsland's skill set at individual, business, and industry levels.

Industry, education, and skills providers are encouraged to continue to work together to provide skills, training programs and industry placements that provide the right education and skills for our workforce and meet the needs of current and emerging industries.

Monash University's School of Rural Medicine is an excellent example of education and industry partnering to build the capability and retention of a speciality medical workforce in regional areas. Current registrar and workplace training programs in rural health settings must be maintained to ensure an appropriately skill medical workforce that is supported by itinerant and visiting specialists.

Centres of excellence provide blended learning opportunities including formal qualifications and training, work placements, research and industry leadership and support. They are student and business attractors and help to address skills shortages in particular industries. Federation University Gippsland has a number of Centres of Excellence initiatives underway or planned in the diverse areas of new energy, carbon innovation, health, transformative and preventative health, allied health and community services and mine rehabilitation. We need to continue to support and develop new opportunities for research, business, and industry partnerships with a range of tertiary institutions, especially in Gippsland's fields of strength and potential.

The Latrobe Valley Authority has engaged the University of Melbourne and RMIT University to deliver its Smart Specialisation Strategy work, with TAFE Gippsland and Food & Fibre Gippsland contributors to exciting projects that demonstrate innovation and skilling of labour in horticulture supply chain activities. Expanding these processes to other high value industries will be very beneficial.

The Hi-Tech Precinct Gippsland in Morwell is recognised as a cornerstone of our region's innovation eco-system, and it will be via this precinct that important partnerships between education, government, business and industry will be formed to support the expansion of regional growth industries including renewable and clean energy, food and fibre, health and advanced manufacturing.

Cultural education and understanding is a critical area with growing recognition and a multitude of educational, economic, and social benefits. Gippsland's Aboriginal community will be supported in the development of leading-edge facilities and education, and environmental, industry and business training programs.

## Strategic directions

### 5.1 Building skills and knowledge for the future workforce

We are focussed on readying Gippslanders for the jobs of the future by connecting education, research, business, and industry. We will leverage and transition our existing skills and expertise into our new and emerging industries.

### 5.2 Encouraging life-long learning and removing barriers

We are building a life-long learning culture that provides the opportunity for all Gippslanders to aspire to and engage in education.

We are working to ensure our pathways from schools to further education, training and careers are clear, attractive, and relevant to Gippsland's people and industries.

We seek to support our vulnerable learners through early intervention arrangements that integrate flexible programs to support students and their families through their education.

### 5.3 Enabling flexible and responsive learning

Gippslanders can learn as and where they choose because the facilities and technologies that enable flexible and meaningful learning are accessible regardless of where we live.

## Steps to success

Strategic direction		Initiative	Type	Timeframe
5.1 Building skills and knowledge for the future workforce	5.1.1	Refresh the Gippsland Regional Workforce Plan to understand our region-wide education and training needs now and into the future	Review	12 months
	5.1.2	Develop a Gippsland Tertiary Education Industry Advisory Board to inform expansion of TAFE Gippsland and Federation University education offerings, including pathway programs and partnerships with industry and other institutions	Project	2-5 years
	5.1.3	Support the development of centres of excellence Gippsland's fields of strength and knowledge including: <ul style="list-style-type: none"> <li>• allied and community health</li> <li>• new energy</li> <li>• carbon innovation</li> <li>• biomanufacturing</li> <li>• emergency and land management and rehabilitation</li> </ul>	Project	2 years
	5.1.4	Expand partnership programs through the Hi-Tech Precinct Gippsland to promote career pathways and skill development, involving education providers, community, business, industry, and government	Project	1-2 years
5.2 Encouraging life-long learning and removing barriers	5.2.1	Support the continued implementation of local place-based initiatives that bring education and industry together to support continued participation in further education and learning	Program	12 months
	5.2.2	Build on existing future education projects, considering: <ul style="list-style-type: none"> <li>• barriers and access</li> <li>• participation and retention</li> <li>• ongoing learning pathways</li> <li>• world of work experiences</li> </ul>	Strategy	12 months
	5.2.3	Support a program of regional adult and professional development initiatives aligned to upskilling, future jobs and reducing pay gaps, including: <ul style="list-style-type: none"> <li>• business women's networks</li> <li>• youth networks</li> <li>• adult informal and formal learning programs</li> <li>• economic, social, environmental recovery post drought, bushfires, and COVID-19</li> <li>• assisting industry transition, particularly for power industry and forestry workers</li> </ul>	Program	2-5 years
	5.2.4	Support targeted programs developed by Aboriginal groups to encourage Closing the Gap on education and skills outcomes for Aboriginal people	Programs	1-5 years
	5.2.5	Coordinate and expand early intervention initiatives throughout Gippsland, including: <ul style="list-style-type: none"> <li>• Our Place</li> <li>• Early and primary education support programs</li> <li>• VCE retention and enhancement programs</li> <li>• collaborative promotion of all tertiary education pathways</li> </ul>	Strategy / program	1-5 years

Strategic direction	Initiative		Type	Timeframe
	5.2.6	Develop a regional teacher retention and career advancement program	Strategy	2 years
5.3 Enabling flexible and responsive learning	5.3.1	Increase utilisation and partnerships within our network of collaborative regional education and skills centres	Strategy	1-10 years
	5.3.2	Capture benefits and lessons from COVID-19 pandemic school at home programs for primary and secondary including VCAL and VET DSS, to inform future blended learning opportunities.	Strategy	12 months

## **Theme 6 - A healthy, happy & inclusive community**

**Gippslanders are healthy and well and live in safe, stimulating, and supportive environments.**

## Our community challenges, trends & opportunities

The most liveable places in the world have five commonalities – they are safe, have access to quality healthcare and education, have a strong culture, healthy environment, and have high quality infrastructure such as roads, public transport, water and digital connectivity.<sup>26</sup>

### Inclusive communities

Gippsland aspires to be an inclusive community that welcomes and celebrates diversity. While our cultural and linguistic diversity (CALD) is lower than the Victorian average, we continue to identify ways to encourage inclusiveness and to derive the benefits that diversity brings to improved community health and wellbeing.

Gippsland is home to several Aboriginal communities including the peoples of the Gunaikurnai, Bidawal, Bunurong/Boonwurrung, Woiwurrung, Jaithmathang and Monero/Ngarigo Nations as well as Aboriginal and Torres Strait people from other regions of Australia. Nearly 4200 people in Gippsland identify as Aboriginal or Torres Strait Islanders. This represents 2 percent of our population which is more than double the Victorian state average<sup>27</sup>. Many people from other cultures have also settled and made their home in Gippsland. Our community includes people from the United Kingdom, Europe, Asia, Africa, and South America.

We must support Aboriginal communities to lead initiatives that create safe places and programs to practice their culture, improve their health outcomes, education and employment participation<sup>28</sup>. Initiatives arising from Closing the Gap, Whole of Country Plans, Reconciliation Action Plans, Culture and Healing Plans and Local Aboriginal Networks are positive early examples of social change and healing.

Empowering Traditional Owners and Aboriginal people in their self-determination activities will ensure that programs are devised and implemented by those that best understand – Aboriginal people and communities themselves.

As well as celebrating cultural diversity, Gippsland aims to address social exclusion due to age, health, disability, economics, education or because community members may live in an area that is not easily accessible to essential community facilities and employment opportunities.<sup>29</sup> This requires a coordinated and multi-disciplinary approach that extends beyond the economic solutions of reducing unemployment rates, increasing incomes and providing community and health facilities.

Understanding and empowering our community to develop solutions that promote inclusion and participation in Gippsland is imperative. Expanding existing community connection initiatives such as Neighbourhood Houses, community kitchens, men's sheds, youth groups and multicultural/multifaith networks to enhance community inclusiveness and prevent isolation across the age, culture and diversity spectrum remains a priority focus.

<sup>26</sup> The Economist Intelligence Unit Limited, The Global Liveability Index 2019

<sup>27</sup> [https://quickstats.censusdata.abs.gov.au/census\\_services/getproduct/census/2016/quickstat/205?opendocument](https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/205?opendocument)

<sup>28</sup> Aboriginal people generally have a lower life expectancy, lower participation in education and higher unemployment rate than non-Aboriginal people.

<sup>29</sup> East Gippsland, Latrobe and Bass Coast have a high degree of disadvantage in our region and when compared to other areas across Australia. The Index of Relative Socio-Economic Advantage and Disadvantage, Profile id, ABS Census of Population and Housing 2016

## Pathway to community empowerment and resilience

Gippsland is a resilient and resourceful community. However, recent events including drought, summer bushfires, industry transitions, the Hazelwood Mine Fire and the COVID-19 pandemic are proving challenging for many Gippslanders.

Ongoing unemployment, under employment, social isolation, mental health and community safety are key issues impacting our communities' liveability and recovery.<sup>30</sup> The hardest hit groups include our young people; part-time, temporary and self-employed workers who make up 40-50 percent of our retail and tourism workforce; and women and low paid workers. Continued targeted and accelerated support for those in need is an imperative to long term community resilience, liveability, and prosperity.

Across Gippsland there are excellent examples of innovative models of practice that leverage the power and energy of community to build resilience and liveability. The Latrobe Health Innovation Zone (LHIZ), which includes an independent Health Advocate and community led Latrobe Health Assembly gives voice to community aspirations in the planning and delivering of better health and wellbeing outcomes, and where a process of co-design with individuals and organisations is actively encouraged. Early work from the LHIZ is demonstrating the potential of the community in advocating government for system changes.

The coordination of community-led recovery initiatives supported by the three tiers of Government and industry following the 2020 East Gippsland bushfires is another excellent demonstration of community empowerment, decision making and resilience.

Both of these activities are providing tangible benefits for these hard-hit communities, helping people and communities feeling vulnerable to recover and to grow their resilience to future challenges. It validates the power of collaboration, a multi-disciplinary approach, local knowledge and focus in addressing complex social and economic problems. There is much to be learnt from this work and developing a blueprint for the future is important.

## Lifestyle choices and a growing population

By 2040 Gippsland is expected to be home to more than 360,000 people, growing in line with or above state averages. This growth is dominated by our western shires of Baw Baw and Bass Coast, which border metropolitan Melbourne, and as popular commuting and sea change locations are among Victoria's fastest growing municipalities.

Gippsland has significant potential to be a population attractor, particularly for young professionals and families and multicultural communities. Regional Victoria is experiencing net population growth from Melbourne, reflecting interest by younger people seeking alternate country lifestyles, lower density living, more affordable housing and reduced commuting time.<sup>31</sup>

Gippsland's relatively low cost of living including good housing and rental affordability, when compared to other regional areas, allows us to promote our liveability strengths and be positioned as a preferred place to live, work, invest and play. Our lower cost of living also helps our lower income households to manage. But, with an average weekly income of \$1058, which is below the Victorian average, we need to prioritise support measures to increase household incomes<sup>32</sup>.

To maintain our liveability, careful planning is required to ensure appropriate housing stock, health, education, and community assets can accommodate any future populations.

Learnings from the COVID-19 pandemic has affirmed that remote and decentralised working is an effective and productive practice that enhances employment, education opportunities and access to health services. Investigating opportunities to grow decentralised employment, particularly in remote areas of Gippsland, will be important.

<sup>30</sup> Gippsland Regional Partnership, Regional Development Australia, Gippsland & Regional Development Victoria - Gippsland Regional Roundtable Playback 15 May 2020

<sup>31</sup> The Big Movers: Understanding Population Mobility in Regional Australia (Regional Australia Institute)

<sup>32</sup> ABS 2016c

## Healthy communities with a focus on early intervention

As Gippsland's population changes and grows so too must our regional health and community services systems.

Listening to and understanding the health care needs of our community will be important to ensure an effective, adaptive and responsive health system across Gippsland. A deliberate shift to focus care away from treatment to preventive and early intervention care is required to ensure the ongoing health and wellbeing of our community.

Gippsland is serviced by a strong hub and spoke network of primary, acute, allied, mental health and community health care services.

We can further enhance our regional health care with improvements including achieving better universal access to services, attracting and retaining specialists in rural and remote areas, growing hospital and community service capacity and infrastructure in growth corridors, and better utilisation of telehealth services.

Stronger partnerships between regional health and community service providers are providing a more responsive and collaborative approach to patient centred care. Recent investments to increase the capacity of Latrobe Regional Hospital and Wonthaggi Hospital have resulted in more locals being able to access core health care services without having to travel outside Gippsland. In West Gippsland, however, the current aged hospital will struggle to adequately service this fast-growing area, a gap which must be addressed.

A partnership approach across local government, health agencies, Aboriginal health organisations and community groups, and community will be critical to effect positive change to health outcomes in the future.

National health trends indicate rising levels of chronic, lifestyle, addiction, mental health and ageing - related illnesses. To address these trends, the development of a regional model that strengthens community-based delivery of preventive, early intervention and positive ageing initiatives is required.

Ensuring advocacy for and appropriate resourcing of key early intervention program providers such as community sector, municipal, and mental health services will be another critical component to the future health system. Education programs within the school curriculum will also embed life-long health practices.

## Arts and recreation

For all of us, community is defined by the inextricable link between people and place. There is an increasing body of evidence on the positive contribution arts and culture plays in a region's liveability.<sup>33</sup>

Gippsland has a network of major performing art centres, galleries, community-run spaces and streetscapes that are meaningful and aesthetically pleasing to visitors and the communities that use them. Implementing strategies to maximise utilisation, community participation and tourism potential of these facilities is important to position Gippsland as a lifestyle destination of choice.

With recent significant sports and recreation investment, Gippsland now has a network of state-of-the-art sports and recreational facilities in our larger centres that serve dual purposes of increasing the participation and wellbeing of the community and providing an income attraction opportunity by hosting leading sporting events and fixtures.

Continued efforts to ensure that access to sporting and recreation facilities are provided throughout Gippsland is important for the wellbeing of all our communities.

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<sup>33</sup> Arts Victoria. (2008). The Role of Arts and Culture in Liveability and Competitiveness: A Submission to the Victorian Competition and Efficiency Commission's Inquiry into Enhancing Victoria's Liveability.

## **Safe communities**

Ensuring the continued safety of the Gippsland community is a priority. Homelessness and crime levels in Gippsland are generally consistent with or below the state average, apart from Latrobe City and some smaller community areas in Bass Coast.<sup>34</sup>

Proactive initiatives that build on the findings of the Royal Commission into Family Violence will contribute to reducing the incidence and impact of family violence for women, children, families and individuals in Gippsland. Early intervention strategies for youth and the homeless are also priorities.

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<sup>34</sup> Aitken, Gippsland Regional Profile, An analysis of regional strengths and challenges March 2019

## Strategic directions

### **6.1 An inclusive, respectful, and enriched regional lifestyle**

We strive to embrace all members of the community by providing facilities and programs that help all community members to connect and live their best lives.

We seek to provide a connection to Country, community, cultural and sporting facilities that increase community engagement, participation, and inclusion.

### **6.2 Towards social advantage and safer communities**

Coordinating multi-disciplinary and practical prevention and response to help and support our most vulnerable, at risk and disadvantaged individuals and communities to succeed.

### **6.3 Meeting the modern health challenge**

Meeting the ongoing healthcare needs of the community will be driven by a contemporary understanding of regional health needs. An integrated and collaborative approach to service delivery will focus on a network of primary, acute, allied and community health services.

Gippslanders readily connect physically or digitally to high quality services.

The health and wellbeing of our community is improved by a proactive preventative health focus.

## Steps to success

Strategic direction	Initiative	Type	Timeframe	
6.1 An inclusive, respectful, and enriched regional lifestyle	6.1.1	Support Aboriginal self-determination, recognition, and inclusion, including: <ul style="list-style-type: none"> <li>Aboriginal leadership initiatives such as the Aboriginal Cultural Heritage Strategy and Advisory Council</li> <li>supporting Traditional Owner Whole of Country plans, joint management plans and Reconciliation Action Plans</li> <li>supporting the development and implementation of other Aboriginal group and community plans and strategies</li> <li>health and social wellbeing</li> <li>increasing cultural awareness knowledge by non-aboriginal people and businesses.</li> <li>sharing of Aboriginal cultural stories</li> </ul>	Strategy	1-5 years
	6.1.2	Expand inclusiveness initiatives across Gippsland, including: <ul style="list-style-type: none"> <li>Streetgames (GippSport)</li> <li>Gippsland Youth Commitment</li> <li>Latrobe Youth Space &amp; YES youth hub</li> <li>Neighbourhood Houses</li> <li>Community kitchens</li> <li>Multicultural and multi-faith spaces</li> <li>New and emerging community hubs for seniors, youth, education, and diverse cultures</li> </ul>	Program	1-2 years
	6.1.3	Improve community assets across Gippsland, including: <ul style="list-style-type: none"> <li>parks</li> <li>sporting facilities</li> <li>public facilities</li> <li>connected paths and active transport links</li> <li>recognition of Aboriginal and historical cultural stories</li> <li>identification and wayfinding</li> <li>smaller townships</li> </ul>	Program of works	3-5 years
	6.1.4	Develop a creative strategy for Gippsland, including: <ul style="list-style-type: none"> <li>focus on arts, culture, and heritage</li> <li>a regional arts and events calendar</li> <li>economic modelling and program</li> </ul>	Strategy, Program	2 years
	6.1.5	Develop a sporting events strategy for Gippsland, including: <ul style="list-style-type: none"> <li>attracting sporting events to Gippsland's high-capacity venues and outdoor / natural assets</li> <li>economic modelling and program</li> </ul>	Strategy	2 years
6.2 Towards social advantage and safer communities	6.2.1	Improve regional response and targeting of intervention and assistance services through: <ul style="list-style-type: none"> <li>improved data collection and use</li> <li>sharing expertise and learnings between the Latrobe Health Innovation Zone and sub-regional groups</li> <li>a coordinated response to shared priorities in municipal health plans</li> </ul>	Project	1-10 years
	6.2.2	Enable Aboriginal and cultural support and knowledge/skill building programs and spaces including Country and business centre in the Latrobe Valley	Program	1-2 years
	6.2.3	Coordinate and expand domestic violence initiatives throughout Gippsland, including: <ul style="list-style-type: none"> <li>prevention and awareness programs</li> <li>emergency support services</li> </ul>	Strategy and program	1-5 years

Page 61 of 79

Strategic direction	Initiative		Type	Timeframe
	6.2.4	Support initiatives to improve financial capability of vulnerable community members, including: <ul style="list-style-type: none"> <li>Expand Home Energy Upgrade Program throughout Gippsland</li> <li>Interchange program support</li> <li>Job services for disabled people</li> <li>Home care services for vulnerable seniors</li> </ul>	Advocacy / Strategy	3-10 years
	6.2.5	Implementation of the Eastern Victoria Fires 2019-20 recovery plans including the East Gippsland Fires 2019-20 Culture & Healing Sub-plan.	Program	3-5 years
	6.2.6	Improve intra-regional public transport, including: <ul style="list-style-type: none"> <li>links to trunk public transport services</li> <li>links to regional service providers' time of attendance requirements</li> <li>accessibility</li> </ul>	Advocacy	3-5 years
6.3 Meeting the modern health challenge	6.3.1	Improve access to and responsiveness of regionally delivered health services, including: <ul style="list-style-type: none"> <li>coordinating existing services and facilities</li> <li>mobile / rotating services and telehealth</li> <li>GP services</li> <li>community health</li> <li>preventative and complementary health</li> <li>mental health</li> <li>addiction</li> <li>Aboriginal health</li> </ul>	Program	Concept 6-10 years
	6.3.2	Improve capacity of health services, including: <ul style="list-style-type: none"> <li>regional health services</li> <li>West Gippsland Hospital</li> </ul>	Project	1-5 years
	6.3.3	Expand proactive mental health initiatives and services including: <ul style="list-style-type: none"> <li>implementing recommendations of the 2020 Victorian Royal Commission into Mental Health</li> <li>Lifeline</li> <li>Mental Health in the Workplace Project</li> <li>Headspace</li> </ul>	Program	1-2 years

## Delivering this Plan

### **The delivery of the Gippsland Regional Plan will be overseen and monitored by the Leadership Group**

Members of the Gippsland Regional Plan Leadership Group will individually and collectively engage with Lead Agencies and partners to assign accountability for the implementation of actions in the 'Steps to Success'.

The GRP Leadership Group will report annually on the achievements and progress over the life of the five-year plan.

### **Assessing new projects and initiatives**

While the Gippsland Regional Plan's strategic vision and strategic goals will guide it through its five-year life, it is recognised that projects and initiatives will need to be more regularly reviewed as some are progressed and completed, and as new potential projects are conceived that may help to implement the Plan.

The initial 'Steps to Success' listed in this Plan were assessed under an independent, strategic Priority Initiative Assessment Framework (PIAF). The PIAF identified these as regionally significant projects and initiatives that are expected to deliver most effectively for Gippslanders in one or more of the areas of economic, social, or environmental benefits.

The PIAF was developed using an Investment Logic Mapping approach (Victorian Department of Treasury and Finance) and endorsed by the Gippsland Regional Plan Leadership Group.

It is recommended that as part of the regular review of 'Steps to Success' within the life of this Plan, future proposed projects are also assessed under this PIAF. This approach will provide consistency and transparency in decision making, and confidence that endorsed projects and initiatives will continue to provide the benefits that Gippsland needs and deserves.

Further details are outlined in Appendix 6.

## Appendices

## Appendix 1: Gippsland at a glance – facts & figures

Fact	Data source (not for publishing)
Approximately 41,500 km <sup>2</sup> The largest geographic region in Victoria	<a href="https://www.ga.gov.au/scientific-topics/national-location-information/dimensions/area-of-australia-states-and-territories">https://www.ga.gov.au/scientific-topics/national-location-information/dimensions/area-of-australia-states-and-territories</a>
11,600 km <sup>2</sup> (28%) dedicated to Food & Fibre activities	KPMG Accelerating growth for the Gippsland food and fibre industry (2019)
The largest area of public land in Victoria, with 1.6 million hectares encompassing forest, state and national parks, UNESCO Biosphere Reserves, Marine Coastal Parks and Reserves and Ramsar Wetlands.  More than 700 kilometres of Victoria's 2,500 km of coastline.	Towards 2030 Gippsland's Destination Management Plan - <i>A Blueprint for Growth</i>
Nearly 287,000 call Gippsland home (as of 2019)	<a href="https://forecast.id.com.au/bass-coast">https://forecast.id.com.au/bass-coast</a> <a href="https://forecast.id.com.au/baw-baw">https://forecast.id.com.au/baw-baw</a> <a href="https://forecast.id.com.au/east-gippsland">https://forecast.id.com.au/east-gippsland</a> <a href="https://app.remplan.com.au/latrobe/community/summary?state=dNwVT8WVbcb8JG9CvDkLdaCNFnFdj2">https://app.remplan.com.au/latrobe/community/summary?state=dNwVT8WVbcb8JG9CvDkLdaCNFnFdj2</a> <a href="https://forecast.id.com.au/south-gippsland">https://forecast.id.com.au/south-gippsland</a> <a href="https://app.remplan.com.au/wellington/community/summary?state=MY0GhrjokHZye8vUw5vj5o5wt4tyZD">https://app.remplan.com.au/wellington/community/summary?state=MY0GhrjokHZye8vUw5vj5o5wt4tyZD</a>
<b>6 LGAs</b> Local government area (2019 population) <ul style="list-style-type: none"> <li>• Bass Coast (36,320)</li> <li>• Baw Baw (53,396)</li> <li>• East Gippsland (47,316)</li> <li>• Latrobe (75,561)</li> <li>• South Gippsland (28,934)</li> <li>• Wellington (43,007)</li> </ul>	
<b>Population growth rate</b> Gippsland's population has been growing in line with the state average of 4% from 2016-2019. Bass Coast Shire and Baw Baw Shire is growing at more than double the average at 9% and 8% respectively.  Gippsland's projected population in 2036 is approximately 347,000 (26% growth). Bass Coast and Baw Baw will continue to be our fast growing LGAs with a population of approximately 46500 (39%) and 76,800 (56%).  40% of Gippsland lives in towns and settlements of less than 1000 people.	
<b>Our people</b> <ul style="list-style-type: none"> <li>• 1.9% Aboriginal Torres Strait Islanders</li> <li>• 79.4% born in Australia</li> <li>• 18.7% born overseas</li> </ul>	<a href="https://quickstats.censusdata.abs.gov.au/census-services/getproduct/census/2016/quickstat/CED215#:~:text=In%20the%202016%20Census%2C%20there,up%201.9%25%20of%20the%20population.">https://quickstats.censusdata.abs.gov.au/census-services/getproduct/census/2016/quickstat/CED215#:~:text=In%20the%202016%20Census%2C%20there,up%201.9%25%20of%20the%20population.</a>
The majority of Gippslanders live and work in the same LGA. Baw Baw LGA has the smallest proportion of residents living and working in the LGA (64 percent), while 20 percent work in Melbourne and 14 percent in the Latrobe regional hub.  Average weekly household income of \$1058.  Year 12 Education attainment rates is 30% (below state average).  Certificate qualification attainment rates above the state average in recognition of trade workforce.	<a href="https://www.infrastructurevictoria.com.au/wp-content/uploads/2019/04/1Ather-Gippsland-Regional-Profile-March-2019.pdf">https://www.infrastructurevictoria.com.au/wp-content/uploads/2019/04/1Ather-Gippsland-Regional-Profile-March-2019.pdf</a>  <a href="https://quickstats.censusdata.abs.gov.au/census-services/getproduct/census/2016/quickstat/CED215">https://quickstats.censusdata.abs.gov.au/census-services/getproduct/census/2016/quickstat/CED215</a>  Remplan Economic & Community Profile, Gippsland Data  <a href="https://www.sqsep.com.au/projects/rental-affordability-index">https://www.sqsep.com.au/projects/rental-affordability-index</a>

Rental and housing affordability are acceptable to very acceptable	
<b>Our visitors</b> 8.94 million tourists contribute \$1.68 billion annually to the Gippsland economy (March 2020)	Towards 2030 Gippsland's Destination Management Plan - <i>A Blueprint for Growth</i>
<b>Our economy</b> \$16 billion Gross Regional Product (GRP)  Top industries that contribute to our Gross Value Add (GVA) <ul style="list-style-type: none"> <li>• agriculture (14%)</li> <li>• manufacturing (10%)</li> <li>• construction (10%)</li> <li>• electricity and gas services (9%)</li> <li>• health care (8%)</li> <li>• mining (8%)</li> <li>• tourism (8%)</li> </ul> Number of registered business 25,204 (2019)	<a href="https://www.infrastructurevictoria.com.au/wp-content/uploads/2019/04/After-Gippsland-Regional-Profile-March-2019.pdf">https://www.infrastructurevictoria.com.au/wp-content/uploads/2019/04/After-Gippsland-Regional-Profile-March-2019.pdf</a>  <a href="https://www.rdv.vic.gov.au/information-portal/regional-snapshot">https://www.rdv.vic.gov.au/information-portal/regional-snapshot</a>
<b>Jobs by industry (2019)</b> Nearly 107,000 jobs: <ul style="list-style-type: none"> <li>• Health and Social Assistance (15%)</li> <li>• Retail (11%)</li> <li>• Construction (10%)</li> <li>• Agriculture/forestry/fishing (9%)</li> <li>• Tourism (12%)</li> <li>• Manufacturing (7%)</li> </ul>	Remplan Economic & Community Profile, Gippsland Data
<b>Primary Production</b> <ul style="list-style-type: none"> <li>• Horticulture - 28% of Victorian food and fibre land area</li> <li>• Forestry - 25% of Victorian plantation timber</li> <li>• Dairy -32% of Victoria's production, by volume</li> <li>• Beef - 25% of Victoria's production by value.</li> <li>• Sheep, Pork, Chickens, Aquaculture</li> </ul>	KPMG Accelerating growth for the Gippsland food and fibre industry (2019)
<b>Our connectedness</b>  <b>Digital connectivity</b> Mid ranked in Digital inclusion on the RMIT-Swinburne-Telstra Digital Inclusion Index (DIi)  79% of all Gippsland households have internet connection (2016)  <b>Roads, Rail, Air &amp; Ports</b> <ul style="list-style-type: none"> <li>• Roads: Princes Highway East, South Gippsland Highway, Bass Highway, Great Alpine Road, Monaro Highway</li> <li>• Freight and passenger rail: Melbourne to Bairnsdale</li> <li>• Bus Network: V/Line passenger service: Bass Coast, South Gippsland, East Gippsland</li> <li>• Airports: Latrobe, Sale, Bairnsdale, Dinner Plain, Orbost, Lakes Entrance, West Sale, Yarram, Newhaven, Mallacoota</li> <li>• Ports: Lakes, Albert, San Remo, Welshpool</li> </ul>	<a href="https://www.rdv.vic.gov.au/_data/assets/pdf_file/001/0/1872946/Gippsland-Digital-Plan-Final-25-September.pdf">https://www.rdv.vic.gov.au/_data/assets/pdf_file/001/0/1872946/Gippsland-Digital-Plan-Final-25-September.pdf</a>  <a href="https://www.rdv.vic.gov.au/information-portal/regional-snapshot">https://www.rdv.vic.gov.au/information-portal/regional-snapshot</a>

## Appendix 2: Gippsland's strategic assets

Strategic asset
<p><b>Water supply</b> – including:</p> <ul style="list-style-type: none"> <li>- Major natural stream flows</li> <li>- Major water supply dams</li> <li>- Wonthaggi desalination plant</li> <li>- Macalister Irrigation District, the largest irrigation district in southern Victoria</li> <li>- Water assets including dams, treatment plants, Dutton Downs facility, distribution and sewerage network and dedicated supply and waste lines to major industrial sites including power stations and mines, and Opal Australian Paper Maryvale</li> </ul>
<p><b>Energy</b> – including:</p> <ul style="list-style-type: none"> <li>- Latrobe Valley power generators and mines – Loy Yang A, Loy Yang B, Loy Yang Mine, Yallourn Power Station, Yallourn Mine, Hazelwood Mine (closed and under rehabilitation)</li> <li>- Significant brown coal deposits</li> <li>- Major wind farms</li> <li>- High voltage transmission lines - major transmission from Latrobe Valley power generation assets to Melbourne and beyond and potential for alternate energy sources.</li> <li>- Transmission assets - Basslink</li> <li>- Offshore oil and gas fields – Bass Strait</li> <li>- Longford and Orbost/Newmerella gas plants</li> <li>- Oil and gas pipelines - connecting to Victorian and interstate networks</li> <li>- Hydroelectric power station in Glenmaggie</li> <li>- Carbon capture and storage potential</li> </ul>
<p><b>Agriculture</b> – including</p> <ul style="list-style-type: none"> <li>- Significant areas of agricultural land that supports dairy, beef, horticultural and timber production</li> <li>- Significant areas of food manufacturing and processing hubs</li> </ul>
<p><b>Manufacturing</b> – including:</p> <ul style="list-style-type: none"> <li>- Opal (formerly Australia Paper Maryvale)</li> <li>- Major dairy product manufacturers</li> <li>- Major food processors</li> <li>- Highly skilled engineering capability</li> </ul>
<p><b>Transport</b> – including:</p> <ul style="list-style-type: none"> <li>- Princes Highway – West – East spine link.</li> <li>- Major regional highways – South Gippsland and Bass Highways</li> <li>- Regional intermodal facilities at Morwell and Bairnsdale</li> <li>- Gippsland rail corridor - Regional public transport from Melbourne: <ul style="list-style-type: none"> <li>• V/Line Gippsland rail and coach service from Melbourne with stations at Garfield, Drouin, Warragul, Moe, Morwell, Traralgon (20 per day)</li> <li>• V/Line to Nar Goon, Tynong, Bunyip, Longwarry, Yarragon, Trafalgar (16 per day)</li> <li>• V/Line to Rosedale, Sale (6 per day), Stratford, Bairnsdale (5 per day)</li> <li>• Regional coach services V/Line &amp; private: <ul style="list-style-type: none"> <li>• Bairnsdale to Cann River (connecting to Canberra), Marlo (3 per day), Genoa (0-1 per day) (connecting to Batemans Bay), Mallacoota (0-1 per day)</li> <li>• Bairnsdale to Paynesville (7 per day)</li> <li>• Dandenong to Koo Wee Rup (16 per day): <ul style="list-style-type: none"> <li>• connecting to Anderson, connecting to Cowes (4 per day) and to Inverloch (4 per day)</li> <li>• connecting to Yarram (4 per day)</li> <li>• Traralgon to Sale via Cowwarr and Maffra (4-5 per day)</li> <li>• Nar Goon to Moe via Darnum (1 per day)</li> <li>• Town and intertown bus route networks</li> </ul> </li> </ul> </li> </ul> </li> </ul>

- Airports at Latrobe, West Sale, Lakes Entrance, Yarram, Orbost, and Mount Hotham (adjacent), and Aerodromes at Bairnsdale and Mallacoota
- Gippsland Ports commercial facilities at Corner Inlet and Port Albert (Port Welshpool, Port Albert, Port Anthony, Barry's Beach) and the Gippsland Lakes
- Gippsland Ports recreational facilities at Corner Inlet and Port Albert, Gippsland Lakes, Anderson Inlet, Mallacoota Inlet, Snowy River, Lake Tyers, and Shallow Inlet

**Defence facilities** – including:

- RAAF Base at East Sale
- Australian Defence Force Flying Training School (to be established)

**Tourism** – including:

- Major National and State Parks - including Wilsons Promontory, Mount Baw and the Alpine, Cape Conran, Morwell, Croajingolong and Tarra Bulga National Parks
- Gippsland Lakes
- Phillip Island
- Snow fields
- Heritage towns Ormeo, Walhalla and Port Albert
- Rail trails: East Gippsland (94km), Great Southern and Tarra (74 km) (with Nyora to Leongatha to be constructed), Gippsland Plains (63km), Bass Coast (23km), Gippsland Lakes Discovery (17km), Grand Ridge (13km), Tyers Junction (11km), Moe-Yallourn (8.5km), Walhalla Goldfields (7km), Rokeby to Crossover (5km), Noojee Trestle Bridge (3km)
- A wide range of rural villages and heritage locations

**Arts and Culture assets** – including:

- Regional Performing Arts Centre – Latrobe PAC, West Gippsland PAC, Wedge PAC Sale, Forge Theatre and Arts Bairnsdale, Wonthaggi Union Community Arts Centre
- Galleries – Latrobe Regional Gallery, Port of Sale Gallery, Luminous Galleries Bass Coast, FLOAT Lake Tyers

**Education assets** - including:

- Federation University Churchill
- Regional University Centres – Wonthaggi, Sale & Bairnsdale
- TAFE Gippsland campuses at Sale, Fulham, Traralgon, Morwell, Yallourn, Warragul, Bairnsdale, Leongatha, Forestec (Kalimna West), Lakes Entrance, Warragul, (new consolidated Sale TAFE under construction),
- Gippsland Tech School Morwell,
- Chisholm TAFE Bass Coast
- Community College Gippsland
- Innovation assets – Hi-Tech Precinct Gippsland

**Sports and Recreational assets** – including:

- Gippsland Regional Aquatic Centre Traralgon, Aqua Energy Leisure Centre Sale, Warragul Leisure Centre
- Traralgon Tennis Complex, Sale Tennis Complex,
- Traralgon Sports Stadium
- Latrobe City Sports and Entertainment Complex, Morwell
- Ted Summerton Reserve Moe (football and cricket)
- Morwell Football Club and high-performance facilities
- Phillip Island Grand Prix Circuit

**Health assets** – including:

- Latrobe Regional Hospital (Regional), sub-regional hospitals Bairnsdale, Sale, Leongatha, Warragul, Wonthaggi
- Other hospitals/health services at Foster, Orbost, Ormeo, Neerim South
- Allied and community health care: Latrobe Community Health Services, Lakes Complete Health Service, GEGAC, Ramahyuck and Moogi

## Appendix 3: A narrative of Gippsland life in 2040

People living in Gippsland have an enviable life. We enjoy higher standards of living, greater cultural and community connections, and healthier and happier lifestyles than we did in 2020. We enjoy the best of life – connecting with nature, connecting with family and friends, connecting with arts and culture, connecting with the world.

We achieved this by working together to put Gippsland's most valuable assets – our people and environment at the forefront of our decision making. We have reached balance in the way we use, protect, and honour our extraordinarily beautiful, resource-rich landscape, our temperate climate, our history and living culture.

We have successfully created better educational and health services, infrastructure, access to affordable housing, new-world job opportunities, higher income levels and support for all Gippslanders. And we are an inclusive community that proudly celebrates and embraces our heritage, rich Aboriginal culture, and diversity.

Education has proven to be Gippsland's 'game-changer'. All Gippslanders have access to high-quality education and new technologies that provide engaging learning experiences. People build skills through both face-to-face and virtual training, working with teachers and students without boundaries. Education and training pathways have created ambitious young and lifelong learners achieving qualifications from well-respected institutions, applying their skills as they learn and gain workplace experience.

Our education providers are forward looking - creating skills for the jobs of the future as they partner with industry and business, to position Gippsland as a smart community: a community that has research, innovation, value adding and a can-do attitude at our core.

People in Gippsland use fast, affordable, and reliable internet. We experience the joys of country living without compromising our physical or digital connectivity. We travel easily to regional centres for work, services, or amenities. There is a wider choice of where to live, knowing that quality education, health,

community facilities and services are available for all.

We have successfully grown the economic prosperity of our region by an average of 2.5% per annum since 2025 to \$23 billion. We have done this via advanced manufacturing, effective use of waste, by energy generation, sustainable use of our natural and mineral resources and in partnerships with the Aboriginal people demonstrating our smarts in innovating our approaches to food growing and production. Our region's competitive advantages mean businesses in key sectors now excel.

We have successfully enhanced our core industries of food and fibre and tourism and have successfully transitioned away from traditional brown coal energy generation. We continue to trade on our heritage of being the Victorian powerhouse, but with a leading focus on renewable and clean energy, innovation, and technical services.

We have also built an enviable reputation of being a knowledge-based economy that is connected locally and globally and provides a lifestyle of city jobs with a country lifestyle. Gippsland is also the proud home to the largest Aboriginal business economy in Victoria – thriving businesses that transect across many industries.

The Gippsland business community employs a local and remotely skilled workforce. We are the 'go-to' for start-up, small and growing businesses due to our business-friendly regulatory environments, collaborative enterprise ecosystems and our coordinated approach to investment attraction.

Gippsland has a growing customer base that actively enjoys our boutique regional products and services and visitor destinations – we have forged an internationally renowned brand for quality food and fibre produce and visitor attraction. Our region boasts year-round world-class attractions capitalising on our natural beauty, Aboriginal and cultural heritage, hospitality and outstanding events and experiences. All are backed by efficient

passenger, trade and freight options and online opportunities to connect to ever-expanding markets.

Gippsland has embraced 'disruption' – learning from the past and now working with a mindset that disruption creates opportunity. The disruption and transition from brown coal power generation, native timber harvesting, cycles of recovery from natural disasters and more recently from pandemics has taught us that we are a smart, resourceful and resilient community and we can and do innovate and transition to brighter futures.

Our improved standard of liveability and inclusiveness across Gippsland is a result of early recognition and investment in addressing social disadvantage and climate impacts. Gippsland has worked hard to close the gap in youth and generational unemployment, homelessness, and family violence. The average salary in Gippsland is now above the state average, while the cost of living is on par or below. Secondary and tertiary education attainment is at an all-time high and above the state average. Significant investment and community participation in climate change

adaption actions has also positioned Gippsland well for the future.

At the heart of Gippsland's progress is our innate ability to work collaboratively with strong leadership that connects the passion, energy and expertise of government, business/industry, education and most importantly our diverse community. Our community is empowered and engaged and contributes to key decision making about the prosperity of our region.

We continue to ensure the appropriate protection and adaptation of our most valuable asset – the natural environment – and ensure its sustainable use is preserved for future generations. We look to our Aboriginal communities to lead the continued learning of our cultural heritage – and we share this proudly with the world.

Above all we take pride in our region and the beauty that it holds – we believe that Gippsland is the best place to live, work, invest and visit: the most liveable region in Australia.

We celebrate our achievements and remain bold and brave in our thinking for the future.

## Appendix 4: What success looks like: in 5 years & in 20 years

Theme 2: Carers of our Country, environment & natural assets				
Performance indicator	Information sources	Current measures	2025 success measures	2040 success measures
Greenhouse gas emissions	Snapshot community climate tool, Ironbark Sustainability & Beyond Zero Emissions Victorian Greenhouse Gas Emissions Report 2019, DELWP	2017: <ul style="list-style-type: none"> <li>LV brown coal power 43.2 MTCO<sub>2</sub>e (excl Hazelwood PS)</li> <li>Gippsland municipal area emissions 6.3 MTCO<sub>2</sub>e</li> </ul>	32% below 2005 emissions  (Interim Emissions Reduction Targets for Victoria (2021 -2030))	75% below 2005 emissions
Proportion of renewable and clean energy	NEM National Generation Information, AEMO, July 2020 Pacific Energy & Melbourne Water (Blue Rock Dam & Thomson Dam hydro), Australian PV Institute (APVI) Solar Map, funded by the Australian Renewable Energy Agency, accessed from pv-map.apvi.org.au on 6 August 2020	5.6% <u>Renewables</u> Wind 139.6 MW Hydro 11.9 MW Solar <sup>35</sup> 181.6 MW TOTAL 333.1 MW  <u>Fossil fuels</u> Brown coal 4,775 MW Natural gas pipeline 881 MW TOTAL 5,655 MW	20% <sup>36</sup> Renewable and clean energy  Gippsland declared Renewable Energy Zone	40% renewable and clean energy
Waste to landfill - % decrease	Gippsland LGAs Recycling Victoria	TBA	72% decrease	>80% decrease
Caring for Country	Measures from Goal 18 of Victorian Aboriginal Affairs Framework 2018-2023	<ul style="list-style-type: none"> <li>One Whole of Country Plan (Gunaikurnai)</li> <li>One Joint Management Plan (Gunaikurnai) covering 10 Gippsland parks and reserves</li> <li>2 Cultural Burns conducted in Knob Reserve, Stratford</li> <li>One partnership agreement between Gunaikurnai Land and Water Aboriginal Corporation (GLaWAC) and Gippsland Environmental Agencies (GEA) Alliance</li> </ul>	<ul style="list-style-type: none"> <li>Bunurong Whole of Country Plan</li> <li>Gunaikurnai Joint Management expanded to include further Parks and Reserves. Cooperative Management of Country for far east Gippsland and Bunurong</li> <li>Cultural Burning and knowledge transfer regularly practiced on several areas of Country, with resources to support agency partnerships</li> <li>Actions of GLaWAC / GEA partnership agreement implemented.</li> </ul>	<ul style="list-style-type: none"> <li>Whole of Country Plans covering all Gippsland Country</li> <li>Pathway to full management of Gippsland's parks and reserves</li> <li>Widespread Cultural Burning and knowledge transfer regularly practiced on Country across the Gippsland landscape, independent professional management, approval rights and agency support</li> <li>Further partnership agreements between all Gippsland Aboriginal communities and environmental agencies</li> </ul>

<sup>35</sup> Solar value calculated from Australian PV Institute Solar Map by Gippsland postcodes since 2007 (181.9 MW), less NEM National Generation Information Gippsland solar (0.3 MW)

<sup>36</sup> Targets are reflective of Gippsland hosting a high proportion of Victoria's traditional base line energy production capability, and the projected timelines for transition away from these high emission energy production technologies

Health of our water assets	Gippsland Strategic Directions Statement, Integrated Water Management Forums, DELWP, April 2019 East Gippsland Strategic Directions Statement, Sep 2018	Key opportunities identified in Gippsland Strategic Directions Statement  Condition of waterways Central, West and South Gippsland Waterways <ul style="list-style-type: none"> <li>• 33% in good or excellent condition</li> <li>• 53% in moderate condition</li> </ul> East Gippsland Waterways <ul style="list-style-type: none"> <li>• 82% in good or excellent condition</li> </ul>	IWM Projects delivered across Gippsland	20% increase in waterways in good or excellent condition
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Theme 3: Creators of a new economy				
Performance indicator	Information sources	Current success measure(s)	2025 success measure(s)	2040 success measure(s)
Gross Regional Product (all industries)	REMLAN, Jul 2020	\$16.0 billion	\$16.0 billion	\$23 billion
Five year average annual Gross Regional Product growth rate (%)	Regional Partnerships Measures Dashboard, Jul 2020. Prepared by Analytics & Strategic Projects, RRV Group, DJPR.	1.2%	At regional Victoria average	At state average
Gross Regional Product (Food & Fibre)	Accelerating growth for the Gippsland food & fibre industry, Mar 2019.	\$7 billion	\$9 billion <sup>37</sup>	TBD
Exports	REMLAN	\$11.7 billion	TBD	TBD
Total annual visitor expenditure (domestic & international) (\$m)	Destination Gippsland Regional Partnerships Measures Dashboard, Jul 2020. Prepared by Analytics & Strategic Projects, RRV Group, DJPR.	1,650	1,800	2,100
Total annual visitor stays	Destination Gippsland	8.90 million visitors <sup>38</sup>	9.6 million visitors	10.5 million visitors
Number of jobs	ABS	106,000 (2019)	% growth in line with regional Victoria average	% growth in line with regional Victoria average

<sup>37</sup> Pre-COVID-19; 5% annual compound growth target set out in Accelerating growth for the Gippsland food & fibre industry, Mar 2019.

<sup>38</sup> Destination Gippsland, figures include Gippsland and Phillip Island as at March 2020.

Five-year average annual job growth (%)	Regional Partnerships Measures Dashboard, Jul 2020. Prepared by Analytics & Strategic Projects, RRV Group, DJPR.	1.7%	At regional Victoria average	Above regional Victoria average
Labour force participation rate (%)	Regional Partnerships Measures Dashboard, Jul 2020. Prepared by Analytics & Strategic Projects, RRV Group, DJPR.	57.7%	58%	65%
Unemployment rate (%)	Regional Partnerships Measures Dashboard, Jul 2020. Prepared by Analytics & Strategic Projects, RRV Group, DJPR.	3.8%	3.8%	3.5%
Innovation Index	Department of Industry, Science, Energy and Resources (Australian Innovation System Monitor)	TBD	TBD	TBD

#### Theme 4: A connected Gippsland

Performance indicator	Information sources	Current measures	2025 success measures	2040 success measures
Digital inclusion	RMIT University, Swinburne University of Technology, Roy Morgan for Telstra  Gippsland Regional Digital Plan (Regional Partnerships Gippsland)	Australian Digital Inclusion Index 2019 - Gippsland 57.3 vs Melbourne 64.9 pts  2019: unmet digital needs: 27 locations	ADII improve, in parity with Melbourne  Halved number of places with unmet digital needs	ADII > 95 pts  Eliminated places with unmet digital needs
Strategic, Transport and Statutory Planning	Regional Development Victoria Department of Environment, Land, Water and Planning Department of Transport Council Planning Schemes Stakeholder feedback	Latest Regional Growth Plan 2014 - Focussed on regional city, regional centres, LGAs - Not formally coordinated with transport planning - Rapid change in issues and opportunities not addressed in 2014 plan  Significant perceived problems with planning barriers and clarity	Updated Regional Growth Plan  Good implementation including incorporation into municipal Planning Schemes  Stakeholder feedback indicates minor perceived problems with planning barriers and clarity	Regional Growth Plan updated every 5 years minimum  Good implementation including incorporation into municipal Planning Schemes  Stakeholder feedback indicates no perceived problems with planning barriers and clarity
Transport efficiency	Stakeholder feedback	Clear problems in freight efficiency, particularly around townships and in	Early projects funding announced and / or delivered	Port, airport, and freight initiatives have delivered highly efficient



Theme 5: Highly educated & skilled people, life-long learners				
Performance indicator	Information sources	Current measures 2020	2025 success measures	2040 success measures
Education Attainment	Regional Partnerships Measures Dashboard, Jul 2020. Prepared by Analytics & Strategic Projects, RRV Group, DJPR.	Year 12 attainment or equivalent – 77.4% (people aged 19 years)	Parity with Regional Victoria average	Parity with Regional Victoria average
	Remplan Education Attainment Qualifications	Qualification attainment - 9.90% (Bachelor's degree or higher)	Parity with Regional Victoria average	Parity with Regional Victoria average
Participation	Regional Partnerships Measures Dashboard, Jul 2020. Prepared by Analytics & Strategic Projects, RRV Group, DJPR.  On Track (Department of Education)	Not engaged in work or study - 13.5% (People aged 15-24 years)  Gippsland student enrolments in tertiary and vocational education  Student withdrawal from tertiary and vocational education in first semester of commencement  Enrolments at Federation University  Enrolments at TAFE Gippsland	Parity with Regional Victoria average	Parity with Regional Victoria average

Theme 6: A happy, healthy & inclusive community				
Performance indicator	Information sources	Current measures	2025 success measures	2040 success measures
Health and wellbeing – life expectancy	Regional Partnerships Measures Dashboard, Jul 2020. Prepared by Analytics & Strategic Projects, RRV Group, DJPR.	Life expectancy at birth (Gippsland female) – 84.2 years (Gippsland male) – 79.3 years	Parity with regional Victoria average (difference less than 5%)	Above regional Victoria average (difference more than 5%)
	Life Tables for Aboriginal and Torres Strait Islander Australians, 2015-2017 <sup>39</sup>	Life expectancy at birth (All Aboriginal female) – 75.6 years (All Aboriginal male) – 71.6 years	Parity with regional Victoria average (difference less than 5%)	Parity with regional Victoria average (difference less than 5%)

<sup>39</sup> <https://www.abs.gov.au/ausstats/abs@.nsf/Lookup/by%20Subject%203302%2055001%2015-2017--Main%20Features--Life%20expectancy%20at%20birth%20of%20Aboriginal%20and%20Torres%20Strait%20Islander%20Australians-5>

	DHHS (DALY Report)	Hospital admissions per 100,000 population	TBD	TBD
<b>Protective factor – people who meet physical activity guidelines for exercise</b>	Gippsland Primary Health Network, Victorian Population Health Survey, DHHS	41.8%	Parity with regional Victoria average (difference less than 5%)	Parity with regional Victoria average (difference less than 5%)
<b>Mental Health Treatment Plans</b>	Gippsland Primary Health Network, Australian Atlas of Healthcare, Australian Commission of Safety and Quality in Healthcare	40-65 per 1,000 people Range across Gippsland LGAs	Parity with regional Victoria average (difference less than 5%)	Parity with regional Victoria average (difference less than 5%)
<b>Safer communities</b>	Regional Partnerships Measures Dashboard, Jul 2020. Prepared by Analytics & Strategic Projects, RRV Group, DJPR.	Recorded family incidents (per 100,000 people) - 2570	Parity with regional Victoria average (difference less than 5%)	Parity with regional Victoria average (difference less than 5%)
<b>Towards social advantage</b>	SGS Economics Annual Rental Affordability Index <sup>40</sup> (RAI)	Cost of living <ul style="list-style-type: none"> <li>RAI – rated affordable to very affordable (based on average Australian rental household)</li> </ul>	RAI - rated affordable to very affordable	RAI - rated affordable to very affordable
	Regional Partnerships Measures Dashboard, Jul 2020. Prepared by Analytics & Strategic Projects, RRV Group, DJPR.	Low income households spending more than 30% of income on mortgage repayments - 10.2%  Low income households spending mor than 30% of income on rent – 32.9%  Households earning less than \$650 per week (2016 dollars) – 46.7%	Parity with regional Victoria average (difference less than 5%)	Parity with regional Victoria average (difference less than 5%)
	Regional Partnerships Measures Dashboard, Jul 2020. Prepared by Analytics & Strategic Projects, RRV Group, DJPR.	Homeless population – 0.25%	Parity with regional Victoria average (difference less than 5%)	Parity with regional Victoria average (difference less than 5%)
	Regional Partnerships Measures Dashboard, Jul 2020. Prepared by Analytics & Strategic Projects, RRV Group, DJPR.	Children in jobless households – 18.3%	Parity with regional Victoria average (difference less than 5%)	Parity with regional Victoria average (difference less than 5%)
<b>An inclusive, respectful, and enriched regional lifestyle</b>	Regional Partnerships Measures Dashboard, Jul 2020. Prepared by Analytics & Strategic Projects, RRV Group, DJPR.	Volunteerism 26.1% (people aged 15+)	Parity with regional Victoria average (difference less than 5%)	Parity with regional Victoria average (difference less than 5%)

<sup>40</sup> <https://www.sgsep.com.au/projects/rental-affordability-index#:~:text=Its%20basis%20is%20customised%20data,focus%20on%20low%20income%20households,&text=Renting%20households%20on%20average%20have,renting%20households%20more%20than%20homeowners.>

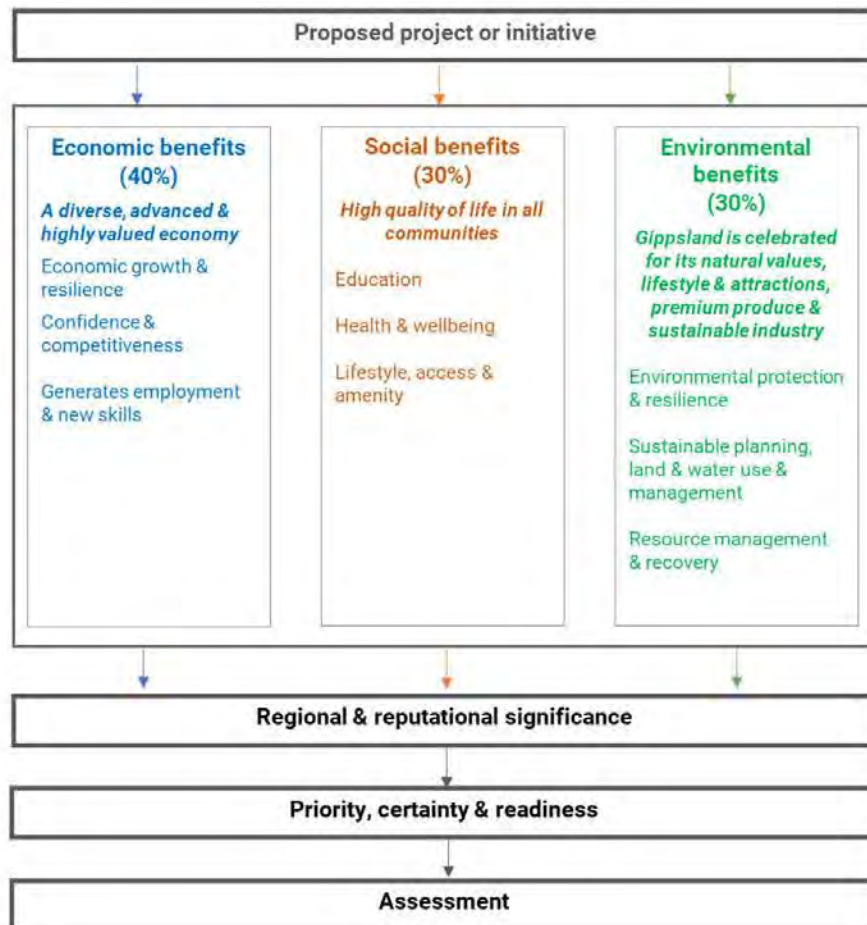
## Appendix 5: Our game changers, & flagship projects underway

Gippsland's game changer priorities	Example projects and initiatives	Flagship projects recent and underway
Increasing digital inclusion throughout Gippsland for social, education and economic benefit	<ul style="list-style-type: none"> <li>Improved digital broadband, LPWAN and mobile access for smaller towns, rural, agricultural and remote areas</li> <li>Digital hubs and clusters, shared data and services, and free Wi-Fi</li> <li>Digital skills and literacy</li> <li>Improved data collection and reporting</li> <li>Response plan for emergency events</li> </ul>	<ul style="list-style-type: none"> <li>Gippsland Regional Digital Plan</li> <li>Mobile coverage improvement program focussed on regional areas</li> <li>Gippsland rail mobile connectivity improvements between Melbourne and Traralgon</li> <li>Enhanced business grade broadband trial, Morwell</li> <li>On-Farm Internet of Things Trial, Maffra</li> <li>SummerTech LIVE trial business partnership with Federation University</li> <li>Binary Shift digital innovation festival</li> <li>Third party access to government digital infrastructure</li> </ul>
Progressing major transport infrastructure and services to open Gippsland to new business, visitors and residents	<ul style="list-style-type: none"> <li>Advocacy for a third international airport for Victoria, south east of Melbourne</li> <li>Advocacy for Port of Hastings expansion</li> <li>Freight and logistics precincts</li> <li>Faster Gippsland rail and intra-regional public transport</li> <li>Princes Highway upgrades from Melbourne to the NSW border including key township bypasses / alternate freight routes</li> </ul>	<ul style="list-style-type: none"> <li>Princes Highway upgrades including Traralgon to Sale Duplication Stage 3, Sale Alternative Truck Route early works and Traralgon Bypass planning study</li> <li>Bass Highway, South Gippsland Highway, Hyland Highway, Strzelecki Highway and Phillip Island Road capacity and safety upgrades</li> <li>Regional Rail Revival Gippsland Line Upgrade</li> <li>Gippsland Logistics Precinct, Morwell</li> <li>Bairnsdale Intermodal Freight Terminal</li> <li>Direct freight rail link between Dandenong South and Port of Melbourne</li> </ul>
Renewable, clean and community energy initiatives	<ul style="list-style-type: none"> <li>Onshore and offshore wind farms</li> <li>Solar farms</li> <li>Renewable energy parks</li> <li>Battery storage</li> <li>Biomass</li> <li>Micro-grids</li> <li>Community power hubs</li> </ul>	<ul style="list-style-type: none"> <li>Star of the South Feasibility Study</li> <li>Latrobe Valley Community Power Hub</li> <li>Latrobe Valley Microgrid Feasibility Study</li> <li>Gippsland Aquatic Centre geothermal heating system</li> </ul>
Hero tourism destinations and Traditional Owner and Aboriginal cultural tourism	<ul style="list-style-type: none"> <li>Gippsland Signature Trails including the Great Gippsland Trail, Mount Baw Baw Adventures Trail, Great Southern Rail Trail, Wildemess Coast Walk, Croajingolong and George Bass Coastal Walk.</li> <li>Wilson's Promontory revitalisation</li> <li>National Park cultural and eco-tourism partnerships, in consultation with Traditional Owners and Aboriginals</li> </ul>	<ul style="list-style-type: none"> <li>Croajingolong Part 1 Master Plan</li> <li>Gippsland Lakes Aquatic Trail</li> <li>Mountain Bike Parks</li> </ul>
Encouraging innovation and investment to sustainably grow our key industries: <ul style="list-style-type: none"> <li>food and fibre</li> <li>new energy</li> <li>health</li> <li>advanced manufacturing</li> <li>knowledge services</li> </ul>	<ul style="list-style-type: none"> <li>Gippsland Investment Prospectus including: <ul style="list-style-type: none"> <li>a strategy to drive investment attraction</li> <li>comparative advantage/ sector strength analysis</li> <li>enablers to streamline planning and approval processes to improve investor confidence</li> <li>priority projects planning pathway to fast-track and provide certainty to the developers and investors</li> </ul> </li> <li>Advocacy for Gippsland to be the decentralisation choice of business and government</li> <li>Geothermal opportunities in energy, agriculture and tourism</li> </ul>	<ul style="list-style-type: none"> <li>Hi-Tech Precinct Gippsland</li> <li>Hydrogen Energy Supply Chain pilot project</li> <li>Macalister Irrigation District 2030 upgrade Phase 1 and Phase 2</li> <li>Gippsland Water's Soil and Organics Recycling Facility and Gippsland Water Factory</li> <li>Feasibility studies into Opal Australia Paper facilities for waste to energy and aquaculture</li> <li>Disaster recovery and resilience <ul style="list-style-type: none"> <li>COVID-19 Regional Economic Development Strategy</li> <li>East Gippsland bushfire recovery plans and investments</li> </ul> </li> <li>Industry transition support packages including: <ul style="list-style-type: none"> <li>Victorian Government transition fund</li> <li>Latrobe Valley economic development program</li> </ul> </li> </ul>

Gippsland's game changer priorities	Example projects and initiatives	Flagship projects recent and underway
	<ul style="list-style-type: none"> <li>• Centres of excellence in Gippsland's fields of strength, including:               <ul style="list-style-type: none"> <li>– allied and community health</li> <li>– new energy</li> <li>– carbon innovation</li> <li>– food and fibre</li> <li>– advanced manufacturing</li> <li>– emergency and land management and rehabilitation</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>– Victorian Forestry Plan timber transition program</li> <li>• Latrobe Valley's GovHub Phase 1</li> <li>• Regional / Country university centres at Bairnsdale, Sale and Wonthaggi</li> <li>• TAFE infrastructure projects including new Port of Sale TAFE and Morwell TAFE upgrade</li> </ul>
Commercialising Carbon Capture and Storage	<ul style="list-style-type: none"> <li>• Commercialisation of The CarbonNet Project</li> </ul>	<ul style="list-style-type: none"> <li>• The CarbonNet Project feasibility</li> </ul>
Rehabilitating Latrobe Valley's mines and land	<ul style="list-style-type: none"> <li>• Progressive and planned rehabilitation of Latrobe Valley mines and land pre- and post-closure</li> </ul>	<ul style="list-style-type: none"> <li>• Hazelwood Mine rehabilitation</li> </ul>
Expanding programs that support and enable our most vulnerable communities and people	<ul style="list-style-type: none"> <li>• Aboriginal self-determination, inclusion and wellbeing initiatives</li> <li>• Improve access to and responsiveness of regionally delivered health services</li> <li>• Expand proactive mental health initiatives and services</li> <li>• Improve regional response and targeting of intervention and assistance services</li> </ul>	<ul style="list-style-type: none"> <li>• Latrobe Regional Hospital expansion</li> <li>• Wonthaggi Hospital redevelopment</li> <li>• Cultural and sporting projects including Gippsland Regional Aquatic Centre, Latrobe Creative precinct and regional sporting complexes</li> <li>• Gunaikurnai Whole of Country Plan</li> </ul>

## Appendix 6: Priority Initiative Assessment Framework

An outline of the PIAF is provided below. For the full framework, please contact the Gippsland Regional Plan Leadership Group representative.





## C2 - REPORT

# GENERAL MANAGER CORPORATE SERVICES

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

DIVISION: CORPORATE SERVICES  
 ACTION OFFICER: GENERAL MANAGER CORPORATE SERVICES  
 DATE: 15 SEPTEMBER 2020

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 24 August 2020 to 6 September 2020.

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

***That Council note and receive the attached Assembly of Councillor records for the period 24 August 2020 to 6 September 2020.***

**BACKGROUND**

Section 80A of the *Local Government Act 1989* required a written record be kept of all assemblies of Councillors, stating the names of all Councillors and Council staff attending, matters considered and any conflict of interest disclosures made by a Councillor. These records were required to be reported at an ordinary meeting of the Council and recorded in the minutes. Under the new *Local Government Act 2020*, this requirement is no longer provided for however, under Council's good governance framework, Council will continue to provide records of assemblies of Councillors to ensure that the community are kept informed of Councillors activity and participation.

Following is a summary of all Assembly of Councillor records received for the period 24 August to 6 September 2020.

**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 24 August 2020 to 6 September 2020.

## **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 complied with Section 80A of the *Local Government Act 1989* however, without prescription under the *Local Government Act 2020*, Council will continue to provide these records as part of Council's good governance framework.

## **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 SEPTEMBER 2020

MEETING	COUNCILLORS AND OFFICERS IN ATTENDANCE (NAME AND POSITION)				CONFLICT/S OF INTEREST OR ACTION ITEMS
	Name	Attendance	Name	Attendance	
IT / Diary Meeting	Cr Bye	Yes	Cr Ripper	Yes	N/A
	Cr Crossley	Yes	Cr Rossetti	Yes	N/A
	Cr Hall	Yes	Cr Stephens	Yes	N/A
	Cr Hole	Yes	David Morcom, CEO	Yes	N/A
	Cr McCubbin	Yes	Viktorija Pope, EA CEO	Yes	N/A
	Cr Maher	Yes	Damian Norkus, ICT Operations Officer	Yes	N/A

MEETING	COUNCILLORS AND OFFICERS IN ATTENDANCE VIA SKYPE (ONLINE MEETING ONLY)				CONFLICT/S OF INTEREST OR ACTION ITEMS
	Name	Attendance	Name	Attendance	
Workshops	Cr Bye	Yes	Cr Rossetti	Yes	
	Cr Crossley	Yes	Cr Stephens	Yes	
	Cr Hall	Yes	David Morcom, CEO	Yes	
	Cr Hole	Yes	Arthur Skipitaris, GM Corporate Services	Yes	
	Cr McCubbin	Yes	Sharon Houlihan, GM Community & Culture	Yes	
	Cr Maher	Yes	Chris Hastie, GM Built & Natural Environment	Yes	
	Cr Ripper	Yes	Brent McAlister, GM Development	Yes	

	MATTERS/ITEMS CONSIDERED AT THE MEETING	OTHERS IN ATTENDANCE VIA SKYPE (ONLINE MEETING ONLY)	SUMMARY & ACTION ITEMS
Workshops (cont.)	<ul style="list-style-type: none"> <li><b>BRIEF UPDATE – REQUEST FOR CARAVAN PARK LEASE EXTENSION</b></li> </ul>	<ul style="list-style-type: none"> <li>Brent McAlister, General Manager Development</li> <li>Paul Johnson, Manager Business Development</li> <li>Daniel Gall, Coordinator Commercial Property</li> </ul> <p><i>Conflict of Interest: Nil</i></p>	Councillors noted update Action: N/A
	<p><b>1. COMMUNITY ASSISTANCE GRANTS – JULY 2020</b></p>	<ul style="list-style-type: none"> <li>Sharon Macgowan, Community Facilities Planning and Grants Officer</li> </ul> <p><i>Conflict of Interest: Nil</i></p>	Councillors noted update Action: N/A
	<p><b>2. WELLINGTON INTEGRATED WATER MANAGEMENT PLAN</b></p>	<ul style="list-style-type: none"> <li>Joanna Rule, Sustainability Projects Officer</li> </ul> <p><i>Conflict of Interest: Nil</i></p>	Councillors noted update and actions Action: N/A
	<p><b>3. PROPOSED CHANGES TO VICFORESTS' TIMBER RELEASE PLAN AND TIMBER UTILISATION PLAN</b></p>	<ul style="list-style-type: none"> <li>Brent McAlister, General Manager Development</li> <li>Mark Coleman, Economic Development Officer</li> <li>Monique Dawson, CEO VicForests</li> <li>Steve Michelson, Manager Stakeholder Engagement and Corporate Communications</li> <li>Andrea Wandek, Tactical Planning Manager</li> <li>Jarrold Logue, Regional Manager, West Gippsland Region</li> <li>Liz Langford, Regional Engagement Manager</li> </ul> <p><i>Conflict of Interest: Nil</i></p>	Councillors noted update Action: N/A
	<p><b>4. ENFORCEMENT GUIDELINES</b></p>	<ul style="list-style-type: none"> <li>Vanessa Ebsworth, Manager Municipal Services</li> <li>Joshua Clydesdale, Manager Land Use Planning</li> </ul> <p><i>Conflict of Interest: Nil</i></p>	Councillors noted update Action: N/A

**ITEM C2.2****APPROVAL OF UPDATED S6 INSTRUMENT OF DELEGATION TO MEMBERS OF COUNCIL STAFF**

DIVISION: CORPORATE SERVICES  
 ACTION OFFICER: GENERAL MANAGER CORPORATE SERVICES  
 DATE: 15 SEPTEMBER 2020

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

**OBJECTIVE**

For Council to adopt recent amendments to the Instrument of Delegation to Members of Council Staff who hold, act in, or perform the duties of the office or position relating to the *Cemeteries and Crematoria Act 2003*, *Planning and Environment Act 1987*, *Residential Tenancies Act 1997* and *Residential Tenancies (Caravan Parks and Moveable Dwellings Registration and Standards) Regulations 2020*, as highlighted in Attachment 1.

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

***That Council adopt the updated S6 Instrument of Delegation to Members of Council Staff, as highlighted in Attachment 1.***

**BACKGROUND**

Section 11(1) of the *Local Government Act 2020* provides Council with the ability to delegate power, duties and functions of the Council to a member of its staff. There have been some changes to the S6 Instrument of Delegation, which require the current Instrument of Delegation to be updated. A summary of the below mentioned updates/amendments are attached.

**Added Provisions**

- *Residential Tenancies (Caravan Parks and Moveable Dwellings Registration and Standards) Regulations 2020*

**Deleted Provisions**

- *Residential Tenancies Act 1997: s 252, s 262(1) and s 262(3)*
- *Residential Tenancies (Caravan Parks and Moveable Dwellings Registration and Standards) Regulations 2010*

**Amended Wording**

- *Cemeteries and Crematoria Act 2003:*
  - s 47 – reference to the *Local Government Act 2020* updated
- *Planning and Environment Act 1987*

- s 46GY(2) - reference to the *Local Government Act 2020* updated
- s 46GZA(2) - reference to the *Local Government Act 2020* updated
- *Residential Tenancies Act 1997*
- s 91ZU(1), s 91ZZC(1), s 91ZZE(1) and s 91ZZE(3), s 206AZA(2), s 207ZE(2) - new note added noting that this power is not yet in force and will commence on 1 January 2021, unless proclaimed earlier.

## OPTIONS

Council has the following options:

1. To adopt the updated S6 Instrument of Delegation to Members of Council Staff, as attached; or
2. To amend the updated S6 Instrument of Delegation to Members of Council Staff, as attached, prior to adoption.

## PROPOSAL

That Council adopt the updated S6 Instrument of Delegation to Members of Council Staff, as attached.

## CONFLICT OF INTEREST

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

## LEGISLATIVE IMPACT

Section 11(1) of the *Local Government Act 2020* provides Council with the authority to delegate to a member of Council staff certain powers and duties.

## 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.

## RESOURCES AND STAFF IMPACT

Upon notification of the legislative changes, all relevant staff were consulted and have contributed to the updating of this Instrument of Delegation. Following adoption, our processes ensure that all staff with altered or new delegations are notified including updating of Council processes and procedures as required.

Maddocks

Maddocks Delegations and Authorisations

***S6 Instrument of Delegation – Members of Staff***

**Wellington Shire Council**

**Instrument of Delegation**

**to**

**Members of Council Staff**

S6 Instrument of Delegation – Members of Staff  
(628721; 26814008\_1)

[January 2020 Update](#) [July 2020 Update](#)

## Instrument of Delegation

In exercise of the powers conferred by s 98(1) of the Local Government Act 1989 and the other the legislation referred to in the attached Schedule, the Council:

1. \_\_\_\_\_ delegates each duty and/or function and/or power described in column 1 of the Schedule (and summarised in column 2 of the Schedule) to the member of Council staff holding, acting in or performing the duties of the office or position described opposite each such duty and/or function and/or power in column 3 of the Schedule;

2. \_\_\_\_\_ record that references in the Schedule are as follows:

**##insert here table of abbreviations, for example:  
"COG" means Co-ordinator of Governance**

3.1. \_\_\_\_\_ declares that:

3.1.1 \_\_\_\_\_ this Instrument of Delegation is authorised by ##insert " a resolution " or "resolutions" of Council passed on ##date ##add "and ##date", if appropriate 15 September 2020; and

3.2.1.2 \_\_\_\_\_ the delegation:

3.2.1.2.1 \_\_\_\_\_ comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;

3.2.2.2 \_\_\_\_\_ remains in force until varied or revoked;

3.2.3.3 \_\_\_\_\_ is subject to any conditions and limitations set out in sub-paragraph 3.3, and the Schedule; and

3.2.4.4 \_\_\_\_\_ must be exercised in accordance with any guidelines or policies which Council from time to time adopts; and

3.3.3 \_\_\_\_\_ the delegate must not determine the issue, take the action or do the act or thing:

3.3.1.3.1 \_\_\_\_\_ if the issue, action, act or thing is an issue, action or thing which Council has previously designated as an issue, action, act or thing which must be the subject of a Resolution of Council; or

3.3.2.3.2 \_\_\_\_\_ if the determining of the issue, taking of the action or doing of the act or thing would or would be likely to involve a decision which is inconsistent with a

(a) policy; or

(b) strategy

adopted by Council; or

3.3.3.3.3 \_\_\_\_\_ if the determining of the issue, the taking of the action or the doing of the act or thing cannot be the subject of a lawful delegation whether on account of s 98(1)(a)-(f) (inclusive) of the Act or otherwise; or

3.3.4.3.4 \_\_\_\_\_ the determining of the issue, the taking of the action or the doing of the act or thing is already the subject of an exclusive delegation to another member of Council staff or delegated committee.

**##Council seal**

<b>CEMETERIES AND CREMATORIA ACT 2003</b>			
[###The provisions of this Act apply to Council appointed as a cemetery trust under s 5 of this Act, and also apply to Council appointed to manage a public cemetery under s 8(1)(a)(ii) as though it were a cemetery trust (see s 53).]			
<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>	<b>Column 4</b>
<b>PROVISION</b>	<b>THING DELEGATED</b>	<b>DELEGATE</b>	<b>CONDITIONS &amp; LIMITATIONS</b>
s 20(3)	Power to set aside areas for those things in paragraphs (a) – (e)		
s 24(2)	Power to apply to the Secretary for approval to alter the existing distribution of land		
s 36	Power to grant licences to enter and use part of the land or building in a public cemetery in accordance with s 36		Subject to the approval of the Minister
s 37	Power to grant leases over land in a public cemetery in accordance with s 37		Subject to the Minister approving the purpose
s 40	Duty to notify Secretary of fees and charges fixed under s 39		
s 47	Power to pay a contribution toward the cost of the construction and maintenance of any private street adjoining or abutting a cemetery		Provided the street was constructed pursuant to the <i>Local Government Act 1989/2020</i>
s 57(1)	Duty to submit a report to the Secretary every financial year in respect of powers and functions under the Act		Report must contain the particulars listed in s 57(2)
s 59	Duty to keep records for each public cemetery		
s 60(1)	Duty to make information in records available to the public for historical or research purposes		
s 60(2)	Power to charge fees for providing information		

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s 46GZ(9)	Function of receiving the fee simple in the land		Where Council is the development agency under an approved infrastructure contributions plan This duty does not apply where Council is also the collecting agency
s 46GZA(1)	Duty to keep proper and separate accounts and records		Where Council is a development agency under an approved infrastructure contributions plan
s 46GZA(2)	Duty to keep the accounts and records in accordance with the <u>Local Government Act 2020</u>		Where Council is a development agency under an approved infrastructure contributions plan
s 46GZB(3)	Duty to follow the steps set out in s 46GZB(3)(a) – (c)		Where Council is a development agency under an approved infrastructure contributions plan
s 46GZB(4)	Duty, in accordance with requirements of the VPA, to report on the use of the infrastructure contribution in the development agency's annual report and provide reports on the use of the infrastructure contribution to the VPA		If the VPA is the collecting agency under an approved infrastructure contributions plan Where Council is a development agency under an approved infrastructure contributions plan
s 46GZD(2)	Duty, within 6 months after the date on which the approved infrastructure contributions plan expires, to follow the steps set out in s 46GZD(2)(a) and (b)		Where Council is the development agency under an approved infrastructure contributions plan

RESIDENTIAL TENANCIES ACT 1997			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s 91ZU(1)	Power to give a renter a notice to vacate rented premises		Where Council is a public statutory authority engaged in the provision of housing <b>Note: this power is not yet in force and will commence on 1 January 2021, unless proclaimed earlier</b>
s 91ZZC(1)	Power to give a renter a notice to vacate rented premises		Where Council is a public statutory authority authorised to acquire land compulsorily for its purposes <b>Note: this power is not yet in force and will commence on 1 January 2021, unless proclaimed earlier</b>
s 91ZZE(1)	Power to give a renter a notice to vacate rented premises		Where Council is a public statutory authority engaged in the provision of housing <b>Note: this power is not yet in force and will commence on 1 January 2021, unless proclaimed earlier</b>
s 91ZZE(3)	Power to publish Council's criteria for eligibility for the provision of housing		Where Council is a public statutory authority engaged in the provision of housing <b>Note: this power is not yet in force and will commence on 1 January 2021, unless proclaimed earlier</b>
s 142D	Function of receiving notice regarding an unregistered rooming house		



RESIDENTIAL TENANCIES ACT 1997			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s 142G(1)	Duty to enter required information in Rooming House Register for each rooming house in municipal district		
s 142G(2)	Power to enter certain information in the Rooming House Register		
s 142I(2)	Power to amend or revoke an entry in the Rooming House Register if necessary to maintain the accuracy of the entry		
<del>s 206AZA(2)</del>	Function of receiving written notification		Note: this function is not yet in force and will commence on 1 January 2021, unless proclaimed earlier
<del>s 207ZE(2)</del>	Function of receiving written notification		Note: this function is not yet in force and will commence on 1 January 2021, unless proclaimed earlier
<del>s 252</del>	<del>Power to give tenant a notice to vacate rented premises if s 252(1) applies</del>		<del>Where Council is a public statutory authority engaged in the provision of housing Note: this provision will be repealed on 1 July 2020, unless proclaimed earlier</del>
<del>s 262(1)</del>	<del>Power to give tenant a notice to vacate rented premises</del>		<del>Where Council is a public statutory authority engaged in the provision of housing Note: this provision will be repealed on 1 July 2020, unless proclaimed earlier</del>

RESIDENTIAL TENANCIES ACT 1997			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
<del>s 262(3)</del>	<del>Power to publish its criteria for eligibility for the provision of housing by Council</del>		<del>Where Council is a public statutory authority engaged in the provision of housing Note: this provision will be repealed on 1 July 2020 unless proclaimed earlier</del>
s 311A(2)	Function of receiving written notification		
s 317ZDA(2)	Function of receiving written notification		
s 518F	Power to issue notice to caravan park regarding emergency management plan if determined that the plan does not comply with the requirements		
s 522(1)	Power to give a compliance notice to a person		
s 525(2)	Power to authorise an officer to exercise powers in s 526 (either generally or in a particular case)		
s 525(4)	Duty to issue identity card to authorised officers		
s 526(5)	Duty to keep record of entry by authorised officer under s 526		
s 526A(3)	Function of receiving report of inspection		
s 527	Power to authorise a person to institute proceedings (either generally or in a particular case)		



<b>RESIDENTIAL TENANCIES (CARAVAN PARKS AND MOVABLE DWELLINGS REGISTRATION AND STANDARDS) REGULATIONS 2020</b>			
<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>	<u>Column 4</u>
<u>PROVISION</u>	<u>THING DELEGATED</u>	<u>DELEGATE</u>	<u>CONDITIONS &amp; LIMITATIONS</u>
<a href="#">r 7</a>	<a href="#">Power to enter into a written agreement with a caravan park owner</a>		
<a href="#">r 10</a>	<a href="#">Function of receiving application for registration</a>		
<a href="#">r 11</a>	<a href="#">Function of receiving application for renewal of registration</a>		
<a href="#">r 12(1)</a>	<a href="#">Duty to grant the registration if satisfied that the caravan park complies with these regulations</a>		
<a href="#">r 12(1)</a>	<a href="#">Power to refuse to renew the registration if not satisfied that the caravan park complies with these regulations</a>		
<a href="#">r 12(2)</a>	<a href="#">Duty to renew the registration if satisfied that the caravan park complies with these regulations</a>		
<a href="#">r 12(2)</a>	<a href="#">Power to refuse to renew the registration if not satisfied that the caravan park complies with these regulations</a>		
<a href="#">r 12(3)</a>	<a href="#">Duty to have regard to matters in determining an application for registration or an application for renewal of registration</a>		
<a href="#">r 12(4) &amp; (5)</a>	<a href="#">Duty to issue certificate of registration</a>		
<a href="#">r 14(1)</a>	<a href="#">Function of receiving notice of transfer of ownership</a>		
<a href="#">r 14(3)</a>	<a href="#">Power to determine where notice of transfer is displayed</a>		
<a href="#">r 15(1)</a>	<a href="#">Duty to transfer registration to new caravan park owner</a>		

<b>RESIDENTIAL TENANCIES (CARAVAN PARKS AND MOVABLE DWELLINGS REGISTRATION AND STANDARDS) REGULATIONS 2020</b>			
<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>	<u>Column 4</u>
<u>PROVISION</u>	<u>THING DELEGATED</u>	<u>DELEGATE</u>	<u>CONDITIONS &amp; LIMITATIONS</u>
<a href="#">r 15(2)</a>	<a href="#">Duty to issue a certificate of transfer of registration</a>		
<a href="#">r 15(3)</a>	<a href="#">Power to determine where certificate of transfer of registration is displayed</a>		
<a href="#">r 16(1)</a>	<a href="#">Power to determine the fee to accompany applications for registration or applications for renewal of registration</a>		
<a href="#">r 17</a>	<a href="#">Duty to keep register of caravan parks</a>		
<a href="#">r 18(4)</a>	<a href="#">Power to determine where the emergency contact person's details are displayed</a>		
<a href="#">r 18(6)</a>	<a href="#">Power to determine where certain information is displayed</a>		
<a href="#">r 22(1)</a>	<a href="#">Duty to notify a caravan park owner of the relevant emergency services agencies for the caravan park, on the request of the caravan park owner</a>		
<a href="#">r 22(2)</a>	<a href="#">Duty to consult with relevant emergency services agencies</a>		
<a href="#">r 23</a>	<a href="#">Power to determine places in which caravan park owner must display a copy of emergency procedures</a>		
<a href="#">r 24</a>	<a href="#">Power to determine places in which caravan park owner must display copy of public emergency warnings</a>		
<a href="#">r 25(3)</a>	<a href="#">Duty to consult with relevant floodplain management authority</a>		
<a href="#">r 26</a>	<a href="#">Duty to have regard to any report of the relevant fire authority</a>		



<b>RESIDENTIAL TENANCIES (CARAVAN PARKS AND MOVABLE DWELLINGS REGISTRATION AND STANDARDS) REGULATIONS 2020</b>			
<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>	<u>Column 4</u>
<u>PROVISION</u>	<u>THING DELEGATED</u>	<u>DELEGATE</u>	<u>CONDITIONS &amp; LIMITATIONS</u>
<a href="#">r 28(c)</a>	<a href="#">Power to approve system for the collection, removal and disposal of sewage and waste water from a movable dwelling</a>		
<a href="#">r 40</a>	<a href="#">Function of receiving notice of proposed installation of unregistrable movable dwelling or rigid annexe</a>		
<a href="#">r 40(b)</a>	<a href="#">Power to require notice of proposal to install unregistrable movable dwelling or rigid annexe</a>		
<a href="#">r 41(4)</a>	<a href="#">Function of receiving installation certificate</a>		
<a href="#">r 43</a>	<a href="#">Power to approve use of a non-habitable structure as a dwelling or part of a dwelling</a>		
<a href="#">Sch 3 cl 4(3)</a>	<a href="#">Power to approve the removal of wheels and axles from unregistrable movable dwelling</a>		



<b>RESIDENTIAL TENANCIES (CARAVAN PARKS AND MOVABLE DWELLINGS REGISTRATION AND STANDARDS) REGULATIONS 2010</b>			
<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>	<b>Column 4</b>
<b>PROVISION</b>	<b>THING DELEGATED</b>	<b>DELEGATE</b>	<b>CONDITIONS &amp; LIMITATIONS</b>
r.7	Function of entering into a written agreement with a caravan park owner		
r.11	Function of receiving application for registration		
r.13(1)	Duty to grant the registration if satisfied that the caravan park complies with these regulations		
r.13(2)	Duty to renew the registration if satisfied that the caravan park complies with these regulations		
r.13(2)	Power to refuse to renew the registration if not satisfied that the caravan park complies with these regulations		
r.13(4) & (5)	Duty to issue certificate of registration		
r.15(1)	Function of receiving notice of transfer of ownership		
r.15(3)	Power to determine where notice of transfer is displayed		
r.16(1)	Duty to transfer registration to new caravan park owner		
r.16(2)	Duty to issue a certificate of transfer of registration		
r.17(1)	Power to determine the fee to accompany applications for registration or applications for renewal of registration		
r.18	Duty to keep register of caravan parks		



<b>RESIDENTIAL TENANCIES (CARAVAN PARKS AND MOVABLE DWELLINGS REGISTRATION AND STANDARDS) REGULATIONS 2010</b>			
<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>	<b>Column 4</b>
<b>PROVISION</b>	<b>THING DELEGATED</b>	<b>DELEGATE</b>	<b>CONDITIONS &amp; LIMITATIONS</b>
r-19(4)	Power to determine where the emergency contact person's details are displayed		
r-19(6)	Power to determine where certain information is displayed		
r-22A(1)	Duty to notify a caravan park owner of the relevant emergency services agencies for the caravan park, on the request of the caravan park owner		
r-22A(2)	Duty to consult with relevant emergency services agencies		
r-23	Power to determine places in which caravan park owner must display a copy of emergency procedures		
r-24	Power to determine places in which caravan park owner must display copy of public emergency warnings		
r-25(3)	Duty to consult with relevant floodplain management authority		
r-26	Duty to have regard to any report of the relevant fire authority		
r-28(e)	Power to approve system for the collection, removal and disposal of sewage and waste water from a movable dwelling		
r-39	Function of receiving notice of proposed installation of unregistrable movable dwelling or rigid annexe		
r-39(b)	Power to require notice of proposal to install unregistrable movable dwelling or rigid annexe		



<b>RESIDENTIAL TENANCIES (CARAVAN PARKS AND MOVABLE DWELLINGS REGISTRATION AND STANDARDS) REGULATIONS 2010</b>			
<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>	<b>Column 4</b>
<b>PROVISION</b>	<b>THING DELEGATED</b>	<b>DELEGATE</b>	<b>CONDITIONS &amp; LIMITATIONS</b>
r-40(4)	Function of receiving installation certificate		
r-42	Power to approve use of a non-habitable structure as a dwelling or part of a dwelling		
sch 3-cl 4(3)	Power to approve the removal of wheels and axles from unregistrable movable dwelling		



## C3 - REPORT

# GENERAL MANAGER DEVELOPMENT

**ITEM C3.1****QUARTERLY BUILDING REPORT APRIL - JUNE 2020**

DIVISION: DEVELOPMENT

ACTION OFFICER: MANAGER MUNICIPAL SERVICES

DATE: 15 SEPTEMBER 2020

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 1 April 2020 to 30 June 2020, for information.

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

***That Council note the report of building permits issued from 1 April 2020 to 30 June 2020.***

**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 provides an overview by township, of the number of permits issued along with the estimated value of construction, for the three-month period ending 30 June 2020.

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.

For the period 1 April 2020 to 30 June 2020 there were 238 permits issued with an estimated value of work at \$30,991,669.

The major projects include:

- LOCH SPORT – Construction of new supermarket
- ROSEDALE – Broiler Farm (Rosedale-Longford Rd)
- YARRAM – Supported Accommodation - Mirridong Services Inc

In the previous quarter, 1 January 2020 to 31 March 2020, there were 215 permits issued with an estimated value of work at \$36,683,794.

## OPTIONS

Council has the following options available:

1. Receive this Building Permits report; or
2. Not receive this Building Permits report and seek further information for consideration at a future Council meeting.

## PROPOSAL

That Council note the report on building permits issued within Wellington Shire from 1 April 2020 to 30 June 2020.

## 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 IMPACT

The Council Plan 2017-21 Theme 2 Services & 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 objectives and strategies.

## WELLINGTON PERMITS ISSUED

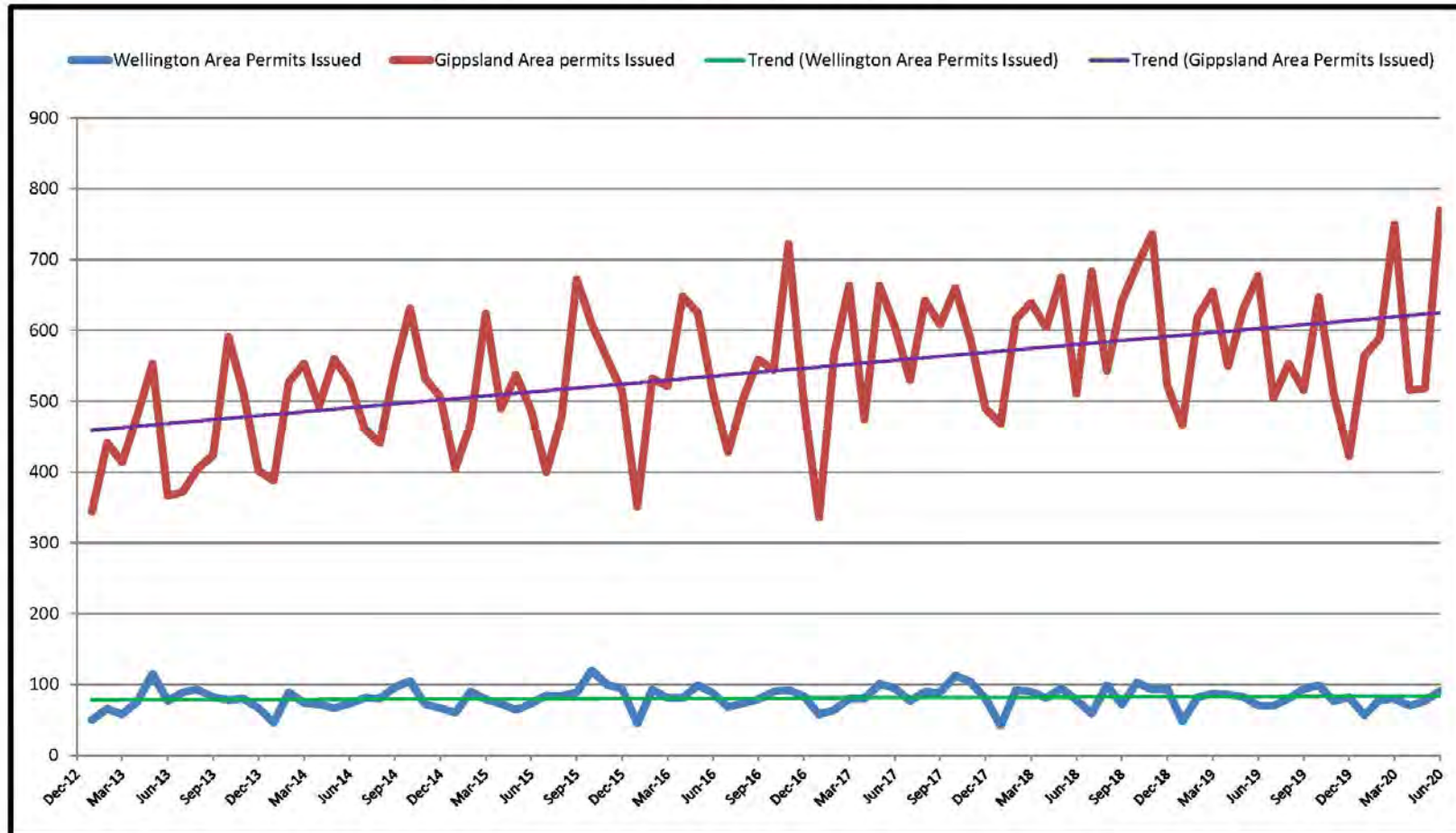
Number of Applications and their Estimated Value Each Month

	April	May	June	Total
<b>AIRLY</b>	1	0	0	1
	\$25,175	\$0	\$0	\$25,175
<b>ALBERTON</b>	1	2	0	3
	\$319,836	\$400,000	\$0	\$719,836
<b>BINGINWARRI</b>	0	0	1	1
	\$0	\$0	\$189,911	\$189,911
<b>BOISDALE</b>	1	0	1	2
	\$25,807	\$0	\$15,500	\$41,307
<b>BRIAGOLONG</b>	3	1	2	6
	\$722,310	\$323,480	\$61,200	\$1,106,990
<b>CLYDEBANK</b>	0	1	0	1
	\$0	\$12,950	\$0	\$12,950
<b>COBAINS</b>	1	0	1	2
	\$90,000	\$0	\$354,615	\$444,615
<b>COONGULLA</b>	1	1	1	3
	\$10,000	\$11,839	\$15,808	\$37,647
<b>DAWSON</b>	0	2	0	2
	\$0	\$158,894	\$0	\$158,894
<b>DENISON</b>	0	1	0	1
	\$0	\$27,830	\$0	\$27,830
<b>DEVON NORTH</b>	1	0	1	2
	\$6,000	\$0	\$44,230	\$50,230
<b>DUTSON</b>	1	0	0	1
	\$17,500	\$0	\$0	\$17,500
<b>GIFFARD</b>	0	1	0	1
	\$0	\$195,000	\$0	\$195,000
<b>GIFFARD WEST</b>	0	0	1	1
	\$0	\$0	\$26,154	\$26,154
<b>GLENGARRY</b>	1	1	1	3
	\$363,684	\$40,115	\$123,750	\$527,549

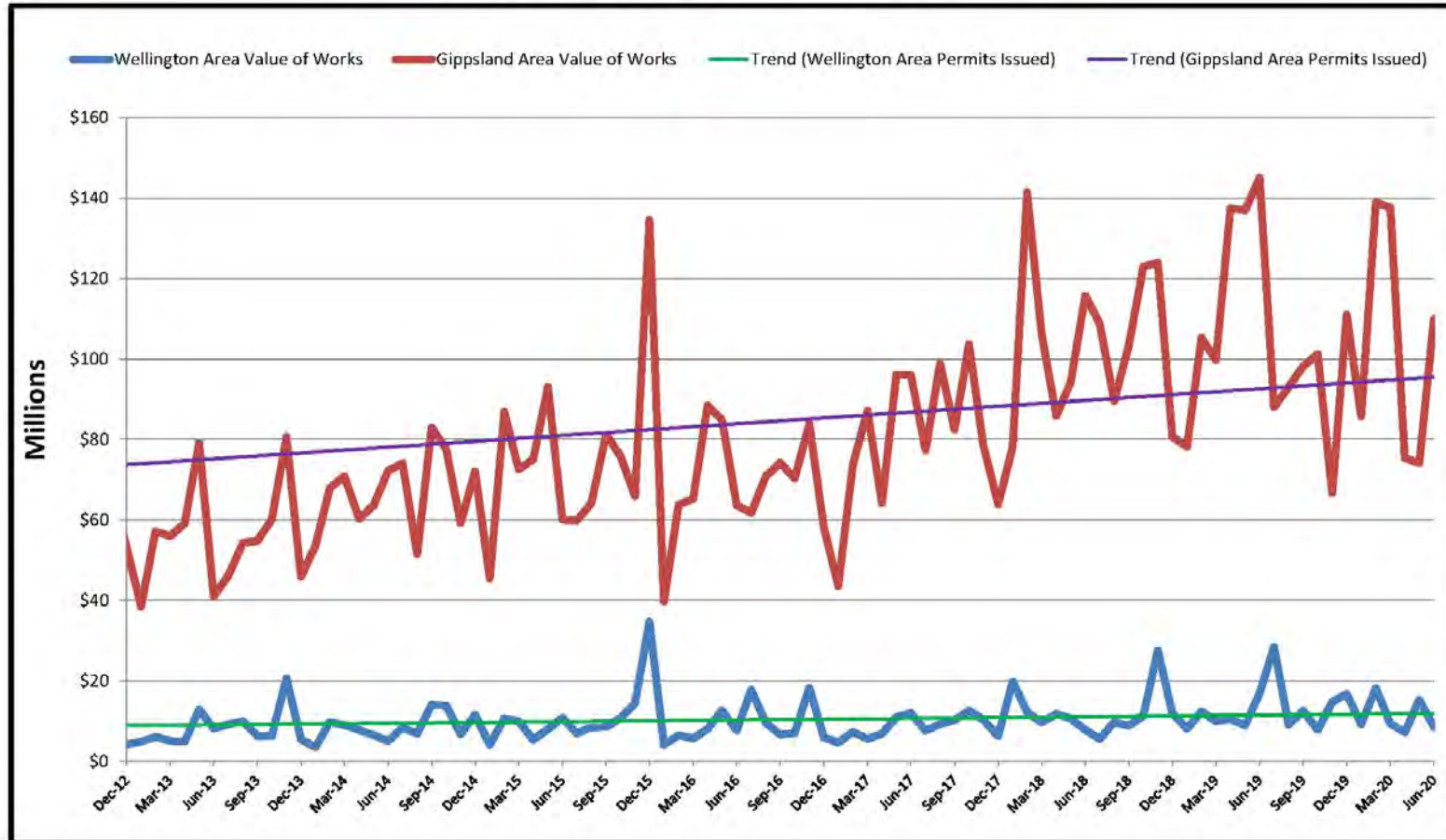
<b>GLENMAGGIE</b>	0	1	1	2
	\$0	\$12,000	\$2,500	\$14,500
<b>GOLDEN BEACH</b>	2	0	6	8
	\$140,199	\$0	\$985,506	\$1,125,705
<b>GORMANDALE</b>	0	0	1	1
	\$0	\$0	\$347,502	\$347,502
<b>HEYFIELD</b>	2	2	2	6
	\$27,910	\$135,800	\$52,550	\$216,260
<b>HUNTERSTON</b>	0	0	1	1
	\$0	\$0	\$57,285	\$57,285
<b>LOCH SPORT</b>	5	5	7	17
	\$788,220	\$804,740	\$601,904	\$2,194,864
<b>LONGFORD</b>	4	6	0	10
	\$541,558	\$133,115	\$0	\$674,673
<b>MAFFRA</b>	3	6	8	17
	\$110,335	\$720,311	\$368,221	\$1,198,867
<b>MCLOUGHLINS BEACH</b>	0	0	1	1
	\$0	\$0	\$53,000	\$53,000
<b>MONTGOMERY</b>	0	1	0	1
	\$0	\$360,000	\$0	\$360,000
<b>MUNRO</b>	1	1	0	2
	\$18,475	\$38,333	\$0	\$56,808
<b>NEWRY</b>	1	0	0	1
	\$10,050	\$0	\$0	\$10,050
<b>PARADISE BEACH</b>	0	1	0	1
	\$0	\$11,500	\$0	\$11,500
<b>PORT ALBERT</b>	1	1	1	3
	\$9,800	\$29,300	\$14,000	\$53,100
<b>RIVERSLEA</b>	0	0	1	1
	\$0	\$0	\$416,900	\$416,900
<b>ROSEDALE</b>	2	8	4	14
	\$34,034	\$6,382,365	\$93,018	\$6,509,417
<b>SALE</b>	18	16	22	56
	\$2,383,712	\$1,499,389	\$2,223,833	\$6,106,934
<b>SEASPRAY</b>	3	0	1	4

	\$40,000	\$0	\$10,000	\$50,000
<b>STOCKDALE</b>	0	1	1	2
	\$0	\$3,000	\$4,950	\$7,950
<b>STRADBROKE</b>	0	1	0	1
	\$0	\$15,000	\$0	\$15,000
<b>STRATFORD</b>	7	6	9	22
	\$766,456	\$890,208	\$1,634,252	\$3,290,916
<b>TARRA VALLEY</b>	0	0	1	1
	\$0	\$0	\$15,414	\$15,414
<b>THE HONEYSUCKLES</b>	1	1	0	2
	\$130,000	\$301,185	\$0	\$431,185
<b>TINAMBA</b>	1	0	2	3
	\$54,280	\$0	\$44,275	\$98,555
<b>TINAMBA WEST</b>	0	1	0	1
	\$0	\$70,400	\$0	\$70,400
<b>TOONGABBIE</b>	0	1	0	1
	\$0	\$29,974	\$0	\$29,974
<b>VALENCIA CREEK</b>	1	0	1	2
	\$275,000	\$0	\$32,700	\$307,700
<b>WILLUNG SOUTH</b>	0	0	1	1
	\$0	\$0	\$40,150	\$40,150
<b>WINNINDOO</b>	1	0	1	2
	\$113,300	\$0	\$50,600	\$163,900
<b>WON WRON</b>	1	0	1	2
	\$30,279	\$0	\$15,500	\$45,779
<b>WOODSIDE</b>	0	0	2	2
	\$0	\$0	\$126,366	\$126,366
<b>WURRUK</b>	2	3	2	7
	\$36,400	\$166,823	\$57,770	\$260,993
<b>YARRAM</b>	3	5	5	13
	\$65,241	\$2,522,798	\$460,395	\$3,048,434
<b>Total</b>	70	77	91	238
	7,155,561	15,296,349	8,539,759	30,991,669

**GRAPH: NUMBER OF BUILDING PERMITS**



**GRAPH: VALUE OF BUILDING WORKS**





## C4 - REPORT

# GENERAL MANAGER BUILT AND NATURAL ENVIRONMENT

**ITEM C4.1****COOPER CRESCENT MAFFRA SPECIAL CHARGE STREET CONSTRUCTION SCHEME - SUBMISSIONS COMMITTEE HEARING**

DIVISION: BUILT AND NATURAL ENVIRONMENT

ACTION OFFICER: MANAGER ASSETS AND PROJECTS

DATE: 15 SEPTEMBER 2020

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

**OBJECTIVE**

The purpose of this report is for Council to receive and consider the report from the Cooper Crescent Special Charge Scheme Submissions Committee that was set up to hear submissions on the Cooper Crescent Special Charge Street Construction Scheme.

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

- 1. Council receive and consider the report from the Submissions Committee in relation to the Cooper Crescent Street Special Charge Street Construction Scheme; and***
- 2. Having regard to the written submission/objection opposing the proposed Street Construction Scheme and the Submission Committee finding that the proposed Special Charge Street Construction Scheme for Cooper Crescent, Maffra has been prepared in accordance with the provisions of the Local Government Act 1989, Council determines that the objection should not stop the scheme being considered for adoption; and***
- 3. The Chief Executive Officer write to the submitter and advise of the Council decision and the reason for that decision and advise the objector of Wellington Shire Council's Hardship Provisions and invite an application from the objector.***
- 4. The information contained in the confidential document at Item E1.2 and designated confidential under Section 3(1) Confidential Information of the Local Government Act 2020 by the General Manager Built and Natural Environment on 31 August 2020 because it relates to the following grounds: (f) personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs; be designated confidential information under Section 3(1) Confidential Information of the Local Government Act 2020.***

## **BACKGROUND**

Following the resolution of Council of the intention to declare the Cooper Crescent Special Charge Street Construction Scheme at its 21 April 2020 meeting, Public Notices and copies of the notice were served on all owners of property intended to be included under the scheme on 28 April 2020. Written submissions were invited up until 29 May 2020 for anyone objecting to the scheme being declared, with one written objection being received by the Chief Executive Officer.

## **OPTIONS**

Council has the following options available:

1. Receive and consider the report from the Submissions Committee (attached) in relation to the Cooper Crescent Special Charge Street Construction Scheme; or
2. Not receive the report from the Submissions Committee in relation to the Cooper Crescent Special Charge Street Construction Scheme.

## **PROPOSAL**

That:

1. Council receive and consider the report from the Submissions Committee in relation to the Cooper Crescent Street Special Charge Street Construction Scheme; and
2. Having regard to the written objection opposing the proposed Street Construction Scheme and the Submission Committee finding that the proposed Special Charge Street Construction Scheme for Cooper Crescent, Maffra has been prepared in accordance with the provisions of the *Local Government Act 1989*, Council determines that the objection should not stop the scheme being considered for adoption; and
3. The Chief Executive Officer write to the submitter and advise of the Council decision and the reason for that decision and advise the objector of Wellington Shire Council's Hardship Provisions and invite an application from the objector.

## **CONFLICT OF INTEREST**

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

## **FINANCIAL IMPACT**

This impact has been assessed and there is no effect to consider at this time.

## **COMMUNICATION IMPACT**

This impact has been assessed and there is no effect to consider at this time.

## **LEGISLATIVE IMPACT**

Written submissions were considered by the Submission Committee of Council in accordance with Section 223 of the *Local Government Act 1989*. Their report is provided in Attachment 1.

The scheme has been prepared in accordance with the Local Government Act 1989.

## **COUNCIL PLAN IMPACT**

The Council Plan 2017 – 2021 Theme 2 Services and Infrastructure states the following Strategic Objectives and Strategies:

### Strategic Objectives

“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.”

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

## COOPER CRESCENT MAFFRA SPECIAL CHARGE STREET CONSTRUCTION SCHEME – SUBMISSIONS COMMITTEE HEARING REPORT

### SUBMISSIONS COMMITTEE RECOMMENDATION

**That:**

***The Submissions Committee of Council set up to hear the submission/objection in relation to the Cooper Crescent, Maffra Special Charge Street Construction Scheme and having regard to the submission/objection opposing the proposed scheme, find that the proposed Special Charge Street Construction Scheme for Cooper Crescent Maffra has been prepared in accordance with the provisions of the Local Government Act 1989 and determines that the objections should not stop the scheme being considered for adoption by Council; and***

***When the Chief Executive Officer writes to the submitter/objector and advises of the Council decision and the reason for that decision; and that if the scheme is to proceed then the submitter/objector is notified of Wellington Shire Council's Hardship Provisions and invite an application from the submitter/objector.***

### BACKGROUND

Council resolved its intention to declare the Cooper Crescent Special Charge Street Construction Scheme and appointed a Submissions Committee to hear any submissions or objections in accordance with Section 223 of the *Local Government Act 1989* at its 21 April 2020 meeting.

The members of the Submissions Committee are: Cr Ripper, Cr Crossley and Cr Hole.

A Public Notice was placed in the Gippsland Times on Tuesday 28 April 2020 as well as the Wellington Shire Council website and a copy of the notice was served on all owners of property intended to be included under the scheme on that date with the final date for the receipt of written submissions/objections being 29 May 2020.

One written objection was received by the Chief Executive Officer.

### CONSIDERATION OF SUBMISSIONS/OBJECTIONS

There was one submission/objection lodged and in accordance with Section 223 of the Act a hearing date was set for 10.00am on 19 August 2020. The hearing was held with all parties logging into a remote meeting application.

The submission is provided in the Confidential Attachment.

The principal objection raised in relation to the proposed special charge scheme may be summarised as:

- Lack of resources and hardship in payments having a fixed income

The following information is provided in response to the principal objections raised.

#### Hardship in Paying for Works

Where ratepayers can demonstrate significant financial hardship, Council may, on application, vary payment arrangements.

## **PROPOSAL**

The Submissions Committee of Council set up to hear the objection in relation to the Cooper Crescent, Maffra Special Charge Street Construction Scheme and having regard to the objection opposing the proposed scheme, find that the proposed Special Charge Street Construction Scheme for Cooper Crescent Maffra has been prepared in accordance with the provisions of the Local Government Act 1989 and determines that the objections should not stop the scheme being considered for adoption by Council; and

When the Chief Executive Officer writes to the objector and advises of the Council decision and the reason for that decision; and that if the scheme is to proceed then the objectors are notified of Wellington Shire Council's Hardship Provisions and invite an application from the objector.

### **Special Charge Submissions Committee of Council**

**Chair – Councillor Ripper**

**Councillor Crossley**

**Councillor Hole**

**19 August 2020**

**ITEM C4.2****PORT ALBERT TOWNSHIP SPECIAL CHARGE STREET CONSTRUCTION SCHEME - SUBMISSIONS COMMITTEE HEARING**

DIVISION: BUILT AND NATURAL ENVIRONMENT

ACTION OFFICER: MANAGER ASSETS AND PROJECTS

DATE: 15 SEPTEMBER 2020

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

**OBJECTIVE**

The purpose of this report is for Council to receive and consider the report from the Port Albert Township Special Charge Scheme Submissions Committee that was set up to hear submissions on the Port Albert Township Special Charge Street Construction Scheme.

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

- 1. Council receive and consider the report from the Submissions Committee in relation to the Port Albert Township Special Charge Street Construction Scheme; and***
- 2. Having regard to the written objections opposing the proposed Street Construction Scheme and the Submission Committee finding that the proposed Special Charge Street Construction Scheme for the Port Albert Township has been prepared in accordance with the provisions of the Local Government Act 1989, Council determines that the objections should not stop the scheme being considered for adoption; and***
- 3. The Chief Executive Officer write to the submitters and advise of the Council decision and the reason for that decision and advise the objectors of Wellington Shire Council's Hardship Provisions and invite an application from the objectors if that was the basis of their objection.***
- 4. The information contained in the confidential document at Item E1.3 and designated confidential under Section 3(1) Confidential Information of the Local Government Act 2020 by the General Manager Built and Natural Environment on 31 August 2020 because it relates to the following grounds: (f) personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs; be designated confidential information under Section 3(1) Confidential Information of the Local Government Act 2020.***

## **BACKGROUND**

Following the resolution of Council of the intention to declare the Port Albert Township Special Charge Street Construction Scheme at its 21 April 2020 meeting, Public Notices and copies of the notice were served on all owners of property intended to be included under the scheme on 28 April 2020. Written submissions were invited up until 29 May 2020 for anyone objecting to the scheme being declared, with five written objections being received by the Chief Executive Officer.

## **OPTIONS**

Council has the following options available:

1. Receive and consider the report from the Submissions Committee (attached) in relation to the Port Albert Township Special Charge Street Construction Scheme; or
2. Not receive the report from the Submissions Committee in relation to the Port Albert Township Special Charge Street Construction Scheme.

## **PROPOSAL**

That:

1. Council receive and consider the report from the Submissions Committee in relation to the Port Albert Township Special Charge Street Construction Scheme; and
2. Having regard to the written objections opposing the proposed Street Construction Scheme and the Submission Committee finding that the proposed Special Charge Street Construction Scheme for Port Albert Township has been prepared in accordance with the provisions of the *Local Government Act 1989*, Council determines that the objections should not stop the scheme being considered for adoption; and
3. The Chief Executive Officer write to the submitters and advise of the Council decision and the reason for that decision and advise the objectors of Wellington Shire Council's Hardship Provisions and invite an application from the objectors if that was the basis of their objections.

## **CONFLICT OF INTEREST**

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

## **LEGISLATIVE IMPACT**

Written submissions were considered by the Submission Committee of Council in accordance with Section 223 of the *Local Government Act 1989*. Their report is provided in Attachment 1.

The scheme has been prepared in accordance with the Local Government Act 1989.

## **COUNCIL PLAN IMPACT**

The Council Plan 2017 – 2021 Theme 2 Services and Infrastructure states the following Strategic Objectives and Strategies:

### Strategic Objectives

“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.”

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

## PORT ALBERT TOWNSHIP SPECIAL CHARGE STREET CONSTRUCTION SCHEME – SUBMISSIONS COMMITTEE HEARING REPORT

### SUBMISSIONS COMMITTEE RECOMMENDATION

***That:***

***The Submissions Committee of Council set up to hear the submissions/objections in relation to the Port Albert Township Special Charge Street Construction Scheme and having regard to the submissions/objections opposing the proposed scheme, find that the proposed Special Charge Street Construction Scheme for Port Albert Township has been prepared in accordance with the provisions of the Local Government Act 1989 and determines that the submissions/objections should not stop the scheme being considered for adoption by Council; and***

***When the Chief Executive Officer writes to the submitters/objectors and advises of the Council decision and the reason for that decision; and that if the scheme is to proceed then the objectors are notified of Wellington Shire Council's Hardship Provisions and invite an application from the submitters/objectors if that was the basis of their objection.***

### BACKGROUND

Council resolved its intention to declare the Port Albert Township Special Charge Street Construction Scheme and appointed a Submissions Committee to hear any submissions or objections in accordance with Section 223 of the *Local Government Act 1989* at its 21 April 2020 meeting.

The members of the Submissions Committee are: Mayor Cr Hall, Cr Maher and Cr Stephens.

A Public Notice was placed in the Gippsland Times on Tuesday 28 April 2020 as well as the Wellington Shire Council website and a copy of the notice was served on all owners of property intended to be included under the scheme on that date with the final date for the receipt of written submissions/objections being 29 May 2020.

Five written submission/objections were received by the Chief Executive Officer.

### CONSIDERATION OF SUBMISSIONS/OBJECTIONS

In accordance with Section 223 of the Act a hearing date was set for 1.00pm on 19 August 2020. The hearing was held with all parties logging into a remote meeting application.

The submissions are provided in the Confidential Attachment.

The principal objections raised in relation to the proposed special charge scheme may be summarised as:

- Hardship in payments having a fixed income;
- Road on the main frontage of property will remain unconstructed;
- Road surface should be asphalt rather than a spray seal in Bay Street due to traffic makeup and volume;
- No benefit to the second parcel of land that make up the one property.

The following information is provided in response to the principal objections raised and should be conveyed to the submitters/objectors when they are responded to by the Chief Executive Officer.

#### Hardship in Paying for Works

Where ratepayers can demonstrate significant financial hardship, Council may, on application, vary payment arrangements.

#### Road Frontage will Remain Unconstructed

The criteria which form the basis of the declaration of the Special Charge is the ownership of rateable land in the area of the scheme and is based on an access benefit only. As such all lots within the scheme that access a road that will be constructed through the scheme are eligible for the scheme unless they abut a road already constructed and sealed.

#### Road Surface should be Asphalt

Pavement designs have not yet been undertaken however the scheme has been costed based on a sprayed seal. Asphalt overlays are not generally used unless concrete kerb and channel is also included in the road's design and a sprayed seal can be designed to handle heavy traffic and it is expected that a correctly designed sprayed seal will be adequate in Port Albert.

#### No Benefit to a Second Parcel of Land within a Property.

Each rateable individual parcel of land is considered to have one access benefit unit within the scheme and are therefore included unless that parcel of land abuts a constructed sealed road. All consolidated blocks are considered to have one access benefit unit within the scheme unless they abut a constructed sealed road.

### **PROPOSAL**

The Submissions Committee of Council set up to hear the submissions/objections in relation to the Port Albert Township Special Charge Street Construction Scheme and having regard to the submissions/objections opposing the proposed scheme, find that the proposed Special Charge Street Construction Scheme for Port Albert has been prepared in accordance with the provisions of the Local Government Act 1989 and determines that the submissions/objections should not stop the scheme being considered for adoption by Council; and

When the Chief Executive Officer writes to the objectors and advises of the Council decision and the reason for that decision; and that if the scheme is to proceed then the submitters/objectors are notified of Wellington Shire Council's Hardship Provisions and invite an application from the objectors if that was the basis of their objection.

#### **Special Charge Submissions Committee of Council**

**Chair – Mayor Councillor Hall**

**Councillor Maher**

**Councillor Stephens**

**19 August 2020**

**ITEM C4.3****COOPER CRESCENT SPECIAL CHARGE STREET CONSTRUCTION SCHEME - DECLARATION OF SCHEME**

DIVISION: BUILT AND NATURAL ENVIRONMENT

ACTION OFFICER: MANAGER ASSETS AND PROJECTS

DATE: 15 SEPTEMBER 2020

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

**OBJECTIVE**

The purpose of this report is for Council to consider to formally proceed with the proposed 'Cooper Crescent Special Charge Street Construction Scheme Number 2001' by way of formal declaration as a Special Charge Scheme under section 163(1) of the *Local Government Act 1989* for the construction of Cooper Crescent in Maffra.

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

- 1. Council, having considered all submissions received and taken account of all objections lodged and having complied with the requirements of sections 163A, 163B and 223 of the Local Government Act 1989 (the Act), and otherwise according to law, and having, so far as can be ascertained from available records and can reasonably be concluded, ascertained that Cooper Crescent, Maffra (Street) or any component of the Street has not previously been constructed by way of a special rate or charge], hereby proceeds to declare a Special Charge Scheme under section 163(1) of the Act (Scheme) in accordance with the Declaration of Special Charge (Declaration) attached to and forming a part of this Report, such Declaration being for the purposes of constructing the Street and providing all and any ancillary works, including drainage and vehicle crossings.***
- 2. Council directs that, under cover of a letter, a written notice, enclosing a notice of levy, be sent to all owners of properties included in the Scheme, including those who have made a submission and/or lodged an objection in writing, of the decision of Council to make the Declaration, and the reasons for the decision.***
- 3. For the purposes of resolution 2, the reasons of Council for making the Declaration are that –***
  - (a) There is minimal objection to the Scheme and it is otherwise considered that there is a broad level of support for the Scheme from property owners;***
  - (b) Council considers that it is acting in accordance with the functions, powers and objectives conferred on it under the Act, particularly in relation to the provision of proper, safe and suitable roads and property services in and for the Scheme area;***

- (c) *All property owners who are liable or required to pay the Special Charge and the properties respectively owned and occupied by them will receive a special benefit in the form of an enhancement or maintenance in land values and/or a maintenance or enhancement in the use, occupation and enjoyment of the properties;*
- (d) *The basis of distribution of the Special Charge amongst the property owners who are liable or required to pay the Special Charge is considered to be fair and reasonable;*
- (e) *The works proposed by the Scheme are consistent with all and any policies and/or objectives set out in the planning scheme for the area; and*
- (f) *The works proposed for the construction and drainage of the Street are necessary, reasonable, not excessive, sufficient, suitable and not costly, having regard to the locality or environment and the probable use of the Street.*
4. *The Chief Executive Officer (or any person for the time being acting in that position) be authorised to carry out any and all other administrative procedures necessary to enable Council to give effect to this resolution, including in relation to the levying of the Special Charge.*

## BACKGROUND

Cooper Crescent in Maffra is located within the residential area of Maffra (**Street**). Currently the street (or court) north of Princess Street consists of an ill formed and unsealed gravel pavement of approximately 100m in length with irregular surface drainage. There is no formalised underground drainage system. The current formation of this road is primarily a rural type road in appearance with the unsealed section extending for its full length. The street is managed and maintained by Wellington Shire Council.

A formal investigation of a special charge scheme (**Scheme**) commenced following ongoing property owner concerns in relation to dust, rutting and the maintenance grading regime and has included preparation of concept design and a cost estimation.

The proposed Cooper Crescent Construction Scheme would provide for the construction and sealing of the road to a 7.3m width including a court bowl for turning traffic. Kerb and channeling, pavement construction, footpath, vehicle crossings and underground drainage will all form part of the proposed works.

The construction and sealing of Cooper Crescent would reduce Council's need for maintenance intervention, while providing a higher level of service and safety for these abutting properties as well as the general public.

Specifically, it is considered that the properties which abut this section of Cooper Crescent will derive a special benefit by the proposed upgrade works, as a result of:

- a reduction in dust;
- an enhancement to the amenity of the area;
- the creation of improved riding surfaces;
- an improvement to access and egress from properties;
- an improvement to drainage.

Following further investigation of potential methods to facilitate construction works in Cooper Crescent, it was concluded that a Special Charge Scheme, generally in line with Council's

Residential Road and Street Construction Plan, was the preferred approach, as this process requires public advertising and is a transparent process that informs the community of Council's financial contribution.

A public meeting was held on 28 November 2019 to outline the proposal. A follow up letter with a survey form was sent to each property owner following this public meeting, along with an estimated apportionment cost, to assess support for, or objection to, the scheme was mailed out 16 January 2020.

The results of the survey are shown in the table below.

	SUPPORT SCHEME		OPPOSE SCHEME		DID NOT REPLY	
Property Owners (8)	6	75%	2	25%	0	0%
Properties (9)	7	78%	2	22%	0	0%

There are no Council or exempt / non-rateable properties and one property owner in the proposed scheme owns two properties. Overall, the level of support for the scheme exceeds the minimum level required under the Residential Road and Street Construction Plan 2019' (being 60%) and it is considered that there is sufficient level of initial support for the proposed Special Charge Scheme.

#### FORMAL AND STATUTORY SUBMISSIONS AND OBJECTIONS

Following Council's previous resolution in relation to its intention to commence the statutory process to declare the Special Charge Scheme, public notice was given in a newspaper circulating generally in the municipal district (Gippsland Times), and a separate written notice was given to all property owners concerning Council's proposal.

As a result of this, Council received one (1) written submission/objection to the scheme

Council has, by resolution, earlier determined its position in relation to the submission/objection.

This Report now addresses whether or not Council wishes to proceed with the proposed 'Cooper Crescent Special Charge Street Construction Scheme Number 2001' by way of formal declaration as a Special Charge Scheme under section 163(1) of the Act for the construction of Cooper Crescent in Maffra, and related works, including drainage and vehicle crossings.

#### **OPTIONS**

Council has the following options available:

1. To progress the proposed Special Charge Scheme through a full cost recovery apportionment method, by advertising the declaration of the Special Charge Scheme; or
2. Having first trialed and considered other methods of apportionment, to progress the proposed Scheme through the 'fixed fee method' as outlined in 'Council's Residential Road and Street Construction Plan', by advertising the declaration of the Special Charge Scheme; or
3. To not progress the declaration of the Special Charge Scheme.

#### **PROPOSAL**

The proposal, which is now presented for Council's determination, is for Council (following what has been a consideration of the submission and objection) to proceed with the proposed Special Charge Scheme generally through (and in accordance with) the funding framework outlined in Council's 'Residential Road and Street Construction Plan' and to proceed to declare a Special

Charge Scheme for the construction of Cooper Crescent in Maffra and for the provision of road construction and ancillary works, as outlined in this and previous reports which have been considered by Council.

## CONFLICT OF INTEREST

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

## FINANCIAL IMPACT

The total costs applicable to the Special Charge Scheme are estimated to be \$185,000. The amounts to be recovered under the Scheme do not include GST.

Based on the funding framework within the 'Residential Road and Street Construction Plan' and as otherwise considered by council officers to be fair and reasonable based on the total special benefits and community benefits to be provided by the works, \$54,000.00 of the costs are to be apportioned to properties within the Special Charge Scheme area, with the balance being funded by Council.

On this basis, the following figures are presented for Council's approval –

Amount apportioned to properties within the Scheme:	\$ 54,000.00
Portion of costs to be recovered from Council as direct costs:	\$131,000.00
Total estimated cost of the Scheme:	\$185,000.00

There is one property owner who owns two properties and there is no Crown land or other non-rateable land located within the Scheme boundary.

The resultant financial impact is a cost to Council estimated at \$131,000 and this is to be funded through the 'Roads to Recovery Program'.

The preferred method of apportioning the costs for this Scheme is uniform and is based primarily on access.

To confirm the reasonableness, fairness and appropriateness of the funding framework outlined in Council's 'Residential Road and Street Construction Plan' and otherwise (as being the fairest and most reasonable method of distributing the proposed Special Charge amongst all of the property owners in the Scheme), Council officers first trialed and considered a number of different methods of apportionment of the Special Charge. See **Schedule 2 (Methods 1 & 2) at Attachment 1**.

This included the completion of property apportionment charges based on access only, as well as a combination of access and frontage in the distribution of the 'Maximum Total Levy Amount' as that amount has been separately calculated using the 'Benefit Ratio' calculations for the proposed Special Charge Scheme. See **Attachment 2**.

On this basis, the cost per property under such other apportionment methods would have been between either \$8,823 and \$15,383 or \$13,155. This is considerably more on an average per property owner basis, than the method of distribution which is being proposed for Council's consideration.

Accordingly, and in light of this 'comparative' work undertaken by Council officers, it is recommended to Council that the method of distributing the Special Charge amongst the property owners, as set out in this Report (See **Method 3 in Schedule 2 at Attachment 1**), is considered to be fair and reasonable.

Property owners who are liable to pay under the Special Charge Scheme will only be invoiced following satisfactory completion of works. Options for payment include full payment within 45 days or 40 quarterly instalments (ten years), including an interest component aligned to Council's cost of finance.

## COMMUNICATION IMPACT

A comprehensive public consultation process has been entered into with affected property owners including information letters, surveys and meetings. If the scheme progresses, then ongoing communication will continue with the recommendations of this report.

## LEGISLATIVE IMPACT

This scheme has been prepared in accordance with Section 163, 163A, 163B of the *Local Government Act 1989*. Public notification will be in accordance with Sections 163 and 223 of the *Local Government Act 1989*. Submissions and objections to the scheme will be considered in accordance with Sections 163A, 163B and 223 of the *Local Government Act 1989*.

Section (2) of Section 163 of the *Local Government Act 1989* requires Council to determine:

- (a) The total amount of the Special Charge to be levied; and
- (b) The criteria to be used as the basis for declaring the special charge.

Section (2A) of Section 163 of the *Local Government Act 1989* provides that for the purpose of Section (2) (a) the total amount of the Special Charge to be levied must not exceed the amount "S" where  $S = R \times C$  and;

S = is the maximum total amount that may be levied from all the persons who are liable to pay the special rates or special charges.

R = is the benefit ratio determined by the Council in accordance with sub-section (2B).

C = is the total cost of the performance of the function or the exercise of the power under sub-section (1).

A determination for the purposes of complying with the requirements of sections 163(2)(a), (2A) and (2B) of the Act (which also satisfies the requirements of the Ministerial Guidelines) is included in this report as **Maximum Total Levy**.

## COUNCIL POLICY IMPACT

The scheme has been prepared in accordance with Council's Special Charge Schemes – Roads, Street and Drainage Development Policy 4.2.4 and the 2019 Residential Road and Street Construction Plan.

## COUNCIL PLAN IMPACT

The Council Plan 2017-21 Theme 2 Services & Infrastructure states the following strategic objective and related strategy:

**Strategic Objective 2.4:** "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."

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

## **RESOURCES AND STAFF IMPACT**

Implementation of the scheme can be undertaken within the resources of the Assets and Projects Department. In the event the scheme is adopted by Council, construction will be carried out by an approved contractor via a tender process.

## **COMMUNITY IMPACT**

Implementation of this Scheme will have a positive community impact as it will result in Cooper Crescent, Maffra being fully sealed in line with current service standards. Community benefit is reflected in Council's contribution towards the works outcome.

## **ENVIRONMENTAL IMPACT**

Implementation of this scheme will have a positive environmental impact arising from the reduction of dust generated by vehicles as well as improved quality of storm water runoff.

## **ENGAGEMENT IMPACT**

A comprehensive public consultation process has been entered into with affected property owners including:

- Initial Information letter advising property owners of street works proposal;
- Public meeting held at Maffra, 28 November 2019;
- Mail out survey of all property owners, 16 January 2020;
- Follow up phone calls and emails requesting replies to the survey; and
- Formal public notice under sections 163B and 223 of the *Local Government Act 1989*.

## **RISK MANAGEMENT IMPACT**

Implementation of the scheme will produce a substantial reduction in risk to motorists, and other road users through improved visibility (reduction of dust), improved road surfacing and drainage.

**DECLARATION OF SPECIAL CHARGE****'Coopers Crescent, Maffra - Special Charge Street Construction Scheme  
Number 2001'**

1. Wellington Shire Council (*Council*) proposes to declare a Special Charge (*Special Charge* or *Scheme*) under section 163(1) of the *Local Government Act 1989 (Act)* for the purpose of defraying any expenses or repaying (with interest) any advance made to or any debt incurred or loan to be raised by Council in relation to the construction of Coopers Crescent in Maffra (*Street*) and for providing all and any necessary ancillary works associated with the construction of the road, including drainage. The Scheme, if declared, is to be known as the 'Coopers Crescent - Special Charge Street Construction Scheme Number 2001'.
2. The criteria which will form the basis of the declaration of the Special Charge are the ownership of rateable properties in the area of the Scheme (being properties within the 'residential area' of Maffra) and, based on the application of access benefit units, including having regard to the driveway access of those properties in the Scheme to Coopers Crescent (as the properties are set out in paragraphs 7 and 8 of the proposed declaration), the overall benefits which it is considered the properties in the Scheme (based on the physical and other benefits) will receive from the works to be provided under the Scheme.
3. In proposing the declaration of the Special Charge, Council is performing functions and exercising powers in relation to the peace, order and good government of the municipal district of the Shire of Wellington, in particular the provision of proper, safe and suitable roads and property services within the area for which the proposed Special Charge is to be declared (*Works*).
4. The total cost of the performance of the function and the exercise of the power by Council (in relation to the Works) is \$185,000 and this amount is the total estimated cost of the Works to be undertaken by the Scheme.
5. The total amount to be levied under the Scheme as the Special Charge is \$54,000.
6. The Special Charge will commence on the date on which it is levied by Council and will remain in force for a period of 10 years.
7. The area for which the proposed Special Charge is to be declared is all of the land shown on the plan set out in the Schedule forming a part of this proposed declaration (being Schedule 1).
8. The land in relation to which the proposed Special Charge is to be declared is all that rateable land described in the listing of rateable properties set in the Schedule forming a part of this proposed declaration of Special Charge (being Schedule 2).

9. The Special Charge will be assessed and levied in accordance with the amounts set out alongside each property in the Schedule forming a part of this declaration (being **Schedule 2**), such amounts having been assessed and determined by Council as (and are based on) a fixed charge for each property having regard to access, including and in particular driveway access. Properties which have a shared driveway access to the street to be constructed via common property will have their access benefits calculated on the basis of 100% for the first property and 50% for each additional property (with access being apportioned to each of the properties so as to equal the sum of the percentages divided by the number of properties with common property access), and any other benefits.

(More particularly, the Special Charge is to be apportioned to properties included in the Scheme on the basis of each property having a driveway access to the street to be constructed under the Scheme being apportioned one (1) Access Benefit Unit (ABU) and properties within an Owners Corporation with a shared driveway access to the street via common property being apportioned an Access Benefit Unit calculated on the basis of 100% for the first property and 50% for each additional property. The Access Benefit Unit is otherwise to be apportioned to each of these properties equaling the sum of the percentages divided by the number of properties with common property access.)

10. Subject to any further resolution of Council, the Special Charge will be levied by Council sending a notice in the prescribed form to the owners of the properties in the Scheme by which the Special Charge is to be paid –
- (a) In full amount within 45 days of the notice; or
  - (b) By way of quarterly instalments in the manner set out in paragraph 11.
11. Because the performance of the function and the exercise of the power in respect of which the proposed Special Charge is to be declared and levied relates substantially to the provision of capital works, special ratepayers will be given an instalment plan under which –
- (a) Quarterly instalments are to be paid over a 10 year period, or other such period as negotiated; and
  - (b) Quarterly instalments will include a component for reasonable interest costs, the total of which will not exceed the estimated borrowing costs of Council in respect of the construction of the Road by more than 1 per cent.
12. Council will consider cases of financial and other hardship, and may consider other payment options for the Special Charge.
13. No incentives will be given for the payment of the Special Charge before the due date for payment.
14. Council considers that there will be a special benefit to the persons required to pay the Special Charge because there will be a benefit to those persons over and above, or greater than, the benefit that is available to persons who are not subject to the

Special Charge, and directly and indirectly as a result of the expenditure proposed by the Special Charge, the value and the use, occupation and enjoyment of the properties included in the Scheme will be maintained or enhanced through the provision of proper, safe and suitable roads and property services. Without limitation, Council considers that the Works will –

- (a) Reduce dust;
- (b) Enhance the amenity and character of the land, and local area;
- (c) Create improved riding surfaces for the Road;
- (d) Improve access and egress from properties;
- (e) Improve road drainage; and
- (f) Improve road safety for motorists and road users.

15. For the purposes of having determined the total amount of the Special Charge to be levied under the Scheme, Council further considers and formally determines for the purposes of sections 163(2)(a), (2A) and (2B) of the Act that the estimated proportion of the total benefits of the Scheme to which the performance of the function and the exercise of the power relates (including all special and community benefits) that will accrue as special benefits to all persons who are liable to pay the Special Charge is in a ratio of 0.64 or 64%, noting however that, in the exercise of its discretions, Council has chosen to make a further contribution to the cost of the Works so as to arrive at a Revised Maximum Total Levy Amount of \$54,000.

#### **SCHEDULES TO DECLARATION**

Schedule 1 - Scheme plan area

Schedule 2 - Listing of all properties with amount of special charges payable and showing manner of calculation of special charge apportionment;

Method 1 - Maximum Levy at 50% Access Benefit & 50% Frontage

Method 2 - Maximum Levy at 100% Access Benefit

Method 3 - Fixed Fee

Schedule 1

COOPERS CRESCENT – MAFFRA  
PLAN OF SPECIAL CHARGE SCHEME AREA.

Scheme Boundary 



Schedule 2

Method 1 - Maximum Levy at 50% Access Benefit & 50% Frontage

WELLINGTON SHIRE COUNCIL

COOPER CRESCENT CONSTRUCTION SCHEME ( EST. COST) - MAX LEVY AMOUNT - 50% ACCESS & 50% FRONTAGE

ASSESS. No.	PARCEL No.	TITLE DETAILS	STREET ADDRESS	ACCESS BENEFIT UNITS	FRONTAGE	SIDEAGE & REARAGE	TOTAL APPORIONED LENGTH	ESTIMATED COST
<b>COOPER CRESCENT</b>								
1	303677	Lot 9 LP25895	1-3 Cooper Crescent MAFFRA VIC 3860	1	15.24	0.00	15.24	\$13,247
2	303677	Lot 10 LP25895	1-3 Cooper Crescent MAFFRA VIC 3860	1	15.24	0.00	15.24	\$13,247
3	310862	Lot 2 PS306915	6 Princess Street MAFFRA VIC 3860	1	17.15	0.00	17.15	\$14,083
4	303628	Lot 1 PS306915	29 Cooper Crescent MAFFRA VIC 3860	1	17.15	0.00	17.15	\$14,083
5	303636	Lot 12 LP25895	2 Cooper Crescent MAFFRA VIC 3860	1	17.76	0.00	17.76	\$14,350
6	303644	Lot 11 LP25895	4 Cooper Crescent MAFFRA VIC 3860	1	15.24	0.00	15.24	\$13,247
7	303669	Lot 1 PS516190	5 Cooper Crescent MAFFRA VIC 3860	1	12.25	0.00	12.25	\$11,939
8	303651	Lot 2 LP74510	6 Cooper Crescent MAFFRA VIC 3860	1	20.12	0.00	20.12	\$15,383
9	392866	Lot 2 PS516190	7 Cooper Crescent MAFFRA VIC 3860	1	5.13	0.00	5.13	\$8,823
<b>TOTALS</b>				<b>9</b>	<b>135.28</b>	<b>0.00</b>	<b>135.28</b>	<b>\$118,400</b>
<b>TOTAL ESTIMATED COST OF SCHEME</b>								
<b>COUNCIL CONTRIBUTION</b>				\$185,000				
<b>ESTIMATED APPORTIONABLE AMOUNT</b>				\$66,600				
				(Max Levy)				
<b>AMOUNT APPORTIONED TO ACCESS - 50%</b>				\$59,200				
<b>AMOUNT APPORTIONED TO FRONTAGE - 50%</b>				\$59,200				
<b>Apportioned Rate - (Access Benefit Units)</b>				\$6,578 per Access Benefit Unit				
<b>Apportioned Rate - (Abuttal Length)</b>				\$438 per Metre				
<b>Contribution Wellington Shire Council</b>				\$66,600 36%				
<b>Contribution Property Owners</b>				\$118,400 64%				

**Method 2 - Maximum Levy at 100% Access Benefit**

**WELLINGTON SHIRE COUNCIL**

**COOPER CRESCENT CONSTRUCTION SCHEME - APPORTIONMENT OF COST - MAX LEVY AMOUNT - ACCESS ONLY**

ASSESS NO.	PARCEL NO.	TITLE DETAILS	STREET ADDRESS	ACCESS BENEFIT UNIT (ABU)	ABU FACTOR APPLIED FOR COMMON	APPORTIONED ABU's	SCHEME CONTRIBUTION RATE	AMOUNT DUE
1	303677	31636	Lot 9 LP25895	1-3 Cooper Crescent MAFFRA VIC 3860	1	1	\$13,155.56	\$13,155.56
2	303677	31637	Lot 10 LP25895	1-3 Cooper Crescent MAFFRA VIC 3860	1	1	\$13,155.56	\$13,155.56
3	310862	32572	Lot 2 PS308915	6 Princess Street MAFFRA VIC 3860	1	1	\$13,155.56	\$13,155.56
4	303628	31630	Lot 1 PS308915	2B Cooper Crescent MAFFRA VIC 3860	1	1	\$13,155.56	\$13,155.56
5	303636	31631	Lot 12 LP25895	2 Cooper Crescent MAFFRA VIC 3860	1	1	\$13,155.56	\$13,155.56
6	303644	31632	Lot 11 LP25895	4 Cooper Crescent MAFFRA VIC 3860	1	1	\$13,155.56	\$13,155.56
7	303669	52052	Lot 1 P5516190	5 Cooper Crescent MAFFRA VIC 3860	1	1	\$13,155.56	\$13,155.56
8	303651	31633	Lot 2 LP74510	6 Cooper Crescent MAFFRA VIC 3860	1	1	\$13,155.56	\$13,155.56
9	392886	52053	Lot 2 P5516190	7 Cooper Crescent MAFFRA VIC 3860	1	1	\$13,155.56	\$13,155.56
<b>TOTALS</b>				<b>9</b>		<b>9</b>		<b>\$118,400.00</b>

**TOTAL ESTIMATED COST OF SCHEME** \$185,000  
**COUNCIL CONTRIBUTION** \$66,600  
**APPORTIONED AMOUNT (Maximum Levy)** \$118,400

**Apportioned Rate (ABU)** \$13,156 per access benefit

**ABU FACTOR CALCULATION FOR COMMON PROPERTY**

Calculation - First property at 100% with 50% for each additional property divided by number of properties

Address Nil  
 First Property/Additional Property Total No of Properties Factor

**Method 3 – Fixed Fee - Access Benefit (Revised Maximun Levy)**

**WELLINGTON SHIRE COUNCIL**

**COOPER CRESCENT CONSTRUCTION SCHEME - APPORTIONMENT OF COST - REVISED MAX LEVY AMOUNT - ACCESS ONLY**

ASSESS NO.	PARCEL NO.	TITLE DETAILS	STREET ADDRESS	ACCESS BENEFIT UNIT (ABU)	ABU FACTOR APPLIED FOR COMMON	APPORTIONED ABU's	SCHEME CONTRIBUTION RATE	AMOUNT DUE
<b>COOPER CRESCENT</b>								
1	303677	31636	Lot 9 LP25895	1-3 Cooper Crescent MAFFRA VIC 3860	1	1	\$6,000.00	\$6,000.00
2	303677	31637	Lot 10 LP25895	1-3 Cooper Crescent MAFFRA VIC 3860	1	1	\$6,000.00	\$6,000.00
3	310862	32572	Lot 2 PS308915	6 Princess Street MAFFRA VIC 3860	1	1	\$6,000.00	\$6,000.00
4	303628	31630	Lot 1 PS308915	28 Cooper Crescent MAFFRA VIC 3860	1	1	\$6,000.00	\$6,000.00
5	303636	31631	Lot 12 LP25895	2 Cooper Crescent MAFFRA VIC 3860	1	1	\$6,000.00	\$6,000.00
6	303644	31632	Lot 11 LP25895	4 Cooper Crescent MAFFRA VIC 3860	1	1	\$6,000.00	\$6,000.00
7	303669	52052	Lot 1 P5516190	5 Cooper Crescent MAFFRA VIC 3860	1	1	\$6,000.00	\$6,000.00
8	303651	31633	Lot 2 LP74510	6 Cooper Crescent MAFFRA VIC 3860	1	1	\$6,000.00	\$6,000.00
9	392886	52053	Lot 2 P5516190	7 Cooper Crescent MAFFRA VIC 3860	1	1	\$6,000.00	\$6,000.00
<b>TOTALS</b>				<b>9</b>		<b>9</b>		<b>\$54,000.00</b>
<b>TOTAL ESTIMATED COST OF SCHEME</b>				<b>\$185,000</b>				
<b>COUNCIL CONTRIBUTION</b>				<b>\$131,000</b>				
<b>APPORTIONED AMOUNT (Maximum Levy)</b>				<b>\$54,000</b>				
<b>Apportioned Rate (ABU)</b>				\$6,000 per access benefit				

ABU FACTOR CALCULATION FOR COMMON PROPERTY  
 Calculation - First property at 100% with 50% for each additional property divided by number of properties

Address Nil  
 First Property/Additional Property/Total No of Properties Factor

**COOPER CRESCENT, MAFFRA – SPECIAL CHARGE STREET CONSTRUCTION  
SCHEME NUMBER 2001**

**Determination under Sections 163(2)(a), (2A) and (2B) of the *Local Government Act 1989* – Calculation of Total Amount of Special Charges to be Levied ('Maximum Total Levy')**

**Introduction**

Wellington Shire Council (*Council*) has a legacy of being required to deal with a number of issues associated with sub-standard roads and streets throughout the Shire. A key objective of Council is to renew and improve roads and streets within residential environments with a view to providing proper community infrastructure and improved amenity and liveability, and overall resident satisfaction.

Council has (following a review of its 'Residential Road and Street Construction Plan 2014') adopted the 'Residential Road and Street Construction Plan 2019' (*Plan*). As a strategic policy document, the Plan seeks to provide a sustainable budgetary response to the renewal and improvement of sub-standard roads and streets within residential environments throughout the Shire.

The proposed special charge scheme for the construction and improvement of Cooper Crescent and a short section of Scott Street in Maffra (to be known as the 'Cooper Crescent - Special Charge Street Construction Scheme Number 2001') (*Special Charge* or *Scheme*) is consistent with, and otherwise supports, the Plan.

This determination is made by Council under and for the purposes of sections 163(2)(a), (2A) and (2B) of the *Local Government Act 1989 (Act)*. It addresses the calculation of the 'benefit ratio' in order to determine the total amount of the special charges that may be levied on those property owners who it is considered will receive a benefit from the proposed works through the imposition of the Special Charge (*'Maximum Total Levy'*).

The calculation of the Maximum Total Levy requires Council to –

- Calculate the total cost of the works; and
- Calculate the 'benefit ratio' based on reasonable estimates being made of –
  - i. The 'total special benefits' to the properties included in the Scheme (TSB(in));
  - ii. The 'total special benefits' to the properties not included in the Scheme (if any) (TSB(out)); and
  - iii. The 'total community benefits' (if any) to be provided by the Scheme (TCB).

## A. Define Purpose

The purpose of the Special Charge Scheme is to defray an expense or to repay (with interest) an advance made to or a debt or loan to be raised by Council in connection with the construction, improvement and drainage of Cooper Crescent in Maffra.

Cooper Crescent is located within a residential area and currently consists of an ill formed (but unsealed) gravel pavement of approximately 5 - 6m wide and 100m in length with a court bowl and irregular surface drains. The road is primarily a rural-type road, with the unsealed section extending for the length of the road. The road is managed and maintained by Council.

A formal investigation of the proposed Special Charge Scheme was commenced following ongoing property owner concerns and complaints in relation to Council's maintenance grading regime, which applied to the road. The initial work undertaken by Council in response to these concerns included the preparation of concept designs and an estimate of costs. Property owners were advised that, if implemented, the Scheme would provide for the construction and sealing of the road to a 7.3m width, with roll over kerbing a court bowl, and improved drainage and stormwater management.

The construction and sealing of Cooper Crescent will reduce Council's need for ongoing maintenance intervention, while providing a higher level of service for property owners and the general public. Under Council's Road Management Plan, Cooper Crescent is designated as a 'Local Access B Road' and (as required by the Plan) 60% or more of property owners have expressed support for its construction.

Consistent with the Plan, it is considered that the 9 rateable properties which it is proposed will be included in the Scheme (and the general public) will benefit from the proposed works in the following ways –

- Improved amenity and liveability for residents and community through quality infrastructure and streetscape;
- Removal of dust and health related issues currently experienced in unsealed streets;
- Improved safety for motorists and pedestrians with modern road and path infrastructure, that is less exposed to rapid degradation;
- 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 expectations;
- Improved high density development opportunities in existing urban environments.

Following further investigation of potential methods to facilitate the construction works in Cooper Crescent, a further consideration of survey results and further meetings with property owners (who continue to show support for the Scheme), it has been concluded that a Special Charge Scheme, generally in accordance with and supported by the Plan, is the preferred approach to facilitate the project outcomes.

## B. Ensure Coherence

The proposed road and drainage improvement works to be located within the Scheme area will provide a special benefit to the 9 rateable property owners located within the Scheme boundaries, and are otherwise physically connected to the purpose set out in A.

## C. Calculate Total Costs

The implementation of the Special Charge is regulated by section 163 of Act. Ministerial Guidelines made pursuant to the Act require Councils to be transparent about how they calculate the 'Maximum Total Levy'.

For this project, the Maximum Total Levy has been calculated in accordance with the Act and the Guidelines. The Maximum Total Levy, and other relevant information, is summarised in the table below.

<b>Total Scheme Cost</b>	<b>\$185,000</b>
'Benefit Ratio' Determination	0.64 or 64%
<b>Maximum Total Levy Amount</b>	<b>\$118,400</b>
Further Council Contribution	\$ 64,400
<b>Revised Maximum Total Levy Amount</b>	<b>\$ 54,000</b>

## D. Identify Special Beneficiaries

It is considered that all 9 rateable properties in the Scheme (as they are listed in the apportionment spreadsheet) will receive both road- and drainage-related special benefits from the proposed works.

The relevant special benefits which it is considered each property will receive are –

- Reduction in dust;
- Enhancement of the amenity and character of the land and local area;
- Creation of improved riding surfaces for the street;
- Improvement in access and egress from properties;
- Improved road drainage; and
- Improved road safety for motorists and road users.

The Scheme area (showing the 9 properties and the location of the road to be constructed) is shown in on the plan below.



#### E. Determine Properties to Include

For the purposes of calculating the Benefit Ratio, a notional benefit value – to be called a Benefit Unit (BU) – will be used. A BU is a deemed benefit equal to the *average* benefit for each and every property included in the Scheme. This average benefit is considered to comprise *both* access and amenity benefits.

It is considered that that all of the properties included within the Scheme will receive a benefit from the works to be provided under the Scheme (being 1 BU for each property), regardless (for the purposes of calculating the Benefit Ratio but not for the purposes of the final distribution of the Special Charge amongst the Special Charge contributors) and regardless of whether or not particular properties have subdivision or other development potential (or, in some cases, further subdivision or development potential). The BU so chosen has been broken up equally into both access benefit and amenity benefit (viz., 0.5 BU for 'improved access' and 0.5 BU for 'improved amenity').

**F. Estimate Total Special Benefits**

Total Special Benefit Units are defined as follows –

Total Special Benefits = Total Special Benefits In + Total Special Benefits Out, that is –

$$(TSB = TSB_{(in)} + TSB_{(out)})$$

$TSB_{(in)}$  has been calculated as follows –

Total Special Benefit Units In ( $TSB_{(in)}$ )	Access (50%)	Amenity (50%)
Total number of Rateable Properties in Scheme receiving Special Benefit and being required to pay the Special Charge (8)	$0.5 \times 9 = 4.5$ BU	$0.5 \times 9 = 4.5$ BU
<b><math>TSB_{(in)} =</math></b>	<b>9 BU</b>	

$TSB_{(out)}$  has been calculated as follows –

Because –

- All of the properties in the Scheme (including common property) are rateable; and
- There are no properties in the Scheme receiving a special benefit which are not required to pay the Special Charge –

there are no  $TSB_{(out)}$  properties.  $TSB_{(out)} = 0$

**G. Estimate Total Community Benefit**

In addition to establishing the Total Special Benefits for the Scheme, an assessment of any Community Benefit is also required to be undertaken in order to calculate the Maximum Total Levy.

In terms of assessing the level of any Community Benefit, it is generally considered that the works included in the Scheme will primarily benefit only those properties which are included within the Scheme boundary, and that accordingly the level of benefit to the broader community will be limited.

It is considered that the Community Benefit attributable to the proposed Scheme works will be generated from the broader community receiving some benefits which benefits (in the interest of fairness and equity) Council should be pay for (and not the special charge contributors).

The community benefits are considered to be –

- A wider use of Cooper Crescent following its construction;
- Improved drainage and water quality; and
- Reduced ongoing maintenance costs for Council.

#### *Broader traffic use*

To calculate the level of Community Benefit which it is considered will be attributable to persons who are not accessing or servicing the properties within the Scheme boundary (but who will nevertheless use the road for wider access purposes), an assessment of vehicle movements has been undertaken. It is estimated that there are 60 vehicle movements per day on the road (in its present form).

Based on these traffic movements, it is considered that the majority (if not all) of these vehicle movements relate to use by persons who are accessing or servicing the Special Benefit (in) properties the (based on an average of 6 vehicle movements per day). Therefore, the Total Special Benefits for 'road access' by the Special Benefit (in) properties is determined to be 4 BU (this is based on approximately 54 vehicle movements per day (9 x 6 (averaged out and give or take))).

Based on current traffic volumes (and any projected increases in traffic following construction of the road by persons not receiving special benefits), it is anticipated that the overall traffic on Cooper Crescent would not significantly increase, meaning that it is anticipated that there will no additional vehicle movements per day following construction of the road. Despite this, an allowance is made for what may be some increase in traffic movements and, accordingly, any projected increase in external traffic will account for the Total Community Benefit, and this will result in the calculation of the following BU's for any such traffic by the broader community.

Total Community Benefit Units for any broader traffic use of the road is calculated as follows–

$$TCB_{\text{traffic}} = 4.5 \times (60 / 54)$$

$$TCB_{\text{traffic}} = 5$$

#### *Improved drainage and water quality*

Sealing of the roads will result in improved drainage and better water quality. It is recommended therefore that **0.5 BU** be allowed for this benefit, which is however considered to be a marginal benefit.

$$TCB_{\text{drainage}} = 0.5$$

#### *Reduced ongoing maintenance costs*

There will be less ongoing maintenance costs for Council in having to care for and manage a sealed road, rather than an unsealed road: It is recommended therefore that **0.5 BU** be allowed for this benefit, which again is considered to be a marginal benefit.

$$TCB_{\text{maintenance}} = 0.5$$

Therefore,

$$\begin{aligned} TCB_{\text{total}} &= TCB_{\text{traffic}} + TCB_{\text{drainage}} + TCB_{\text{maintenance}} \\ &= 5 + 0.5 + 0.5 \end{aligned}$$

$$TCB_{\text{total}} = 6$$

#### **H. Calculating the 'Benefit Ratio'**

The Benefit Ratio is calculated as follows –

$$\begin{aligned} R &= \frac{TSB_{(in)}}{TSB_{(in)} + TSB_{(out)} + TCB} \\ &= 9 / (9 + 0 + 6) \\ &= 9 / 14 \end{aligned}$$

$$\text{Benefit Ratio (R)} = 0.64$$

#### **I. Calculating the Maximum Total Levy**

The following formula, as set out in the Act, is used to determine the Maximum Total Levy–

$$R \times C = S$$

where –

**R** is the Benefit Ratio determined by Council;

**C** is the total Scheme cost; and

**S** is the Maximum Total Levy

<b>Maximum Total Levy Amount (R x C = S)</b>
0.64 x \$185,000 = \$118,400

Council may levy up to 64% of total costs, or **\$118,400**

#### J. Other relevant considerations

Council notes that if it levies the Maximum Total Levy Amount of \$118,400 the special charge contributors would be required to pay by way of special charges amounts which exceed the amounts set out in Council's Residential Road and Street Construction Plan 2019<sup>1</sup>.

In the exercise of its discretions, and otherwise in accordance with the Plan (and the objectives which the Plan seeks to achieve), Council chooses to allocate a further amount of \$64,400 in and towards the cost of the Scheme works, meaning that the Maximum Levy Amount to be charged to the Scheme will be \$54,000 (*Revised Maximum Total Levy Amount*).

The Revised Maximum Total Levy Amount is to be apportioned amongst the property owners within the scheme area in accordance with the method of distribution of the Special Charge to be determined by Council in the declaration of the Special Charge.

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<sup>1</sup> Refer to section 6.2 of the Plan by which a fixed rate contribution model of \$6,000 has been proposed and adopted by Council for Major Urban Centres where sealed roads are to be provided.

**ITEM C4.4****PORT ALBERT TOWNSHIP SPECIAL CHARGE STREET CONSTRUCTION SCHEME - DECLARATION OF SCHEME**

DIVISION: BUILT AND NATURAL ENVIRONMENT

ACTION OFFICER: MANAGER ASSETS AND PROJECTS

DATE: 15 SEPTEMBER 2020

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

**OBJECTIVE**

The purpose of this report is for Council to consider to formally proceed with the proposed 'Port Albert Township Special Charge Street Construction Scheme Number 1906' by way of formal declaration as a Special Charge Scheme under section 163(1) of the Act for the construction and improvements of the unsealed streets within the Township in Port Albert.

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

1. ***Council, having considered all submissions received and taken account of all objections lodged and having complied with the requirements of sections 163A, 163B and 223 of the Local Government Act 1989 (the Act), and otherwise according to law, and having, so far as can be ascertained from available records and can reasonably be concluded, ascertained that the unsealed streets within Port Albert Township (Street), (as those street listed and shown on the attachments and forms a part of this Declaration for Special Charge Scheme Number 1906) or any component of the streets have not previously been constructed by way of a special rate or charge, hereby proceeds to declare a Special Charge Scheme under section 163(1) of the Act (Scheme) in accordance with the Declaration of Special Charge (Declaration) attached to and forming a part of this Report, such Declaration being for the purposes of constructing the unsealed streets and the provision of all and any ancillary works, including driveways and driveway culverts (from the road edge to building line) and parking in Bay Street on the south side of and adjacent to Rutter Park.***
2. ***Council directs that, under cover of a letter, a written notice, enclosing a notice of levy, be sent to all owners of properties included in the Scheme, including those who have made a submission and/or lodged an objection in writing, of the decision of Council to make the Declaration, and the reasons for the decision.***
3. ***For the purposes of resolution 2, the reasons of Council for making the Declaration are that –***
  - (a) ***There is minimal objection to the Scheme and it is otherwise considered that there is a broad level of support for the Scheme from property owners;***
  - (b) ***Council considers that it is acting in accordance with the functions, powers and objectives conferred on it under the Act, particularly in relation to the provision of proper, safe and suitable roads and property services in and for the Scheme area;***

- (c) All property owners who are liable or required to pay the Special Charge and the properties respectively owned and occupied by them will receive a special benefit in the form of an enhancement or maintenance in land values and/or a maintenance or enhancement in the use, occupation and enjoyment of the properties;***
  - (d) The basis of distribution of the Special Charge amongst the property owners who are liable or required to pay the Special Charge is considered to be fair and reasonable;***
  - (e) The works proposed by the Scheme are consistent with all and any policies and/or objectives set out in the planning scheme for the area; and***
  - (f) The works proposed for the construction and drainage of the Streets are necessary, reasonable, not excessive, sufficient, suitable and not costly, having regard to the locality or environment and the probable use of the Street.***
- 4. *The Chief Executive Officer (or any person for the time being acting in that position) be authorised to carry out any and all other administrative procedures necessary to enable Council to give effect to this resolution, including in relation to the levying of the Special Charge.***

## **BACKGROUND**

Port Albert Township is a coastal township located at the southern end of the Wellington Shire. Currently, the majority of streets within the township of Port Albert are formed, unsealed gravel pavements mostly with irregular or no table drains, excepting the main street, which is sealed. The roads are primarily of a rural type road in appearance, with the unsealed sections extending for their full length on all streets proposed to be sealed under this Scheme.

The township of Port Albert has a small commercial business centre, the township also caters for significant influxes of tourists over holiday periods. There is a percentage of properties that are owner occupied, although there is also a high number of absentee property owners who generally stay at their property during the holiday periods or make them available for holiday rentals.

An investigation of a Special Charge Scheme commenced following ongoing property owner concerns in relation to the maintenance grading regime of those properties fronting gravel roads. This preliminary investigation in 2018 was undertaken with Port Albert property owners and community which included an outline of a special charge methodology to undertake street improvements in a letter to owners, followed by a series of public meetings, with a follow up survey to determine the level of interest in such a proposal. The initial survey was well received with a high level of acceptance around a special charge proposal for the sealing of streets within the township.

Council Officers continued investigations into determining suitable arrangements for undertaking improvements to the unsealed streets and have prepared concept plan and estimated costs in line with the recently adopted Residential Road and Street Construction Plan 2019. It is proposed Port Albert Town Street Construction Scheme would provide for the formation and sealing of the roads to a 6.0m width (where possible), with kerbing proposed at most intersections as part of the proposed works along with the sealing of driveway crossovers, realignment of driveway culverts at property driveways along with some minor table drain improvements. This proposed scheme does not provide for significant drainage improvements.

The proposed formation and sealing of the unsealed roads within Port Albert township streets would reduce Council's need for maintenance intervention, while providing a higher level of service and safety for the adjacent/adjoining properties.

It is considered that the properties which abut the unsealed roads within the Port Albert Township will derive a special benefit by the proposed upgrade works, as a result of:

- a reduction in dust;
- an enhancement to the amenity of the area;
- the creation of improved riding surfaces;
- an improved access and egress from properties.

Following these further investigation of potential methods to facilitate construction works in Port Albert, it was concluded that a Special Charge Scheme, generally in line with Council's Residential Road and Street Construction Plan, was the preferred approach, as this process requires public advertising and is a transparent process that informs the community of Council's financial contribution.

A further letter to property owners of Port Albert was sent outlining the formalised proposal under a special charge scheme, with an invitation to attend a public meeting, held on 26 September 2019.

A follow up letter and survey form was sent to each property owner following this public meeting, along with an estimated apportionment cost applicable for each property, to assess support for, or objection to, the scheme. This survey was mailed out 28 October 2019, with a follow up letter sent out on 19 December 2019 requesting surveys to be returned.

#### Results of the Survey

	SUPPORT SCHEME		OPPOSE SCHEME		DID NOT REPLY	
Property Owners (256)	162	63%	57	22%	37	15%

During the Public Notice period following Council's resolution to commence the statutory process for a Special Charge Scheme, Council Officers received advice that one of the properties included within the scheme was a Council owned property. Council's ownership has been verified and the table of survey results has been adjusted, as follows;

	SUPPORT SCHEME		OPPOSE SCHEME		DID NOT REPLY	
Property Owners (255)	162	64%	57	22%	36	14%

The results of the survey show that 86% of the property owners replied and 64% of these replies being in favour of the proposed scheme. There are multiple owners who own two or more properties. The survey results also exclude the nine Council owned and/or exempt non-rateable properties.

Overall there are 64% of property owners in support which exceeds the minimum level required under the 'Residential Road and Street Construction Plan' (being 60%) it is considered that there is a sufficient level of support for the proposed Special Charge Scheme to proceed.

#### FORMAL AND STATUTORY SUBMISSIONS AND OBJECTIONS

Following Council's previous resolution in relation to its intention to commence the statutory process to declare the Special Charge Scheme, public notice was given in a newspaper circulating generally in the municipal district, and separate written notice was given to all property owners concerning Council's proposal.

As a result of this, Council received five (5) written submission/objection from five of the property owners within the Scheme area.

Council has, by resolution, earlier determined its position in relation to the submission and objection.

This Report now addresses whether or not Council wishes to proceed with the proposed 'Port Albert Township Special Charge Street Construction Scheme Number 1906' by way of formal declaration as a Special Charge Scheme under section 1639(1) of the Act for the construction of unsealed streets within Port Albert Township and related ancillary works

## **OPTIONS**

Council has the following options available:

1. To progress the proposed Special Charge Scheme through a full cost recovery apportionment method, by advertising the declaration of the Special Charge Scheme; or
2. Having first trialed and considered other methods of apportionment, to progress the proposed Scheme through the 'fixed fee method' as outlined in 'Council's Residential Road and Street Construction Plan', by advertising the declaration of the Special Charge Scheme; or
3. To not progress the declaration of the Special Charge Scheme.

## **PROPOSAL**

The proposal, which is now presented for Council's determination, is for Council (following what has been a consideration of the submission and objections) to proceed with the proposed Special Charge Scheme generally through (and in accordance with) the funding framework outlined in Council's 'Residential Road and Street Construction Plan' and to proceed to declare a Special Charge Scheme for the formation and sealing of the unsealed streets within the Port Albert Township and for the provision of ancillary works including driveway and driveway culverts and parking in Bay St on the south side of and adjacent to Rutter Park., as outlined in this and the previous Reports which have been considered by Council.

## **CONFLICT OF INTEREST**

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

## **FINANCIAL IMPACT**

Total costs applicable to the Special Charge Scheme are estimated to be \$2,800,000. The amount to be recovered under the Scheme does not include GST.

Based on the funding framework within the Residential Road and Street Construction Plan and as otherwise considered by Council officers to be fair and reasonable based on total special benefits and community benefits to be provided by the works, \$912,600 of the costs are to be apportioned to properties within the Special Charge Scheme, with the balance being funded by Council.

Amount apportioned to properties within Scheme: \$ 909,000.00

Portion of total cost to be recovered from Council as direct costs: \$1,891,000.00

Total estimated cost of Scheme: \$2,800,000.00

There are some multiple property owners in the Scheme area, there is no Crown land and there are nine exempt or non-rateable properties located within the Scheme boundary.

The resultant financial impact is a cost to Council estimated at \$1,891,000.00 and this is to be funded through the Roads to Recovery Program.

The method of apportioning the costs for this Scheme is uniform and is based on access.

To confirm the reasonableness, fairness and appropriateness of the funding framework outlined in Council's Residential Road and Street Construction Plan and otherwise (as being the fairest and most reasonable method of distributing the proposed Special Charge amongst all of the property owners in the proposed Scheme), Council Officers first trialed and considered a number of different methods of apportionment of the Special Charge. **See Schedule 2 (Method 1 & 2) at Attachment 1**

This has included the completion of a property apportionments based on 'Access Only' and a combination of 'Access and Frontage' to the Maximum Total Levy Amount as calculated using the Benefit Ratio calculated for this Proposed Special Charge Scheme. **See Attachment 2**

On this basis, the cost per property under such apportionment methods would have been between either \$5,202 or \$18,242 or \$5,840 and \$8,760 respectively, considerably more on an average per property owner basis than the method of distribution which is being proposed for Council's present consideration. Accordingly, and in light of this 'comparative' work undertaken by Council officers, it is recommended to Council that the method of distributing the Special Charge amongst the property owners, as set out in this report (**Method 3 in Schedule 2 of Attachment 1**), is considered to be fair and reasonable.

Property owners liable to pay the Special Charge will only be invoiced following satisfactory completion of works. Options for payment include full payment within 45 days or 20 quarterly instalments (five years), including an interest component aligned to Council's cost of finance.

## COMMUNICATION IMPACT

A comprehensive public consultation process has been entered into with affected property owners including information letters, surveys and meetings. If the scheme progresses, then ongoing communication will continue with the recommendations of this report.

## LEGISLATIVE IMPACT

This scheme has been prepared in accordance with Section 163, 163A, 163B of the *Local Government Act 1989*. Public notification will be in accordance with Sections 163 and 223 of the *Local Government Act 1989*. Submissions and objections to the scheme will be considered in accordance with Sections 163A, 163B and 223 of the *Local Government Act 1989*.

Section (2) of Section 163 of the *Local Government Act 1989* requires Council to determine:

- (a) The total amount of the Special Charge to be levied; and
- (b) The criteria to be used as the basis for declaring the special charge.

Section (2A) of Section 163 of the *Local Government Act 1989* provides that for the purpose of Section (2) (a) the total amount of the Special Charge to be levied must not exceed the amount "S" where  $S = R \times C$  and;

S = is the maximum total amount that may be levied from all the persons who are liable to pay the special rates or special charges.

R = is the benefit ratio determined by the Council in accordance with sub-section (2B).

C = is the total cost of the performance of the function or the exercise of the power under sub-section (1).

A determination for the purposes of complying with the requirements of sections 163(2)(a), (2A) and (2B) of the Act (which also satisfies the requirements of the Ministerial Guidelines) is included in this report as **Attachment 2**.

### **COUNCIL POLICY IMPACT**

The scheme has been prepared in accordance with Council's Special Charge Schemes – Roads, Street and Drainage Development Policy 4.2.4 and the 2019 Residential Road and Street Construction Plan.

### **COUNCIL PLAN IMPACT**

The Council Plan 2017-21 Theme 2 Services & Infrastructure states the following strategic objective and related strategy:

**Strategic Objective 2.4:** *"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."*

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

### **RESOURCES AND STAFF IMPACT**

Implementation of the scheme can be undertaken within the resources of the Assets and Projects unit with the assistance of external contract engineering support for the survey and design of the scheme. In the event the scheme is adopted by Council, construction will be carried out by an approved contractor via a tender process.

### **COMMUNITY IMPACT**

Implementation of this Scheme will have a general community impact as it will result in Port Albert Township, Port Albert being fully sealed in line with current service standards. Community benefit is reflected in Council's contribution towards the works outcome.

### **ENVIRONMENTAL IMPACT**

Implementation of this scheme will have a positive environmental impact arising from the reduction of dust generated by vehicles as well as improved quality of storm water runoff.

## **ENGAGEMENT IMPACT**

A comprehensive public consultation process has been entered into with affected property owners including:

- Information letter and public workshops advising property owners of street sealing works proposal (2018)
- Letter outlining the proposed street scheme for Port Albert
- Public meeting held at Port Albert, 26 September 2019
- Mail out survey of all property owners, 28 October 2019
- Follow up phone calls and emails requesting replies to the survey.
- Formal public notice under sections 163B and 223 of the *Local Government Act 1989*.

## **RISK MANAGEMENT IMPACT**

Implementation of the scheme will produce a substantial reduction in risk to motorists, cyclists and other road users through improved visibility (reduction of dust), improved road surfacing, properly identified through lanes and markings.

## DECLARATION OF SPECIAL CHARGE

## 'Port Albert Township Street Construction Scheme

## Number 1906'

1. Wellington Shire Council (*Council*) proposes to declare a Special Charge (*Special Charge* or *Scheme*) under section 163(1) of the *Local Government Act 1989 (Act)* for the purpose of defraying any expenses or repaying (with interest) any advance made to or any debt incurred or loan to be raised by Council in relation to the preparation, formation and sealing of certain streets and roads in the Township of Port Albert (as those streets and roads are set out in paragraph 2 of this Proposed Declaration and as they are otherwise shown on the plan which is attached to and which forms a part of this Proposed Declaration of Special Charge Scheme Number 1906 (*Scheme Plan*) and the provision of all and any ancillary works, including drainage works and associated table drains, the provision of driveways and driveway culverts (from road edge to building line) and parallel parking in Bay Street on the south side of and adjacent to Rutter Park. The Scheme, if declared, is to be known as the 'Port Albert Township Street Construction Scheme Number 1906'.
  
2. The streets and the roads to be constructed are (under Council's Road Management Plan) all designated by Council as (or will become) 'Local Access B' roads and are set out as follows –
 

(a) Albany Street;	(m) Pier Street;
(b) Albert Street;	(n) Princess Street(part);
(c) Bay Street;	(o) Queen Street(part);
(d) Brisbane Street(part);	(p) Raglan Street(part);
(e) Colville Street(part);	(q) Russell Street(part);
(f) Denison Street(part);	(r) Spring Street;
(g) Duke Street;	(s) South Street;
(h) King Street;	(t) Victoria Street;
(i) Naiper Street(part);	(u) Wellington Street (part);
(j) Nelson Street;	(v) West Boundary Road(part);
(k) North Street(part);	(w) Willis Street(part); and
(l) Oberon Street (part);	(x) William Street.
  
3. The criteria which will form the basis of the declaration of the Special Charge are the ownership of rateable properties in the area of the Scheme (being properties within the Township of Port Albert as shown on the Scheme Plan) and, based on the application of access benefit units, including having regard to the driveway access requirements of those properties in the Scheme to the streets and roads to be formed and sealed (as the properties are set out in paragraphs 8 and 9 of this proposed declaration), the overall benefits which it is considered the properties in the Scheme (based on the physical and other benefits) will receive from the works to be performed under the Scheme.

4. In proposing the declaration of the Special Charge, Council is performing functions and exercising powers in relation to the peace, order and good government of the municipal district of the Shire of Wellington, in particular the provision of proper, safe and suitable roads and property services within the area for which the proposed Special Charge is to be declared (*Works*).
5. The total cost of the performance of the function and the exercise of the power by Council (in relation to the Works) is **\$2,800,000** and this amount is the total estimated cost of the Works to be undertaken by the Scheme.
6. The total amount to be levied under the Scheme as the Special Charge is **\$909,000**.
7. The Special Charge will commence on the date on which it is levied by Council and will remain in force for a period of 5 years
8. The area for which the proposed Special Charge is to be declared is all the land shown on the plan set out in the Schedule forming a part of this Proposed Declaration of Special Charge (being the Scheme Plan and being **Schedule 1**)
9. The land in relation to which the proposed Special Charge is to be declared is all that rateable land described in the listing of rateable properties set in the Schedule forming a part of this proposed declaration of Special Charge (being **Schedule 2**)
10. The Special Charge will be assessed and levied in accordance with the amounts set out alongside each property in the Schedule forming a part of this Declaration (being **Schedule 2**), such amounts having been assessed and determined by Council as (and are based on) a fixed charge for each property having regard to access, including and in particular driveway access. Properties which have a shared driveway access to the street to be constructed via common property will have their access benefits calculated on the basis of 100% for the first property and 50% for each additional property (with access being apportioned to each of the properties so as to equal the sum of the percentages divided by the number of properties with common property access), and any other benefits.  
  
(More particularly, the Special Charge is to be apportioned to properties included in the Scheme on the basis of each property having a driveway access to the street to be upgraded under the Scheme being apportioned one (1) Access Benefit Unit (ABU) and properties within an Owners Corporation with a shared driveway access to the street via common property being apportioned an Access Benefit Unit calculated on the basis of 100% for the first property and 50% for each additional property. The Access Benefit Unit is otherwise to be apportioned to each of these properties equalling the sum of the percentages divided by the number of properties with common property access.)
11. Subject to any further resolution of Council, the Special Charge will be levied by Council sending a notice in the prescribed form to the owners of the properties in the Scheme by which the Special Charge is to be paid –
  - (a) In full amount within 45 days of the notice; or
  - (b) By way of quarterly instalments in the manner set out in paragraph 12.

12. Because the performance of the function and the exercise of the power in respect of which the proposed Special Charge is to be declared and levied relates substantially to the provision of capital works, special ratepayers will be given an instalment plan under which –
  - (a) Quarterly instalments are to be paid over a 5 year period, or other such period as negotiated; and
  - (b) Quarterly instalments will include a component for reasonable interest costs, the total of which will not exceed the estimated borrowing costs of Council in respect of the construction of the Road by more than 1 per cent.
  
13. Council will consider cases of financial and other hardship, and may consider other payment options for the Special Charge.
  
14. No incentives will be given for the payment of the Special Charge before the due date for payment.
  
15. Council considers that there will be a special benefit to the persons required to pay the Special Charge because there will be a benefit to those persons over and above, or greater than, the benefit that is available to persons who are not subject to the proposed Special Charge, and directly and indirectly as a result of the expenditure proposed by the Special Charge, the value and the use, occupation and enjoyment of the properties included in the Scheme will be maintained or enhanced through the provision of proper, safe and suitable roads and property services. Without limitation, Council considers that the Works will –
  - (a) Reduce dust;
  - (b) Enhance the amenity and character of the land, and local area;
  - (c) Create improved riding surfaces for the roads;
  - (d) Improve access and egress from properties;
  - (e) Improve road drainage;
  - (f) Improve road safety for motorists, cyclists; and
  - (g) Enhance the amenity and liveability of the Township of Port Albert.
  
16. For the purposes of having determined the total amount of the Special Charge to be levied under the Scheme, Council further considers and formally determines for the purposes of sections 163(2)(a), (2A) and (2B) of the Act that the estimated proportion of the total benefits of the Scheme to which the performance of the function and the exercise of the power relates (including all special and community benefits) that will accrue as special benefits to all persons who are liable to pay the Special Charge is in a ratio of 0.79 or 79%, noting however that, in the exercise of its discretions, Council has chosen to make a further contribution to the cost of the Works so as to arrive at a Revised Maximum Total Levy Amount of \$912,600.

## SCHEDULES TO DECLARATION

Schedule 1 - Scheme plan area

Schedule 2 - Listing of all properties with amount of special charges payable and showing manner of calculation of special charge apportionment;

Method 1 - Maximum Levy at 50% Access Benefit & 50% Frontage

Method 2 - Maximum Levy at 100% Access Benefit

Method 3 - Fixed Fee

Schedule 1

PORT ALBERT TOWNSHIP STREET CONSTRUCTION SCHEME  
PLAN OF SPECIAL CHARGE SCHEME AREA

Scheme Boundary - - - - -



Schedule 2

Method 1 - Maximum Levy at 50% Access Benefit & 50% Frontage

WELLINGTON SHIRE COUNCIL

PORT ALBERT STREET CONSTRUCTION SCHEME - MAX LEVY AMOUNT - 50% ACCESS & 50% FRONTAGE

ASSES. No.	PARCEL No.	TITLE DETAILS	STREET ADDRESS	ACCESS BENEFIT UNITS	FRONTAGE	REARAGE	SIDEAGE & APPORTIONED LENGTH	TOTAL APPORTIONED LENGTH	ESTIMATED COST
<b>ALBANY STREET</b>									
1	278176	40516 CA: 3 SEC: 1	4 Albany St, PORT ALBERT	1	20.1			20.1	\$7,814
2	276402	52872 LOT: 1 PS: 519252E	6 Albany St, PORT ALBERT	1	20.1			20.1	\$7,814
3	432344	53256 LOT: 1 PS: 519256V	8 Albany St, PORT ALBERT	1	20.1			20.1	\$7,814
4	276428	40170 CA: 10 SEC: 1	10 Albany St, PORT ALBERT	1	20.1			20.1	\$7,814
5	276428	40168 CA: 8 SEC: 1	10 Albany St, PORT ALBERT	1	20.1			20.1	\$7,814
6	276428	40167 CA: 7 SEC: 1	10 Albany St, PORT ALBERT	1	20.1			20.1	\$7,814
7	276428	40166 CA: 6 SEC: 1	10 Albany St, PORT ALBERT	1	20.1			20.1	\$7,814
8	368977	46220 CA: 9 SEC: 2	15 Albany St, PORT ALBERT	1	20.1			20.1	\$7,814
<b>ALBERT STREET</b>									
9	276436	40174 LOT: 5 BLK: 13 PS: 3222	1-3 Albert St, PORT ALBERT	1	42.2			42.2	\$11,636
10	276444	40175 LOT: 6 BLK: 13 PS: 3222	5 Albert St, PORT ALBERT	1	20.1			20.1	\$7,814
11	276444	40176 LOT: 7 BLK: 13 PS: 3222	7 Albert St, PORT ALBERT	1	20.1			20.1	\$7,814
12	394007	52651 LOT: 1 PS: 529641L	8 Albert St, PORT ALBERT	1	20.1			20.1	\$7,814
13	276451	40177 LOT: 1 PS: 78637	9 Albert St, PORT ALBERT	1	39	27.7		47.31	\$12,519
14	276535	40189 LOT: 2 PS: 221890C	12 Albert St, PORT ALBERT	1	40.8	31		50.1	\$13,002
15	276469	40179 LOT: 17 BLK: 3 PS: 3222	13 Albert St, PORT ALBERT	1	39.3	27.1		47.43	\$12,540
16	276469	40178 LOT: 16 BLK: 3 PS: 3222	13 Albert St, PORT ALBERT	1	20.5			20.5	\$7,883
17	276543	40190 LOT: 2 BLK: 4B PS: 3222	16 Albert St, PORT ALBERT	1	20.1			20.1	\$7,814
18	276477	40180 LOT: 21 BLK: 23 PS: 3222	17 Albert St, PORT ALBERT	1	21.6	55.4		38.22	\$10,947
19	276550	40191 LOT: 3 PS: 27029	18 Albert St, PORT ALBERT	1	18.3			18.3	\$7,502
20	276485	40181 LOT: 22 BLK: 3 PS: 3222	19 Albert St, PORT ALBERT	1	20			20	\$7,796
21	276568	40192 FC: 100880	20 Albert St, PORT ALBERT	1	29.5	37		40.6	\$11,359
22	276493	40182 LOT: 23 BLK: 3 PS: 3222	21 Albert St, PORT ALBERT	1	20			20	\$7,796
23	276501	40184 LOT: 1 TP: 814258H	23 Albert St, PORT ALBERT	1	21.5			21.5	\$8,056
24	276519	40185 & 40186 LOT: 1 TP: 13040D & LOT 1 TP: 12725	25 Albert St, PORT ALBERT	1	15.7			15.7	\$7,053
25	276527	40187 LOT: 1 TP: 850709V	27 Albert St, PORT ALBERT	1	20.7			20.7	\$7,917
26	276576	40193 FC: 359445V	28 Albert St, PORT ALBERT	1	40.1			40.1	\$11,272
27	276584	40194 LOT: 33 BLK: 4 PS: 3222	32 Albert St, PORT ALBERT	1	20.1			20.1	\$7,814
28	276592	40195 LOT: 34 BLK: 4 PS: 3222	34 Albert St, PORT ALBERT	1	19.8			19.8	\$7,762
<b>BAY STREET</b>									
29	276733	51522 LOT: 1 TP: 818232F	4 Bay St, PORT ALBERT	1	19.7			19.7	\$7,744
30	276741	48803 LOT: 2 PS: 345928R	6 Bay St, PORT ALBERT	1	48.7	14.8		53.14	\$13,528
31	403410	55209 LOT: 1 PS: 613428S	1/10 Bay St, PORT ALBERT	1	10			10	\$6,067
32	403428	55210 LOT: 2 PS: 613428S	2/10 Bay St, PORT ALBERT	1	10			10	\$6,067
33	403436	55211 LOT: 3 PS: 613428S	3/10 Bay St, PORT ALBERT	1	10			10	\$6,067
34	403865	60936 LOT: 6 PS: 531370D	1/12 Bay St, PORT ALBERT	1	24.1	17		29.2	\$9,387
35	403857	60937 LOT: 5 PS: 531370D	2/12 Bay St, PORT ALBERT	1	10.5	17		15.6	\$7,035
36	276766	59606 LOT: 4 PS: 531370D	12 Bay St, PORT ALBERT	1	27.6	17		32.7	\$9,993

## WELLINGTON SHIRE COUNCIL

### PORT ALBERT STREET CONSTRUCTION SCHEME - MAX LEVY AMOUNT - 50% ACCESS & 50% FRONTAGE

ASSES. No.	PARCEL No.	TITLE DETAILS	STREET ADDRESS	ACCESS BENEFIT UNITS	FRONTAGE	SIDEWALK & REARAGE	TOTAL APPORTIONED LENGTH	ESTIMATED COST
37	276774	40211 LOT: 2 PS: 304362V	14 Bay St, PORT ALBERT	1	17.4		17.4	\$7,347
38	276782	47003 PC: 361434N	16 Bay St, PORT ALBERT	1	61.1	27.9	89.47	\$16,352
39	362408	49151 LOT: 1 TP: 950145	21 Bay St, PORT ALBERT				0	\$0
40	362408	49152 LOT: 2 TP: 14609	21 Bay St, PORT ALBERT				0	\$0
41	362408	48967 LOT: 1 TP: 963889	21 Bay St, PORT ALBERT				0	\$0
42	362408	48401 LOT: 1 TP: 857875	21 Bay St, PORT ALBERT				0	\$0
43	276790	40212 PC: 360477Y	22 Bay St, PORT ALBERT	1	38.8	20	44.8	\$12,085
44	276808	40213 PTL: 12 BLK: 15 PS: 3222	24 Bay St, PORT ALBERT	1	32.8		32.8	\$10,010
45	276816	40214 PTL: 12 BLK: 15 PS: 3222	26 Bay St, PORT ALBERT	1	51.5		51.5	\$13,244
46	276818	40196 PC: 162000	31-37 Bay St, PORT ALBERT	0				
47	276824	40215 LOT: 1 TP: 805923C	32 Bay St, PORT ALBERT	1	58.7		58.7	\$14,489
48	276832	40216 LOT: 2 TP: 607436Q	34 Bay St, PORT ALBERT	1	59.5		59.5	\$14,628
49	276626	40197 LOT: 5 PS: 30571	39 Bay St, PORT ALBERT	1	16.3		16.3	\$7,156
50	276634	40198 LOT: 6 PS: 30571	41 Bay St, PORT ALBERT	1	16.7		16.7	\$7,225
51	276642	40199 LOT: 7 PS: 30571	43 Bay St, PORT ALBERT	1	16.9		16.9	\$7,260
52	276659	40200 LOT: 8 PS: 30571	45 Bay St, PORT ALBERT	1	15.9		15.9	\$7,087
53	276667	40201 PC: 358439V	47 Bay St, PORT ALBERT	1	32.4		32.4	\$9,541
54	276675	40202 LOT: 11 PS: 30571	53 Bay St, PORT ALBERT	1	14.1		14.1	\$6,776
55	276683	40203 LOT: 12 PS: 30571	55 Bay St, PORT ALBERT	1	14.8		14.8	\$6,897
56	276691	40204 LOT: 13 PS: 30571	57 Bay St, PORT ALBERT	1	16		16	\$7,104
57	276709	40205 LOT: 14 PS: 30571	59 Bay St, PORT ALBERT	1	15		15	\$6,931
58	276717	40206 LOT: 15 PS: 30571	61 Bay St, PORT ALBERT	1	14.8		14.8	\$6,897
59	276725	47271 LOT: 1 PS: 409491Y	63 Bay St, PORT ALBERT	1	33.9		33.9	\$10,200
<b>BRISBANE STREET</b>								
60	276899	40224 LOT: 2 PS: 134544	2 Brisbane St, PORT ALBERT	1	20.1		20.1	\$7,814
61	276907	40225 LOT: 1 PS: 134544	4 Brisbane St, PORT ALBERT	1	20.1		20.1	\$7,814
62	276915	40226 LOT: 1 PS: 135556	6 Brisbane St, PORT ALBERT	1	20.1		20.1	\$7,814
63	276873	40222 LOT: 5 PS: 78825	5 Brisbane St, PORT ALBERT	1	20.1		20.1	\$7,814
64	276881	40223 LOT: 6 PS: 78825	7 Brisbane St, PORT ALBERT	1	20.1		20.1	\$7,814
65	276923	46974 PC: 360759N	8 Brisbane St, PORT ALBERT	1	20.1		20.1	\$7,814
<b>COLVILLE STREET</b>								
66	277087	40233 LOT: 2 PS: 133038	5 Colville St, PORT ALBERT	1	20.1		20.1	\$7,814
67	276972	40236 LOT: 7 PS: 78825	6 Colville St, PORT ALBERT	1	20.1		20.1	\$7,814
68	430620	40232 LOT: 1 PS: 133038	7 Colville St, PORT ALBERT	1	20.1		20.1	\$7,814
69	276980	51219 PC: 365296B	8-12 Colville St, PORT ALBERT	1	80.4		80.4	\$18,242
70	276956	58330 LOT: 3 PS: 722073V	9 Colville St, PORT ALBERT	1	20.1		20.1	\$7,814
71	368274	51539 LOT: 1 TP: 552645H	11 Colville St, PORT ALBERT	1	20.1		20.1	\$7,814
72	276964	40235 LOT: 2 PS: 120837	15 Colville St, PORT ALBERT	1	20.1		20.1	\$7,814
73	406215	55657 LOT: 3 PS: 548389S	17 Colville St, PORT ALBERT	1	20.1		20.1	\$7,814

**WELLINGTON SHIRE COUNCIL**

**PORT ALBERT STREET CONSTRUCTION SCHEME - MAX LEVY AMOUNT - 50% ACCESS & 50% FRONTAGE**

ASSESS. No.	PARCEL No.	TITLE DETAILS	STREET ADDRESS	ACCESS BENEFIT UNITS		FRONTAGE		SIDEAGE & APPORTIONED REARAGE	TOTAL APPORTIONED LENGTH	ESTIMATED COST
				1	10	10	10			
74	406207	55656 LOT: 2 PS: 548369S	19 Colville St, PORT ALBERT	1	10	10	10		10	\$6,067
<b>DENISON STREET</b>										
75	276998	40241 PCA: 2 SEC: 5	1 Denison St, PORT ALBERT	1	20.1	20.1			20.1	\$7,814
76	277004	40242 PCA: 2 SEC: 5	3 Denison St, PORT ALBERT	1	20.1	20.1			20.1	\$7,814
77	277012	40243 LOT: 3 PS: 209686	5 Denison St, PORT ALBERT	1	20.1	20.1			20.1	\$7,814
78	277020	40244 LOT: 2 PS: 209686	7 Denison St, PORT ALBERT	1	20.1	20.1			20.1	\$7,814
79	277038	40245 LOT: 1 PS: 209532	9 Denison St, PORT ALBERT	1	20.1	20.1			20.1	\$7,814
80	277046	40246 PCA: 6 SEC: 5	11 Denison St, PORT ALBERT	1	20.1	20.1			20.1	\$7,814
81	277053	40247 PCA: 7 SEC: 5	13 Denison St, PORT ALBERT	1	20.1	20.1			20.1	\$7,814
82	277061	40248 LOT: 2 PS: 96917	15 Denison St, PORT ALBERT	1	20.1	20.1			20.1	\$7,814
83	277079	40249 PC: 352342U	17 Denison St, PORT ALBERT	1	20.1	20.1			20.1	\$7,814
84	442681	59328 LOT: 1 PS: 722073V	2 Denison St, PORT ALBERT	1	25	34			35.2	\$10,425
85	277087	59329 LOT: 2 PS: 722073V	4-6 Denison St, PORT ALBERT	1	55.5	55.5			55.5	\$13,936
86	277095	40251 LOT: 2 PS: 74274	10 Denison St, PORT ALBERT	1	20.1	20.1			20.1	\$7,814
87	277103	40252 LOT: 1 PS: 74274	12 Denison St, PORT ALBERT	1	20.1	20.1			20.1	\$7,814
88	277111	40253 CA: 7 SEC: 4	14 Denison St, PORT ALBERT	1	20.1	20.1			20.1	\$7,814
89	277129	40254 LOT: 1 PS: 120837	16 Denison St, PORT ALBERT	1	20.1	20.1			20.1	\$7,814
90	277137	55655 LOT: 1 PS: 548369S	18 Denison St, PORT ALBERT	1	20.1	20.1			20.1	\$7,814
<b>DUKE STREET</b>										
91	413823	60847 LOT: A PS: 749431U	1 Duke St, PORT ALBERT	1	50.3	37.6			61.58	\$14,987
92	277152	40257 LOT: 11 BLK: 2 PS: 3222	5 Duke St, PORT ALBERT	1	20.1	20.1			20.1	\$7,814
93	277160	40258 LOT: 10 BLK: 2 PS: 3222	7 Duke St, PORT ALBERT	1	20.1	20.1			20.1	\$7,814
<b>GIBSON STREET</b>										
94	277228	40271 CA: 10 SEC: 2	37 Gibson St, PORT ALBERT	1	0	20.1			6.03	\$5,380
<b>KING STREET</b>										
95	390930	51923 LOT: 2 PS: 515579R	16 King St, PORT ALBERT	1	16.8	16.8			16.8	\$7,243
96	396481	53295 LOT: 2 PS: 531376Q	17 King St, PORT ALBERT	1	25	40.2			25	\$8,661
97	390948	51924 LOT: 3 PS: 515579R	18 King St, PORT ALBERT	1	16.8	16.8			28.86	\$9,329
98	390889	51928 LOT: 7 PS: 515579R	19 King St, PORT ALBERT	1	16.8	16.8			16.8	\$7,243
99	390955	51925 LOT: 4 PS: 515579R	20 King St, PORT ALBERT	1	16.8	16.8			16.8	\$7,243
100	390971	51927 LOT: 6 PS: 515579R	21 King St, PORT ALBERT	1	16.8	16.8			16.8	\$7,243
101	390963	51926 LOT: 5 PS: 515579R	23 King St, PORT ALBERT	1	16.8	40.2			28.86	\$9,329
<b>NAPIER STREET</b>										
102	413153	54706 LOT: 1 PS: 531370D	34 Napier St, PORT ALBERT	1	10	10			10	\$6,067
103	277400	40327 LOT: 4 BLK: 16 PS: 3222	37 Napier St, PORT ALBERT	1	10	10			10	\$6,067

**WELLINGTON SHIRE COUNCIL**

**PORT ALBERT STREET CONSTRUCTION SCHEME - MAX LEVY AMOUNT - 50% ACCESS & 50% FRONTAGE**

ASSESS. No.	PARCEL No.	TITLE DETAILS	STREET ADDRESS	ACCESS BENEFIT UNITS	FRONTAGE	REARAGE & APPORTIONED LENGTH	TOTAL APPORTIONED LENGTH	ESTIMATED COST
104	277418	40328 LOT: 3 BLK: 16 PS: 3222	39 Napier St, PORT ALBERT	1	20.1		20.1	\$7,814
105	277426	40329 LOT: 2 BLK: 16 PS: 3222	41 Napier St, PORT ALBERT	1	20.1		20.1	\$7,814
106	277434	40330 LOT: 2 PS: 128347	43 Napier St, PORT ALBERT	1	29.7		29.7	\$9,474
<b>NELSON STREET</b>								
107	277442	40331 LOT 1 TP: 862079	1 Nelson St, PORT ALBERT	1	0	55.6	16.68	\$7,222
108	277442	40333 LOT: 14 BLK: 3 PS: 3222	1 Nelson St, PORT ALBERT	1	27.8		27.8	\$9,145
109	277442	40334 LOT: 15 BLK: 3 PS: 3222	1 Nelson St, PORT ALBERT	1	27.6	40.8	39.84	\$11,228
110	277475	40337 LOT: 1 BLK: 13 PS: 3222	2 Nelson St, PORT ALBERT	1	27.5		27.5	\$9,093
111	277483	40338 LOT: 10 BLK: 13 PS: 3222	4 Nelson St, PORT ALBERT	1	27.5		27.5	\$9,093
112	277491	40339 LOT: 1 TP: 195076K	6 Nelson St, PORT ALBERT	1	25.5		25.5	\$8,747
113	277509	52652 LOT: 2 PS: 529641L	14 Nelson St, PORT ALBERT	1	30.5	38.8	42.14	\$11,625
114	384529	40188 & 55349 LOT: 1 PS: 221898C	15 Nelson St, PORT ALBERT	1	17.7		17.7	\$7,398
115	277517	40342 PC: 168203	16 Nelson St, PORT ALBERT	1	76.5	90.7	103.71	\$22,274
116	277459	40335 LOT: 1 TP: 436551W	17 Nelson St, PORT ALBERT	1	50		50	\$12,985
117	277467	40336 LOT: 5 BLK: 4B PS: 3222	21 Nelson St, PORT ALBERT	1	51.6	41.8	64.14	\$15,430
<b>NORTH STREET</b>								
118	437525	60848 LOT: 3 PS: 749431U	20 North St, PORT ALBERT	1	18.8	44.8	32.24	\$9,913
119	277145	55170 LOT: 2 PS: 608274X	22 North St, PORT ALBERT	1	17	45.8	30.74	\$9,654
120	391615	50376 LOT: 15 BLK: 2 PS: 3222	24 North St, PORT ALBERT	1	20.1	46.8	34.14	\$10,242
121	277525	40343 LOT: 16 BLK: 2 PS: 3222	26 North St, PORT ALBERT	1	20.1	47.8	34.44	\$10,294
122	385013	40344 LOT: 17 BLK: 2 PS: 3222	28 North St, PORT ALBERT	1	21	48.8	35.64	\$10,501
<b>OBERON STREET</b>								
123	277566	40351 LOT: 1 TP: 851171	42 Oberon St, PORT ALBERT	1	20.1		20.1	\$7,814
124	277574	40353 LOT: 1 TP: 216038P	50 Oberon St, PORT ALBERT	1	20.1		20.1	\$7,814
<b>PIER STREET</b>								
125	389742	47272 LOT: 2 PS: 409491Y	3 Pier St, PORT ALBERT	1	19.8		19.8	\$7,762
126	277632	50329 LOT: 2 TP: 17576M	4 Pier St, PORT ALBERT	1	16.5		16.5	\$7,191
127	277582	40355 LOT: 18 PS: 30571	5 Pier St, PORT ALBERT	1	17.5		17.5	\$7,364
128	277590	40356 LOT: 1 TP: 181343R	7 Pier St, PORT ALBERT	1	15.6		15.6	\$7,035
129	277608	40357 LOT: 20 PS: 30571	9 Pier St, PORT ALBERT	1	16.8		16.8	\$7,243
130	277616	40358 LOT: 21 PS: 30571	11 Pier St, PORT ALBERT	1	12.4		12.4	\$6,482
131	277632	40360 CA-1 SEC: A	14 Pier St, PORT ALBERT	1	20.5		20.5	\$7,883
<b>PRINCESS STREET</b>								
132	386367	40562 LOT: 1 TP: 522209Y	6 Princess St, PORT ALBERT	1	20.1		20.1	\$7,814
133	421388	40563 LOT: 1 TP: 521548E	8 Princess St, PORT ALBERT	1	20.1		20.1	\$7,814

WELLINGTON SHIRE COUNCIL

PORT ALBERT STREET CONSTRUCTION SCHEME - MAX LEVY AMOUNT - 50% ACCESS & 50% FRONTAGE

ASSES. No.	PARCEL No.	TITLE DETAILS	STREET ADDRESS	ACCESS BENEFIT UNITS	FRONTAGE	REARAGE	SIDEAGE & APPORTIONED LENGTH	ESTIMATED COST
134	277640	QUEEN STREET LOT: 7 BLK: 7 PS: 3222	3 Queen St, PORT ALBERT	1	20.1		20.1	\$7,814
135	277657	LOT: 6 BLK: 7 PS: 3222	5 Queen St, PORT ALBERT	1	20.1		20.1	\$7,814
136	277731	40378 PC: 361079G	6 Queen St, PORT ALBERT	1	20.1		20.1	\$7,814
137	277665	40365 LOT: 1 TP: 168143A	7 Queen St, PORT ALBERT	1	20.1		20.1	\$7,814
138	277673	40367 LOT: 4 BLK: 7 PS: 3222	9 Queen St, PORT ALBERT	1	20.1		20.1	\$7,814
139	378141	45306 LOT: 1 TP: 560103N	11 Queen St, PORT ALBERT	1	20.1		20.1	\$7,814
140	300914	51922 LOT: 1 PS: 515579R	13 Queen St, PORT ALBERT	1	20.1		20.1	\$7,814
141	387761	52738 LOT: 3 PS: 533428M	3/27 Queen St, PORT ALBERT	1	5		5	\$5,202
142	387811	52739 LOT: 4 PS: 533428M	4/27 Queen St, PORT ALBERT	1	5		5	\$5,202
143	387829	52737 LOT: 2 PS: 533428M	2/27 Queen St, PORT ALBERT	1	5		5	\$5,202
144	387837	52736 LOT: 1 PS: 533428M	1/27 Queen St, PORT ALBERT	1	5		5	\$5,202
145	391003	51930 LOT: 9 PS: 515579R	29 Queen St, PORT ALBERT	1	20.1		20.1	\$7,814
146	398515	53118 LOT: 1 PS: 521346G	31 Queen St, PORT ALBERT	1	20.1		20.1	\$7,814
147	421990	46829 LOT: 1 TP: 126283U	35 Queen St, PORT ALBERT	1	20.1		20.1	\$7,814
148	440974	46827 LOT: 2 BLK: 6 LP: 3222	37 Queen St, PORT ALBERT	1	20.1		20.1	\$7,814
149	373738	46826 LOT: 1 BLK: 6 LP: 3222	39-41 Queen St, PORT ALBERT	1	0	50.75	15.225	\$6,970
150	387910	51074 LOT: 12 BLK: 5 LP: 3222	43-45 Queen St, PORT ALBERT	1				\$0
151	277681	40369 PC: 361756P	49 Queen St, PORT ALBERT	1	20.1		20.1	\$7,814
152	277699	40370 LOT: 15 BLK: 5 PS: 3222	51 Queen St, PORT ALBERT	1	20.1		20.1	\$7,814
153	277707	40372 LOT: 16 BLK: 5 PS: 3222	53 Queen St, PORT ALBERT	1	20.1		35.325	\$10,447
154	379958	1749 LOT: 19 BLK: 5 PS: 3222	55 Queen St, PORT ALBERT	1	20.1		35.325	\$10,447
155	277715	40374 LOT: 20 BLK: 5 PS: 3222	59 Queen St, PORT ALBERT	1	20.1		20.1	\$7,814
156	277723	40376 PTL: 2 BLK: 5 PS: 3222	61 Queen St, PORT ALBERT	1	20.1		20.1	\$7,814
<b>RAGLAN STREET</b>								
157	277764	40442 LOT: 4 BLK: 9 PS: 3222	1 Raglan St, PORT ALBERT	1	40.7	29.9	49.67	\$12,928
158	277806	40450 LOT: 5 BLK: 12 PS: 3222	2 Raglan St, PORT ALBERT	1	19.7	34.8	30.14	\$9,550
159	277814	40452 LOT: 1 BLK: 12 PS: 3222	4 Raglan St, PORT ALBERT	1	49.7		49.7	\$12,933
160	277822	40454 LOT: 1 BLK: 11 PS: 56594	8 Raglan St, PORT ALBERT	1	17		17	\$7,277
161	277830	40456 LOT: 1 TP: 159089E	10 Raglan St, PORT ALBERT	1	17		17	\$7,277
162	277848	40458 LOT: 3 BLK: 11 PS: 56594	12 Raglan St, PORT ALBERT	1	17		17	\$7,277
163	277772	40444 LOT: 8 BLK: 4A PS: 3222	13 Raglan St, PORT ALBERT	1	26.7		26.7	\$8,955
164	277855	40460 LOT: 4 BLK: 11 PS: 56594	14 Raglan St, PORT ALBERT	1	17		17	\$7,277
165	277780	40446 LOT: 7 BLK: 4A PS: 3222	15 Raglan St, PORT ALBERT	1	25.5		25.5	\$6,747
166	277798	40448 LOT: 3 BLK: 4A PS: 124084	17 Raglan St, PORT ALBERT	1	15		15	\$6,931
167	277853	40462 PTL: 1 BLK: 11 PS: 3222	18 Raglan St, PORT ALBERT	1	27.8		27.8	\$9,145
168	425231	56284 PCA: 3 BLK: 10	20 Raglan St, PORT ALBERT	1	26.3		26.3	\$4,549
169	383133	48317 LOT: 168 BLK: 10 PS: 3222	22 Raglan St, PORT ALBERT	1	26		26	\$6,834
<b>RUSSELL STREET</b>								

## WELLINGTON SHIRE COUNCIL

### PORT ALBERT STREET CONSTRUCTION SCHEME - MAX LEVY AMOUNT - 50% ACCESS & 50% FRONTAGE

ASSESS. No.	PARCEL No.	TITLE DETAILS	STREET ADDRESS	ACCESS BENEFIT UNITS	FRONTAGE	REARAGE	SIDEAGE & APPORTIONED LENGTH	TOTAL LENGTH	ESTIMATED COST
170	277871	LOT: 6 BLK: 15 PS: 3222	23 Russell St, PORT ALBERT	1	20.1			20.1	\$7,814
171	277889	LOT: 7 BLK: 15 PS: 3222	25 Russell St, PORT ALBERT	1	20.1			20.1	\$7,814
<b>SPRING STREET</b>									
172	380113	LOT: 19 BLK: 3 PS: 3222	4 Spring St, PORT ALBERT	1	27.2			27.2	\$9,041
173	380105	LOT: 18 BLK: 3 PS: 3222	6 Spring St, PORT ALBERT	1	28.6			28.6	\$9,284
174	278192	LOT: 4 PS: 133168	11 Spring St, PORT ALBERT	1	24.6	40.5		36.75	\$10,693
175	278200	LOT: 3 PS: 133168	13 Spring St, PORT ALBERT	1	24.1			24.1	\$8,505
176	278218	LOT: 2 PS: 133167	15 Spring St, PORT ALBERT	1	23			23	\$8,315
177	278234	PC: 354113A	16 Spring St, PORT ALBERT	1	16.4			16.4	\$7,174
178	278234	LOT: 4 PS: 27029	16 Spring St, PORT ALBERT	1	30.2			30.2	\$9,560
179	278226	LOT: 1 PS: 133167	17 Spring St, PORT ALBERT	1	25.4			25.4	\$8,730
180	278242	PC: 352345N	20 Spring St, PORT ALBERT	1	18.4	81.7		42.91	\$11,758
181	278259	LOT: 1 PS: 94326	22 Spring St, PORT ALBERT	1	20.1	41.4		32.52	\$9,962
182	278259	LOT: 2 PS: 94326	24 Spring St, PORT ALBERT	1	32.8			32.8	\$10,010
183	379666	LOT: 3 PS: 221589R	31 Spring St, PORT ALBERT	1	19.4			19.4	\$7,692
184	434969	LOT: 2 PS: 735460O	32 Spring St, PORT ALBERT	1	26.5			26.5	\$8,920
<b>SOUTH STREET</b>									
185	277905	LOT: 2 PS: 113680	5 South St, PORT ALBERT	1	25.9			25.9	\$8,817
186	277913	LOT: 1 PS: 113680	7 South St, PORT ALBERT	1	39.5			39.5	\$11,169
187	277921	LOT: 4 BLK: 19 PS: 3222	11 South St, PORT ALBERT	1	48.3			48.3	\$12,691
188	277939	LOT: 1 PS: 209286F	13 South St, PORT ALBERT	1	20.1			20.1	\$7,814
189	277947	LOT: 2 PS: 209286F	15 South St, PORT ALBERT	1	20.1			20.1	\$7,814
190	277954	PC: 170379	17 South St, PORT ALBERT	1	30.3			30.3	\$9,578
191	277962	LOT: 10 BLK: 18 PS: 3222	19 South St, PORT ALBERT	1	30.8			30.8	\$9,664
192	414359	LOT: 1 PS: 548365B	20 South St, PORT ALBERT	1	25.1			25.1	\$8,678
193	277970	LOT: 9 BLK: 18 PS: 3222	21 South St, PORT ALBERT	1	23.5			23.5	\$8,402
194	278036	LOT: 2 PS: 548365B	22 South St, PORT ALBERT	1	25.1			25.1	\$8,678
195	277968	LOT: 8 BLK: 18 PS: 3222	23 South St, PORT ALBERT	1	23.5			23.5	\$8,402
196	277966	LOT: 10 BLK: 20 PS: 3222	27 South St, PORT ALBERT	1	36.8			36.8	\$10,702
197	278002	LOT: 9 BLK: 20 PS: 3222	31 South St, PORT ALBERT	1	35.8			35.8	\$10,529
198	278010	LOT: 10 BLK: 21 PS: 3222	35 South St, PORT ALBERT	1	35.8			35.8	\$10,529
199	278069	LOT: 3 PS: 112523	36 South St, PORT ALBERT	1	16			16	\$7,104
200	278077	LOT: 2 PS: 112523	38 South St, PORT ALBERT	1	16.8			16.8	\$7,243
201	278028	LOT: 1 PS: 543465Y	39 South St, PORT ALBERT	1	18.8			18.8	\$7,589
202	278085	LOT: 1 PS: 112523	40 South St, PORT ALBERT	1	16.8			16.8	\$7,243
203	278028	LOT: 2 PS: 543465Y	41 South St, PORT ALBERT	1	17.2			17.2	\$7,312
204	278053	LOT: 1 PS: 78825	44 South St, PORT ALBERT	1	40.2			40.2	\$11,290
205	278101	LOT: 2 PS: 78825	48 South St, PORT ALBERT	1	20.1			20.1	\$7,814
206	278119	LOT: 3 PS: 78825	50 South St, PORT ALBERT	1	20.1			20.1	\$7,814

## WELLINGTON SHIRE COUNCIL

### PORT ALBERT STREET CONSTRUCTION SCHEME - MAX LEVY AMOUNT - 50% ACCESS & 50% FRONTAGE

ASSES. No.	PARCEL No.	TITLE DETAILS	STREET ADDRESS	ACCESS BENEFIT UNITS	FRONTAGE	REARAGE	SIDEAGE & APPORTIONED LENGTH	TOTAL APPORTIONED LENGTH	ESTIMATED COST
207	278127	40513 LOT: 4 PS: 78825	52 South St, PORT ALBERT	1	20.1			20.1	\$7,814
208	278135	40514 LOT: 1 PS: 220600N	58 South St, PORT ALBERT	1	28			28	\$9,180
209	278150	46973 PC: 360542Q	60-62 South St, PORT ALBERT	1	50.3	40.2		62.36	\$15,122
210	278168	40515 CA: 1 SEC: 1	68 South St, PORT ALBERT	1	50.3	40.2		62.36	\$15,122
211	396978	53470 LOT: 1 PS: 521345J	72 South St, PORT ALBERT	1	16.8			16.8	\$7,243
212	278184	53471 LOT: 2 PS: 521345J	74 South St, PORT ALBERT	1	16.8			16.8	\$7,243
213	278184	53472 LOT: 3 PS: 521345J	76 South St, PORT ALBERT	1	16.8	40.24		28.872	\$9,331
<b>TARRAVILLE ROAD</b>									
214	278507	40580 LOT: 9 BLK: 7 PS: 3222	2 Tarraville Rd, PORT ALBERT	1	0	57.75		17.325	\$7,334
215	278506	40599 PC: 356804K	24 Tarraville Rd, PORT ALBERT	1	0	50.3		15.09	\$6,947
216	278514	53294 LOT: 1 PS: 531376Q	26 Tarraville Rd, PORT ALBERT	1	0	25		7.5	\$5,634
217	278358	40545 LOT: 8A BLK: 10 PS: 3222	27 Tarraville Rd, PORT ALBERT	1	0	50.3		15.09	\$6,947
218	278366	40547 PC: 170138V	29 Tarraville Rd, PORT ALBERT	1	0	50.3		15.09	\$6,947
219	278382	40551 LOT: 12 BLK: 10 PS: 3222	35 Tarraville Rd, PORT ALBERT	1	0	20.1		6.03	\$5,380
220	278390	40554 LOT: 14 BLK: 10 PS: 3222	39 Tarraville Rd, PORT ALBERT	1	0	20.1		6.03	\$5,380
221	278424	40560 PC: 162590W	49 Tarraville Rd, PORT ALBERT	1	0	34.2		10.26	\$6,112
222	438309	40569 LOT: 1 TP: 863065S	63 Tarraville Rd, PORT ALBERT	1	0	94.4		28.32	\$9,235
223	278499	40577 LOT: 1 TP: 22927E	73 Tarraville Rd, PORT ALBERT	1	0	58.2		17.46	\$7,357
224	434951	60020 LOT: 1 PS: 735460Q	62 Tarraville Rd, PORT ALBERT	1	0	24.8		7.44	\$5,624
225	278713	40619 LOT: 1 PS: 221589	66 Tarraville Rd, PORT ALBERT	1	0	31.8		9.54	\$5,987
226	371179	49283 PC: 362806V	78 Tarraville Rd, PORT ALBERT	1	0				
<b>VICTORIA STREET</b>									
227	278762	56255 LOT: 1 PS: 625659E	1 Victoria St, PORT ALBERT	1	50.1			50.1	\$13,002
228	278804	40632 PTL: 1 BLK: 3 PS: 3222	2 Victoria St, PORT ALBERT	1	20			20	\$7,796
229	278762	56256 LOT: 2 PS: 625659E	3 Victoria St, PORT ALBERT	1	5			5	\$5,202
230	278812	40634 LOT: 1 TP: 896605A	4 Victoria St, PORT ALBERT	1	20			20	\$7,796
231	439364	46975 PC: 361071Y	5 Victoria St, PORT ALBERT	1	23.6	99.5		53.45	\$13,581
232	278820	40636 LOT: 1 TP: 9358T	6 Victoria St, PORT ALBERT	1	20			20	\$7,796
233	278788	59667 LOT: 2 PS: 728222	7 Victoria St, PORT ALBERT	1	13.3			13.3	\$6,637
234	278788	59668 LOT: 1 PS: 728222	9 Victoria St, PORT ALBERT	1	17.9			17.9	\$7,433
235	278838	40638 & 53826 Lot 1 & Lot: 2 TP: 879753F	8 Victoria St, PORT ALBERT	1	17			17	\$7,277
236	278946	40640 LOT: 2 LP: 220616	10 Victoria St, PORT ALBERT	1	17			17	\$7,277
237	278853	40641 LOT: 1 PS: 220616	12 Victoria St, PORT ALBERT	1	17			17	\$7,277
238	278796	40631 LOT: 1 TP: 178208R	13 Victoria St, PORT ALBERT	1	30.2			30.2	\$9,560
239	410514	40664 LOT: 1 TP: 578928Y	15 Victoria St, PORT ALBERT	1	31.1			31.1	\$9,716
240	278861	40642 PTL: 36 BLK: 4 PS: 3222	16 Victoria St, PORT ALBERT	1	13.7			13.7	\$6,707
241	278879	40644 PTL: 36 BLK: 4 PS: 3222	18 Victoria St, PORT ALBERT	1	14.7			14.7	\$6,880
242	381327	48799 LOT: 36 BLK: 4 PS: 3222	20 Victoria St, PORT ALBERT	1	0			0	\$0

## WELLINGTON SHIRE COUNCIL

### PORT ALBERT STREET CONSTRUCTION SCHEME - MAX LEVY AMOUNT - 50% ACCESS & 50% FRONTAGE

ASSESS. No.	PARCEL No.	TITLE DETAILS	STREET ADDRESS	ACCESS BENEFIT UNITS	FRONTAGE	SIDEAGE & REARAGE	TOTAL APPORTIONED LENGTH	ESTIMATED COST
<b>WELLINGTON STREET</b>								
243	400937	48561 FC: 362987N	2-4 Wellington St, PORT ALBERT	1	22.3		22.3	\$8,194
244	276444	40171 LOT: 2 BLK: 13 PS: 3222	6 Wellington St, PORT ALBERT	1	19.5		19.5	\$7,710
245	278887	40646 LOT: 11 BLK: 3 PS: 3222	14 Wellington St, PORT ALBERT	1	20.1		20.1	\$7,814
246	374397	46915 LOT: 10 BLK: 3 PS: 3222	16 Wellington St, PORT ALBERT	1	37.4	28	45.8	\$12,258
247	278895	40650 & 40651 LOT 6 & LOT: 7 BLK: 3 PS: 3222	20 Wellington St, PORT ALBERT	1	41.6	50	56.6	\$14,126
248	278903	40654 & 51968 LOT 1 TP:538912 & LOT 1 TP:81379	24 Wellington St, PORT ALBERT	1	30		30	\$9,526
249	278911	40656 PC: 170460	28 Wellington St, PORT ALBERT	1	31		31	\$9,699
250	278929	40657 LOT: 1 TP:850388	32 Wellington St, PORT ALBERT	1	20		20	\$7,796
<b>WEST BOUNDARY ROAD</b>								
251	276865	40221 LOT: 1 TP: 197614W	24 West Boundary Rd, PORT ALBERT	1	25.8		25.8	\$8,799
252	276831	40231 PC: 170416	26 West Boundary Rd, PORT ALBERT	1	78		78	\$17,827
<b>WHARF STREET</b>								
253	278845	40660 LOT: 1 TP: 646678S	1 Wharf St, PORT ALBERT	1	0	50.3	50.3	\$6,947
254	378752	35721 & 40137: LOT: 9 BLK: 2 PS: 3222	19 Wharf St, PORT ALBERT	1	0	44.3	44.3	\$6,636
<b>WILLIS STREET</b>								
255	391417	52873 LOT: 2 PS: 519252E	7 Willis St, PORT ALBERT	1	20.1		20.1	\$7,814
256	432351	53259 LOT: 2 PS: 519256V	9 Willis St, PORT ALBERT	1	20.1		20.1	\$7,814
<b>WILLIAM STREET</b>								
257	375345	47088 LOT: 12 BLK: 8 PS: 3222	6 William St, PORT ALBERT	1	0	50.3	50.3	\$6,947
258	386318	49882 LOT: 8 BLK: 11 PS: 3222	3-5 William St, PORT ALBERT	1	40.2		40.2	\$11,290
259	386318	49881 LOT: 7 BLK: 11 PS: 3222	7 William St, PORT ALBERT	1	20.1		20.1	\$7,814
260	386318	49880 LOT: 6 BLK: 11 PS: 3222	9 William St, PORT ALBERT	1	20.1		20.1	\$7,814
261	386318	49879 LOT: 5 BLK: 11 PS: 3222	11 William St, PORT ALBERT	1	20.1		20.1	\$7,814
262	386318	49878 LOT: 4 BLK: 11 PS: 3222	13 William St, PORT ALBERT	1	20.1		20.1	\$7,814
263	386318	49877 LOT: 3 BLK: 11 PS: 3222	15 William St, PORT ALBERT	1	20.1		20.1	\$7,814
264	374330	45883 LOT: 12 BLK: 8 PS: 3222	17 William St, PORT ALBERT	1	20.1		20.1	\$7,814
<b>TOTALS</b>								
				255.00	5703.00	2306.54	6394.96	\$ 2,212,000
<b>TOTAL ESTIMATED COST OF SCHEME</b>								
<b>COUNCIL CONTRIBUTION</b>				\$2,800,000				
<b>ESTIMATED APPORTIONABLE AMOUNT</b>				\$588,000				
				Max Levy Amount				
<b>AMOUNT APPORTIONED TO ACCESS - 50%</b>				\$1,106,000				
<b>AMOUNT APPORTIONED TO FRONTAGE - 50%</b>				\$1,106,000				
<b>Apportioned Rate - (Access Benefit Units)</b>				\$4,337.25 per Access Benefit Unit				
<b>Apportioned Rate - (Abuttal Length)</b>				\$172.95 per Metre				
<b>Contribution Wellington Shire Council</b>				\$588,000 21%				
<b>Contribution Property Owners</b>				\$2,212,000 79%				

Method 2 - Maximum Levy at 100% Access Benefit

WELLINGTON SHIRE COUNCIL

PORT ALBERT STREET CONSTRUCTION SCHEME - APPORTIONMENT OF COST - MAX LEVY - ACCESS

ASSESS NO.	PARCEL NO.	TITLE DETAILS	STREET ADDRESS OF PROPERTY	ACCESS BENEFIT	ACCESS BENEFIT FACTOR APPLIED FOR COMM. PROP.	APPORTIONED ACCESS BENEFIT (AAB)	FIXED RATE CONTRIBUTION (FRC)	SCHEME AMOUNT DUE (= AAB x FRC)
<b>ALBANY STREET</b>								
1	278176	CA: 3 SEC: 1	4 Albany St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
2	276402	LOT: 1 PS: 519252E	6 Albany St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
3	432344	53258 LOT: 1 PS: 519255V	8 Albany St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
4	276428	40170 CA: 10 SEC: 1	10 Albany St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
5	276428	40168 CA: 8 SEC: 1	10 Albany St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
6	276428	40167 CA: 7 SEC: 1	10 Albany St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
7	276428	40166 CA: 6 SEC: 1	10 Albany St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
8	368977	46220 CA: 9 SEC: 2	15 Albany St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
<b>ALBERT STREET</b>								
9	276436	40174 LOT: 5 BLK: 13 PS: 3222	1-3 Albert St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
10	276444	40175 LOT: 6 BLK: 13 PS: 3222	5 Albert St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
11	276444	40176 LOT: 7 BLK: 13 PS: 3222	7 Albert St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
12	394007	52651 LOT: 1 PS: 529641L	8 Albert St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
13	276451	40177 LOT: 1 PS: 78637	9 Albert St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
14	276535	40189 LOT: 2 PS: 221899C	12 Albert St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
15	276469	40179 LOT: 17 BLK: 3 PS: 3222	13 Albert St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
16	276469	40178 LOT: 16 BLK: 3 PS: 3222	13 Albert St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
17	276543	40190 LOT: 2 BLK: 4B PS: 3222	16 Albert St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
18	276477	40180 LOT: 21 BLK: 23 PS: 3222	17 Albert St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
19	276550	40191 LOT: 3 PS: 27029	18 Albert St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
20	276485	40181 LOT: 22 BLK: 3 PS: 3222	19 Albert St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
21	276568	40192 PC: 100880	20 Albert St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
22	276493	40182 LOT: 23 BLK: 3 PS: 3222	21 Albert St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
23	276501	40184 LOT: 1 TP: 814258H	23 Albert St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
24	276519	40185 & 40186 LOT: 1 TP: 13040D & LOT 1 TP: 12775H	25 Albert St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
25	276527	40187 LOT: 1 TP: 850705V	27 Albert St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
26	276576	40193 PC: 359445V	28 Albert St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
27	276584	40194 LOT: 33 BLK: 4 PS: 3222	32 Albert St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
28	276592	40195 LOT: 34 BLK: 4 PS: 3222	34 Albert St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
<b>BAY STREET</b>								
29	276733	51522 LOT: 1 TP: 818232F	4 Bay St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
30	276741	48803 LOT: 2 PS: 346928R	6 Bay St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
31	403410	55209 LOT: 1 PS: 613428S	1/10 Bay St, PORT ALBERT	1	0.67	0.67	\$8,760.40	\$ 5,840.26
32	403428	55210 LOT: 2 PS: 613428S	2/10 Bay St, PORT ALBERT	1	0.67	0.67	\$8,760.40	\$ 5,840.26
33	403436	55211 LOT: 3 PS: 613428S	3/10 Bay St, PORT ALBERT	1	0.67	0.67	\$8,760.40	\$ 5,840.26
34	403865	60908 LOT: 6 PS: 531370D	1/12 Bay St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
35	403857	60937 LOT: 5 PS: 531370D	2/12 Bay St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
36	276766	59606 LOT: 4 PS: 531370D	12 Bay St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40

WELLINGTON SHIRE COUNCIL

PORT ALBERT STREET CONSTRUCTION SCHEME - APPORTIONMENT OF COST - MAX LEVY - ACCESS

ASSESS NO.	PARCEL NO.	TITLE DETAILS	STREET ADDRESS OF PROPERTY	ACCESS BENEFIT	ACCESS BENEFIT FACTOR APPLIED FOR COMM. PROP.	APPORTIONED ACCESS BENEFIT (AAB)	FIXED RATE CONTRIBUTION (FRC)	SCHEME AMOUNT DUE (= AAB x FRC)
37	276774	40211	LOT: 2 PS: 304362V	1		1	\$8,760.40	\$ 8,760.40
38	276782	47003	PC: 361434N	1		1	\$8,760.40	\$ 8,760.40
39	382408	49151	LOT: 1 TP: 960145		Council Land		\$8,760.40	\$ -
40	382408	49152	LOT: 2 TP: 14609		Council Land		\$8,760.40	\$ -
41	382408	49967	LOT: 1 TP: 963889		Council Land		\$8,760.40	\$ -
42	382408	49401	LOT: 1 TP: 857875		Council Land		\$8,760.40	\$ -
43	276790	40212	PC: 360477Y	1		1	\$8,760.40	\$ 8,760.40
44	276808	40213	PTL: 12 BLK: 15 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
45	276816	40214	PTL: 12 BLK: 15 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
46	276818	40196	PC: 162000	1		1	\$8,760.40	\$ -
47	276824	40215	LOT: 1 TP: 809923C	1		1	\$8,760.40	\$ 8,760.40
48	276832	40216	LOT: 2 TP: 607436Q	1		1	\$8,760.40	\$ 8,760.40
49	276626	40197	LOT: 5 PS: 30571	1		1	\$8,760.40	\$ 8,760.40
50	276634	40198	LOT: 6 PS: 30571	1		1	\$8,760.40	\$ 8,760.40
51	276642	40199	LOT: 7 PS: 30571	1		1	\$8,760.40	\$ 8,760.40
52	276659	40200	LOT: 8 PS: 30571	1		1	\$8,760.40	\$ 8,760.40
53	276667	40201	PC: 358439V	1		1	\$8,760.40	\$ 8,760.40
54	276675	40202	LOT: 11 PS: 30571	1		1	\$8,760.40	\$ 8,760.40
55	276683	40203	LOT: 12 PS: 30571	1		1	\$8,760.40	\$ 8,760.40
56	276691	40204	LOT: 13 PS: 30571	1		1	\$8,760.40	\$ 8,760.40
57	276709	40205	LOT: 14 PS: 30571	1		1	\$8,760.40	\$ 8,760.40
58	276717	40206	LOT: 15 PS: 30571	1		1	\$8,760.40	\$ 8,760.40
59	276725	47271	LOT: 1 PS: 408491Y	1		1	\$8,760.40	\$ 8,760.40
BRISBANE STREET								
60	276899	40224	LOT: 2 PS: 134544	1		1	\$8,760.40	\$ 8,760.40
61	276907	40225	LOT: 1 PS: 134544	1		1	\$8,760.40	\$ 8,760.40
62	276915	40226	LOT: 1 PS: 135556	1		1	\$8,760.40	\$ 8,760.40
63	276873	40222	LOT: 5 PS: 78825	1		1	\$8,760.40	\$ 8,760.40
64	276981	40223	LOT: 6 PS: 78825	1		1	\$8,760.40	\$ 8,760.40
65	276923	46974	PC: 360759N	1		1	\$8,760.40	\$ 8,760.40
COLVILLE STREET								
66	277087	40233	LOT: 2 PS: 133038	1		1	\$8,760.40	\$ 8,760.40
67	276972	40236	LOT: 7 PS: 78825	1		1	\$8,760.40	\$ 8,760.40
68	439620	40232	LOT: 1 PS: 133038	1		1	\$8,760.40	\$ 8,760.40
69	276980	51219	PC: 365206B	1		1	\$8,760.40	\$ 8,760.40
70	276956	59330	LOT: 3 PS: 722073V	1		1	\$8,760.40	\$ 8,760.40
71	365274	51539	LOT: 1 TP: 552945H	1		1	\$8,760.40	\$ 8,760.40
72	276964	40235	LOT: 2 PS: 120837	1		1	\$8,760.40	\$ 8,760.40
73	406215	55657	LOT: 3 PS: 548366S	1		1	\$8,760.40	\$ 8,760.40
74	406207	55656	LOT: 2 PS: 548366S	1		1	\$8,760.40	\$ 8,760.40

**WELLINGTON SHIRE COUNCIL**  
**PORT ALBERT STREET CONSTRUCTION SCHEME - APPORTIONMENT OF COST - MAX LEVY - ACCESS**

ASSES NO.	PARCEL NO.	TITLE DETAILS	STREET ADDRESS OF PROPERTY	ACCESS BENEFIT	ACCESS BENEFIT FACTOR APPLIED FOR COMM. PROP.	APPORTIONED ACCESS BENEFIT (AAB)	FIXED RATE CONTRIBUTION (FRC)	SCHEME AMOUNT DUE (= AAB x FRC)
<b>DENISON STREET</b>								
75	276996	40241	PCA: 2 SEC: 5	1		1	\$8,760.40	\$ 8,760.40
76	277004	40242	PCA: 2 SEC: 5	1		1	\$8,760.40	\$ 8,760.40
77	277012	40243	LOT: 3 PS: 206686	1		1	\$8,760.40	\$ 8,760.40
78	277020	40244	LOT: 2 PS: 206686	1		1	\$8,760.40	\$ 8,760.40
79	277038	40245	LOT: 1 PS: 206532	1		1	\$8,760.40	\$ 8,760.40
80	277046	40246	PCA: 6 SEC: 5	1		1	\$8,760.40	\$ 8,760.40
81	277053	40247	PCA: 7 SEC: 5	1		1	\$8,760.40	\$ 8,760.40
82	277061	40248	LOT: 2 PS: 99917	1		1	\$8,760.40	\$ 8,760.40
83	277079	40249	PC: 352342U	1		1	\$8,760.40	\$ 8,760.40
84	442681	59328	LOT: 1 PS: 722073V	1		1	\$8,760.40	\$ 8,760.40
85	277087	59329	LOT: 2 PS: 722073V	1		1	\$8,760.40	\$ 8,760.40
86	277095	40251	LOT: 2 PS: 74274	1		1	\$8,760.40	\$ 8,760.40
87	277103	40252	LOT: 1 PS: 74274	1		1	\$8,760.40	\$ 8,760.40
88	277111	40253	CA: 7 SEC: 4	1		1	\$8,760.40	\$ 8,760.40
89	277129	40254	LOT: 1 PS: 120837	1		1	\$8,760.40	\$ 8,760.40
90	277137	55655	LOT: 1 PS: 548368S	1		1	\$8,760.40	\$ 8,760.40
<b>DUKE STREET</b>								
91	413823	60847	LOT: A PS: 749431U	1		1	\$8,760.40	\$ 8,760.40
92	277152	40257	LOT: 11 BLK: 2 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
93	277160	40258	LOT: 10 BLK: 2 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
<b>GIBSON STREET</b>								
94	277228	40271	CA: 10 SEC: 2	1		1	\$8,760.40	\$ 8,760.40
<b>KING STREET</b>								
95	380930	51923	LOT: 2 PS: 515579R	1		1	\$8,760.40	\$ 8,760.40
96	386481	53295	LOT: 2 PS: 531376O	1		1	\$8,760.40	\$ 8,760.40
97	380948	51924	LOT: 3 PS: 515579R	1		1	\$8,760.40	\$ 8,760.40
98	380989	51928	LOT: 7 PS: 515579R	1		1	\$8,760.40	\$ 8,760.40
99	380955	51925	LOT: 4 PS: 515579R	1		1	\$8,760.40	\$ 8,760.40
100	380971	51927	LOT: 6 PS: 515579R	1		1	\$8,760.40	\$ 8,760.40
101	380963	51926	LOT: 5 PS: 515579R	1		1	\$8,760.40	\$ 8,760.40
<b>NAPIER STREET</b>								
102	413153	54706	LOT: 1 PS: 531370D	1		1	\$8,760.40	\$ 8,760.40
103	277400	40327	LOT: 4 BLK: 16 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
104	277418	40328	LOT: 3 BLK: 16 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
105	277426	40329	LOT: 2 BLK: 16 PS: 3222	1		1	\$8,760.40	\$ 8,760.40

**WELLINGTON SHIRE COUNCIL**  
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ASSESS NO.	PARCEL NO.	TITLE DETAILS	STREET ADDRESS OF PROPERTY	ACCESS BENEFIT	ACCESS BENEFIT FACTOR APPLIED FOR COMM. PROP.	APPORTIONED ACCESS BENEFIT (AAB)	FIXED RATE CONTRIBUTION (FRC)	SCHEME AMOUNT DUE (= AAB x FRC)
106	277434	40330	LOT: 2 PS: 128347	1		1	\$8,760.40	\$ 8,760.40
<b>NELSON STREET</b>								
107	277442	40331	LOT 1 TP: 862079	1		1	\$8,760.40	\$ 8,760.40
108	277442	40333	LOT: 14 BLK: 3 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
109	277442	40334	LOT: 15 BLK: 3 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
110	277475	40337	LOT: 1 BLK: 13 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
111	277483	40338	LOT: 10 BLK: 13 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
112	277491	40339	LOT: 1 TP: 195076K	1		1	\$8,760.40	\$ 8,760.40
113	277509	52652	LOT: 2 PS: 529641L	1		1	\$8,760.40	\$ 8,760.40
114	384529	40188 & 55349	LOT: 1 PS: 221898C	1		1	\$8,760.40	\$ 8,760.40
115	277517	40342	PC: 168203	1		1	\$8,760.40	\$ 8,760.40
116	277459	40335	LOT: 1 TP: 435551W	1		1	\$8,760.40	\$ 8,760.40
117	277467	40336	LOT: 5 BLK: 4B PS: 3222	1		1	\$8,760.40	\$ 8,760.40
<b>NORTH STREET</b>								
118	437525	60848	LOT: 3 PS: 749431U	1		1	\$8,760.40	\$ 8,760.40
119	277145	55170	LOT: 2 PS: 608274X	1		1	\$8,760.40	\$ 8,760.40
120	391615	50376	LOT: 15 BLK: 2 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
121	277525	40343	LOT: 16 BLK: 2 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
122	365013	40344	LOT: 17 BLK: 2 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
<b>OBERON STREET</b>								
123	277566	40351	LOT: 1 TP: 851171	1		1	\$8,760.40	\$ 8,760.40
124	277574	40353	LOT: 1 TP: 216035P	1		1	\$8,760.40	\$ 8,760.40
<b>PIER STREET</b>								
125	369742	47272	LOT: 2 PS: 403491Y	1		1	\$8,760.40	\$ 8,760.40
126	277632	50329	LOT: 2 TP: 17576M	1		1	\$8,760.40	\$ 8,760.40
127	277562	40355	LOT: 18 PS: 30571	1		1	\$8,760.40	\$ 8,760.40
128	277580	40356	LOT: 1 TP: 181343R	1		1	\$8,760.40	\$ 8,760.40
129	277608	40357	LOT: 20 PS: 30571	1		1	\$8,760.40	\$ 8,760.40
130	277616	40358	LOT: 21 PS: 30571	1		1	\$8,760.40	\$ 8,760.40
131	277632	40360	CA: 1 SEC: A	1		1	\$8,760.40	\$ 8,760.40
<b>PRINCESS STREET</b>								
132	366367	40562	LOT: 1 TP: 522209Y	1		1	\$8,760.40	\$ 8,760.40
133	421388	40563	LOT: 1 TP: 521548F	1		1	\$8,760.40	\$ 8,760.40
<b>QUEEN STREET</b>								
134	277640	40361	LOT: 7 BLK: 7 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
135	277657	40363	LOT: 6 BLK: 7 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
136	277731	40378	PC: 361079G	1		1	\$8,760.40	\$ 8,760.40

WELLINGTON SHIRE COUNCIL

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137	277665	LOT: 1 TP: 168143A	7 Queen St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
138	277673	LOT: 4 BLK: 7 PS: 3222	9 Queen St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
139	378141	LOT: 1 TP: 580103N	11 Queen St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
140	380814	LOT: 1 PS: 515579R	13 Queen St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
141	387761	LOT: 3 PS: 533428M	327 Queen St, PORT ALBERT	1	0.63	0.63	\$8,760.40	\$ 5,475.25
142	387811	LOT: 4 PS: 533428M	427 Queen St, PORT ALBERT	1	0.63	0.63	\$8,760.40	\$ 5,475.25
143	387829	LOT: 2 PS: 533428M	217 Queen St, PORT ALBERT	1	0.63	0.63	\$8,760.40	\$ 5,475.25
144	387837	LOT: 1 PS: 533428M	107 Queen St, PORT ALBERT	1	0.63	0.63	\$8,760.40	\$ 5,475.25
145	387803	LOT: 8 PS: 515579R	29 Queen St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
146	396515	LOT: 2 PS: 521346G	31 Queen St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
147	421980	LOT: 1 TP: 126283U	35 Queen St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
148	440574	LOT: 2 BLK: 6 LP: 3222	37 Queen St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
149	373738	LOT: 1 BLK: 6 LP: 3222	39-41 Queen St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
150	387910	LOT: 12 BLK: 5 LP: 3222	43-45 Queen St, PORT ALBERT	1	Council Land	1	\$8,760.40	\$ -
151	277681	PC: 361756P	49 Queen St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
152	277689	LOT: 15 BLK: 5 PS: 3222	51 Queen St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
153	277707	LOT: 16 BLK: 5 PS: 3222	53 Queen St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
154	379566	LOT: 19 BLK: 5 PS: 3222	55 Queen St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
155	277715	LOT: 20 BLK: 5 PS: 3222	59 Queen St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
156	277723	P/L: 2 BLK: 5 PS: 3222	61 Queen St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
<b>RAGLAN STREET</b>								
157	277764	LOT: 4 BLK: 9 PS: 3222	1 Raglan St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
158	277806	LOT: 5 BLK: 12 PS: 3222	2 Raglan St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
159	277814	LOT: 1 BLK: 12 PS: 3222	4 Raglan St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
160	277822	LOT: 1 BLK: 11 PS: 56584	8 Raglan St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
161	277830	LOT: 1 TP: 159089E	10 Raglan St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
162	277848	LOT: 3 BLK: 11 PS: 56584	12 Raglan St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
163	277772	LOT: 6 BLK: 4A PS: 3222	13 Raglan St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
164	277855	LOT: 4 BLK: 11 PS: 56584	14 Raglan St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
165	277780	LOT: 7 BLK: 4A PS: 3222	15 Raglan St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
166	277798	LOT: 3 BLK: 4A PS: 124084	17 Raglan St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
167	277863	LOT: 1 BLK: 11 PS: 3222	18 Raglan St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
168	425231	PCA: 3 BLK: 10	20 Raglan St, PORT ALBERT	1	exempt property	1	\$8,760.40	\$ -
169	383133	LOT: 16B BLK: 10 PS: 3222	22 Raglan St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
<b>RUSSELL STREET</b>								
170	277871	LOT: 6 BLK: 15 PS: 3222	23 Russell St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
171	277889	LOT: 7 BLK: 15 PS: 3222	25 Russell St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
<b>SPRING STREET</b>								
172	380113	LOT: 19 BLK: 3 PS: 3222	4 Spring St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40

**WELLINGTON SHIRE COUNCIL**  
**PORT ALBERT STREET CONSTRUCTION SCHEME - APPORTIONMENT OF COST - MAX LEVY - ACCESS**

ASSES NO.	PARCEL NO.	TITLE DETAILS	STREET ADDRESS OF PROPERTY	ACCESS BENEFIT	ACCESS BENEFIT FACTOR APPLIED FOR COMM. PROP.	APPORTIONED ACCESS BENEFIT (AAB)	FIXED RATE CONTRIBUTION (FRC)	SCHEME AMOUNT DUE (= AAB x FRC)
173	380105	9500	LOT: 18 BLK: 3 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
174	278192	40518	LOT: 4 PS: 133168	1		1	\$8,760.40	\$ 8,760.40
175	278200	40519	LOT: 3 PS: 133168	1		1	\$8,760.40	\$ 8,760.40
176	278218	40520	LOT: 2 PS: 133167	1		1	\$8,760.40	\$ 8,760.40
177	278234	40523	PC: 354113A	1		1	\$8,760.40	\$ 8,760.40
178	278234	40522	LOT: 4 PS: 27029	1		1	\$8,760.40	\$ 8,760.40
179	278226	40521	LOT: 1 PS: 133167	1		1	\$8,760.40	\$ 8,760.40
180	278242	40524	PC: 352345N	1		1	\$8,760.40	\$ 8,760.40
181	278259	49871	LOT: 1 PS: 94326	1		1	\$8,760.40	\$ 8,760.40
182	278259	49872	LOT: 2 PS: 94326	1		1	\$8,760.40	\$ 8,760.40
183	379966	1748	LOT: 3 PS: 221589R	1		1	\$8,760.40	\$ 8,760.40
184	434969	80021	LOT: 2 PS: 735460Q	1		1	\$8,760.40	\$ 8,760.40
<b>SOUTH STREET</b>								
185	277905	40475	LOT: 2 PS: 113680	1		1	\$8,760.40	\$ 8,760.40
186	277913	40477	LOT: 1 PS: 113680	1		1	\$8,760.40	\$ 8,760.40
187	277921	40478	LOT: 4 BLK: 19 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
188	277939	40479	LOT: 1 PS: 208286F	1		1	\$8,760.40	\$ 8,760.40
189	277947	40480	LOT: 2 PS: 208286F	1		1	\$8,760.40	\$ 8,760.40
190	277954	40489	PC: 170379	1		1	\$8,760.40	\$ 8,760.40
191	277962	40490	LOT: 10 BLK: 18 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
192	414359	54356	LOT: 1 PS: 548365B	1		1	\$8,760.40	\$ 8,760.40
193	277970	40492	LOT: 9 BLK: 18 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
194	278036	54357	LOT: 2 PS: 548365B	1		1	\$8,760.40	\$ 8,760.40
195	277968	40494	LOT: 8 BLK: 18 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
196	277996	40496	LOT: 10 BLK: 20 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
197	278002	40498	LOT: 9 BLK: 20 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
198	278010	40500	LOT: 10 BLK: 21 PS: 3222	1		1	\$8,760.40	\$ 8,760.40
199	278069	40507	LOT: 3 PS: 112523	1		1	\$8,760.40	\$ 8,760.40
200	278077	40508	LOT: 2 PS: 112523	1		1	\$8,760.40	\$ 8,760.40
201	278028	55108	LOT: 1 PS: 543465Y	1		1	\$8,760.40	\$ 8,760.40
202	278085	40509	LOT: 1 PS: 112523	1		1	\$8,760.40	\$ 8,760.40
203	278028	55109	LOT: 2 PS: 543465Y	1		1	\$8,760.40	\$ 8,760.40
204	278093	40510	LOT: 1 PS: 78825	1		1	\$8,760.40	\$ 8,760.40
205	278101	40511	LOT: 2 PS: 78825	1		1	\$8,760.40	\$ 8,760.40
206	278119	40512	LOT: 3 PS: 78825	1		1	\$8,760.40	\$ 8,760.40
207	278127	40513	LOT: 4 PS: 78825	1		1	\$8,760.40	\$ 8,760.40
208	278135	40514	LOT: 1 PS: 230600N	1		1	\$8,760.40	\$ 8,760.40
209	278150	46973	PC: 360542Q	1		1	\$8,760.40	\$ 8,760.40
210	278168	40515	CA: 1 SEC: 1	1		1	\$8,760.40	\$ 8,760.40
211	366978	53470	LOT: 1 PS: 521345J	1		1	\$8,760.40	\$ 8,760.40
212	278184	53471	LOT: 2 PS: 521345J	1		1	\$8,760.40	\$ 8,760.40

## WELLINGTON SHIRE COUNCIL

### PORT ALBERT STREET CONSTRUCTION SCHEME - APPORTIONMENT OF COST - MAX LEVY - ACCESS

ASSESS NO.	PARCEL NO.	TITLE DETAILS	STREET ADDRESS OF PROPERTY	ACCESS BENEFIT	ACCESS BENEFIT FACTOR APPLIED FOR COMM. PROP.	APPORTIONED ACCESS BENEFIT (AAB)	FIXED RATE CONTRIBUTION (FRC)	SCHEME AMOUNT DUE (= AAB x FRC)
213	278184	53472 LOT: 3 PS: 521345J	76 South St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
<b>TARRAVILLE ROAD</b>								
214	278507	40580 LOT: 9 BLK: 7 PS: 3222	2 Tarraville Rd, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
215	278606	40598 PC: 366804K	24 Tarraville Rd, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
216	278614	53294 LOT: 1 PS: 531376Q	26 Tarraville Rd, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
217	278358	40545 LOT: 8A BLK: 10 PS: 3222	27 Tarraville Rd, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
218	278366	40547 PC: 170138V	29 Tarraville Rd, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
219	278382	40551 LOT: 12 BLK: 10 PS: 3222	35 Tarraville Rd, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
220	278390	40554 LOT: 14 BLK: 10 PS: 3222	39 Tarraville Rd, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
221	278424	40560 PC: 162590W	49 Tarraville Rd, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
222	438309	40569 LOT: 1 TP: 883065S	63 Tarraville Rd, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
223	278489	40577 LOT: 1 TP: 22927E	73 Tarraville Rd, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
224	434951	60020 LOT: 1 PS: 735480Q	62 Tarraville Rd, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
225	278713	40619 LOT: 1 PS: 221589	66 Tarraville Rd, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
226	371179	45283 PC: 362806V	78 Tarraville Rd, PORT ALBERT	1	Council Land	1	\$8,760.40	\$ -
<b>VICTORIA STREET</b>								
227	278762	56255 LOT: 1 PS: 625659E	1 Victoria St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
228	278804	40632 PTL: 1 BLK: 3 PS: 3222	2 Victoria St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
229	278762	56256 LOT: 2 PS: 625659E	3 Victoria St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
230	278812	40634 LOT: 1 TP: 896605A	4 Victoria St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
231	439364	46975 PC: 361071Y	5 Victoria St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
232	278820	40636 LOT: 1 TP: 9358T	6 Victoria St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
233	278788	59667 LOT: 2 PS: 728222	7 Victoria St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
234	278788	59668 LOT: 1 PS: 728222	9 Victoria St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
235	278838	40638 & 53626 Lot 1 & Lot: 2 TP: 879753F	8 Victoria St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
236	278846	40640 LOT: 2 LP: 220516	10 Victoria St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
237	278853	40641 LOT: 1 PS: 220616	12 Victoria St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
238	278796	40631 LOT: 1 TP: 178208R	13 Victoria St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
239	410514	40664 LOT: 1 TP: 578928Y	15 Victoria St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
240	278861	40642 PTL: 36 BLK: 4 PS: 3222	16 Victoria St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
241	278879	40644 PTL: 36 BLK: 4 PS: 3222	18 Victoria St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
242	381327	46799 LOT: 35 BLK: 4 PS: 3222	20 Victoria St, PORT ALBERT	1	Council Land	1	\$8,760.40	\$ -
<b>WELLINGTON STREET</b>								
243	400937	46561 PC: 362387N	2-4 Wellington St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
244	276444	40171 LOT: 2 BLK: 13 PS: 3222	6 Wellington St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
245	278887	40646 LOT: 11 BLK: 3 PS: 3222	14 Wellington St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
246	374397	46915 LOT: 10 BLK: 3 PS: 3222	16 Wellington St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
247	278895	40650 & 40651 Lot 6 & Lot: 7 BLK: 3 PS: 3222	20 Wellington St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
248	278903	40654 & 51968 Lot 1 TP538912 & Lot 1 TP813792	24 Wellington St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40

**WELLINGTON SHIRE COUNCIL**  
**PORT ALBERT STREET CONSTRUCTION SCHEME - APPORTIONMENT OF COST - MAX LEVY - ACCESS**

ASSESS NO.	PARCEL NO.	TITLE DETAILS	STREET ADDRESS OF PROPERTY	ACCESS BENEFIT	ACCESS BENEFIT FACTOR APPLIED FOR COMM. PROP.	APPORTIONED ACCESS BENEFIT (AAB)	FIXED RATE CONTRIBUTION (FRC)	SCHEME AMOUNT DUE (= AAB x FRC)
249	278911	40656 PC: 170460	28 Wellington St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
250	278929	40657 LOT: 1 TP: 850388	32 Wellington St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
<b>WEST BOUNDARY ROAD</b>								
251	276865	40221 LOT: 1 TP: 197614W	24 West Boundary Rd, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
252	276831	40231 PC: 170416	26 West Boundary Rd, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
<b>WHARF STREET</b>								
253	278945	40660 LOT: 1 TP: 848678S	1 Wharf St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
254	37875201372 & 401380	LOT: 9 BLK: 2 PS: 3222	19 Wharf St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
<b>WILLIS STREET</b>								
255	391417	52873 LOT: 2 PS: 519252E	7 Willis St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
256	432351	53259 LOT: 2 PS: 519256V	9 Willis St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
<b>WILLIAM STREET</b>								
257	375345	47088 LOT: 12 BLK: 8 PS: 3222	6 William St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
258	386318	49882 LOT: 8 BLK: 11 PS: 3222	3-5 William St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
259	386318	49881 LOT: 7 BLK: 11 PS: 3222	7 William St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
260	386318	49880 LOT: 6 BLK: 11 PS: 3222	9 William St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
261	386318	49879 LOT: 5 BLK: 11 PS: 3222	11 William St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
262	386318	49878 LOT: 4 BLK: 11 PS: 3222	13 William St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
263	386318	49877 LOT: 3 BLK: 11 PS: 3222	15 William St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
264	374330	45883 LOT: 12 BLK: 8 PS: 3222	17 William St, PORT ALBERT	1		1	\$8,760.40	\$ 8,760.40
<b>TOTALS</b>				<b>255</b>		<b>252.5</b>		<b>\$2,212,000.00</b>
<b>TOTAL ESTIMATED COST OF SCHEME</b>					<b>\$2,800,000.00</b>			
<b>COUNCIL CONTRIBUTION</b>					<b>\$588,000.00</b>			
<b>APPORTIONED AMOUNT</b>					<b>\$2,212,000.00</b>	<b>\$8,760.40</b>		

ABU FACTOR CALCULATION FOR COMMON PROPERTIES  
 Calculation - First property at 100% with 50% for each additional property, total then divided by number of properties:

Address	Factor
1, 2, 3 / 10 Bay St	0.57
1, 2, 3, 4 / 27 Queen Street	0.53

Method 3 – Fixed Fee

WELLINGTON SHIRE COUNCIL  
PORT ALBERT STREET CONSTRUCTION SCHEME - APPORTIONMENT OF COST - REVISED MAX LEVY - ACCESS

ASSESS NO.	PARCEL NO.	TITLE DETAILS	STREET ADDRESS OF PROPERTY	ACCESS BENEFIT	ACCESS BENEFIT FACTOR APPLIED FOR COMM. PROP.	APPORTIONED ACCESS BENEFIT (AAB)	FIXED RATE CONTRIBUTION (FRC)	SCHEME AMOUNT DUE (= AAB x FRC)
<b>ALBANY STREET</b>								
1	278176	40516 CA: 3 SEC: 1	4 Albany St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
2	276402	52872 LOT: 1 PS: 519252E	6 Albany St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
3	432344	53258 LOT: 1 PS: 519256V	8 Albany St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
4	276428	40170 CA: 10 SEC: 1	10 Albany St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
5	276428	40168 CA: 8 SEC: 1	10 Albany St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
6	276428	40167 CA: 7 SEC: 1	10 Albany St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
7	276428	40166 CA: 6 SEC: 1	10 Albany St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
8	368977	46220 CA: 9 SEC: 2	15 Albany St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
<b>ALBERT STREET</b>								
9	276436	40174 LOT: 5 BLK: 13 PS: 3222	1-3 Albert St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
10	276444	40175 LOT: 6 BLK: 13 PS: 3222	5 Albert St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
11	276444	40176 LOT: 7 BLK: 13 PS: 3222	7 Albert St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
12	394007	52651 LOT: 1 PS: 529641L	8 Albert St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
13	276451	40177 LOT: 1 PS: 78637	9 Albert St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
14	276535	40189 LOT: 2 PS: 221898C	12 Albert St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
15	276469	40179 LOT: 17 BLK: 3 PS: 3222	13 Albert St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
16	276469	40178 LOT: 16 BLK: 3 PS: 3222	13 Albert St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
17	276543	40190 LOT: 2 BLK: 4B PS: 3222	16 Albert St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
18	276477	40180 LOT: 21 BLK: 23 PS: 3222	17 Albert St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
19	276550	40191 LOT: 3 PS: 27029	18 Albert St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
20	276485	40181 LOT: 22 BLK: 3 PS: 3222	19 Albert St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
21	276568	40192 PC: 100880	20 Albert St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
22	276493	40182 LOT: 23 BLK: 3 PS: 3222	21 Albert St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
23	276501	40184 LOT: 1 TP: 814258H	23 Albert St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
24	276519	40185 & 40186 LOT: 1 TP: 13040D & LOT 1 TP12775H	25 Albert St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
25	276527	40187 LOT: 1 TP: 850709V	27 Albert St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
26	276576	40193 PC: 359445V	28 Albert St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
27	276584	40194 LOT: 33 BLK: 4 PS: 3222	32 Albert St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
28	276592	40195 LOT: 34 BLK: 4 PS: 3222	34 Albert St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
<b>BAY STREET</b>								
29	276733	51522 LOT: 1 TP: 816232F	4 Bay St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
30	276741	48803 LOT: 2 PS: 349628R	6 Bay St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
31	403410	55209 LOT: 1 PS: 613428S	1110 Bay St, PORT ALBERT	1	0.67	0.67	\$3,600.00	\$ 2,400.00
32	403428	55210 LOT: 2 PS: 613428S	2110 Bay St, PORT ALBERT	1	0.67	0.67	\$3,600.00	\$ 2,400.00
33	403436	55211 LOT: 3 PS: 613428S	3110 Bay St, PORT ALBERT	1	0.67	0.67	\$3,600.00	\$ 2,400.00
34	403865	60898 LOT: 6 PS: 531370D	1112 Bay St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
35	403857	60897 LOT: 5 PS: 531370D	2112 Bay St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
36	276766	58606 LOT: 4 PS: 531370D	12 Bay St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00

WELLINGTON SHIRE COUNCIL

PORT ALBERT STREET CONSTRUCTION SCHEME - APPORTIONMENT OF COST - REVISED MAX LEVY - ACCESS

ASSESS NO.	PARCEL NO.	TITLE DETAILS	STREET ADDRESS OF PROPERTY	ACCESS BENEFIT	ACCESS BENEFIT FACTOR APPLIED FOR COMM. PROP.	APPORTIONED ACCESS BENEFIT (AAB)	FIXED RATE CONTRIBUTION (FRC)	SCHEME AMOUNT DUE (= AAB x FRC)
37	276774	40211	LOT: 2 PS: 304362V	1		1	\$3,600.00	\$ 3,600.00
38	276782	47003	PC: 361434N	1		1	\$3,600.00	\$ 3,600.00
39	382408	49151	LOT: 1 TP: 950145		Council Land		\$3,600.00	\$ -
40	382408	49152	LOT: 2 TP: 14609		Council Land		\$3,600.00	\$ -
41	382408	48967	LOT: 1 TP: 963889		Council Land		\$3,600.00	\$ -
42	382408	48401	LOT: 1 TP: 857875		Council Land		\$3,600.00	\$ -
43	276790	40212	PC: 360477Y	1		1	\$3,600.00	\$ 3,600.00
44	276808	40213	PTL: 12 BLK: 15 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
45	276816	40214	PTL: 12 BLK: 15 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
46	276818	40196	PC: 162000		Council Land		\$3,600.00	\$ -
47	276824	40215	LOT: 1 TP: 809823C	1		1	\$3,600.00	\$ 3,600.00
48	276832	40216	LOT: 2 TP: 607436Q	1		1	\$3,600.00	\$ 3,600.00
49	276626	40197	LOT: 5 PS: 30571	1		1	\$3,600.00	\$ 3,600.00
50	276634	40198	LOT: 6 PS: 30571	1		1	\$3,600.00	\$ 3,600.00
51	276642	40199	LOT: 7 PS: 30571	1		1	\$3,600.00	\$ 3,600.00
52	276659	40200	LOT: 8 PS: 30571	1		1	\$3,600.00	\$ 3,600.00
53	276667	40201	PC: 358439V	1		1	\$3,600.00	\$ 3,600.00
54	276675	40202	LOT: 11 PS: 30571	1		1	\$3,600.00	\$ 3,600.00
55	276683	40203	LOT: 12 PS: 30571	1		1	\$3,600.00	\$ 3,600.00
56	276691	40204	LOT: 13 PS: 30571	1		1	\$3,600.00	\$ 3,600.00
57	276709	40205	LOT: 14 PS: 30571	1		1	\$3,600.00	\$ 3,600.00
58	276717	40206	LOT: 15 PS: 30571	1		1	\$3,600.00	\$ 3,600.00
59	276725	47271	LOT: 1 PS: 409491Y	1		1	\$3,600.00	\$ 3,600.00
<b>BRISBANE STREET</b>								
60	276890	40224	LOT: 2 PS: 134544	1		1	\$3,600.00	\$ 3,600.00
61	276907	40225	LOT: 1 PS: 134544	1		1	\$3,600.00	\$ 3,600.00
62	276815	40226	LOT: 1 PS: 135556	1		1	\$3,600.00	\$ 3,600.00
63	276873	40222	LOT: 5 PS: 78825	1		1	\$3,600.00	\$ 3,600.00
64	276981	40223	LOT: 6 PS: 78825	1		1	\$3,600.00	\$ 3,600.00
65	276823	46974	PC: 360759N	1		1	\$3,600.00	\$ 3,600.00
<b>COLVILLE STREET</b>								
66	277087	40233	LOT: 2 PS: 133038	1		1	\$3,600.00	\$ 3,600.00
67	276972	40236	LOT: 7 PS: 78825	1		1	\$3,600.00	\$ 3,600.00
68	438620	40232	LOT: 1 PS: 133038	1		1	\$3,600.00	\$ 3,600.00
69	276980	51218	PC: 365296B	1		1	\$3,600.00	\$ 3,600.00
70	276956	59330	LOT: 3 PS: 722073V	1		1	\$3,600.00	\$ 3,600.00
71	368274	51539	LOT: 1 TP: 552645H	1		1	\$3,600.00	\$ 3,600.00
72	276964	40235	LOT: 2 PS: 120837	1		1	\$3,600.00	\$ 3,600.00
73	406215	55657	LOT: 3 PS: 548369S	1		1	\$3,600.00	\$ 3,600.00
74	406207	55656	LOT: 2 PS: 548369S	1		1	\$3,600.00	\$ 3,600.00

**WELLINGTON SHIRE COUNCIL**  
**PORT ALBERT STREET CONSTRUCTION SCHEME - APPORTIONMENT OF COST - REVISED MAX LEVY - ACCESS**

ASSESSES NO.	PARCEL NO.	TITLE DETAILS	STREET ADDRESS OF PROPERTY	ACCESS BENEFIT	ACCESS BENEFIT FACTOR APPLIED FOR COMM. PROP.	APPORTIONED ACCESS BENEFIT (AAB)	FIXED RATE CONTRIBUTION (FRC)	SCHEME AMOUNT DUE (= AAB x FRC)
<b>DENISON STREET</b>								
75	276998	40241 PCA: 2 SEC: 5	1 Denison St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
76	277004	40242 PCA: 2 SEC: 5	3 Denison St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
77	277012	40243 LOT: 3 PS: 206686	5 Denison St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
78	277020	40244 LOT: 2 PS: 206686	7 Denison St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
79	277038	40245 LOT: 1 PS: 206532	9 Denison St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
80	277046	40246 PCA: 6 SEC: 5	11 Denison St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
81	277053	40247 PCA: 7 SEC: 5	13 Denison St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
82	277061	40248 LOT: 2 PS: 99917	15 Denison St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
83	277079	40249 PC: 352342U	17 Denison St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
84	442881	59328 LOT: 1 PS: 722073V	2 Denison St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
85	277087	59329 LOT: 2 PS: 722073V	4-6 Denison St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
86	277095	40251 LOT: 2 PS: 74274	10 Denison St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
87	277103	40252 LOT: 1 PS: 74274	12 Denison St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
88	277111	40253 CA: 7 SEC: 4	14 Denison St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
89	277129	40254 LOT: 1 PS: 120837	16 Denison St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
90	277137	55655 LOT: 1 PS: 548369S	18 Denison St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
<b>DUKE STREET</b>								
91	413823	60847 LOT: A PS: 748431U	1 Duke St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
92	277152	40257 LOT: 11 BLK: 2 PS: 3222	5 Duke St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
93	277160	40258 LOT: 10 BLK: 2 PS: 3222	7 Duke St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
<b>GIBSON STREET</b>								
94	277228	40271 CA: 10 SEC: 2	37 Gibson St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
<b>KING STREET</b>								
95	360930	51923 LOT: 2 PS: 515579R	16 King St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
96	369481	53295 LOT: 2 PS: 531376Q	17 King St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
97	360348	51924 LOT: 3 PS: 515579R	18 King St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
98	360889	51928 LOT: 7 PS: 515579R	19 King St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
99	360955	51925 LOT: 4 PS: 515579R	20 King St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
100	360971	51927 LOT: 6 PS: 515579R	21 King St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
101	360963	51926 LOT: 5 PS: 515579R	23 King St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
<b>NAPIER STREET</b>								
102	413153	54706 LOT: 1 PS: 531370D	34 Napier St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
103	277400	40327 LOT: 4 BLK: 16 PS: 3222	37 Napier St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
104	277418	40328 LOT: 3 BLK: 16 PS: 3222	39 Napier St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
105	277426	40329 LOT: 2 BLK: 16 PS: 3222	41 Napier St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00

**WELLINGTON SHIRE COUNCIL**  
**PORT ALBERT STREET CONSTRUCTION SCHEME - APPORTIONMENT OF COST - REVISED MAX LEVY - ACCESS**

ASSESS NO.	PARCEL NO.	TITLE DETAILS	STREET ADDRESS OF PROPERTY	ACCESS BENEFIT	ACCESS BENEFIT FACTOR APPLIED FOR COMM. PROP.	APPORTIONED ACCESS BENEFIT (AAB)	FINED RATE CONTRIBUTION (FRC)	SCHEME AMOUNT DUE (= AAB x FRC)
106	277434	40330	LOT: 2 PS: 128347	1		1	\$3,600.00	\$ 3,600.00
<b>NELSON STREET</b>								
107	277442	40331	LOT: 1 TP: 862079	1		1	\$3,600.00	\$ 3,600.00
108	277442	40333	LOT: 14 BLK: 3 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
109	277442	40334	LOT: 15 BLK: 3 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
110	277475	40337	LOT: 1 BLK: 13 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
111	277483	40338	LOT: 10 BLK: 13 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
112	277491	40339	LOT: 1 TP: 196076K	1		1	\$3,600.00	\$ 3,600.00
113	277509	52852	LOT: 2 PS: 529844L	1		1	\$3,600.00	\$ 3,600.00
114	384529	40188 & 55349	LOT: 1 PS: 221898C	1		1	\$3,600.00	\$ 3,600.00
115	277517	40342	PC: 168203	1		1	\$3,600.00	\$ 3,600.00
116	277459	40335	LOT: 1 TP: 435551W	1		1	\$3,600.00	\$ 3,600.00
117	277467	40336	LOT: 5 BLK: 4B PS: 3222	1		1	\$3,600.00	\$ 3,600.00
<b>NORTH STREET</b>								
118	437525	60848	LOT: 3 PS: 749431U	1		1	\$3,600.00	\$ 3,600.00
119	277145	55170	LOT: 2 PS: 608274X	1		1	\$3,600.00	\$ 3,600.00
120	391615	50376	LOT: 15 BLK: 2 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
121	277525	40343	LOT: 16 BLK: 2 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
122	385013	40344	LOT: 17 BLK: 2 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
<b>OBERON STREET</b>								
123	277566	40351	LOT: 1 TP: 851171	1		1	\$3,600.00	\$ 3,600.00
124	277574	40353	LOT: 1 TP: 216035P	1		1	\$3,600.00	\$ 3,600.00
<b>PIER STREET</b>								
125	389742	47272	LOT: 2 PS: 406491Y	1		1	\$3,600.00	\$ 3,600.00
126	277632	50329	LOT: 2 TP: 17576M	1		1	\$3,600.00	\$ 3,600.00
127	277582	40355	LOT: 18 PS: 30571	1		1	\$3,600.00	\$ 3,600.00
128	277580	40356	LOT: 1 TP: 181343R	1		1	\$3,600.00	\$ 3,600.00
129	277608	40357	LOT: 20 PS: 30571	1		1	\$3,600.00	\$ 3,600.00
130	277616	40358	LOT: 21 PS: 30571	1		1	\$3,600.00	\$ 3,600.00
131	277632	40360	CA: 1 SEC: A	1		1	\$3,600.00	\$ 3,600.00
<b>PRINCESS STREET</b>								
132	386367	40562	LOT: 1 TP: 522209Y	1		1	\$3,600.00	\$ 3,600.00
133	421388	40563	LOT: 1 TP: 521548F	1		1	\$3,600.00	\$ 3,600.00
<b>QUEEN STREET</b>								
134	277640	40361	LOT: 7 BLK: 7 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
135	277657	40363	LOT: 6 BLK: 7 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
136	277731	40378	PC: 361079G	1		1	\$3,600.00	\$ 3,600.00

WELLINGTON SHIRE COUNCIL

PORT ALBERT STREET CONSTRUCTION SCHEME - APPORTIONMENT OF COST - REVISED MAX LEVY - ACCESS

ASSESS NO.	PARCEL NO.	TITLE DETAILS	STREET ADDRESS OF PROPERTY	ACCESS BENEFIT	ACCESS BENEFIT FACTOR APPLIED FOR COMM. PROP.	APPORTIONED ACCESS BENEFIT (AAB)	FIXED RATE CONTRIBUTION (FRC)	SCHEME AMOUNT DUE (= AAB x FRC)
137	277665	40365	LOT: 1 TP: 168143A	1		1	\$3,600.00	\$ 3,600.00
138	277673	40367	LOT: 4 BLK: 7 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
139	378141	45306	LOT: 1 TP: 580103N	1		1	\$3,600.00	\$ 3,600.00
140	380914	51922	LOT: 1 PS: 515579R	1		1	\$3,600.00	\$ 3,600.00
141	387761	52738	LOT: 3 PS: 533428M	1	0.63	0.63	\$3,600.00	\$ 2,250.00
142	387811	52739	LOT: 4 PS: 533428M	1	0.63	0.63	\$3,600.00	\$ 2,250.00
143	387829	52737	LOT: 2 PS: 533428M	1	0.63	0.63	\$3,600.00	\$ 2,250.00
144	387837	52736	LOT: 1 PS: 533428M	1	0.63	0.63	\$3,600.00	\$ 2,250.00
145	391003	51930	LOT: 9 PS: 515579R	1		1	\$3,600.00	\$ 3,600.00
146	396515	53118	LOT: 2 PS: 521346G	1		1	\$3,600.00	\$ 3,600.00
147	421990	46829	LOT: 1 TP: 126283U	1		1	\$3,600.00	\$ 3,600.00
148	440974	46827	LOT: 2 BLK: 6 LP: 3222	1		1	\$3,600.00	\$ 3,600.00
149	373738	46826	LOT: 1 BLK: 6 LP: 3222	1		1	\$3,600.00	\$ 3,600.00
150	387910	51074	LOT: 12 BLK: 5 LP: 3222	1	Council Land		\$3,600.00	\$ -
151	277681	40369	PC: 361756P	1		1	\$3,600.00	\$ 3,600.00
152	277699	40370	LOT: 15 BLK: 5 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
153	277707	40372	LOT: 16 BLK: 5 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
154	379958	1749	LOT: 19 BLK: 5 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
155	277715	40374	LOT: 20 BLK: 5 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
156	277723	40376	PTL: 2 BLK: 5 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
<b>RAGLAN STREET</b>								
157	277764	40442	LOT: 4 BLK: 9 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
158	277806	40450	LOT: 5 BLK: 12 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
159	277814	40452	LOT: 1 BLK: 12 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
160	277822	40454	LOT: 1 BLK: 11 PS: 56594	1		1	\$3,600.00	\$ 3,600.00
161	277830	40456	LOT: 1 TP: 159089E	1		1	\$3,600.00	\$ 3,600.00
162	277848	40458	LOT: 3 BLK: 11 PS: 56594	1		1	\$3,600.00	\$ 3,600.00
163	277772	40444	LOT: 8 BLK: 4 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
164	277855	40460	LOT: 4 BLK: 11 PS: 56594	1		1	\$3,600.00	\$ 3,600.00
165	277780	40446	LOT: 7 BLK: 4 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
166	277798	40448	LOT: 3 BLK: 4 PS: 124084	1		1	\$3,600.00	\$ 3,600.00
167	277863	40462	PTL: 1 BLK: 11 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
168	425231	59284	PCA: 3 BLK: 10	1	exempt property		\$3,600.00	\$ -
169	383133	49317	LOT: 16B BLK: 10 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
<b>RUSSELL STREET</b>								
170	277871	40464	LOT: 6 BLK: 15 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
171	277889	40466	LOT: 7 BLK: 15 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
<b>SPRING STREET</b>								
172	380113	26068	LOT: 19 BLK: 3 PS: 3222	1		1	\$3,600.00	\$ 3,600.00

WELLINGTON SHIRE COUNCIL

PORT ALBERT STREET CONSTRUCTION SCHEME - APPORTIONMENT OF COST - REVISED MAX LEVY - ACCESS

ASSESSES NO.	PARCEL NO.	TITLE DETAILS	STREET ADDRESS OF PROPERTY	ACCESS BENEFIT	ACCESS BENEFIT FACTOR APPLIED FOR COMM. PROP.	APPORTIONED ACCESS BENEFIT (AAB)	FIXED RATE CONTRIBUTION (FRC)	SCHEME AMOUNT DUE (= AAB x FRC)
173	390105	LOT: 18 BLK: 3 PS: 3222	6 Spring St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
174	278192	LOT: 4 PS: 133168	11 Spring St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
175	278200	LOT: 3 PS: 133168	13 Spring St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
176	278218	LOT: 2 PS: 133167	15 Spring St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
177	278234	PC: 354113A	16 Spring St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
178	278234	LOT: 4 PS: 27029	16 Spring St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
179	278226	LOT: 1 PS: 133167	17 Spring St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
180	278242	PC: 352345N	20 Spring St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
181	278259	LOT: 1 PS: 94326	22 Spring St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
182	278259	LOT: 2 PS: 94326	24 Spring St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
183	379666	LOT: 3 PS: 221589R	31 Spring St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
184	434969	LOT: 2 PS: 735460Q	32 Spring St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
<b>SOUTH STREET</b>								
185	277905	LOT: 2 PS: 113680	5 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
186	277913	LOT: 1 PS: 113680	7 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
187	277921	LOT: 4 BLK: 19 PS: 3222	11 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
188	277939	LOT: 1 PS: 209296F	13 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
189	277947	LOT: 2 PS: 209296F	15 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
190	277954	PC: 170379	17 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
191	277962	LOT: 10 BLK: 18 PS: 3222	19 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
192	414359	LOT: 1 PS: 548365B	20 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
193	277970	LOT: 9 BLK: 18 PS: 3222	21 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
194	278036	LOT: 2 PS: 548365B	22 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
195	277988	LOT: 8 BLK: 18 PS: 3222	23 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
196	277996	LOT: 10 BLK: 20 PS: 3222	27 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
197	278002	LOT: 9 BLK: 20 PS: 3222	31 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
198	278010	LOT: 10 BLK: 21 PS: 3222	35 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
199	278069	LOT: 3 PS: 112523	36 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
200	278077	LOT: 2 PS: 112523	38 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
201	278028	LOT: 1 PS: 543465Y	39 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
202	278085	LOT: 1 PS: 112523	40 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
203	278028	LOT: 2 PS: 543465Y	41 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
204	278093	LOT: 1 PS: 78825	44 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
205	278101	LOT: 2 PS: 78825	48 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
206	278119	LOT: 3 PS: 78825	50 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
207	278127	LOT: 4 PS: 78825	52 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
208	278135	LOT: 1 PS: 220600N	58 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
209	278150	PC: 360542Q	60-62 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
210	278168	CA: 1 SEC: 1	68 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
211	366978	LOT: 1 PS: 521345J	72 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
212	278184	LOT: 2 PS: 521345J	74 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00

**WELLINGTON SHIRE COUNCIL**

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ASSESS NO.	PARCEL NO.	TITLE DETAILS	STREET ADDRESS OF PROPERTY	ACCESS BENEFIT	ACCESS BENEFIT FACTOR APPLIED FOR COMM. PROP.	APPORTIONED ACCESS BENEFIT (AAB)	FIXED RATE CONTRIBUTION (FRC)	SCHEME AMOUNT DUE (= AAB x FRC)
213	278184	53472 LOT: 3 PS: 521345J	76 South St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
<b>TARRAVILLE ROAD</b>								
214	278507	40560 LOT: 9 BLK: 7 PS: 3222	2 Tarraville Rd, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
215	278606	40590 PC: 366804K	24 Tarraville Rd, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
216	278614	53294 LOT: 1 PS: 531376G	26 Tarraville Rd, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
217	278358	40545 LOT: 8A BLK: 10 PS: 3222	27 Tarraville Rd, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
218	278366	40547 PC: 170138V	29 Tarraville Rd, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
219	278382	40551 LOT: 12 BLK: 10 PS: 3222	35 Tarraville Rd, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
220	278390	40554 LOT: 14 BLK: 10 PS: 3222	39 Tarraville Rd, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
221	278424	40560 PC: 162500W	49 Tarraville Rd, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
222	438309	40569 LOT: 1 TP: 863065S	63 Tarraville Rd, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
223	278499	40577 LOT: 1 TP: 22927E	73 Tarraville Rd, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
224	434951	60020 LOT: 1 PS: 735460Q	62 Tarraville Rd, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
225	278713	40619 LOT: 1 PS: 221589	66 Tarraville Rd, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
226	371179	49283 PC: 362806V	78 Tarraville Rd, PORT ALBERT	1	Council Land	1	\$3,600.00	\$ -
<b>VICTORIA STREET</b>								
227	278762	56255 LOT: 1 PS: 625659E	1 Victoria St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
228	278804	40632 PTL: 1 BLK: 3 PS: 3222	2 Victoria St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
229	278762	56256 LOT: 2 PS: 625659E	3 Victoria St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
230	278812	40634 LOT: 1 TP: 896605A	4 Victoria St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
231	439364	46975 PC: 361071Y	5 Victoria St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
232	278820	40636 LOT: 1 TP: 9358T	6 Victoria St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
233	278788	59667 LOT: 2 PS: 728222	7 Victoria St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
234	278788	59666 LOT: 1 PS: 728222	9 Victoria St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
235	278838	40638 & 53626 Lot 1 & Lot 2 TP: 879753F	8 Victoria St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
236	278846	40640 LOT: 2 LP: 220616	10 Victoria St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
237	278853	40641 LOT: 1 PS: 220616	12 Victoria St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
238	278796	40631 LOT: 1 TP: 178208R	13 Victoria St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
239	410514	40664 LOT: 1 TP: 578928Y	15 Victoria St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
240	278861	40642 PTL: 36 BLK: 4 PS: 3222	16 Victoria St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
241	278879	40644 PTL: 36 BLK: 4 PS: 3222	18 Victoria St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
242	381327	48799 LOT: 35 BLK: 4 PS: 3222	20 Victoria St, PORT ALBERT	1	Council Land	1	\$3,600.00	\$ -
<b>WELLINGTON STREET</b>								
243	400837	48561 PC: 362987M	2-4 Wellington St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
244	276444	40171 LOT: 2 BLK: 13 PS: 3222	6 Wellington St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
245	278987	40646 LOT: 11 BLK: 3 PS: 3222	14 Wellington St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
246	374397	46915 LOT: 10 BLK: 3 PS: 3222	16 Wellington St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
247	278995	40650 & 40651 Lot 6 & Lot 7 BLK: 3 PS: 3222	20 Wellington St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
248	278903	40654 & 51966 Lot 1 TP: 538912 & Lot 1 TP: 813792	24 Wellington St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00

**WELLINGTON SHIRE COUNCIL**

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249	278911	40656	PC 170460	1		1	\$3,600.00	\$ 3,600.00
250	278929	40657	LOT: 1 TP:850388	1		1	\$3,600.00	\$ 3,600.00
<b>WEST BOUNDARY ROAD</b>								
251	276865	40221	LOT: 1 TP: 197614W	1		1	\$3,600.00	\$ 3,600.00
252	276931	40231	PC: 170416	1		1	\$3,600.00	\$ 3,600.00
<b>WHARF STREET</b>								
253	278945	40660	LOT: 1 TP: 848678S	1		1	\$3,600.00	\$ 3,600.00
254	37875201372 & 401386	LOT: 9 BLK: 2 PS: 3222	19 Wharf St, PORT ALBERT	1		1	\$3,600.00	\$ 3,600.00
<b>WILLIS STREET</b>								
255	391417	52873	LOT: 2 PS: 519252E	1		1	\$3,600.00	\$ 3,600.00
256	432351	53259	LOT: 2 PS: 519256V	1		1	\$3,600.00	\$ 3,600.00
<b>WILLIAM STREET</b>								
257	375345	47088	LOT: 12 BLK: 8 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
258	386318	48882	LOT: 8 BLK: 11 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
259	386318	48881	LOT: 7 BLK: 11 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
260	386318	48880	LOT: 6 BLK: 11 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
261	386318	48879	LOT: 5 BLK: 11 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
262	386318	48878	LOT: 4 BLK: 11 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
263	386318	48877	LOT: 3 BLK: 11 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
264	374330	45883	LOT: 12 BLK: 8 PS: 3222	1		1	\$3,600.00	\$ 3,600.00
<b>TOTALS</b>				<b>255</b>		<b>252.5</b>		<b>\$909,000.00</b>
<b>TOTAL ESTIMATED COST OF SCHEME</b>								<b>\$2,800,000.00</b>
<b>COUNCIL CONTRIBUTION</b>								<b>\$1,891,000.00</b>
<b>APPORTIONED AMOUNT</b>								<b>\$909,000.00</b>

ABU FACTOR CALCULATION FOR COMMON PROPERTIES  
 Calculation - First property at 100% with 50% for each additional property, total then divided by number of properties

Address	Factor
1, 2, 3 / 10 Bay St	0.67
1, 2, 3, 4 / 27 Queen Street	0.63

**PORT ALBERT TOWNSHIP STREET CONSTRUCTION SCHEME  
SPECIAL CHARGE SCHEME NUMBER 1906**

**Determination under Sections 163(2)(a), (2A) and (2B) of the *Local Government Act 1989* – Calculation of Total Amount of Special Charges to be Levied ('Maximum Total Levy')**

### Introduction

Wellington Shire Council (*Council*) has a legacy of being required to deal with a number of issues associated with sub-standard roads and streets throughout the Shire. A key objective of Council is to renew and improve roads and streets within residential environments with a view to providing proper community infrastructure and improved amenity and liveability, and overall resident satisfaction.

Council has (following a review of its 'Residential Road and Street Construction Plan 2014') adopted the 'Residential Road and Street Construction Plan 2019' (*Plan*). As a strategic policy document, the Plan seeks to provide a sustainable budgetary response to the renewal and improvement of sub-standard roads and streets within residential environments throughout the Shire.

The proposed special charge scheme for the Port Albert Township (to be known as the 'Port Albert Township Street Construction Scheme Number 1906') (*Special Charge or Scheme*) is consistent with, and otherwise supports, the Plan.

This determination is made by Council under and for the purposes of sections 163(2)(a), (2A) and (2B) of the *Local Government Act 1989 (Act)*. It addresses the calculation of the 'benefit ratio' in order to determine the total amount of the special charges that may be levied on those property owners who it is considered will receive a benefit from the proposed works through the imposition of the Special Charge (*'Maximum Total Levy'*).

The calculation of the Maximum Total Levy requires Council to –

- Calculate the total cost of the works; and
- Calculate the 'benefit ratio' based on reasonable estimates being made of –
  - i. The 'total special benefits' to the properties included in the Scheme (TSB (in));
  - ii. The 'total special benefits' to the properties not included in the Scheme (if any) (TSB (out)); and
  - iii. The 'total community benefits' (if any) to be provided by the Scheme (TCB).

## A. Define Purpose

The purpose of the Special Charge Scheme is to defray an expense or to repay (with interest) an advance made to or a debt or loan to be raised by Council in connection with the construction, improvement and drainage of specified streets and roads within the Township of Port Albert (collectively, *Streets*).

The Streets are all located within the Township of Port Albert and are otherwise located in a residential area, and currently consist of partially formed (but unsealed) gravel pavements of approximately and variously between 50 m and 600m in length, with irregular table drains. The streets are primarily main rural-type roads (servicing the Township of Port Albert), with unsealed sections extending for the full length of these Streets. The Streets are managed and maintained by Council.

A formal investigation of the proposed Special Charge Scheme was commenced following ongoing property owner concerns and complaints in relation to Council's maintenance grading regime, which had applied to the Streets. The initial work undertaken by Council in response to these concerns included, the preparation of concept designs and an estimate of costs. Property owners were advised that, if implemented, the Scheme would provide for the construction and sealing of the Streets to a 6.0 m width, with barrier kerbing being proposed at bends in the road, and improved surface drainage and stormwater management, and other improvements.

The construction and sealing of the Streets will reduce Council's need for ongoing maintenance intervention, while providing, in the context and for the benefit of the of the Township overall, a higher level of service for property owners and occupiers, and the general public. Under Council's Road Management Plan, the Streets are designated as 'Local Access B Roads' and (as required by the Plan) 60% or more of property owners have expressed support for the construction and improvement of the Streets.

Consistent with the Plan, it is considered that the 255 rateable properties (being 264 total properties, less 9 non-rateable properties) which it is proposed will be included in the Scheme (and the general public) will benefit from the proposed works in the following ways –

- Improved amenity and liveability for residents and the local community through quality infrastructure and streetscape;
- Removal of dust and health related issues currently experienced in unsealed streets;
- Improved safety for motorists and pedestrians with modern road and path infrastructure, that is less exposed to rapid degradation;
- 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 property infrastructure that meets expectations;
- Improved high density development opportunities in existing urban environments.

Following further investigation of potential methods to facilitate the construction works in the Scheme, a further consideration of survey results and further meetings with property owners (who continue to show support for the Scheme), it has been concluded that a Special Charge Scheme, generally in accordance with and supported by the Plan, is the preferred approach to facilitate the project outcomes.

**B. Ensure Coherence**

The proposed road and surface drainage improvement works to be located within the Scheme area will provide a special benefit to the rateable property owners located within the Scheme boundaries, and are otherwise physically connected to the purpose set out in A.

**C. Calculate Total Costs**

The implementation of the Special Charge is regulated by section 163 of Act. Ministerial Guidelines made pursuant to the Act require Councils to be transparent about how they calculate the 'Maximum Total Levy'.

For this project, the Maximum Total Levy has been calculated in accordance with the Act and the Guidelines. The Maximum Total Levy, and other relevant information, is summarised in the table below.

<b>Total Scheme Cost</b>	<b>\$2,800,000</b>
'Benefit Ratio' Determination	0.79 or 79%
<b>Maximum Total Levy Amount</b>	<b>\$2,212,000</b>
Further Council Contribution	\$1,303,000
<b>Revised Maximum Total Levy Amount</b>	<b>\$909,000</b>

**D. Identify Special Beneficiaries**

It is considered that all 255 rateable properties in the Scheme (as they are listed in the apportionment spreadsheet) will receive both road and drainage related special benefits from the proposed works.

The relevant special benefits which it is considered each property will receive are –

- Reduction in dust;
- Enhancement of the amenity and character of the land and local area;
- Creation of improved riding surfaces for the street;
- Improvement in access and egress from properties;

- Improved road drainage; and
- Improved road safety for motorists and cyclists.

The Scheme area (showing the 255 rateable and chargeable properties and the location of the Streets to be constructed) is shown on the plan below.



**E. Determine Properties to Include**

For the purposes of calculating the Benefit Ratio, a notional benefit value – to be called a Benefit Unit (BU) – will be used. A BU is a deemed benefit equal to the *average* benefit for each and every property included in the Scheme. This average benefit is considered to comprise *both* access and amenity benefits.

It is considered that that all of the properties included within the Scheme will receive a benefit from the works to be provided under the Scheme (that is, and being 1 BU for each property), regardless (for the purposes of calculating the Benefit Ratio, but not for the purposes of the final distribution of the Special Charge amongst the Special Charge contributors) of whether or not particular properties have subdivision or other development potential (or, in some cases, further subdivision or development potential). The BU so chosen has been broken up equally into both access benefits and amenity benefits (viz., 0.5 BU for 'improved access' and 0.5 BU for 'improved amenity').

**F. Estimate Total Special Benefits**

Total Special Benefit Units are defined as follows –

Total Special Benefits = Total Special Benefits <sub>(in)</sub> + Total Special Benefits <sub>(out)</sub>, that is –

$$(TSB = TSB_{(in)} + TSB_{(out)})$$

TSB <sub>(in)</sub> has been calculated as follows –

Total Special Benefit Units In (TSB <sub>(in)</sub> )	Access (50%)	Amenity (50%)
Total number of Rateable Properties in Scheme receiving Special Benefit and being required to pay the Special Charge (255)	0.5 x 255 = 127.5 BU	0.5 x 255 = 127.5BU
<b>TSB <sub>(in)</sub> =</b>	<b>255 BU</b>	

There are 9 non-rateable parcels of land in the Scheme (being Council land used for various municipal purposes and a Church). These properties are considered to be receiving a special benefit but are not required to pay the Special Charge.

These properties are referred to as TSB <sub>(out)</sub> properties.

TSB <sub>(out)</sub> has been calculated as follows –

Total Special Benefit Units Out (TSB <sub>(out)</sub> )	Access (50%)	Amenity (50%)
Total number of Non-rateable Properties in Scheme receiving Special Benefit and not being required to pay the Special Charge (9)	0.5 x 9 = 4.5 BU	0.5 x 9 = 4.5 BU
<b>TSB<sub>(out)</sub> =</b>	<b>9 BU</b>	

### G. Estimate Total Community Benefit

In addition to establishing the Total Special Benefits for the Scheme, an assessment of any Community Benefit is also required to be undertaken in order to calculate the Maximum Total Levy.

It is considered that the Community Benefit attributable to the proposed Scheme works will be generated from the broader community receiving some benefits, which benefits (in the interest of fairness and equity) Council should be paying for (and not the Special Charge contributors).

The community benefits are considered to be –

- General improvement in township amenity and liveability;
- General improvement in trafficability of roads serving the Township;
- General improvement in drainage and water quality; and
- Reduced ongoing maintenance costs for Council.

#### Improved township amenity

The sealing of the roads and the other works to be provided will result in an overall improvement in the amenity and liveability of the Township of Port Albert. Whilst this benefit is very difficult to quantify, it is recommended that **10 BU** be allowed for this benefit, which is however considered to be a general (and possibly marginal) benefit in circumstances where it is otherwise considered that most of the benefits of the works will be received by the abutting properties owners and occupiers, and their visitors.

$$TCB_{\text{township amenity}} = 10$$

#### Improved trafficability of roads

It is anticipated that there will be some wider community benefit attributable to persons who are not accessing or servicing the properties within the Scheme boundary (but who will nevertheless use the roads for wider access purposes).

Despite this, and on the basis that the roads to be improved only service the movement of local traffic within the Township (and do not in any real sense connect into the wider network

of public roads for which Council is responsible), the benefits attributable to any broader traffic use of the roads is considered marginal, and generally only occurs during holiday periods.

For this reason, officers have not carried out traffic studies. It is otherwise considered reasonable for Council to rely on, and be guided by, its own estimates based on Council's own local knowledge and experience.

On this basis, it is recommended that an allowance be made for what may be some increase in traffic movements and, accordingly, any projected increase in external traffic will account for the Total Community Benefit, and this will result in the calculation of the following **30 BU's** for any such traffic by the broader community.

Total Community Benefit Units for any broader traffic use of the road is estimated as follows—

$$TCB_{\text{traffic}} = 30$$

Improved drainage and water quality

Sealing of the roads will result in improved drainage and better water quality: It is recommended therefore that **10 BU** be allowed for this benefit, which is however considered to be a marginal benefit.

$$TCB_{\text{drainage}} = 10$$

Reduced ongoing maintenance costs

There will be less ongoing maintenance costs for Council in having to care for and manage sealed roads, rather than unsealed roads: It is recommended therefore that **10 BU** be allowed for this benefit, which is considered to be a marginal benefit.

$$TCB_{\text{maintenance}} = 10$$

Therefore,

$$TCB_{\text{total}} = TCB_{\text{township amenity}} + TCB_{\text{traffic}} + TCB_{\text{drainage}} + TCB_{\text{maintenance}} = 10 + 30 + 10 + 10$$

$$TCB_{\text{total}} = 60$$

It is otherwise noted that the Township is serviced by strip shops along Tarraville Road and Wharf Street, there is one petrol station, one Mechanics Institute (Town Hall) which supports various community activities, a museum, a jetty and a boat ramp. Rutter Park is the main park/public recreation reserve in the Township, and it includes a playground and barbeque facilities, and public toilets. There is a walking track along the foreshore, and a sea wall servicing the Township.

**I. Calculating the 'Benefit Ratio'**

The Benefit Ratio is calculated as follows –

$$\begin{aligned} R &= \frac{TSB_{(in)}}{TSB_{(in)} + TSB_{(out)} + TCB} \\ &= 255 / (255 + 9 + 60) \\ &= 255 / 324 \end{aligned}$$

**Benefit Ratio = 0.79 or 79%**

**J. Calculating the Maximum Total Levy**

The following formula, as set out in the Act, is used to determine the Maximum Total Levy –

$$R \times C = S$$

where –

R is the Benefit Ratio determined by Council;

C is the total Scheme cost; and

S is the Maximum Total Levy

<b>Maximum Total Levy Amount (R x C = S)</b>
0.79 x \$2,800,000 = \$2,212,000

Council may levy up to 79% of total costs, or \$2,212,000

**K. Other relevant considerations**

Council notes that if it levies the Maximum Total Levy Amount of \$2,212,000 the special charge contributors would be required to pay by way of special charges amounts which exceed the amounts set out in Council's Residential Road and Street Construction Plan 2019<sup>1</sup>.

In the exercise of its discretions, and otherwise in accordance with the Plan (and the objectives which the Plan seeks to achieve), Council chooses to allocate a further amount of \$1,303,000 in and towards the cost of the Scheme works, meaning that the Maximum Levy Amount to be charged to the Scheme will be \$909,000 (**Revised Maximum Total Levy Amount**).

The Revised Maximum Total Levy Amount is to be apportioned amongst the property owners within the scheme area in accordance with the method of distribution of the Special Charge to be determined by Council in the declaration of the Special Charge.

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<sup>1</sup> Refer to section 6.2 of the Plan by which a fixed rate contribution model of \$3,600 has been proposed and adopted by Council for Small and Coastal Towns () where sealed roads are to be provided.

**ITEM C4.5****DELEGATED AUTHORITY - DRAFT TRANSITION PLAN**

DIVISION: BUILT AND NATURAL ENVIRONMENT  
 ACTION OFFICER: MANAGER NATURAL ENVIRONMENT AND PARKS  
 DATE: 15 SEPTEMBER 2020

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 authorise the Chief Executive Officer to approve and submit the state government required Draft Transition Plan for waste collection services.

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

***That Council authorise the Chief Executive Officer to approve and submit the state government required Draft Transition Plan for waste collection services.***

**BACKGROUND**

In February this year the State Government released its 10-year policy and action plan to better manage waste and recycling - Recycling Victoria, A new economy. The plan is based around the principles of a circular economy and provides direction for industry and Councils moving forward.

There are four goals within the strategy with Goal 3 relating to recycling. The stated aim of this goal is to achieve 80% diversion rates from landfill by 2030 with an interim target of 72% by 2025.

A key pillar within this goal is to improve resource collection and separation systems through kerbside reform so that waste streams are better placed for processing. To enable this, the state is requiring Councils to develop Draft Transition Plans. The plans are essential for Councils to plan and the State Government to move towards improved kerbside collection processes particularly for organics and glass. They will be used by both the state and Council's to gain an understanding of infrastructure requirements and funding needs across the industry to achieve recycling and resource recovery goals.

The Transition Plans involve analysing materials data and gaining an understanding of preferred models of collection to achieve stated aims of separated glass by 2027 and organics by 2030. The state understands that, due to several unknowns and variables (such as the yet to be confirmed Container Deposit Scheme), that submitted plans will be in draft form only and will not commit Councils to any particular action contained within them.

Submitted Plans are due by 30 September with Wellington working collaboratively with the Gippsland Resource Recovery Group to achieve this deadline.

## OPTIONS

Council has the following options available:

1. Authorise the Chief Executive Officer to approve and submit the State Government required Draft Transition Plan for waste collection services; or
2. Not agree to authorise to the Chief Executive Officer to approve and submit the Draft Transition Plan.

## PROPOSAL

That Council authorise the Chief Executive Officer to approve and submit the state government required Draft Transition Plan for waste collection services

## CONFLICT OF INTEREST

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

## FINANCIAL IMPACT

There is no financial impact on the current budget. Future budgets will likely be impacted. The impact will ultimately depend on the Council approved waste collection model.

## COMMUNICATION IMPACT

No impact on community with the completion of this plan although implementation of the preferred model will change waste collection services by introducing a Food and Organics (FOGO) kerbside collection and changes to the way glass is collected.

## COUNCIL PLAN IMPACT

The Council Plan 2017-21 Theme 2 Services & Infrastructure 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."*

The Council Plan 2017-21 Theme 3 Natural Environment states the following strategic objective and related strategy:

**Strategic Objective 3.1:** *"Conserve and protect our natural environment through responsible and sustainable management practices."*

Strategy 3.1.2: *"Work in partnership to protect and preserve Wellington Shire's natural environment, biodiversity, resources and environmental heritage."*

The Council Plan 2017-21 Theme 3 Natural Environment states the following strategic objective and related strategy:

**Strategic Objective 3.2:** *"Demonstrate leadership in waste and water management, and energy efficiency."*

Strategy 3.2.1: *"Review Council's provision of waste services."*

Strategy 3.2.3: *"Advocate for and provide leadership toward a low carbon economy."*

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

### **ENVIRONMENTAL IMPACT**

Transition Plans are integral to delivering improved environmental outcomes in line with Circular Economy principles.

### **ENGAGEMENT IMPACT**

Wellington Shire Council's standard consultation practices will be implemented as appropriate.

### **RISK MANAGEMENT IMPACT**

Submission of a Draft Transition Plan in line with state government direction is required by 30 September 2020.

**ITEM C4.6****UNSEALED ROAD RECONSTRUCTION SOUTHERN MAINTENANCE AREA CONTRACT**

DIVISION: BUILT AND NATURAL ENVIRONMENT

ACTION OFFICER: MANAGER ASSETS AND PROJECTS

DATE: 15 SEPTEMBER 2020

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

**OBJECTIVE**

The purpose of this report is for Council to consider entering into a contract for the reconstruction of unsealed roads in the Southern Maintenance Area.

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

- 1. Council adopt the recommendations contained in the attached confidential Tender Evaluation Report at Item E1.4 of the Council Meeting Agenda for Contract 2021-001 Unsealed Road Reconstruction – Southern Maintenance Area; and***
- 2. The information contained in the confidential attachment Contract 2021-001 Unsealed Road Reconstruction – Southern Maintenance Area and designated confidential under Section 3(1) Confidential Information of the Local Government Act 2020 by the General Manager Built and Natural Environment on 31 August 2020 because it relates to the following grounds: g) private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage; be designated confidential information under Section 3(1) Confidential Information of the Local Government Act 2020, except that once this recommendation has been adopted the name of the successful tenderer can be made public.***

**BACKGROUND**

Wellington Shire Council maintains approximately 1560km of unsealed roads. An annual program for gravel road resheets on a selection of roads is developed to maintain the overall condition of the network with the criteria for choosing roads being based around pavement condition and traffic usage.

Each year the roads to be resheeted are grouped together into separate contracts based on their location and this year, three contracts have been tendered one for the Southern Maintenance Area which is the subject of this report, one for the Western Maintenance Area and one for the Eastern Maintenance Area, both of which were awarded under delegation.

The works in the Southern Maintenance Area include gravel resheeting sections of the Carrajung Lower Road, Edeys Road, Greenmount Cemetery Road, some Woodside Beach Township roads and some Alberton Township roads in the Southern Maintenance Area.

The tenders have been evaluated and a contract has been prepared for Council's consideration.

## **OPTIONS**

Council has the following options available:

1. Adopt the recommendations contained in the attached confidential Tender Evaluation Report for Contract 2020-001 Unsealed Road Reconstruction – Southern Maintenance Area; or
2. Not enter into a contract and not proceed with these works at this time.

## **PROPOSAL**

That Council adopt the recommendations contained in the attached confidential Tender Evaluation Report for Contract 2021-001 Unsealed Road Reconstruction – Southern Maintenance Area.

## **CONFLICT OF INTEREST**

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

## **FINANCIAL IMPACT**

These works have been budgeted for in the 2020/21 Capital Works Program.

## **LEGISLATIVE IMPACT**

Wellington Shire Council is committed to ensuring the Contract tendering process complies with the *Victorian Local Government Act 1989* and the Victorian Local Government Code of Tendering.

## **COUNCIL POLICY IMPACT**

These works are in line with Council's policies of maintaining and enhancing Council's road asset infrastructure networks.

## **COUNCIL PLAN IMPACT**

The Council Plan 2017-21 Theme 2 Services & Infrastructure states the following strategic objective and related strategy:

**Strategic Objective 2.4:** *"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."*

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

## **RESOURCES AND STAFF IMPACT**

This project will be undertaken with the resources of the Assets & Projects unit.

## **COMMUNITY IMPACT**

These works will produce a positive community impact with an improved road surface and a long service life.

## **ENVIRONMENTAL IMPACT**

The proposed works will have minimal environmental impact, with the contractors providing an Environmental Management Plan which will be strictly monitored.

## **ENGAGEMENT IMPACT**

Wellington Shire Council's standard consultation practices will be implemented on this project.

## **RISK MANAGEMENT IMPACT**

It is considered that the proposed contract works will not expose Wellington Shire Council to any significant risks. All OH&S risks will be discussed with the contractor and allocated to the party in the best position to manage each risk.

**ITEM C4.7****INTEGRATED WATER MANAGEMENT PLAN 2020-2030**

DIVISION: BUILT AND NATURAL ENVIRONMENT  
 ACTION OFFICER: MANAGER NATURAL ENVIRONMENT AND PARKS  
 DATE: 15 SEPTEMBER 2020

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

**OBJECTIVE**

For Council to adopt the Wellington Shire Integrated Water Management Plan as a guide for future integrated water management planning and development over the next ten years across Wellington Shire.

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

***That Council adopt the Wellington Shire Integrated Water Management Plan as a guide for future integrated water management planning and development over the next ten years across Wellington Shire.***

**BACKGROUND**

State Government has committed to a systematic approach to Integrated Water Management (IWM) planning and putting IWM into practice as outlined in Water for Victoria: Water Plan. Regional IWM forums are being run by the Department of Environment, Land, Water and Planning (DELWP). The purpose of these forums is to engage local government, water corporations, catchment management authorities and other stakeholders to promote collaboration and commitment to improved coordination between agencies to deliver IWM across the region.

In June 2019, Council was awarded \$40,000 to develop an IWM Plan (attached) for Wellington Shire as part of the priority projects identified in the DELWP approved Strategic Directions Paper.

The IWM Plan will be used to provide direction for the sustainable management of water in Wellington Shire Council and will become an overarching strategic plan that identifies future opportunities for water management actions.

Wellington Shire Council, in partnership with Latrobe City Council, jointly developed the plan with support from an appropriate consultant, in conjunction with key water cycle stakeholders including Gippsland Water, Southern Rural Water, South Gippsland Water, and West Gippsland Catchment Management Authority.

The ten year plan outlines eight major key actions to be delivered over the term of the plan. Key outcomes of the plan include:

1. Building IWM capacity and knowledge within Council and the community,
2. Demonstrated leadership in IWM both in the community and with organisational peers

3. Embed IWM into policies, practices and management processes.

The IWM Plan has key links within the Protect Nature theme within the Sustainability Strategy 20-24. Opportunities to fund the actions will be investigated in partnership with key stakeholders.

## **OPTIONS**

Council has the following options available:

1. To adopt the Wellington Shire IWM Plan as a guide for future IWM planning and development over the next ten years across Wellington Shire.
2. To not adopt the plan and/or seek recommendations for plan amendments.

## **PROPOSAL**

To adopt the Wellington Shire Integrated Water Management Plan as a guide for future integrated water management planning and development over the next ten years across Wellington Shire.

## **CONFLICT OF INTEREST**

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

## **FINANCIAL IMPACT**

The plan commits to undertaking eight key priority actions. Infrastructure projects and other initiatives will progress through usual business planning and budgetary processes. Funding through the DELWP IWM forum and other environment programs will be sought to ensure positive financial outcomes.

IWM planning and development is expected to have a positive impact on urban property values, through urban greening and access to additional public open space. Lake Guthridge and surrounds provides a good example of the financial benefits of an IWM approach to water cycle management within urban environments and has potential to increase environmental/nature-based tourism within the region.

The IWM plan will seek to improve water quality outcomes with new developments across the region. This may impact on development applications and processes; however, this will seek to provide a balance between economic and environment/social and be done in partnership with development stakeholders. Often the upfront cost of an IWM approach may be higher with benefits provided within the longer term.

## **COMMUNICATION IMPACT**

The plan includes a key action to develop a Water Literacy Program to improve council and community understanding of the urban water cycle and the role that council and its key partners all provide in its management. The program will grow an understanding of the value of urban water, natural assets (waterways/wetlands), where we can use non potable water and for what purpose. This initiative will adopt lessons from previous education campaigns and social messaging and work with Gippsland Water's existing water education program. Community engagement events and products will be developed through the program.

## LEGISLATIVE IMPACT

This IWM plan aligns with the Victorian Planning Provisions Clause 19.03 which outlines the directions to sustainably manage water supply, water resources, wastewater, drainage and stormwater through an integrated water management approach. The: State Environment Protection Policy (Waters of Victoria) Water for Victoria - Water Plan (Victorian Government, 2016) Urban Stormwater - Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999) Page 240 of 940 Guidelines for Environmental Management: Code of Practice - Onsite Wastewater Management (Publication 891.4, Environment Protection Authority, 2016) Planning Permit Applications in Open, Potable Water Supply Catchment Areas (Department of Sustainability and Environment, 2012) are relevant state government policy directions for IWM planning.

Whilst the Victorian planning provision account for IWM, the degree to which it is implemented often varies across Council areas.

## COUNCIL POLICY IMPACT

The Wellington Shire IWM plan also aligns with and complements councils Sustainability Strategy 20-24 and the Public Open Space (POS) Plan 2014-2024.

## COUNCIL PLAN IMPACT

The Council Plan 2017-21 Theme 1 Communities states the following strategic objective and related strategy:

**Strategic Objective 1.1:** *"Maintain friendly, safe communities providing opportunities for residents to lead healthy and active lifestyles."*

Strategy 1.1.3: *"Provide and manage open spaces and infrastructure that enable and encourage healthy and active lifestyles."*

The Council Plan 2017-21 Theme 1 Communities states the following strategic objective and related strategy:

**Strategic Objective 1.2:** *"Celebrate, recognise and acknowledge our diverse community and improve social connections among youth, aboriginal and aged communities."*

Strategy 1.2.1: *"Ensure that Council services, facilities and events promote inclusivity, social connectedness and accessibility."*

The Council Plan 2017-21 Theme 1 Communities states the following strategic objective and related strategy:

**Strategic Objective 1.4:** *"Enhance resilience in our towns and our communities."*

Strategy 1.4.2: *"Mitigate the potential effects of natural disasters on our communities by supporting appropriate development in accordance with responsible land use planning practices."*

The Council Plan 2017-21 Theme 2 Services & Infrastructure 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."*

Strategy 2.1.2: *"Provide access to a diverse range of recreational opportunities for all sectors of the community."*

The Council Plan 2017-21 Theme 2 Services & Infrastructure states the following strategic objective and related strategy:

**Strategic Objective 2.2:** *"Council assets are responsibly, socially, economically and sustainably managed."*

Strategy 2.2.3: *"Continue to maintain and enhance Council's built environment for public amenity and long-term sustainability."*

The Council Plan 2017-21 Theme 3 Natural Environment states the following strategic objective and related strategy:

**Strategic Objective 3.1:** *"Conserve and protect our natural environment through responsible and sustainable management practices."*

Strategy 3.1.1: *"Ensure development is appropriate to conserve our environmentally sensitive landscapes for future generations."*

Strategy 3.1.2: *"Work in partnership to protect and preserve Wellington Shire's natural environment, biodiversity, resources and environmental heritage."*

Strategy 3.1.3: *"Manage Council's high quality, attractive open spaces and streetscapes in accordance with agreed service levels."*

The Council Plan 2017-21 Theme 3 Natural Environment states the following strategic objective and related strategy:

**Strategic Objective 3.3:** *"Build resilience in our communities and landscapes to mitigate risks from a changing climate."*

Strategy 3.3.1: *"Design and maintain landscapes and infrastructure appropriate for a changing climate."*

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

## **RESOURCES AND STAFF IMPACT**

Key projects within the plan may require increased resourcing over the duration of the plan. Grant funding will be pursued through DELWP to improve resourcing for plan implementation, however current sustainability staff will commence project delivery within current resourcing. The Built Environment Infrastructure Management and Public Open Space positions already contribute towards IWM delivery as part of their normal roles.

## **COMMUNITY IMPACT**

IWM places a high emphasis on community health and wellbeing within water infrastructure and urban planning. A positive impact on community health and liveability, in terms of access to public open space, reduced flood risk, active transport facilities, improved biodiversity and improved water security, is anticipated. It is often difficult to place a financial benefit value on these outcomes, however this must be considered in whole-of-life IWM project cost/benefit analysis and business case development.

## **ENVIRONMENTAL IMPACT**

IWM plays an important role in the protection of water quality and quantity with our waterways, healthier and more diverse ecosystems, providing resilience against future climatic variables expected under a changing climate whilst maintaining positive flow on effects for mental and physical health. IWM provides opportunities to create various natural environments from efficient harvesting and reuse of stormwater and flood waters, whilst minimising damage to infrastructure within urban environments.

## **ENGAGEMENT IMPACT**

The plan will be made available to the public. The delivery of IWM also seeks to improve community participation and engagement in the planning and delivery of integrated water management assets and infrastructure across communities. Community and environmental groups are often partnered in the delivery of IWM projects.

Additionally, our key water cycle partners Gippsland Water, WGCMA, South Gippsland Water and Southern Rural Water will continue to be engaged as part of IWM planning and delivery.

## **RISK MANAGEMENT IMPACT**

Whilst water security is less of an issue for Wellington, degrading water quality and associated costs remain a key issue. Adoption of the plan and delivery of the eight key priority outcomes will contribute to improved water quality and social outcomes for the region. Our significant natural environment plays a key role in maintaining a strong tourism drawcard for the region.



# Integrated Water Management (IWM) Plan

2020-2030

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This project was undertaken in Wellington Shire, on the lands of the Gunaikurnai People, and in Naarm (Melbourne), on the lands of the Kulin Nations.

We pay our respects to their elders, and the elders of all Aboriginal and Torres Strait Islander Peoples, past, present, and into the future.

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## Contents

<b>1</b>	<b>Introduction</b>	<b>1</b>
1.1	Developing the plan	1
1.2	Geographical scope	2
1.3	Who is involved?	2
1.4	Strategic Context	3
	IWM Forums	3
	Wellington Shire Council	3
	Partner organisations	2
<b>2</b>	<b>Wellington’s biophysical context</b>	<b>3</b>
2.1	Locality	3
2.2	Population	4
2.3	Climate	4
	Climate change	6
2.4	Land Use	7
2.5	Catchments, waterways and wetlands	8
2.6	Surface water and the Hazelwood mine	10
<b>3</b>	<b>Wellington water cycle</b>	<b>11</b>
3.1	Water Supply	11
	Other bulk entitlements	13
	Future water connections	13
3.2	Wastewater management	13
3.3	Potable water demand	15
	Council water use	15
	Community water use	16
3.4	Alternative Water sources	18
	Stormwater	18
	Recycled water	18
	Rainwater harvesting	18
3.5	Stormwater volume and pollutants	18
3.6	Water balance summary	23
<b>4</b>	<b>Vision, outcomes and objectives</b>	<b>24</b>
4.1	Vision	24
4.2	Forum Outcomes	24
4.3	Wellington Shire Council Objectives	24
<b>5</b>	<b>IWM Issues and opportunities</b>	<b>25</b>
5.1	Opportunity long list	25
	Co design opportunities	25
	Opportunity evaluation	25
	Emergency services	26
5.3	Opportunity summaries	27
	Co-design opportunities	27
	Wellington Shire opportunities	29
	W1. Stormwater harvesting from Yarram Wetlands	29

W2. Flooding Creek Linear Park	29
W3. Draft Environmental Significance Overlays (ESO)	30
W4. Open space alternative water and water efficiency plan	30
5.4 Identifying concept designs	31
<b>6 IWM Action Plan</b>	<b>32</b>
6.1 Co-design opportunities	33
6.2 Wellington Shire opportunities	37
<b>7 Monitoring, evaluation, reporting and improvement (MER) framework</b>	<b>42</b>
Guiding principles	42
7.1 Program logic for the IWM Plan	43
7.2 Evaluation	45
7.3 Monitoring	47
Performance indicators and measures	47
7.4 Reporting and improvement	50
<b>8 References</b>	<b>51</b>
<b>Attachment A SDS outcomes and objectives</b>	<b>52</b>
<b>Attachment B Concept design – Water Literacy program</b>	<b>54</b>
<b>Attachment C Concept design – Yarram stormwater harvesting</b>	<b>55</b>
<b>Attachment D Opportunity long list</b>	<b>56</b>
<b>Attachment E Opportunity assessment</b>	<b>65</b>
<b>Attachment F Stormwater and pollutant balance modelling</b>	<b>70</b>
<b>Attachment G Town scale water balance summaries</b>	<b>79</b>

## Figures

Figure 1. <i>Community survey extract (Source: Sustainability Strategy 2030)</i>	2
Figure 2. <i>Wellington Shire is in the Gippsland region of south eastern Victoria</i>	8
Figure 3. <i>Wellington Shire population (2001-2016 Census) and projections (2018- 2036, DELWP)</i>	4
Figure 4. <i>Annual Rainfall measured at East Sale (Bureau of Meteorology Station 085072)</i>	4
Figure 5. <i>Monthly average rainfall at East Sale and Mt Mooramba (Bureau of Meteorology)</i>	5
Figure 6. <i>Monthly average temperatures at East Sale (Bureau of Meteorology)</i>	5
Figure 7. <i>Land use in Wellington Shire</i>	7
Figure 8. <i>Stream condition in Wellington (WGCMAS ISC data)</i>	9
Figure 9. <i>Water supply and treatment system for major townships in Wellington Shire Council</i>	12
Figure 10. <i>Projected residential and non-residential connections</i>	13
Figure 11. <i>Sewerage networks across the Wellington Shire</i>	14
Figure 12. <i>Council water use breakdown (2018-19)</i>	15
Figure 13. <i>Community potable water use by system (1997 - 2019)</i>	16
Figure 14. <i>Shire Rainfall and water use (Sale)</i>	16
Figure 15. <i>Shire water use by end use category (2018/19)</i>	17
Figure 16. <i>Water use by category in Sale ("Major industry" includes the RAAF Base, Sale Hospital, Sale Livestock Exchange, and Fulham Correctional Centre)</i>	17
Figure 17. <i>Current and future fractions impervious (FI) for Heyfield.</i>	19
Figure 18. <i>Current and future fractions impervious (FI) for Rosedale.</i>	19
Figure 19. <i>Current and future fractions impervious (FI) for Sale.</i>	20
Figure 20. <i>Climate Change and urban development on stormwater volumes</i>	22
Figure 21. <i>Gippsland region Strategic Directions Statement outcomes</i>	24
Figure 22. <i>Issues and opportunities examples - Workshop 1</i>	25
Figure 23. <i>Action plan timeline summary</i>	32
Figure 24. <i>Program logic summary</i>	44
Figure 25. <i>Heyfield Water Balance Diagram</i>	80
Figure 26. <i>Maffra Water Balance Diagram</i>	80
Figure 27. <i>Rosedale Water Balance Diagram</i>	81
Figure 28. <i>Sale Water Balance Diagram</i>	81
Figure 29. <i>Stratford Water Balance Diagram</i>	82
Figure 30. <i>Yarram Water Balance Diagram</i>	82

## Tables

Table 1. <i>Water Cycle Stakeholders</i>	8
Table 2. <i>Estimated changes relative to current climate baseline in the region (Source: DELWP, 2016)</i>	6
Table 3. <i>Wellington Shire Council townships</i>	11
Table 4. <i>Wastewater summary</i>	14
Table 5. <i>Model runs for Sale</i>	20
Table 6. <i>Stormwater modelling results</i>	21
Table 7. <i>Co-design opportunities</i>	26
Table 8. <i>Wellington Shire opportunities</i>	26
Table 9. <i>Council objectives and opportunity alignment</i>	31
Table 10. <i>MERI definitions and relationships</i>	42
Table 11. <i>MERI Plan (KEQs, potential performance indicators and measures)</i>	48
Table 12. <i>MERI reporting summary</i>	50

## Abbreviations

Alluvium	Alluvium Consulting Australia Pty Ltd
BE	Bulk entitlements
BPEM	Best Practice Environmental Management
CBD	Central business district
CMA	Catchment Management Authority
CRC	Co-operative research centre
DELWP	Department of Environment, Land, Water and Planning
GL	Gigalitre
GLAWAC	Gunakurnai Land and Waters Aboriginal Corporation
GPT	Gross pollutant trap
Ha	Hectare
HWS	Healthy Waterways Strategy
IWM	Integrated Water Management
LGA	Local Government Area
ML	Megalitre
mm	Millimetre
MUSIC	Model for Urban Stormwater Improvement Conceptualisation
SDS	Strategic Directions Statement
SRW	Southern Rural Water
TN	Total Nitrogen
TP	Total Phosphorus
TSS	Total suspended solids
WfV	Water for Victoria
WSAA	Water Services Association of Australia
WSC	Water sensitive city
WSUD	Water sensitive urban design

## 1 Introduction

Integrated water management (IWM) is a “collaborative approach to water planning and management that brings together organisations with an interest in all aspects of the water cycle” (DELWP, 2018). The process of developing an IWM plan seeks to identify how the objectives of all water cycle stakeholders overlap so that they can collectively leverage investment to optimise social, economic and environmental outcomes for the community.

This IWM plan was identified as a priority project under the IWM Forum program that has been driven by the State Government of Victoria and the Department of Environment, Land, Water and Planning (DELWP). The key output of the IWM Forums are ‘Strategic Directions Statements’ (SDS). The statements include IWM opportunities that have been identified through a collaborative process involving Council’s, water authorities (including Southern Rural Water), catchment management authorities (CMAs) and DELWP. The Wellington Shire’s IWM plan was identified as a priority project in the Gippsland region SDS.

The Wellington Shire IWM Plan includes a vision, outcomes and objectives that are consistent with those defined within the SDS. The specific actions focus more on Council’s direct areas of responsibility such as drainage, stormwater management, water use in Council buildings and facilities, public open spaces, streetscapes and Community water literacy. The plan also identifies opportunities for collaboration with organisations including Latrobe City Council, Gippsland Water, DELWP and the West Gippsland Catchment Management Authority (CMA).

### 1.1 Developing the plan

The IWM Plan has been informed through consultation with the Council, external stakeholders and project partners Latrobe City Council. This consultation via two workshops led to the identification of IWM issues and opportunities to be addressed in the 2020 – 2030 plan period. The following were critical to the development of this plan:

- **Co-design and collaboration:** The IWM Plan for Wellington Shire Council (Wellington) was developed in parallel with the Latrobe City Council IWM Plan. This collaborative effort culminated in a co-design workshop attended by both Councils where specific opportunities to collaborate were identified.
- **Engagement:** As well as engaging with project partners, Wellington was joined by staff from Latrobe City Council, Gippsland Water, Southern Rural Water, the West Gippsland CMA, traditional owners GLaWAC and DELWP to identify issues and opportunities that an IWM plan could best address. A key outcome was the identification of projects to be the subject of two concept designs produced as part of this plan.
- **Clear outcomes and objectives:** The consultation process was guided by the vision, outcomes and objectives defined within the Gippsland IWM Forum Strategic Directions Statement (SDS). This provided clear direction for the group as to what the IWM plan could and should address.
- **System understanding:** The plan began by collating water cycle information and expressing this back to the group so that issues and opportunities could be identified or supported through an understanding of the physical characteristics of the water cycle. Critical factors included:
  - water consumption and end uses
  - community plans and aspirations
  - current and future land use
  - condition and value of waterways and wetlands
  - availability of non-potable sources

## 1.2 Geographical scope

This IWM plan is focussed on urban environments within the Wellington Shire. So, while the plan references the broader region, the opportunities and actions identified are concerned with urban catchments. The reasons for this include:

- The urban environment is where stakeholder responsibilities overlap and where collaborative projects have greatest potential
- Urban environments generate the greater proportion of stormwater and wastewater, presenting opportunities for alternative water supply
- These same water sources impact the environmental health of downstream waterways and wetlands presenting collaborative opportunities, particularly with WGCMA
- Finally, the urban environment presents an opportunity for IWM project work to be visible to, and inform, the community.

Agriculture is an important council priority; however, this area is most efficiently led by organisations like Agriculture Victoria as the main delivery agency with council as a supporter and advocate.

## 1.3 Who is involved?

IWM brings together stakeholders across all aspects of the urban water cycle and the following have been engaged in the preparation of the Wellington Shire IWM plan:

- Wellington Shire Council
- Gippsland Water
- West Gippsland Catchment Management Authority (WGCMA)
- Traditional Owners of the Gunaikurnai Nation, represented by the Gunaikurnai Land and Waters Aboriginal Corporation (GLAWAC)
- DELWP
- Southern Rural Water (SRW)

The opportunities and actions identified will relate to varying degrees to:

- Local residents, businesses, and property owners
- Community groups
- The urban development industry.

Their main areas of interest for each of these groups is summarised in Table 1.

**Table 1. Water Cycle Stakeholders**

Water cycle element		Organisations								
		Wellington Shire	Gippsland Water	WGOMA	GLAWAC	DELWP Regional IWM team	SRW	Residents/business	Community groups	Developers
Water Sources	Drinking water		✓							
	Bulk water		✓				✓			
	Stormwater (reuse)	✓		✓		✓				✓
	Recycled water		✓			✓				
	Rainwater	✓				✓		✓		✓
Wastewater	Sewerage		✓			✓		✓		✓
	Domestic systems	✓				✓		✓		✓
Flooding, drainage and stormwater	Riverine flooding			✓						
	Nuisance flooding	✓								✓
	Major drainage	✓								✓
	Stormwater treatment	✓				✓				✓
Waterways	Waterway health			✓	✓	✓			✓	
	Riparian zones			✓	✓	✓			✓	
Urban landscapes	Public open space	✓			✓	✓		✓	✓	✓
	Streetscapes	✓				✓		✓	✓	✓
	Active transport paths (walking, cycling)	✓		✓	✓	✓		✓	✓	✓
Social values of water	Aboriginal values	✓			✓	✓		✓	✓	
	Community involvement	✓			✓	✓			✓	

#### 1.4 Strategic Context

As noted, the driver for this plan is the IWM Forum process the predecessors to groundwork for the SDSs include DELWP's *Water for Victoria* (2016), and Chapter 5: *Water's role in resilient and liveable cities and towns*. A brief summary of other relevant documents is provided below.

##### IWM Forums

The Gippsland IWM Forum is one of 10 regional IWM Forums across Victoria that identify collaborative IWM opportunities. The SDS articulates a shared vision statement, outcomes, objectives and a portfolio of prioritised IWM opportunities within the forum region. These are set out in greater detail in section 4 below.

##### Wellington Shire Council

Wellington 2030 is the Shire's community vision guiding Council actions. The vision of 'Happy people, healthy environment and thriving communities in the heart of Gippsland' is supported by five themes:

1. Communities
2. Services and infrastructure
3. Natural Environment
4. Lifelong Learning
5. Economy

Water is interrelated with a number of these themes. An engagement process, including surveys, supported the development of Wellington 2030. In response to the survey question, "What I love about Wellington, and want to keep", the response: "valuing the diversity and beauty of our Natural Environment" was a common response. The question, "In 14 years' time I hope that Wellington...", led to people desiring a "cleaner natural environment".

Clearly a love of nature and environment is an important reason why people visit and live in the Shire. Water has an important role to play in delivering these aspirations from contributing to a healthy natural environment, creating green community spaces and supporting the tourism economy through improved urban amenity.

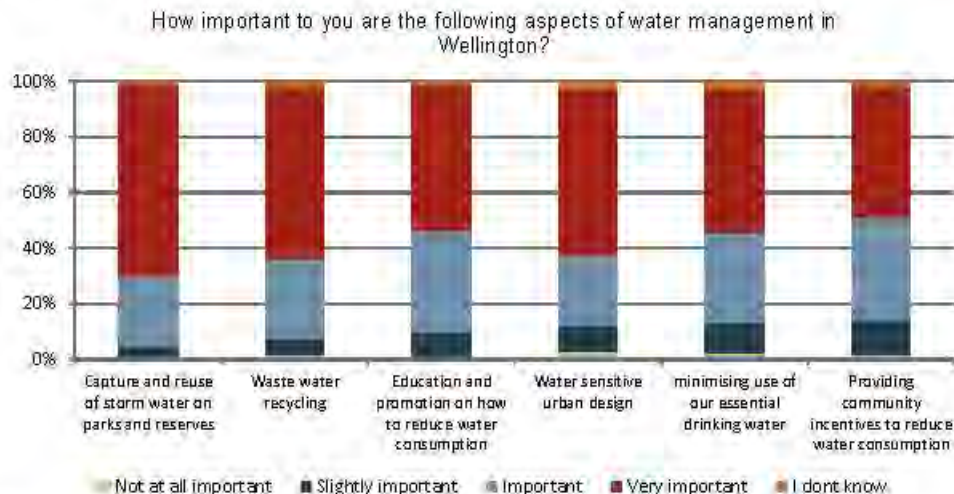
The **Environmental Sustainability Strategy 2020-2024** (published April 2020) states that: *Water is an essential component of ecosystem function and health and is best managed through an Integrated Water Management (IWM) approach.* The strategy has five themes:

1. Resilient Communities
2. Low Carbon Economy
3. Protecting Nature
4. Towards a Circular Economy
5. Environmental Stewardship

Again, water links with these themes particularly 'Protecting Nature', as improved water quality support healthier ecosystems, with benefits extending beyond the environment to social and economic parameters. Resilience is also key, as the ability of a community to effectively harness a range of water sources means that in dry times townships can keep parks and gardens green with positive flow on effects for mental as well as physical health.

Under the Sustainability Strategy an ambitious target of 10% reduction in potable water use across council facilities has been set. This IWM plan investigates where water is used currently and identifies initiatives to contribute to this target. Targets for reductions in community potable water use, while important, are more difficult for council to drive, however council can lead by example by promoting council projects and initiatives and through community awareness raising.

Figure 1 below summarises the community's views on water that are set out in the Sustainability Strategy. They reflect an interest in alternative water sources (including stormwater and recycled water), as well as a desire for education and interest in water sensitive urban design (WSUD). Both of these themes align well with the objectives of this plan.



**Figure 1.** Community survey extract (Source: Sustainability Strategy 2030)

Finally, the focus of the **Public Open Space (POS) Plan 2014-2024** is on 'liveability' highlighting current and future pressures on existing open space including the number of geographically dispersed townships, the future growth of those towns and how open space may be provided. Underpinning the quality of open space is an irrigation source that is seasonably reliable and reduces the demands on the drinking water system.

#### **Partner organisations**

Wellington Shire Council have worked closely with Gippsland Water and West Gippsland CMA throughout the development of this plan. We have highlighted a couple of their key documents below to illustrate how their strategic direction has guided their involvement.

**Gippsland Water Urban Water Strategy (2017-65)** assesses current and long-term water resources and sewer system capacity over 50 years, taking into account pressures associated with climate change and population growth. The Strategy identifies measures to meet projected demand with supply options and capacity. Specifically, the strategy shows that some parts of the region require action in the short term, including within the Briagolong and Tarago systems, while most do not need augmentation until beyond 2065. While the strategy takes a long-term view, it is updated every 5 years.

While other data and information was provided by Gippsland Water in preparation of this document, the Urban Water Strategy set the scene in terms of long-term reliability of the existing system. The strategy does highlight Gippsland Water's commitment to IWM both in terms of their own initiatives and in partnering with other organisations, such as Wellington Shire. This commitment was evidenced through their contributions to the development of this plan.

**West Gippsland CMA Regional Catchment Strategy 2013-19** provides a framework for land, water and biodiversity management in the region. The strategy describes environmental challenges, identifying objectives and actions to address these. Some of the key areas that the plan addresses include (as quoted from the plan):

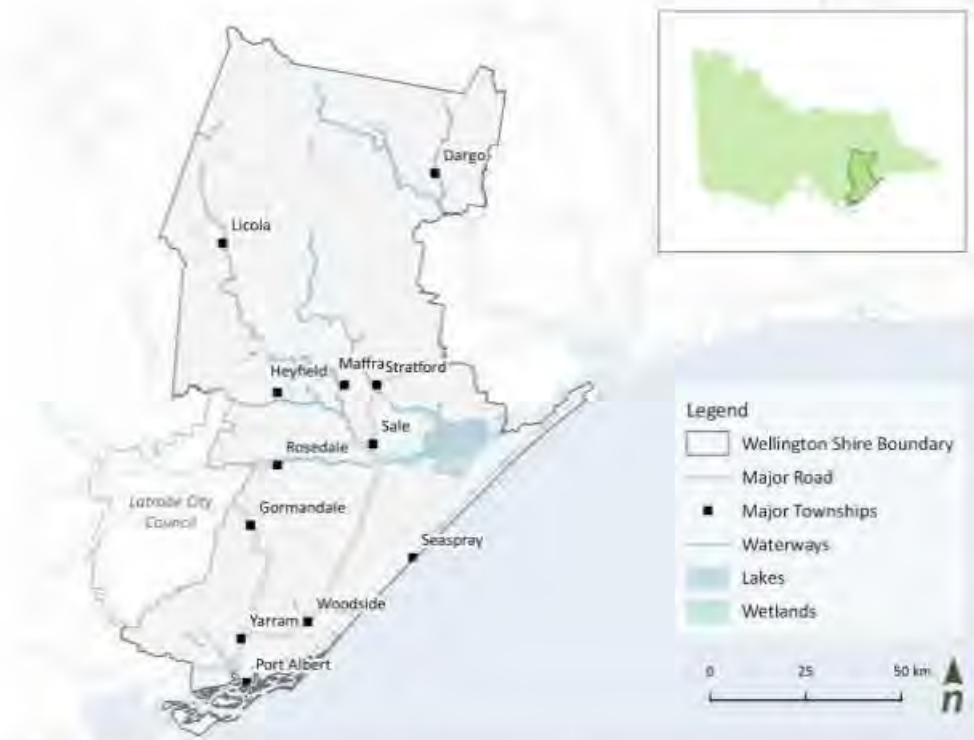
- native vegetation quality, extent and connectivity
- threatened flora and fauna species conservation status
- soil health
- water quality
- coastal dune integrity
- the health of the marine environment.

The Regional Catchment Strategy also aims to preserve Aboriginal cultural heritage sites, minimise flood damage to the floodplain and its occupants and encourage sustainable land management practices. In relation to this plan and Council's work, the relationship between the urban environment and waterway, lake and wetland health will be critical. This plan will strive to preserve and enhance the natural values listed above as towns within Wellington grow. In this context the management of existing or constructed waterways during the development process will also be important.

## 2 Wellington's biophysical context

### 2.1 Locality

Wellington Shire is located in the Gippsland Region in eastern Victoria covering an area of approximately 10,800 km<sup>2</sup>. The local 'capital' of Sale is located about 200 km east of Melbourne and is the region's main urban centre with smaller townships being Maffra, Heyfield, Yarram and Stratford. There is a variety of land uses across the Shire including towns, regional agriculture and grazing activities, forest and an extensive coastline.



**Figure 2.** Wellington Shire is in the Gippsland region of south eastern Victoria

## 2.2 Population

Wellington Shire is home to approximately 43,500 people with a historical growth rate of about 3.7% (since 2011). Sale has 13,000 residents followed by Maffra (5,200), Stratford (2,600), Yarram (2,100) and Heyfield (2,000) along with numerous smaller communities. The past and anticipated future population growth rate is shown in Figure 3 with approximately 50,000 expected to live in the Shire by 2036.

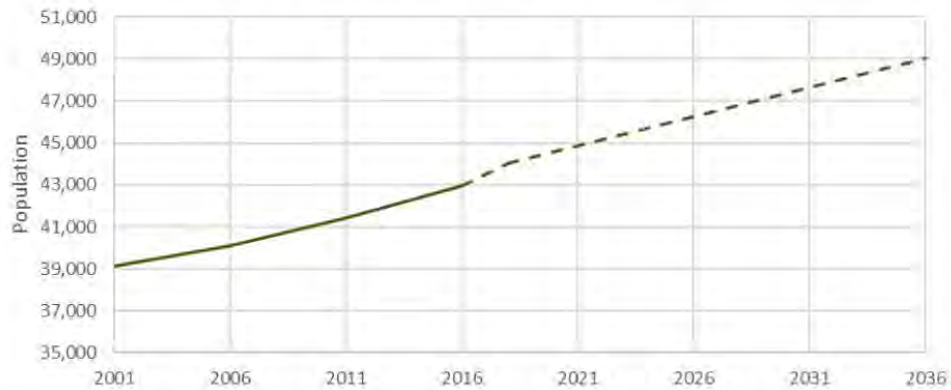


Figure 3. Wellington Shire population (2001-2016 Census) and projections (2018-2036, DELWP)

## 2.3 Climate

It is difficult to define a single climate given the Shire's large area, range of topographies and land uses. Figure 4 below shows rainfall for East Sale including the long-term average and average since 2000 to illustrate recent reductions in rainfall. East Sale has moderate rainfall of about 580 mm/year since 1945 that has reduced in recent years to approximately 500 mm/year. This may not be a consistent trend across the Shire but provides an indication as to the drying climate and impact of climate change on rainfall which will in turn impact all aspects of the water cycle.

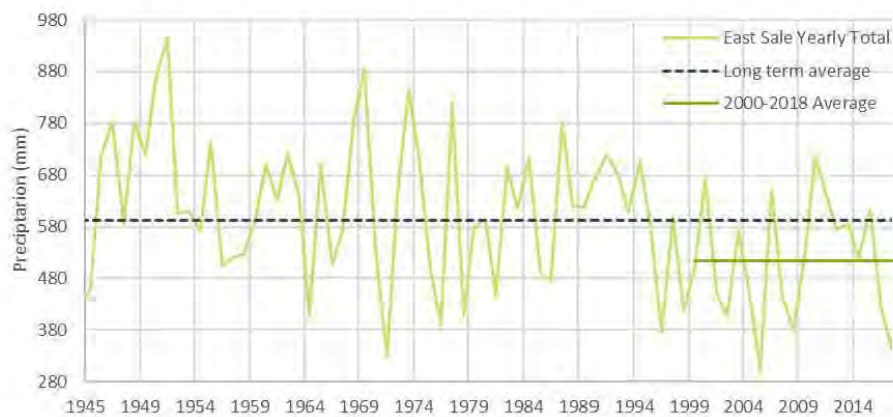


Figure 4. Annual Rainfall measured at East Sale (Bureau of Meteorology Station 085072)

Monthly rainfall averages since 1985 show relatively consistent rainfall across the year in Sale. This is contrasted with Mt Moornapa (north of Wellington) where there is higher rainfall generally, with some months including June and November exhibiting significantly higher rainfall.

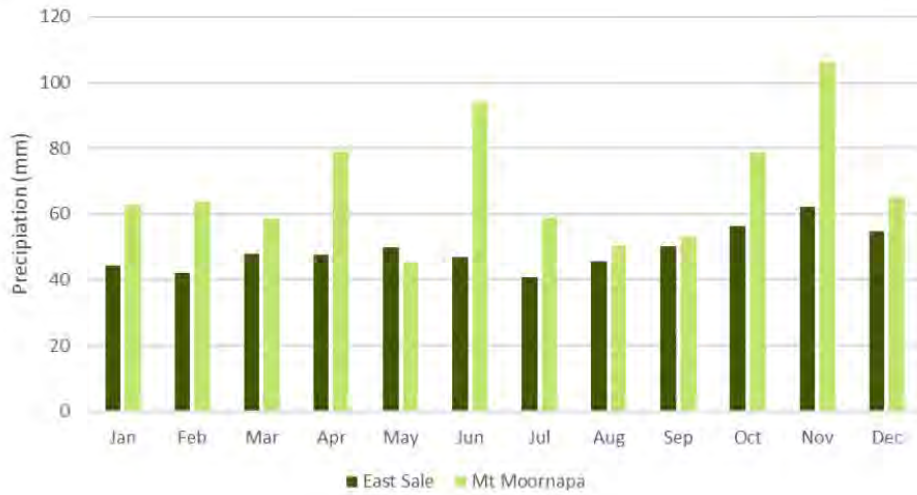


Figure 5. Monthly average rainfall at East Sale and Mt Moornapa (Bureau of Meteorology)

Average temperatures across the year shows Sale has a relatively warm, temperate climate.

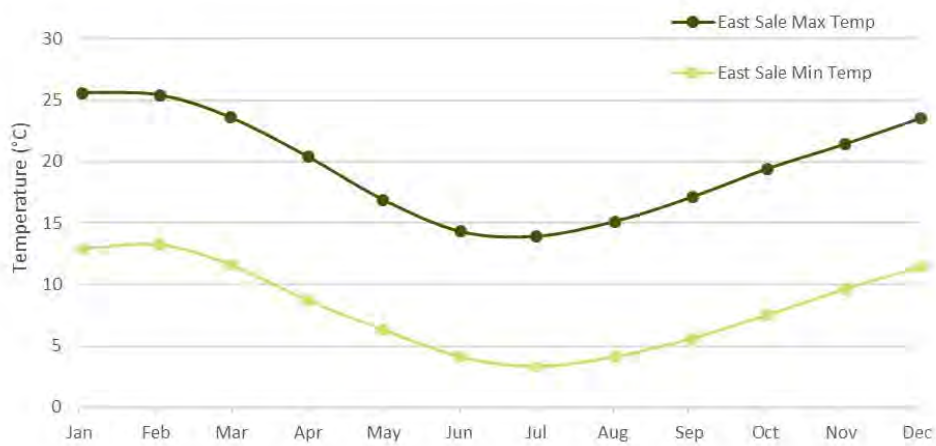


Figure 6. Monthly average temperatures at East Sale (Bureau of Meteorology)

### Climate change

For the purposes of this IWM plan, the impacts of climate change on rainfall and temperature are of primary concern. These changes will realise secondary impacts including the reliability of potable water supply systems, the condition and quality of natural assets like waterways and wetlands, and the amenity of parks, reserves and urban streetscapes.

DELWP's 2016 *Guidelines for Assessing the Impact of Climate Change on Water Supplies* sets out anticipated changes in temperature, rainfall and runoff at 2040 and 2065 from metropolitan and rural catchments, including the Latrobe catchment. These are summarised in Table 2 and show a potentially significant reduction in rainfall and runoff over time that will impact water security, waterway health and the nature of stormwater generation into the future. It will also place pressure on conventional water supplies potentially increasing the importance of other sources:

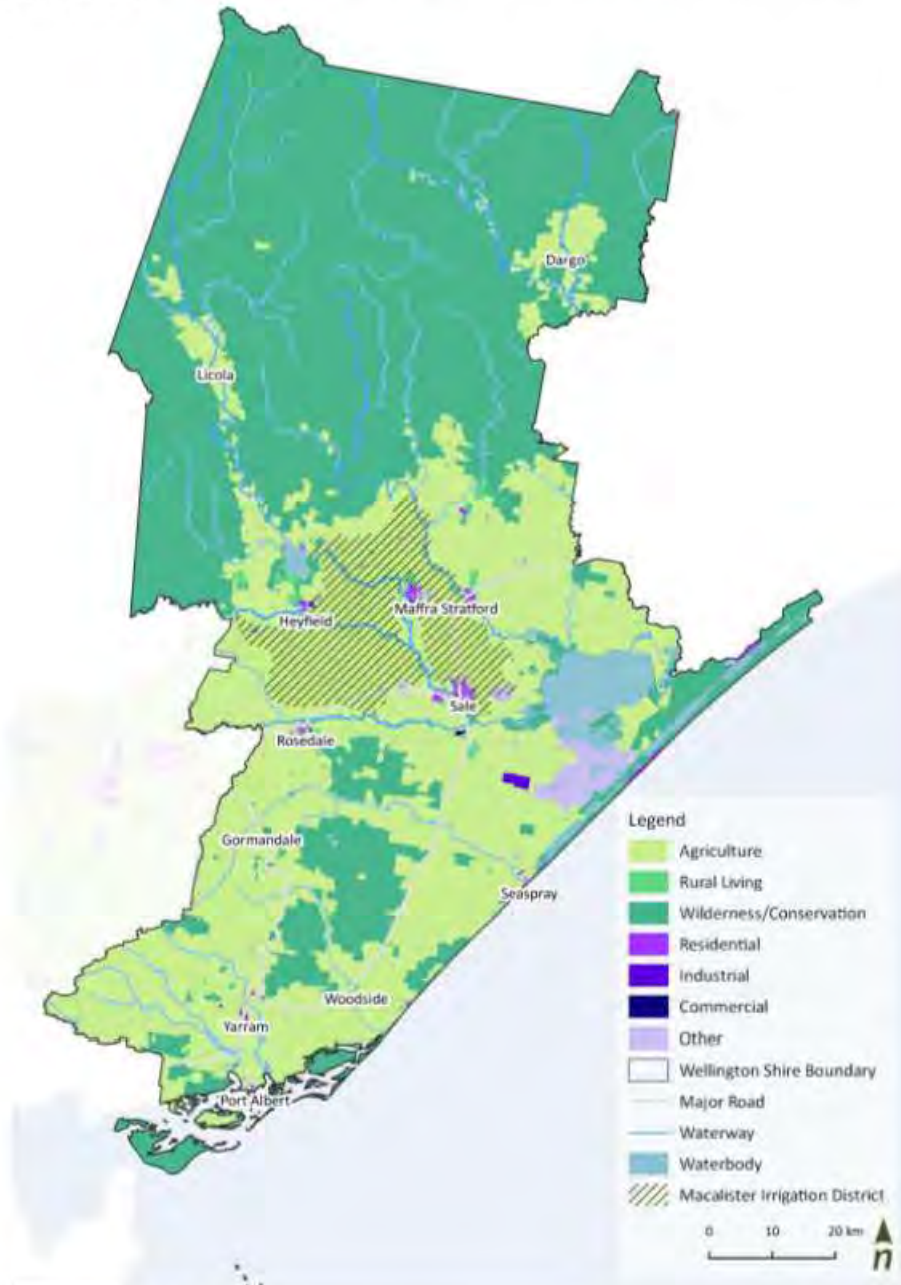
Note that the figures below are a weighted average of the four catchments based on the area overlapping with Wellington Shire.

**Table 2.** *Estimated changes relative to current climate baseline in the region (Source: DELWP, 2016)*

Criteria	Change relative to baseline	
	2040	2065
Temperature change (°C)		
10 <sup>th</sup> percentile (low)	0.9	1.7
50 <sup>th</sup> percentile (medium)	1.2	2.2
90 <sup>th</sup> percentile (high)	1.5	2.8
Potential evapotranspiration, 1975-2014 average: 1001 mm / year		
10 <sup>th</sup> percentile (low)	2.6%	4.8%
50 <sup>th</sup> percentile (medium)	4.4%	7.3%
90 <sup>th</sup> percentile (high)	5.6%	11.2%
Rainfall, 1975 – 2014 average: 890 mm / year		
10 <sup>th</sup> percentile (low)	3.2%	2.2%
50 <sup>th</sup> percentile (medium)	-3.7%	-4.4%
90 <sup>th</sup> percentile (high)	-11.2%	-17.1%
Average annual runoff (mm) 178 (1975 – 2014 average)		
10 <sup>th</sup> percentile (low)	9.2%	1.3%
50 <sup>th</sup> percentile (medium)	-11.0%	-16.1%
90 <sup>th</sup> percentile (high)	-31.2%	-43.5%

## 2.4 Land Use

Figure 7 below summarises land use across the municipality showing that agriculture and wilderness/natural reserves represent most of the Shire's land area. The smaller purple locations show urban areas with Sale being the largest. While small in area, urban areas are likely to have a concentrated impact on local and downstream environments, contrasted with the broader distribution of agriculture's impact on natural assets across the Shire.



**Figure 7.** Land use in Wellington Shire

Wellington Shire Council IWM Plan 2020-2030

## 2.5 Catchments, waterways and wetlands

Figure 7 above and Figure 8 below show major waterways within Wellington including the Latrobe, Macalister, Avon and Thomson Rivers. Flows in both the Thomson and the Macalister are regulated by the major storages of Thomson Reservoir (that supplies Melbourne) and Lake Glenmaggie (that supplies the Macalister Irrigation District). Cowwarr Weir also diverts water for the Macalister Irrigation District (MID). Interestingly, the Perry River is a chain of ponds waterway and is ephemeral for much of its length. The Perry joins the Avon River upstream of the estuary and then flows to Lake Wellington (WGCMA, 2014).

Figure 9, below illustrates the stream condition of each waterway within Wellington. The Shire is home to excellent quality river reaches in the Avon and Macalister Rivers with, unsurprisingly, lower quality values downstream of urban catchments, corresponding with the discussion above regarding the impact of urban environments, and cleared agricultural land.

Within the Thomson and Latrobe catchments there are also five wetlands and wetland complexes that are listed as nationally important. In the lower Thomson and Latrobe catchments the Gippsland Lakes Ramsar Site and the nationally listed Lake Wellington Wetlands and Lake Victoria Wetlands (WGCMA, 2007) represent critical natural values. As a result, management of the urban water cycle has the potential to influence the long-term health of these locally and internationally valued assets.



**Figure 8.** Stream condition in Wellington (WGCMA ISC data)

Wellington Shire Council IWM Plan 2020-2030

## 2.6 Surface water and the Hazelwood mine

An important regional scale change to the way water is used in the region is the closure of the Hazelwood Coal Mine in 2017 and the impending closure of the Yallourn and Loy Yang mines in 2032 and 2048 respectively. At the time of writing the regulatory framework to accommodate these changes was being negotiated however, the following provides some context.

In November 2019, the Department of Jobs, Precincts and Regions (DJPR) released the Latrobe Valley Regional Rehabilitation Strategy (LVRRS) that will support planning and decision-making around rehabilitation of the Latrobe Valley coal mines. The strategy (which included a Regional Water Study Synopsis Report) will not prescribe how mines will be rehabilitated but will provide direction to mine operators as to what should be considered. The Mineral Resources (Sustainable Development) Act 1990 requires each coal mine operator to submit a Declared Mine Rehabilitation Plan, which includes a rehabilitation plan and post-closure plan.

The Regional Water Study Synopsis Report (RWSSR) highlighted the risks to downstream values if sufficient flows are not provided, noting that the LVRRS will account for climate uncertainty by planning for a continuation of the drying trend and a drier future. It also states that there is a risk of detrimental impacts if surface water is supplied for mine rehabilitation without conditions that protect other water users and the environment. Other points to note are:

- It would take 15 to 30 years to fill each mine pit using existing water sources.
- Currently there are no alternative water sources considered more feasible than existing water sources.
- Failure to deliver minimum flow requirements in the Latrobe River would likely result in unacceptable impacts.
- Some Ramsar wetlands at the lower end of the Latrobe River system have undergone significant salinisation in recent years due to insufficient freshwater flushing caused by a combination of dry conditions, lack of freshwater flows, rising sea levels and saline inundation events.
- Updated flow recommendations for the Latrobe River and lower estuary and wetlands quantify the minimum flows needed to maintain sufficiently fresh conditions in the lower reaches of the river, to counter salinization of the highly valued Ramsar wetlands and other fringing environments of the lower Latrobe River and Lake Wellington.
- Under a drying climate, the physical and ecological function of the river will inevitably change due to a decline in inflows, even before any consumptive use. The impact of consumptive use, including for rehabilitation, is therefore expected to increase over time under a drying climate.
- Sustained shortfalls in minimum flow requirements are likely to result in ongoing salinisation of previously freshwater wetlands and ecological areas, noting that shortfalls in flows from the Thomson and Macalister rivers also contribute to such impacts in the lower Latrobe estuary and Lake Wellington.

### 3 Wellington water cycle

#### 3.1 Water Supply

Potable water supply to Wellington's townships is managed and operated by Gippsland Water through discrete water supply systems that source water from reservoirs, streams or bores. Water extracted from reservoirs or streams are subject to bulk entitlements granted by the government that specify rules that apply to extractions, while Southern Rural Water (SRW) grants extraction licenses to Gippsland Water for water acquired from groundwater bores (Gippsland Water, 2012). Each water supply system is serviced by a water treatment plant.

Table 3 below lists water supply systems in Wellington, specifying the source, entitlement demand and population served. In the context of the above conversation on waterways, the condition of waterways in this region is particularly important given their role as a source of water to townships. Groundwater quality is also critical as it serves a number of towns including Sale.

**Table 3. Wellington Shire Council townships**

System	Source	Entitlement (ML/year)	Treatment	Average demand (ML/year)	Towns servicing	Population servicing
Briarolong	Groundwater (Bore no. 115384 & 136968)	160	Briarolong Water Treatment Plant (WTP)	84	Briarolong	700
Latrobe†	Moondarra Reservoir	N/A	Tyers WTP	N/A	Dowwarr Rosedale	2,000
Sale	Groundwater (Bore no. 90144, 90145, 90142, 90418, 90416 (not in use))	3500	Sale WTP	1,992	Sale Wurruk	14,800
Seaspray	Merrimans Creek weir	183	Seaspray WTP	88.3	Seaspray	200
Thomson-Macalister	Thomson River Macalister River	2,335	Coongulla WTP Heyfield WTP Maffra WTP	1615	Coongulla / Glenmaggie Heyfield Maffra / Stratford / Boisdale	8,600
Tarra River Water (South Gippsland Water)	Tarra River Groundwater	858 214.2	Devon North WTP	448	Yarram / Alberton / Port Albert / Surrounding communities	~2100

†. Most of the Latrobe system supplies major industry townships in Latrobe City Council.



**Figure 9.** Water supply and treatment system for major townships in Wellington Shire Council

Wellington Shire Council IWM Plan 2020-2030

### Other bulk entitlements

There are also licences for ground water and surface water extractions.

*Groundwater Licences:* Wellington Shire have the following groundwater licenses:

- 27 ML/year in Sale that is used predominantly at the Loch Sport caravan park and adjacent golf course for non-drinking end uses.
- 10 ML/year in Rosedale that is used predominantly to irrigate the Rosedale football ground. This water is anecdotally low quality being high in iron and salt requiring treatment before use.
- There is an additional license for the football ground at Yarram that is managed by the Recreation Reserve Committee of Management, and not the Shire.

*Surface water extraction:* The Shire has two surface water licenses extraction licenses from the Thompson and Macalister system, both from Flooding Creek being 10ML/year for the Sale caravan park and 20 ML/year for the Sale Saleyards.

### Future water connections

While there are no volumetric projections for water use into the future, planning is partly based upon estimates of population and economic growth that translate into numbers of connections to the system. Figure 10 shows Gippsland Water's projections for future connections. A linear relationship can be observed. This doesn't necessarily imply linear growth in water demand over time as other factors like rainfall, climate and availability of alternative water sources, also impact demand.



**Figure 10.** Projected residential and non-residential connections

## 3.2 Wastewater management

Figure 11 below shows the layout and location of sewerage infrastructure across the Shire. Gippsland Water operates sewage treatment plants in Maffra, Heyfield, Stratford, Seaspray and Sale. The construction of the outfall sewage pump station in Foster Street, Sale will convey all of Sale's wastewater to its treatment plant in Duston Downs before being discharged to an ocean outfall.

A local wastewater issue for the region is the management of domestic wastewater that is managed onsite via septic tanks. Septic tanks are the responsibility of Council. Poorly maintained septic tanks typically impact surface and groundwater quality with Council's 'Onsite domestic wastewater management plan' the key strategic document managing this part of the water cycle.

Table 4 below clearly shows Sale as the greatest generator of wastewater in the Shire.

**Table 4. Wastewater summary**

Town	Effluent produced (ML/yr)*
Heyfield	124
Maffra	373
Sale (and Lochsport)	1,342
Seaspray	21
Stratford	105

\* (Gippsland Water Urban Water Strategy, 2017)



**Figure 11.** Sewerage networks across the Wellington Shire

### 3.3 Potable water demand

#### Council water use

Figure 12 shows the breakdown of Council's water use across towns in Wellington serviced by Gippsland Water. Sale is clearly the largest water user and typical of Council activities, potable water is predominantly used for 'Sports and recreation' and 'parks and reserves'. Maffra is also a significant demand, with the remainder of towns using less than 10 ML/year of Council water. While we don't have a detailed breakdown of water use by location, the emphasis on potable water use for irrigation opens up opportunities to reduce that demand through the use of non-potable water sources like stormwater and recycled water. 'Council' use in Sale is also notable, reflecting consumption in building and operations facilities. In these contexts, rainwater harvesting also presents as an option to reduce consumption.

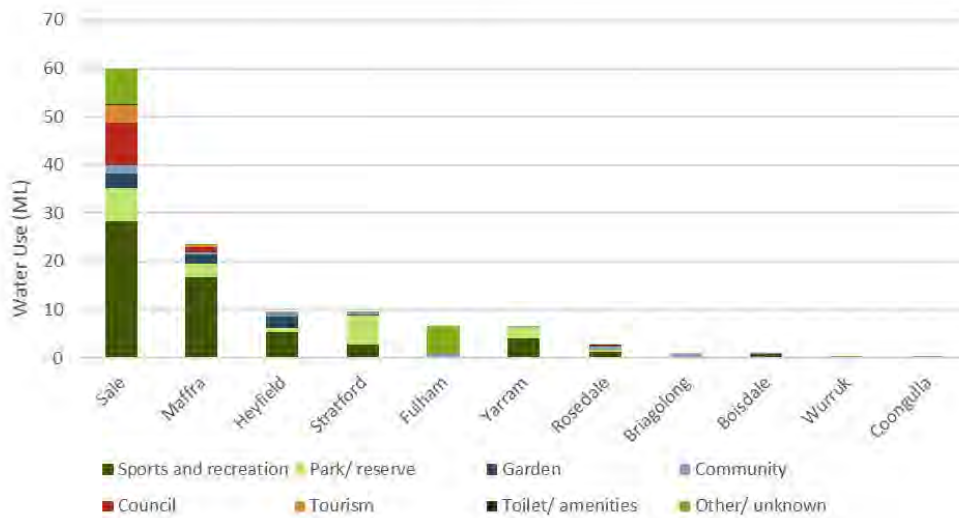
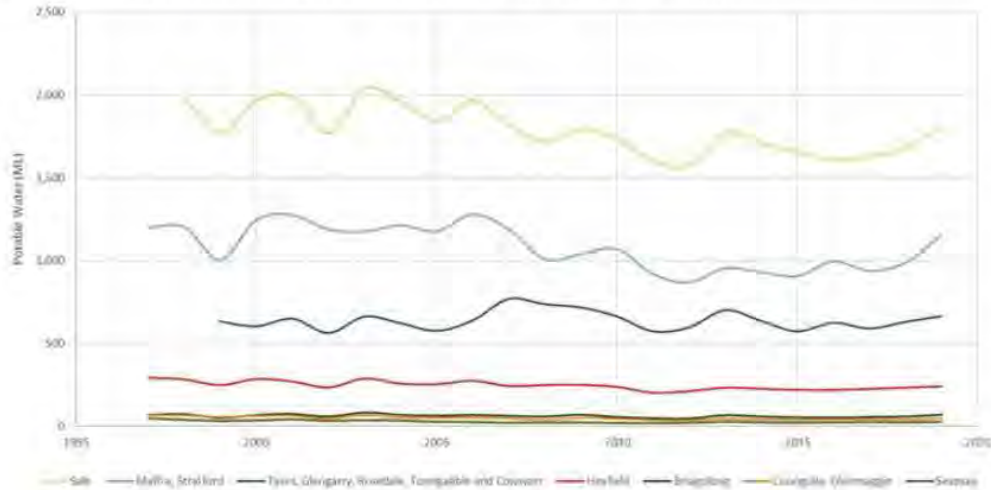


Figure 12. Council water use breakdown (2018-19)

**Community water use**

Figure 13 shows the relative community water use by system over time. Unsurprisingly Sale is the largest consumer, along with Maffra, Briarolong and Heyfield. However, of greater interest is the trend of use over time including the gradual reduction in consumption during and after the Millennium drought (2001-2009) as well as the relative consistency of demand over time despite (modest) population growth. This illustrates the point made by Figure 10, that growth in population (or connections) doesn't automatically correspond with a growth in demand. Seasonal changes in demand within the year can also be observed.



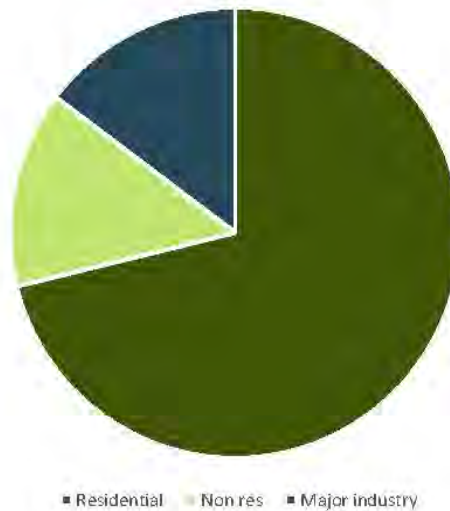
**Figure 13.** Community potable water use by system (1997 - 2019)

Figure 14 shows the relationship between residential water demand and rainfall, indicating that in time of drought (and summer) water use may increase as people irrigate their gardens with this use retreating in winter or when rain returns.



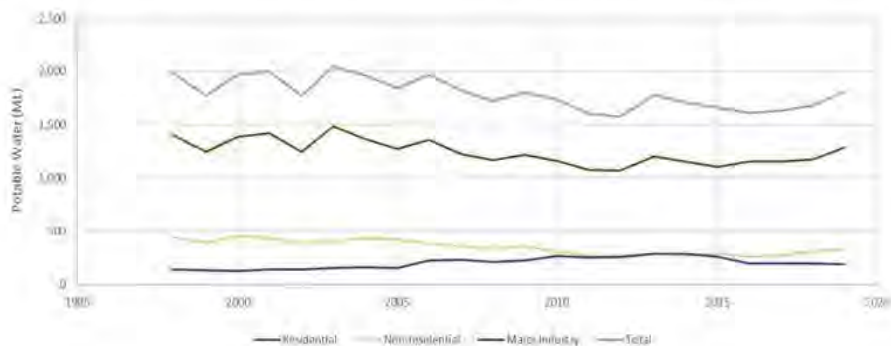
**Figure 14.** Shire Rainfall and water use (Sale)

Figure 15 shows the breakdown of water use by end use category, illustrating that a bit less than 3/4 of water is consumed by residents. This would indicate that water saving may best be focussed on the residential community. Major customers are all located within the Sale, Tyers/Glengarry, and Maffra/Stratford systems.



**Figure 15.** Shire water use by end use category (2018/19)

If we look at a similar categorical breakdown over time in Sale, we can observe similarities in commercial and larger industrial users, with the greater proportion of demand attributable to residential users. This provides an interesting insight as to where community awareness and water efficiency efforts might be focussed.



**Figure 16.** Water use by category in Sale ("Major industry" includes the RAAF Base, Sale Hospital, Sale Livestock Exchange, and Fulham Correctional Centre)

### 3.4 Alternative Water sources

Alternative water refers to non-potable sources like recycled wastewater, stormwater and rainwater harvesting.

#### Stormwater

Sale's Lake Guthridge Scheme is the most prominent non-potable scheme that provides stormwater for irrigation end uses for Lake Guthridge park, Sale Oval, Sale Primary, Victoria Park, McMillan Park, Stephenson Park, Lake Guyatt Environmental Playspace, and the Botanic Gardens. Water use is not measured at this time. As well as providing a water source, Lake Guthridge provides a unique community asset where the community can exercise, relax and connect to nature and culture.

#### Recycled water

Sewage treatment plants in Wellington Shire generally produce Class C water that is used to irrigate pasture (Gippsland Water, 2017). Typically, Class B (with access controls) or A is considered suitable for open space irrigation.

#### Rainwater harvesting

There was no information on Council rainwater harvesting activities.

### 3.5 Stormwater volume and pollutants

As towns develop the proportion of hard, impermeable surfaces (such as roofs, car parks and roads) grows. Rainfall becomes disconnected from soil and groundwater running off hard surfaces as stormwater that is typically piped via a sub-surface drainage network to the nearest creek, stream or river, often carrying pollutants and nutrients.

The volume of stormwater and pollutant loads was modelled for the larger towns in Wellington Shire. The pollutant loads measured includes total nitrogen (TN), total phosphorus (TP), total suspended solids (TSS) and gross pollutants (GP). Stormwater volumes and pollutant loads were measured based on existing land use, future development (based on available structure plans). There is no timeframe attached to the future case with modelling showing a general trajectory for each town.

Modelling was undertaken for Heyfield, Rosedale and Sale. This modelling was controlled for climate change (meaning climate is steady in both scenarios) to isolate the impact of urban development. Current scenario models were developed for Maffra, Stratford, and Yarram, while these are some of the larger towns in the Shire, there were no future structure plans and therefore these cases were not modelled. It is recommended that modelling be completed if and when that information becomes available.

Figure 17 through Figure 19 below illustrate changes in land use for Heyfield, Rosedale and Sale respectively. Maps for all modelled towns are included in Attachment F, with key water balance results summarised in Table 6. Figure 20 graphs the relative changes in stormwater volumes and pollutant loads.

The impact of climate change was modelled by scaling the historical rainfall data to the median (50th percentile) rainfall and PET changes for 2040 and 2065, as outlined in section 2.3 above. With two development models and three climate models, there are a total of six models were run for each of Heyfield, Rosedale, and Sale, and three for Maffra, Stratford, and Yarram.

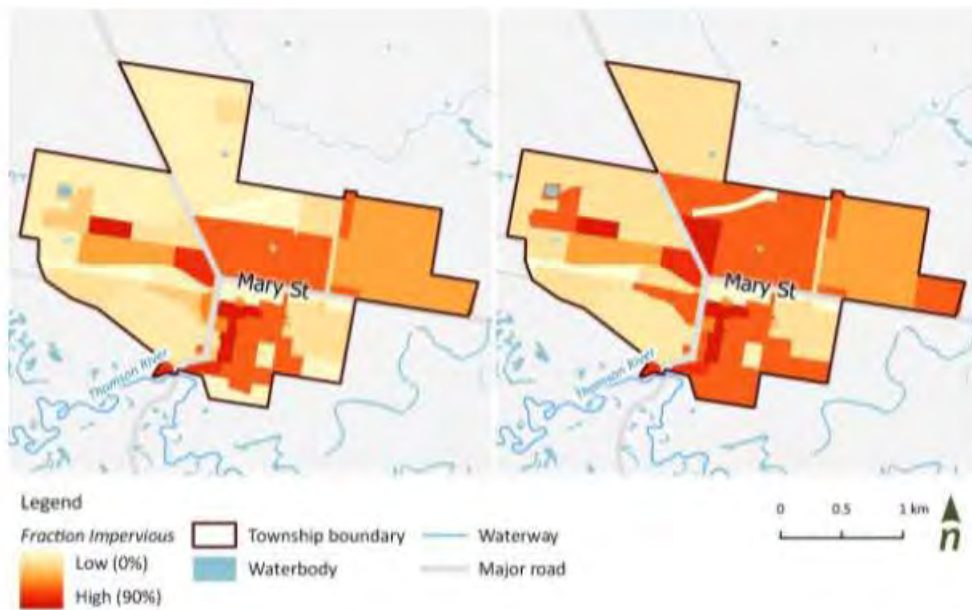


Figure 17. Current and future fractions impervious (F) for Heyfield.

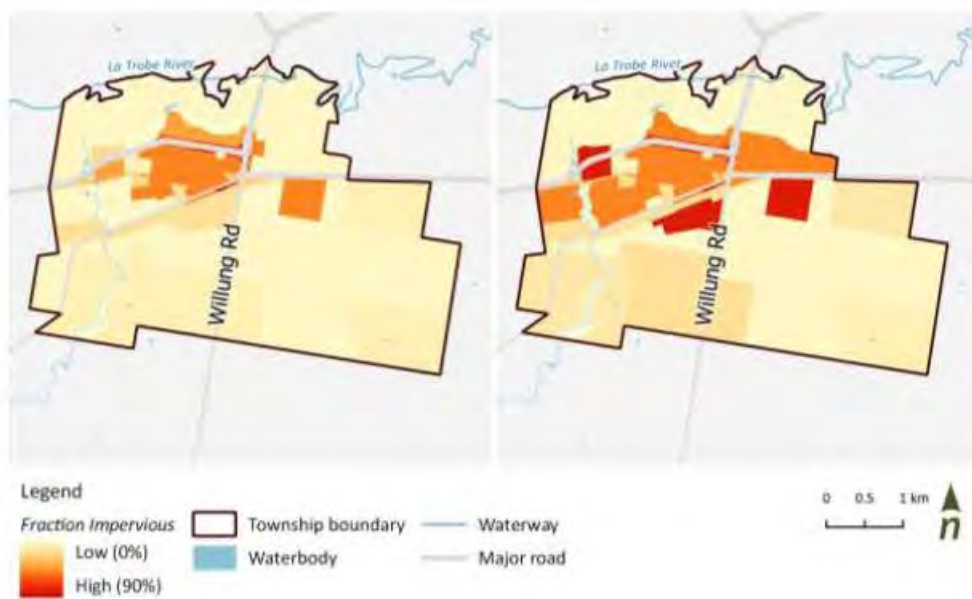
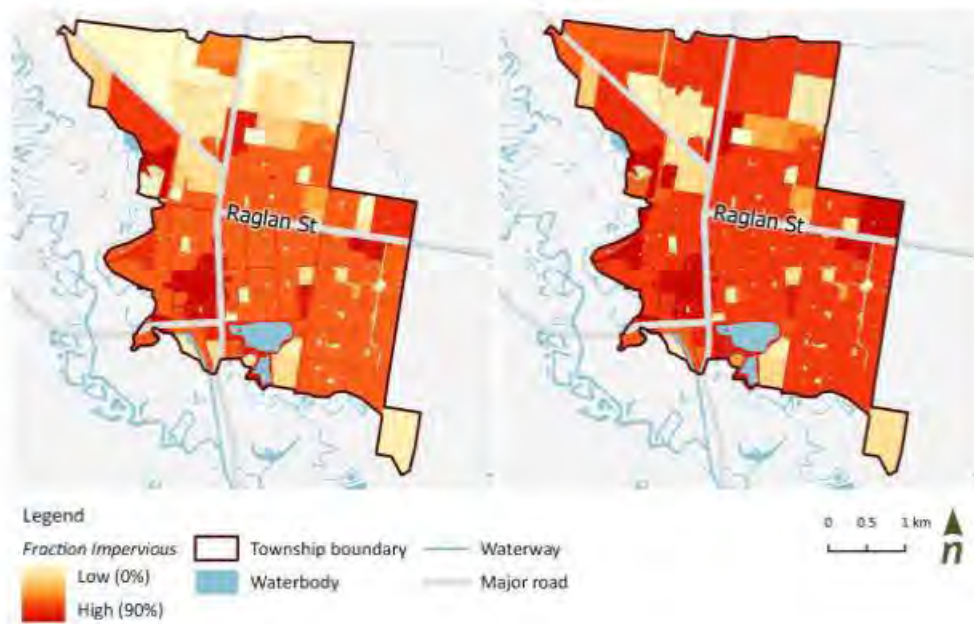


Figure 18. Current and future fractions impervious (F) for Rosedale.



**Figure 19.** Current and future fractions impervious (F) for Sale.

Table 5 sets out the assumptions for each of the model runs for Sale

**Table 5.** Model runs for Sale

Model#	Land use	Impervious area (ha)	Climate	Precipitation (mm/year)	PET (mm/year)
A	Existing	694	1995	587	1033
B			2040	565	1079
C			2065	561	1109
D	Developed	891	1995	587	1033
E			2040	565	1079
F			2065	561	1109

Comparing these model runs with steady land use and changing climates (i.e. Table 5, models A, B, and C), shows reductions in rainfall expected due to climate change will cause reduction in runoff and pollutant loads. While intense rainfall events may bypass WSUD assets (that are generally sized to accommodate 1 in 3-month events), it is important that flows associated with small events are treated so as not to contribute to increased nutrient concentrations in waterways.

Table 6 summarises the results across each township. It can be observed that new development does imply sometime significant increase in stormwater flows, notably in Rosedale.

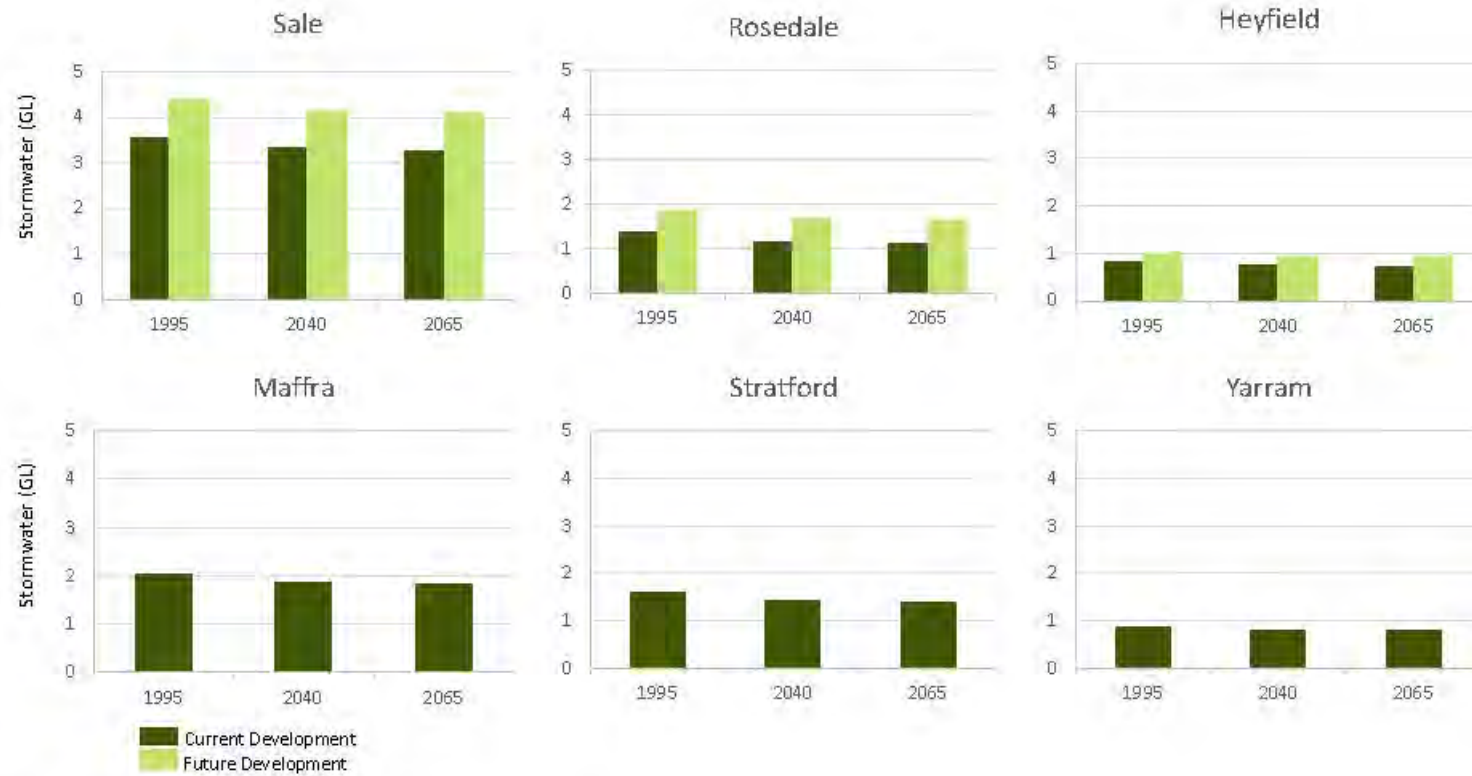
**Table 6. Stormwater modelling results**

Town	Area (ha)	Pervious surfaces (ha)			Stormwater flow (GL/yr)			Total Nitrogen (tonne/yr)		
		Current	Future	Increase	Current	Future	Increase	Current	Future	Increase
Heyfield	521	145	194	34%	0.8	1	26%	2.2	2.8	26%
Rosedale	1,622	200	316	58%	1.4	1.9	37%	3.6	5	41%
Sale	1,490	694	891	28%	3.5	4.4	24%	9.9	12.9	30%
Maffra*	1,213	378			2			5.6		
Stratford*	1,200	279			1.6			4.4		
Yarram**	238	130			0.9			2.4		

\*Future stormwater modelling for Maffra, Stratford and Yarram can be undertaken once Structure Plans developed.

In summary it can be observed that when all zoned development occurs, there is the potential for significant increases in stormwater volumes (and pollutant loads) with associated impacts on the downstream waterway and wetland health.

Rather than focus on one township, such as Rosedale, it is recommended that the Shire focus on minimising the impact of stormwater on waterways and wetlands through adherence to the Victorian Planning Provision requirements for best practice environmental management (BPEM) stormwater treatment requirements across residential and non-residential developments. This can be achieved through the application of WSUD as part of all new developments.



**Figure 20.** Climate Change and urban development on stormwater volumes

### 3.6 Water balance summary

The summary above highlights some of the important issues and pressures faced by Wellington Shire Council.

- A number of significant waterways intersect with Wellington that are part of the Shire's potable and irrigation water supply system, with their health impacting drinking water quality as well as the community's connection to place.
- The Gippsland Lakes and Lake Wellington are internationally significant regional natural assets and urban water cycle management should be undertaken with a view to protecting downstream assets like these.
- The Shire's water supply is sourced from reservoirs, waterways and groundwater bores emphasising both the range of sources and the importance of the health of the systems delivering that water. The water supply systems in the Shire are relatively 'stand-alone', servicing one, or a few smaller townships. Sale relies solely upon groundwater.
- Education is a theme across a number of elements of the water cycle as Council seeks to improve both their performance in managing water, and the community's understanding and appreciation of that work and its positive impacts.
- Sale is the highest water user, followed by Maffra, Heyfield and Stratford. Council's water use is typically driven by irrigation of 'Parks and Reserves' and providing water for 'Sports and recreation' activities, including pools.
- Alternative (non-potable) water supply examples are limited; however, Lake Guthridge is an exemplar of stormwater harvesting and reuse, irrigating significant areas of open spaces in the centre of Sale, maintaining a green and cool space for Sale's residents to enjoy.
- Gippsland Water operate five sewage treatment plants in the Shire with most of the sewage generated within the Shire treated and used irrigate land, and some discharged to the ocean via two outfalls. Smaller townships and rural areas rely on domestic wastewater systems presents a risk to water quality due to poorly maintained and aging septic tanks.
- The projected growth of Wellington's townships will generate increased volumes of stormwater runoff and associated pollutant loads to the receiving environment. To mitigate this impact Council can educate and work with the land development industry to successfully apply WSUD and meet best practice stormwater quality requirements.
- The potential impact of climate change will reduce rainfall and increase evaporation potentially reducing total annual runoff. Intense storms are more likely which has the potential to compound existing flooding issues. Reductions in rainfall expected due to climate change has the potential to (slightly) reduce annual runoff.
- Water balance diagrams for Heyfield, Maffra, Rosedale, Sale, Stratford and Yarram have been prepared and included in Attachment G.

## 4 Vision, outcomes and objectives

The vision, outcomes and objectives for this IWM Plan were derived from the SDS for the Gippsland Region. As Wellington Shire participated in the forum that developed these, and are collaborating with Latrobe City Council in the development of this Plan, adopting the SDS vision and outcomes was logical to ensure consistency between the two municipalities, other organisations in the region and other IWM Forums across the State.

### 4.1 Vision

The vision for this IWM Plan is:

Working together to sustainably manage water for current and future generations

This vision emphasises the collaborative nature of the development of this plan and the need to understand the impact of future changes including climate change, on the sustainable management of water resources.

### 4.2 Forum Outcomes

The SDS sets out seven common outcomes for IWM across the region. The outcomes cover every aspect of the water cycle and the potential impact of IWM on environment, community and economy. These outcomes were used during the consultation phase to frame the identification of water cycle issues and opportunities. A full summary of the outcomes and associated objectives as published within the SDS is provided in Attachment A.

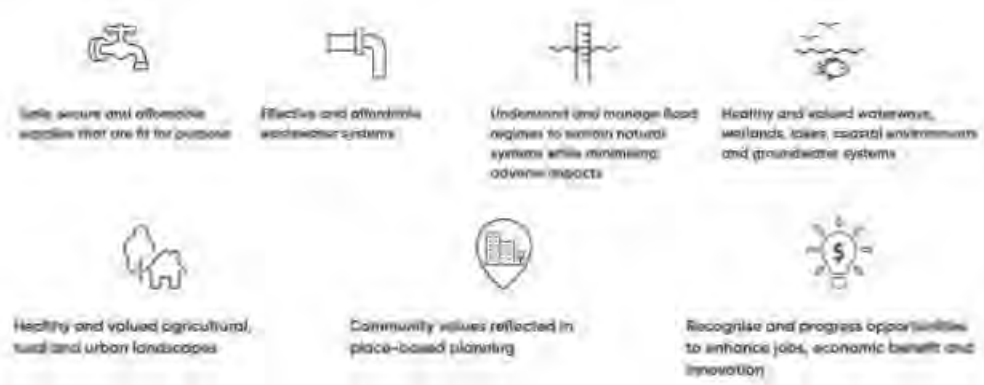


Figure 21. Gippsland region Strategic Directions Statement outcomes

### 4.3 Wellington Shire Council Objectives

Wellington Shire also nominated nearer term outcomes in support of the above that specifically reference efforts to embed IWM policies and practices into Council behaviours. Specifically, this includes:

1. Building IWM capacity and knowledge within Council and the community (including through the incorporation and sharing of aboriginal water values)
2. Demonstrated leadership in IWM both in the community and with organisational peers
3. Imbed IWM into policies, practices and management processes.

## 5 IWM Issues and opportunities

### 5.1 Opportunity long list

In Workshop 1#, Wellington's IWM issues and opportunities were identified under the seven outcomes set out in the SDS and above. Review of Wellington's background data, past reports and strategies plus input from attendees, allowed us to summarise key issues and opportunities.

The first workshop generated approximately 20 opportunities that responded to one or more of the SDS outcomes specified above. This represented our opportunity long list with a full summary of the opportunities identified in Workshop 1# are provided in Attachment D.

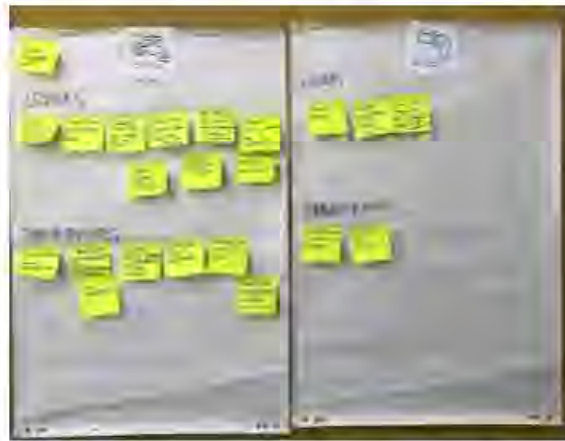


Figure 22. Issues and opportunities examples - Workshop 1

### 5.2 Opportunity short list and Co – Design opportunities

In Workshop 2, project members from Wellington Shire, Latrobe City Council, DELWP, Gippsland Water, and Southern Rural Water came together to review the opportunity long lists of both Latrobe City and Wellington Shire with two aims:

1. To identify potential 'Co-Design' opportunities
2. Evaluate the opportunity long list of each Council and agree upon a short list.

The shortlist identified four collaboration opportunities and four IWM opportunities for each individual council.

#### Co design opportunities

The first review of opportunities by the group identified those that were common to both municipalities i.e. they were identified as opportunities in Workshop 1# by both Councils. During this review we also identified opportunities for Wellington and Latrobe to share information to further develop or inform opportunities.

#### Opportunity evaluation

Co-design and Shire only opportunities were critically reviewed against a qualitative project assessment framework that considered cost (both advantages and disadvantages), risk, urgency and importance. This was assessed against a simple low, medium and high rating system to understand which opportunities were preferred, overall, by the group. While this assessment method did produce a result, the discussions around each opportunity were arguably more important, as attendees critically discussed the merits of each option and reached an agreed position. At the completion of the assessment, priorities were agreed. Table 7 below summarises the outcomes of the Co-Design review, identifying four potential codeign opportunities in order of preference.

**Table 7. Co-design opportunities**

Opportunity	Preliminary assessment			
	Urgency	Importance	Cost (Advantages / Disadvantages)	Risk
1. Waterwise education program	H	H	M	L
2. Integrated Water Management Policy for urban development	H	H	M	M
3. Wetland management and maintenance	M	H	M	L
4. Incorporating and sharing Traditional Owner knowledge	M	H	L	M

Table 8 lists the stand-alone opportunities for Wellington Shire in order of preference.

**Table 8. Wellington Shire opportunities**

Opportunity	Preliminary assessment			
	Urgency	Importance	Cost (Advantages / Disadvantages)	Risk
1. Stormwater harvesting at Yarram Wetlands	H	H	M	L
2. Flooding Creek Linear Park	H	H	H	L
3. Draft Environmental Significance Overlays (ESO)	M	M	M	M
4. Open space water efficiency / management plan	M	M	M	L

**Emergency services**

During consultation it was noted that some town's water supply systems were vulnerable to emergency events like flood and bushfire. The role of Council was discussed, and while not identified as a high priority action in the context of this plan, it is important to note that there is an increased propensity for extreme events associated with climate change. Therefore, Council may have a role in partnering with water authorities to advocate for funding to deliver more secure and resilient water supplies. Therefore, a stand-alone action has been included that points to this, highlights Council's ongoing role in collaborating with Gippsland Water to advocate for appropriate infrastructure provision and to inform community of the impacts and implications of extreme events on water supply. The responsibility for this action will lie with the Emergency Management Team.

### 5.3 Opportunity summaries

In reflecting upon the objectives identified by Council and listed in section 4.3, a brief review was undertaken to ensure that the opportunities identified align with those objectives. The following section summarises the preferred co-design and Wellington Shire only opportunities including possible partners, timeframes and the SDS outcomes that the opportunity responds to.

#### Co-design opportunities

##### C-1. Water Literacy Program



The opportunity is to develop a water literacy program to improve Council and community understanding of the urban water cycle. The program will grow an understanding of the value of urban water, natural assets (waterways / wetlands), where we can use non-potable water, and for what purpose. The program will link stormwater to other objectives like greening streets an increasing resilience against issues like the urban heat island effect. The program will communicate what best practice water management in the home and the urban catchment looks like in order to achieve this plan's vision. The program will extend to Councillors, Executive, officers and community so that Council initiatives get greater support. This initiative will adopt lessons from previous education campaigns and social messaging. Note that Gippsland Water have an existing water education program that we can learn from.

<b>Partners</b>	Latrobe City Council Gippsland Water Southern Rural Water GLaWAC
<b>Location</b>	Major urban centres
<b>Timeframe</b>	Short term
<b>Scale</b>	Wellington Shire

##### C-2. Integrated Water Management Policy for urban development

Victorian Planning Provisions (VPP) require developers to meet best practice environmental management (BPEM) stormwater quality requirements and integrated water management (IWM) objectives (Clause 56). This opportunity is to develop a robust Council policy that drives land developers to achieve those requirements.



Development of the policy would require:

- IWM plans be submitted as part of the development approval process to ensure consistency with Council IWM objectives. Council to provide guidance on the options available to meet Council and VPP requirements (This may require review of the Infrastructure Design Manual (IDM)).
- Incorporate IWM / WSUD requirements into Council's capital projects e.g. roads, carparks, streetscape, new buildings and retrofits.
- In developing the policy, collaborate with DELWP to consider the use of offsets as DELWP are preparing guidance on this.

This would be delivered following the development of the aforementioned Waterwise Education program to bring councillors and community on that journey.

<b>Partners</b>	Latrobe Council Gippsland Water
<b>Location</b>	Major urban centres
<b>Timeframe</b>	Medium term
<b>Scale</b>	Wellington Shire

### C-3. Wetland management and maintenance

This opportunity is to develop a Council policy aimed at building internal capacity in the management of constructed natural assets such as waterways and wetlands. This would focus on providing guidance to support ongoing maintenance activities to ensure these assets maintain function and aesthetic value.

It was noted that Wellington have recently completed an audit of constructed wetlands within the municipality and have commissioned management and maintenance plans. This opportunity for Wellington, therefore, is more to support Latrobe City Council in their capacity building activities and share knowledge across this space.



**Partners** Latrobe City Council  
West Gippsland Catchment  
Management Authority

**Location** Latrobe City Council

**Timeframe** Medium to long term

**Scale** Wellington Shire

### C-4. Incorporating and sharing Traditional Owner knowledge

Aboriginal groups have an active partnership with DELWP in contributing their traditional knowledge to water strategy projects, in particular the development of regional Sustainable Water Strategies. GLaWAC in particular are involved in ongoing work to capture and document traditional knowledge.

There is an opportunity to celebrate Aboriginal connection to water and place by establishing a process to learn from existing, complimentary projects being undertaken and to incorporate those learnings into IWM projects and plan updates over time. By not duplicating processes the aim is to not overburden GLaWAC.

The outcome of this is to be determined, but may be a Memorandum of Understanding (MoU) between Wellington, Latrobe and DELWP to:

- 1) 'mine' information generated within DELWP's Sustainable Water Strategy project, and
- 2) Design an ongoing process with GLaWAC to share future information.



**Partners** GLaWAC  
DELWP

**Location** Wellington Shire

**Timeframe** Ongoing

**Scale** Wellington Shire

### Wellington Shire opportunities

The following four opportunities were assessed by the Wellington Shire as being the highest priority.

#### W-1. Stormwater harvesting from Yarram Wetlands

The existing Yarram Wetland is a valued community asset with habitat and biodiversity significance. However, with increasing urban and industrial development, there is a need for additional stormwater treatment in Yarram. The opportunity is to develop a concept for an additional wetland in the reserve south of Mclean Street and west of the Great Southern Rail Trail. The concept will consider realignment of the creek that runs through a proposed industrial development area along the West of Yarram that would ultimately drain into the proposed wetland.

The creek (and 60m buffer) are an impediment to effective development of this land. Re-aligning the creek and providing stormwater treatment in the downstream wetland could remove the buffer and open the area for development.

This project would also investigate the harvesting of water from the proposed wetland for open space irrigation (plus along Trail Reserve or up to the Main Oval) or industrial uses to reduce potable demand within the township.

Maintaining the amenity and function of the wetland will be an important consideration.



<b>Partners</b>	West Gippsland CMA
<b>Location</b>	Yarram
<b>Timeframe</b>	Short term
<b>Scale</b>	Asset

#### W-2. Flooding Creek Linear Park

The opportunity is to update the Flooding Creek Masterplan that was prepared in 2007 to better guide the co-ordinated development of land within the Flooding Creek catchment and along the creek itself.

A Flooding Creek Linear Park Masterplan would also consider an updated list of objectives that align with vision and outcomes of this IWM Plan. This review aim of the Masterplan will be to ensure that Flooding Creek retains and increases its valuable as a social and natural asset as well as providing a valuable flood conveyance role.

Note: at the time of writing, elements of this work are being addressed in the North Sale IWM Plan project.



<b>Partners</b>	West Gippsland CMA
<b>Location</b>	Sale
<b>Timeframe</b>	Medium to long term
<b>Scale</b>	Waterway

**W-3. Draft Environmental Significance Overlays (ESO)**

Waterways reaches including the Thomson River (downstream of Cowwarr) and Macalister River (downstream of Lake Glenmaggie to the Maffra offtake) are essential elements of the region’s water supply network. While these reaches are environmentally and socially significant, they are not currently covered by ESO’s. An ESO would trigger additional planning requirements including planning permits and referrals giving Council greater control over land use activities in those catchments and along those reaches.

This opportunity is to work with the CMA and Gippsland Water to identify locations where ESO’s would be appropriate to protect potable water supply and water quality, and to formalise that protection.

Part of the opportunity is to investigate with Gippsland Water if improved waterway health could conceivably reduce downstream treatment requirements, with an associated economic benefit.

Latrobe City planners have been through this process and the development should incorporate learning from that.



<b>Partners</b>	Gippsland Water West Gippsland CMA Latrobe City
<b>Location</b>	Specific waterway reaches as agreed
<b>Timeframe</b>	Long term
<b>Scale</b>	Waterway

**W-4. Open space alternative water and water efficiency plan**

Green spaces enhance liveability, amenity and wellbeing within Wellington towns. Maintenance of open space is a priority for Council, however water availability to maintain desired service levels is and will be a challenge. Council’s plans aim to combine planting and watering to deliver a cost effective and sustainable open space and street scale greening program that meets Community expectations.

This opportunity is an investigation into alternative water supply opportunities across Wellington townships to irrigate priority open space, tree stands and proposed green boulevards. This will be developed in collaboration with Council’s Parks Services and Open Space Planning teams and will include working with Gippsland Water to identify potential recycled water use opportunities.



<b>Partners</b>	Gippsland Water
<b>Location</b>	Wellington Shire
<b>Timeframe</b>	Medium term
<b>Scale</b>	Township

**Table 9. Council objectives and opportunity alignment**

<b>Objectives</b>	<b>Opportunities</b>
Building IWM capacity and knowledge within Council and the community	C-1 Waterwise education program C-4 Incorporating and sharing traditional owner knowledge
Demonstrated leadership in IWM both in the community and with organisational peers	W-4 Open space water efficiency management plan C-3 Wetland Management and Maintenance
Imbed IWM into policies, practices and management processes	C-2 IWM policy for urban development council capital works

#### **5.4 Identifying concept designs**

As part of the process of identifying high priority opportunities, two high priority opportunities were progressed to a concept design level of detail. These were opportunities that aligned both with the SDS outcomes and Council's more specific objectives. In consultation with Wellington Shire and external the following opportunities were nominated:

- Waterwise Education Program (C1)
- Stormwater harvesting from Yarram Wetlands (W1)

These concept designs are included in full in Attachment B and C.

## 6 IWM Action Plan

The following action plan sets out the next steps to progress each of the opportunities identified above. The opportunities have been prioritised through this process, so this plan defines the project, timing, and responsibility for each. For the purposes of expressing timing, the 10-year plan period has been divided into short term (2020 – 2023), medium term (2024 – 2027) and long-term actions (2028 – 2030). This allows some flexibility to distributed resources across that timeline.

The following figure summarises the proposed timelines associated with each opportunity



Figure 23. Action plan timeline summary

## 6.1 Co-design opportunities

### 6.1.1 Water Literacy Program

Action	Sub actions / Description	Timing	Priority	Responsibility
Water literacy program concept preparation	<p>Alluvium to prepare a 'concept' of a Water education and literacy program that will define the following:</p> <ul style="list-style-type: none"> <li>• <b>Aim</b> <ul style="list-style-type: none"> <li>o to grow the community's understanding of the urban water cycle, how safe drinking water is provided, the nature of alternative (non-potable) water supply and the connection of the urban environment to the health of our waterways, lakes and wetlands</li> <li>o to involve and collaborate with Gippsland Water, Council and the West Gippsland CMA,</li> </ul> </li> <li>• <b>Audience:</b> the urban residents within Wellington Shire</li> <li>• <b>Outcomes:</b> of the program will be:           <ul style="list-style-type: none"> <li>o to increase awareness and close the gap between perception of the water cycle and reality</li> <li>o to motivate individual initiative like installing efficient fixtures and rainwater tanks</li> <li>o to enable future participation, support for and acceptance of Council's subsequent water cycle actions, including the introduction of alternative water sources</li> </ul> </li> <li>• <b>Draft content and output:</b> preparation of a program and material that could form the basis of ongoing community engagement</li> </ul>	Short term April – June 2020	High	Alluvium (with Wellington Shire / Latrobe City Council)
Implement and review water literacy program	<ul style="list-style-type: none"> <li>• Implement the recommendations of the Water Literacy program in partnership with Gippsland Water and potentially Latrobe City Council (refer to attached Water Literacy Plan 'concept')</li> <li>• This may include:           <ul style="list-style-type: none"> <li>o assessing current water literacy within the community</li> <li>o preparation and publishing of educational materials (physical and online)</li> <li>o community focus groups, surveys and online portal / communications</li> <li>o monitoring and evaluation of increased awareness</li> </ul> </li> <li>• Partnership with Gippsland Water to understand additional communication approaches and opportunities through bills, and other regular communications</li> </ul>	Short to medium term June 2020 – June 2025	High	Wellington Shire / Latrobe City Council

**C-2. Integrated Water Management Policy for urban development**

Action	Sub actions / Description	Timing	Priority	Responsibility
Internal consultation	Engage with Council's Executive for them to assign responsibility for the development of this policy	Short term June 2021 – June 2022		Development and Natural and Built Environment
	Define the aim and purpose of this initiative across the organisation including to engineering, planning and landscape, to inform, educate and gain feedback			
Develop IWM requirements for new developments	Form a working group to draft an IWM Policy referring to relevant State planning provisions and this IWM Plan	Short to medium term Jan 2023 – June 2025		
	Identify existing policies and materials that could support or further this initiative			
Policy development	Assign responsibilities within the working group to address a) developer works and b) Council works	Medium term June 2024 – Dec 2025	Medium	Natural and Built Environment
	Internally, confirm the water cycle impacts of new urban development and potential policy responses including:			
IWM / WSUD for Council works	<ul style="list-style-type: none"> <li>Stormwater quality: meeting VPP stormwater quality best practice environmental management (BPEM) targets</li> <li>Potable water use reduction: including rainwater tanks and plumbing rainwater for toilet and laundry use</li> <li>Flood: potential to maintain predevelopment peak flow rates via onsite storage and detention</li> <li>Other requirements to align with other strategies e.g. providing suitable tree canopy coverage to align with existing green boulevard plans</li> </ul>	Medium to long term June 2025 – 2030		
	Identify opportunities for water sensitive urban design (WSUD) and IWM across Council's capital works programs including:			
Policy approval	<ul style="list-style-type: none"> <li><b>Council buildings:</b> water efficient fixtures / rainwater harvesting</li> <li><b>Roads / drainage / car parks:</b> WSUD as part of renewals / tree cover and shading and passive irrigation of shade trees</li> <li><b>Parks and open space:</b> stormwater harvesting for irrigation / shading and passive irrigation of shade trees</li> </ul>	Medium to long term Jan 2025 – Dec 2025		
	Seek Council approval and ensure responsibilities are assigned to relevant departments through that process			
	Define whether additional guidelines or procedures are required at this time e.g. Consider reviewing the Infrastructure design manual to include options or opportunities for developers and designers to meet the IWM / WSUD objectives defined in the policy (e.g. passive irrigation design, biofilters, vegetated swales etc)			
	Make draft policy available for inspection on the Council Website and internally			
	Review policy as required.			

**C-3. Wetland management and maintenance**

Action	Sub actions / Description	Timing	Priority	Responsibility
Collaboration and capacity building	<p>This action is focussed on supporting Latrobe City Council in their bid to formalise wetland and waterway management should they request that support. It assumes that Wellington has established processes and is comfortable with sharing that information.</p> <p>If requested, Wellington will:</p> <ul style="list-style-type: none"> <li>• Provide existing wetland and waterway management and maintenance plans</li> <li>• Support Latrobe in identifying key gaps or areas for improvement in existing plans and policies and agree the need for changing / updating Latrobe's existing guidance and policies</li> <li>• Collaborate with Latrobe to identify the suitability of external wetland management and maintenance training programs</li> <li>• Seek external training opportunities (e.g. with Clearwater, Rakali and other.s) to support building internal capacity where those requirements are identified</li> </ul>	Medium term Out to 2025 2025	Low (to be driven by Latrobe)	Natural and Built Environment
Policy review	Review Latrobe's updated policy should that be requested.			

**C-4. Incorporating and sharing Traditional Owner knowledge**

Action	Sub actions / Description	Timing	Priority	Responsibility
Identify and understand existing information exchange processes	Engage with DELWP (through their IWM Forum representative) to understand process details around how traditional owner knowledge can be shared with Council as part of a parallel process being undertaken as part of the development of Victoria's Sustainable Water Strategies (SWS) Identify and engage with individuals / workshop groups associated with the Gippsland SWS and communicate the aims of Wellington's engagement with that process <i>Draft aim: to share and receive information from existing traditional owner processes that can inform this IWM plan's understanding of traditional values associated with water and land in the Shire of Wellington (and the City of Latrobe)</i>	June 2021		
Ongoing engagement	Dedicate time and resources of an appropriate officer (e.g. Sustainability Projects Officer) to engage with that process on a regular and ongoing basis (e.g. 2-4 times per year)	Out to 2025	Medium	Sustainability
IWM Plan and opportunity update	As part of proposed IWM Plan review timelines, incorporate relevant Traditional Owner knowledge into the general context information of the IWM Plan and into specific opportunities and actions where appropriate. Propose additional actions or changes in the scope of identified opportunities to incorporate Traditional Owner knowledge if that enhances the opportunity and the community's understanding of that knowledge. It is proposed as part of the Monitoring and Evaluation Plan that the IWM Plan be reviewed every 3 years.	2023, 2026, 2029		

## 6.2 Wellington Shire opportunities

The following opportunities are to be pursued by Wellington with the support of key external partners

### W-1. Stormwater harvesting from Yarram Wetlands

Action	Sub actions / Description	Timing	Priority	Responsibility
Concept design	<p>Alluvium to prepare a concept design for stormwater harvesting scheme at the existing Yarram Wetlands.</p> <p>The project would include a new wetland asset, waterway realignment, and an investigation into the feasibility of stormwater harvesting for re-use in the industrial area, irrigation of the Yarram Oval, main road median strip and gardens. Maintaining the amenity and function of the wetland will be an important consideration.</p> <p>Concept design will include</p> <ul style="list-style-type: none"> <li>• Mapping of services and existing infrastructure (including dial before you dig reports), to identify major constraints</li> <li>• Preliminary hydrologic modelling to estimate appropriate sizing and dimensions for proposed infrastructure and potential stormwater yields</li> <li>• High-level concept sketches for proposed infrastructure and works</li> <li>• Provide a preliminary cost estimate of infrastructure required.</li> </ul>	April 2020	High	Alluvium Infrastructure development
Functional design	<p>Wellington Shire to engage a contractor/consultant to undertake:</p> <ul style="list-style-type: none"> <li>• Geotechnical investigation and soil classification</li> <li>• Feature survey of works area</li> <li>• Refine hydrologic modelling (channel works may require additional hydraulic modelling)</li> <li>• Plan of works at appropriate scale and detail</li> <li>• Typical/ detailed sections and profiles of work components</li> <li>• Civil drawings including structures and rock work</li> <li>• Planting plans with preliminary planting schedules</li> <li>• Details of soil disposal or relocation.</li> </ul> <p>All activities subject to Council budget approval</p>	Short term By Dec 2022	High	Infrastructure development
Detailed design	<ul style="list-style-type: none"> <li>• Technical specification for all materials and methods for the length of the project</li> <li>• Construction environmental management plan (CEMP)</li> <li>• Bill of quantities and final cost estimate</li> <li>• Operation and maintenance manual</li> <li>• Review of Environmental Factors and Environmental Impact Statement if necessary</li> </ul>	Short term By Dec 2025	High	Infrastructure development
Construction	<ul style="list-style-type: none"> <li>• Construction of wetland as per approved designs.</li> </ul>	Medium to long term By 2030	High	Infrastructure development

## W-2. Flooding Creek Linear Park Masterplan

Action	Sub actions / Description	Timing	Priority	Responsibility
Undertake and complete North Sale drainage strategy	Complete and confirm North Sale drainage strategy <i>The North Sale drainage strategy is underway (at the time of writing). This will define drainage works for future land development in North Sale that will also involve works along Flooding Creek including stormwater treatment, flood mitigation and the identification of potential alternative water source opportunities.</i>	June 2020	High	Built & Natural Environment
Flooding Creek Masterplan review	Form an internal working group to review and update the existing Master plan taking into account the outcomes of the North Sale drainage strategy Define the gaps and opportunities in the existing Masterplan that will need to be addressed as part of an updated plan Prepare a brief for an updated Flooding Creek Masterplan that will define a Flooding Creek Linear Park incorporating the seven outcomes defined in this plan and the Gippsland Region SDS as criteria for the plan <i>Proposed aim: to develop a Flooding Creek Linear Park Plan that connects the Sale community to Flooding Creek and the surrounding natural and urban environment.</i>	Short term By December 2023	Medium	Built & Natural Environment
Flooding Creek Linear Park Masterplan development	Develop a plan that addresses previous gaps, while considering recent reports and analysis to achieve the following outcomes: <ul style="list-style-type: none"> <li><b>Minimising adverse flood impacts:</b> review the results of the North Sale analysis to ensure that the waterway can safely convey design flows. Identify locations of flood risk.</li> <li><b>Healthy and valued waterways:</b> review the results of the North Sale analysis to understand existing opportunities for stormwater treatment and additional treatment or reuse locations. Identify locations for additional treatment</li> <li><b>Healthy and valued urban landscapes:</b> incorporate healthy riparian vegetation that will provide shade and habitat for local species to support overall biodiversity. Identify local, non-potable water sources to support vegetation health where possible.</li> <li><b>Community values in place-based planning:</b> as part of this plan, develop an engagement strategy to receive community input as to how their values and aspirations can be incorporated into this plan. This can focus on connectivity to the waterway and ensuring that active and passive activities are catered for.</li> </ul> Include a staging plan so that the overall plan be implemented over a number of budget cycles.	Short to Medium term By December 2025	Medium	Built & Natural Environment

**W-3. Draft Environmental Significance Overlays (ESO)**

Action	Sub actions / Description	Timing	Priority	Responsibility
Background and literature review	<p>Undertake a literature and policy review to understand the process associated with achieving an ESO over waterways.</p> <p>Prepare and forward a memo to West Gippsland CMA, Gippsland Water and Latrobe City Council that sets out the aim of the opportunity including:</p> <ul style="list-style-type: none"> <li>The desire to learn from the group's understanding of relevant policy, processes and experiences in undertaking a similar process (Danielle Simpson from Latrobe City offered that the City has been through a similar process)</li> <li>To engage Gippsland Water (Fiona Phial) to understand if works may contribute to improved water quality and therefore a reduction in potable water treatment costs (today or into the future)</li> <li>To engage West Gippsland CMA (Adam Dunn) to understand if their programmed works could support or benefit from this project</li> </ul> <p><b>Hold Point: project continues if sufficient stakeholder support</b></p>	Medium to long term Dec.2025	Medium / Low	Wellington Shire (Sustainability) West Gippsland CMA Gippsland Water Latrobe City Council
Collaborative working group And feasibility study	<p>If agreed, a collaborative working group will be formed, led by West Gippsland CMA</p> <p>Develop an action plan that is informed by the processes adopted by Latrobe City Council previously with feedback from project partners, taking into account resourcing and timing constraint.</p> <p>All parties to collaborate on a feasibility assessment of the proposal, taking into account costs (e.g. for additional fencing and vegetation) and benefits (e.g. improved waterway condition, reduced water treatment costs).</p> <p>Based on the outcomes of the feasibility assessment seek additional funding and commitments to complete the project, developing a design and action plan that can be implemented over an agreed timeframe.</p>	Medium to long term If confirmed, to be completed by 2030	Medium / Low	Wellington Shire (Sustainability) West Gippsland CMA Gippsland Water Latrobe City Council

#### W-4. Open space alternative water and water efficiency plan

Action	Sub actions / Description	Timing	Priority	Responsibility
Efficiency ranking	<p>Review the condition and operation of irrigation infrastructure at high water using open spaces</p> <p>Undertake an internal audit (led by Open Space), to assess the performance of irrigation networks, their age, maintenance costs and the potential capital cost associated with their upgrade or replacement to be performing well</p> <p>Make an estimate of the water that could be saved through their upgrade</p> <p>Estimate the cost per kL associated with irrigation upgrades for (approximately) the top 10 water using open spaces.</p>	Short term January 2022 – June 2022	Medium	Sustainability and Open Space
Desktop analysis	<p>Alternative water supply opportunities include stormwater, rainwater and recycled water.</p> <p>Undertake a desktop study of the Wellington Shire's landscape to identify conditions conducive to harnessing alternative water supplies by identifying</p> <ul style="list-style-type: none"> <li>• High water using open spaces (sorted by water consumption)</li> <li>• Identify stormwater harvesting opportunities by identifying intersections between open spaces and drainage assets (being large mains, retarding basins, wetlands or pits)</li> <li>• Identify intersections between open spaces (and facilities like change rooms) and large roof areas (such as existing or planned industrial estates) that will generate large volumes of high-quality rainwater for potential rainwater harvesting for irrigation and use internally (e.g. toilets).</li> <li>• Identify proximity of open spaces and Gippsland Water wastewater treatment plants. Collaborate with Gippsland Water to understand                             <ul style="list-style-type: none"> <li>o suitability of water quality for irrigation (also considering soil type)</li> <li>o feasibility of providing recycled water from a treatment plant to an open space.</li> </ul> </li> </ul>	Medium term Jan 2023 – Dec 2023	Medium	Sustainability and Open Space With Gippsland Water
Opportunity long list	<p>From the desktop analysis, develop a long list of alternative water source opportunities</p> <p>Do so by defining suitable criteria to identify theoretically feasible opportunities e.g. large industrial roof areas within 100m of open space, large drains (e.g. 450mm drain or greater) within 50m of an open space, open space within 1 km of wastewater treatment plant</p> <p>Play with these criteria to get a reasonable number of opportunities (~20)</p>			
Opportunity shortlist	<p>Combine the irrigation opportunities with the alternative water opportunity long list</p> <p>Undertake more detailed analysis of the alternative water long list opportunities to understand their technical feasibility</p> <p>Use qualitative criteria to reduce the number of opportunities to the best 5-10</p> <p>Create high level water balance models for each of these opportunities to understand key parameters like available catchment, storage required, and likely volume of water saved</p> <p>Note associated costs and benefits: e.g. key open space, improved downstream waterway condition, funding opportunities, cash developers contribute in lieu of other IWM requirements?</p>	Medium term Jan 2024 – June 2024	Medium	Sustainability and Open Space With Gippsland Water
Feasibility	<p>Prepare high level feasibility summaries for the five best performing opportunities</p> <p>Compare the cost per kL of alternative water opportunities with irrigation upgrade opportunities</p> <p>Develop a prioritised list of alternative water supply and water efficiency opportunities.</p>	Medium term By the end of 2025	Medium	Sustainability and Open Space

**W-5. Emergency management**

Action	Sub actions / Description	Timing	Priority	Responsibility
Collaboration and co-ordination	<p>Council to engage and partner with water authorities and emergency services organisations to:</p> <ul style="list-style-type: none"> <li>• advocate for funding to deliver more secure and resilient water supplies within those towns where the water supply is vulnerable to shocks (like flood and fire)</li> <li>• to support SES and Gippsland Water in communicating messages regarding water supply including issues to do with supply and water quality</li> </ul>	2020-2030	Medium	Emergency Management Team

## 7.1 Program logic for the IWM Plan

A program logic model (also known as a logical framework, theory of change, or program matrix) is a tool used to evaluate the effectiveness of a program. They can also be used during planning and implementation. Logic models are usually a graphical depiction of the logical relationships between the resources, activities, outputs and outcomes of a program.

The program logic model is often used in government or not-for-profit organizations, where the mission and vision are not aimed at achieving a financial benefit. In such situations, where profit is not the intended result, it may be difficult to monitor progress toward outcomes. A program logic model provides such indicators, in terms of output and outcome measures of performance. It is therefore important to carefully specify the desired results and consider how to monitor them over time. Often the outcomes are long-term and mission success is far in the future. In these cases, intermediate or shorter-term outcomes may be identified that provide an indication of progress toward the ultimate long-term outcome.

Traditionally, government programs were described only in terms of their budgets. It is easy to measure the amount of money spent on a program, but this is a poor indicator of mission success. Likewise, it is relatively easy to measure the amount of work done (e.g. number of workers or number of years spent), but the workers may have just been 'spinning their wheels' without getting very far in terms of ultimate results or outcomes. The production of outputs is a better indicator that something was delivered to customers, but it is still possible that the output did not really meet the customer's needs, or was not used, etc. Therefore, the focus on results or outcomes has become increasingly important in government and not-for-profit programs.

While there are many ways in which logic models can be presented, the underlying purpose of constructing a logic model is to assess the "if-then" (causal) relationships between the elements of the program.

Figure 24 provides an overview of the logic for this IWM Plan.

### Assumptions

The general assumptions associated with the Wellington IWM program logic are that:

1. There is ongoing funding for the Program
2. There is internal, community and broader industry support
3. There is community interest in water management in Wellington.

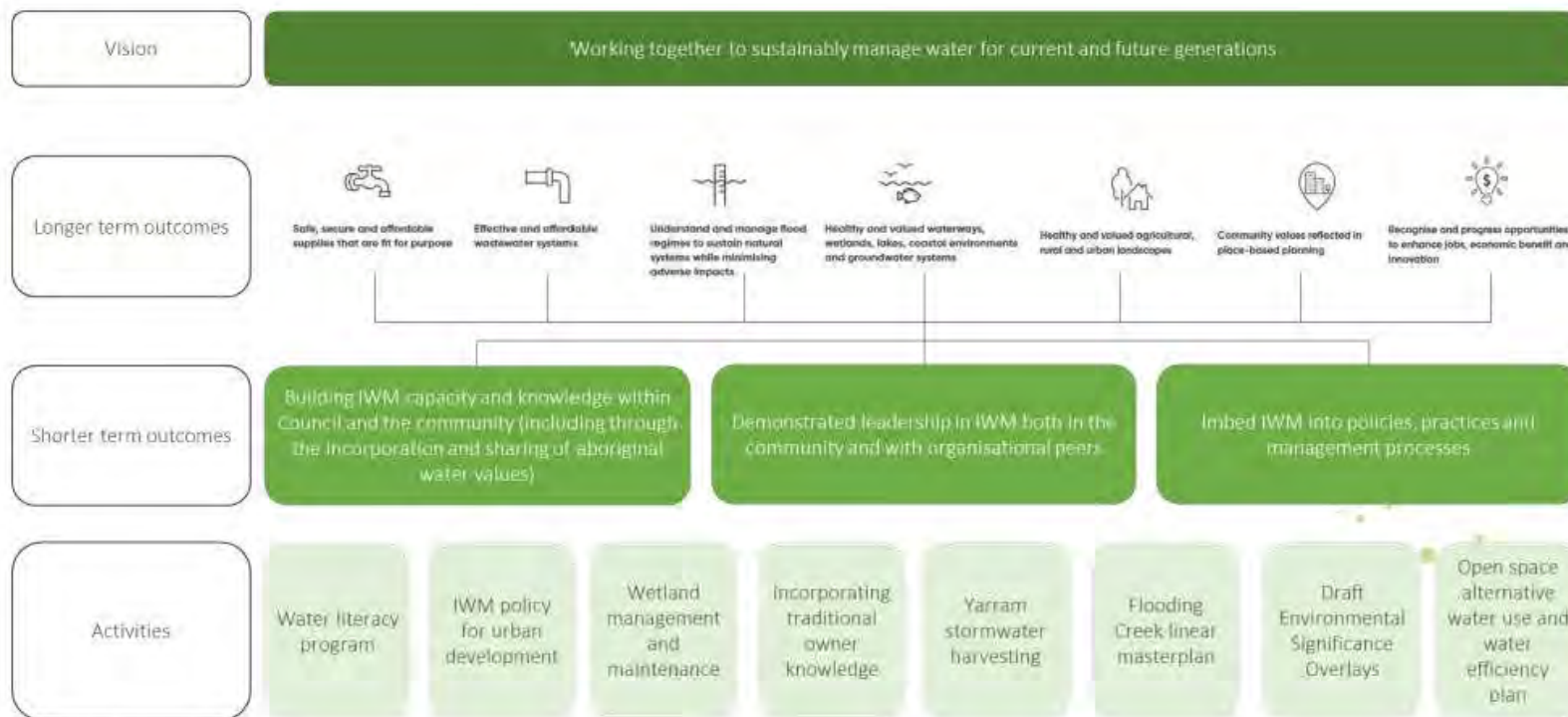


Figure 24. Program logic summary

## 7.2 Evaluation

To improve program design and delivery, re-orient investment during the life of the program if required, and fulfil accountability requirements, evaluations should be conducted throughout the life of a program to inform decision points and enable learning to be collated at program completion.

### Key evaluation questions

Key evaluation questions provide high-level guidance on what the evaluation is trying to address and help to shape the development of indicators and evaluation methods. To keep the assessment relatively easy to implement, the MERI framework will focus on the following questions:

- How well is the program being implemented? Why / Why not?
- To what extent did the Program achieve its intended outcomes? If not, why?
- How well is the Program meeting expectations?
- What lessons can be learnt about improving Program effectiveness?

**Table 7. Key evaluation questions**

Question type (evaluation category)	Key evaluation question	Relationship to the Program Logic	Frequency of review	Who will be asked this question?
<b>Achievement Reflection and learning (Effectiveness)</b>	<b>How well is the program being implemented?</b> Is the Program being implemented as intended? What factors are helping or hindering implementation? How could the program be improved?	Opportunities (projects, policies and programs)	Every year	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Communication</li> <li>• Built &amp; Natural Environment</li> <li>• Infrastructure development</li> </ul>
<b>Reflection and learning (Effectiveness and impact)</b>	<b>To what extent did the Program achieve its intended outcomes?</b> Embed IWM into policies, practices and management processes. Build IWM capacity and knowledge within Council and the community (including through the incorporation and sharing of aboriginal water values)? Demonstrate leadership in IWM both in the community and with organisational peers?	Objectives		
<b>Reflection and learning (effectiveness and impact)</b>	<b>How well is the Program meeting expectations?</b> How aligned are we with Gippsland IWM Forum outcomes? How are plan outputs being used/applied? Which plan outputs are most useful? Are there any unexpected or unintended outcomes?	Activities and outcomes	Every 3 <sup>rd</sup> year	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Communication</li> <li>• Built &amp; Natural Environment</li> <li>• Infrastructure development</li> </ul>
<b>Reflection and learning (efficiency)</b>	<b>What lessons can be learnt about improving Program effectiveness?</b> Are the identified combination of projects, programs and policies achieving the desired outcomes across social, environmental and economic impacts? What has, or should change and why?	Inputs, opportunities		

### 7.3 Monitoring

Monitoring determines whether the actions have been achieved or suitably progressed based on the timelines expressed in the action plan. This will be understood by monitoring the progress against the action plan.

- *Monitoring asset condition* describes measuring changes in the state of and trends in the condition of assets and will generally correspond to whether asset design or construction milestones have been reached. This will correspond to annual review.
- *Monitoring plan performance* describes changes in people, organisations, institutions, practices and technologies that create an environment that is conducive to improving internal capacity. This will correspond to regular (e.g. every 3-5 year) check ins or reviews on how programs are performing based on requested feedback.

For the purposes of this plan, we will be predominantly concerned with monitoring program performance as against completion of design works and growth in organisational and community capacity and understanding along with a general awareness of council's water related projects and activities.

#### Performance indicators and measures

Performance indicators are measurable metrics that are reported for accountability, transparency, progress and achievement. Potential performance indicators and measures for the Wellington IWM Plan are shown in Table 11.

For many of these indicators a quantitative target for measuring progress or success may be developed e.g.

- "on track" = >5
- "attention required" = 1-4
- "off track" = <1

It is assumed that these measures will be adopted where data is not available, and the assessment relies on feedback, interviews and other qualitative data. These assessments are best developed through internal collaboration to be reviewed annually. It is anticipated that potential indicators and measures will be further refined on consideration of the resourcing (budget, personnel) allocated to evaluation on an annual basis.

Table 11 outlines the key evaluation questions, proposed frequency of data collection and possible indicators.

**Table 11. MER Plan (KEOs, potential performance indicators and measures)**

Evaluation Question type	Evaluation Question	Potential performance indicators / measures	Data source/s	Review frequency
<b>KEQ1. How well is the program being implemented?</b>				
<b>Achievement / effectiveness</b>	Is the Program being implemented as intended?	Completion of planned deliverables Review meeting on action items implemented (On track / attention required / off track)	Internal administrative data Internal stakeholder information	Annual
		Capability and capacity: Community events held / Number of attendees / Informal feedback from attendees	Administrative data Interviews and feedback	Annual
	What factors are helping or hindering implementation? How could the program be improved?	Qualitative identification of improvement opportunities	Internal stakeholder information	Annual
<b>KEQ2. To what extent did the Program achieve its intended outcomes?</b>				
<b>Reflection and learning (effectiveness and impact)</b>	Embed IWM into policies, practices and management processes. Build IWM capacity and knowledge within Council and the community (including through the incorporation and sharing of aboriginal water values)? Demonstrate leadership in IWM both in the community and with organisational peers?	Rate the degree to which the plan reflects the needs of key internal stakeholders Quantitative ranking of satisfaction with plan outputs Referencing of plan outputs in other documentation – i.e. website, Sustainability Strategy, IWM Forum	Internal stakeholder information and feedback Document review Event (or post event) surveys	Every 3 years

<b>KEQ 3: How well is the Program meeting expectations?</b>			
<b>Reflection and learning (effectiveness and impact)</b>	How aligned are we with Gippsland IWM Forum outcomes?	Rating based on review (On track / attention required / off track)	Internal stakeholder information and feedback Document review Event (or post event) surveys  Every 3 years
	How are plan outputs being used/applied? Which plan outputs are most useful?		
	Are there any unexpected or unintended outcomes?		
<b>KEQ4. What lessons can be learnt about improving Program effectiveness?</b>			
<b>Accountability Achievement (effectiveness and impact)</b>	What environmental impacts have resulted from the plan?	Rating based on reflection on environmental issues e.g. - Efficient use of potable water / Use of non-potable water - Reduced stormwater pollution / WSUD asset performance	Data based on design Visual inspection of asset performance
	What social impacts have resulted from the plan?	Improved management of water for social benefit - Increase in community water literacy - Traditional owner knowledge is incorporated into projects and programs	Data based on survey and feedback Document review (where do these elements appear)
	What economic impacts have resulted from the plan?	Improved management of water to support economic values - Improved urban liveability outcomes (e.g. green streetscapes and open spaces) - Urban development aligns with plan outcomes reducing council retrofits and required upgrade to developer assets	Internal stakeholder information and feedback Community and visitor feedback Asset inspection
	What could be improved to maximise efficiency and effectiveness plan implementation	Level of satisfaction with plan implementation and governance	- Internal survey and feedback

#### 7.4 Reporting and improvement

Reporting can occur at all levels of management, and within any timeframe depending on the intention and audience. The purpose of reporting is to communicate progress and performance on outcomes, challenges and learnings; and accountability and transparency to stakeholders, the community and within council. It will be important for Council to report on the progress of the IWM Plan, both to indicate achievement internally and to share this work with the community. It is proposed that reporting take place as part of the annual Sustainability Strategy Reporting process. For the purposes of this plan the following reporting regime will be adopted:

**Table 12.** *MERI reporting summary*

When	Report name / type	Audience	Focus of the report	Improvement process that the report will inform
Annual	Action reporting - to be incorporated into the Sustainability Strategy Reporting	Council and community	Reporting on asset related actions and achievements and learning in implementation Demonstrate accountability	Improvements to individual action plans and delivery processes
Every third year	Review of the IWM plan performance	Council	Consider emerging social, environmental and economic trends to enable change and adaptation to policy positions at the state or national level Review the progress of longer-term programs, such as the incorporation of Traditional Owner knowledge into water related plans and policies.	Improvements to individual action plans and delivery processes
Every ten years	Fully review and update plan at nine years with new plan agreed by ten years (2030).	Council and funding partners (DELMP)	To fully revise the achievements of the previous plan, review the current context and the impact that has on planning and to re-engage with stakeholders to identify and prioritise opportunities and actions	Revision and improvements to overall plan

## 8 References

- DELWP (2016) Guidelines-for-Assessing-the-Impact-of-Climate-Change-on-Water-Availability-in-Victoria
- Gippsland Water (2017), Urban Water Strategy
- Gippsland Water (2012), Water Supply Demand Strategy
- IWM Forum (2018), Gippsland Strategic Directions Statements
- Shire of Wellington (2017), Council Plan 2017-21
- Shire of Wellington (2016), Economic Development Strategy 2016-22
- Shire of Wellington (2016), Environmental Sustainability Strategy 2011-15
- Shire of Wellington (2017), Healthy Wellington (2017-2021)
- Shire of Wellington (2011), Municipal Services Action Plan (2011-15)
- Shire of Wellington (2014), Public Open Space Plan (2014-24)
- Shire of Wellington (2017), Town Tree Plan
- Shire of Wellington (2017), Urban Paths Plan
- Shire of Wellington (2017), Wellington 2030
- West Gippsland Catchment Management Authority (2014), Waterway Strategy (2014-22)

Attachment A  
SDS outcomes and objectives

# Vision and outcome areas for the Gippsland IWM Forum Region

## Vision

Working together to sustainably manage water for current and future generations

We will work together to create better ways of managing the water cycle by balancing community, cultural, environmental and economic values. Our goal is to support growth and resilience while conserving the unique natural landscapes of Gippsland.

## IWM Outcome Areas

The region is seeking to achieve seven key outcomes through IWM. Each of these will have a significant role in shaping the health, prosperity and resilience of our cities and towns. These outcome areas provide indicators to assess the effectiveness of the various IWM opportunities, recognising that these outcomes are in themselves, co-dependent.

### Outcomes

						
<b>Safe, secure and affordable supplies that are fit for purpose</b>	<b>Effective and affordable wastewater systems</b>	<b>Understand and manage flood regimes to sustain natural systems while minimising adverse impacts</b>	<b>Healthy and valued waterways, wetlands, lakes, coastal environments and groundwater systems</b>	<b>Healthy and valued agricultural, rural and urban landscapes</b>	<b>Community values reflected in place-based planning</b>	<b>Recognise and progress opportunities to enhance jobs, economic benefit and innovation</b>

### Objectives

Fit-for-purpose water sources are identified which are most appropriate for uses	Waste water systems are fit for purpose, and exceed public health and environmental outcomes	Our communities are aware of flooding and are actively taking measures to manage their flood risks to minimise the consequences to life, property, community wellbeing, the economy and the environment.	Waterways, coasts and other environmental systems are cared for to become healthier and more resilient	A balance of land uses is achieved between industry, agriculture, environmental and urban uses	The broader community are knowledgeable, engaged, empowered, and working together with responsible agencies	Collaborative partnerships are explored, including with Aboriginal communities and organisations
Long-term water security underpins planning	System design is flexible and innovative. Decentralised wastewater structures are embraced	Opportunities for use of flood water are investigated	Waterways, wetlands, lakes and coastal environments continue to attract investment and tourism, continue to fulfil their multiple functions, and include cultural heritage values	The long term economic benefits of agriculture are considered against the short-term economics of developing the land for housing, especially high value agricultural land	Traditional Owners and Aboriginal values are acknowledged early and included in project planning, delivery and management	Research is conducted to generate economic growth
Multi-barrier approach is used to ensure catchments are managed and protected to maintain safe and secure supplies	Create wastewater systems are managed during planning, installation and maintenance cycles	Ensure flooding is considered in urban planning and emergency management	Traditional Owner and Aboriginal cultural values, knowledge and practices associated with waterways and landscapes are protected	Resilient and connected waterways that support community linkages to waterways, bays and coastal areas	Planning controls support IWM and are in alignment with community values	Organisations work together to seek additional funding support for IWM in the region
Water resource resilience for cultural values, industries, and natural environments	Opportunities for waste recovery are explored	Waterways and coastal environments are accessibly loved and valued as public open space	Waterways, coasts and other environmental systems are cared for to become healthier and more resilient	Traditional Owner and Aboriginal values are understood and recognised early and included in the project planning and delivery	Communities have a greater understanding of the IWM projects happening in their area and have improved water literacy	Strategic thinking is applied at regional and local scales to support economic growth
Organisations work together to protect water quality and quantity				A balance of land uses is achieved between industry, agriculture, and urban uses		Actions in Water for Victoria with specific regard to Traditional Owner consultation, engagement, employment, and economic development have been comprehensively implemented

**Attachment B**  
**Concept design – Water Literacy program**

Attachment C  
Concept design – Yarram stormwater harvesting

Attachment D  
Opportunity long list

Wellington Shire Council Integrated Water Management Plan: opportunity long list



	IWM Opportunity	Type	Description	Water supply	Wastewater	Flooding	Healthy waterways	Healthy landscapes	Community values	Economic benefit
1	Stormwater harvesting at Yarram Wetlands	Feasibility / concept design	Yarram Wetland is a valued community asset with biodiversity significance. The opportunity is to harvest stormwater from this wetland for open space irrigation and reduce potable demand within the Yarram township. Maintaining the ongoing amenity and function of the wetland will be an important consideration.	✓			✓	✓	✓	✓
2	Sale saleyards alternative water use opportunities	Investigation / concept design	The Sale Saleyards currently use \$75,000 of potable water a year. The facility has extraction rights to the adjacent Flooding Creek as well as rainwater tanks. The opportunity is to harvest and reuse rainwater from the significant roof area reducing potable water demand and costs.	✓			✓		✓	✓
3	Briarolong flood detention and water supply investigation	Investigation / concept design	The security of Briarolong's water supply system is of some concern to Gippsland Water, noting low rainfall and lowering groundwater levels, while the town also experiences flash flooding. This opportunity involves investigating detention and storage of floodwaters for reuse (e.g. harvesting and reuse and/or aquifer recharge). The aim is to mitigate flood impacts and provide an alternative water supply option for Briarolong.	✓		✓			✓	

	IWM Opportunity	Type	Description	Water supply	Wastewater	Flooding	Healthy waterways	Healthy landscapes	Community values	Economic benefit
4	Lake Glenmaggie land and water management plan	Management plan	Lake Glenmaggie can experience low water levels resulting in blue-green algal blooms. This adds water treatment requirements for the Glenmaggie, Coongulla and Maffra townships that rely on the lake for their water supply. The blooms also flow into the Macalister Irrigation District (MID) impacting production. Water quality can also be impacted by waste management of the Glenmaggie Caravan Park.  The plan will identify catchment and waterway management actions to improve the water quality within Lake Glenmaggie.	✓			✓	✓	✓	
5	IWM Plans required for new developments  <i>Link with Latrobe City Council</i>	Policy update	Development-scale IWM plans provide a 'place based' approach that considers the impacts of urbanisation (and impervious surfaces) on urban hydrology and receiving environments.  An IWM plan would identify alternative water source and stormwater treatment opportunities as well as considering water's role in enabling amenity and liveability outcomes. The policy would set IWM objectives and metrics for new developments. <i>Possible case study: Yarram West Industrial Area and Maffra</i>	✓		✓	✓	✓	✓	✓
6	Stormwater offset schemes for urban developments  <i>Link with Latrobe</i>	Policy update	A stormwater offset scheme would allow developers to pay a contribution to fund stormwater management works elsewhere in the catchment if such works are not practical within the development itself e.g. infill developments or areas where the available space is restricted. The collected funds could then be put toward community IWM projects such as Flooding Creek masterplan works (North Sale) or Merrimarr's Creek improvements.	✓			✓		✓	✓

	IWM Opportunity	Type	Description	Water supply	Wastewater	Flooding	Healthy waterways	Healthy landscapes	Community values	Economic benefit
7	Community funded sewerage scheme <i>Link with Latrobe</i>	Policy update	Lack of reticulated sewerage infrastructure can be a barrier to the development of smaller towns. Longford was an example discussed. A 'user-pays' approach – where landowners contribute ~ \$10k for a pressure sewer pump reducing Gippsland Water costs- provides an opportunity for property owners to have sewerage extended to their property. Such a scheme has been trialled successfully by South Gippsland Water in Alberton.							
8	Community flood awareness and preparedness communication program <i>Link with Latrobe</i>	Communication / education program	Floods are a persistent risk in the Wellington Shire and community awareness and preparedness is a contributor to limiting injury or death. A flood awareness and preparedness program could inform communities of types of flood risk, notifications for flood warnings and suitable responses (similar to those during fire season). While existing residents may be aware of flood risks, education for new residents or visitors is also needed. E.g. Honeysuckles require residents to submit flood response plans and climate response plans. The program would require collaboration between the SES and CMA to undertake coordinated awareness building actions in targeted areas. Associated actions may include planning scheme updates to reflect latest modelling and climate change information.							
9	Specific flood studies	Investigation	Specific flood studies, to understand the extent and nature of flood risk were discussed for the townships of Briagolong and Maffra							

	IWM Opportunity	Type	Description	Water supply	Wastewater	Flooding	Healthy waterways	Healthy landscapes	Community values	Economic benefit
10	Maffra stormwater harvesting scheme <i>SDS IWM Opportunity</i>	Options analysis	<i>From SDS: Maffra currently relies on water from the Macalister Irrigation District to water open spaces. Stormwater harvesting presents an opportunity to utilise an alternate water source, improving the town's water security. Stormwater harvesting also contributes to issues with overland flows from farms that is identified in the local floodplain management strategy. Some options to be evaluated include detention basins and inland storage</i>	✓		✓	✓	✓	✓	
11	Urban waterway management strategy <i>Link with Latrobe</i>	Plan / strategy	An urban waterway strategy could guide collaboration between the CMA, Council and the community as they collaborate to improve urban waterway quality and associated environmental and community values. The plan would outline actions and responsibilities in managing the waterway, including how to manage delineation of responsibilities while working together. Success story examples: Catchment scale stormwater offsets (Option 7) Heyfield W/L collaboration and engagement with schools and community Linking flooding creek and linear park			✓	✓	✓	✓	
12	Retarding basin multi-use design guideline <i>Link with Latrobe</i>	Design guideline	Retarding basins (RB) perform a critical flood mitigation function. There is an opportunity for some RBs to deliver multiple uses including housing wetlands, contributing high-quality green open space or holding water for reuse. A design guideline would provide principles to incorporate amenity and liveability values into existing and new RBs.			✓		✓	✓	

	IWM Opportunity	Type	Description	Water supply	Wastewater	Flooding	Healthy waterways	Healthy landscapes	Community values	Economic benefit
13	Wetland management and maintenance	Policy support	Council have recently completed an audit of constructed wetlands within the municipality and have commissioned management and maintenance plans. The opportunity here is to implement a policy that supports the ongoing maintenance of wetland (and other constructed assets) to ensure they maintain function and aesthetic value.				✓	✓		
14	Strategy for collaboration and with Indigenous groups and incorporating Traditional Owner knowledge into Council planning  <i>Link with Latrobe</i>	Policy / Memorandum of Understanding	There is an opportunity to celebrate Aboriginal connection to water and establish a protocol for on-going collaboration between Council, GLaWAC and DELWP. The aim of the policy will be to set up a process (primarily with DELWP and local Councils) that continues to 'mine' the work of GLaWAC in their ongoing documentation as part of this and other projects (particularly the review of the Sustainable Water Strategies with DELWP) to ensure Council gets the benefit of that information without overburdening GLaWAC. This may take the form of an MoU between Wellington, DELWP and other local Councils.				✓	✓	✓	

	IWM Opportunity	Type	Description	Water supply	Wastewater	Flooding	Healthy waterways	Healthy landscapes	Community values	Economic benefit
15	New Environmental Significance Overlays (ESO)	Advocacy / Policy	<p>Waterways that deliver potable water including Thomson River (downstream of Cowwarr) and Macalister River (downstream of Lake Glenmaggie to the Maffra offtake) are not currently covered by ESO. There is an argument that these reaches are environmentally and socially significant and deserve additional protection.</p> <p>An ESO triggers planning permits and referrals and will give Council greater control over land use activities in those catchments and along those reaches. The action is to identify locations where ESO's would protect an existing value and to set out a process to formalise that protection.</p>	✓			✓	✓	✓	
16	Emergency response and resilience plan for drought and fire  <i>Link with Latrobe</i>	Plan / strategy	<p>Fire and drought significantly impact water supplies, particular for smaller towns and communities. In the past firefighting has severely depleted water storages leaving communities with shortages and vulnerable to additional shocks.</p> <p>An emergency response plan for water resources would improve resilience and prepare communities to respond and recover from future emergency scenarios.</p>	✓					✓	✓

	IWM Opportunity	Type	Description	Water supply	Wastewater	Flooding	Healthy waterways	Healthy landscapes	Community values	Economic benefit
17	Open space water efficiency / management plan	Plan / strategy	<p>Green open spaces greatly enhance the liveability and amenity of Wellington towns. Maintenance of open space is a priority for Council; however, water availability is a current and future challenge. It is critical that Council combine planting and watering to deliver a cost effective and sustainable maintenance program and meets Community expectations.</p> <p>An irrigation plan for open space would:</p> <ul style="list-style-type: none"> <li>Provide guidance on potable water saving measures including alternative water source opportunities, passive irrigation, warm-season grass and irrigation system upgrades</li> <li>Develop and document a drought-tolerant plant palette</li> <li>Outline a sustainable watering regime for dry periods that identifies priority open spaces</li> <li>Assess future water demands of implementation of Council plans such as the Open Space Strategy and proposed green corridors</li> </ul>	✓				✓	✓	✓

	IWM Opportunity	Type	Description	Water supply	Wastewater	Flooding	Healthy waterways	Healthy landscapes	Community values	Economic benefit
18	Technical guidelines for WSUD in new developments and redevelopments. <i>Link with Latrobe</i>	Policy	A WSUD policy would define in detail the WSUD options and requirements for all land developments and redevelopments to meet Victorian Planning Provision IWM and stormwater quality requirements. This may be included within the Infrastructure Design Manual (IDM). The guidelines would improve the transparency of the requirements for both developers and council officers, while also providing options where appropriate. This opportunity could also extend to defining requirements for Council's capital projects e.g. requiring the inclusion of WSUD in road, car park and/or streetscape renewal and new buildings or building redevelopments.	✓			✓		✓	
19	Waterwise Council Program <i>Link with Latrobe</i>	Communication / education program	The opportunity is to initiate a 'Waterwise' program that enhances Council and community water literacy to ultimately support improved water use efficiency. The program will facilitate better communication and understanding of water use in the home and community, the value of irrigating public spaces (in drought), the urban water cycle and how we can use 'alternative' water sources, and how WSUD seeks to protect natural values. This program could also include Traditional Owner values to further support that content.	✓			✓	✓	✓	

Attachment E  
Opportunity assessment

Co-design opportunities

Opportunity	Description	Preliminary assessment		SDS Outcomes supported						
		Urgency	Importance	Water supply	Wastewater	Flooding	Healthy waterways	Healthy landscapes	Community values	Economic benefit
Integrated Water Management Policy for urban development	<p><b>Long List #17, 20, 26, 16 (LCC), 24 (WSC)</b></p> <p>Victorian Planning Provisions (VPP) require developers to meet best practice environmental management (BPEM) stormwater quality requirements and integrated water management (IWM) objectives (Clause 56). The current approach to meeting VPP requirements appears to be relatively ad-hoc and a more robust policy may be appropriate to ensure they are met.</p> <p>The opportunity is to develop a policy that ensures development understands the impact of urbanisation on hydrology and receiving environments, while providing clarity on how to achieve the VPP requirements</p> <p>Development of the policy would consider a range of issues including:</p> <ul style="list-style-type: none"> <li>The requirement for IWM plans to be submitted as part of the development approval process to ensure development is consistent with Council's IWM objectives.</li> <li>Providing guidance as to the options open to developers to meet VPP requirements including if/where specific things are required in response to local conditions (e.g. mandating rainwater tanks on new developments was discussed during the workshop).</li> <li>The policy would be supported by the Infrastructure Design Manual (IDM) that provides guidance on WSUD requirements and designs and could include requirements for Council's capital projects e.g. roads, car parks, streetscape and new buildings and retrofits. In this way the policy could drive internal capacity building.</li> <li>The use of offsets. This will be developed in collaboration with DELWP who are preparing guidance (in progress) e.g. where developers pay a contribution to fund community IWM projects elsewhere in the catchment.</li> </ul> <p>Key to this policy development will be a social campaign to bring councillors and community on board so this will be signed off and enforced (see below)</p>	H	H	✓	✓	✓	✓	✓	✓	✓

Opportunity	Description	Preliminary assessment		SDS Outcomes supported						
		Urgency	Importance	Water supply	Wastewater	Flooding	Healthy waterways	Healthy landscapes	Community values	Economic benefit
Waterwise Communities education program	<p><b>Long list #8, 10</b></p> <p>The opportunity is to develop a 'Waterwise' program to improve Council and community water literacy. The project would aim to support the community valuing water resources, particularly in the urban context, such that Council and partner agency actions are supported. The program will communicate best practice in the home and community to achieve the plan's aims.</p> <p>In the workshop, it was suggested that there is an opportunity to adopt lessons in social messaging from the health sector with an option to tailor this for specific communities including Aboriginal knowledge. Gippsland Water and Southern Rural Water will be key partners (Gippsland water have an existing water education program). An important question will be the geographical scope of the program.</p> <p><i>This opportunity was strongly supported in the workshop</i></p>	M	H	X			X	X	X	X
Wetland management and maintenance	<p><b>Long List # 27</b></p> <p>This opportunity is to implement a policy to build internal capacity for the management of constructed natural assets including waterways and wetlands, providing guidance and support for ongoing maintenance activities to ensure they maintain function and aesthetic value. Wellington Shire Council have recently completed an audit of constructed wetlands within the municipality and have commissioned management and maintenance plans. Latrobe City Council have been organising training sessions with other local councils to learn more about these issues. There is therefore an opportunity for councils to collaborate to share knowledge across this space.</p>	H	H			✓	✓			
Incorporating and sharing Traditional Owner knowledge	<p><b>Long list #31</b></p> <p>Aboriginal groups have an active partnership with DELWP in managing wilderness areas and contributing their traditional knowledge to water strategy projects. GLaWAC are also undertaking an ongoing project to capture and document traditional knowledge. There is an opportunity to celebrate Aboriginal connection to water and to establish a process for on-going collaboration between Council, GLaWAC and DELWP without overburdening GLaWAC. This may take the form of an MoU between Wellington, DELWP and other local Councils to 1) mine information generated within DELWP's Sustainable Water Strategy project and 2) Design an ongoing process with GLaWAC to share future information.</p>	M	H				✓	✓	✓	✓

**Wellington Shire opportunities**

Opportunity	Description	Preliminary assessment		SDS Out comes supported						
		Urgency	Importance	Water supply	Wastewater	Flooding	Healthy waterways	Healthy landscapes	Community values	Economic benefit
Stormwater harvesting at Yarram Wetlands  <i>Concept Design</i>	<b>Long list #5</b> Yarram Wetland is a valued community asset with habitat and biodiversity significance. The opportunity is to harvest stormwater from this wetland for open space irrigation (along the Trail Reserve or up to the Main Oval) to reduce potable demand within the Yarram township. Maintaining the amenity and function of the wetland will be an important consideration. The project would include a new wetland asset, waterway realignment and an investigation into the feasibility of stormwater harvesting, in particular, for irrigation of the Yarram Oval, main road median strip and gardens.  <i>A feasibility study and concept design will be developed for the IWM Plan.</i>	H	H	✓			✓	✓	✓	✓
Flooding Creek Linear Park	<b>Long List # 30</b> The opportunity is to update the Flooding Creek Masterplan to guide the co-ordinated development of land within the Flooding Creek catchment and along the creek itself. The aim of the Masterplan will be to ensure that Flooding Creek is a valuable social and natural asset that integrates other water quality and amenity assets.	H	H	✓		✓	✓	✓	✓	
Draft Environmental Significance Overlays (ESO)	<b>Long List #23</b> Waterways reaches including the Thomson River (downstream of Cowwarr) and Macalister River (downstream of Lake Glenmaggie to the Maffra offtake) are essential elements of the region's water supply network. While these reaches are environmentally and socially significant, they are not currently covered by ESO's. An ESO would trigger additional planning requirements including planning permits and referrals, giving Council greater control over land use activities in those catchments and along those reaches.  This opportunity is to work with the CMA and Gippsland Water to identify locations where ESO's would be appropriate (to protect potable water supply and quality) and to formalise that protection. Part of the opportunity is to investigate if improved waterway health could conceivably reduce downstream treatment requirements, with an associated economic benefit.  Latrobe City planners have been through this process and the development should incorporate learning from that.	M	M	✓			✓	✓	✓	✓

Opportunity	Description	Preliminary assessment		SDS Out comes supported							
		Urgency	Importance	Water supply	Wastewater	Flooding	Healthy waterways	Healthy landscapes	Community values	Economic benefit	
Open space water efficiency / management plan	<p><b>Long list #28</b></p> <p>Green spaces enhance liveability, amenity and wellbeing within the Shire of Wellington's towns. Maintenance of open space is a priority for Council, however water availability to maintain those service levels is and will be a challenge. Council will combine planting and watering to deliver a cost effective and sustainable greening program that meets Community expectations. This opportunity is an investigation into alternative water supply opportunities across Wellington townships to irrigate open space, support tree growth and green boulevards. This will be developed in collaboration with Council's Darren Randle and will include working with Gippsland Water to identify a Class C water supply.</p>	M	M	✓					✓	✓	✓

Attachment F  
Stormwater and pollutant balance modelling

# 1 Impervious fraction inputs

## 1.1 Heyfield

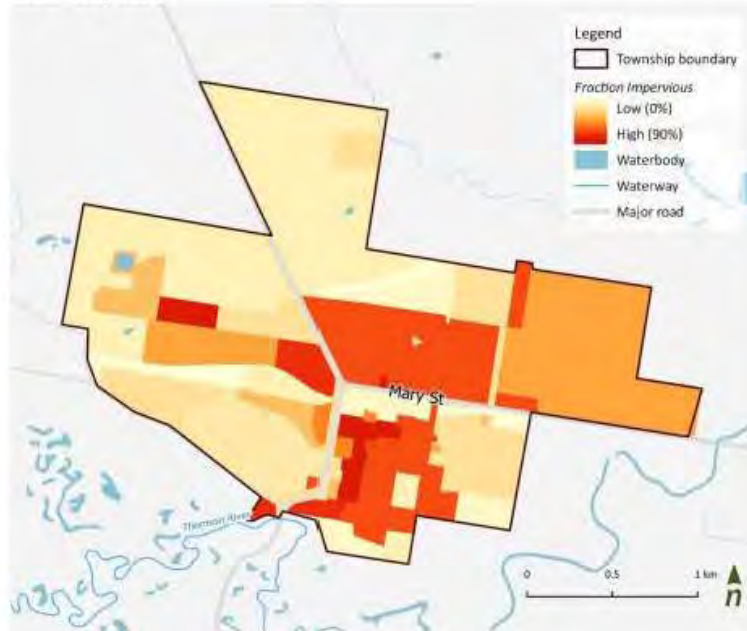


Figure D1. Heyfield Current Imperviousness

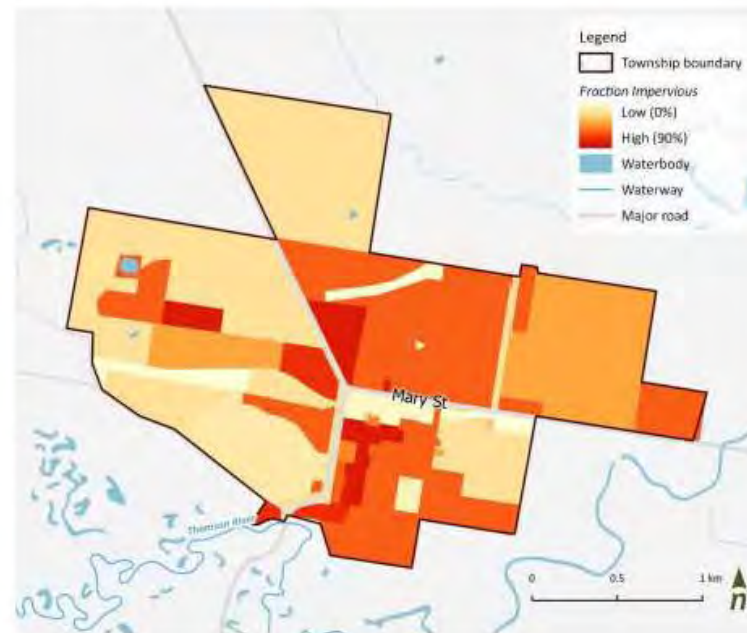
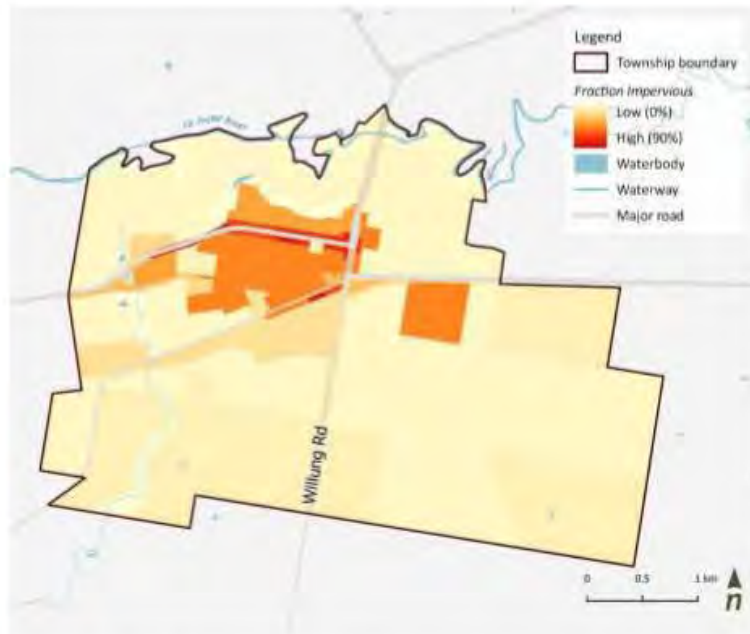


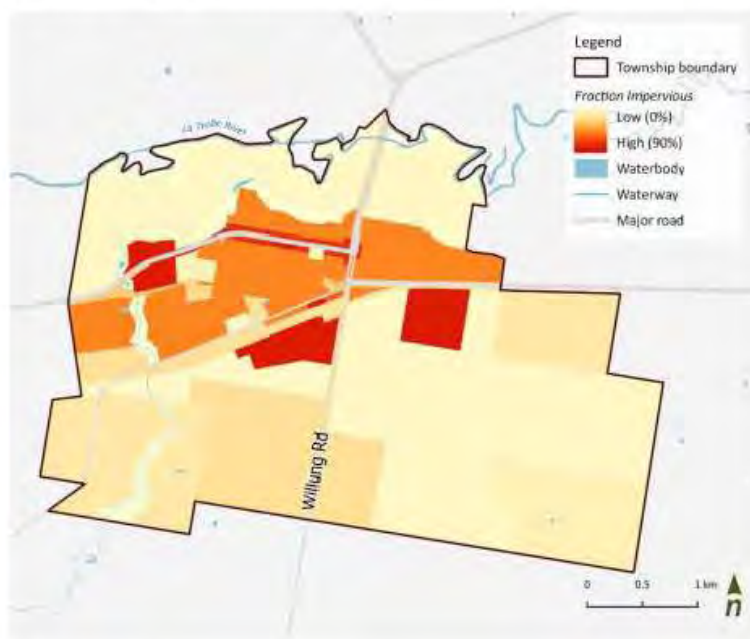
Figure D2. Heyfield Future Imperviousness

Wellington Shire Council IWM Plan 2020-2030

## 1.2 Rosedale



**Figure D 3.** Rosedale Current Imperviousness



**Figure D 4.** Rosedale Future Imperviousness

Wellington Shire Council IWM Plan 2020-2030

### 1.3 Sale

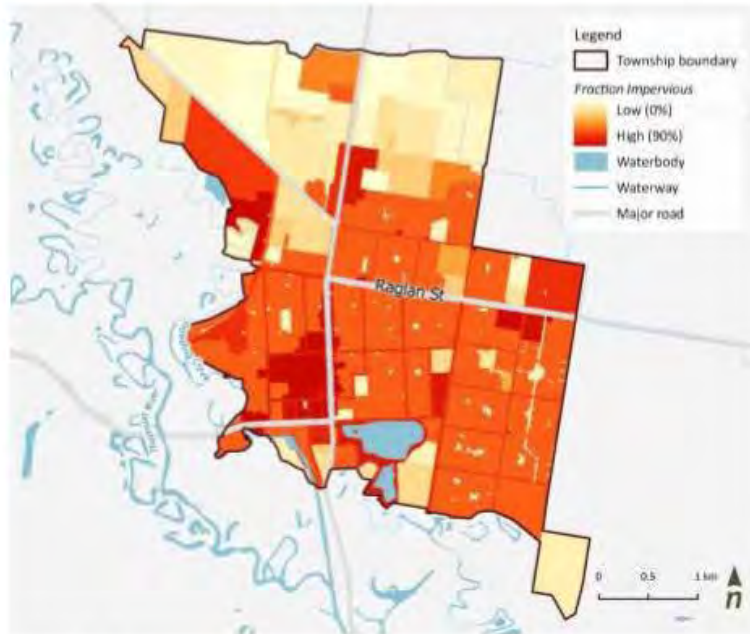


Figure D 5. Sale Current Imperviousness

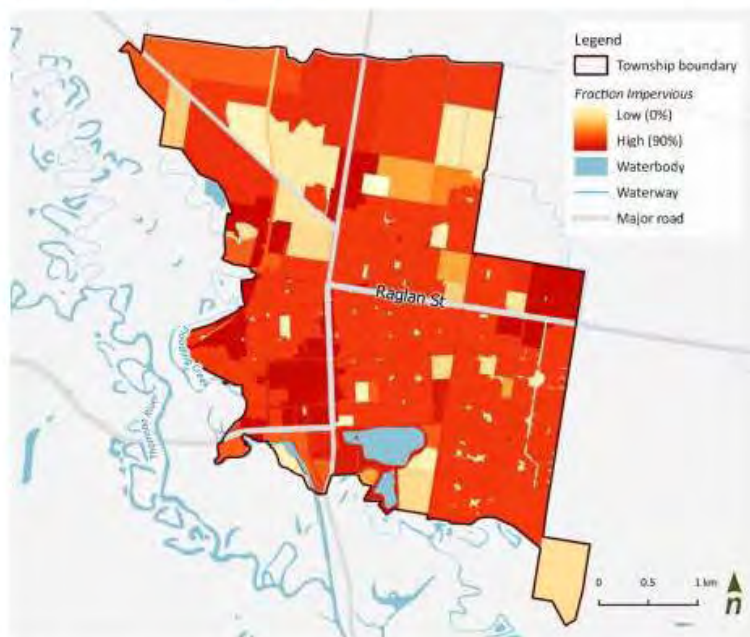


Figure D 6. Sale Future Imperviousness

Wellington Shire Council IWM Plan 2020-2030

#### 1.4 Maffra, Stratford, Yarram

For these towns, the existing development has been modelled.

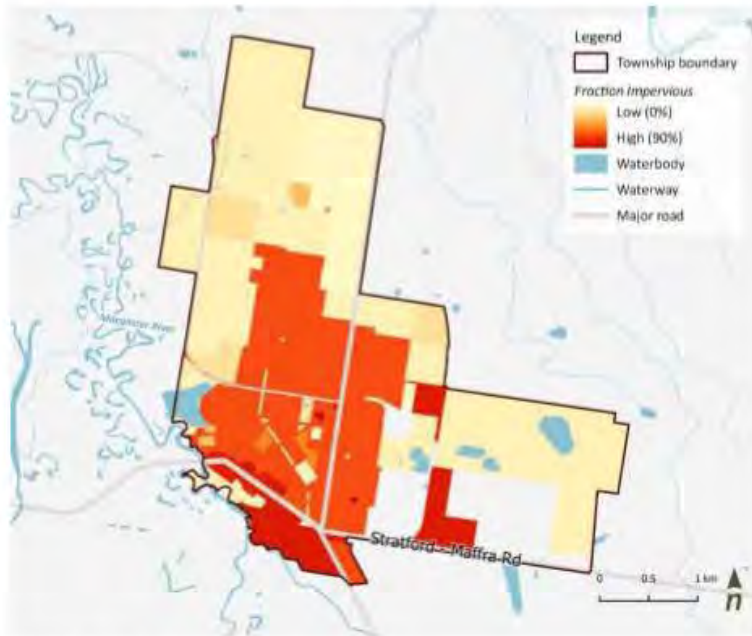


Figure D 7. Maffra Current Imperviousness

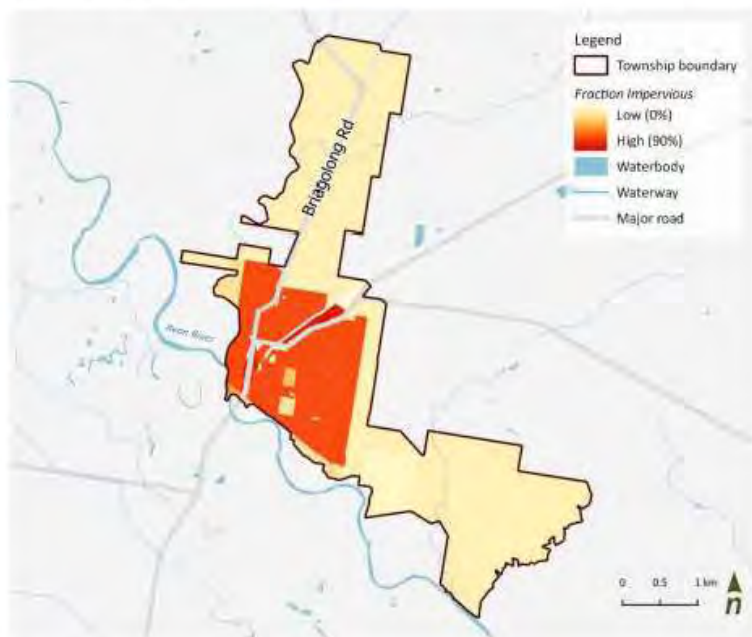
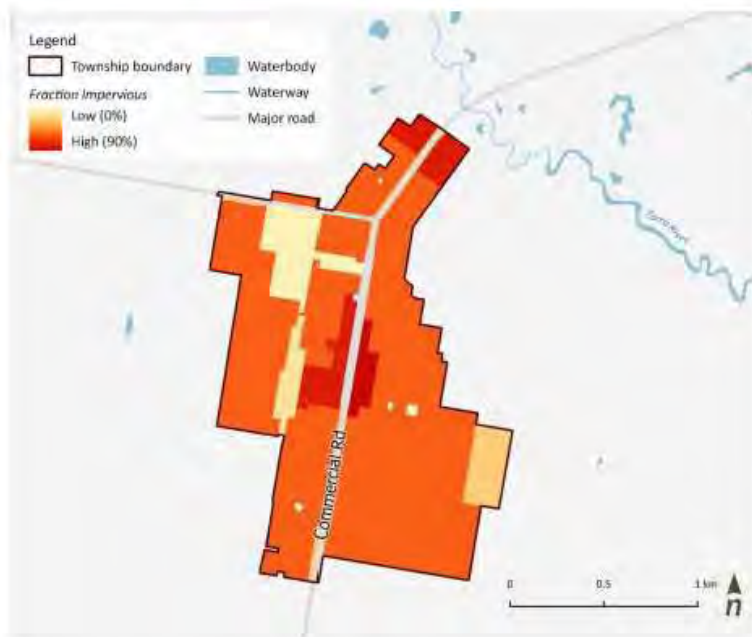


Figure D 8. Stratford current Imperviousness



**Figure D.9.** *Yarram Current Imperviousness*



## 2 Model inputs and meteorology

**Table D.1.** Wellington MUSIC model inputs

Town	Area (ha)	Current R%	Future R%	Representative years*	Rainfall (mm/year)	PET# (mm/year)
Heyfield	521	28%	37%	1956-1965	587	1033
Rosedale	1622	12%	19%			
Salisbury	1490	47%	60%			
Maffra	1213	31%	-			
Stratford	1200	23%	-	1970-1979	707	992
Yarram	238	55%	-			

\*10-year period with average rainfall close match to long term average

# Areal potential evapotranspiration from monthly "based on a standard 30-year climatology (1960-1990)"

### 3 Model results

#### 3.1 Heyfield

Table D 2. Heyfield MUSIC results

	Run off (ML/year)	Total Suspended Solids (kg/year)	Total Phosphorus (kg/year)	Total Nitrogen (kg/year)	Gross Pollutants (kg/year)	Rainfall in (ML/year)	ET loss (ML/year)
Forested (pre-1750 land use)	2,250	29,900	79	1,790	0	8,250	6,009
Current land use	3,470	402,000	1,050	8,960	83,100	8,250	4,789
Future land use	4,300	672,000	1,500	11,600	132,000	8,250	3,959
Change current > future	830	270,000	450	2,640	48,900	0	-830
	24%	67%	43%	29%	59%	0%	-17%

#### 3.2 Rosedale

Table D 3. Rosedale MUSIC results

	Run off (ML/year)	Total Suspended Solids (kg/year)	Total Phosphorus (kg/year)	Total Nitrogen (kg/year)	Gross Pollutants (kg/year)	Rainfall in (ML/year)	ET loss (ML/year)
Forested (pre-1750 land use)	503	6,960	27.7	386	0	9,518	9,025
Current land use	1,360	197,000	481	3,560	39,000	9,518	8,168
Future land use	1,860	301,000	700	5,020	73,300	9,518	7,669
Change current > future	500	104,000	219	1,460	34,300	0	-499.65
	37%	53%	46%	41%	88%	0%	-6%

#### 3.3 Sale

Table D 4. Sale MUSIC results

	Run off (ML/year)	Total Suspended Solids (kg/year)	Total Phosphorus (kg/year)	Total Nitrogen (kg/year)	Gross Pollutants (kg/year)	Rainfall in (ML/year)	ET loss (ML/year)
Forested (pre-1750 land use)	462	8,743	8290.38	7,840	16.9	334	0
Current land use	3,540	680,000	5,209	680,000	1,440	9,940	163,000
Future land use	4,390	823,000	4,356	823,000	1,700	12,900	197,000
Change current > future	850	143,000	-852.38	143,000	260	2960	34000
	24%	21%	-16%	21%	18%	30%	21%

### 3.4 Maffra, Stratford, Yarram

**Table D5. Maffra MUSIC results**

	Run off (ML/year)	Total Suspended Solids (kg/year)	Total Phosphorus (kg/year)	Total Nitrogen (kg/year)	Gross Pollutants (kg/year)	Rainfall in (ML/year)	ET loss (ML/year)
Forested (pre-1750 land use)	376	6,380	13.8	272	0	7,118	6,749
Current land use	2,030	359,000	804	5,620	92,000	7,118	5,094

**Table D6. Stratford MUSIC results**

	Run off (ML/year)	Total Suspended Solids (kg/year)	Total Phosphorus (kg/year)	Total Nitrogen (kg/year)	Gross Pollutants (kg/year)	Rainfall in (ML/year)	ET loss (ML/year)
Forested (pre-1750 land use)	372	4,520	14.2	272	0	7,041	6,677
Current land use	1,580	278,000	604	4,370	67,200	7,041	5,462

**Table D7. Yarram MUSIC results**

	Run off (ML/year)	Total Suspended Solids (kg/year)	Total Phosphorus (kg/year)	Total Nitrogen (kg/year)	Gross Pollutants (kg/year)	Rainfall in (ML/year)	ET loss (ML/year)
Forested (pre-1750 land use)	212	4,300	8.45	163	0	1,683	1,484
Current land use	862	157,000	335	2,360	34,600	1,683	827

**Attachment G**  
**Town scale water balance summaries**

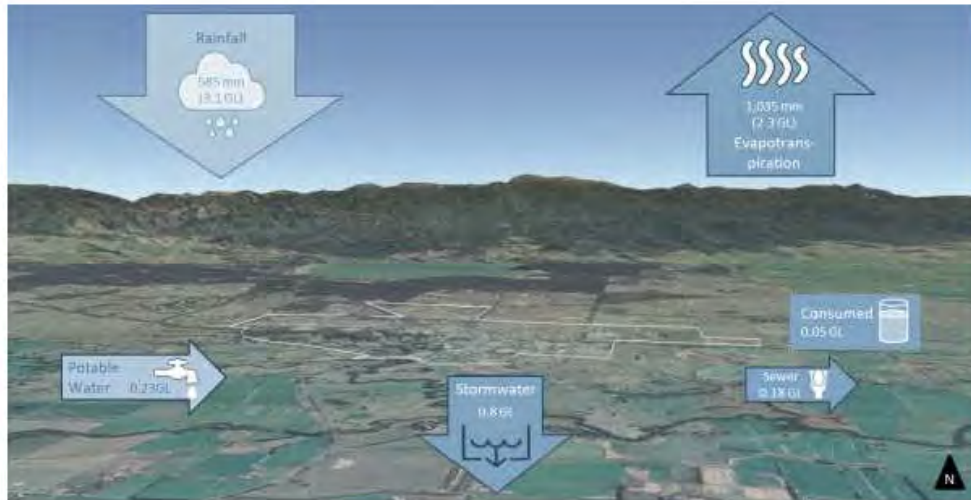


Figure 25. Heyfield Water Balance Diagram

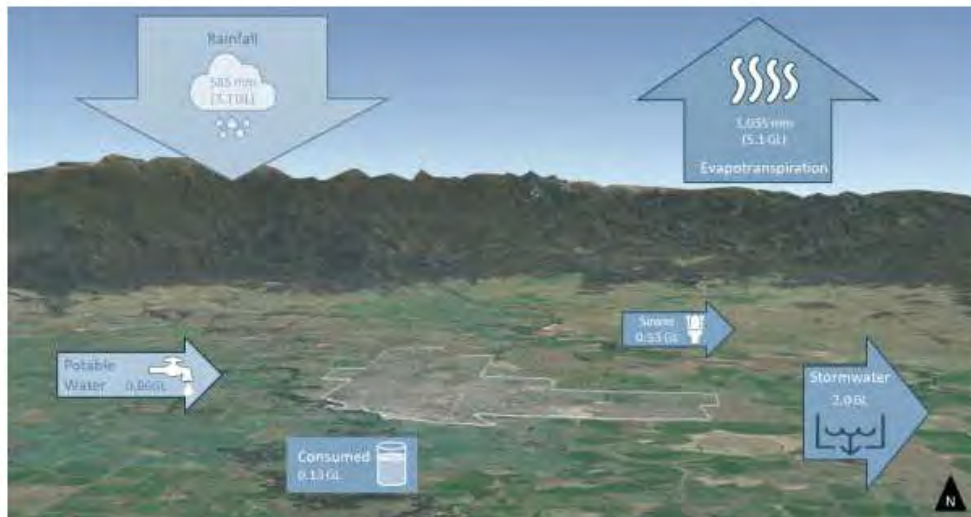


Figure 26. Maffra Water Balance Diagram

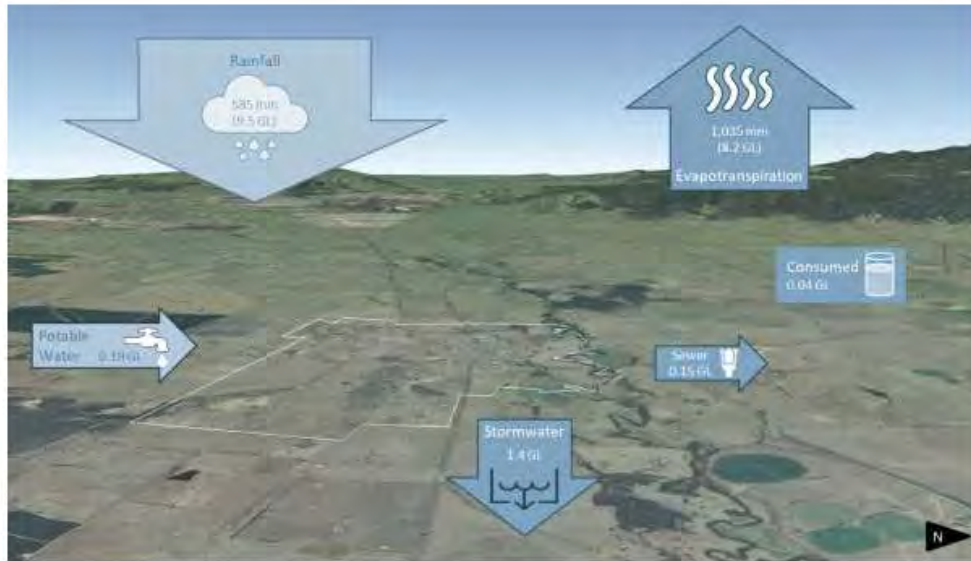


Figure 27. Rosedale Water Balance Diagram

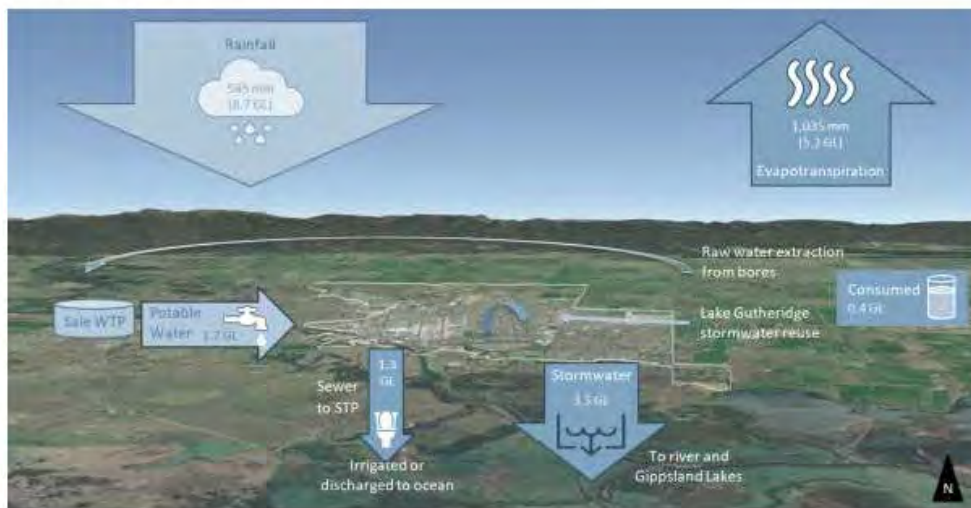


Figure 28. Sale Water Balance Diagram

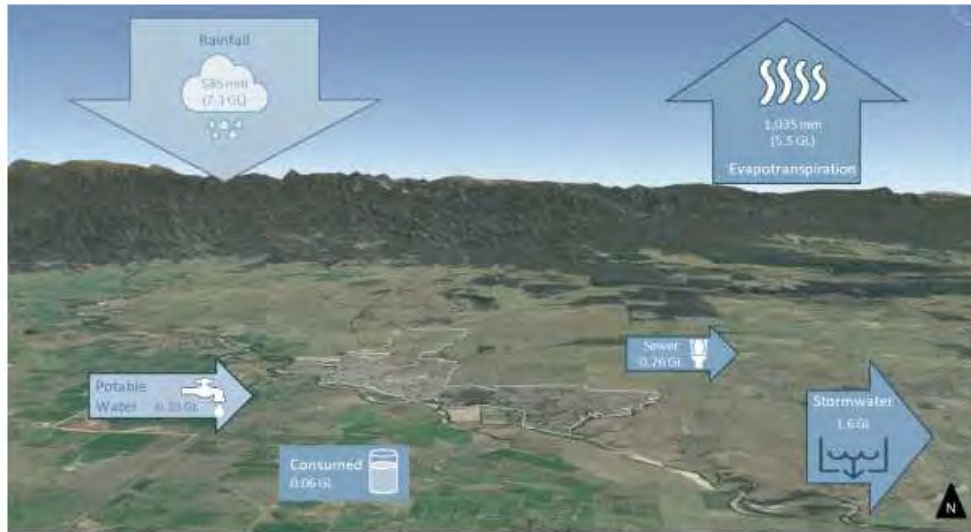


Figure 29. Stratford Water Balance Diagram



Figure 30. Yarram Water Balance Diagram



**Sale Service Centre**

18 Desailly Street, Sale, Victoria 3850  
Telephone 1300 366 244

**Yarram Service Centre**

156 Grant Street, Yarram, Victoria 3971  
Telephone 03 5182 5100

[www.wellington.vic.gov.au](http://www.wellington.vic.gov.au)  
[enquiries@wellington.vic.gov.au](mailto:enquiries@wellington.vic.gov.au)



**ITEM C4.8****PLACE NAMES COMMITTEE**

DIVISION: BUILT AND NATURAL ENVIRONMENT

ACTION OFFICER: MANAGER ASSETS AND PROJECTS

DATE: 15 SEPTEMBER 2020

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

**OBJECTIVE**

The purpose of this report is for Council to receive and consider the minutes from the Place Names Committee meeting held on 11 August 2020.

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

- 1. Council receive and note the minutes of the Place Names Committee meeting held on 11 August 2020;***
- 2. The name BUNTINE be added to the Council Approved Road Names Register, in recognition of Agnes Buntine, a prominent female settler and pioneer of the district;***
- 3. The private road at 260 Maffra-Newry Road, Maffra, be named COLLINGS PLACE in memory of Helen Collings;***
- 4. Showcourt A at Cameron Sporting Complex, Maffra, be named YVONNE HIGGINS SHOWCOURT in recognition of her contribution towards the Maffra basketball community; and***
- 5. Council develop a policy for the naming of community facilities and infrastructure.***

**BACKGROUND**

The Place Names Committee is an advisory committee that meets quarterly to make recommendations to Council on geographical place name issues.

**OPTIONS**

Council has the following options available:

1. To receive the minutes of the Place Names Committee and consider each of the recommendations; or
2. Seek further information and consider at a future meeting.

## PROPOSAL

That:

1. Council receive and note the minutes of the Place Names Committee meeting held on 11 August 2020; and
2. The name BUNTINE be added to the Council Approved Road Names Register, in recognition of Agnes Buntine, a prominent female settler and pioneer of the district; and
3. The private road at 260 Maffra-Newry Road, Maffra, be named COLLINGS PLACE in memory of Helen Collings; and
4. Showcourt A at Cameron Sporting Complex, Maffra, be named YVONNE HIGGINS SHOWCOURT in recognition of her contribution towards the Maffra basketball community; and
5. Council develop a policy for the naming of community facilities and infrastructure.

## CONFLICT OF INTEREST

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

## LEGISLATIVE IMPACT

The Local Government Act 1989 provides Council the power to approve, assign or change the name of a road. Council in exercising this power must act in accordance with the guidelines provided for under the Geographical Place Names Act 1998.

## COUNCIL PLAN IMPACT

The Council Plan 2017-21 Theme 1 Communities states the following strategic objective and related strategy:

**Strategic Objective 1.3:** *"Strengthen community identity by promoting our heritage and history and appreciation for small town rural living."*

Strategy 1.3.1: *"Recognise, celebrate and promote the diverse shared heritage and history of Wellington Shire."*

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

**Strategic Objective 6.2:** *"Community engagement and customer service excellence is central to Council's decision making process."*

Strategy 6.2.3: *"Ensure sound processes are in place to facilitate input into Council deliberations and decision making."*

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



**PLACE NAMES COMMITTEE MEETING**

**11 AUGUST 2020**

**AT 2:00 PM**

**VIA SKYPE**

**MINUTES**

---

**ATTENDEES:**

Councillor Darren McCubbin (Chair)  
Councillor Gayle Maher  
Councillor Scott Rossetti  
Dean Morahan (Manager Assets & Projects)  
Sandra Rech (Coordinator Asset Management)  
James Blythe (GIS Officer)

**APOLOGIES:** Nil

**MEETING OPENED:** 2:00pm

**CONFLICT OF INTEREST:** Nil

**1.0 CONFIRMATION OF MINUTES FROM PREVIOUS MEETING**

It was moved:  
Cr Maher/Cr Rossetti

That the minutes of the previous Place Names Committee meeting on 12 May 2020 be accepted.

**CARRIED**

**2.0 CURRENT ISSUES**

**2.1 Street addressing issues, Earl Street, Woodside**

There are several issues regarding Earl Street, Woodside (see attached). The street numbering is not consistent and the constructed road segments are not contiguous.

It was moved at the May 2016 Place Names Committee meeting that a letter be sent to the Yarram Historical Society, Woodside Cemetery Trust and Woodside Primary School asking for road name submissions with a connection to the Woodside area and that Councillors arrange a road trip to visit the area.

Suggested names:

- Brennan – large property owner in Woodside
- Collins – large property owner in Woodside and local hotelier
- Buntine – prominent settler in the district. His wife gave birth to the first white child born in Gippsland.

It was moved at 8 August 2017 Place Names Committee meeting that the proposed names BRENNAN, COLLINS and BUNTINE be considered, along with the name LEAR from the ANZAC Commemorative Project; and  
That the Committee visit the Woodside area to view the roads.

It was moved at 14 November 2017 Place Names Committee meeting that the section of Earl Street east of High Street and ending at Queen Street, remain named as EARL STREET; and  
That the trafficable section of Earl Street west of High Street, Woodside, be renamed BUNTINE ROAD after a prominent settler in the district; and  
That the section of Earl Street north of Victoria Street be renamed LEAR LANE after Eric Nightingale Lear, who died in France during the First World War and is commemorated on the Won Wron State School honour roll; and  
That all properties accessing these sections of road be advised of this proposal and that it be advertised and that if no negative response is received within 30 days then apply to the Registrar of Geographic Names to formalise these names.

Letters were sent to the affected residents and one letter of objection has been received. See attachment.

It was moved at 27 February 2018 Place Names Committee meeting that

- (i) Apply to the Registrar of Geographic Names for the trafficable section of Earl Street west of High Street to be renamed Buntine Road; and
- (ii) The section of Earl Street north of Victoria Street be renamed Lear Lane; and
- (iii) Letters be sent to affected property owners outlining the history behind the names selected.

On 20 March 2018, Council endorsed the above and the names were submitted to the Office of Geographic Names and are awaiting approval.

It was moved at 8 May 2018 Place Names Committee meeting that a letter be sent to the objector advising of the appeals process of Geographic Names Victoria as outlined in the Naming Rules for Places in Victoria and that this item remains open.

A letter was sent to the objector advising of the appeals process. Geographic Names Victoria has received a letter of appeal and no further advice has been received.

It was moved at 14 August 2018 Place Names Committee meeting that this item remains open.

Correspondence was received from Geographic Names Victoria and in response at the November 2018 Place Names Committee meeting it was decided that Councillor McCubbin

and Councillor Maher make contact with local historians for further information and at the February 2019 Place Names Committee meeting that this item remains open.

Following historical information received from several local historians that Agnes Buntine was worthy of recognition, it was moved at the 25 May 2019 Place Names Committee meeting that a letter be written to Geographic Names Victoria to reaffirm the decision to rename the trafficable section of Earl Street west of High Street, Woodside, BUNTINE ROAD. No further correspondence has been received.

It was moved at the 3 December 2019 Place Names Committee meeting that this item remains open.

Geographic Names Victoria has noted that there is a similar sounding name 'Bunting Track' in Blackwarry, 25km away from the proposed Buntine Lane, which under the duplicate name rule may be considered a potential risk to public safety.

It was moved at the 11 February 2020 Place Names Committee meeting that Councillor McCubbin contact the Woodside Primary School and request that the school children or school council propose road name suggestions to add to the Council Approved Road Names Register for use on roads in the Woodside area.

Due the coronavirus pandemic and the forced closure of schools, the above action has been put on hold.

It was moved at the 12 May 2020 Place Names Committee meeting that this item remains open. A check of names on the Council Approved Road Name Register showed no available names for the local area, and the Wellington names do not meet the no-duplicate name rule.

**It was moved:  
Cr McCubbin/Cr Maher**

**That:**

- **A letter be written to Woodside Primary School, inviting the school children or school council to submit road name suggestions to add to the Council Approved Road Names Register for use on roads in the Woodside area; and**
- **The name BUNTINE be added to the Council Approved Road Names Register, in recognition of Agnes Buntine, a prominent female settler and pioneer of the district.**

**CARRIED**

## **2.2 Government Road off Dalmore Road, Dargo**

There is a road that is being formally created as part of the Dalmore Road, Dargo road exchange and part of this road is incorrectly shown on plans as Government Road which will not be accepted by the Titles Office.

It was moved at the 25 May 2019 Place Names Committee meeting that a letter be sent to GLAWAC to seek an appropriate cultural name to the Dargo area before the next meeting.

A letter was sent to GLAWAC and has been raised with GLAWAC officers although no correspondence or response has been received to date.

It was moved at the 3 December 2019, 11 February 2020 and 12 May 2020 Place Names Committee meetings that this item remains open.

There has been no response from GLAWAC to date. There are names on the Council Approved Road Name Register for the Dargo area available for selection (and meeting the no-duplicate name rule), being:

Armstrong (Dargo) – suggested by Dargo Heritage Museum  
Dodds (Dargo) – ANZAC name  
Higgins (Dargo) – ANZAC name  
Kelly (Dargo) – ANZAC name  
See (Dargo) – ANZAC name  
Lasich (Lower Dargo) – suggested by Dargo Heritage Museum  
Watt (Lower Dargo) – suggested by Dargo Heritage Museum  
Walsh (Upper Dargo) – suggested by Dargo Heritage Museum

**It was moved:  
Cr Rossetti/Cr Maher**

**That a letter be written to Dargo Heritage Museum, requesting that they nominate a name for the government road off Dalmore Road from either a shortlist of names or suggest a name after a prominent or notable woman from the area; and**

- **Request that some brief background information be provided for the names that had been previously been submitted; and**
- **As part of the 'Put Her Name on It Campaign', suggest suitable names of notable women of the district worthy of recognition and provide some supporting information with those names.**

**CARRIED**

### **2.3 Proposed naming of Government road off Swans Road, Munro**

A request has been received to name a government road off Swans Road in Munro, Schmidt Road. As the name Schmidt sounds similar to Smith Street, Briagolong, it does not meet the duplicate name rule hence the proponent was requested to suggest another name, either from the Approved Road Name Register or a new name.

The proponent has proposed 'Gum Tree Road' as there is a gum tree along the road. Other names suggested are 'Great Northern Road' and 'Northern Road'.

There are 8 properties adjacent to this government road, 4 of which are addressed to Munro-Stockdale Road and 4 of which are addressed to Swans Road.

It was moved at the 11 February 2020 Place Names Committee meeting that a letter be sent to adjoining property owners of the unnamed road off Swans Road, Munro, recommending that the unnamed road be named GUM TREE GROVE, and if no objections are received within 30 days, then the name will be registered with Geographic Names Victoria.

Letters were sent to adjoining property owners and no objections were received. Gum Tree Grove was registered with Geographic Names Victoria, to be gazetted on 7 May 2020.

It was moved at the 12 May 2020 Place Names Committee meeting that this item remains open until the road is gazetted. Gum Tree Grove was gazetted on 14 May 2020.

It was moved:  
Cr Maher/Cr McCubbin

That this item be closed.

CARRIED

**2.4 Proposed naming of a private road at 260 Maffra-Newry Road, Maffra**

A request was received to name a private road in a subdivision 'Helen Way' after the developer's late wife.

*My wife Helen passed away in October 2014 from MND and my 4 daughters and myself wanted her treasured place (home) in Maffra to be remembered.*

*I am completing the second stage of a subdivision on our property at 262 Maffra-Newry Road Maffra and a common property road is required to be constructed for the one acre lots at the side and rear of the property, which includes the home property.*

*Helen was a CRE teacher and Coordinator for parts of the Wellington Shire at Maffra, Bundalaguah, Heyfield and Boisdale for nearly 25 years.*

*I could speak at length regarding her contributions to the community but will not do so as this is not about that but about but about designating a name to a place that she loved so dearly, a place she called home and wherein she was able to help so many people.*

The developer has acknowledged that Under Principle H of the *Naming rules for places in Victoria*, a commemorative name applied to a road should only use the surname of the person, not first or given names.

It was moved at the 12 May 2020 Place Names Committee meeting that in-principle support be sought from Geographic Names Victoria to name the private road at 260 Maffra-Newry Road, Maffra, HELEN WAY, and if the name is not endorsed, that the developer provide another name.

The proposal was referred to Geographic Names Victoria (GNV). GNV determined that the road type was not suitable, therefore the applicant revised the name to HELEN PLACE. The proposal was then referred to the Registrar who determined that use of the first name HELEN does not meet the naming rules and that the surname COLLINGS will be considered instead, subject to the applicant providing a full biography of Helen's achievements and contributions.

The applicant has been notified of GNV's decision and following further discussion with GNV, requests that the private road be named COLLINGS PLACE.

It was moved:  
Cr McCubbin/Cr Rossetti

That the private road at 260 Maffra-Newry Road, Maffra, be named COLLINGS PLACE in memory of Helen Collings.

CARRIED

### **3.0 GENERAL BUSINESS**

#### **3.1 Consideration to naming rules in removal or renaming of cairns**

A letter was received from the Surveyor-General Victoria (SGV) and the Registrar of Geographic Names Victoria, reminding Council that with removing or changing the name of any place, Council must act in accordance with the naming rules.

As Victoria's positioning system and infrastructure includes survey marks and in some cases cairns, the SGV is interested in understanding what names are implicated to enable SGV to provide advice as to whether any cairns have survey significance. This needs to be considered before any formal name change or removal.

A response was provided by the General Manager Community and Culture.

**It was moved:  
Cr McCubbin/Cr Maher**

**That the advice of the Registrar of Geographic Names Victoria be noted and this item be closed.**

**CARRIED**

#### **3.2 Request to recognise McNally name, Stratford**

A request to recognise the name McNally, after L. J. (Jim) McNally, has been received. Jim McNally was the local butcher in Stratford for at least 40 years. Jim's son Ivan took over the business, which relocated to Sale, and thereafter Newry, where he worked for over 40 years until retirement at age 86.

**It was moved:  
Cr McCubbin/Cr Rossetti**

**That the Stratford & District Historical Society be contacted for further information in support of recognising the name McNally.**

**CARRIED**

#### **3.3 Road names reserved for Cobains Estate Subdivision, Sale – Stage 3**

The developer has requested that the names Centra and Treadwell on the Council Approved Road Names Register be reserved for Stage 3 of the Cobains Estate Subdivision in Sale. The names have been reserved, no further action is required.

**It was moved:  
Cr Maher/Cr Rossetti**

**That this item be closed.**

**CARRIED**

### **3.4 Naming of showcourt at Cameron Sporting Complex**

Upon completion of the Cameron Sporting Complex Stadium Redevelopment Project, The Maffra Amateur Basketball Association (MABA) proposes that Yvonne Higgins be honoured and recognised for her significant contribution and achievements towards the Maffra Basketball community via the naming of Showcourt A to 'Yvonne Higgins Showcourt'.

**It was moved:  
Cr Rossetti/Cr Maher**

**That:**

- **Showcourt A at Cameron Sporting Complex, Maffra, be named 'Yvonne Higgins Showcourt' in recognition of her contribution towards the Maffra basketball community; and**
- **Council develop a policy for the naming of community facilities and infrastructure.**

**CARRIED**

### **3.5 Recognition of women in place naming**

Women in Gippsland (WiG) has contacted the 6 Gippsland LGAs, seeking their commitment to make the contribution of historic women visible through more public recognition and equality in public place naming.

The *Put Her Name on It* campaign was launched earlier this year, advocating for notable and everyday women to be equitably recognised in public places. The campaign aims to increase the recognition of women in the region's public places to address systemic gender inequality.

**It was moved:  
Cr Maher/Cr McCubbin**

**That:**

- **A letter be written to Women in Gippsland affirming Wellington Shire Council's support for the *Put Her Name on It* campaign; and**
- **A letter be written to the Wellington Shire Heritage Network seeking assistance to find more suitable women's names to be included on the Wellington Shire Council's Approved Road Name list.**

**CARRIED**

### **4.0 NEXT MEETING**

To be confirmed.

### **5.0 CLOSE**

## **Attachment for Item 2.1**

### **Earl Street, Woodside**

#### History:

- A submission was made to NES on 10<sup>th</sup> December 2014 to add to VicMap Transport the extra segments of Earl Street to the South-East of High Street.
- DELWP requested further information for Emergency Services and navigation purposes and noted that there are some addresses assigned are on both sides of South Gippsland Hwy.
- The current addressing/naming scenario does not conform to standards.

#### Options:

- Do nothing, the potential risk to residents and emergency services will remain.
- Rename the segment to the North-West of High Street and designate as Earl Street one of the two identified segments to the South-East of High Street. The other segment would need to be given a different name.
- Rename the two segments to the South-East of High Street and retain the existing Earl Street in VicMap Transport. This option would appear to be minimise confusion resulting from the change. While four properties will require new addresses, the other options would have required five properties to be readdressed.



19<sup>th</sup> January 2018

Leah Hepworth  
Asset Management Systems Officer  
Wellington Shire Council  
PO BOX 506,  
Sale  
VIC 3850

[placenames@wellington.vic.gov.au](mailto:placenames@wellington.vic.gov.au)

Dear Leah,

Re: **Assessment 262501 – 21 Earl Street, Woodside – renaming of the street.**

I am vehemently opposed to the renaming of the section of Earl Street to the North West of High Street.

The street addressing is an issue mainly because the sections east of High street and north of Victoria Street are not visible on any map. They are not in any Melways, in UBD Gregory's, Google maps, or try finding it on 'Whereis' on line. The section to the northwest of High Street is the only section visible on any of these maps, causing all deliveries or, as you state in your letter of the 8<sup>th</sup> December 2017, emergency vehicles, to head to the northwest of High Street. If the other sections of Earl Street were to be identified on maps, with street numbers, the locating of addresses would be simplified. Was this solution investigated?

It is also contentious that you have decided that a majority of residents will be required to have a changed address. On the map that you sent with the letter previously mentioned, there are 4 residences in the section northwest of High Street. What was the rationale in deciding to change the street name of that section? There are only two residences that, according to your letter, will retain the Earl Street name.

The new name is another point with which I disagree. There is, and was in the original planning, a theme for naming the streets in the immediate vicinity of Woodside. Buntine does not fit the theme and is connected more with Rosedale and Walhalla than Woodside. It is through Rosedale and to Walhalla that Agnes Buntine drove the bullocks and to quote the Latrobe Valley Express 19/1/18, "she's now a proud fixture in Rosedale's identity". There is not much written about her husband who ran the 'Bush Inn' and minded the 11 children.

There is also the personal attack in the letter of the 8<sup>th</sup> December 2018. The 3<sup>rd</sup> paragraph begins "As your property is on the northwest side of High Street it is proposed to rename this section... Buntine Road. This reads as if it is my fault that the Street is to be renamed.

I hope that Council will reconsider the renaming of Earl Street and perhaps look to the original town planning documents during the reconsiderations.

Yours sincerely,





Department of Environment,  
Land, Water and Planning

Office of Surveyor-General Victoria

Level 11, 2 Lonsdale Street  
Melbourne, Victoria 3000  
Telephone: 03 9194 0282  
DX 250639  
www.delwp.vic.gov.au

Ref: LA/12/3099

Mr Dean Morahan  
Manager Assets & Projects  
Wellington Shire Council  
Sent via email and VES CR 107091

Dear Mr Morahan

**RE-NAMING PROPOSAL – EARL STREET, WOODSIDE**

I refer to the above-mentioned naming proposal lodged with my office by your Council under Change request number 107091 and an appeal my office has received against the proposal.

I have several concerns. Currently, I am seeking the following information:

1. Origins of the name – Buntine is "named after a prominent settler in the area."
  - a. We require a copy of the information that Council received from the Historical Society for this name also for the alternate names being *Brennan* and *Collins* provided by the historical society.
  - b. On what basis did Council decide on the name Buntine?
  - c. The appellant alleges that Mr Buntine was involved with the Warragul Creek Massacre, a member of the Highland Brigade and is mentioned in the carting of the bones in a documentary of the massacre. I'm requesting this be researched to establish whether there is any such connection.
2. Road Extent – Extent: road course, start and end points.
  - a. Please explain why the road bisects properties or land and not is contained within the established road reserves? Clearly the street addressing is not aligned, accordingly.

Should you have any queries or wish to discuss the above, please telephone (03) 919 40282 or via email at [geo\\_names@delwp.vic.gov.au](mailto:geo_names@delwp.vic.gov.au).

Yours sincerely

**Craig Sandy**  
Registrar of Geographic Names

71 11 2018

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Reply Reply All Forward IM

Tue 27/11/2018 6:00 PM



Darren McCubbin

RE: Place Names Committee Meeting 27 November 2018 Agenda

To Leah Hepworth; Scott Rossetti; Gayle Maher

Cc Dean Morahan; Sandra Rech; James Blythe

Hi all,

Weird that I have chased this up reasonably quickly....

First [REDACTED]... (and messenger is a wonderful thing) "If you mean Agnes, there is one story around in *Blood on the Wattle* (not a highly regarded book academically) that she horsewhipped Indigenous people into the sea. It may come from Dunderdale, which is not a true history, rather "faction" That one needs a lot more work. I am not sure I have seen Hugh Buntine linked to massacres - I think he was a little lazy."

Then I messaged [REDACTED] and asked him how I can check. "Sorry Darren. I'm not aware of anywhere you can check but he was in the area fairly soon afterwards as he established his inn near Woodside. Try a few local (ie Seaspray / Darriman / Woodside) historians. I met a historian from down there recently with Libby Balderstone of Warrigal Creek Station"

The historical record regarding the Buntine name is pretty extensive with a note in the ANU database see <http://adb.anu.edu.au/biography/buntine-agnes-12828> and another one with citations <http://www.oddhistory.com.au/gippsland/the-colourful-life-of-mother-buntine/> It mentions she (Agnes) had a run on the Bruthen creek and was a significant local settler and of course a woman which deserves attention. There is nothing I can find which suggests she was part of any massacres and none of these records mentions her involvement.

Frankly I would be happy to send these citations through to the Office of Geographic place names along with the insistence we have checked with local historians and there is no evidence to suggest that she was connected to the massacres.

Cheers



WELLINGTON

**Darren McCubbin**

Councillor

M: 0458 006 486

W: [www.wellington.vic.gov.au](http://www.wellington.vic.gov.au)

18 Desailly St, PO Box 506, Sale, Victoria, 3850



### Attachment for item 2.3



**From:** [REDACTED]  
**Sent:** Tuesday, 5 May 2020 4:17 PM  
**To:** Dean Morahan <[deanm@wellington.vic.gov.au](mailto:deanm@wellington.vic.gov.au)>; [REDACTED]  
**Subject:** Re: Road Name for Private Subdivision .. "Helens Way"

Thanks for the follow up in this matter Dean.

My wife Helen passed away in October 2014 from MND and my 4 daughters and myself wanted her treasured place ( home ) in Maffra to be remembered.

I am completing the second stage of a subdivision on our property at 262 Maffra-Newry Road Maffra and a common property road is required to be constructed for the one acre lots at the side and rear of the property, which includes the home property.

The last thing my wife would have thought of was naming something after her.

However we do and many of her friends would welcome and encourage this to be done.

Helen was a CRE teacher and Coordinader for parts of the Wellington Shire at Maffra, Bundulaguah, Heyfield and Boisdale for nearly 25 years.

I could speak at length regarding her contributions to the community but will not do so as this is note to you is not about that but about but about designating a name to a place that she loved so dearly, a place she called home and wherein she was able to help so many people.

I have lived here for over 30 years and was employed by the Shire of Maffra as its CEO/Shire Secretary prior to amalgamations.

Please give this request your endorsement, although it may not strictly adhere to the guidelines provided, your discretion would really be appreciated by my family and myself.

Thanking you in anticipation.

[REDACTED]

**From:** Sandra Rech <SandraR@wellington.vic.gov.au>

**Sent:** Tuesday, 4 August 2020 12:24 PM

**To:** [REDACTED]

**Cc:** Dean Morahan <deanm@wellington.vic.gov.au>

**Subject:** Road naming proposal - Helen Place

Dear [REDACTED],

Geographic Names Victoria has made a deliberation on your naming request. I don't know if GNV has informed you of its decision, so I'm letting you know either way.

A copy of their response is provided below.

In summary, GNV has not approved of the name Helen Place, as the use of first name doesn't conform with the naming rules. It seems they will consider Collings Place, but request that you submit a full biography of Helen's achievements and contributions.

I understand this is not the outcome you desired, but if you accept Collings Place, you can submit Helen's biography as the final step in the proposal. I suggest you contact GNV directly if you require further clarification.

Comment	Written By	Organisation	Date Created
This road will be a road that is used for addressing properties. As such it must conform to the naming rules. Mrs Collings can be commemorated through the use of surname as provided in the naming rules. A biography of her achievements and contributions must be provided with the final proposal. A first name is not preferred and dispensation is not granted.	cs1x	Geographic Names Victoria	03/08/2020 17:53
This is a private road, the private owner (applicant) has responded to questions around the commemorative name see attached SRQ0158026. The applicant is happy to accept "Helen Place" The applicant does not want to use surname the council's committee are prepared to make an exception and is requesting the Registrar consider accepting first name under discretion as this person was widely known to the community as Helen. The surname is not duplicated the closest similar name in VICNAMES is Colemans and Sellings. Helen is not duplicated and is unique. For Registrar decision.	mm70	Geographic Names Victoria	06/07/2020 20:40
The applicant has corresponded directly with GNV to answer the questions, so this naming request can now be referred to the Registrar.	srech	Local Government Authority	26/06/2020 09:56
Note, this request relates to SRQ0158026	mm70	Geographic Names Victoria	25/06/2020 19:30
Geographic Names Victoria has some questions and is returning the Change Request to seek additional information: 1) Are there any affected property owners at present that will be addressed to this road and if so have they been consulted? 2) Can council provide any further background details on the person being commemorated/biography? 3) The road type appears to be a culs-de-sace a correct road type descriptor will need to be assigned. 4) Only surnames should be used for road names; use of the first name will need to be approved by the Registrar. If you could respond questions 1-3 this Change Request will then go to the Registrar for consideration.	mm70	Geographic Names Victoria	25/05/2020 12:58

**From:** [REDACTED]  
**Sent:** Tuesday, 4 August 2020 5:55 PM  
**To:** Sandra Rech <SandraR@wellington.vic.gov.au>  
**Subject:** Re: SRQ0158026 - Road names.

Thanks for your prompt response.

Will follow up with them directly.

I am committed to Helen Place and had never considered using my surname as a Road name.

Will keep kn touch.

Thanks again.

[REDACTED]

On Tue, 4 Aug 2020 at 5:18 pm, Sandra Rech <SandraR@wellington.vic.gov.au> wrote:

Thanks for that [REDACTED].

How do you want to proceed? Do you intend to contact GNV directly regarding its decision? If you are still pursuing the name Helen Lane/Place, then I suggest you contact GNV directly. Whilst Council was supportive of your request, it has no further say once a decision has been made by the Registrar.

If you will settle for Collings Lane/Place, then I can re-submit the information you provided to them earlier.

Let me know what you decide.

Regards,

Sandra




**Sandra Rech**  
Coordinator Asset Management

**P:** 03 5142 3144  
**W:** [www.wellington.vic.gov.au](http://www.wellington.vic.gov.au)

[18 Desailly St](http://www.wellington.vic.gov.au), PO Box 506, Sale, Victoria, 3850



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

 Consider the environment. Do you really need to print this email?

Council acknowledges the Gunaikurnai People as the Traditional Owners of the land that is now Wellington Shire.

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**From:** [REDACTED]  
**Sent:** Tuesday, 4 August 2020 4:38 PM  
**To:** Sandra Rech <[SandraR@wellington.vic.gov.au](mailto:SandraR@wellington.vic.gov.au)>  
**Subject:** Fwd: SRQ0158026 - Road names.

FYI and further emails re same can be provided upon request.

[REDACTED]

----- Forwarded message -----

**From:** [REDACTED]  
**Date:** Fri, 12 Jun 2020 at 2:44 pm  
**Subject:** Re: SRQ0158026 - Road names.  
**To:** Geographic Names Victoria <[geo.names@delwp.vic.gov.au](mailto:geo.names@delwp.vic.gov.au)>

Attention. Margaret Marangos  
Council Naming Proposal Ref. No. 131110 ( Wellington Shire Council )

Dear Margaret

Further to our recent telephone conversation And attached emails relating to the above I list as requested a dot point response to same -:

- \* Desired name of "road" .... HELEN PLACE
- \* My wife Helen passed away in October 2014 from MND.  
My 4 daughters and myself wanted her treasured place, home, in Maffra to be remembered by naming this Property access after her. We purchased the property in the late 1980's
- \* The last thing Helen would have thought of was naming something after her. However her friends, and various community associates, would welcome and encourage this to be done.
- \* Helen was a Christian Religious Education Co-Ordinator, and teacher, in various schools throughout the municipality for nearly 25 years. She held similar positions in other country municipalities in Victoria for a further 15 years. Helen was also the first Deacon appointed by the Maffra Community Church that was established in the 1990's.
- \* She was a multi certificate Registered Nurse working in surgery, midwifery, and as a Bush Nurse. Hospice and bed side care and support for the terminally ill was one of her many God given gifts.
- \* I was a CEO/Shire Secretary in Local Government for 20 years and she attended numerous community functions with me to represent the Council and its residents.

I could speak at length regarding her contributions to the community, and to life, but will leave it there and trust that the above will suffice at this time.

Please contact me if there is anything else required by yourself or others.

Thank you once again.

On Wed, 10 Jun 2020 at 3:21 pm, Geographic Names Victoria <[geo.names@delwp.vic.gov.au](mailto:geo.names@delwp.vic.gov.au)> wrote:

Good afternoon [REDACTED]

Geographic Names Victoria (GNV) is happy to assist you with your proposal to name a privately owned road/common property in MAFFRA.

Council presented the name "Helen Way" to GNV. The concern being that "Way" as a road type descriptor does not accurately describe the road's configuration.

Road types serve a purpose with regards to spatial systems in terms of navigation. This is particularly important for emergency services.

The road is not open-ended. It is a no-through road or culs-de-sac and this needs to be reflected in the road name.

A list of culs-de-sac road types can be found under *Appendix A* in the *Naming rules for places in Victoria 2016*.

Geographic Names Victoria is happy to accept Helen Lane or Helen Place.

We also discussed some further details being provided as to Helen's contribution towards the community if possible; some dot points would suffice.

Ordinarily, first names are not used for place names, however given this is a privately named road we will present this proposal to the Registrar of Geographic Names for approval.

Regards

Margaret Marangos  
Audit Officer

**Geographic Names Victoria**  
**Land Use Victoria | Department of Environment, Land, Water and Planning**  
[geo.names@delwp.vic.gov.au](mailto:geo.names@delwp.vic.gov.au)  
03 91940282

## Attachment for item 3.1



Department of Environment,  
Land, Water & Planning

Land Use Victoria  
GPO Box 527 Melbourne Victoria 3001  
Telephone: +61 3 9194 0318  
ABN: 90 719 052 204  
www.delwp.vic.gov.au  
DX250639

Mr David Morcom  
Chief Executive Officer  
Wellington Shire Council  
PO BOX 506  
SALE VIC 3950

Dear Mr Morcom

### **NOTICE OF MOTION MCMILLAN CAIRNS**

I refer to the motion being considered by council this evening (16 June 2020) regarding McMillan cairns in Wellington Shire Council.

As the Registrar of Geographic Names, it is my responsibility to oversee the naming of places in Victoria in accordance with the Geographic Place Names Act 1998 and the Naming rules for places in Victoria – 2016 (naming rules). As a naming authority council is required to comply with the naming rules when naming roads, features and localities. It is the role of Geographic Names Victoria (GNV) to assist naming authorities in ensuring compliance to the naming rules.

I have a dual role as Registrar and Surveyor-General Victoria (SGV). SGV is the primary government authority on land surveying and the cadastre (land property boundaries and tenure) it also maintains Victoria's positioning system and infrastructure, this would include survey marks and in some cases cairns.

There are place names across Victoria which today would be considered inappropriate. As Registrar I support changing names of people that are not worthy of commemoration. With removing or changing the name of any place council must act in accordance with the naming rules.

I would be interested to understand what names are implicated to enable SGV to provide advice as to whether any cairns have survey significance? This needs to be considered before any formal name change or removal.

#### **Privacy Statement**

*Any personal information about you or a third party in your correspondence will be protected under the provisions of the Privacy and Data Protection Act 2014. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorised by law. Enquiries about access to information about you held by the Department should be directed to the Privacy Coordinator, Department of Environment, Land, Water and Planning, PO Box 500, East Melbourne, Victoria 8002.*



Regarding any proposed removal, perhaps the commemorative plaque can be removed, and the monument remain. This could honour Traditional Owners, if relevant Traditional Owners are supportive and or other worthy members of the community.

Should the community be supportive of the change then council as the naming authority should consider the proposal to rename.

SGV and GNV would welcome the opportunity to discuss this matter further at your earliest convenience.

If you require further information, please do not hesitate to contact me via email at [craig.sandy@delwp.vic.gov.au](mailto:craig.sandy@delwp.vic.gov.au). Alternatively, please do not hesitate to contact Rafe Benli, Project Manager, Geographic Names Victoria, Department of Environment, Land, Water and Planning on 03 9414 0281 or email [rafe.benli@delwp.vic.gov.au](mailto:rafe.benli@delwp.vic.gov.au).

Yours sincerely



Craig Sandy  
Registrar of Geographic Names

16/06/2020



2 July 2020

Mr Craig Sandy  
Registrar of Geographic Names  
Department of Land, Water & Planning  
GPO Box 527  
MELBOURNE VIC 3001

Dear Mr Sandy

Thank you for your correspondence of 16 June 2020 to David Morcom, our Chief Executive Officer regarding the motion that was put to Council on Tuesday, 16 June by Cr Carolyn Crossley in relation to the removal of cairns memorialising Angus McMillan in our shire and other related matters. I am responding on behalf of the Chief Executive Officer.

The motion was defeated by a majority of five councillors to four, meaning that there are no plans to progress with renaming of public places associated with the name McMillan at this time.

I thank you for the advice provided in your letter in relation to the proper management of public place names and assure you that Wellington Shire Council has procedures in place, including a Place Names Committee, to ensure requirements are met.

Yours sincerely

**SHARON HOULIHAN**  
General Manager Community & Culture

Our ref: SH:JB  
ECM: 2819079

Sale Service Centre 13 Desailly Street (PO Box 505), Sale VIC 3851 Telephone (03) 5267 244  
Yarram Service Centre 111 Grant Street, Yarram VIC 3871 Telephone (03) 5285 100  
Web [www.wellington.vic.gov.au](http://www.wellington.vic.gov.au) Email [enquiries@wellington.vic.gov.au](mailto:enquiries@wellington.vic.gov.au)



Attachment for item 3.2

To the Wellington Council.

WELLINGTON  
SHIRE COUNCIL  
Road: Name  
10 JUL 2020  
RECEIVED

I would like to nominate my - father-in-law's -  
name to be recognised. L. J. McNALLY. known  
as. Jim McNally. "The local Butcher".  
I am 91 year old. I came to Stratford. when I  
was 7 year old, and McNally's were the butcher  
& I think. it is the longest running Business.  
in Stratford. (40 years or more).  
He was very kind and generous. to the  
public during the early recession. Scores for  
sausages, vegetables instead of money, many  
bills were never paid.  
His son "Ivan" took over the business after  
running it for a few years. he closed Stratford.  
and opened a shop in Sale, then he went to Newry.  
He was 80 year old and still running the butcher  
shop. it was. published in the Gippsland Times -  
[REDACTED]

not the telephone No  
on the clocked -  
# (37).



Telephone 37

TYERS STREET  
STRATFORD

.....194

M.....

Dr. to **L. J. McNALLY**

**CASH AND FAMILY BUTCHER**

Premises Fitted with Latest Refrigerating Plant  
Satisfaction Guaranteed

LAWSON PARAGON LIMITED

23

## Supermarket squeeze and 72 years sees Newry butcher hang up the apron

After 72 years of 'killing and packing your beasts to your requirements', butcher Ivan McNally, of Newry, is looking forward to a change of pace.

Space to play or pause, M to mute, left and right arrows to seek, up and down arrows for volume.

A Big Country: After 72 years Ivan hangs up the apron (Melinda Ogden)  
Download 2.1 MB

The 86-year-old is poised to hang up his apron and knives, and McNally's Newry Butchery will close its doors in eastern Victoria come Christmas.

He said he had witnessed many changes over the years, but the one that impacted him most was the rise of butchery in supermarkets.

"While I was in my business in Sale, the first supermarket started up and you noticed a change immediately in the way customers came in," he said.

"They put these big specials on that the butcher just can't compete with it."

Mr McNally shook his head at the fact that many younger people had never been inside a butcher shop.

Customers have dwindled over the years through death or moving away from the area, but Mr McNally also noticed a change in consumers' eating habits.



Mr McNally says he has seen a steep decline in the frequency that people eat meat at meals. (ABC Gippsland: Melinda Ogden)

### From father to son

Mr McNally has worked at the Newry store for more than 40 years, providing meats to a long line of loyal customers.

He said roast beef, corned beef, legs of lamb, roast pork and sausages were the usual orders.

Local farmers would take their beasts to the abattoir in Sale to be killed and have the meat delivered to the Newry butcher, where it would be cut up, processed and frozen, ready for them to pick up.

Supermarket squeeze and 72 years sees Newry butcher hang up the apron <https://www.abc.net.au/news/2017-12-06/newry-butcher-ivan-menally-...>

That stopped after the abattoir burned down earlier this year.

He was just 14 when he quit school to work in his father's shop.

"My father was the Stratford butcher and he taught me how to butcher," he said.

Mr McNally said it was the norm in those days to follow in the shoes and learn the profession of one's father.

He bought the Newry shopfront after a tip from his bank manager that it was empty and for sale.

"I went over and had a look at it and I said to my wife 'I've just bought a little butchery'. She said 'Where did you buy that?' and I told her over at Newry and she said 'I've never been to Newry'."

Mr McNally said even though Newry was "a little bit out of the way and off the beaten track", his wife loved the place and they had stayed.

In good health, the small town butcher said it was a good time to retire, but he would feel sad when he closed the doors for the last time.

"I won't have to get up very early for a start, and I'll spend a bit of time up at the bowling club. I'll find ways to fill in my time."

## **Attachment for item 3.4**

### **Request:**

Upon completion of the Cameron Sporting Complex Stadium Redevelopment Project, The Maffra Amateur Basketball Association (MABA) propose that Wellington Shire Council consider the opportunity to honour and recognise Yvonne Higgins for her significant contribution and achievements towards the Maffra Basketball community via the naming of Showcourt A.

### **Location:**

**Cameron Sporting Complex Stadium – Showcourt A**

**69 Morison Street, MAFFRA**

**Proposed Name: 'Yvonne Higgins Showcourt'**

### **Background and Detail on Request:**

Through consultation with key local stakeholders including Maffra Amateur Basketball Association Committee and the MABA members, Basketball Victoria Country, Cameron Sporting Complex Committee of Management and Wellington Shire Council representatives, it is proposed that following the redevelopment of the Cameron Sporting Complex Stadium upgrade, that Council endorse the naming of Showcourt A, '**Yvonne Higgins Showcourt**' in recognition of Yvonne's significant and enduring investment and contribution to the Maffra Basketball community.

Yvonne's contribution to the Maffra Amateur Basketball Association community is and for many people considered unsurpassable, with involvement in the sport spanning almost 45 years, 39 of those as a community volunteer.

In order to attempt to fully demonstrate the level of service, spirit and dedication that Yvonne has exhibited in her various roles within the Maffra Basketball community and beyond, please see below details outlining her involvement and level of service provided to the Maffra Basketball Association, its members, Maffra and district communities and the broader sporting industry over the past 39 years.

Community Sporting clubs and associations are a focal point for communities, particularly in small communities such as Maffra where they also help to develop strong social capital and are a good barometer of community strength and health. The Maffra Amateur Basketball Association (MABA) is a true reflection of this, a community sporting organisation with a membership base of over 500 and committed and sustainable volunteer workforce. The Association is well governed, financially sound and has a proven ability to create and make change.

The Association has been led by local community volunteer Yvonne Higgins for the past 34 years.

Yvonne commenced her formal volunteer career in 1981 as a committee member of MABA and taking on the role of President in 1986. 39 years on, Yvonne has recently been re-elected as President and is now in her 34<sup>th</sup> term.

Throughout this time, Yvonne has not only performed her role as a President, but has also taken on key roles within the Association including, but not limited to:

- Junior Domestic Coach (1981 – 2020)
- Junior Representative Coach (1987 – 2018)
- MABA Referee (1973 – 2020)
- MABA Referee Advisor
- General Committee Duties and Volunteer support
- Player and Referee mentor

Yvonne began her Basketball career as a player in the MABA junior domestic competition at the age of 14. Her love for the sport grew quickly, taking up the role as a Referee the following year.

Yvonne's playing career spanned over 36 years in which she was a valuable team member in both domestic and Maffra representative teams who competed at countless competitions and Tournaments held across the state of Victoria, some of these include;

- Victoria Country Basketball Championships
- Gippsland Basketball League
- Country Basketball League
- And the Country Basketball Conference, in which saw her retire at the age of 45.

Following her retirement, Yvonne continued to support her teammates by further taking on the role as the Women's Team Manager and Junior Mentor, which she held for a 10-year period.

It is important to note that in addition to her on court playing career, Yvonne was a founder and leader of the MABA Junior Referee program. She has not only contributed countless hours as a Senior Referee in the above-mentioned competitions/tournaments, but also played an integral role in the development, mentoring and support of junior referees.

A position Yvonne may be best recognised for is the one of Junior Coach. She is highly regarded, well respected, and considered a role model throughout the Association and the broader Victorian Basketball community.

Yvonne has a proven innate ability to engage with all ages and grow the potential of all junior players, no matter the ability or skill level, and whether Yvonne was taking on the role of a Maffra Representative Coach (20 years) or a domestic coach, sought outcomes for her members have always been consistent, resulting in more people, playing basketball, more often.

In her role as Maffra representative coach (yet another volunteer position which spanned over 20 years) Yvonne's leadership and experiences in Basketball across the State of Victoria have resulted in success, achievement, and accolades for MABA and its junior players, with representation and championships at countless local, regional and State events.

Yvonne now takes great pride and pleasure in seeing the many local junior players in which she once invested so much time, energy and commitment in – giving back as Volunteer Coaches, Committee members and supporters of their young children and members of Maffra Basketball Association.

Yvonne's contribution to the sport of Basketball and the sporting industry has not gone unnoticed, having been recognised at local, regional and state country basketball level. She has been the fitting recipient of the numerous prestigious awards, including:

- MABA Service Award in 1998 and 2010
- Basketball Victoria Country Volunteer Service Award in 1998
- Basketball Australia Nominee and finalist for Administrator of the Year in 2009
- MABA Life Membership in 1995

Yvonne's impact on the Basketball community and community sport over such a lengthy period is immeasurable. She has displayed strong leadership, commitment, passion, and enthusiasm with the ability to provide an appropriate level of guidance and support to her mentees and MABA members, which overtime has resulted in:

- MABA as a revered leader in community sporting organisation management
- A well governed and financially sound Basketball Association
- Proactive and sustainable volunteer workforce (committee, coaches, referees)
- An accessible, affordable, and inclusive association
- Increased opportunities to participate in Basketball Victoria pathway events for members
- Increased opportunities for community to participate in the sport of Basketball

Yvonne's true legacy has been in her sportsmanship, her activism for the sport of basketball and her leadership which has provided a positive example to hundreds of junior MABA members over several decades. Her ability to reach and support thousands of people through her strong advocacy for community Basketball throughout her volunteer career has been an inspiration to many. For the past 23 years, in addition to her role as MABA President, Yvonne has been a valued contributor and member of the (now) Cameron Sporting Complex Committee of Management.

Involvement in the management committee has led to MABA playing a key role and supporter in:

- 1998 – Wellington Shire Council- Redevelopment of the Morison Sports Complex indoor stadium with a contribution of \$207,000\*\*
- 2019- Wellington Shire Council Redevelopment of the Cameron Sporting Complex indoor stadium with a contribution \$125,000\*\*

\*\* MABA have been entrants in three Maffra Mardi Gras events in efforts to raise funds and contribute to the above projects.

There are many people beyond the Basketball community who would be unaware that in 2017, Yvonne was diagnosed with (terminal) Cervical Cancer, to which she has been managing and receiving treatment for the past 3+ years. This diagnosis may have precluded her from continuing on in her role with the Maffra Basketball Association, but in testimony to her strong character and commitment to the local Basketball community, she has continued not only in her role as President (to which she has recently been re-elected to her 34th term), but even more remarkably, continued to Coach the Junior Fundamental Basketball program – Aussie Hoops, referee and assist in the day to day operations of the Association and Cameron Sporting Complex.

Her level of service to the Basketball community is truly honourable and will be recognised and celebrated for many years to come through Maffra Basketball Association programs and services.

To support the strength of Yvonne's legacy and to continue to encourage sports leadership and advocacy in our youth and local communities, MABA wish for Yvonne to be commended at a community level via the naming of Cameron Sporting Complex Stadium Showcourt A to the '**Yvonne Higgins Showcourt**'. MABA believe that Honouring Yvonne in this way will offer a long-standing reminder of what dedication, commitment and passion for community sport can achieve.

**Considerations:**

**The Naming rules for places in Victoria, Statutory requirements for naming roads, features and localities – 2016** currently states that *"The names of people who are still alive must be avoided because community attitudes and opinions can change over time"*. In relation to this statement it should be noted that the naming of the Cameron Sporting Complex (which occurred in 2002 in honour of the late Gordon Cameron) was not bestowed posthumously. With this in mind, MABA would appreciate careful consideration in relation to this request given that Yvonne is a living member of the MABA community.

MABA acknowledges the Wellington Shire Council's ownership of the Cameron Sporting Complex but would be grateful for consideration of the Cameron Sporting Complex Committee of Management's role in the operations, maintenance, and overall management of the Cameron Stadium over the past several decades. Also, given that the Cameron Sporting Complex facility as a whole already has a name and is not proposed to be renamed, MABA consider the request to rename one court within the larger sporting complex to be reasonable.

Due to Yvonne's existing medical condition, Maffra Amateur Basketball Association propose that the official naming and presentation of Showcourt A takes place upon completion of the redevelopment in early 2021.

Throughout Yvonne's Volunteering career, she has not received remuneration for service to Maffra Basketball Association or the wider Basketball community.

**Consultation:**

This proposal has been supported and (endorsed) in principle by members of the Maffra Amateur Basketball Association Committee and representatives of the Cameron Sporting Complex Committee of Management.

**Contact Details:**



## Attachment for item 3.5



David Morcom and Dean Morahan  
CEO and Manager Assets and Projects  
Wellington Shire Council

Via email: [dean.morahan@wellington.vic.gov.au](mailto:dean.morahan@wellington.vic.gov.au) and [david.morcom@wellington.vic.gov.au](mailto:david.morcom@wellington.vic.gov.au)

Dear David and Dean

Women in Gippsland (WiG) want the stories of women to take up equal space in public places and are calling local councils and the Victorian government to make the contribution of historic women visible through more public recognition and equality in public place naming.

In February we wrote to you seeking information on place naming in your municipality to inform our International Women's Day event where we officially launched our Put Her Name on It campaign advocating for notable and everyday women to be equitably recognised in public places.

The Put Her Name on It campaign aims to increase the recognition of women in public places as a way to address systemic gender inequality. By working with local government to help 'make the invisible, visible', we also hope to strengthen council-community partnerships for sustained change to improve gender equality in our communities.

As we get back to it after the major pause of Covid 19, we wish to sincerely thank our Gippsland LGAs for responding to request for our information. We received information from **five of the six Gippsland LGAs**. We are greatly appreciative and to keep the conversation and action moving we wanted to:

- share what we found;
- seek any update on your progress;
- offer our assistance; and
- identify stories or outcomes we could promote.

### **What you told us about place naming in Gippsland (5 LGAs)**

- Two have a current place naming policy.
- Three will continue to refer solely to the GNV statutory place naming rules.
- No policies currently consider a gender analysis
- No LGA has undertaken a place-name audit and a gender analysis of names
- One has a timeline to undertake a gender analysis and one will review their policy shortly.
- Four have a Place Naming Committee in place
- Two state they have a register of names
- Two invited Women in Gippsland to submit a list of notable women's names and details.

- One actively demonstrates a commitment for increasing gender equity through committee's endorsement to audit, take action, provision of examples of recent efforts to name roads and reserves after women and also encourage submissions from community members
- Two others state they are actively seeking to have increased recognition for women reflected in features throughout the Shire with no examples.
- One is planning to align place naming with the requirements of all LGAs under the Gender Equality Act which comes into effect March 2021

Some important information that may assist your LGA on its place naming equality journey.

1. Bob Newton of South Gippsland has penned two books focussed on road names in South Gippsland and discovers the rich history found in past road naming. Whilst roads only use a single name causing some LGAs to believe they have no historic relevance. Bobs research clearly demonstrates that's not the case. In Korumburra and district alone over 150 roads are name after notable men, women or families from the area with only 4% named after individual women.
2. The stories of notable local women are a big part of future place naming and public place commemoration. Linda Barraclough is the convenor of the highly engaged Gippsland History Facebook page which currently enjoys almost 15000 followers. Linda has curated the Pram Tracks in the Dust list of women and their stories and is a wonderful resource for LGAs. Local historic groups and historians are also a great resource to support research. We encourage you to reach out to both avenues and commence establishing a register of women's names that meet your policy and GNV requirements.
3. Geographic Names Victoria have advised that they plan to review the Place Name guidelines this year which are confident gender equality will feature in changes.
4. The Gender Equality Act comes into effect March 2021. This presents a great opportunity to include place naming and other public place commemoration equality into your plans. With the low numbers of public place recognition of women across Gippsland we are asking LGAs to:

- 👉 Audit place names for gender.
- 👉 Acknowledge the gender-gap.
- 👉 Amend place name policies.
- 👉 Accumulate a list of notable local women and their stories.
- 👉 Act to ensure gender balance in place names.

We would like to thank Bass Coast Council for committing to the above steps and we wish to work closely with all LGAs in Gippsland to make change and lead the way in public place naming equality.

If there is anything at all we can do to assist please reach out to us and we will do all that we can to help achieve our goal.

Kind Regards

Kerry Wilson and Ruth McGowan OAM  
On behalf of Women in Gippsland

**ITEM C4.9****HEYFIELD NORTH STREET REHABILITATION WORKS**

DIVISION: BUILT AND NATURAL ENVIRONMENT

ACTION OFFICER: MANAGER ASSETS AND PROJECTS

DATE: 15 SEPTEMBER 2020

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

**OBJECTIVE**

The purpose of this report is for Council to consider entering into a contract for the reconstruction of footpaths, kerb and channel replacement and asphalt resheeting of Anderson Street, Alman Street and part of Bruce Street in the northern residential section of Heyfield.

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

- 1. Council adopt the recommendations contained in the attached confidential Tender Evaluation Report at Item E1.5 of the Council Meeting Agenda for Contract 2021-008 Heyfield North Street Rehabilitation Works;**
- 2. Authorise the Chief Executive to complete a Budget Change Request to reallocate the leftover Roads to Recovery funds from the Heyfield North Street Rehabilitation program to replace rates funding on the Maffra Streetscape Project; and**
- 3. The information contained in the confidential attachment and designated under Section 3(1) of the Local Government Act 2020 as confidential by the General Manager Built & Natural Environment on 31 August 2020 because it relates to the following grounds: g) private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage;  
be designated confidential information Section 3(1) of the Local Government Act 2020, except that once this recommendation has been adopted the name of the successful tenderer can be made public.**

**BACKGROUND**

On 6 November 2019, the Federal Government announced an extension to funding for the Roads to Recovery Program and allocated Wellington Shire Council an additional \$3.2M which is required to be expended by December 2020. A report was presented to Council on 3 December 2019 that identified projects for the additional funding.

The roads identified are in Heyfield and include Anderson Street, Alman Street and part of Bruce Street. These works were advertised and the tenders have now been evaluated and assessed and are now being presented to Council for consideration to award a contract. As the proposed

contract amount is less than the funds available, Council will be asked to authorise the Chief Executive Officer to complete a Budget Change Request to reallocate the leftover Roads to Recovery funds to replace rates funding on the Maffra Streetscape Project in order for the funding guidelines to be met.

## **OPTIONS**

Council has the following options available:

1. Adopt the recommendations contained in the attached confidential Tender Evaluation Report for Contract 2021-008 Heyfield North Street Rehabilitation Works; or
2. Not enter into a contract and not proceed with these works at this time.

## **PROPOSAL**

That Council adopt the recommendations contained in the attached confidential Tender Evaluation Report for contract 2021-008 Heyfield North Street Rehabilitation Works; and authorise the Chief Executive to complete a Budget Change Request to reallocate the leftover Roads to Recovery funds from the Heyfield North Street Rehabilitation program to replace rates funding on the Maffra Streetscape Project.

## **CONFLICT OF INTEREST**

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

## **FINANCIAL IMPACT**

These works have been budgeted for in the 2020/21 Capital Works Program with funding coming from the Federal Government's Roads to Recovery Program.

## **COMMUNICATION IMPACT**

Prior to works commencing adjacent residents will be notified of impending works in line with current practices.

## **LEGISLATIVE IMPACT**

Wellington Shire Council is committed to ensuring the Contract tendering process complies with the Victorian Local Government Act and the Victorian Local Government Code of Tendering.

## **COUNCIL POLICY IMPACT**

These works are in line with Council's policies of maintaining and enhancing Council's road asset infrastructure networks.

## **COUNCIL PLAN IMPACT**

The Council Plan 2017-21 Theme 2 Services & Infrastructure states the following strategic objective and related strategy:

**Strategic Objective 2.2:** *“Council assets are responsibly, socially, economically and sustainably managed.”*

**Strategy 2.2.3:** *“Continue to maintain and enhance Council’s built environment for public amenity and long-term sustainability.”*

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

## **RESOURCES AND STAFF IMPACT**

This project will be undertaken with the resources of the Assets & Projects unit.

## **COMMUNITY IMPACT**

These works will produce a positive community impact with improved footpaths, kerb and channel and road surfaces.

## **ENVIRONMENTAL IMPACT**

The proposed works will have minimal environmental impact, with the contractors providing an Environmental Management plan which will be strictly monitored.

## **ENGAGEMENT IMPACT**

Wellington Shire Council’s standard consultation practices will be implemented on this project.

## **RISK MANAGEMENT IMPACT**

It is considered that the proposed contract works will not expose Wellington Shire Council to any significant risks. All OH&S risks will be discussed with the contractor and allocated to the party in the best position to manage each risk.

**ITEM C4.10****KILMANY LANDFILL WORKS - NEW CELL CONSTRUCTION AND CAPPING STAGES TWO AND THREE**

DIVISION: BUILT AND NATURAL ENVIRONMENT

ACTION OFFICER: MANAGER ASSETS AND PROJECTS

DATE: 15 SEPTEMBER 2020

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

**OBJECTIVE**

The purpose of this report is for Council to consider entering into a contract for the construction of landfill cell 3 and capping of Stages 2 and 3 of the previous landfill cells at Kilmany Landfill.

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

- 1. Council adopt the recommendations contained in the attached confidential Tender Evaluation Report at Item E1.6 of the Council Meeting Agenda for Contract 2021-004 Kilmany Landfill Cell 3 and Landfill Capping Stage 2 & 3 Construction; and**
- 2. The information contained in the confidential attachment and designated under Section 3(1) of the Local Government Act 2020 as confidential by the General Manager Built & Natural Environment on 31 August 2020 because it relates to the following grounds: g) private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage; be designated confidential information Section 3(1) of the Local Government Act 2020, except that once this recommendation has been adopted the name of the successful tenderer can be made public.**

**BACKGROUND**

In order to provide adequate airspace at the Kilmany Landfill the proposed Landfill Cell 3 is now required to be constructed. The proposed cell is within the existing works approval boundary and is 155,000m<sup>3</sup> in capacity and is expected to have a life span of approximately 3.5 years at current rates of waste volumes received. The current cell, Cell 2 was completed in 2017 and had a capacity of 160,000m<sup>3</sup> and is expected to have a four-year operational life.

The Kilmany Landfill is operated under EPA licence which requires construction and rehabilitation of landfill cells to be undertaken in a timely manner on a two-year cycle unless it can be demonstrated that operation conditions exist in which case conditional extensions can be obtained.

The EPA requires that works undertaken are to be under the observation of an independent inspector who will undertake or witness the field tests associated with the works in order to ensure a high quality finish free of defects. The Geotechnical Inspection and Testing Authority (GITA) or Construction Quality Assurance (CQA) officers record the progress of the works and this is covered under Contract 2021-010 GITA and CQA Services which will be awarded under delegation. The Construction Auditor's contract was awarded in a separate contract last year as part of the design process for Cell 3 and the capping works.

## **OPTIONS**

Council has the following options available:

1. Adopt the recommendations contained in the attached confidential Tender Evaluation Report for contract 2021-004 Kilmany Cell 3 and Landfill Capping Stage 2 & 3 Construction; or
2. Not enter into a contract and not proceed with these works at this time.

## **PROPOSAL**

That Council adopt the recommendations contained in the attached confidential Tender Evaluation Report for contract 2021-004 Kilmany Landfill Cell 3 and Landfill Capping Stage 2 & 3 Construction.

## **CONFLICT OF INTEREST**

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

## **FINANCIAL IMPACT**

These works are budgeted in the current capital works program and are funded from the Waste Infrastructure Reserve.

## **COMMUNICATION IMPACT**

There will be no communication impact due to the construction of the landfill cell and capping.

## **LEGISLATIVE IMPACT**

Wellington Shire Council is committed to ensuring the Contract tendering process complies with the *Victorian Local Government Act 1989* and the Victorian Local Government Code of Tendering.

## **COUNCIL POLICY IMPACT**

The awarding of these contracts are required to provide waste collection services in line with the current Council policy.

## **COUNCIL PLAN IMPACT**

The Council Plan 2017-21 Theme 3 Natural Environment states the following strategic objective and related strategy:

**Strategic Objective 3.2:** *"Demonstrate leadership in waste and water management, and energy efficiency."*

Strategy 3.2.1: *"Review Council's provision of waste services."*

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

## **RESOURCES AND STAFF IMPACT**

The Assets & Projects Unit will provide the staff and resources to manage these contracts.

## **COMMUNITY IMPACT**

There will be no community impact if these contracts are awarded.

## **ENVIRONMENTAL IMPACT**

The Kilmany Landfill site is operated under an EPA licence and these works will be closely monitored to ensure compliance with the licence conditions.

## **ENGAGEMENT IMPACT**

There is no identified engagement impact with these works.

## **RISK MANAGEMENT IMPACT**

It is considered that the proposed contract works will not expose Council to any significant risks. All OH&S risks will be discussed with the contractor and allocated to the party in the best position to manage each risk.

**ITEM C4.11****URBAN STREET ASPHALT RESHEETING 2020-21**

DIVISION: BUILT AND NATURAL ENVIRONMENT

ACTION OFFICER: MANAGER ASSETS AND PROJECTS

DATE: 15 SEPTEMBER 2020

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

**OBJECTIVE**

The purpose of this report is for Council to consider entering into a contract for the asphalt resheeting of urban roads in various locations throughout the shire.

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

- 1. Council adopt the recommendations contained in the attached confidential Tender Evaluation Report at Item E1.7 of the Council Meeting Agenda for Contract 2021-011 Urban Street, Asphalt Resheeting; and**
- 2. The information contained in the confidential attachment Contract 2021-011 Urban Street, Asphalt Resheeting and designated confidential under Section 3(1) Confidential Information of the Local Government Act 2020 by the General Manager Built and Natural Environment on 31 August 2020 because it relates to the following grounds: private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage;  
be designated confidential information under Section 3(1) Confidential Information of the Local Government Act 2020, except that once this recommendation has been adopted the name of the successful tenderer can be made public.**

**BACKGROUND**

The asphalt resheeting urban streets program is an annual program targeted at highly trafficked streets, carparks or reserves where a spray sealing treatment is not cost effective. The works comprise, but are not limited to major patching, asphalt resurfacing and linemarking of the resurfaced pavement.

**OPTIONS**

Council has the following options available:

1. Adopt the recommendations contained in the attached confidential Tender Evaluation Report for Contract 2020-011 Urban Street Asphalt Resheeting; or

2. Not enter into a contract and not proceed with these works at this time.

## **PROPOSAL**

That Council adopt the recommendations contained in the attached confidential Tender Evaluation Report for Contract 2021-011 Urban Street Asphalt Resheeting.

## **CONFLICT OF INTEREST**

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

## **FINANCIAL IMPACT**

These works are being funded from the allocation provided to Wellington Shire Council from the Federal Government's Roads to Recovery Program.

## **LEGISLATIVE IMPACT**

Wellington Shire Council is committed to ensuring the Contract tendering process complies with the Victorian *Local Government Act 1989* and the Victorian Local Government Code of Tendering.

## **COUNCIL POLICY IMPACT**

These works are in line with Council's policies of maintaining and enhancing Council's road asset infrastructure networks.

## **COUNCIL PLAN IMPACT**

The Council Plan 2017-21 Theme 2 Services & Infrastructure states the following strategic objective and related strategy:

**Strategic Objective 2.4:** *"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."*

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

## **RESOURCES AND STAFF IMPACT**

This project will be undertaken with the resources of the Assets & Projects unit.

## **COMMUNITY IMPACT**

There will be little impact on the community in delivering this project with short term impact to road users while the works are in progress, however the long term impact will be positive with a long term benefit of upgraded road surfaces.

## **ENVIRONMENTAL IMPACT**

The proposed works will have minimal environmental impact, with the contractors providing an Environmental Management Plan which will be strictly monitored.

## **ENGAGEMENT IMPACT**

Wellington Shire Council's standard consultation practices will be implemented on this project.

## **RISK MANAGEMENT IMPACT**

It is considered that the proposed contract works will not expose Wellington Shire Council to any significant risks. All OH&S risks will be discussed with the contractor and allocated to the party in the best position to manage each risk. This impact has been assessed and there is no effect to consider at this time.



## **C5 - REPORT**

# **GENERAL MANAGER COMMUNITY AND CULTURE**

**ITEM C5. 1****COMMUNITY ASSISTANCE GRANTS JULY 2020**

DIVISION: COMMUNITY AND CULTURE  
 ACTION OFFICER: MANAGER COMMUNITY WELLBEING  
 DATE: 15 SEPTEMBER 2020

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

**OBJECTIVE**

For Council to approve the allocation of Community Assistance Grants - Events, Projects and Facilities July 2020 funds as detailed in Attachment 1 - CAG July 2020 Events, Projects, Facilities Recommendations - and that applicants be notified of the outcome of their applications.

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

***That Council approve the recommendations to allocate Community Assistance Grants - Events, Projects and Facilities July 2020 funds as detailed in Attachment 1 - CAG July 2020 Event, Project, Facilities Recommendations - and that applicants be notified of the outcome of their applications.***

**BACKGROUND**

The Community Assistance Grants Scheme encourages the development of initiatives in the community in line with Council's vision, Wellington 2030, and the Wellington Shire Council Plan 2017-21. The scheme aims to build community capacity, encourage participation in cultural development and support community initiatives that promote participation.

Not for profit community groups operating in the Wellington Shire can apply for a Community Assistance Grant of over \$2,000 to \$5,000. There are three funding categories in the July 2020 round (Events, Projects and Facilities categories).

There are two funding rounds for Events, Projects and Facilities categories. In 2020, changes have been implemented to include all categories in both rounds.

Applications received that successfully meet the criteria are eligible to be prioritised for funding.

The following applications were received and recommended for the July 2020 funding round:

- 9 Events category applications received totalling \$42,710 and 9 recommended totalling \$42,710.
- 4 Projects category applications received totalling \$13,527.15 and 3 recommended totalling \$8,527.15.
- 9 Facilities category applications received totalling \$43,730 and 8 recommended totalling \$38,730.

The total number of applications received is approximately 50% less than typical for this round. This is mainly due to groups running events, which would normally apply for a grant, being impacted by the December 2019 bushfires and COVID-19 restrictions. Applicants for events that were postponed will use their Council grant funds received in the August 2019 round when their events are able to be conducted.

Applications are assessed by a Community Assistance Grants Panel (the panel), which comprises staff at a management and/or coordinator level.

Each application is assessed on its benefit to the community, ability to fulfil a community need, project planning and the capacity of the applicant to deliver the project. The panel provides advice and recommendations to Council based on published Community Assistance Grants Scheme Guidelines and Assessment Criteria.

## **OPTIONS**

Council has the following options available:

1. Approve the recommendations to allocate Community Assistance Grants – Events, Projects and Facilities July 2020 funds as detailed in Attachment 1 – CAG July 2020 Events, Projects, Facilities Recommendations and that applicants be notified of the outcome of their applications; or
2. Seek further information for consideration at a future meeting of Council.

## **PROPOSAL**

That Council approve the recommendations to allocate Community Assistance Grants – Events, Projects and Facilities July 2020 funds as detailed in Attachment 1 – CAG July 2020 Events, Projects, Facilities Recommendations – and that applicants be notified of the outcome of their applications.

## **CONFLICT OF INTEREST**

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

## **FINANCIAL IMPACT**

Funding will be through the Community Assistance Grant Scheme within the Community Wellbeing budget. The total available budget for the July 2020 Community Assistance Grant and Quick Response Scheme is \$89,967.15.

The following applications are recommended for the July 2020 funding round:

- 9 Event applications received totalling \$42,730
- 3 Project applications received totalling \$8,527.15
- 9 Facility applications received totalling \$38,730

## **COMMUNICATION IMPACT**

The funding of these events and projects will facilitate positive community relationships for the Wellington Shire, highlighting Council's commitment to supporting not for profit community organisations in the delivery of their activities, projects and events that benefit the wider community.

## **COUNCIL PLAN IMPACT**

The Council Plan 2017-21 Theme 1 Communities states the following strategic objective and related strategy:

**Strategic Objective 1.2:** *"Celebrate, recognise and acknowledge our diverse community and improve social connections among youth, aboriginal and aged communities."*

Strategy 1.2.1: *"Ensure that Council services, facilities and events promote inclusivity, social connectedness and accessibility."*

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

## **COMMUNITY IMPACT**

The funding of these Events, Projects and Facilities projects will have a significant positive impact on the community and provide help to increase the range of activities that the wider Wellington community can access and be a part of. Successful applicants have demonstrated a community need that will be filled through receiving the funding and show a community benefit through project outcomes.

## **ENVIRONMENTAL IMPACT**

All Events, Projects and Facilities projects' applicants are encouraged to consider the environmental impacts that will be produced through delivering their grant outcomes and have appropriate measures in place to manage them.

## **ENGAGEMENT IMPACT**

Council officers were involved in consultation with grant applicants to provide advice and assistance in the completion of event grant applications.

## **RISK MANAGEMENT IMPACT**

The events industry is strongly legislated, and all events are encouraged to comply with current occupational health and safety legislative and best practice safety standards. It is the responsibility of applicants to ensure that their projects comply with all current rules and regulations.

## COMMUNITY ASSISTANCE GRANTS JULY 2020

## Events

	Organisation	Event	Event Description	Amount	Recommended
1	Sale Polocrosse Club	Sale Polocrosse Annual Polocrosse Tournament 2021	The 2021 Annual Polocrosse Carnival attracting participants and spectators throughout Victoria and interstate.	\$5,000	✓
2	Sale Amateur Basketball Association	Sale Amateur Basketball Association Junior and Senior Tournament 2021	Sale Amateur Basketball Association annual junior and senior tournament attracting teams from all over Victoria.	\$4,248	✓
3	Riviera Triathlon Club	Maffra Teams Triathlon 2021	Teams based mini triathlon event with multiple race formats to encourage participation for all ages (5 and up) and all abilities from first timers to experienced triathletes. Held at the Maffra Swimming Pool and Maffra Lawn Tennis Club.	\$4,962	✓
4	Glenmaggie & District Boat Club	Glenmaggie Cup 2020	A two-day event featuring speedboat races with local and interstate racers competing on Lake Glenmaggie.	\$5,000	✓
5	Sale Music Festival	Sale Music Festival: Picnic on the Green 2021	Free family community event held in the Sale Botanic Gardens featuring continuous local music and free musical activities for children.	\$5,000	✓
6	Stratford on Avon Shakespeare Association	Shakespeare on the River Festival 2021	The Shakespeare on the River Festival runs for two weeks with multiple events including the Medieval Village Faire and live performances.	\$5,000	✓
7	Sale Baptist Church	Free Community Fun Day 2020	A free community fun day for all the family hosted at the Sale Baptist Church, featuring activities, rides and refreshments.	\$5,000	✓

	Organisation	Event	Event Description	Amount	Recommended
8	Tarra Festival Committee Inc	2021 Tarra Festival	Yarram's iconic Easter Festival, activities include Street parade, fireworks, markets, art show and lots of free family fun.	\$5,000	✓
9	Woodside & District Football Netball Club	Annual Family Fun Day & Show 'n' Shine 2021	Annual Family Fun Day and Show 'n' Shine Car Show featuring club registration, children's activities, Junior football and netball clinics.	\$3,500	✓
<b>TOTAL AMOUNT RECEIVED</b>				<b>\$42,710</b>	
<b>TOTAL AMOUNT RECOMMENDED</b>				<b>\$42,710</b>	

### Projects

	Organisation	Title	Project Description	Amount	Recommended
1	Sale United Football Club	Aluminium framed soccer goals	Purchase 4 compliant, easy to move and store soccer goals.	\$2,518.18	✓
2	A Better Life for Foster Kids	Shelving	Custom built shelving for storage of goods that make up the care packages given to children entering emergency out of home care.	\$2,801.97	✓
3	Golden Paradise Beach Ratepayers & Residents Assoc Inc	Digital community information kiosk	A visual digital medium that will display information 24/7.	\$3,207	✓
4	Live at the Bundy Inc	Community Bus project	Rejuvenate 21-seater bus for transport to local youth music groups for training and musical performances at the Bundy Hall.	\$5,000	✗

Organisation	Title	Project Description	Amount	Recommended
<b>TOTAL AMOUNT RECEIVED</b>			<b>\$13,527.13</b>	
<b>TOTAL AMOUNT RECOMMENDED</b>			<b>\$8,527.13</b>	

### Facilities

	Organisation	Title	Project Description	Amount	Recommended
1	Lake Wellington Yacht Club Inc	Accessibility for All	Accessibility and sustainability improvements to the building including a ramp, solar panels, water tank, accessible amenities.	\$5,000.00	✓
2	Victorian Railways Institute Inc	Kitchen Upgrade	Replacing the damaged and very aged kitchen and flooring.	\$5,000.00	✓
3	Loch Sport Golf Club	Flooring for new facility	Install carpet tiles to the social, storage and captain's room.	\$5,000.00	✓
4	Glenmaggie and District Boat club	Boat club amenities renovation	Renovation of Boat club's toilet block to increase accessibility and ensure the facility is available for all users.	\$5,000.00	✓
5	Port Albert Water Sports and Safety Centre Inc	Air-conditioning	Install 2 8kw reverse cycle air conditioning systems to the function room.	\$5,000.00	✓
6	Heyfield & District Vintage Machinery Group Inc	Power up multi-purpose shed	Connect power to the new multi-purpose shed.	\$5,000.00	✓
7	Golden Paradise Beach Ratepayers & Residents Assoc Inc	Community plant nursery carport	A 9 x 6m carport providing a multi-purpose area for volunteers.	\$5,000.00	✓
8	Rosedale Recreation Reserve CoM	Paint main building	Paint weather damaged exterior walls of main building.	\$3,730.00	✓
9	Avon Indoor Recreation Centre	Renovation project	Repair, prepare and paint the main entry area, the kitchen and the small office/meeting room of the recreation centre.	\$5,000.00	✗
<b>TOTAL AMOUNT RECEIVED</b>				<b>\$43,730</b>	
<b>TOTAL AMOUNT RECOMMENDED</b>				<b>\$38,730</b>	



## D. FURTHER GALLERY AND ONLINE 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 if your query requires a written response, we will advise you that a response will be forthcoming 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.*

ONLINE COMMENTS –

GALLERY COMMENTS –

Meeting declared closed at: pm

The live streaming of this Council meeting will now come to a close.



**E. CONFIDENTIAL ATTACHMENT/S**

**E. CONFIDENTIAL  
ATTACHMENT/S**

**ITEM E1.1    AUDIT & RISK COMMITTEE MEMBER APPOINTMENT (Refer to Agenda Item C1.2)**



**WELLINGTON**

SHIRE COUNCIL

*The Heart of Gippsland*

**ORDINARY COUNCIL MEETING  
15 September 2020**

On this day, 31 August 2020, in accordance with Section 3(1) Confidential Information of the *Local Government Act 2020*; I, David Morcom, Chief Executive Officer declare that the information contained in the attached document **AUDIT AND RISK COMMITTEE MEMBER APPOINTMENT** is confidential because it relates to the following grounds:

- f) ***personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs***

A handwritten signature in black ink, appearing to be 'David Morcom', is written over a horizontal dotted line. The signature is fluid and cursive.

**DAVID MORCOM, CHIEF EXECUTIVE OFFICER**

**ITEM E1.2 COOPERS CRESCENT SPECIAL CHARGE CONSTRUCTION SCHEME SUBMISSIONS HEARING (Refer to Agenda Item C4.1)**



**WELLINGTON**  
SHIRE COUNCIL

*The Heart of Gippsland*

**ORDINARY COUNCIL MEETING**  
**15 September 2020**

On this day, 31 August 2020, in accordance with Section 3(1) Confidential Information of the *Local Government Act 2020*; I, Chris Hastie, General Manager Built and Natural Environment declare that the information contained in the attached document **COOPERS CRESCENT SPECIAL CHARGE CONSTRUCTION SCHEME SUBMISSIONS HEARING** is confidential because it relates to the following grounds:

- f) ***personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs***

A handwritten signature in blue ink, appearing to be 'CHAS', is written over a dotted line.

.....  
**CHRIS HASTIE, GENERAL MANAGER BUILT AND NATURAL ENVIRONMENT**

**ITEM E1.3 PORT ALBERT TOWNSHIP SPECIAL CHARGE STREET CONSTRUCTION SCHEME SUBMISSIONS HEARING (Refer to Agenda Item C4.2)**



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

**ORDINARY COUNCIL MEETING  
15 September 2020**

On this day, 31 August 2020, in accordance with Section 3(1) Confidential Information of the *Local Government Act 2020*; I, Chris Hastie, General Manager Built and Natural Environment declare that the information contained in the attached document **PORT ALBERT TOWNSHIP SPECIAL CHARGE STREET CONSTRUCTION SCHEME SUBMISSIONS HEARING** is confidential because it relates to the following grounds:

- f) ***personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs***

A handwritten signature in blue ink, appearing to read 'CHAS', positioned above a dotted line.

.....  
**CHRIS HASTIE, GENERAL MANAGER BUILT AND NATURAL ENVIRONMENT**

**ITEM E1.4 CONTRACT 2021-001 UNSEALED ROAD RECONSTRUCTION – SOUTHERN MAINTENANCE AREA (Refer to Agenda Item C4.6)**



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

**ORDINARY COUNCIL MEETING  
15 September 2020**

On this day, 31 August 2020, in accordance with Section 3(1) Confidential Information of the *Local Government Act 2020*; I, Chris Hastie, General Manager Built and Natural Environment declare that the information contained in the attached document **CONTRACT 2021-001 UNSEALED ROAD RECONSTRUCTION – SOUTHERN MAINTENANCE AREA** is confidential because it relates to the following grounds:

- g) private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage***

A handwritten signature in blue ink, appearing to read 'CHAS HASTIE'.

.....  
**CHRIS HASTIE, GENERAL MANAGER BUILT AND NATURAL ENVIRONMENT**

**ITEM E1.5 CONTRACT 2021-008 HEYFIELD NORTH STREET REHABILITATION WORKS  
(Refer to Agenda Item C4.9)**



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

**ORDINARY COUNCIL MEETING  
15 September 2020**

On this day, 31 August 2020, in accordance with Section 3(1) Confidential Information of the *Local Government Act 2020*; I, Chris Hastie, General Manager Built and Natural Environment declare that the information contained in the attached document **CONTRACT 2021-008 HEYFIELD NORTH STREET REHABILITATION WORKS** is confidential because it relates to the following grounds:

- g) private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage***

A handwritten signature in blue ink, appearing to be 'CHH', positioned above the printed name of Chris Hastie.

.....  
**CHRIS HASTIE, GENERAL MANAGER BUILT AND NATURAL ENVIRONMENT**

**ITEM E1.6 CONTRACT 2021-004 KILMANY LANDFILL CELL 3 AND LANDFILL CAPPING STAGE 2 & 3 CONSTRUCTION (Refer to Agenda Item C4.10)**



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

**ORDINARY COUNCIL MEETING  
15 September 2020**

On this day, 31 August 2020, in accordance with Section 3(1) Confidential Information of the *Local Government Act 2020*; I, Chris Hastie, General Manager Built and Natural Environment declare that the information contained in the attached document **CONTRACT 2021-004 KILMANY LANDFILL CELL 3 AND LANDFILL CAPPING STAGE 2 & 3 CONSTRUCTION** is confidential because it relates to the following grounds:

- g) private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage***

A handwritten signature in blue ink, appearing to be 'CHH', is written over a light blue circular stamp.

.....  
**CHRIS HASTIE, GENERAL MANAGER BUILT AND NATURAL ENVIRONMENT**

ITEM E1.7 CONTRACT 2021-011 URBAN STREET ASPHALT RESHEETING (Refer to Agenda Item C4.11)



WELLINGTON  
SHIRE COUNCIL  
*The Heart of Gippsland*

## ORDINARY COUNCIL MEETING 15 September 2020

On this day, 31 August 2020, in accordance with Section 3(1) Confidential Information of the *Local Government Act 2020*; I, Chris Hastie, General Manager Built and Natural Environment declare that the information contained in the attached document **CONTRACT 2021-011 URBAN STREET ASPHALT RESHEETING** is confidential because it relates to the following grounds:

- g) private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage***

A handwritten signature in blue ink, appearing to be 'CHH', located below the text of the declaration.

.....  
**CHRIS HASTIE, GENERAL MANAGER BUILT AND NATURAL ENVIRONMENT**



## F. IN CLOSED SESSION

# F. IN CLOSED SESSION

### **COUNCILLOR**

*That the meeting be closed to the public pursuant to Section 66(2) of the Local Government Act 2020 to consider matters under Section 66(5)(b) as defined by Section 3(1) being:*

- a) Council business information*
- b) Security information*
- c) Land use planning information*
- d) Law enforcement information*
- e) Legal privileged information*
- f) Personal information*
- g) Private commercial information*
- h) Confidential meeting information*
- i) Internal arbitration information*
- j) Councillor Conduct Panel confidential information*
- k) Information prescribed by the regulations to be confidential information*
- l) Information that was confidential information for the purposes of section 77 of the Local Government Act 1989*

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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.*